

Regular Council Meeting
AGENDA

Tuesday, April 23, 2019, 7:00 pm
Tecumseh Town Hall
www.tecumseh.ca

Pages

1. **Order**
2. **Moment of Silence**
3. **National Anthem**
4. **Roll Call**
5. **Disclosure of Pecuniary Interest**
6. **Minutes**
 - a. Regular Council Meeting - April 9, 2019 4 - 11
 - b. Public Council Meeting - April 9, 2019 12 - 15
Re: ZBA South Side of North Talbot Road
7. **Supplementary Agenda Adoption**
8. **Delegations**
 - a. Steven Jelich, Director, Southwest Region Operations, Enbridge Gas Inc. 16 - 25
Re: Windsor Pipeline Replacement Project
 - b. Luc Gagnon, Director Financial Services & Treasurer and Rick Wellwood, Development Officer
Re: Retirement Recognition
9. **Communications - For Information**
 - a. Ministry of Infrastructure and Communities dated March 27, 2019 26 - 29
Re: Provision of an additional \$2.2 billion to the Gas Tax Fund
 - b. Township of Tudor and Cashel dated April 2, 2019 30 - 30
Re: Cost for service delivery for hydro.
 - c. City of Windsor dated April 15, 2019 31 - 31
Re: Notice of Complete Application for 1920 Grove Ave.
 - d. City of Brantford dated April 16, 2019 32 - 33
Re: Single Use Plastic Straws
 - e. Greater Essex County District School Board dated April 18, 2019 34 - 34
Re: Education Development Charge Rate Change

10. Communications - Action Required

- a. Town of Saugeen Shores dated February 11, 2019 and Municipality of Brockton dated March 26, 2019 35 - 41

Re: Investing in Canada Infrastructure Program

That the Town of Tecumseh **support** the Town of Saugeen Shores and the Municipality of Brockton resolutions on the Government of Canada and the Province of Ontario to open the application process and accept applications for the Bi-lateral "Investing in Canada Infrastructure Program".

- b. Business Improvement Area dated April 15, 2019 42 - 42

Re: Exceptions to the Town's Noise By-Law and Sign By-Law for the Night Market Events dated June 21 and July 19, 2019

That the Town of Tecumseh Business Improvement Area **be granted** an exemption to the Town's Noise Exemption By-Law and Sign By-Law for the Night Market Events dated June 21, and July 19, 2019 from 8:00 am to 12:00 am.

11. Committee Minutes

- a. Tecumseh Accessibility Advisory Committee - March 27, 2019 43 - 44

12. Reports

- a. Corporate Services & Clerk

1. CS-2019-11 Checker Flag Storyboard 45 - 50

- b. Fire & Emergency Services

1. FIRE-2019-02 Tecumseh Fire Services Q1 Update 51 - 58

- c. Planning & Building Services

1. PBS-2019-09, D19 69308TH, Zoning By-law Amendment, 6930 8th Concession 59 - 66

- d. Public Works & Environmental Services

1. PWES-2019-21 2018 Tecumseh Distribution System - Ministry of the Environment, Conservation and Parks Inspection Report 67 - 94

2. PWES-2019-22 2018 Bridge and Culvert Needs Study 95 - 105

3. PWES-2019-24 Investing in Canada Infrastructure Program Rural and Northern Communities Funding Stream 2019 Intake 106 - 130

4. PWES-2019-25 Internal Lining Replacement of the Town of Tecumseh Elevated Water Tank 131 - 135

5. PWES-2019-26 Arlington Boulevard Petition 136 - 156

13. By-Laws

14. Unfinished Business

- a. April 23, 2019 157 - 157

15. New Business

16. Motions

- a. In-Camera Meeting

b. Confirmatory By-law

1. By-Law 2019-37

158 - 158

17. Notices of Motion

18. Next Meeting

Tuesday, May 14, 2019

5:00 pm Public Council Meeting - ZBA 13214 Riverside Drive

6:00 pm Court of Revision - East Town Line Drain (St. Clair Outlet)

7:00 pm Regular Council Meeting

19. Adjournment

Minutes of a Regular Meeting of
The Council of the Town of Tecumseh

Tecumseh Council meets in regular public session on Tuesday, April 9, 2019, in the Council Chambers, 917 Lesperance Road, Tecumseh, Ontario at 7:00 pm.

1. Order

The Mayor calls the meeting to order at 7:12 pm.

2. Moment of Silence

The Members of Council and Administration observe a moment of silence.

3. National Anthem

The Members of Council and Administration observe the National Anthem of O Canada.

4. Roll Call

Present:

Mayor
Deputy Mayor
Councillor
Councillor
Councillor
Councillor

Gary McNamara
Joe Bachetti
Bill Altenhof
Andrew Dowie
Brian Houston
Rick Tonial

Absent:

Councillor

Tania Jobin

Also Present:

Chief Administrative Officer
Director Parks & Recreation Services
Director Public Works & Environmental Services
Director Information & Communication Services
Director Financial Services & Treasurer
Director Planning & Building Services
Director Corporate Services & Clerk
Director Fire Services & Fire Chief
Administrative Assistant to the Director Corporate
Service & Clerk

Margaret Misek-Evans
Paul Anthony
Phil Bartnik
Shaun Fuerth
Luc Gagnon
Brian Hillman
Laura Moy
Doug Pitre

Sue White

5. Disclosure of Pecuniary Interest

There is no pecuniary interest declared by a Member of Council.

6. Minutes**Motion: RCM - 90/19**

Moved by Deputy Mayor Joe Bachetti
Seconded by Councillor Bill Altenhof

That the minutes of the Tuesday, March 26, 2019 Regular Meeting of Council, and the minutes of the Tuesday, March 26, 2019 Public Meetings of Council, as were duplicated and delivered to the members, are adopted.

Carried

7. Supplementary Agenda Adoption**Motion: RCM - 91/19**

Moved by Councillor Brian Houston
Seconded by Councillor Andrew Dowie

That the supplementary agenda items be approved.

Carried

8. Delegations**a. Chaouki Hamka, Community Leader, MADD Windsor and Essex County**

Re: MADD Campaign 911 Program

Mr. Hamka thanks the members for the opportunity to present the 911 Campaign on behalf of MADD.

Motion: RCM - 92/90

Moved by Councillor Bill Altenhof
Seconded by Councillor Brian Houston

That Report CS-2019-08 MADD Campaign 911 Program be moved forward on the agenda for discussion.

Carried

Motion: RCM - 93/90

Moved by Councillor Bill Altenhof
Seconded by Councillor Rick Toniai

That Report CS-2019-08 regarding the MADD Campaign 911 Program (Program) be received;

And that MADD be permitted to install Program signs at the entrances to the Town of Tecumseh (Town) from Windsor on Tecumseh Road and Riverside Drive, as well as the entrance and exits of the Town on County Road 22, along with County Road 11 and County Road 19, subject to the approval of the County of Essex;

And further that MADD Windsor & Essex County be granted licensing privileges under the Use of Official Mark Policy 51 to permit the use of the Town's Official Mark on their Program signs;

And furthermore that the Mayor and Clerk be authorized to execute a Trademark Agreement with MADD Windsor and Essex County to permit the Town's Official Mark on the Program signs.

Carried

9. Communications - For Information

a. Township of South Frontenac Letter dated March 19, 2019

Re: Review of Ontario Municipal Partnership Funding (OMPF).

b. Ministry of Municipal Affairs and Housing Letter dated March 20, 2019

Re: 2018-2019 Fiscal Support for Small and Rural Municipalities.

c. Town of Lakeshore dated March 22, 2019

Re: Notice of Open House and Complete Application

d. Town of LaSalle dated March 25, 2019

Re: Notice of Public Meeting and Planning Advisory Committee Information Meeting

e. Ministry of Infrastructure and Communities Letter dated March 27, 2019

Re: Gas Tax Fund

f. Enbridge Gas Inc. dated April 5, 2019

Re: Ontario Energy Board Supplemental Notice to Customers of Enbridge Gas Inc.

g. Donna Mayne dated April 6, 2109

Re: Fluoride in Drinking Water

h. Deanna Latta dated April 7, 2019

Re: Fluoride in Drinking Water

i. Cheryl Burr dated April 8, 2019

Re: Fluoride in Drinking Water

j. Johnny Johnson, Jr., DMD, MS, Pediatric Dentist, Diplomate American Board of Pediatric Dentistry, Life Fellow, American Academy of Pediatric Dentistry, President, American Fluoridation Society, dated April 8, 2019

Re: Fluoride in Drinking Water

Motion: RCM - 94/90

Moved by Councillor Rick Tonial
Seconded by Councillor Andrew Dowie

That Communications - For Information A through J as listed on the Tuesday, April 9, 2019 Regular Council Agenda are received.

Carried

10. Communications - Action Required

There are no Communications - Action Required presented to Council.

11. Committee Minutes**a. Joint Health and Safety Advisory Committee - February 19, 2019****Motion: RCM - 95/19**

Moved by Councillor Brian Houston
Seconded by Councillor Bill Altenhof

That the February 19, 2019 minutes of the Joint Health and Safety Advisory Committee, as were duplicated and delivered to the Members of Committee, are accepted.

Carried

b. Town of Tecumseh Business Improvement Area - February 13, 2019**Motion: RCM - 96/19**

Moved by Councillor Rick Toniai
Seconded by Councillor Brian Houston

That the February 13, 2019 minutes of the Town of Tecumseh Business Improvement Area, as were duplicated and delivered to the Members of Council, are accepted.

Carried

12. Reports**a. Corporate Services & Clerk****1. CS-2019-08 MADD Campaign 911 Program**

This Report was moved forward on the agenda to Delegations for discussion.

2. CS-2019-09 Fluoridation of Drinking Water

The Members discuss the issue and explain their rationale for supporting the reintroduction of fluoride in the municipal water supply. The Mayor relays a message in the absence of Councillor Tania Jobin that she is opposed to the reintroduction of fluoride.

In a response to a query, the Director Financial Services & Treasurer explains the financial impact to reintroducing fluoride which could range from no impact to a proportional share, as a new water agreement is negotiated for rates in eight years' time.

The Director Public Works & Environmental Services advises that the water supplied to Lakeshore residents is nominal. He explains the water agreement between the municipalities and the Windsor Utilities Commission.

Motion: RCM - 97/19

Moved by Councillor Bill Altenhof
Seconded by Councillor Rick Toniai

That Report CS-2019-09 regarding the Fluoridation of Water, be received;

And that By-law No. 2019-35 being a by-law to add fluoride to the water supply for The Corporation of the Town of Tecumseh, be supported.

Carried

b. Financial Services

1. FS-2019-03 Statement of Remuneration and Expenses Paid in 2018

Motion: RCM - 98/19

Moved by Councillor Brian Houston
Seconded by Councillor Andrew Dowie

That Report No.FS-2019-03 Statement of Remuneration and Expenses Paid in 2018 be received.

Carried

c. Planning & Building Services

1. PBS-2019-07 D19 13214RIV, 13214 Riverside Drive, Zoning By-law Amendment

Motion: RCM - 99/19

Moved by Councillor Brian Houston
Seconded by Councillor Bill Altenhof

That the scheduling of a public meeting, to be held on Tuesday, May 14, 2019 at 5:00 p.m., in accordance with the *Planning Act* for a Zoning By-law Amendment application seeking to amend the former Town of Tecumseh Zoning By-law 1746 by rezoning a 1,251 square metre (13,465 square foot) parcel of land situated on the north side of Riverside Drive, approximately 290 metres west of its intersection with Manning Road (13214 Riverside Drive), from "Residential Zone 1 (R1)" to a site specific "Residential Zone 1 (R1-11)" to permit the construction of a detached accessory garage with a second storey dwelling unit on the subject property in addition to one detached dwelling unit, be authorized.

Carried

d. Fire & Emergency Services

1. FIRE-2019-03 Partnership with Wounded Warriors Canada

Motion: RCM - 100/19

Moved by Councillor Joe Bachetti
Seconded by Councillor Brian Houston

That Report FIRE-2019-03 regarding Tecumseh Fire Services formalizing a partnership with Wounded Warriors of Canada be received.

Carried

13. By-Laws**Motion: RCM - 101/19**

Moved by Councillor Brian Houston
Seconded by Councillor Bill Altenhof

That By-Law 2019-28 being a by-law to amend By-Law No. 85-18, the Town's Comprehensive Zoning By-law for those lands in the former Township of Sandwich South;

That By-Law 2019-29 being a by-law to amend By-Law No. 2019-02 being a by-law to appoint members to the Tecumseh Heritage Committee for the term of Council 2019-2022;

That By-Law 2019-30 being a by-law to amend By-Law No. 2019-06 being a by-law constituting and appointing a Committee of Adjustment and empowering the

granting of minor variances for the term of Council 2019-2022, effective May 1, 2019;

That By-law 2019-31 being a by-law to amend By-Law No. 2019-07 being a by-law delegating the authority for the giving of consents for the term of Council 2019-2022;

That By-Law 2019-32 being a by-law to amend By-Law No. 2019-08 being a by-law to appoint a Property Standards Committee for the term of Council 2019-2022, effective May 1, 2019;

That By-Law 2019-33 being a by-law to amend By-Law No. 2019-10 being a by-law to appoint Directors to the Board of Management for the Business Improvement Area for the term of Tecumseh Council 2019-2022;

That By-Law 2019-34 being a by-law to confirm and appoint a Chief Administrative Officer and Deputy Clerk;

That By-law 2019-35 being a by-law to add fluoride to the water supply for The Corporation of the Town of Tecumseh.

Be given first and second reading.

Carried

Motion: RCM - 102/19

Moved by Councillor Bill Altenhof
Seconded by Councillor Brian Houston

That By-Law 2019-28 being a by-law to amend By-Law No. 85-18, the Town's Comprehensive Zoning By-law for those lands in the former Township of Sandwich South;

That By-Law 2019-29 being a by-law to amend By-Law No. 2019-02 being a by-law to appoint members to the Tecumseh Heritage Committee for the term of Council 2019-2022;

That By-Law 2019-30 being a by-law to amend By-Law No. 2019-06 being a by-law constituting and appointing a Committee of Adjustment and empowering the granting of minor variances for the term of Council 2019-2022, effective May 1, 2019;

That By-law 2019-31 being a by-law to amend By-Law No. 2019-07 being a by-law delegating the authority for the giving of consents for the term of Council 2019-2022;

That By-Law 2019-32 being a by-law to amend By-Law No. 2019-08 being a by-law to appoint a Property Standards Committee for the term of Council 2019-2022, effective May 1, 2019;

That By-Law 2019-33 being a by-law to amend By-Law No. 2019-10 being a by-law to appoint Directors to the Board of Management for the Business Improvement Area for the term of Tecumseh Council 2019-2022;

That By-Law 2019-34 being a by-law to confirm and appoint a Chief Administrative Officer and Deputy Clerk;

That By-law 2019-35 being a by-law to add fluoride to the water supply for The Corporation of the Town of Tecumseh.

Be given third and final reading.

Carried

14. Unfinished Business

The Members receive the Unfinished Business listing for Tuesday, April 9, 2019.

Riverside Drive

The Director Public Works & Environmental Services commented that the restorative work on Riverside Drive and the ponding of water being experienced will be followed up by the Public Works Department. Members of Council will be updated through email.

CP Rail on Lesperance Road

It was suggested that a letter be forwarded to CP Rail regarding the depression on the road going over the tracks on Lesperance Road. The Director Public Works & Environmental Services advised that staff were currently looking into this matter. The Mayor advised that he would send a letter from his office to CP Rail regarding this issue.

15. New Business

The Mayor complimented Tecumseh Fire Services for their quick response to the fire on the CP rail tracks on Banwell Road north of Intersection Road on April 7, 2019.

16. Motions**a. In-Camera Meeting****Motion: RCM - 103/19**

Moved by Deputy Mayor Joe Bachetti
Seconded by Councillor Brian Houston

That the procedural approval of minutes at the closed session of Council held at 5:00 pm on April 9, 2019, in accordance with Section 239(2)(f) of the *Municipal Act 2001*, which permits a meeting or part of a meeting, to be closed to the public when the subject matter being considered is advice that is subject to solicitor-client privilege, including communications necessary for that purpose regarding fluoridation, be approved.

Carried

b. Confirmatory By-law**Motion: RCM - 104/19**

Moved by Councillor Brian Houston
Seconded by Councillor Bill Altenhof

That By-Law 2019-36 being a by-law to confirm the proceedings of the Tuesday, April 9, 2019, regular meeting of the Council of The Corporation of the Town of Tecumseh be given first, second, third and final reading.

Carried

17. Notices of Motion

There are no notices of motion presented to Council.

18. Next Meeting

Tuesday, April 23, 2019

5:00 pm Public Council Meeting - Tecumseh Road Streetscape

6:00 pm Court of Revision - Dawson Drain

6:30 pm Court of Revision - South Talbot Drain (Access Culvert)

7:00 pm Regular Council Meeting

19. Adjournment

Motion: RCM - 105/19

Moved by Councillor Brian Houston

Seconded by Councillor Bill Altenhof

That there being no further business, the Tuesday, April 9, 2019 meeting of the Regular Council now adjourn at 8:04 pm.

Carried

Gary McNamara, Mayor

Laura Moy, Clerk

Minutes of a Public Meeting of
The Council of the Town of Tecumseh

Tecumseh Council meets in public session on Tuesday April 9, 2019, in the Council Chambers, 917 Lesperance Road, Tecumseh, Ontario at 6:00 pm.

1. Call to Order

The Mayor calls the meeting to order at 6:05 pm.

2. Roll Call

Present:

Mayor

Gary McNamara

Deputy Mayor

Joe Bachetti

Councillor

Bill Altenhof

Councillor

Andrew Dowie

Councillor

Brian Houston

Councillor

Rick Toniai

Absent:

Councillor

Tania Jobin

Also Present:

Chief Administrative Officer

Margaret Misek-Evans

Director Public Works & Environmental Services

Phil Bartnik

Director Planning & Building Services

Brian Hillman

Director Corporate Services & Clerk

Laura Moy

Manager Planning Services

Chad Jeffery

Administrative Assistant to the Director Corporate
Service & Clerk

Sue White

3. Disclosure of Pecuniary Interest

There is no pecuniary interest declared by a Member of Council.

4. Introduction and Purpose of Meeting

The purpose of the meeting is to hear public comment on a proposed Zoning By-law amendment to rezone a 2.9 acre parcel of land on the south side of North Talbot Road, 95 metres east of its intersection with Walker Road from "Neighbourhood Commercial Zone" to a site specific "Business Park Zone".

The subject parcel of land is designated "Business Park" in the Sandwich South Official Plan. The rezoning will permit the future development of the lands for a range of light industrial and commercial uses.

5. Delegations

1. Al Gatti, Solicitor and Rui Matos, Principle Signature Contractors Windsor Inc.

Mr. Gatti advises that after having heard the Manager Planning Services report summary, he does not feel the need to offer further comments.

Mr. Matos notes that his business is local and requires expansion. Most of their space is in the Oldcastle Industrial Area along with the group of companies next door. Only a small corner of the land is being proposed for Business Park Zone and there was still opportunity for commercial. Mr. Matos advised that his office is

located next door to the Tim's Horton's and he does not see any foot traffic from the Greenway. As investors, decisions are made based on current demand and he is trying to expand and bring more business to the community.

The Mayor opens the floor to comments from the public.

2. Judy Wellwood-Robson, Resident

Ms. Wellwood-Robson is a long-time resident of the Oldcastle area and is a member of Friends of Oldcastle Development (F.O.O.D.). She acknowledges that Council is looking at one parcel of land, however with limited lands available in Oldcastle, it is important to determine how the remaining lands are developed.

At a previous presentation to Council, Council unanimously passed the need for a secondary or detailed plan for the Oldcastle area that has a strong industrial and commercial component, residential needs, and a walkable community. She states that without a secondary or detailed plan, there is no way to determine needs for commercial spaces, and the establishment of residential areas. She notes that she has never seen land for sale on that property.

Ms. Wellwood-Robson advised that she conducted an unscientific study on Sunday, April 7, 2019, and notes that there were 23 lots available, and 141 acres of land for light industry/employment lands. She will provide the Clerk's Department with a booklet of information she compiled, as well as a memory stick of a PowerPoint presentation.

In summary, Ms. Wellwood-Robson reiterates that the goal was to have a strong, sustainable, balanced community. Residents feel that the industrial centre hurts the residents who remember a strong agricultural community and residents want it to be vital as it used to be. She feels that the amendment is premature and that the Town needs to look at residential areas and sufficient land for Neighbourhood Commercial Zones.

Councillor Brian Houston inquires on what businesses are classified as "Neighbourhood Commercial Zone". Manager Planning Services advises that it is retail, convenience stores and offices.

The Director Planning and Building Services reviews the evolution of industrial development in Oldcastle over the past 60 years. He advises that it remains the commitment of the municipality that the new Official Plan will contain policies establishing the future undertaking of a special planning study to determine the preferred long-term use on lands identified as Hamlet Development. He clarifies that Hamlet Development lands are synonymous with a future development designation on greenfield sites. This type of special planning study is not required prior to considering development proposals on lands that are currently designated for development such as the subject application, which is within a Business Park designation in the Official Plan. The subject application is requesting that the lands be zoned in the Zoning By-law to a Business Park zone permitting industrial and commercial uses, consistent with the Official Plan designation.

For these reasons, he advises that the application is not deemed to be premature. He further confirms that the Del Duca property has been going through a very unique process in keeping with the associated Ontario Municipal Board decision and that it includes consideration of a primarily residential component and a small neighbourhood commercial component that is going out for public and agency input at the end of April. He advises that he was directly involved with the Maidstone Hamlet Secondary Plan process and that the lands involved in that study were originally identified as Hamlet Development, the same as the Official Plan's Hamlet Development designation on some lands in

Oldcastle. He further detailed the planning process undertaken by the Town as part of the development of the Maidstone Hamlet Secondary Plan. In addition, he further summarized the zoning history of the subject property and the fact that vacant land will remain in a commercial zone immediately north of the existing Tim Horton's for future potential commercial development. The significant regional traffic on Walker Road will be one of the main drivers supporting commercial development in this vicinity. He discussed the importance of multi-use trails and the Town's ongoing program to provide improved linkages to and from the Chrysler Canada Greenway. He summarized the rationale supporting the need for additional industrial-type lands, including those identified in the County Official Plan along the 401 corridor, and the regional significance of the current approximately 350 individual shops and businesses in Oldcastle.

Mayor Gary McNamara commented that the footpath is actually on private lands. He also noted that with the announcements made by Fiat Chrysler Automobiles (FCA) locally and Detroit. The Town needs to find a clear balance between industrial and residential lands so that tax rates do not go up too high.

Deputy Mayor Joe Bachetti advised that Councillor Tania Jobin sends her regrets and was unable to attend this meeting. He noted that no decision would be made tonight and inquired on the timelines. Manager Planning Services explained that following this meeting, staff would review the comments received and prepare a follow-up report for the next available meeting.

6. Communications

1. Notice of Public Meeting

Re: Proposed Zoning By-Law Amendment

2. Rui Matos Email dated March 26, 2019

3. Tim Hortons Letter dated April 4, 2019

4. Friends of Oldcastle Development dated April 1, 2019

Re: Objection to the Zoning By-Law Amendment

Motion: PCM - 22/19

Moved By Councillor Brian Houston

Seconded By Councillor Andrew Dowie

That Communications - For Information 1 through 4 as listed on the Tuesday, April 9, 2019 Public Council Meeting Agenda are received.

Carried

7. Reports

1. PBS-2019-05, D19 MATOS, Zoning By-law Amendment, South Side North Talbot Road, SCWI Enterprises

Motion: PCM - 23/19

Moved By Councillor Andrew Dowie

Seconded By Councillor Brian Houston

That Report PBS-2019-05, D19 MATOS Zoning By-law Amendment, South Side North Talbot Road, SCWI Enterprises be received.

Carried

8. Adjournment

Moved By Councillor Bill Altenhof
Seconded By Councillor Joe Bachetti

That there being no further business, the Tuesday, April 9, 2019 meeting of the Public Council Meeting now adjourn at 6:57 pm.

Carried

Gary McNamara, Mayor

Laura Moy, Clerk

2020 Windsor Pipeline Replacement Project

April 2019

Enbridge Inc. - What we do

We fuel quality of life for millions of people everyday



Liquids Pipelines

- **17,000** miles of crude & liquids pipelines
- Transporting **2.9 million** barrels/day



Natural Gas Pipelines

- **26,600** miles of natural gas pipelines
- Moving **22%** of natural gas consumed in the U.S.



Renewable Power

- **23** renewable power generating facilities
- **2,050** net megawatts of generating capacity



Gas Distribution

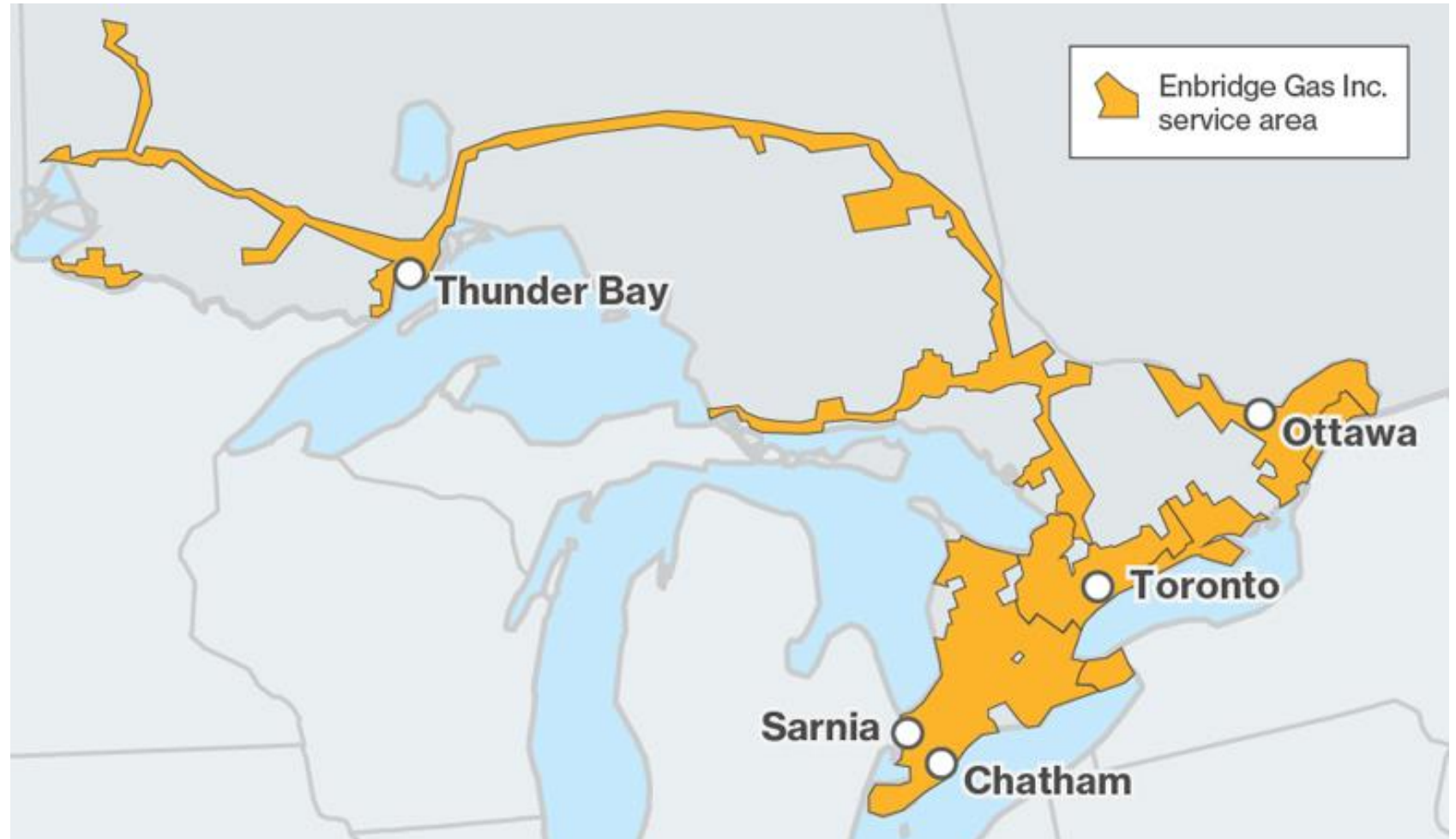
- **3.7 million** customer accounts
- Serving **500+ communities** across Ontario

Enbridge Gas Inc.

Canada's largest natural gas storage, transmission and distribution company



- **We deliver the energy that enhances people's quality of life.**
- **Values**
Safety, Integrity, Respect.
- **Experience**
170+ years of experience in safe and reliable service.
- **Distribution Business**
12M people served, heating >75% of Ontario homes.
- **Dawn Storage Hub**
Canada's largest and one of the top-5 natural gas trading hubs in North America.
- **DSM Programs**
Saved customers ~19 billion cubic metres of natural gas.
- **Community Partnerships**
\$6.6M in community-strengthening initiatives.



Formed Jan. 1, 2019 from the amalgamation of Union Gas Limited and Enbridge Gas Distribution

Safety is our #1 Priority

Above all else, we are always working to ensure the safety of our people, neighbours and the environment



In 2017 at Enbridge Inc...

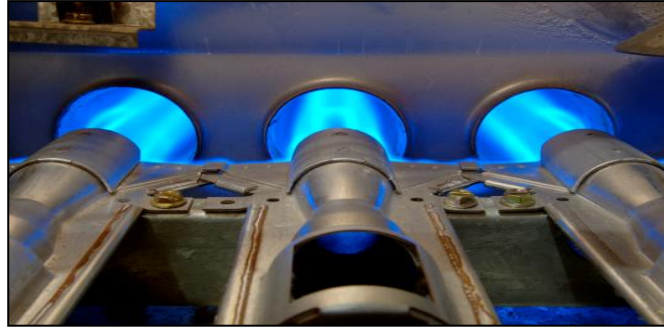
- ...completed 26,700+ pipeline inspections
- ...invested C\$1.95B in maintaining the fitness of our pipelines
- ...staged 365 emergency response drills & events

Our pipelines are monitored

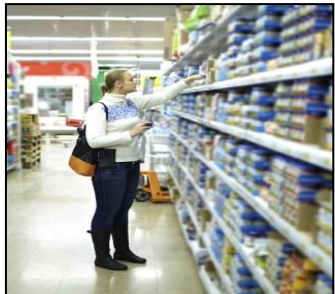
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2020 Windsor Pipeline Replacement Project

Project purpose

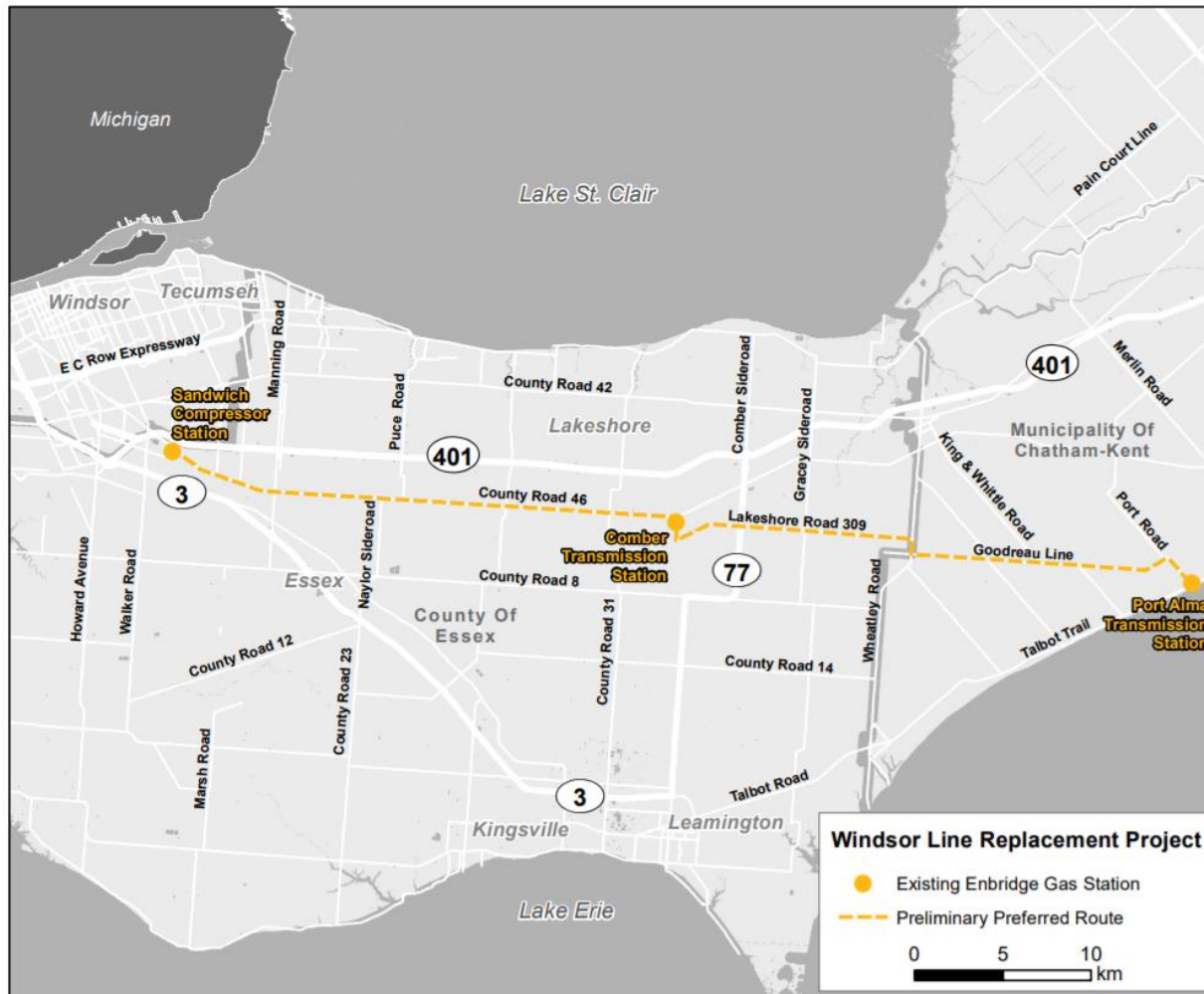


- Replacing our Windsor Line natural gas infrastructure as part of our continual pipeline monitoring and integrity program
- Ensures the reliable delivery of affordable natural gas to residents and businesses in Windsor, Essex County, and Chatham-Kent for years to come



2020 Windsor Pipeline Replacement Project

Project details



- Replacing approx. 60 km of the existing Windsor natural gas pipeline, an 8-to-10-inch diameter pipeline, with a new 6-inch pipeline to be constructed in the vicinity of the existing pipeline
- 6-inch pipeline to operate at higher pressure
- \$88M (est.) cost – hundreds of temporary local jobs created, and sourcing local goods and services wherever possible
- Project to occur between Oldcastle and Port Alma, primarily along County Rd. 46, Lakeshore Rd. 309, and Goodreau Line
- Information sessions held Feb. 20 and 21 – over 70 attendees

2020 Windsor Pipeline Replacement Project

Ontario Energy Board (OEB) review and approval process



- The OEB is the body that regulates the natural gas industry in Ontario, in the public interest.
- The project is subject to OEB approval.
- We plan to submit an application for this project to the OEB in the summer of 2019.
- If after this review the OEB determines that the project is in the public interest it will approve construction of the project.
- **If approved, construction would begin in mid-2020, and be in-service by late 2020.**
- Additional information about the OEB process can be found at the OEB's website, oeb.ca

2020 Windsor Pipeline Replacement Project

System connections



- Currently there are approx. 450 properties along the project route that are directly connected to the existing pipeline
- Enbridge Gas will work with these residents to ensure a smooth transition of service to the new pipeline, which will involve a temporary gas service outage and subsequent appliance re-light
- Other property impacts during construction, such as the need to cross driveways, will be managed with residents to ensure they maintain access to their properties

Supporting growth in Southwestern Ontario

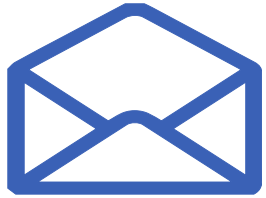
Over \$500M in completed and planned investments



- Enbridge Gas has responded to increased demand for natural gas in Windsor, Essex County, and Chatham Kent
- We continue to make investments towards both the future growth of the region, and ensuring reliable access to affordable natural gas
- Over the past 5 years and into 2020:
 - Panhandle Transmission System Reinforcement: \$265M
 - Kingsville Transmission System Reinforcement: \$107M
 - Windsor Pipeline Replacement: \$88M (est.)
 - Panhandle Pipeline Replacement: \$35M
 - Chatham-Kent Rural Pipeline Expansion: \$19M
 - Leamington Pipeline Expansion: \$11M

Your Voice Can Make a Difference

Seeking formal support for this project



- We are requesting a letter or resolution of support for this project which will be included as part of our OEB application.
- The OEB application process will review the “need” and community support for the proposed infrastructure.
- A letter of comment or resolution in support will help demonstrate support and need.



RECEIVED APR 03 2019

March 27, 2019

His Worship Gary McNamara
Mayor
Town of Tecumseh
917 Lesperance Road
Tecumseh, Ontario N8N 1W9

Dear Mr. Mayor:

I am pleased to inform you that, in accordance with the commitment in Budget 2019, the Government of Canada will provide an additional \$2.2 billion to the Gas Tax Fund. This one-time top-up will provide additional support to municipalities that face infrastructure deficits to support improved productivity, economic growth, a clean environment, and help to build strong cities and communities.

This special funding will be provided to Ontario recipients under the Canada–Ontario–Association of Municipalities of Ontario–Toronto Gas Tax Fund Administrative Agreement. An amount of \$819,443,895 will be provided to Ontario as well as individual signatories, and will then be distributed to ultimate recipients in accordance with the allocation formula used for gas tax payments made in 2018, as follows:

• Ontario:	\$819,443,895
○ Association Municipalities of Ontario	\$649,940,923
○ City of Toronto	\$167,421,424
○ Province of Ontario	\$2,081,548

Funds must be used in accordance with all the terms of the current Gas Tax Fund Administrative Agreement. Information on Ontario's federal Gas Tax Fund allocations per community prior to Budget 2019 can be found on Infrastructure Canada's website¹.

The gas tax top-up funding is expected to be transferred following royal assent of Budget 2019.

March 14, 2019 marked one year since the Canada–Ontario Integrated Bilateral Agreement was signed.

¹ <https://www.canada.ca/en/office-infrastructure/news/2018/backgrounder-ontarios-2018-19-federal-gas-tax-fund-allocations.html>

As I know you appreciate, under the Investing in Canada Infrastructure Program, proposed projects must first be prioritized by the province before they are submitted to Infrastructure Canada for consideration.

As a reminder, through the Integrated Bilateral Agreement with Ontario, \$11.9 billion is available to the province and is broken down as follows:

- \$8.3 billion for public transit;
- \$2.8 billion for green infrastructure;
- \$407 million for community, culture, and recreation infrastructure; and
- \$250 million for infrastructure in rural and northern communities.

The one-time top-up to the Gas Tax Fund adds substantial dollars to this Agreement. More importantly, those dollars flow to you.

We believe this is an important step to take to ensure your local priorities have the resources needed so projects can get moving and, crucially, the summer construction season is not missed. We all know how important that season is to make real progress on projects, not to mention job creation locally.

In the meantime, we continue to press the Ontario government to open intakes for all four streams so as to maximize the number of projects we can build together for Ontarians in 2019 and the years ahead.

We know you have proposals ready, and last week's announcement in Budget 2019 is a clear signal that we are there to support you.

Spring is already (at last) in the air. It is time to get projects moving so we do not lose a historic opportunity to build our communities and create good-paying jobs now.

I look forward to continuing to work with you on our shared infrastructure interests.

Yours sincerely,



The Honourable François-Philippe Champagne, P.C., M.P.
Minister of Infrastructure and Communities

c.c. City Clerk and Council

Enclosure – Gas Tax Fund fact sheet

THE FEDERAL GAS TAX FUND

Eligible projects include investments in infrastructure for construction, renewal or material enhancement in each of the following categories:



1. **Local roads and bridges** – roads, bridges and active transportation infrastructure (active transportation refers to investments that support active methods of travel. This can include: cycling lanes and paths, sidewalks, hiking and walking trails).
2. **Highways** – highway infrastructure.
3. **Short-sea shipping** – infrastructure related to the movement of cargo and passengers around the coast and on inland waterways.
4. **Short-line rail** – railway-related infrastructure for carriage of passengers or freight.
5. **Regional and local airports** – airport-related infrastructure (excludes the National Airport System).
6. **Broadband connectivity** – infrastructure that provides internet access to residents, businesses, and/or institutions in Canadian communities.
7. **Public transit** – infrastructure that supports a shared passenger transport system which is available for public use.
8. **Drinking water** – infrastructure that supports drinking water conservation, collection, treatment and distribution systems.
9. **Wastewater** – infrastructure that supports wastewater and storm water collection, treatment and management systems.
10. **Solid waste** – infrastructure that supports solid waste management systems including the collection, diversion and disposal of recyclables, compostable materials and garbage.
11. **Community energy systems** – infrastructure that generates or increases the efficient usage of energy, including energy retrofits of municipal buildings.
12. **Brownfield redevelopment** – remediation or decontamination and redevelopment of a brownfield site.
13. **Sport infrastructure** – amateur sport infrastructure (excludes facilities, including arenas, which would be used as the home of professional sports teams or major junior hockey teams, e.g. Junior A).
14. **Recreational infrastructure** – recreational facilities or networks.
15. **Cultural infrastructure** – infrastructure that supports arts, humanities, and heritage.
16. **Tourism infrastructure** – infrastructure that attracts travelers for recreation, leisure, business or other purposes.
17. **Disaster mitigation** – infrastructure that reduces or eliminates the long-term impacts and risks associated with natural disasters.
18. **Capacity building** – investments related to strengthening the ability of municipalities to develop long-term planning practices (e.g., including local asset management planning, public transit network planning, etc.)

Note: Investments in health infrastructure (hospitals, convalescent and senior centres) are not eligible.

THE FEDERAL GAS TAX FUND IN ONTARIO

The federal Gas Tax Fund delivers over \$2 billion every year to over 3600 communities across the country. For the 2018-19 fiscal year, this represents an investment of more than \$819 million from the Government of Canada to Ontario municipalities.

The **federal Gas Tax Fund (GTF)** is a permanent source of annual funding to provinces and territories, who in turn flow this funding to their municipalities to support local infrastructure priorities.

Every year, municipalities benefit from the support and flexibility of the federal Gas Tax Fund. They can pool, bank, and borrow against this funding — providing significant financial flexibility to plan infrastructure projects over the long term. Projects are chosen locally and prioritized according to the infrastructure needs of each community.

Communities select how best to direct the funds and have the flexibility to make strategic investments across 18 different project categories.

Because many municipalities across Canada continue to face serious infrastructure deficits, **Budget 2019** proposes a **one-time transfer of \$2.2 billion** through the federal Gas Tax Fund to address short-term priorities in municipalities and First Nations communities. This will double the Government of Canada's commitment to municipalities in 2018–19, with **Ontario municipalities of all sizes sharing an additional federal investment in local infrastructure of over \$819 million, for a total of approximately \$1.64 billion.**

QUICK FACTS:

- The federal Gas Tax Fund is allocated on a per capita basis for provinces, and provides a base funding amount of 0.75 percent of total annual funding for Prince Edward Island and each territory.
- On-reserve First Nations communities in provinces also receive an allocation on a per capita basis.
- The federal Gas Tax Fund has been indexed at two percent per year, meaning that it will continue to grow to provide additional support to municipalities.
- To date, more than \$23 billion has been invested in municipalities through the federal Gas Tax Fund.

371 Weslemkoon Lake Road
Box 436, R.R. #2
GILMOUR, ON K0L 1W0
clerk@tudorandcashel.com
www.tudorandcashel.com



LIBBY CLARKE, REEVE
BERNICE CROCKER, CLERK-TREASURER
613-474-2583 (Phone)
613-474-0664 (Facsimile)

THE CORPORATION OF THE TOWNSHIP OF TUDOR AND CASHEL

RESOLUTION

TOWNSHIP OF TUDOR AND CASHEL

APRIL 02, 2019

RESOLUTION NO: 2019 - 090

MOVED BY: NOREEN REILLY

SECONDED BY: RONALD CARROLL

WHEREAS hydro is essential for all individuals and the cost to receive hydro should not be so excessive that individuals cannot afford it;

AND WHEREAS the cost for service delivery for hydro should be affordable to all individuals;

AND WHEREAS the Hydro One invoices received over the last few months for the Township of Tudor and Cashel have indicated that 46% to 56% of the total cost has been related to service delivery fee;

AND WHEREAS the Township of Tudor and Cashel believes the cost for service delivery is not affordable to the Township or its residents;

AND WHEREAS the Township of Tudor and Cashel believes that Hydro One and the Ontario Energy Board should review its plans regarding delivery service to ensure that the cost of service delivery is fair to everyone;

NOW THEREFORE BE IT RESOLVED, THAT a copy of this motion be circulated to Hydro One, Daryl Kramp, MPP Hastings-Lennox & Addington, the Hon. Doug Ford, Premier of Ontario, Ontario Energy Board, all municipalities and the Association of Municipalities of Ontario.

Carried: LIBBY CLARKE, HEAD OF COUNCIL

PLANNING DEPARTMENT – DEVELOPMENT DIVISION

<input checked="" type="checkbox"/> MANAGER OF DEVELOPMENT APPLICATIONS – THOM HUNT	<input checked="" type="checkbox"/> TOWN OF TECUMSEH CLERK - LAURA MOY [lmoy@tecumseh.ca]
<input checked="" type="checkbox"/> GREATER ESSEX COUNTY DISTRICT SCHOOL BOARD - CATHY LYND, SUPERINTENDENT OF BUSINESS [cathy.lynd@publicboard.ca]	<input checked="" type="checkbox"/> TOWN OF LASALLE – BRENDA ANDREATTA [bandreatta@lasalle.ca]
<input checked="" type="checkbox"/> WINDSOR-ESSEX CATHOLIC DISTRICT SCHOOL BOARD – GARY MCKENZIE, SR. MANAGER FACILITY SERVICES [seniormanagerfs@wecdsb.on.ca]	<input checked="" type="checkbox"/> TOWN OF LAKESHORE – MARY MASSE [mmasse@lakeshore.ca]
<input checked="" type="checkbox"/> CONSEIL SCOLAIRE CATHOLIQUE PROVIDENCE (FRENCH CATHOLIC) - JOSEPH PICARD [PicaJose@cscprovidence.ca]	<input checked="" type="checkbox"/> ESSEX REGION CONSERVATION AUTHORITY (ERCA) - [planning@erca.org]
<input checked="" type="checkbox"/> CONSEIL SCOLAIRE VIAMONDE (FRENCH PUBLIC WINDSOR) - MARTIN BERTRAND [bertrandm@csvgiamonde.ca]	<input checked="" type="checkbox"/> MINISTRY OF MUNICIPAL AFFAIRS & HOUSING – MARION- FRANCIS CABRAL [Marion-Frances.Cabral@ontario.ca]
<input checked="" type="checkbox"/> ENWIN UTILITIES – WATER ENGINEERING; TECHNICAL SERVICES; ENWIN HYDRO – [TSD@enwin.com] Bruce Ogg [bogg@enwin.com]	ONLY TO WHOM IT APPLIES: <input checked="" type="checkbox"/> ESSEX TERMINAL [tberthia@etr.ca] <input checked="" type="checkbox"/> CANADIAN PACIFIC [CP_Proximity-Ontario@cpr.ca] <input checked="" type="checkbox"/> VIA RAIL [Allan_Fisher@viarail.ca]
<input checked="" type="checkbox"/> ONTARIO POWER GENERATION INC. [Executivevp.lawanddevelopment@opg.com]	<input checked="" type="checkbox"/> MINISTRY OF TRANSPORTATION – JODIE LUCENTE [Jodie.Lucente@ontario.ca]
<input checked="" type="checkbox"/> HERITAGE COMMITTEE CHAIR - BILL MARRA [bmarra@citywindsor.ca]	<input checked="" type="checkbox"/> PARKS CANADA [information@pc.gc.ca]
<input checked="" type="checkbox"/> WINDSOR STAR – TRICIA DUPUIS-FADDOUL [TFaddoul@postmedia.com]	

NOTICE OF COMPLETE APPLICATION

PURSUANT TO SECTION 34 (10.7)(a) OF THE PLANNING ACT

TAKE NOTICE that the City of Windsor Planning Department has **ACCEPTED** the following application(s) and has deemed the applications to be **COMPLETE**.

LIST OF APPLICATIONS:

1. Applicant: **Olivia Homes Construction Ltd.**

Deemed Complete: April 1, 2019

File No: Z 008/19 [ZNG/5802]

Location: 1920 Grove Ave.

Proposal: To change the permitted land use to allow a residential plan of subdivision.

Planner: Justina Nwaesei

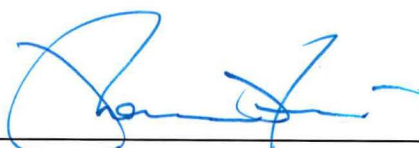
519-255-6543, ext. 6165

jnwaesei@citywindsor.ca

"The information and materials received for the complete application are available to the public for review during office hours (8:30 a.m. to 4:30 pm) Monday to Friday, at the Planning Department, City of Windsor, located on the second floor at 350 City Hall Square West, Suite 210, Windsor, Ontario"

Notification of the Planning, Heritage & Economic Development Standing Committee Meeting (PHEDSC) and the subsequent Council Meeting will be given once scheduling is complete.

Dated at the City of Windsor, April 15, 2019.



Thom Hunt - City Planner/Executive Director
Windsor, Ontario



April 16, 2019

Below is a copy of a Resolution adopted by Brantford City Council at its meeting held March 26, 2019. In keeping with City Council's direction, a copy is being distributed to other municipalities in the Province of Ontario.

C. Touzel
City Clerk

RESOLUTION

6.1 Single-Use Plastic Straws

WHEREAS section 8(1) of the *Municipal Act, 2001* requires that the powers of a municipality are to be interpreted broadly so as to confer broad authority on the municipality to enable the municipality to govern its affairs as it considers appropriate and to enhance the municipality's ability to respond to municipal issues; and

WHEREAS section 8(3) of the *Municipal Act, 2001* permits the municipality to pass by-laws under section 10 and 11 which: regulates or prohibits the matter; and to require persons to do things respecting the matter; and

WHEREAS section 10(2) of the *Municipal Act, 2001* permits single-tier municipalities to pass by-laws respecting the following matters: economic, social and environmental well-being of the municipality, including respecting climate change; and

WHEREAS the Council of The Corporation of the City of Brantford wishes to consider regulating or prohibiting the sale and distribution of single-use plastic straws in the municipality in order to reduce: (a) littering; (b) the impact on landfills; (c) the impact on sewers; and (d) the contribution to climate change;

NOW THEREFORE BE IT RESOLVED THAT City Staff BE DIRECTED to:

1. Analyze the impacts of single-use plastic straws in the municipality; and how to reduce those impacts through the regulation and prohibition of single-use plastic straws;

2. Consult with the public and impacted industries, including but not limited to:
 - i. Retail Stores;
 - ii. Restaurants;
 - iii. Manufacturers and Distributors, as applicable;
 - iv. Chamber of Commerce;
 - v. Brantford Accessibility Advisory Committee; and
 - vi. Brantford Environmental Policy Advisory Committee;
3. THAT City Staff REPORT BACK to Council on the results of their analysis and consultation; along with a process, including timelines, to:
 - a. In the first phase, regulate the sale and distribution of single-use plastic straws, taking into account existing inventories and the sourcing of alternate suppliers; and
 - b. In the final phase, prohibit the sale and distribution of single-use plastics straws.
4. THAT a copy of this resolution BE FORWARDED to the MP and MPP Brantford-Brant, the Association of Municipalities of Ontario (AMO), the Federation of Canadian Municipalities (FCM) and other municipalities in the Province of Ontario.

From: Shelley Armstrong
Sent: April-18-19 8:55 AM
To: Shelley Armstrong
Subject: Education Development Charge Rate Change - Greater Essex County District School Board
Importance: High

Good morning,

Please be advised that the Greater Essex County District School Board has made a change in its Education Development Charge ("EDC") for both the City of Windsor and, the County of Essex and Township of Pelee.

Effective Monday April 22, 2019, the residential EDC rate will be increasing to \$605 for both the City of Windsor by-law and the County of Essex and Township of Pelee by-law.

Regards,



Shelley Armstrong, CPA, CA | Superintendent of Business and Treasurer

Greater Essex County District School Board |
451 Park Street West | Windsor, ON | N9A 5V4



THE CORPORATION OF THE TOWN OF
SAUGEEN SHORES

COUNCIL REPORT

Meeting Date: Mike Myatt, Vice Deputy Mayor

Subject: Request to Governments of Canada and Province of Ontario to open the application process for the Bi-lateral "Investing in Canada Infrastructure Program" that was signed on March 14th, 2017

Background

The Town of Saugeen Shores, a community population of approximately 14,000 and growing, is faced with a problem that many Ontario Municipalities are experiencing. Many of our recreation and cultural facilities were built in the 1970's and 1980's and now require modern upgrades or replacement. Our pool is over 40 years old and needs to be replaced; our 100 year old Town Hall is in need of repairs; our ball diamonds are aging and our Southampton Ice Facility requires significant repairs. For a community our size, these facilities represent community hubs; they represent gathering places and facilities where members of our community can exercise their mind and bodies on route to living healthier lives. Our residents want to be active, some are active now, but our aging facilities are becoming a deterrent for those who wish to live active lifestyles. In most cases, the Town of Saugeen Shores is able to fundraise and borrow for 1/3 of the cost to make these facility replacements become a reality, but we need bi-lateral funding between the Federal Government and Provincial Government to allow for capital funding allocations to support these facility upgrades or in some cases to support total replacement.

Like other essential municipal infrastructure, Recreation and Cultural Infrastructure is in need of investment. A 2007 study by Parks and Recreation Ontario revealed that over \$5 billion in deferred capital investment is required to repair or replace existing recreation facilities in Ontario – that number is now \$6 billion. The same study showed that 50% of municipally-owned Recreation Infrastructure is at or near the end of its expected lifespan. Additionally, all community recreation facilities that are in mid-life cycle require renovation or upgrades, consistent with their age. Many community facilities built before 1990 require retrofit investments to protect customer safety, improve energy efficiency or enhance services particularly from an accessibility standpoint.

Nationally, the Canadian Recreation and Parks Association (CPRA), an alliance of all 13 provincial and territorial recreation and park associations, has continued to research this issue. CPRA participated on the Advisory Board for the 2016 Canadian Infrastructure Report Card 5. This Report Card includes data on municipal recreation facilities and the results show that almost 1 in 2 recreation facilities are in 'very poor', 'poor' or 'fair' condition and need repair or replacement. In comparison to other municipal infrastructure assessed in the Report Card, recreation facilities were in the worst state and require immediate attention. Furthermore, new facilities are required to meet future needs linked to rapid population growth being experienced by the Town of Saugeen Shores.

Through budget 2016, the Federal Government allocated \$14.4 billion in new funding for the repair and modernization of key Infrastructure. This funding via the Investing in Canada Plan has gone towards vital public transit systems, clean water and wastewater systems, and Social Infrastructure such as affordable housing. These are all very important needs for many communities in Ontario, but the Town of Saugeen Shores would like to suggest that replacement of aging recreation facilities is also a high priority for Municipalities.

Building on the first phase of the Investing in Canada Plan, \$81.2 billion in additional funding was made available in the Federal 2017 budget to support five priority areas over the next decade: Public Transit, Green, Social, Trade and Transportation, and Rural and Northern Communities' Infrastructure and provides predictable funding and focusses on large-scale transformational projects.

The Governments of Canada and Province of Ontario have an infrastructure agreement that was signed March 14th, 2017, and this bi-lateral agreement now includes a new stream named "Community, Culture, and Recreation". The Town of Saugeen Shores needs to request this program be opened in the short term to allow our community and other communities around the Province to submit applications. It is this next phase that Saugeen Shores Council needs to start lobbying our MP and MPP for Provincial and Federal support to help make this happen.

The attached Motion is being proposed for Council consideration and pending approval, it is being recommended that the Town of Saugeen Shores encourages all Municipalities in the Province of Ontario to pass a similar motion and forward to the Governments of Canada and Province of Ontario to stress the importance of opening the application process for Recreation and Culture Infrastructure funding under the "Investing in Canada Infrastructure Program".

Respectfully Submitted
Mike Myatt, Vice Deputy Mayor

THE CORPORATION OF THE
TOWN OF SAUGEEN SHORES

MOVED BY:  RESOLUTION NO: 17-2019
SECONDED BY:  DATE: February 11, 2019

Whereas The Town of Saugeen Shores believes that building modern infrastructure is important, and that good quality infrastructure supports job creation and helps attract businesses and residents to our community and communities across the Province of Ontario; and

Whereas Recreation Infrastructure is one of the most important core investments that can be made into the prosperity, health, and security of urban and rural communities; and

Whereas the need for infrastructure renewal projects far exceeds the capital available in municipalities for investment in Recreation Infrastructure; and

Whereas Recreation Infrastructure is often put to the bottom of the list, as other infrastructure takes priority; in fact, there has not been a meaningful Recreation Infrastructure program since 2008; and

Whereas the Province of Ontario places long term borrowing restrictions on Municipalities; and

Whereas Saugeen Shores does not have the borrowing capacity to fund these large scale projects; and

Whereas some Municipalities do have the capacity to fundraise and borrow to 1/3 of project costs but rely on other levels of Government for remaining partnership funding; and

Whereas, while the Town of Saugeen Shores welcomes the inclusion of Recreation Infrastructure funds through the Gas Tax Fund, it is apparent that Gas Tax Funds alone are not sufficient to support large scale Recreation Infrastructure projects; and

Whereas the Town of Saugeen Shores agrees with both Parks and Recreation Ontario and with the Association of Municipalities of Ontario that the infrastructure gap will continue to grow, especially once all of the municipal asset plans are completed; and

Whereas both the Federal and Provincial Government could leave a positive and lasting impact on rural communities by helping municipalities to renovate or build new Recreation Facilities, and in the process create cost savings to our health system. After all, health is a Provincial expense, and as citizens live healthier lifestyles and maintain healthy bodies, this leads to less frequent visits to doctors' offices, hospital emergency departments and rehabilitation centres, and consequently less costs towards medical costs; and

Whereas in 2016 the Federation of Canadian Municipalities study found that nearly half of all types of sport and recreation facilities in Canada are in fair or poor condition, with a replacement value of \$23 billion across Canada; and

Whereas in Ontario, the replacement value for aging pools, arenas and community centres in fair or poor condition in Ontario is estimated to be \$6 billion (Parks and Recreation Ontario); and

Whereas the Province of Ontario has endorsed the Framework for Recreation in Canada 2015: Pathways to Wellbeing; and that the vision for the Framework is "a Canada where everyone is engaged in meaningful, accessible recreation experiences..." and that the first goal of the Framework is that governments should enable participation in physically active recreation; and

Whereas the Framework for Recreation in Canada has as priority 4.3 as follows: "Enable communities to renew Recreational Infrastructure as required and to meet the need for green spaces by securing dedicated government funding at all levels.... for the necessary development, renewal and rehabilitation of facilities and outdoor spaces"; and

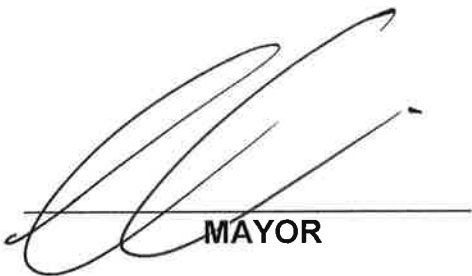
Whereas through the Investing in Canada Plan, the Government of Canada is investing over \$180 billion over 12 years in Infrastructure projects across Canada with these investments being made by 14 Federal Departments and Agencies; and

Whereas the Governments of Canada and Ontario signed a bi-lateral agreement on March 14th, 2017 and created the “Investing in Canada Infrastructure Plan”; and be it

Resolved that the Council of the Town of Saugeen Shores requests that the Government of Canada and the Province of Ontario move forward with accepting applications for funding agreed to by the Governments of Canada and Province of Ontario under the “Investing in Canada Infrastructure Program” to help address the Recreation and Culture Capital Infrastructure deficit that currently exists across Canada; and

Further, that this resolution and background Council Report be forwarded to all Ontario Municipalities, Provincial and Federal Government’s, local MP’s and MPP’s, Parks and Recreation Ontario, and the Association of Municipalities of Ontario, requesting their support.

- Carried ☒
- Defeated ☐
- Deferred ☐
- Referred ☐
- Tabled ☐
- Withdrawn ☐



MAYOR

DIVISION OF RECORDED VOTE

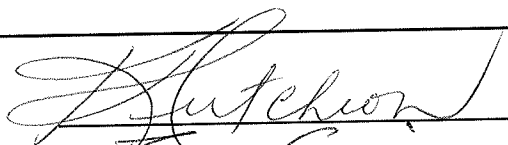
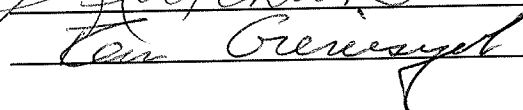
	YES	NO	ABSENT	PEC INT
CHARBONNEAU				
CARR				
GRACE				
MATHESON				
MYATT				
MYETTE				
RICH				
SHRIDER				
SMITH				

The Corporation of the Municipality of Brockton - Council Meeting

Agenda Number: 6.1
Number: 19-08-05
Title: Motion on Bi-Lateral "Investing in Canada Infrastructure Program"
Date: Tuesday, March 26, 2019

Moved By:

Seconded By:

Whereas The Municipality of Brockton believes that building modern infrastructure is important, and that good quality infrastructure supports job creation and helps attract businesses and residents to our community and communities across the Province of Ontario; and

Whereas Recreation Infrastructure is one of the most important core investments that can be made into the prosperity, health, and security of urban and rural communities; and

Whereas the need for infrastructure renewal projects far exceeds the capital available in municipalities for investment in Recreation Infrastructure; and

Whereas Recreation Infrastructure is often put to the bottom of the list, as other infrastructure takes priority; in fact, there has not been a meaningful Recreation Infrastructure program since 2008; and

Whereas the Province of Ontario places long term borrowing restrictions on Municipalities; and

Whereas Brockton does not have the borrowing capacity to fund these large scale projects; and

Whereas some Municipalities do have the capacity to fundraise and borrow to 1/3 of project costs but rely on other levels of Government for remaining partnership funding; and

Whereas, while the Municipality of Brockton welcomes the inclusion of Recreation Infrastructure funds through the Gas Tax Fund, it is apparent that Gas Tax Funds alone are not sufficient to support large scale Recreation Infrastructure projects; and

Whereas the Municipality of Brockton agrees with both Parks and Recreation Ontario and with the Association of Municipalities of Ontario that the infrastructure gap will continue to grow, especially once all of the municipal asset plans are completed; and

Whereas both the Federal and Provincial Government could leave a positive and lasting impact on rural communities by helping municipalities to renovate or build new Recreation Facilities, and in the process create cost savings to our health system. After all, health is a Provincial expense, and as citizens live healthier lifestyles and maintain healthy bodies, this leads to less frequent visits to doctors' offices, hospital emergency departments and rehabilitation centres, and consequently less costs towards medical costs; and

4
Whereas in 2016 the Federation of Canadian Municipalities study found that nearly half of all types of sport and recreation facilities in Canada are in fair or poor condition, with a replacement value of \$23 billion across Canada; and

Whereas in Ontario, the replacement value for aging pools, arenas and community centres in fair or poor condition in Ontario is estimated to be \$6 billion (Parks and Recreation Ontario); and

Whereas the Province of Ontario has endorsed the Framework for Recreation in Canada 2015: Pathways to Wellbeing; and that the vision for the Framework is "a Canada where everyone is engaged in meaningful, accessible recreation experiences..." and that the first goal of the Framework is that governments should enable participation in physically active recreation; and

Whereas the Framework for Recreation in Canada has as priority 4.3 as follows: "Enable communities to renew Recreational Infrastructure as required and to meet the need for green spaces by securing dedicated government funding at all levels.... for the necessary development, renewal and rehabilitation of facilities and outdoor spaces"; and

Whereas through the Investing in Canada Plan, the Government of Canada is investing over \$180 billion over 12 years in Infrastructure projects across Canada with these investments being made by 14 Federal Departments and Agencies; and

Whereas the Governments of Canada and Ontario signed a bi-lateral agreement on March 14, 2017 and created the "Investing in Canada Infrastructure Plan"; and be it resolved that the Council of the Municipality of Brockton requests that the Government of Canada and the Province of Ontario move forward with accepting applications for funding agreed to by the Governments of Canada and Province of Ontario under the "Investing in Canada Infrastructure Program" to help address the Recreation and Culture Capital Infrastructure deficit that currently exists across Canada; and

Further, that this resolution and background Council Report be forwarded to all Ontario Municipalities, Provincial and Federal Government's, local MP's and MPP's, Parks and Recreation Ontario, and the Association of Municipalities of Ontario, requesting their support.

Carried

Tied, Defeated

Defeated

Tabled



Mayor - Chris Peabody

2019 – 2023 BIA Board of Management

Candice Dennis,
Chair
Paul Bistany,
Treasurer,
Linda Proctor,
Director
Jules Champoux,
Director
Joe Fratangeli,
Director
Elisa Braccio,
Director
Michael Kennedy,
Director
Scott Harris,
Director
Brian Houston,
Director
Andrew Dowie,
Councillor Ward 1

By Email Only

April 15, 2019

Mayor and Council in care of:
Office of the Town Clerk
Laura Moy, Director Staff Services/Clerk
lmoy@tecumseh.ca

Re: REQUEST – SIGN BY-LAW & NOISE BY-LAW WAIVER

On behalf of the Town of Tecumseh Business Improvement Area (TOTBIA) Board of Management, please accept this letter requesting that the TOTBIA be granted an exemption from the Town's Noise By-Law and Sign By-Law for the Town of Tecumseh BIA Night Market events being held on Friday, June 21, 2019 at Green Valley Plaza, 13300 Tecumseh Rd. E. and on Friday, July 19, 2019 located at the Tecumseh Towne Centre Plaza, at 1614 Lesperance Rd. and County Rd. 22.

Listed below are the times and areas being requested and other pertinent information:

NOISE BY-LAW WAIVER:

- Night Market events (June 21 & July 19) open at 5:00 PM and closes at 10:00 PM
 - Set up starts at 9:00 AM and tear-down must be completed by midnight
 - REQUESTING waiver from 8:00 AM to midnight on June 21 & July 19

SIGN BY-LAW WAIVER:

- Permit TOTBIA to advertise the Tecumseh BIA Night Markets using signs and a banner as follows:
 - Lawn signs that are 24" x 18" at the following locations:
 - BIA Parkette, Tecumseh Recreation Complex & Area, Lakewood Park, Poisson Parkette, Lacasse Park, Chippewa Park, Ticonderoga Park, Star of the Lake Park, Edgewater Beach Park, and Green Acres Park & Town Arena
 - One Banner that is 5'x3' at the following location:
 - At Green Valley Plaza – along the fencing facing Manning Rd.
 - At Tecumseh Towne Center Plaza on the fence facing County Road 22
 - REQUESTING waiver to start displaying signs and banner as of
 - June 1st, 2019, removing on June 22, 2019
 - June 29, 2019, removing on July 20, 2019

If you require additional information, please do not hesitate to contact the undersigned with any questions and/or concerns.

Respectfully,

Town of Tecumseh
BIA Board of Management

Paula Rorai

IMPROVE | PROMOTE | DEVELOP | PLAN

1189 Lacasse Blvd. • Tecumseh, ON N8N 2C7 • P: 519.735.3795 • F: 519.735.5978
bia@tecumseh.ca • www.tecumsehbia.com

Minutes of the Tecumseh Accessibility Advisory Committee
For the Corporation of The Town of Tecumseh

A meeting of the Tecumseh Accessibility Advisory Committee for the Town of Tecumseh was scheduled to be held on Wednesday, March 27, 2019, in the Council Chambers at Town Hall, 917 Lesperance Road, Tecumseh at 12:30 pm.

1. **Call to Order**

The Clerk assumes the Chair to proceed with the election of a Chair at 12:48 pm.

2. **Roll Call**

Present:	
Chair	Ron Matysek
Member	Mary Ann Askin
Member	Ron Doherty
Member	David Golden
Member	Catherine Rutherford
Member	Linda Stanczak

Absent:	
Councillor	Tania Jobin

Also Present:	
Director Corporate Services & Clerk	Laura Moy
Deputy Clerk & Manager Legislative Services	Jennifer Alexander
Manager Roads & Fleet	Kirby McArdle
Manager Committee & Community Services	Christina Hebert

3. **Nomination of Chairperson**

Motion: TAAC - 01/19

Moved By	Member Linda Stanczak
Seconded By	Member Ron Doherty

That Member Ron Matysek be appointed as Chair for the Tecumseh Accessibility Advisory Committee for the term of Council ending November 14, 2022.

Carried

Mr. Matysek assumes the Chair.

4. **Disclosure of Pecuniary Interest**

There is no disclosure of pecuniary interest by a member of the Committee.

5. **Delegations**

a. **Ministry Training Webinar for Municipal Accessibility Advisory Committees**

Re: "Making Accessibility Happen - your guide to serving on the Municipal Accessibility Advisory Committee."

The Committee Members participates in the webinar offered by the Ministry for Seniors and Accessibility. The training provides awareness on the Committee's role and responsibilities.

6. **Communications**

a. **On the Path to an Accessible Ontario - dated January 5, 2019**

Re: Winter Edition 2018

b. Minutes - November 20, 2018 Meeting

c. AODA Toolbox - November 2018

Re: What you need to know about Ontario's accessibility laws.

Motion: TAAC - 02/19

Moved By Member Linda Stanczak
Seconded By Member Ron Doherty

That Communications - For Information A and C as listed on the March 27, 2019 Tecumseh Accessibility Advisory Committee Agenda are received.

Carried

7. Reports

There are no reports presented to the Committee.

8. Unfinished Business

There are no unfinished business items discussed.

9. New Business

Social Media Presence

A Member inquires if the Committee can obtain a social media account, such as Facebook or Instagram, for community outreach especially youth.

10. Next Meeting

The next Tecumseh Accessibility Advisory Committee meeting will be held at 12:00 pm on Tuesday, June 4, 2018.

11. Adjournment

Motion: TAAC - 03/19

Moved By Member Ron Doherty
Seconded By Member Mary Ann Askin

That there being no further business, the March 27, 2019 meeting of the Tecumseh Accessibility Advisory Committee now adjourn at 2:30 pm.

Carried

Ron Matysek, Chairperson

Laura Moy, Clerk



The Corporation of the Town of Tecumseh

Corporate Services & Clerk

To: Mayor and Members of Council

From: Laura Moy, Director Corporate Services & Clerk

Date to Council: April 23, 2019

Report Number: CS-2019-11

Subject: Checker Flag Storyboard

Recommendations

It is recommended:

That Report CS-2019-11 regarding a Storyboard about the former Checker Flag Speedway **be received**;

And that the placement of the Checker Flag Speedway Storyboard, which recognizes its physical attributes and historical timeline in the community, **be approved** and located within Cranbrook Park.

Background

A request for a Storyboard was submitted by John Lucier on behalf of the Family & Friends of Checker Flag Speedway to recognize the former Checker Flag Speedway (Checker Flag) located where the Cranbrook Subdivision now exists.

The request has been reviewed by Administration and consulted upon with the Cultural & Arts Advisory Committee. In accordance with Town's Storyboard Plaque Policy No. 88 this report is submitted to Council for approval of this request.

Comments

Storyboard Policy

The Storyboard Plaque Policy No. 88 (Policy) outlines the process and procedures when considering requests for a Storyboard to commemorate a significant historical event, person, date, or a physical and natural feature.

The Policy defines a Storyboard plaque as a flat tablet, of metal or appropriate material that is mounted into the ground, which includes text and/or images honouring significant natural or physical features, landscapes, historical events and persons of local, provincial or national significance. A plaque is considered a permanent fixture in a public space with the purpose to provide information and learning experience to residents and visitors. It is also an interpretative method to communicate the area's rich cultural and natural history. A plaque is not to be confused with a sign, works of art, or sign dedicating historical sites or buildings. A plaque is not a 'sign' under the Town's Sign By-law. (Storyboard)

Only those Storyboards placed in public open spaces such as Town parks, sports fields or municipally owned property are covered by the Policy.

In accordance with the Policy in Section 6.2.5, individuals or groups of people who may be recognized in a Storyboard shall have made significant contributions to the Town, or the surrounding area, to warrant such an honour. Examples of subjects that merit commemoration include, but are not limited to:

- a) an individual whom the Town has recognized for their contribution or act(s),
- b) an individual distinguished through public service or profession,
- c) a physical or natural feature of the community, or
- d) historical events that set the stage for development of the Town and Canada as a nation.

Storyboards shall respect the intended purpose of the Town's Public Open Space environment and, therefore, should be appropriate for their location.

Applicants must provide a written submission outlining the purpose and detailed description of the content, design and location of the Storyboard to the Director Corporate Services & Clerk. The submission must also include evidence of background research relevant to the subject of the Storyboard.

The Director Corporate Services & Clerk will work together with other departments and related committees to review the submission. Following consultation, a report to Council is then to be given to Council for consideration and approval.

Checker Flag Speedway Storyboard

Mr. John Lucier, on behalf of the Family & Friends of Checker Flag Speedway submitted a request to recognize the former Checker Flag Speedway. Checker Flag was an exciting recreational venue located in the former Township of Sandwich South, on the south side of County Road 42, between Banwell and Lesperance Roads, from 1961 to 1992. It was a weekly

gathering place for families and friends to enjoy stock car races. The Cranbrook Subdivision now exists where the former Checker Flag was once located.

In keeping with the Policy, the members of the Cultural & Arts Committee, at their September 17, 2018 meeting, reviewed the proposal for the Checker Flag Speedway Storyboard and were in support of proceeding with its placement in Cranbrook Park located within the Cranbrook Subdivision.

The content and pictures for the proposed Storyboard about Checker Flag were subsequently provided to the Town's Graphic Designer for development. The final design of the Checker Flag Storyboard, prepared by the Graphic Designer in consultation with the applicants, was submitted on April 12, 2019, and is attached as [Appendix 1](#).

The final design was submitted to the Cultural & Arts Committee at their April 15, 2019, meeting. While the Committee did not have a quorum at the meeting, the members in attendance, including the Chair and Vice-Chair, conveyed how well laid out and presented the information was on the draft Storyboard. They thought it was very well done and were pleased to see the recognition of the history of Checker Flag.

The Director Parks & Recreation and Director Corporate Services & Clerk have also reviewed the final design of the Checker Flag Storyboard to ensure that the Town's culture and history are accurately represented and consistent with the other Storyboard formats.

The Storyboard is in keeping with Section 6.2.5 (c) of the Policy as it depicts and describes the former Checker Flag Speedway's physical attributes and features. It is only appropriate that this Storyboard be located in Cranbrook Park, the former location of the Checker Flag Speedway.

Consultations

Parks & Recreation Services
Cultural & Arts Advisory Committee
Family & Friends of Checker Flag Speedway

Financial Implications

The estimated cost for design, production, layout proofing and completion of the Storyboard, as well as installation, is \$2,500 which will be paid by John Lucier.

Link to Strategic Priorities

Applicable	2017-18 Strategic Priorities
<input checked="" type="checkbox"/>	Make the Town of Tecumseh an even better place to live, work and invest through a shared vision for our residents and newcomers.
<input type="checkbox"/>	Ensure that the Town of Tecumseh's current and future growth is built upon the principles of sustainability and strategic decision-making.
<input type="checkbox"/>	Integrate the principles of health and wellness into all of the Town of Tecumseh's plans and priorities.
<input type="checkbox"/>	Steward the Town's "continuous improvement" approach to municipal service delivery to residents and businesses.
<input checked="" type="checkbox"/>	Demonstrate the Town's leadership role in the community by promoting good governance and community engagement, by bringing together organizations serving the Town and the region to pursue common goals.

Communications

Not applicable ☒

Website ☐

Social Media ☐

News Release ☐

Local Newspaper ☐

This report has been reviewed by Senior Administration as indicated below and recommended for submission by the Chief Administrative Officer.

Prepared by:

Laura Moy, Dipl. M.M., CMMIII HR Professional
Director Corporate Services & Clerk

Reviewed by:

Paul Anthony, RRFA
Director Parks & Recreation Services

Recommended by:

Margaret Misek-Evans, MCIP, RPP
Chief Administrative Officer

**Attachment
Number**

**Attachment
Name**

1

Final Design of the Checker Flag Storyboard

CHECKER FLAG INTERNATIONAL SPEEDWAY ~ STOCK CAR RACING ~ 1961-1992

THE "DIRT TRACK" ERA



On this location many years ago, during the Golden Era of Stock Car Racing, the familiar smells of popcorn, dirt, burnt rubber & racing fuel lingered in the air. Thousands of loyal fans gathered here weekly on Wednesday & Saturday nights to be entertained by the thunderous roar of the engines, while cheering on their heroes of their beloved track. Those were the days when the dust would rise on the back curve as drivers hammered their gas pedal to the floor. Every driver and their dedicated crew were fighting to be the first to cross the finish line and win the coveted black & white **CHECKER FLAG!**

CHECKER FLAG HISTORY TIMELINE

1960 - The Pratt Raceway go-kart track opened.

1961 - The go-kart track was reconfigured to a 1/4 mile flat dirt track & renamed **CHECKER FLAG RACEWAY**. Francis Pratt, Herman Modlinsky and Dennis Fauteux were the original owners. Vintage 1930's and 1940's cars competed under the sanction of the *Western Ontario Stock Car Racing Association*, or *W.O.S.C.R.A.* for short.

1966 - The track was expanded to a 1/3 mile with banked turns. 1,000 new grandstand seats were added. Herman Modlinsky passes. Francis Pratt sells his shares to Gary and Ron Fauteux.

1967 - The Semi-Late Model Division was added. Coupes became the Sportsman Division.

1969 - The track was modified once again to a 3/8 mile with banked corners. More seating was added. Racers such as Stan Earish, Don Dame, Johnny Banks, Harry Bolton, Jim Vandellinder, Barry Brush, Leo Lucier, Steve Miller, Joe Holden, Don Mallat, Louis Haggith & Jack Monaghan were the stars of the dirt track – and many, many others as well.

1974 - The new owners, John Fahringer, Mark Cable and Jack Monaghan have the track asphalted – 18 degree banking, lighting, concrete retaining walls and fencing were other major improvements. *Export A* and *Molson Breweries* were the new primary sponsors, and the track was sanctioned by NASCAR. The track's name was changed to **CHECKER FLAG INTERNATIONAL SPEEDWAY**. Late Models, Street Stocks and Factory Stocks divisions were added. Events such as Demolition Derbies, Roll-A-Thons, Figure 8's, Hot Dog Derbies & Paul Riddells' Hell Drivers were extremely popular.

1977 - Tom Hannah becomes the promoter thru 1979.

1978 - Russel Woods, Mike Duffy, Rob Young, Jim Lucier, Len Couvillon, Mark Desjardins, Dave Bulmer, Al Delisle and Wayne Monk, and many others were standouts in the Factory Stock Division.

1980 - The Super Late Model Division was the main attraction. Drivers such as Don "The Tasmanian Devil" Mallat, Bobby Merrifield, Frank Charette, Barney Brant, Rusty Banks, Don Biederman, Larry LaMay, Jr. Hanley & Jack "Speedy" Monaghan were the stars of the track's asphalt era. Countless others were very popular with the fans. The travelling series, named the "Export A Series" stopped at *Checker Flag*. The *Export A* regulars such as Jerry Makara, Joe Ruttman, Norm Lelliot, Howie Scannell, Harold Brown & Earl Ross were fierce competitors on the asphalt.

1983 - The track was sold to Bob Robinson, the previous promoter.

1984 - Late Model Sportsman, Thunders and Thumpers were the new divisions. The track's new name was now changed to **CHECKER FLAG MOTOR SPEEDWAY**.

1985 - The Canadian National Stock Car Division was the premier attraction.

1990 - Attendance begins to dwindle. The end was near...

1992 - For the last time the track's name was changed. Its revised name was **WINDSOR SPEEDWAY**. This would prove to be *Checker Flag's* final racing season. After 32 years of providing continuous family entertainment, the track was sold for the adjoining subdivision.

...
This then became the End of an Era that will never be forgotten by the many folks that were involved – both on or off the race track!

THE "ASPHALT TRACK" ERA



IT'S OUR HERITAGE
THE TOWN OF TECUMSEH, ONTARIO





The Corporation of the Town of Tecumseh

Fire & Rescue Services

To: Mayor and Members of Council

From: Doug Pitre, Director Fire Services & Fire Chief, C.E.M.C.

Date to Council: April 23, 2019

Report Number: FIRE-2019-02

Subject: Tecumseh Fire Services - Q1 2019 Update

Recommendations

It is recommended:

That the Tecumseh Fire Services Q1 2019 update presented in the Fire & Rescue Services Department Report FIRE-2019-02 **be received**.

Background

The purpose of this Fire Services Report is to provide Council with an overview of the Tecumseh Fire Rescue Services (TFRS) for the first quarter of 2019.

TFRS provides firefighting protection for the lives and property of citizens of the Town of Tecumseh. Personnel respond to all calls for service, providing firefighting, rescue, emergency medical intervention (including defibrillation), vehicle extrication, shore-based water rescue, and confined space entry rescue.

The Fire Department is a composite fire service operating out of two stations, each with a complement of 20 volunteer firefighters. Station 1 is located at 985 Lesperance, while Station 2 is located at 5520 Walker Road. The department services a population of approximately 24,000, providing fire and emergency medical coverage to a 95 square kilometre area, and responds to approximately 400 calls per year.

Comments

Calls for Service – Volume

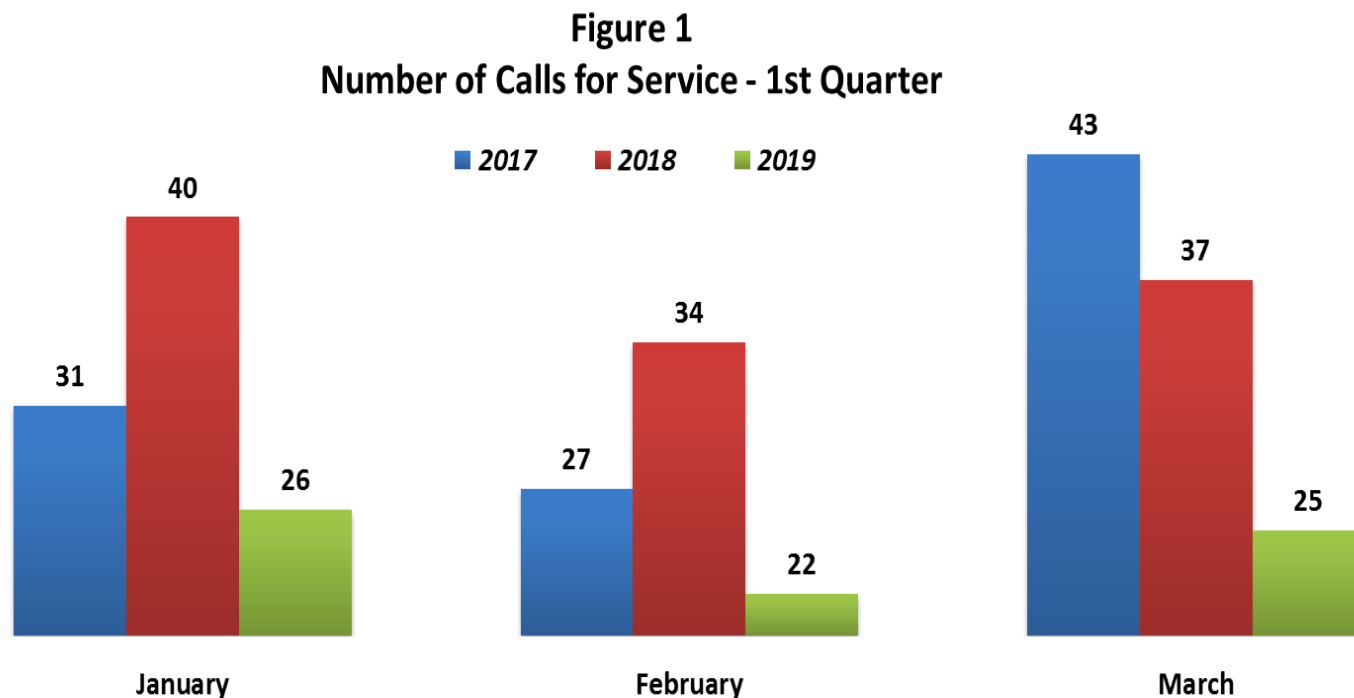


Figure 1 illustrates call volumes for the 1st Quarter over a three-year period 2017 through 2019 on a monthly basis. Calls for service in the 1st Quarter of 2019 included five fires, two vehicle and two garage fires and one no loss outdoor fire. Four incidents involving other pre-fire conditions (no fire) resulted from two overheated mechanical devices and two other pre-fire conditions. In addition, three incidents resulted from open air burning or unauthorized controlled burning.

Public Education and Inspection

i) Public Education

Fire Station Tours – Public Education/Information tours conducted during the 1st Quarter of 2019 for the following groups:

- Windsor 107th Beaver Scout Group
- Royal Canadian Legion Cadets

ii) Inspection

Figure 2
Inspection by Property Type - 1st Quarter

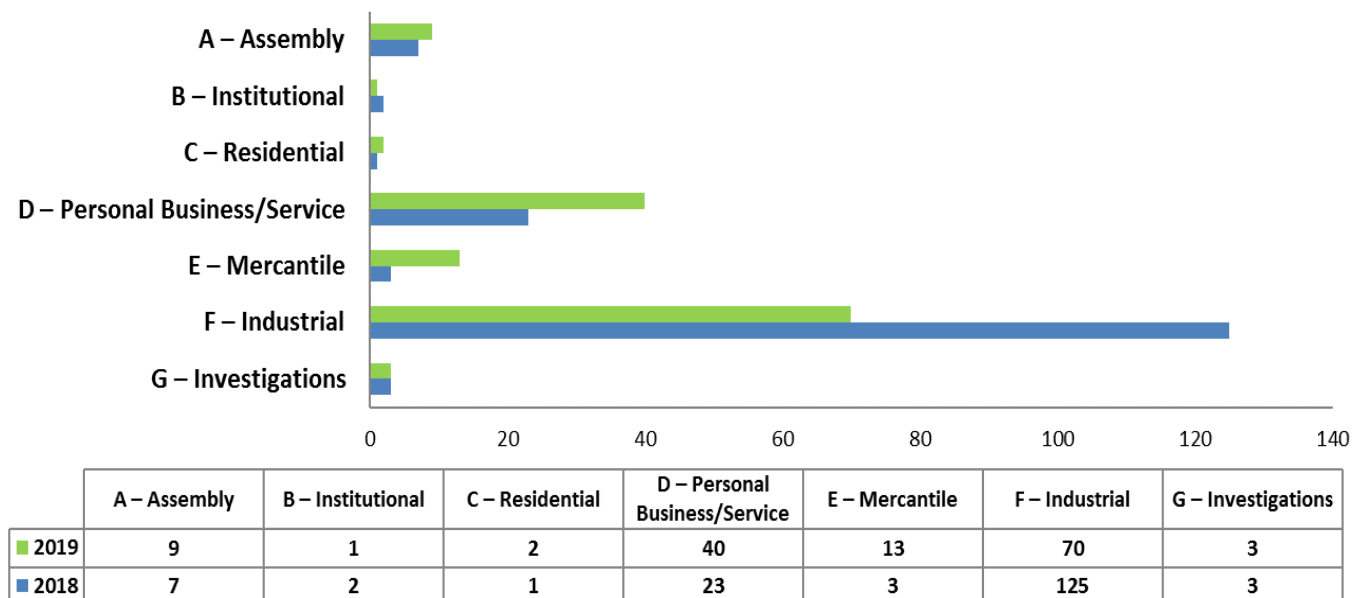


Figure 2 illustrates Inspection by Property Type for the 1st Quarter for the years 2018 and 2019.

Two **fire investigations** took place during the 1st Quarter of 2019 regarding garage fires. A fire that began in an attached garage resulted in one person hospitalized for minor smoke inhalation and an estimated \$200,000 in property damage. The cause was determined to be accidental and the fire began in a vehicle in the attached garage.



Q1 – 2019 Highlights

○ Ice Rescue Instructor Training Course

LaSalle Fire arranged with Southwest Fire Academy to provide an Ice Rescue Instructor training course in LaSalle during February. Several Tecumseh Firefighters attended the training that included shore-based as well as “go” rescues. After successful completion of this course, attendees are certified to teach the Southwest Fire Academy course on their behalf within their respective departments.



○ The Road to Mental Readiness (R2MR) Training

Essex-Windsor Emergency Medical Services (EMS) coordinators provided in-house R2MR training for members of TFRS. The R2MR program exists to build awareness of mental illness and operational stress injuries through education, to reduce the stigma associated with mental illness, and to increase understanding and support for these conditions. The goal of R2MR is to improve short-term performance and long term mental health outcomes. R2MR trained members will be able to recognize situations where they, or their peers, require intervention and/or assistance.



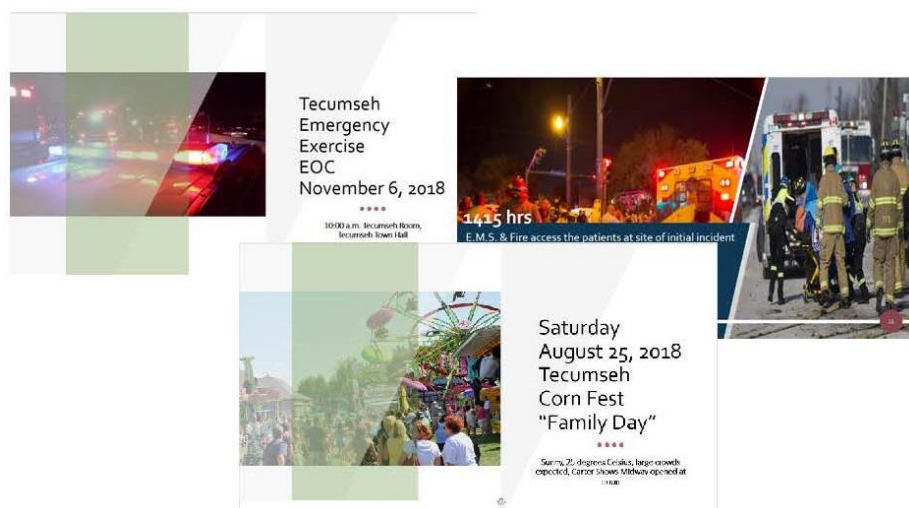
- **Tecumseh Firefighters recruited to Windsor Fire (WFD)**

Tecumseh Fire Rescue Service is proud to congratulate four of our firefighters on their successful recruitment to Windsor Fire. They begin their training with WFD April 1st. We look forward to the return of three to volunteer firefighter positions within Tecumseh Fire once they have completed their recruit training and are placed in full time positions with WFD. Tecumseh Fire management acknowledges the exceptional level of training provided by their Captains that enables these firefighters to compete successfully for these positions.



- **Presentation to Networking for Municipal Event Planners Group (NMEP)**

The Fire Chief/C.E.M.C. and Administrative Assistant were invited to a meeting of the Municipal Event Planners Group to present the mock emergency scenario used in the Emergency Exercise in November 2018. The tabletop scenario involved a vehicle used by an individual to cause death, injury and property damage during a large well attended public event. Discussion followed the presentation including the need to review event emergency plans, setup and emergency preparation.



- **Incident Management System (200)**

The Deputy Chief has successfully completed IMS 200, and is continuing leadership courses.

- **High School Cooperative Education Student**

Tecumseh Fire is hosting a high school cooperative education student from a local area high school, Logan Levasseur from Tecumseh Vista. This is a valuable opportunity for this student to experience up close the roles of various fire department personnel, including responsibilities, functions, and administrative duties.



Consultations

None

Financial Implications

None

Link to Strategic Priorities

Applicable	2017-18 Strategic Priorities
<input checked="" type="checkbox"/>	Make the Town of Tecumseh an even better place to live, work and invest through a shared vision for our residents and newcomers.
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<input checked="" type="checkbox"/>	Demonstrate the Town's leadership role in the community by promoting good governance and community engagement, by bringing together organizations serving the Town and the region to pursue common goals.

Communications

Not applicable ☒

Website ☐

Social Media ☐

News Release ☐

Local Newspaper ☐

This report has been reviewed by Senior Administration as indicated below and recommended for submission by the Chief Administrative Officer.

Prepared by:

Doug Pitre
Director Fire Services & Fire Chief, C.E.M.C.

Recommended by:

Margaret Misek-Evans, RPP, MCIP
Chief Administrative Officer & Town Manager

Attachment Number	Attachment Name
None	None



The Corporation of the Town of Tecumseh

Planning & Building Services

To: Mayor and Members of Council

From: Chad Jeffery, Manager Planning Services

Date to Council: April 23, 2019

Report Number: PBS-2019-09

Subject: Gemus Zoning By-law Amendment
6930 8th Concession
Condition of Consent Application B-12/18
OUR FILE: D19 69308TH

Recommendations

It is recommended:

1. **That** the scheduling of a public meeting, to be held on Tuesday, May 28, 2019, at 6:00 p.m., for the application submitted by Mr. Craig Gemus, to amend Sandwich South Zoning By-law 85-18 to:
 - i. rezone an approximate 1.4 hectare (3.4 acre) non-farm related residential lot situated on the east side of 8th Concession (6930 8th Concession), approximately one kilometre north of its intersection with County Road 8, from “Agricultural Zone (A)” to a site specific “Agricultural Zone (A-31)” in order to establish a maximum lot area of 1.4 hectares; and
 - ii. rezone an approximate 18.0 hectare (44.4 acre) agricultural parcel situated on the east side of 8th Concession (6930 8th Concession), approximately one kilometre north of its intersection with County Road 8, from “Agricultural Zone (A)” to a site specific “Agricultural Zone (A-32)” in order to prohibit a residential dwelling from being constructed on the agricultural parcel, establish a minimum lot frontage of 62 metres (205 feet) and to establish a minimum lot area of 18.0 hectares (44.4 acres)

all of which is in accordance with Condition No. 7 of Severance Application B-12/18, **be authorized.**

Background

Severance application B-12/18 was granted provisional consent by the Committee of Adjustment at its July 16, 2018 meeting. The purpose of the application was to create a 1.4 hectare (3.4 acre) non-farm related residential lot from an agricultural property and the retention of the remnant 18.0 hectare (44.4 acre) agricultural parcel on the east side of 8th Concession (6930 8th Concession), approximately one kilometre north of its intersection with County Road 8 (see Attachment 1). The Committee determined that the application conformed to the Land Division Policies for those lands designated “Agricultural” in the Sandwich South Official Plan.

In addition to standard conditions, the consent was granted subject to the passing of a zoning by-law amendment that would:

- i) establish a maximum lot area of 1.4 hectares (3.4 acres) for the proposed non-farm related residential lot to be severed from the agricultural property. The A zone establishes a maximum lot area of 0.5 hectares (1.24 acres) for residential lots legally created after the adoption of the Zoning By-law; and
- ii) prohibit a residential dwelling from being constructed on the retained agricultural parcel, along with establishing a minimum lot frontage of 62 metres (205 feet) and a minimum lot area of 18.0 hectares (44.4 acres). The A Zone establishes a minimum lot frontage of 150 metres (492 feet) and a minimum lot area of 19 hectares (46.9 acres).

Based on the foregoing, an application to amend the Sandwich South Zoning By-law 85-18 for the subject property (both the proposed severed parcel and the retained farm parcel) has now been filed with the Town.

Comments

Provincial Policy Statement, 2014

The Planning Act establishes that Council, when making decisions that affect a planning matter, “shall be consistent with” the 2014 Provincial Policy Statement (“PPS”) issued under *The Planning Act*. The PPS establishes the following land division policy for surplus dwelling severances on Agricultural lands:

“2.3.4 Lot Creation and Lot Adjustments

2.3.4.1 Lot creation in prime agricultural areas is discouraged and may only be permitted for:

- c) a residence surplus to a farming operation as a result of farm consolidation, provided that:

1. the new lot will be limited to a minimum size needed to accommodate the use and appropriate sewage and water services; and
2. the planning authority ensures that new residential dwellings are prohibited on any remnant parcel of farmland created by the severance. The approach used to ensure that no new residential dwellings are permitted on the remnant parcel may be recommended by the Province, or based on municipal approaches which achieve the same objective.”

The subject rezoning is intended to satisfy the condition that new residential dwellings are prohibited on the vacant retained farm parcel created by application B-12/18.

Official Plan Designation

The subject property is designated “Agricultural” on Schedule “A” of the former Sandwich South Official Plan (see Attachment 2). The policies encourage the conservation and preservation of land for agricultural purposes and agricultural related uses. The proposed rezoning ensures that the retained farm parcel is not used for residential uses.

Zoning

The subject property is currently zoned Agricultural Zone (A) (see Attachment 3), which permits agricultural and agricultural related uses, including a single unit dwelling. In order to conform to subsection 2.3.4.1 c) of the Provincial Policy Statement, and to satisfy the previously noted condition of severance application B-12/18, it is necessary to place the retained farm parcel in a site-specific Agricultural Zone that will allow the full range of agricultural uses but prohibit the construction of a residential dwelling.

Summary

The proposed zoning by-law amendment is in keeping with the Provincial Policy Statement and, if adopted, fulfills the condition of consent for application B-12/18 regarding the prohibition of a new residential dwelling and the establishment of site-specific frontage and lot area requirements as noted above. A public meeting to consider the rezoning in accordance with the requirements of the *Planning Act* will provide an opportunity to hear concerns and comments, if any, of neighbouring owners and public agencies.

Consultations

None

Financial Implications

None

Link to Strategic Priorities

Applicable	2017-18 Strategic Priorities
<input type="checkbox"/>	Make the Town of Tecumseh an even better place to live, work and invest through a shared vision for our residents and newcomers.
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<input type="checkbox"/>	Integrate the principles of health and wellness into all of the Town of Tecumseh's plans and priorities.
<input type="checkbox"/>	Steward the Town's "continuous improvement" approach to municipal service delivery to residents and businesses.
<input type="checkbox"/>	Demonstrate the Town's leadership role in the community by promoting good governance and community engagement, by bringing together organizations serving the Town and the region to pursue common goals.

Communications

Not applicable ☐

Website ☒ Social Media ☐ News Release ☐ Local Newspaper ☐

This report has been reviewed by Senior Administration as indicated below and recommended for submission by the Chief Administrative Officer.

Prepared by:

Enrico DeCecco, BA (Hons), MCIP, RPP
Junior Planner

Reviewed by:

Chad Jeffery, MA, MCIP, RPP
Manager Planning Services

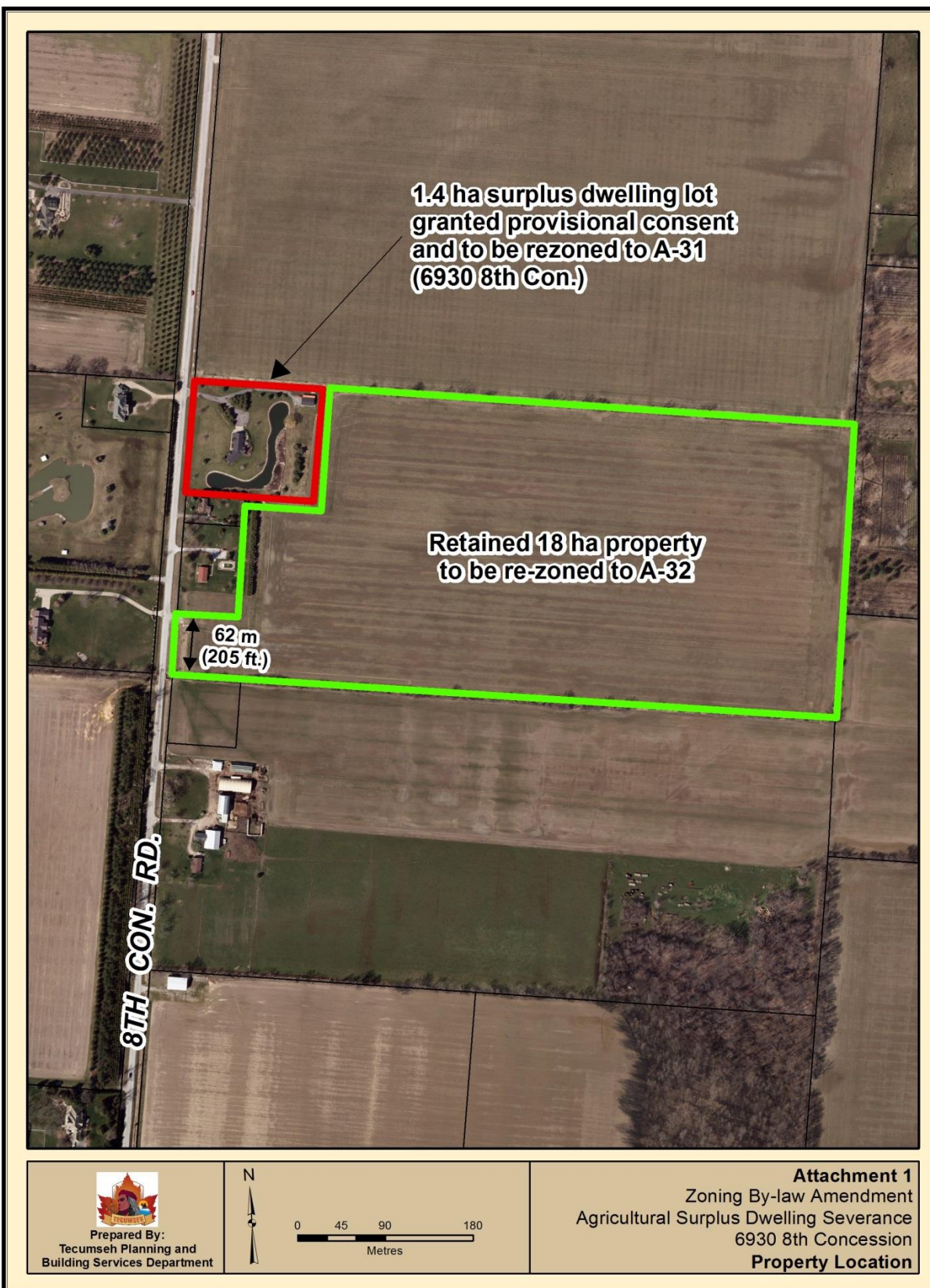
Reviewed by:

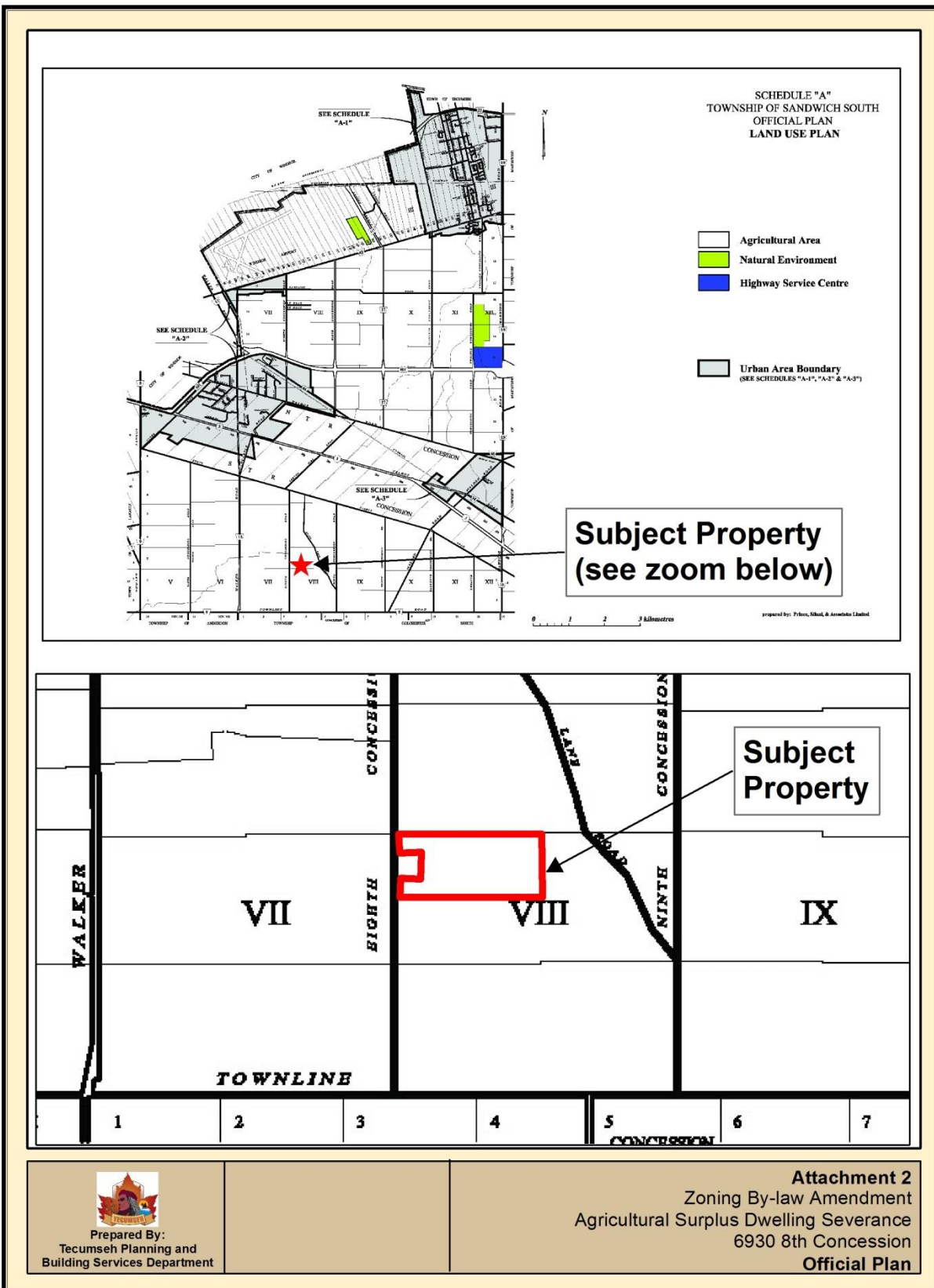
Brian Hillman, MA, MCIP, RPP
Director Planning & Building Services

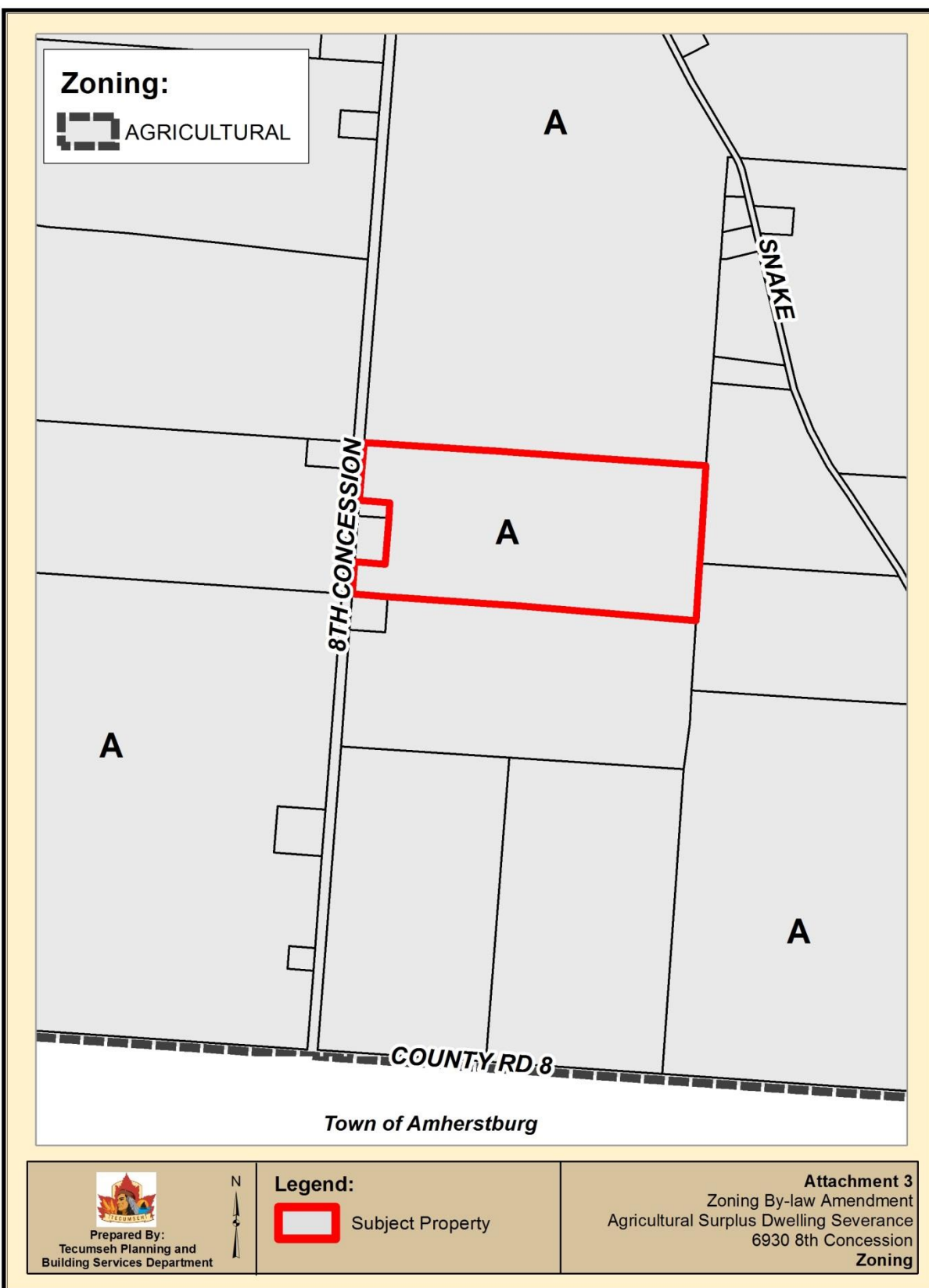
Recommended by:

Margaret Misek-Evans, RPP, MCIP
Chief Administrative Officer

Attachment Number	Attachment Name
1	Property Location Map
2	Official Plan Map
3	Zoning Map









The Corporation of the Town of Tecumseh

Public Works & Environmental Services

To: Mayor and Members of Council

From: Denis Berthiaume, Manager Water & Wastewater Services

Date to Council: April 23, 2019

Report Number: PWES-2019-21

Subject: 2018 Tecumseh Distribution System
Ministry of the Environment, Conservation and Parks Inspection Report

Recommendations

It is recommended:

That the Ministry of the Environment, Conservation and Parks inspection report for the Tecumseh Distribution System, dated February 28, 2019, **be received**.

Background

The Ministry of the Environment, Conservation and Parks (MECP) has a rigorous and comprehensive inspection program for Municipal Residential Drinking Water Systems (MRDWS). Its objective is to determine the compliance of MRDWS with requirements under the *Safe Drinking Water Act, 2002*, associated regulations and MECP Certificates of Approval. Owners of MRDWS are responsible to ensure their drinking water systems comply with all applicable legal requirements.

The MECP carried out a one-day inspection of the Tecumseh (Windsor WTP) Distribution System on February 28, 2019. This announced focused inspection covers the period from January 1, 2018 to February 28, 2019. The previous inspection occurred January 12, 2018. The inspector reviewed the Town's records and procedures to ensure the Town met MECP legislative requirements.

Comments

Inspection Procedure

The purpose of the MECP inspection is to confirm compliance with MECP legislation and authorizing documents such as Orders and Certificates of Approval, as well as evaluating conformance with Ministry drinking water related policies and guidelines.

The MECP inspector reviewed the Town's records and documented findings of its inspections for the following:

- 1) Distribution System
- 2) Operational Manuals
- 3) Logbooks
- 4) Contingency/Emergency Planning
- 5) Security
- 6) Consumer Relations
- 7) Certification and Training
- 8) Water Quality Monitoring
- 9) Water Quality Assessment
- 10) Report and Corrective Action

In addition, the inspector reviewed Water Services standard operating procedures and conducted interviews with Water staff. Based on the results of both the reviews and interviews, the MECP inspector prepared his final inspection report that was received by the Town on March 28, 2019.

Results of Inspection Report

The Town's distribution system did not have any non-compliance issues with regulatory requirements.

The Inspection Summary Rating Record (IRR), included in the appendix of the inspection report, provides the MECP, the system owner and the local Public Health Units with a summarized quantitative measure of the drinking water system's annual inspection and regulated water quality testing performance.

The Town's inspection risk rating is 0.00% and the final inspection rating is 100.00%. Those ratings represent the best possible rating achievable.

Water Services staff is to be commended for their outstanding achievements.

Administration recommends that Council receive the Ministry of the Environment, Conservation and Parks inspection report for the Tecumseh Distribution System dated February 28, 2019.

Consultations

Ministry of the Environment, Conservation and Parks

Financial Implications

There are no financial implications arising from this report.

Link to Strategic Priorities

Applicable	2017-18 Strategic Priorities
<input checked="" type="checkbox"/>	Make the Town of Tecumseh an even better place to live, work and invest through a shared vision for our residents and newcomers.
<input checked="" type="checkbox"/>	Ensure that the Town of Tecumseh's current and future growth is built upon the principles of sustainability and strategic decision-making.
<input checked="" type="checkbox"/>	Integrate the principles of health and wellness into all of the Town of Tecumseh's plans and priorities.
<input type="checkbox"/>	Steward the Town's "continuous improvement" approach to municipal service delivery to residents and businesses.
<input checked="" type="checkbox"/>	Demonstrate the Town's leadership role in the community by promoting good governance and community engagement, by bringing together organizations serving the Town and the region to pursue common goals.

Communications

Not applicable ☒

Website ☐

Social Media ☐

News Release ☐

Local Newspaper ☐

This report has been reviewed by Senior Administration as indicated below and recommended for submission by the Chief Administrative Officer.

Prepared by:

Denis Berthiaume, ORO
Manager Water & Wastewater Services

Reviewed by:

Phil Bartnik, P.Eng.
Director Public Works & Environmental Services

Recommended by:

Tony Haddad, MSA, CMO, CPFA
Chief Administrative Officer

Attachment Number	Attachment Name
1	Ministry of the Environment, Conservation and Parks – Tecumseh Distribution System Inspection Report, dated February 28, 2019

Ministry of the Environment,
Conservation and Parks

1094 London Road
Sarnia, ON N7S 1P1
Tel.: 519 336-4030
Fax: 519 336-4280

Ministère de l'Environnement, de la
Protection de la nature et des Parcs

1094 chemin London
Sarnia, ON N7S 1P1
Tél.: 519 336-4030
Télééc.: 519 336-4280



File: SI-ES-TE-540
Tecumseh DS

March 28, 2019

Town of Tecumseh
917 Lesperance Road
Tecumseh, ON N8N 1W9

Attention: Mr. Tony Haddad
Chief Administrative Officer
thaddad@tecumseh.ca

Dear Mr. Haddad:

Re: February 28, 2019 Inspection – Tecumseh Distribution System

Enclosed is a copy of the inspection report prepared for the Tecumseh Distribution System under the Ministry's focused inspection protocol to assess compliance with *Safe Drinking Water Act* legislation. The report is based on conditions encountered at the time of inspection, and subsequent follow-up.

For the items under the heading "**Summary of Recommendations and Best Practice Issues**", the Town of Tecumseh is encouraged to provide a written response stating how this item will be addressed.

Section 19 of the Safe Drinking Water Act (Standard of Care) creates a number of obligations for individuals who exercise decision-making authority over municipal drinking water systems. Please be aware that the Ministry has encouraged such individuals, particularly municipal councillors, to take steps to be better informed about the drinking water systems over which they have decision-making authority. These steps could include asking for a copy of this inspection report and a review of its findings. Further information about Section 19 can be found in "*Taking Care of Your Drinking Water: A guide for members of municipal council*" found under "Resources" on the Drinking Water Ontario website at www.ontario.ca/drinkingwater.

In order to measure individual inspection results, the Ministry has established an inspection compliance risk framework based on the principles of the Inspection, Investigation & Enforcement (II&E) Secretariat and advice of internal/external risk experts. The Inspection Summary Rating Record (IRR), included as Appendix D of the inspection report, provides the Ministry, the system owner and the local Public Health Unit with a summarized quantitative measure of the drinking water system's annual inspection and regulated water quality testing performance. IRR ratings are published (for the previous inspection year) in the Ministry's Chief Drinking Water Inspectors' Annual Report.

Should you note any errors or omissions or have any concerns, please contact me at (519) 383-3785, or Marc Bechard at (519) 383-3778.

Yours truly,



Al Petersen
Provincial Officer
Drinking Water and Environmental Compliance Division,
Water Section, Sarnia District Office
al.petersen@ontario.ca

cc: Dr. Wajid Ahmed, Acting Medical Officer of Health, WECHU, wahmed@wechu.org
Theresa Marentette, Acting CEO/Director of Health Protection, WECHU, tmarentette@wechu.org
Phil Wong, Manager, Health Inspection Department, WECHU, pwong@wechu.org
Phil Bartnik, Director of Public Works and Env. Services, Town of Tecumseh, pbartnik@tecumseh.ca
Denis Berthiaume, Water and Wastewater Manager, Town of Tecumseh, dberthiaume@tecumseh.ca
Brad Dupuis, DWQMS Representative, Town of Tecumseh, bdupuis@tecumseh.ca
Katie Stammler, Source Water Protection Manager, Essex Region CA, kstammler@erca.org
Marc Bechard, Water Compliance Supervisor, MECP Sarnia District, marc.bechard@ontario.ca
File: SI-ES-TE 540 Tecumseh Distribution System, Town of Tecumseh (2018/19)



Ministry of the Environment, Conservation and Parks

TECUMSEH DISTRIBUTION SYSTEM

Inspection Report

Site Number:	260004969
Inspection Number:	1-ICTW3
Date of Inspection:	Feb 28, 2019
Inspected By:	Al Petersen

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OWNER INFORMATION:

Company Name:	TECUMSEH, THE CORPORATION OF THE TOWN OF		
Street Number:	917	Unit Identifier:	
Street Name:	LESPERANCE Rd		
City:	TECUMSEH		
Province:	ON	Postal Code:	N8N 1W9

CONTACT INFORMATION

Type:	Main Contact - ORO	Name:	Denis Berthiaume
Phone:	(519) 735-4225 x141	Fax:	(519) 735-1895
Email:	dberthiaume@tecumseh.ca		
Title:	Manager, Water and Wastewater		

Type:	Operator	Name:	Brad Dupuis
Phone:	(519) 735-4225 x145	Fax:	(519) 735-1895
Email:	bdupuis@tecumseh.ca		
Title:	DWQMS Representative		

INSPECTION DETAILS:

Site Name:	TECUMSEH DISTRIBUTION SYSTEM
Site Address:	1189 Lacasse Blvd. TECUMSEH ON N8N 2C7
County/District:	Tecumseh
MECP District/Area Office:	Windsor Area Office
Health Unit:	WINDSOR-ESSEX COUNTY HEALTH UNIT
Conservation Authority:	Essex Region Conservation Authority
MNR Office:	Chatham Regional Office
Category:	Large Municipal Residential
Site Number:	260004969
Inspection Type:	Announced
Inspection Number:	1-ICTW3
Date of Inspection:	Feb 28, 2019
Date of Previous Inspection:	Jan 12, 2018

COMPONENTS DESCRIPTION**Site (Name):** Distribution System**Type:****Sub Type:****Comments:**

The Tecumseh Distribution System is a standalone distribution system which supplies water to the area of the Town of Tecumseh in two discrete service zones. The zone north of Highway 401 is bounded by the Tecumseh municipal boundaries, south to Baseline Road. The zone south of Highway 401 is bounded by the Tecumseh municipal boundaries generally south of Essex County Road 46. Source water is from the City of Windsor water supply via the Windsor municipal distribution system. One currently unused connection from Windsor is through a short section of transmission main within the Lasalle municipal distribution system. The City of Windsor water supply draws it's

source water from the Detroit River in the vicinity of Belle Isle. According to the drinking water system profile, a population of approximately 24,000 residents is served by the Tecumseh Distribution System. It therefore falls into the "large municipal residential" category under O. Regulation 170/03.

Water mains take treated water from the City of Windsor to the service area through 10 of 12 currently used boundary metered connections points with Tecumseh. The elevated storage tank in the community of Tecumseh maintains distribution system pressure, controlled and monitored from the City of Windsor's A.H. Weeks water treatment plant, operated by the Windsor Utilities Commission (WUC). Secondary disinfection is also provided by the A.H. Weeks water treatment plant.

The Tecumseh Distribution System 2017 annual report, prepared by the Town of Tecumseh, states that:

- Town of Tecumseh, City of Windsor and Windsor Utilities Commission (WUC) entered into a 50-year service agreement in November 2004 (By-law 2004-71). The service agreement was implemented on March 31, 2006.
- Prior to August 1, 2008, WUC provided water to 2400 residents in the former Township of Sandwich South, south of Highway 401 ("South Water Area"). The Town of Tecumseh assumed the responsibility for the operations and maintenance of the water distribution system from WUC in this South Water Area effective August 1, 2008.

INSPECTION SUMMARY:

Introduction

- The primary focus of this inspection is to confirm compliance with Ministry of the Environment, Conservation and Parks (MECP) legislation as well as evaluating conformance with ministry drinking water policies and guidelines during the inspection period.

This drinking water system is subject to the legislative requirements of the Safe Drinking Water Act, 2002 (SDWA) and regulations made therein, including Ontario Regulation 170/03, "Drinking Water Systems" (O. Reg. 170/03). This inspection has been conducted pursuant to Section 81 of the SDWA.

This report is based on an inspection of a "stand alone connected distribution system". This type of system receives treated water from a separately owned "donor" system. This report contains the elements required to assess key compliance and conformance issues associated with a "receiver" system. This report does not contain items associated with the inspection of the donor system, such as source waters, intakes/wells and treatment facilities.

This report is based on a "focused" inspection of the system. Although the inspection involved fewer activities than those normally undertaken in a detailed inspection, it contained critical elements required to assess key compliance issues. This system was chosen for a focused inspection because the system's performance met the ministry's criteria, most importantly that there were no deficiencies as identified in O. Reg. 172/03 over the past 3 years. The undertaking of a focused inspection at this drinking water system does not ensure that a similar type of inspection will be conducted at any point in the future.

This inspection report does not suggest that all applicable legislation and regulations were evaluated. It remains the responsibility of the owner to ensure compliance with all applicable legislative and regulatory requirements.

Specifically, this review includes an assessment of compliance / conformance in relation to the following:

- Drinking Water Systems Regulation (O. Reg. 170/03);
- Drinking Water Operator and Water Quality Analyst Certification Regulation (O. Reg. 128/04) with respect to facility certification, operator licensing and operating standards;
- Drinking Water System Licence 040-101, Issue Number 3., issued December 6, 2016, related to selected requirements;
- Drinking Water Works Permit 040-201, Issue Number 3, issued December 6, 2016, and
- Ontario Drinking Water Quality Standards based on water quality data generated since the previous inspection.

The inspection was conducted on February 28, 2019 on an announced basis. Initial activity was conducted at the Water Distribution office, and included collection of relevant compliance records, records pertaining to distribution system maintenance and repairs, and staff interviews. Follow-up components of the inspection consisted of a physical inspection at the Tecumseh water tower, and testing residual disinfectant from the water tower.

Follow-up assessment included a review of the collected sampling results and operational documents. The inspection covers the period from January 1, 2018 to February 28, 2019.

Treatment Processes

- The owner had ensured that all equipment was installed in accordance with Schedule A and Schedule C of the Drinking Water Works Permit.

The works inspected, consisting of the Tecumseh water tower, were generally consistent with those identified in the

Treatment Processes

Drinking Water System Description outlined in Schedule A of the Drinking Water Works Permit.

The Tecumseh tower is operated under SCADA control, with its filling sequenced with the filling of Windsor's Hanna Street water tower and Howard Avenue reservoir to avoid overflowing the Tecumseh tower. The Tecumseh tower is equipped with a motorized butterfly valve for isolating it from distribution system flow during Windsor's off-peak fill operations. The tower's engineering design narrative identifies the operational permissive conditions under which its valve opens, allowing the tower to float on distribution pressures. With the exception of a trending review, a review of the efficacy of tower operations was not included within the scope of this inspection.

By-law 2004-71 includes the following provisions agreed to by Tecumseh and the WUC:

- Tecumseh agrees to permit the Commission to install or have installed monitoring equipment at the Elevated Tank location to permit use of the Elevated Tank for system pressure control.
- The Commission shall deliver peak hourly flow and shall maintain sufficient storage in the Elevated Tank for fire flows in Tecumseh.
- Tecumseh will assume ongoing costs for maintenance and other works required at the Elevated Tank.
- The Commission will be responsible for costs for equipment and maintenance thereof required to monitor the Elevated Tank.
- Tecumseh will allow access to the equipment at all reasonable times by Commission staff in coordination with Tecumseh staff.

During the inspection, the water tower was found to be equipped with operating level and pressure transmitters and a continuous free chlorine analyser.

- **The owner/operating authority was in compliance with the requirement to prepare Form 1 documents as required by their Drinking Water Works Permit during the inspection period.**

A Form 1 "Record of Watermains Authorized as a Future Alteration" document was prepared for a replacement project, consisting of five components:

- (i) Replacement of watermains on Hayes Avenue and Mack Court with 100 mm and 150 mm mains.
 - (ii) Replacement of watermains on Alden Crescent with 100 mm and 150 mm mains.
 - (iii) Replacement of watermains on part of Lacasse Park with 150 mm mains.
 - (iv) Replacement of watermains along an easement from Highway 3 to Roscon Industrial Drive with 150 mm mains.
 - (v) Abandonment of watermains on part of Tecumseh Road, transferring service to the existing 250 mm watermain.
- The document was prepared in March 2018 and the components of the project were commissioned into service from May to September 2018.

Treatment Process Monitoring

- **The secondary disinfectant residual was measured as required for the distribution system.**

Logs show that distribution system free chlorine residuals were taken and measured greater than seven times per week as required; generally 30 to 32 times per week, with the sets of 10 and 20 to 22 measurements taken from different locations on separate days at least 48 hours apart. Continuous measurement and recording of free chlorine via Historian was also conducted at the Tecumseh water tower, although Tecumseh uses its free chlorine grab sampling program for compliance monitoring under O.Regulation 170/03.

If the tower's chlorine analyser were to be used for compliance sampling under the regulation, current specifications and configuration indicate that it has the capabilities to comply with the monitoring requirements prescribed under the regulation:

1. The Prominent analyser CLE probe show that it has a reaction time of 60 seconds as the chlorine concentration rises or falls.
2. The SCADA Historian server can record free chlorine values at a frequency at least as often as that required

Treatment Process Monitoring

under the regulation (every one hour). Daily report files reviewed confirmed that results were recorded each hour during the inspection review period.

3. As an operational alarm, Tecumseh's SCADA system maintains a low alarm level of 0.21 mg/L free chlorine to alert the ORO's cell phone.

4. Weekly routine distribution free chlorine checks include sampling at the tower. The weekly log sheet for recording these residuals includes a "Chlorine Analyser Work Order" which requires the operator to compare the tower grab sample and the analyser result, and calibrate the analyser if the difference in readings exceeds 0.05 mg/L. An annual instrument verification was completed by instrument supplier representatives on November 1, 2019. A calibration certificate was provided.

Distribution System

- **Existing parts of the distribution system that are taken out of service for inspection, repair or other activities that may lead to contamination, and all new parts of the distribution system that come in contact with drinking water, were disinfected in accordance with Schedule B, Condition 2.3 of the Drinking Water Works Permit, or an equivalent procedure (i.e. the Watermain Disinfection Procedure).**

Logs, watermain break records and new main commissioning records revealed that distribution repair, replacement and construction activities were undertaken during the period of inspection review; requiring disinfection of new parts and equipment, super-chlorination, flushing and microbiological confirmation sampling.

Twenty-one watermain distribution repairs were determined, from main break reports. The majority were repaired under pressure. A few required cutting out a section of pipe and maintaining an air gap. The disinfection of repair and replacement parts, maintaining an air gap, flushing and testing of disinfection residuals was documented using Tecumseh's "Broken Watermain Report" template, consistent with Ontario's recently adopted Watermain Disinfection Procedure. There were some records where the operator in charge did not record information in the following fields needed to confirm adherence to the Watermain Disinfection Procedure:

"Type of Repair (i.e. clamp, cut out, etc.)"

"Pipe & Repair Parts Disinfected"

Distribution system operators have access to the following standard procedures which provide instructions to operators and briefly describe the purpose and scope of these programs:

1. SOP-009 Watermain Repair Procedure Category 1, Rev. G, February 28, 2018.
2. SOP-010 Watermain Repair Procedure Category 2, Rev. H, February 28, 2018.

Operations Manuals

- **The operations and maintenance manuals contained plans, drawings and process descriptions sufficient for the safe and efficient operation of the system.**

The distribution system drawing referenced in the Drinking Water Works Permit is entitled "Town of Tecumseh Water Infrastructure System", dated November 2016. The document was prepared and is maintained by the Town of Tecumseh GIS Department, and identify supply connection points to the Windsor supply. The latest updates available are dated January 2019.

Distribution operators have access to maps and distribution construction drawings maintained on the owner's GIS network. Access to the server is gained via the operator field laptops. The GIS maps identify locations of mains, hydrants, valves and curb-stops. As-built drawings are scanned into electronic files and hyperlinks are incorporated onto the GIS distribution maps. Asset information and locate information is also hyperlinked.

Brief descriptions of the distribution system are given in section 6.0 and Appendix 2 of the Tecumseh Water Services Operational Plan. The operators also have a control narrative for the tower, entitled "Process Narrative Tecumseh Water System, Elevated Water Tower", dated November 2009.

Operations Manuals

- **The operations and maintenance manuals met the requirements of the Drinking Water Works Permit and Municipal Drinking Water Licence issued under Part V of the SDWA.**

Condition 16.2 under Schedule B of the Drinking Water System licence includes the following conditions regarding procedures to be maintained in the operations manual:

- 16.2.1 The requirements of this licence and associated procedures;
- 16.2.2 The requirements of the drinking water works permit for the drinking water system;
- 16.2.3 A description of the processes used to maintain secondary disinfection within the drinking water system;
- 16.2.4 Procedures for monitoring and recording the in-process parameters necessary for the control of any treatment subsystem and for assessing the performance of the drinking water system;
- 16.2.5 Procedures for the operation and maintenance of monitoring equipment;
- 16.2.6 Contingency plans and procedures for the provision of adequate equipment and material to deal with emergencies, upset conditions and equipment breakdown;
- 16.2.7 Procedures for dealing with complaints related to the drinking water system, including the recording of the nature of the complaint and any investigation and corrective action taken in respect of the complaint;

A review of the available operating manual and standard operating procedures suggests that these conditions appear to be satisfied. All secondary disinfection is provided by the WUC at the A.H. Weeks Water Treatment Plant and Tecumseh does not maintain or operate a re-chlorination system.

Copies of the municipal Drinking Water System Licence and Drinking Water Works Permit are located in a separate binder made available to the operators.

Recommendations for review and improvement to the existing standard procedure "SOP-013 SCADA Alarm Procedure- 2012", Rev. D, dated January 4, 2016, are discussed in the "SUMMARY OF BEST PRACTICE ISSUES AND RECOMMENDATIONS" section of this report.

Logbooks

- **Logbooks were properly maintained and contained the required information.**

The operator makes use of work orders and separate records for each aspect of distribution system maintenance and repairs. Separate logs and records are created for annual flushing and hydrant winterizing, watermain breaks and repairs and watermain inspections for new or replacement mains. A recommendation for improved logging of information in Tecumseh's "Broken Watermain Report" is given in the "SUMMARY OF BEST PRACTICE ISSUES AND RECOMMENDATIONS" section.

- **Records or other record keeping mechanisms confirmed that operational testing not performed by continuous monitoring equipment was being done by a certified operator, water quality analyst, or person who suffices the requirements of O. Reg. 170/03 7-5.**

Free chlorine residual monitoring, conducted during regular compliance sampling, was done by certified operators from the Town of Tecumseh.

Chlorine residual sampling during flushing, distribution repairs and watermain commissioning is also conducted by Tecumseh's operators.

Security

- **The owner had provided security measures to protect components of the drinking water system.**

The Tecumseh elevated water structure is located within a fenced compound with padlocked gate and is equipped with locked steel security doors in its concrete base, and a door contact intrusion alarm. The tower structure is

Security

equipped with an outdoor security light.

The security camera monitoring and recording system monitors the front of the tower compound and the tower's base inside the entrance doors.

Certification and Training

- **The overall responsible operator had been designated for each subsystem.**

The current ORO for the distribution system holds class III water distribution and supply certification; matching the class II certification of the Tecumseh distribution system. Tecumseh's Water Services Operational Plan, and the job description of the Manager of Water and Wastewater services, formally designates his position as ORO.

The operating authority maintains a system of log sheets entitled "Daily Operator Activity" which is used as a shift log and identifies operators' distribution system activities. These log sheets identify the overall responsible operator each day.

- **Operators in charge had been designated for all subsystems which comprised the drinking-water system.**

The "Daily Operator Activity" log sheets are used to designate operators in charge and document their hours. The ORO indicated that all operators with class 1 to 4 certification are designated as OIC.

Water Quality Monitoring

- **All microbiological water quality monitoring requirements for distribution samples were being met.**

O. Regulation 170/03 requires the owner and operating authority to take a minimum of one sample per week, and at least 32 samples per month from the distribution system. All samples must be analysed for E. coli and total coliforms. In addition, at least 25% of the distribution microbiological samples must be analysed for heterotrophic plate count (HPC).

Microbiological water quality monitoring data was reviewed for the period from January 1, 2018 to February 28, 2019. The owner surpassed minimum requirements. The distribution system was sampled at 10 locations every week, from 20 routine sample locations, resulting in a minimum of 40 samples per month. At least 30% of the samples taken were analysed for HPC.

- **All haloacetic acid water quality monitoring requirements prescribed by legislation are being conducted within the required frequency and at the required location.**

Under O. Regulation 170/03 Schedule 13-6.1, samples must be taken and analysed for haloacetic acids in every calendar quarter. Samples must be taken no less than 60 days and no greater than 120 days after the sample taken in the previous three-month period. Samples were taken as required, and within the prescribed time frame.

- **All trihalomethane water quality monitoring requirements prescribed by legislation were conducted within the required frequency and at the required location.**

Under O. Regulation 170/03 Schedule 13-6 (1) and (2), samples must be taken and analysed for Trihalomethanes in every calendar quarter. Samples must be taken no less than 60 days and no greater than 120 days after the sample taken in the previous three-month period. Samples were taken as required, and within the prescribed time frame.

- **Records confirmed that chlorine residual tests were being conducted at the same time and at the same location that microbiological samples were obtained.**

Water Quality Assessment

- **Records show that results for water samples taken during the review period met the Ontario Drinking Water Quality Standards (O. Reg. 169/03), with the following exception:**

Available microbiological data from Tecumseh distribution system sampling during the review period show that microbiological quality consistently met the requirements of the Ontario Drinking Water Quality Standards, although one of the 620 routine distribution samples (0.2%) obtained showed an adverse bacteriological total coliform count. The February 20, 2018 result was measured despite an adequate free chlorine residual. Other distribution samples taken that day yielded clear results. Re-sampling yielded no subsequent adverse results.

The following water quality is also noted from the owner's results in samples collected from January 1, 2018 to February 28, 2019:

(i) Trihalomethane samples from the distribution system yielded a running annual average concentration of 0.01775 mg/L for the last four quarters of sampling, below the drinking water standard of 0.100 mg/L (running annual average). The Technical Support Document for Ontario Drinking Water Quality Standards, Objectives and Guidelines indicates that Trihalomethanes in drinking water are primarily produced by the reaction of chlorine and the naturally occurring organics (precursors) in the water.

An audit distribution sample was taken from the Tecumseh tower as part of the inspection and tested for free chlorine disinfectant residual. Operational sample readings are recorded in Appendix B.

Reporting & Corrective Actions

- **Corrective actions (as per Schedule 17) had been taken to address adverse conditions, including any other steps that were directed by the Medical Officer of Health.**

Corrective actions for the adverse distribution sample taken February 20, 2018, yielding a total coliform count of 32 cfu/100 mL, were completed. This consisted of flushing, re-sampling and checking the disinfectant residual at the location which gave rise to the adverse result, and upstream and downstream sites. Re-samples taken yielded clear results. A precautionary boil water advisory from the Windsor-Essex County Health Unit was also delivered to one home, and lifted once re-sampling yielded clear results.

- **All required notifications of adverse water quality incidents were immediately provided as per O. Reg. 170/03 16-6.**

Required verbal notifications for the February 20, 2018 adverse total coliform result, discussed above, were completed by the owner upon the lab making them aware of the adverse result. Notifications included informing the Windsor-Essex County Health Unit and the Ministry's Spills Action Centre.

Other Inspection Findings

- **The following issues were also noted during the inspection:**

Two additional issues identified are described in detail under the "SUMMARY OF BEST PRACTICE ISSUES AND RECOMMENDATIONS" section.

- **The following items are noted as being relevant to the Drinking Water System:**

Records confirmed that chlorination for secondary disinfection purposes was provided so that at all times and all locations in the distribution system the chlorine residual was never less than 0.05 mg/l free, as prescribed in Section 4 of the Procedure for Disinfection of Drinking Water in Ontario.

Secondary disinfection is supplied entirely by the Windsor A.H. Weeks Water Treatment Plant. No re-chlorination takes place after entering the Tecumseh distribution system. A review of available data from January 1, 2018 to February 28, 2019 revealed that:

1. Samples from the distribution system showed that none of the 620 grab samples taken during routine

Other Inspection Findings

bacteriological sampling had free chlorine residuals less than 0.05 mg/L.

2. Additional available records of chlorine residual monitoring done during weekly checks of the distribution system showed that none of the approximately 1336 extra grab samples taken had free chlorine residuals less than 0.05 mg/L.

3. Available records of continuous trending provided for the distribution free chlorine analyser located at the Tecumseh tower, show adequate residuals at that location. There was an instance noted in trend data February 18, 2019 where measured values dropped lower than normal, and lower than the alarm setting of 0.21 mg/L. Upon checking the site, it was found that the disinfectant residual level was within the normal range and that the drop was attributed to a problem with analyser calibration, prompting replacement of the analyser probe membrane cap and electrolyte.

NON-COMPLIANCE WITH REGULATORY REQUIREMENTS AND ACTIONS REQUIRED

This section provides a summary of all non-compliance with regulatory requirements identified during the inspection period, as well as actions required to address these issues. Further details pertaining to these items can be found in the body of the inspection report.

Not Applicable

SUMMARY OF RECOMMENDATIONS AND BEST PRACTICE ISSUES

This section provides a summary of all recommendations and best practice issues identified during the inspection period. Details pertaining to these items can be found in the body of the inspection report. In the interest of continuous improvement in the interim, it is recommended that owners and operators develop an awareness of the following issues and consider measures to address them.

1. The following issues were also noted during the inspection:

A. Tecumseh's "Broken Watermain Report" is used to document the following activities undertaken during watermain repairs: disinfection of repair and replacement parts, maintaining an air gap, flushing and testing of disinfection residuals. There were some records where the operator in charge did not record information in the following fields needed to confirm adherence to the "Ontario Watermain Disinfection Procedure":

"Type of Repair (i.e. clamp, cut out, etc.)"

"Pipe & Repair Parts Disinfected"

B. Standard Operating Procedure "SOP-013 SCADA Alarm Procedure" identifies critical SCADA alarms which must be responded to immediately during regular hours and after hours. Page 2 of this SOP includes "failure of free chlorine analyser" in the list of critical alarms, and page 8 of the SOP provides instructions for actions that must be taken in the event of an alarm. The February 18, 2019 instance noted above, where analyser values below 0.21 mg/L triggered an alarm, did not prompt on-site action until the next day to confirm that the actual disinfectant residual level was within the normal range and that the drop was attributed to an analyser calibration problem. Nothing in logs or records provided show that a response was triggered from the WUC as well.

Recommendation:

With respect to the additional observations noted:

A. Review the "Broken Watermain Report" with operators responsible for overseeing watermain repairs to ensure that relevant fields are completed in order to confirm adherence to the "Ontario Watermain Disinfection Procedure".

B. While the February 18, 2019 analyser event resulted from a calibration issue, it provides an opportunity to review the circumstances of the event and actions taken, in conjunction with the expectations and directions in "SOP-013 SCADA Alarm Procedure". This assessment may result in a change in wording of the SOP and/or a refresher on the response needed, but it should include the verification of roles and responsibilities of the Tecumseh Water Department and the WUC with respect to low chlorine residuals measured at the analyser.

SIGNATURES

Inspected By:

Al Petersen

Signature: (Provincial Officer)



Reviewed & Approved By:

Marc Bechard

Signature: (Supervisor)



2019.03.28 11:49:38 -04'00'

Review & Approval Date:

Note: This inspection does not in any way suggest that there is or has been compliance with applicable legislation and regulations as they apply or may apply to this facility. It is, and remains, the responsibility of the owner and/or operating authority to ensure compliance with all applicable legislative and regulatory requirements.

Stakeholder Appendix

Key Reference and Guidance Material for Municipal Residential Drinking Water Systems

Many useful materials are available to help you operate your drinking water system. Below is a list of key materials owners and operators of municipal residential drinking water systems frequently use.

To access these materials online click on their titles in the table below or use your web browser to search for their titles. Contact the Public Information Centre if you need assistance or have questions at 1-800-565-4923/416-325-4000 or picemail.moe@ontario.ca.

For more information on Ontario's drinking water visit www.ontario.ca/drinkingwater and email drinking.water@ontario.ca to subscribe to drinking water news.



PUBLICATION TITLE	PUBLICATION NUMBER
Taking Care of Your Drinking Water: A Guide for Members of Municipal Councils	7889e01
FORMS: Drinking Water System Profile Information, Laboratory Services Notification, Adverse Test Result Notification Form	7419e, 5387e, 4444e
Procedure for Disinfection of Drinking Water in Ontario	4448e01
Strategies for Minimizing the Disinfection Products Trihalomethanes and Haloacetic Acids	7152e
Total Trihalomethane (TTHM) Reporting Requirements Technical Bulletin (February 2011)	8215e
Filtration Processes Technical Bulletin	7467
Ultraviolet Disinfection Technical Bulletin	7685
Guide for Applying for Drinking Water Works Permit Amendments, Licence Amendments, Licence Renewals and New System Applications	7014e01
Certification Guide for Operators and Water Quality Analysts	
Guide to Drinking Water Operator Training Requirements	9802e
Taking Samples for the Community Lead Testing Program	6560e01
Community Sampling and Testing for Lead: Standard and Reduced Sampling and Eligibility for Exemption	7423e
Guide: Requesting Regulatory Relief from Lead Sampling Requirements	6610
Drinking Water System Contact List	7128e
Technical Support Document for Ontario Drinking Water Quality Standards	4449e01

ontario.ca/drinkingwater

MECP Audit Sample Results

Tecumseh DS Appendix

Ministry Audit Samples - Operational Results

Sample Type	Location Tecumseh Distribution System	Date/Time Feb 28, 2019	Bacti Sample	Field Reading		Owner's Sample / Analyser Reading	
				F / T Cl ₂ mg/L	turb. NTU	F / T Cl ₂ mg/L	turb. NTU
Distribution	1189 Lacasse Blvd – kitchen tap	12:15 pm	N	1.37 free	-	-	-
Distribution	Tecumseh tower (inlet/outlet)	12:45 pm	N	1.46 free	-	1.30 free ¹	-

¹ Continuous analyser reading – observed at 12:26 pm

Provincial Officer Report(s) and Order(s)

Not applicable

Inspection Rating Record

Ministry of the Environment - Inspection Summary Rating Record (Reporting Year - 2018-2019)

DWS Name: TECUMSEH DISTRIBUTION SYSTEM
DWS Number: 260004969
DWS Owner: Tecumseh, The Corporation Of The Town Of
Municipal Location: Tecumseh

Regulation: O.REG 170/03
Category: Large Municipal Residential System
Type Of Inspection: Adhoc
Inspection Date: February 28, 2019
Ministry Office: Windsor Area Office

Maximum Question Rating: 216

Inspection Module	Non-Compliance Rating
Treatment Processes	0 / 18
Distribution System	0 / 21
Operations Manuals	0 / 28
Logbooks	0 / 18
Certification and Training	0 / 14
Water Quality Monitoring	0 / 51
Reporting & Corrective Actions	0 / 45
Treatment Process Monitoring	0 / 21
TOTAL	0 / 216

Inspection Risk Rating	0.00%
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FINAL INSPECTION RATING:	100.00%
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Ministry of the Environment - Detailed Inspection Rating Record (Reporting Year - 2018-2019)

DWS Name: TECUMSEH DISTRIBUTION SYSTEM
DWS Number: 260004969
DWS Owner: Tecumseh, The Corporation Of The Town Of
Municipal Location: Tecumseh

Regulation: O.REG 170/03

Category: Large Municipal Residential System

Type Of Inspection: Adhoc

Inspection Date: February 28, 2019

Ministry Office: Windsor Area Office

Maximum Question Rating: 216

Inspection Risk Rating	0.00%
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FINAL INSPECTION RATING:	100.00%
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The Corporation of the Town of Tecumseh

Public Works & Environmental Services

To: Mayor and Members of Council

From: Phil Bartnik, Director Public Works & Environmental Services

Date to Council: April 23, 2019

Report Number: PWES-2019-22

Subject: 2018 Bridge & Culvert Needs Study (Structures with Spans > 3.0m)

Recommendations

It is recommended:

That Report No. PWES-2019-22 2018 Bridge & Culvert Needs Study (Structures with Spans > 3.0m) **be received;**

And that the recommendations contained within the 2018 Bridge & Culvert Needs Study (Structures with Spans > 3.0m) **form the basis for prioritizing** projects when completing the annual Public Works & Environmental Services Capital Works Plan.

Background

At the December 12, 2017 Regular Meeting of Council, Council approved the recommendations (Motion RCM-441/17) of PWES Report No. 57/17 titled "2018-2022 Public Works & Environmental Services Capital Works Plan" that authorized Administration to proceed with the 2018 capital works projects including the completion of the 2018 Bridge & Culvert Needs Study for structures with spans greater than three metres.

Dillon Consulting Limited was retained to conduct the study based on their past experience on the Town's bridge and culvert structures and completion of the 2003, 2008, 2014 and 2016 Bridge and Culvert Needs Studies.

Comments

The purpose of the Bridge and Culvert Needs Study (BCNS) was to assess the existing bridges and culverts with a span greater than three metres in the Town of Tecumseh and to

prepare a comprehensive plan for improving and maintaining these structures for the next ten year period.

The eighteen (18) structures located in the Town, and included in this study, were classified as a Bridge or Culvert according to CAN/CSA S6-14 Canadian Highway Bridge Design Code (see Table 1 below). The structures were inventoried and appraised according to the Ontario Structure Inspection Manual (OSIM) published by the Ministry of Transportation of Ontario, recent field inspections, and discussions with the Town.

Inspections of Bridges and Culverts are to take place every two years as legislated by O.Reg 472/10 under the Public Transportation and Highway Improvement Act, which states:

- s.2(3): The structural integrity, safety and condition of every bridge shall be determined through the performance of at least one inspection in every second calendar year under the direction of a professional engineer and in accordance with the Ontario Structure Inspection Manual

Table 1: Bridge and Culvert (Structures with Spans > 3.0m) – Inventory

Structure ID	Structure Location	Structure Type	Year Constructed	Year of Last Major Rehab
1002	Pike Creek at 12 th Concession Road	Concrete Rigid Frame (Bridge)	1961	2016
1003	Pike Creek at 12 th Concession Road	Concrete Slab on Steel Girder (Bridge)	1965	2013
1004	Sullivan Creek at 12 th Concession Road	Concrete Non-Rigid Frame (Bridge)	1965	---
1005	Pike Creek at Baseline Road	Concrete Slab on Steel Girder (Bridge)	1955	2014
1006	Sullivan Creek at Baseline Road	Concrete Rigid Frame (Culvert)	2015	---
1009	Pike Creek at Malden Road	Concrete Rigid Frame (Culvert)	2007	---
1010	West Townline Drain at Malden Road	Corrugated Steel Pipe Arch (Culvert)	1995	---
1011	Malden Road Drain at South Talbot Road	Concrete Rigid Frame (Bridge)	2007	---
1013	Merrick Creek at 8 th Concession Road	Concrete Non-Rigid Frame (Culvert)	1965	---

Structure ID	Structure Location	Structure Type	Year Constructed	Year of Last Major Rehab
1014	Colchester Townline Drain at 6 th Concession Road	Concrete Non-Rigid Frame (Culvert)	1955	---
1015	Merrick Creek Drain at 6 th Concession Road	Concrete Rigid Frame (Culvert)	2007	---
1016	Collins Drain at Outer Drive	Concrete Rigid/Non-Rigid Frame (Culvert)	1975	2005
1021	Pike Creek at 12 th Concession Road	Corrugated Steel Pipe Arch (Culvert)	1965	---
1028	East Townline Drain at St Thomas Street	Concrete Rigid Frame (Bridge)	1975	---
1029	East Townline Drain at Little River Blvd	Concrete Rigid Frame (Bridge)	1975	---
2001	Colchester Townline Drain at 8 th Concession Road	Corrugated Steel Pipe Arch (Culvert)	Unknown	---
1	Lakewood Park over Lakewood Park Channel	Bowstring Pratt Truss (Bridge)	2016	---
2	Malden Road Over Pike Creek	Pratt Truss (Bridge)	2015	---

Bridge Condition Index

The Bridge Condition Index (BCI) was developed by the Ministry of Transportation as a means of combining the inspection information obtained through the OSIM data into a single value. The BCI is calculated using asset management principals based upon the remaining economic worth of the structure. The value takes into consideration that the structure is composed of a number of distinct elements that begin at a certain condition from the point of construction or rehabilitation, and that deteriorate over time.

The index is a planning tool to assist the Town in scheduling improvements. The BCI is the ratio of current approximate value of a structure, to its estimated replacement cost and should not be used to rate or indicate the safety of a structure or an individual element.

The BCI is organized into ranges of **0** to **100**, where **100** would represent a newly constructed structure, free of any immediate repair needs. Generally the BCI ratings are considered as (i) **70 to 100** - '**good**' condition; (ii) **60 to 70** - '**fair**' condition; (iii) less than **60** - '**poor**' condition.

The average BCI of 77.0 as calculated from the results of the 2018 Bridge and Culvert Needs Study indicates that the Town is maintaining their infrastructure in overall good condition. Current BCI values for each structure were compared to the BCI values from the previous four Needs Study Reports and are provided in Attachments No. 2 and 3.

Recommended Structure Improvements

A total of five of the 18 structures investigated were identified with significant deficiencies, and rehabilitation of the structures within five years was recommended. These structures are listed below:

- Structure No. 1004 – Sullivan Drain at 12th Concession Road
- Structure No. 1013 – Merrick Creek Drain at 8th Concession Road
- Structure No. 1014 – Colchester Townline Drain at 6th Concession Road
- Structure No. 1028 – East Townline Drain at St. Thomas Street Bridge
- Structure No. 1029 – East Townline Drain at Little River Road Bridge

The rehabilitation of Structures No. 1004, 1013, and 1014 have recently been tendered and the works are anticipated to be completed by fall 2019.

Temporary repairs on Structure 1028 and 1029, consisting of large steel plates placed on the culvert to slab above the soffit deterioration were carried out in July 2016. These Structures are slated to be removed as part of the Manning Road Improvements Phase 2 which could take place as early as 2020.

Structure No. 1016 Collins Drain at Outer Drive, was the only structure identified needing rehabilitation within the six to ten year timeframe, which will include concrete repairs to the original culvert structure, waterproofing of the deck and full replacement of the asphalt surface. The estimated cost for this work is \$235,000.

Consultations

Financial Services
Dillon Consulting Limited

Financial Implications

The 2018 Bridge & Culvert Needs Study (Structures with Spans > 3.0m) identified \$235,000 in recommended rehabilitations within the six to ten year timeframe. These recommended works will be incorporated within the Public Works & Environmental Services Capital Works Plan.

The Bridge Lifecycle Reserve is projecting deficits, of over \$1M, within the next six years due to recent and proposed bridge and culvert works. The annual \$390,000 allocation will likely be sufficient on a longer-term basis; however it is not enough to fund the existing backlog of work that was required over the previous number of years.

Administration will consider funding adjustments required to meet the near term funding shortfall as part of the 2020 budget process. Access to grants, other reserves, debt, increasing lifecycle allocations and deferring other projects will be considered.

Link to Strategic Priorities

Applicable	2017-18 Strategic Priorities
<input type="checkbox"/>	Make the Town of Tecumseh an even better place to live, work and invest through a shared vision for our residents and newcomers.
<input checked="" type="checkbox"/>	Ensure that the Town of Tecumseh's current and future growth is built upon the principles of sustainability and strategic decision-making.
<input type="checkbox"/>	Integrate the principles of health and wellness into all of the Town of Tecumseh's plans and priorities.
<input checked="" type="checkbox"/>	Steward the Town's "continuous improvement" approach to municipal service delivery to residents and businesses.
<input type="checkbox"/>	Demonstrate the Town's leadership role in the community by promoting good governance and community engagement, by bringing together organizations serving the Town and the region to pursue common goals.

Communications

Not applicable ☒

Website ☐ Social Media ☐ News Release ☐ Local Newspaper ☐

This report has been reviewed by Senior Administration as indicated below and recommended for submission by the Chief Administrative Officer.

Prepared by:

Phil Bartnik, P.Eng.
Director Public Works & Environmental Services

Reviewed by:

Luc Gagnon, CPA, CA, BMath
Director Financial Services & Treasurer

Recommended by:

Margaret Misek-Evans, RPP, MCIP
Chief Administrative Officer

Attachment Number	Attachment Name
1	2018 Bridge & Culvert Needs Study, Dillon Consulting Limited, Dated January 16, 2019 – Executive Summary
2	Bridge & Culverts Location Plan
3	Summary of Bridge Condition Index between 2003 and 2018
4	Bridge Condition Index Trends

Executive Summary

A Bridge and Culvert Needs Study was carried out in 2018 by Dillon Consulting Limited (Dillon) for 18 bridge and culvert structures with spans greater than 3.0 metres, including two pedestrian bridges, located in the Town of Tecumseh (the Town). This report summarizes the findings of the study and identifies the required improvements to structures which are currently deficient or are likely to become deficient within a ten year period from the time of this report.

A total of five of the 18 structures investigated were identified with significant deficiencies, and rehabilitation of the structures within five years is recommended. The structures are listed below and this information is also summarized in **Appendices B and C**.

- Structure No. 1004 – Sullivan Drain at Twelfth Concession Road
- Structure No. 1013 – Merrick Drain at Eighth Concession Road
- Structure No. 1014 – Colchester Townline Drain at Sixth Concession Road
- Structure No. 1028 – East Townline Drain at St. Thomas Street Bridge
- Structure No. 1029 – East Townline Drain at Little River Road Bridge.

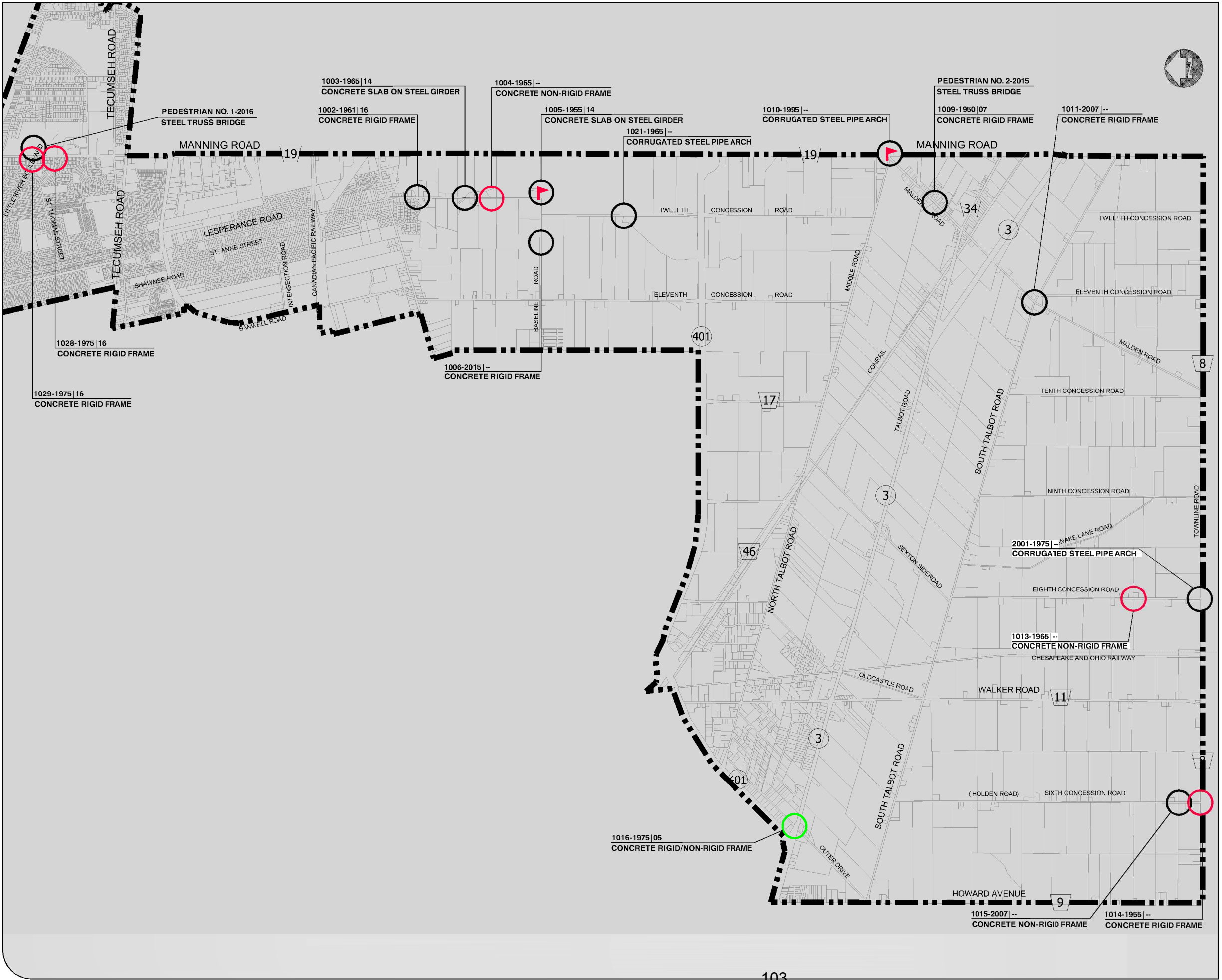
The detailed design for rehabilitation of Structure No. 1004, 1013, and 1014 are currently underway with construction expected to be completed in 2019. The rehabilitation is considered a holding strategy to extend the service life of the existing structures by a minimum of ten years, until eventual replacement is possible, and does not include roadside safety improvements.

Temporary repairs on Structure No. 1028 and 1029, consisting of large steel plates placed on the culvert top slab above the soffit deterioration were carried out in July 2016. Road improvements on Manning Road scheduled for 2020 will replace Structure No. 1028 and 1029 with a storm water drain.

The estimated probable cost for rehabilitation of the above noted structures over the next five years (2019 to 2023) is estimated to be **\$677,010**. This value does not include the estimated cost for the monitoring program and demolition and replacement of Structure No. 1028 and 1029. An additional **\$235,000** is estimated for improvements to the remaining structure inventory to the end of this study period (to 2028). The total estimated capital needs allocation over the coming ten year period is **\$912,010**. These cost estimates exclude H.S.T. and routine maintenance items, and include contingency and engineering allowances. Potential cost savings may be realized by combining capital works for more than one structure under a single contract. The Town should also consider the needs of the road network when determining priorities for the structures. By combining road and structure works, there may be opportunities for additional cost savings and a reduction in public traffic disruptions. These estimated costs are in 2018 Canadian dollars without allowance for inflation, and are based on our limited visual observations during the study. The recommendations may not necessarily include every improvement which can, or may need to be made to each structure. The final estimated costs for

structure rehabilitation or replacement will vary on the results of detailed investigations, and/or changes to the proposed scope of work during detail design.

In this study, the Bridge Condition Index (BCI) was calculated for each structure and compared to the BCI of the previous studies (2003 to 2016). This comparison is provided in **Appendix D**. The average BCI value calculated for 2018 is **77.0**, which is slightly lower than the BCI value of **78.4** that was calculated for the 2016 study.

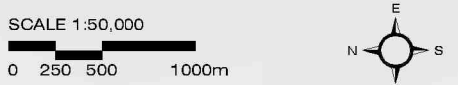


TOWN OF TECUMSEH
2018 Bridge and Culvert Needs Study
Structures with Spans > 3.0 m

LOCATION PLAN

- TIME FRAMES / RECOMMENDED WORK
- NO RECOMMENDED WORK
 - 1 TO 5 YEARS REHAB OR REPLACE
 - 6 TO 10 YEARS REHAB OR REPLACE
 - ROADSIDE SAFETY CONCERN

STRUCTURE NUMBER	YEAR CONSTRUCTED	YEAR OF REHABILITATION	STRUCTURE TYPE
0000-0000 00			
XXXXXXXXXX			



MAP/DRAWING INFORMATION
THIS DRAWING IS FOR INFORMATION PURPOSE ONLY.
IT INDICATES APPROXIMATE LOCATIONS FOR THE INSPECTED
BRIDGES AND SHOULD BE SURVEYED FOR EXACT LOCATIONS.
CREATED BY: HMB
CHECKED BY: PER
DESIGNED BY: JAA
File Location:
c:\projectwise\working directory\active\101jm\d0615775\17-6817-02-fig.dwg
January, 15, 2019 11:26 AM



PROJECT: 17-6817
STATUS: FINAL
DATE: JANUARY 2019

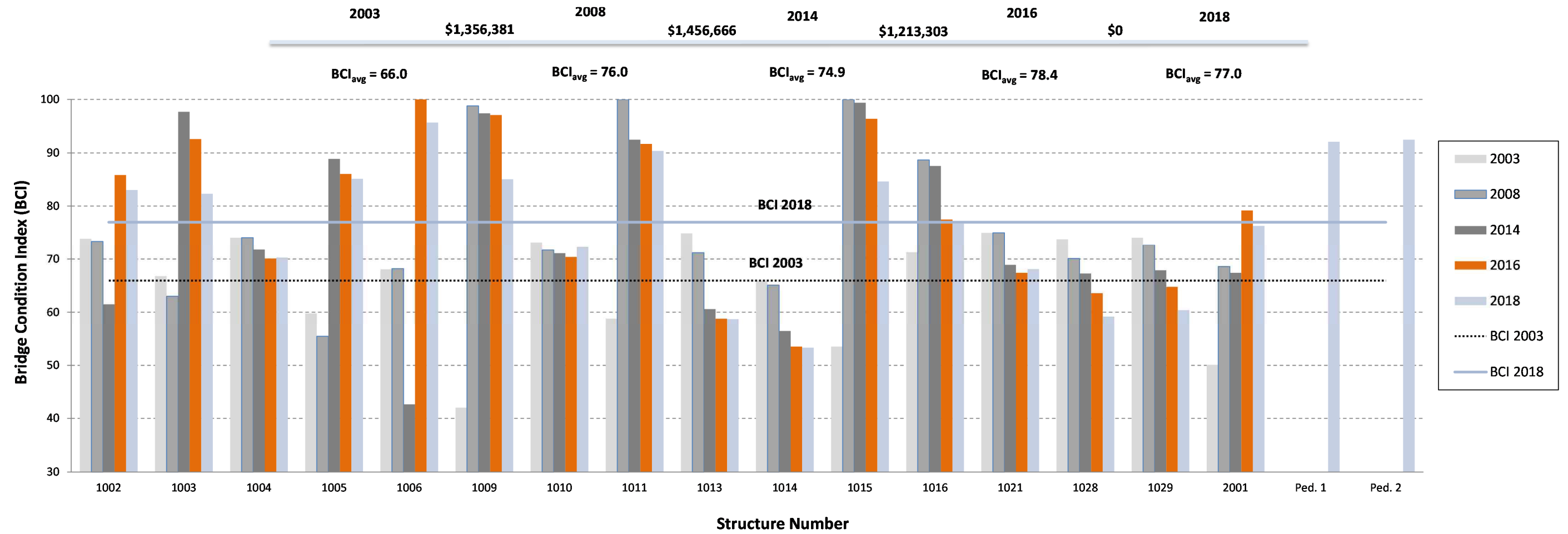
Table D.1: Summary of BCI between 2003 and 2018

Structure ID	BCI 2003	BCI 2008	BCI 2014	BCI 2016	BCI 2018
1002	73.9	73.4	61.5	85.8	83.0
1003	66.8	63.0	97.7	92.6	82.3
1004	74.1	74.1	71.8	70.1	70.3
1005	59.8	55.4	88.9	86.0	85.1
1006	68.1	68.2	42.6	100.0	95.7
1009	42.0	98.8	97.4	97.1	85.0
1010	73.2	71.7	71.1	70.4	72.3
1011	58.8	100.0	92.5	91.7	90.4
1013	74.9	71.2	60.6	58.8	58.7
1014	65.9	65.1	56.4	53.5	53.3
1015	53.5	100.0	99.4	96.4	84.6
1016	71.3	88.7	87.5	77.5	76.7
1021	75.0	75.0	68.9	67.4	68.1
1028	73.8	70.1	67.3	63.6	59.2
1029	74.1	72.7	67.9	64.8	60.4
2001	50.1	68.6	67.4	79.2	76.3
1	--	--	--	--	92.1
2	--	--	--	--	92.5
BCI _{avg}	66.0	76.0	74.9	78.4	77.0

Notes:

- Significant discrepancies between BCI values from separate studies are attributed to the inspector's inability to access and rate structure components which were subsequently rated as having significant defects
- Structure 1009, 1011 and 1015 were fully replaced in 2007. Structure 1006 was fully replaced in 2015
- A major rehabilitation of Structure 1003 and 1005 was completed in 2014. The scope of work included: superstructure replacement and concrete patch repairs to the substructure.
- A major rehabilitation of Structure 1002 was completed in 2016. The scope of working included: concrete repairs to deck soffit, abutments and wingwalls, concrete deck overlay
- Detail design for rehabilitation of Structure 1004, 1013, and 1014 is currently underway
- Replacement of Structure 1028 and 1029 is scheduled for 2020 as part of road improvements on Manning Road.

Town of Tecumseh - BCI Trends





The Corporation of the Town of Tecumseh

Public Works & Environmental Services

To: Mayor and Members of Council

From: Phil Bartnik, Director Public Works & Environmental Services

Date to Council: April 23, 2019

Report Number: PWES-2019-24

Subject: Investing in Canada Infrastructure Program:
Rural and Northern Communities Funding Stream – 2019 Intake
Manning Road Improvement Project Phases 2 and 3

Recommendations

It is recommended:

That Administration **be authorized** to submit an application to the federal government for funding under the Investing in Canada Infrastructure Program (ICIP): Rural and Northern Communities Funding Stream – 2019 Intake for a future commitment to the Manning Road Improvement Project Phases 2 and 3 to be completed in 2021-2022;

And that Administration **be authorized** to complete any business case(s), application(s) and/or to provide all information/documentation as required in order to constitute an application under ICIP;

And further that the Treasurer **be authorized** to sign any required documents necessary to complete the application and the subsequent documentation to ICIP;

And furthermore that the Mayor and Clerk **be authorized** to sign any documents/agreements (if required) for the application submissions and documentation to ICIP, in a form satisfactory to the Town's Solicitor, financial content satisfactory to the Town's Treasurer and technical content to the Town's Engineer.

Background

Program Overview

The Investing in Canada Infrastructure Program is a \$30 billion, 10-year infrastructure program cost-shared between federal, provincial and municipal governments. Ontario's share per project will be up to 33 per cent, or \$10.2 billion spread across four streams: (1) Rural and Northern (2) Public Transit (3) Green (4) Community, Culture and Recreation.

The **first intake** for the Rural and Northern stream will support improved and/or more reliable road, bridge, air or marine infrastructure assets in rural and northern communities with populations under 100,000 people.

Eligibility

Eligible projects must include a capital component for one of the following asset types: road, bridge, air or marine on one of the following project types: new construction, rehabilitation work or replacement work.

Applicants may bundle more than one eligible asset type (i.e. a project may have both road and bridge components). Bundled projects must demonstrate that each component of the project is inter-related and meets eligibility requirements.

Timelines

Applications and all supporting documentation must be submitted through Grants Ontario by **May 14, 2019**.

Applicants will be notified if their project has been selected for nomination to the federal government for review and approval in **summer 2019** (estimated). Applicants will be notified of the federal funding decision in **summer/fall of 2019** (estimated).

Projects must be completed by **October 31, 2026**.

Eligible Costs

The maximum total eligible cost per project for a single applicant is **\$5M**. Eligible costs include:

- Environmental assessment costs
- Design/engineering costs
- Project management costs
- Materials
- Construction
- Contingency costs (maximum 25%)

Project costs are eligible only if incurred **after** federal approval. Contracts must be awarded **after** federal approval of funding. Capital costs are only eligible once the project **receives** notification that Canada is satisfied that the applicant has met its Duty to Consult and Environmental Assessment requirements.

Cost Sharing

The following breakdown defines the maximum cost share percentages of the total eligible cost:

Applicant Type	Individual Applicant Population Size	Federal Cost Share (max %)	Provincial Cost Share (max %)	Applicant Cost Share (min %)
Municipality	<5,000	60%	33.33%	6.67%
Municipality	Between 5,000 and 100,000	50%	33.33%	16.67%
Indigenous Community	<5,000	75%	18.33%	6.67%
Indigenous Community	Between 5,000 and 100,000	75%	8.33%	16.67%

Stacking of Funding

Applicants **cannot** combine funding received through the Rural and Northern Communities Funding Stream and funding from another project-based capital program including, but not limited to, Small Communities Fund and the Northern Ontario Heritage Fund Corporation program to support the same.

Applicants **can** apply for a project at the same location as a project already receiving funding from another capital program, but the applicant must clearly scope out the component that is unique to the Rural and Northern Communities Funding Stream application.

Recipients of Ontario Community Infrastructure Fund (OCIF) formula-based funding are permitted to use this funding as part of their cost-share to support a road or bridge project.

Comments

The Town completed a Class Environmental Assessment (EA) in April 2010 for improvements to the East Townline Drain (Manning Road) Storm Pump Station, and the road reconstruction of Manning Road from Riverside Drive to St Gregory's Road. The proposed upgrades to the pump station and drain enclosure along Manning Road provided an opportunity to improve this portion of Manning Road by constructing an urban cross-section that accommodates

pedestrians, cyclists and urban design features to create an aesthetically pleasing gateway into Lakewood Park.

The Manning Road Reconstruction Project was approved at the June 28, 2011 Regular Council Meeting under Public Works & Environmental Services (PWES) Report No. 21/11 (Motion: RCM-210/11).

Phase 1 of the Manning Road Improvements was completed in 2014 and consisted of the construction of the East Townline Drain storm pump station and the reconstruction of a section of Riverside Drive including the roundabout at the Manning Road/Riverside Drive intersection. The Town received a grant for financial assistance in the amount of \$6.1M for Phase 1.

At the December 13, 2016 Regular Meeting of Council, Council approved the recommendations (Motion: RCM-442/16) of PWES Report No. 54/16 “2017-2021 Public Works & Environmental Services Capital Works Plan” that authorized Administration to proceed with finalizing the engineering design for Manning Road Improvement Project Phases 2 & 3, which was subsequently completed in 2018.

Phase 2 & 3 involve the reconstruction of Manning Road from Riverside Drive to St. Gregory's Street to an urban cross-section, and will include:

- The enclosure of the existing East Townline Drain with a 3.0m x 1.8m box-culvert and redirection of flows into the recently constructed Lakewood Park Drainage Channel at St. Thomas Street to alleviate surface flooding within adjacent existing residential areas.
- The installation of a local storm sewer (525mm to 900mm dia.) on Manning Road from Riverside Drive to St. Thomas Street.
- The installation of a 250mm diameter watermain on Manning Road from Riverside Drive to St. Thomas Street.
- Complete road reconstruction to an urban cross-section with centre median and landscaping, including bike lanes, sidewalk, multi-use pathway, street lighting, and roundabouts at the intersections of Little River Boulevard and St. Thomas Street.

The Manning Road infrastructure project will improve safety of motorists, cyclists and pedestrians as the Town has adopted a “complete streets” approach to the planning, design, operation and maintenance of its roads. The complete streets framework seeks to balance the many roles of roads to maximize their potential as a public resource. A complete street is appropriate for all expected functions and offers safety, comfort, and convenience to all users regardless of age or ability. This framework aligns with ICIP objectives to make the province's roads safer, commutes easier and communities healthier.

The 2019-2023 PWES Five Year Capital Works Plan had proposed the timing of Manning Road Phases 2 and 3 to be completed in 2020 and 2021 respectively. As part of the ICIP Application, the Town will be proposing to complete the construction of Phases 2 and 3 in a single construction season starting in 2021, with only surface asphalt and miscellaneous restoration carried over into 2022. This will reduce the disruption time for the adjacent

residents and also see efficiencies with not having to complete any temporary works that would have been required to bridge the two phases. The 2019 intake for the ICIP will request a future commitment to these phases of the project in accordance with this timing.

Accordingly, Administration recommends:

That Administration **be authorized** to submit an application to the federal government for funding under the Investing in Canada Infrastructure Program (ICIP): Rural and Northern Communities Funding Stream – 2019 Intake for a future commitment to the Manning Road Improvement Project Phases 2 and 3 to be completed in 2021-2022;

And that Administration **be authorized** to complete any business case(s), application(s) and/or to provide all information/documentation as required in order to constitute an application under ICIP;

And further that the Treasurer **be authorized** to sign any required documents necessary to complete the application and the subsequent documentation to ICIP;

And furthermore that the Mayor and Clerk **be authorized** to sign any documents/agreements (if required) for the application submissions and documentation to ICIP, in a form satisfactory to the Town's Solicitor, financial content satisfactory to the Town's Treasurer and technical content to the Town's Engineer.

Consultations

Financial Services

Financial Implications

Should the Application for funding be successful, the following financial implications arise if the grant application is approved:

Total project costs:	\$ 11.99 M
Total net eligible project costs*:	\$ 5.00 M
Federal cost share (max 50%):	\$ 2.50 M
Provincial cost share (max 33.33%):	\$ 1.67 M
Other recoveries (CWATS):	\$ 0.12 M
Other recoveries (County Connecting Link):	\$ 0.45 M
Amount to be funded by Town:	\$ 7.25 M

*The maximum eligible project costs for the ICIP is \$5M.

Typically funding would be from following reserve/reserve funds:

Road Lifecycle Reserve:	\$ 2.96 M
Watermain Reserve Fund:	\$ 0.70 M
Wastewater Sewers Reserve Fund:	\$ 0.09 M
Storm Sewer Lifecycle Reserve:	\$ 1.40 M
Municipal Drain Lifecycle Reserve:	\$ 2.10 M
Total Project Funding:	\$ 7.25 M

Unfortunately the balances available in the Storm Sewer and the Municipal Drain Lifecycle Reserves are not sufficient to fund these amounts. Additional review will be undertaken to determine final funding sources. Administration will look at other funding sources including grants, other reserves, debt and deferral of other projects.

The Town aims to take advantage of grant funding while remaining cognizant of the fact that doing so may change project priorities due to limited funding resources.

The municipality's share of costs will be the subject of a future report to Council for approval.

Link to Strategic Priorities

Applicable	2017-18 Strategic Priorities
<input type="checkbox"/>	Make the Town of Tecumseh an even better place to live, work and invest through a shared vision for our residents and newcomers.
<input checked="" type="checkbox"/>	Ensure that the Town of Tecumseh's current and future growth is built upon the principles of sustainability and strategic decision-making.
<input type="checkbox"/>	Integrate the principles of health and wellness into all of the Town of Tecumseh's plans and priorities.
<input checked="" type="checkbox"/>	Steward the Town's "continuous improvement" approach to municipal service delivery to residents and businesses.
<input type="checkbox"/>	Demonstrate the Town's leadership role in the community by promoting good governance and community engagement, by bringing together organizations serving the Town and the region to pursue common goals.

Communications

Not applicable ☒

Website ☐

Social Media ☐

News Release ☐

Local Newspaper ☐

This report has been reviewed by Senior Administration as indicated below and recommended for submission by the Chief Administrative Officer.

Prepared by:

Cheryl Curran, BES
Clerk I Administrative Clerk

Reviewed by:

Phil Bartnik, P.Eng.
Director Public Works & Environmental Services

Reviewed by:

Luc Gagnon, CPA, CA, BMath
Director Financial Services & Treasurer

Recommended by:

Margaret Misek-Evans, RPP, MCIP
Chief Administrative Officer

Attachment Number	Attachment Name
1	Investing in Canada Infrastructure Program: Rural and Northern Communities Funding Stream Program Guidelines – 2019 Intake March 2019

**Investing in Canada Infrastructure Program - Rural and Northern Communities Funding
Stream Ontario Program Guidelines**



**INVESTING IN CANADA INFRASTRUCTURE PROGRAM:
Rural and Northern Communities Funding Stream**

Program Guidelines – 2019 Intake
March 2019

Investing in Canada Infrastructure Program - Rural and Northern Communities Funding Stream Ontario Program Guidelines

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Investing in Canada Infrastructure Program - Rural and Northern Communities Funding Stream Ontario Program Guidelines

1. Overview – Investing in Canada Infrastructure Program

The Investing in Canada Infrastructure Program (ICIP) is a federal program designed to create long-term economic growth, build inclusive, sustainable and resilient communities and support a low-carbon economy.

Through the ICIP, the federal government is providing \$11.8 billion dollars in federal infrastructure funding to cost-share projects under the following four streams:

- Public Transit
- Green Infrastructure
- Community, Culture and Recreation
- **Rural and Northern Communities**

The Province of Ontario is a cost sharing partner in these programs. Under this intake of the Rural and Northern Communities Funding Stream, Ontario is supporting transportation priorities of small, rural and northern communities.

2. Objectives – Rural and Northern Communities Stream

The Rural and Northern Communities Funding Stream supports projects that improve the quality of life in rural and northern communities by responding to rural and northern infrastructure priorities. Approximately \$250 million in federal funding will be available over 10 years starting in 2018-19. The province will roll-out the funding through multiple intakes.

The objective of the current intake is to:

- Support improved and/or more reliable **road** assets
- Support improved and/or more reliable **bridge** assets
- Support improved and/or more reliable **air** infrastructure assets
- Support improved and/or more reliable **marine** infrastructure assets

The current intake targets **near-term transportation improvement projects**. Future intakes may prioritize other federal and provincial priorities, such as improved broadband connectivity.

Note: Rural and Northern Communities Funding – 2019 Intake is a competitive process. Funding approval is not guaranteed. In addition, the province may contact an applicant to request additional information or for clarification on information provided in the application form or supporting documentation.

3. Applicant Eligibility

Eligible applicants under the Rural and Northern Communities Funding stream are:

- Ontario municipalities with a population of 100,000 or less based on 2016 Statistics Canada Census data; and
- Indigenous communities in Ontario, defined as band councils under the *Indian Act* (i.e. Indian Act Band Councils). For additional clarity, see federal language in the Appendix.

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Note: Joint projects between multiple eligible applicants are encouraged and additional consideration will be given to joint projects as part of the assessment.

4. Project Eligibility and Conditions

4.1 Eligible Projects

(1) **Eligible project stages:** A project must include a capital component. A project may also include pre-construction planning and design work; however, planning and design work are not eligible as stand-alone projects.

(2) **Eligible asset type:**

- road;
- bridge;
- air; and
- marine.

(3) **Eligible project types:**

- new construction;
- rehabilitation; or
- replacement work.

(4) **Other requirements:**

- **Road/Bridge asset types:** Highway or trade corridor infrastructure, *except for portions that connect communities that do not already have year-round access*, are not eligible. In addition, resource development infrastructure, notably industrial resource development access roads, are not eligible.
- **Air asset type:** Projects are limited to ground-based infrastructure such as runways, aprons and taxiways, lighting systems, terminals, garages, and airside elements such as de-icing systems. Projects are limited to Regional/Local airports and must be compliant with *Canadian Aviation Regulations* and other Transport Canada regulations, including certification by Transport Canada.
- **Marine asset type:** Projects are limited to marine vessels and docking infrastructure which support improved community access to transportation. Pleasure crafts and related infrastructure, including marinas, are not eligible. Projects must be compliant with the *Canada Shipping Act* and other Transport Canada regulations.
- **Bundling of eligible asset types:** Applicants must select only one primary project asset type but may bundle more than one eligible project asset type. For example, a project may have both road and bridge components. If an applicant submits a bundled project, a majority of the total eligible project costs (at least 51%) must be for the primary project type and the applicant should only complete the technical schedule for that primary project type. Bundled projects must demonstrate that each component of the project is inter-related and meets eligibility requirements.
- **Bundling of ineligible asset types:** Applicants may also undertake other capital works (i.e., water, wastewater and/or stormwater) for a project submitted for funding; however, costs associated with ineligible asset work will **not** be eligible for funding as it does not

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meet federal requirements. Costs for ineligible asset types should not be included in the total eligible project costs.

- **Physical Connectivity of Components:** The entire project, and any bundled components, must be contiguous (i.e., the same geographic location and where all components of the project touch/intersect). For example, a road project must not have any breaks between work sections.
- **Location/Benefit:** Projects must be situated within, and be for the direct benefit of, a rural and northern eligible applicant.
- **Asset ownership:** Municipalities must attest to owning the infrastructure assets put forward for funding. Indigenous applicants must attest to having care and control over the infrastructure assets put forward for funding. *Please note the exception for Air/Marine assets below.*
- **Exceptions for Air/ Marine asset ownership:** Air and/or marine projects do not need to be owned by the eligible applicant. Rather, the air or marine asset may be owned by a for-profit or non-for-profit entity. However, the eligible applicant and the asset owner must endorse the project. The eligible applicant must attach a Municipal Council Resolution or Band Council Resolution in support of the project as well the asset owner's letter of support from a signing authority. In doing so, the project will be considered the applicant's sole project submission. **Municipalities or Indigenous communities who endorse an air or marine project cannot submit another project application.** If you are considering this type of project, please first contact 1-877-424-1300 or ICIPRural@ontario.ca to verify eligibility before submission.

4.2 Joint Projects

Joint projects between eligible applicants are encouraged. Joint projects are those where each **co-applicant contributes financially** to the project. All applicants must meet the applicant eligibility criteria.

Joint projects may be larger than projects submitted by a single applicant, as joint applicants may combine the grant funding they request.

If a joint project is submitted, it counts as a project put forward for each individual applicant (i.e., a municipality or Indigenous community cannot submit a joint application in addition to a stand-alone application). The lead applicant will be required to sign a transfer payment agreement with the province and also enter into a partnership agreement with the other eligible applicant(s) that will be contributing to the project. Funds will only be made available to the lead applicant, who is responsible for the financial management of the project and meeting provincial reporting requirements.

4.3 Project Conditions

Projects must comply with the following conditions to be considered eligible:

- (1) **Contract Award Date:** Contracts must be awarded after federal approval of funding. Contracts awarded before approval of funding are not eligible for reimbursement.

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- (2) **Energy standards:** Projects must meet or exceed any applicable energy efficiency standards for buildings outlined in the Pan-Canadian Framework on Clean Growth and Climate Change.
- (3) **Accessibility standards:** Projects must meet or exceed the requirements of the highest published accessibility standard in a jurisdiction in addition to applicable provincial building codes and relevant municipal by-laws.
- (4) **Asset management plans [municipalities only]:** Projects should be informed by an applicant's asset management plan. This means the proposed project was identified based on the plan's prioritized lifecycle activities (e.g., construction, maintenance, renewal, rehabilitation, replacement, etc.) for the applicable asset category (e.g., roads or bridges). For example, if an applicant has identified road needs as a priority lifecycle activity within its asset management plan, then submission of a road project would be appropriate. Where not based on an asset management plan, a strong rationale must be provided in the application form.
- Note:** project prioritization in an asset management plan does not apply in cases where the project assets are not owned by the municipality (i.e. air/marine assets).
- (5) **Supporting documentation [Indigenous communities only]:** Projects should be identified in, or supported by, a 5-Year Capital Plan; a Comprehensive Community Plan; a Strategic Community Plan; an Asset Conditions Reporting System report; a Feasibility Study or Detailed Design. Where not based on a supporting document, a strong rationale must be provided. The province may request an electronic copy of one supporting document during the project review stage.
- (6) **Financial sustainability:** Projects should have a financial plan in place to operate the assets and not seek senior level government support for operational funding. First Nations applicants may have operational funding arrangements with the federal government that satisfy this condition.

4.4 Other Federal Requirements

Additional federal governments requirements are below. For additional clarity, see federal language in the Appendix.

- Applicants must complete a climate lens assessment for projects with total eligible costs of \$10 million or more. Climate lens submission may be completed **after** provincial nomination.
- Applicants may report on community employment benefits for projects with total eligible costs of \$10 million or more. Applicants not reporting on community employment benefits should provide a rationale.
- Applicants must adopt a value for money procurement approach.
- Any requests for sole source procurement exemptions will be evaluated on a case-by-case basis and requires **pre-approval** by the federal and provincial governments. **Sole source procurement is not encouraged as approval is not guaranteed.**

5. Project Submission Process

5.1 Number of Project Submissions

Each eligible applicant can submit a maximum of **one project submission**.

If an applicant is party to a joint project submission, then participation in the joint-project submission will be counted as their single project submission.

If an applicant is acting as the nominating applicant for a project asset that is owned by a for-profit or not-for-profit entity (air or marine infrastructure assets only), then participation in this form of 'transferred nomination' will be counted as their single project application.

5.2 Submissions and Funding Approval Steps

Step 1: Applicants must register or login online through the Province of Ontario's online grant portal, **Grants Ontario**. Step by step support for working with the online grant portal are found **here**. For full functionality, the support tool link must be opened in Internet Explorer.

Step 2: Applicants must fully complete one Rural and Northern Communities Funding Stream application form and the applicable technical schedule. Completion of **only one technical schedule is required**; the technical schedule must correspond to the primary project asset type. **The application form and the associated technical schedule are available through the Grants Ontario online portal**. Please follow the prompts in the application form and technical schedule to respond to each question.

Step 3a [joint projects]: A joint project submitted by multiple applicants must provide supporting documentation by way of an individual partner-member municipal council resolution or a band council resolution, clearly stating the project name and recipient contribution to the project. Single applicants (i.e. non-joint projects) do not have to submit a council resolution at the application stage.

Step 3b [transferred nomination projects]: A transferred nomination project, where the applicant is not the asset owner, must provide supporting documentation by way of an applicant municipal council resolutions or a band council resolution, and a letter of support from the asset owner agreeing to participate in the program. *The province will provide additional support to coordinate this issue at the transfer payment agreement stage.*

Step 4: The application and required attachments (i.e., technical schedules, supporting documents, etc.) must be submitted through Grants Ontario by **11:59 p.m. EDT on May 14th, 2019**. A scanned application form will not be accepted. Failure to meet submission requirements will result in an incomplete submission and the submission may be considered ineligible. **If you are unable to submit the application form through the Grants Ontario or have any additional questions, please contact: 1-877-424-1300 or ICIPRural@ontario.ca.**

Step 5: Once the completed application form has been submitted, an automated acknowledgement of receipt and a file number will be emailed to the applicant.

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Step 6: Projects will be assessed by the province and nominated for federal government review and approval. **Provincial project nomination to the federal government does not guarantee funding approval.**

Step 7: Applicants will be notified of both successful and unsuccessful projects. Provincial staff will be available to provide feedback for unsuccessful projects, if requested.

Step 8: The province may request applicants to provide assurance that the recipient share of funding to undertake and complete the project has been secured.

Step 9: Successful applicants will be required to obtain a municipal by-law or band council resolution to execute the project level transfer payment agreement with the provincial government.

Step 10: The transfer payment agreement will require procurement to be executed through a value-for-money process. Projects must undertake a competitive pricing or tendering process to demonstrate value-for-money. Applicants may be requested by the province to provide:

- Copies of proposals or bids from three (3) bidders;
- Statement indicating selected bidder; and
- Written explanation if the lowest bid is not chosen.

6. Timelines

- Applications and all supporting documentations must be submitted through Grants Ontario by **11:59 p.m. EDT on May 14th, 2019.**

Note: that applications will not be accepted after this time. All supporting documentation must also be submitted by the deadline in order to be considered part of the application. Applicants cannot change the proposed project after the application deadline unless extraordinary circumstances arise (e.g., the collapse of a local bridge) and permission is granted by the province.

- The province will notify applicants if their project has been selected for nomination to the federal government for review and approval in **summer 2019 (estimated).**
- Applicants will be notified of the federal funding decision in the **summer/fall of 2019 (estimated).**
- Projects must be completed by **October 31, 2026.**

7. Evaluation Process

7.1 Recipient Eligibility and Application Completeness

Recipients must meet program eligibility requirements. Additionally, all mandatory fields of the application form must be populated correctly for a submission to be considered validated and complete.

7.2 Project Scope Review

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Projects must meet federal project eligibility requirements, be technically viable and be achievable within the program timelines.

7.3 Alignment with Provincial Policies

7.3.1 Land Use Planning

Municipal projects must align and support the expected and required provincial priorities and outcomes, as set out in provincial land use policy, provincial land use plans, municipal official plans and supported by policy direction in the Provincial Policy Statement (PPS).

7.3.2 Asset Management Planning

The asset management planning regulation sets out new requirements for undertaking municipal asset management planning. The regulation is being phased in over a 6-year period, with progressive milestone requirements for municipalities.

For clarity, at the time of application, the asset management plan used to inform the proposed project can be developed according to either the province's 2012 Guide (*Building together: guide for municipal asset management plans*) or asset management planning regulation (*O. Reg. 588/17 Asset Management Planning for Municipal Infrastructure*).

As part of project reporting requirements, and to remain eligible for funding, successful municipal applicants are required to submit their updated asset management plans in accordance with the regulation for the duration of the project. For example, municipalities that have an active project in 2021 will be required to submit asset management plans developed in accordance with the first phase of the regulation. Please refer to the Appendix which summarizes key regulation milestones in 2021, 2023 and 2024 for municipal asset management plans.

For more information about asset management planning, as well as tools and supports available to help municipalities develop and improve their plans, please visit the <http://www.ontario.ca/assetmanagement>.

7.4 Assessment Criteria

The province will assess and prioritize projects for federal nomination and funding based on the following criteria:

Criterion 1: Criticality of health and/or safety risk

Projects will be assessed according to critical health and safety aspects (*primary project type only*). The technical schedule will provide asset type specific questions for describing the health and safety risk.

- (1) Road project:** Road infrastructure projects will be assessed for safety in terms of collisions and the reduction of collisions or collision severity associated with the project. This could be assessed through collision history, traffic volumes and Collision Modification Factor or Operational Performance Function depending on the project and information available.
- (2) Bridge projects:** Bridge infrastructure projects will be assessed for safety in terms of the condition of the structure, which must be determined through an inspection carried out within the last two years in accordance with the Ontario Structure Inspection Manual (OSIM) or

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equivalent. Submission of a Municipal Structure Inspection Form with adequate photos showing defect or deterioration is a requirement for all bridge projects. In addition, any critical structural features, such as hold down anchors that are not visible for inspection, drop-in spans etc. must be included in the assessment of the project.

(3) Air projects: Air infrastructure projects will be assessed for safety in terms of improvements to ground-based infrastructure that improves passenger access to communities. Safety may also consider increased capacity to deliver health care and emergency services, which would otherwise be inaccessible. Projects in communities where air transportation is the primary reliable, year-round mode of transportation will be prioritized.

(4) Marine projects: Marine infrastructure projects will be assessed for safety in terms of improvements to vessels (including machinery) and docking infrastructure that improve passenger and/or vehicular access to communities. Safety may also consider increased capacity to deliver health care and emergency services, which would otherwise be inaccessible. Projects in communities where marine transportation is the primary reliable mode of transportation will be prioritized.

Criterion 2: Technical merit of proposed project

Projects will be assessed based on technical merit relative to industry standards. Projects must clearly demonstrate that the proposed project will address the noted critical health and safety risk, and how they meet the federal outcome of ***Improved and/or more reliable transportation (road, air and marine) infrastructure***. The technical schedule will provide asset specific questions for describing the technical merit and reliability of the proposed project.

Criterion 3: Funding need for the proposed project

Projects will be assessed according to greater funding need, including the cost of the proposed project per household, median household income and weighted property assessment per household. **Note:** for Indigenous communities, proxy values may be applied.

In general, applicants with greater funding need (i.e., higher project cost per household, lower median household income, lower weighted property assessment per household) will be more competitive in the evaluation process. However, applicants **must still be able to fund all project costs and potential cost over-runs to be eligible for funding.**

For projects where air and marine assets are owned by a third-party (i.e. not the municipality or Indigenous community), applicants should clearly note whether user fees are collected (i.e. landing fees/passenger fees).

Criterion 4: Efficiencies through joint projects

Additional consideration will be given to joint projects for providing benefit to multiple communities and generating economies of scale.

8. Financial, Contractual and Reporting Requirements

8.1 Maximum Project Costs

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The maximum total eligible cost per project for a single applicant is **\$5 million**.

For projects with multiple applicants (i.e., joint projects), each applicant can submit up to \$5 million of total eligible project costs. For example, a joint project with three eligible co-applicants can submit a project with a maximum total eligible project cost of \$15 million.

Note: Projects that have a total eligible cost of more than \$10 million must complete a federal climate lens assessment and report on community employment benefits. See Appendix for more information.

Note: Applicants must pay for all ineligible project costs as well as any cost over-runs experienced on a project. **Cost over-runs reflect any costs that exceed the total project cost submitted at the time of application.**

8.2 Cost Sharing

The following breakdown defines the maximum cost share percentages of the total eligible cost:

Applicant Type	Individual Applicant Population Size*	Federal Cost Share (Max %)	Provincial Cost Share (Max %)	Applicant Cost Share (Min %)
Municipality	< 5,000	60%	33.33%	6.67%
	Between 5,000 and 100,000	50%	33.33%	16.67%
Indigenous Community	< 5,000	75%	18.33%	6.67%
	Between 5,000 and 100,000	75%	8.33%	16.67%

*Population size is based on 2016 Statistics Canada Census.

Note: The cost-sharing breakdown assumes municipal or Indigenous applicants own the asset being nominated for funding and is subject to change (i.e., for air or marine projects where the asset owner is a for-profit or not-for-profit entity).

For instance, this means that:

- An eligible applicant with a population less than 5,000, may request funding of *up to* 93.33% of a project's total eligible cost (i.e. up to \$4.66 million for a \$5 million project).
- An eligible applicant with a population of 5,000 and up to 100,000, may request funding of *up to* 83.33% of a project's total eligible cost (i.e., up to \$4.16 million for a \$5 million project). Applicants are required to contribute the remainder of the funding.

8.3 Stacking of Funding

- General:
 - Applicants *cannot* combine funding received through the Rural and Northern Communities Funding Stream and funding from another project-based capital program including, but not limited to, Small Communities Fund and the Northern Ontario Heritage Fund Corporation program to support the same project.

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- Applicants can apply for a project at the same location as a project already receiving funding from another capital program, but the applicant must clearly scope out the component that is unique to the Rural and Northern Communities Funding Stream application.
- Provincial funds:
 - Recipients of Ontario Community Infrastructure Fund (OCIF) formula-based funding are permitted to use this funding as part of their cost share to support a road or bridge project.
- Federal funds: The maximum funding from all federal sources to a project will be:
 - up to 60% of total eligible project costs for municipalities with populations less than 5,000;
 - up to 50% of total eligible project costs for municipalities with populations 5,000 and up to 100,000; and
 - up to 75% of total eligible project costs for Indigenous communities [*note exception below*].
 - **Note:** Subject to federal approval, Indigenous communities could access *additional* federal funding from other sources, beyond the Rural and Northern Communities Funding Stream, for the proposed project up to a maximum of 100% of total eligible costs.

Applicants that are not sure how to best combine funding are encouraged to contact ICIPRural@ontario.ca or 1-877-424-1300 **before submitting an application**.

8.4 Eligible Costs

Eligible project costs are third-party costs such as:

- Environmental assessment costs
- Design/engineering costs
- Project management costs
- Materials
- Construction
- Contingency costs (maximum 25%)

Note: Project costs are eligible only if incurred after federal approval.

Note: Contracts must be awarded after federal approval of funding. Contracts awarded before approval of funding are not eligible for reimbursement.

Note: Capital costs are only eligible once the project receives notification that Canada is satisfied that the applicant has met its Duty to Consult and Environmental Assessment requirements. Before this notification is received, no site preparation, vegetation removal or construction may take place.

8.5 Ineligible Costs

Ineligible project costs are:

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- Costs incurred *before* federal project approval and all expenditures related to contracts signed prior to federal project approval, *except* for expenditures associated with completing climate lens assessments
- Costs incurred for cancelled projects
- Costs of relocating entire communities
- Acquisition or leasing of land, buildings and other facilities
- Leasing equipment other than equipment directly related to the construction of the project
- Real estate fees and related costs
- Financing charges
- Legal fees
- Loan interest payments including those related to easements (e.g. surveys)
- Costs of completing the application
- Taxes, regardless of rebate eligibility
- Any goods and services costs which are received through donation or In-kind
- Staff costs, unless *pre-approved* by the federal and provincial governments
- Operating costs and regularly scheduled maintenance work
- Costs related to furnishing and non-fixed assets which are not essential for the operation of the project
- Costs that have not been claimed for reimbursement by March 31 of year following the year in which the costs were incurred (e.g., costs incurred between April 1, 2018 and March 31, 2019 must be submitted for reimbursement no later than March 31, 2020).
- All capital costs, including site preparation and construction costs, until Canada has confirmed in writing that environmental assessment and Indigenous consultation obligations have been met and continue to be met. See Appendix for environmental assessment and Aboriginal consultation obligations.
- All costs related to any component of the project other than the approved scope (e.g., including water, wastewater and/or stormwater capital work) given that it does not meet the federal outcome.

A more detailed list of eligible and ineligible expenditure categories will be provided in individual project level contribution agreements.

8.6 Payments

Funding is claims based and will be reimbursed upon review and approval of eligible costs. Reimbursement of claims is based on the cost sharing percentage. The claims format will be outlined in individual contribution agreements.

All costs must be incurred by December 31, 2026. **Recipients are required to keep all receipts/invoices and claims as they are subject to audit by the province or the federal government.**

Note: A holdback of 10% may be applied to payments under the program. The holdback would be released upon successful completion of all reporting requirements following project completion.

8.7 Contractual obligations

Successful applicants will be required to sign a provincial contribution agreement containing clauses regarding such items as insurance, arm's length requirements, communications (including project signage), obligations with respect to consultations with Indigenous groups and reporting.

Successful applicants will be required to obtain a municipal council resolution or band council resolution to execute the project level contribution agreement with the province. Joint applicants will be required to enter into a joint partnership agreement. For cases where the applicant is not the asset owner, the province will provide additional support to coordinate the execution of the transfer payment agreement.

Successful municipalities will also be required to complete an Asset Management Self-Assessment prior to signing their contribution agreement.

8.8 Reporting Requirements

Specific reporting requirements will be outlined in individual transfer payment agreements.

9. Consultations with Indigenous Peoples

The Government of Canada, the Government of Ontario, municipalities and Indigenous communities may have a duty to consult and, where appropriate, accommodate Indigenous peoples (e.g., First Nation and Métis peoples) where an activity is contemplated that may adversely impact an Indigenous or treaty right.

Before providing funding to a project, the Government of Ontario will assess whether its duty to consult obligations are engaged. The day-to-day, procedural aspects of consultation may be delegated to project proponents who may also have their own obligations. Ontario's delegation to proponents of aspects of consultation is a routine practice and the procedural aspects of consultation will be delegated to project proponents. Therefore, it is important that all applicants recognize this process and appropriately plan for this work (e.g., resources, time, etc.) as part of their funding submission.

Consultation requirements may vary depending on the size and location of the project in question. For successful applications, the province will provide further details in writing surrounding specific consultation requirements, including which communities require consultation. Applicants should ensure duty-to-consult requirements are met prior to commencing the construction process.

Appendix A – Federal Program Parameters

In the event of any conflict, contradiction or inconsistency in interpretation, the federal language in the Appendix shall prevail over summaries provided in the body of the guidelines.

I. Eligible Recipients

Eligible recipients, subject to the terms and conditions of the Canada-Ontario ICIP Agreement, include:

- a) An Ontario municipal or regional government established by or under provincial statute;
- b) The following Indigenous Recipients in Ontario:
 - a. A band council within the meaning of section 2 of the *Indian Act*;
 - b. A First Nation, Inuit or Métis government or authority established pursuant to a self-government agreement or a comprehensive land claim agreement between Her Majesty the Queen in Right of Canada and an Indigenous people of Canada, that has been approved, given effect and declared valid by federal legislation; and
 - c. a First Nation, Inuit or Métis government that is established by or under legislation whether federal or provincial that incorporates a governance structure.

II. Procurement

Successful applicants must award contracts in a way that is fair, transparent, competitive and consistent with value-for-money principles, or in a manner otherwise acceptable to Canada, and if applicable, in accordance with the *Canadian Free Trade Agreement* and international trade agreements.

III. Climate Lens Assessment

The climate lens assessment consists of two potential assessments for projects being brought forward for funding which include a greenhouse gas (GHG) mitigation assessment and a climate change resilience assessment. Applicants with projects that have a **total eligible cost of \$10 million or more** are required to complete a climate lens assessment using methodologies developed by the federal government. Visit the [Climate Lens – General Guidance](#) webpage for information on how to complete the assessment.

IV. Community Employment Benefits

Applicants with projects that have a **total eligible cost of \$10 million or more** will report on community employment benefits provided to at least three federal target groups (apprentices - from traditionally disadvantaged communities, Indigenous peoples, women, persons with disabilities, veterans, youth, new Canadians, or small-medium-sized enterprises and social enterprises).

V. Environmental Assessment

No site preparation, vegetation removal or construction will occur for a Project and Canada has no obligation to pay any Eligible Expenditures that are capital costs, as determined by Canada, until Canada is satisfied that the federal requirements are met and continue to be met:

- Requirements under the *Canadian Environmental Assessment Act, 2012* (CEAA, 2012),

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- other applicable federal environmental assessment legislation that is or may come into force during the term of this Agreement, and;
- other applicable agreements between Canada and Aboriginal groups (also referred to as Indigenous Peoples).

VI. Aboriginal Consultation

No site preparation, vegetation removal or construction will occur for a Project and Canada has no obligation to pay any Eligible Expenditures that are capital costs, as determined by Canada, until Canada is satisfied that any legal duty to consult, and where appropriate, to accommodate Aboriginal groups (also referred to as Indigenous Peoples) or other federal consultation requirement has been met and continues to be met. If required, Canada must be satisfied that for each Project:

- a) Aboriginal groups have been notified and, if applicable, consulted;
- b) If applicable, a summary of consultation or engagement activities has been provided, including a list of Aboriginal groups consulted, concerns raised, and how each of the concerns have been addressed, or if not addressed, an explanation as to why not;
- c) Accommodation measures, where appropriate, are being carried out by Ontario or the Ultimate Recipient and these costs may be considered Eligible; and
- d) Any other information has been provided that Canada may deem appropriate.

Appendix B – Asset Management Regulation Phase-In Schedule [municipalities only]

Date	Milestone
July 1, 2019	Date for municipalities to have a finalized strategic asset management policy that promotes best practices and links asset management planning with budgeting, operations, maintenance and other municipal planning
July 1, 2021	Date for municipalities to have an approved asset management plan for core assets (roads, bridges and culverts, water, wastewater and stormwater management systems) that identifies current levels of service and the cost of maintaining those levels of service.
July 1, 2023	Date for municipalities to have an approved asset management plan for all municipal infrastructure assets that identifies current levels of service and the cost of maintaining those levels of service.
July 1, 2024	Date for municipalities to have an approved asset management plan for all municipal infrastructure assets that builds upon the requirements set out in 2023. This includes an identification of proposed levels of service, what activities will be required to meet proposed levels of service, and a strategy to fund these activities.



The Corporation of the Town of Tecumseh

Public Works & Environmental Services

To: Mayor and Members of Council

From: Denis Berthiaume, Manager Water & Wastewater Services

Date to Council: April 23, 2019

Report Number: PWES-2019-25

Subject: Internal Lining Replacement of the
Town of Tecumseh Elevated Water Tank

Recommendations

It is recommended:

That pursuant to the Town's Purchasing Policy Section 3.3 Single/Sole Sourcing (By-law 2017-63), Landmark Municipal Services (Landmark) **be retained** to sandblast and re-line the interior of the Town of Tecumseh's elevated water tank in the amount of \$448,365 excluding HST;

And that the Mayor and Clerk **be authorized** to execute an agreement, satisfactory in form to the Town's Solicitor, with Landmark.

Background

Levels of protection to municipal drinking water have been achieved following the Walkerton tragedy. Subsequent legislative changes have set rigorous standards in the municipal residential drinking water system to achieve a major transformation of drinking water protection. One aspect of the safety net includes the Drinking Water Quality Management System (DWQMS). The DWQMS concepts provide guidance on the development, implementation, maintenance and continual improvement of the Quality Management System. Scheduled maintenance of the Town's water infrastructure, including the elevated water tank, is a required element within the DWQMS.

Landmark designed and constructed the Town's elevated water tank in 1991 and has since performed all inspections (completed every five years as recommended by the American

Water Works Association (AWWA)) with the most recent inspection occurring on June 5, 2018. Recent repairs were completed on September 22, 2015.

Landmark is an engineering and contracting company founded in 1974 and is the originator of the Composite Elevated Tank (CET). This innovation was a paradigm shift from the way elevated towers had traditionally been constructed, incorporating the use of a concrete pedestal to significantly reduce long-term maintenance costs. Landmark's expertise in this type of construction led the company to become the market leader in high-capacity elevated storage construction throughout North America.

Landmark is one of the largest and most experienced designers, constructors, and maintainers of steel storage tanks and is responsible for the majority of CET installations in North America. Landmark's elevated tank experience includes projects over 3.5 million gallons and heights exceeding 250 feet. Landmark brings over 40 years of leadership to this project.

Landmark is a full-service contractor and has performed all of the work and maintenance on Tecumseh's Water Tower. Landmark crews employ specialized construction processes, including a highly evolved system of concrete placement, precise assembly of steel plate and detailed coatings application.

To enhance consumer protection through continual improvement, the Overall Responsible Operator of the Town's water distribution system recommends inspections, modifications and repairs to the Town's water tower be provided by the builder of the tower, Landmark.

At the December 11, 2018 Regular Meeting of Council, Council approved the recommendations of PWES Report No. 2018-08 titled 2019-2023 Public Works & Environmental Services Five Year Capital Works Plan that authorized Administration to proceed with the 2019 capital works projects including the water tower internal lining replacement (Motion RCM-361/18).

Comments

On June 5, 2018, Landmark was retained to clean the interior of the Town's elevated water tank and perform a comprehensive interior inspection, as recommended by the AWWA best management practices.

A subsequent inspection report was prepared by Landmark indicating that there are numerous osmotic blisters and corrosion cells throughout the tank interior, mainly on the floor and around the water line. The painter's rails were found to be heavily corroded. Heavy paint damage was found at the high water line and on the access tube as well as the entire ladder. It was also noted that the ceiling has heavy corrosion at the roof plate overlaps. The overall surface of the ceiling has general corrosion that indicates the lining has become porous with age and is no longer providing barrier protection. The inspection report states that if the recommended repairs are delayed, the corrosion cells on the interior walls will become leaks, which could be catastrophic.

The recommendation from Landmark is that the interior lining of the tank should be completely removed via abrasive blast cleaning to SSPC-SP10 Near-White Metal Clean, then re-lined with

an AWWA D102 ICS-3 system. All corrosion pits should be repaired by pool welding patch plates.

Administration recommends that the Town authorize the Internal Lining Replacement for the Town of Tecumseh Composite Elevated Water Tank by Landmark. To complete this project the water tower will be taken out of service for approximately four to five weeks, which would take place late summer this year. The Tecumseh Water Tower has been taken out of service multiple times since 2006 when the Town started to receive water from Windsor without any water pressure concerns or issues in the distribution system. As in the past, the Water Department will closely monitor the water flows and pressures during the maintenance period.

Section 3.3 Single/Sole Sourcing of By-law 2017-63, being a by-law to govern procurement policies and procedures, states that:

“In circumstances where there may be more than one source of supply in the open market, but only one of these is recommended by the Department Director, with the concurrence of the Purchasing Coordinator, for consideration on grounds that it is more cost effective or beneficial to the Town; and where the expenditure will exceed \$30,000, approval must be obtained from Town Council prior to negotiations with the single source...”.

Since Landmark designed and constructed the Town’s elevated water tank and has performed all inspections every five years on behalf of the Town, Landmark is the preferred company to sandblast and re-line the interior of the Town’s elevated water tank. It is further recommended that the Mayor and Clerk be authorized to execute an agreement, satisfactory in form to the Town’s Solicitor, with Landmark.

Consultations

Financial Services

Financial Implications

PWES Report No. 2018-08 provided an estimated project cost of \$470,000 to be funded from the Water Facilities Reserve Fund.

The total tendered/projected cost is under the \$470,000 budget by \$13,744, as detailed in the table below:

Details	Amount
Project Budget	\$470,000
Tendered/Projected	\$448,365
Non-rebateable HST (1.76%)	\$7,891
Total Tendered/Projected	\$456,256
Surplus	\$13,744

Link to Strategic Priorities

Applicable	2017-18 Strategic Priorities
<input type="checkbox"/>	Make the Town of Tecumseh an even better place to live, work and invest through a shared vision for our residents and newcomers.
<input checked="" type="checkbox"/>	Ensure that the Town of Tecumseh's current and future growth is built upon the principles of sustainability and strategic decision-making.
<input type="checkbox"/>	Integrate the principles of health and wellness into all of the Town of Tecumseh's plans and priorities.
<input checked="" type="checkbox"/>	Steward the Town's "continuous improvement" approach to municipal service delivery to residents and businesses.
<input type="checkbox"/>	Demonstrate the Town's leadership role in the community by promoting good governance and community engagement, by bringing together organizations serving the Town and the region to pursue common goals.

Communications

Not applicable ☒

Website ☐ Social Media ☐ News Release ☐ Local Newspaper ☐

This report has been reviewed by Senior Administration as indicated below and recommended for submission by the Chief Administrative Officer.

Prepared by:

Denis Berthiaume, ORO
Manager Water & Wastewater Services

Reviewed by:

Phil Bartnik, P.Eng.
Director Public Works & Environmental Services

Reviewed by:

Luc Gagnon, CPA, CA, BMath
Director Financial Services & Treasurer

Recommended by:

Margaret Misek-Evans, RPP, MCIP
Chief Administrative Officer

Attachment Number	Attachment Name
None	None



The Corporation of the Town of Tecumseh

Public Works & Environmental Services

To: Mayor and Members of Council

From: Phil Bartnik, Director Public Works & Environmental Services

Date to Council: April 23, 2019

Report Number: PWES-2019-26

Subject: Arlington Boulevard Petition

Recommendations

It is recommended:

That Report No. PWES-2019-26 Arlington Boulevard Petition **be received**.

Background

On March 13, 2019 Administration received a petition with 28 signatures representing 20 of the 67 properties on Arlington Boulevard from Riverside Drive to St Gregory's Road (see Attachment No.1). The petition requested improvements to Arlington Boulevard which consisted of the following:

Petition Summary and Background:

We can make Arlington Blvd. safer for all residents with simple changes. Navigating Arlington on foot, bicycle, and even in our vehicles is often difficult owing to speeding vehicles, a lack of sidewalk or bike path, and the long stretch without a stop or traffic calming instrument. It is a safety concern for all residents, but is perhaps even more dangerous for children, especially those making their way to and from school at busy commute times. An all-way stop, speed bump or roundabout at Arlington and Hayes, as well as a sidewalk or multi-use path along one side of the road, along with a speed limit reduction on this route as has been successfully implemented in urban campaigns across the globe ("20 is Plenty") would make a significant improvement for the safe navigation along this neighbourhood route. With more and more children along Arlington, the need is pressing.

Action Petitioned For:

We, the undersigned, are concerned citizens who urge our leaders to act now to install a traffic calming mechanism (e.g. all-way stop, speed bump or roundabout) at Arlington and Hayes.

And, we, the undersigned, urge our leaders to act now and install a sidewalk or foot and/or bike path along one side of Arlington Blvd. on the stretch from Riverside Drive to St. Gregory's.

And, we, the undersigned, urge our leaders to implement a speed limit reduction along Arlington Blvd.

Administration reached out to the property owner at 217 Arlington Boulevard who submitted the petition on behalf of the residents in the hopes of scheduling a meeting to further discuss the issues presented within the petition and to provide additional information with respect to the Town's capital works program, the ongoing engineering studies and the history/status of the Arlington Boulevard Improvement Project.

The meeting was held on April 5, 2019 at Town Hall with the Director of Public Works & Environmental Services and the Manager Roads & Fleet, and the discussions centred generally on the information contained within the 'Comments' Section of this Administrative Report.

Comments

Municipal Class Environmental Assessment

In April 2006, the Town initiated a Municipal Class Environmental Assessment (EA) for the proposed improvements on Arlington Boulevard. These works consisted of a road reconstruction with on-street parking, replacement of the existing watermain, and the installation of new storm sewers. The EA was completed in May 2008, and Council adopted the recommendations outlined in the EA on August 12, 2008 (PW-45/08). Dillon Consulting Limited was subsequently retained and authorized to commence the engineering design for this project, with the remaining final design and tender documents to be completed upon Council's approval to proceed.

For drawings of the preferred solution contained within the EA, please refer to Attachment No.

2. Key elements of the road reconstruction consist of:

- a two lane cross-section with curb & gutter;
- areas of on-street parking between Riverside Drive and St Gregory's Road;
- a traffic calming feature between St Gregory's Road and Tecumseh Road;
- a sidewalk on the east side between Riverside Drive and St Gregory's Road;
- a multi-use pathway on the west side between St Gregory's Road and Tecumseh Road.

Engineering Design for the Arlington Boulevard Improvement Project

At the January 27, 2015 Regular Council Meeting, Council approved the recommendations (Motion RCM-25/15) of PWES Report No. 01/15 titled “2015-2019 Public Works & Environmental Services Capital Works Plan” that authorized Administration to proceed with the completion of the final design and preparation of tender documents for Arlington Boulevard Improvements, Phase 1.

With the finalization of the detailed design for Phase 1 being re-initiated in (late) 2015, it became apparent that the previous design works that had taken place between 2008 and 2011 were put on hold by Administration due to capacity issues regarding the existing downstream storm sewer network and the St. Marks storm pumping station. It was identified that storage would be required to accommodate the additional flows from Arlington Boulevard, and that proposing to oversize the storm sewers on Arlington Boulevard would be extremely costly (in excess of \$2M) without addressing the issue of capacity issues downstream.

At the December 13, 2016 Regular Council Meeting, Council received the report (Motion RCM-441/16) of PWES Report No. 52/16 titled “Arlington Boulevard Improvements – Project Update, December 2016”. Contained within the report was Administration’s recommended next steps based on the review of the preliminary design of Arlington Boulevard Improvements, the capacity constraints of St. Marks and Scully (Edgewater) storm pumping stations, the cost analysis completed on various design options, the 2016 Pump & Metering Station Condition Assessment, and taking into account the proposed 2017 Stormwater Master Plan. These next steps consisted of the following:

- The Town undertake the Stormwater Master Plan as part of the PWES 2017 Capital Works Plan, and that further analysis under the framework of a Master Plan (Municipal Class EA) be given to consolidating the St. Marks and Scully (Edgewater) pumping stations.
- The recommendations contained within the Stormwater Master Plan form the basis for prioritizing projects when completing future annual Public Works & Environmental Services Capital Works Plans.
- Finalizing the design and tender documents for the Arlington Boulevard Improvements, Phase 1 be put on hold, until the timing of the project is identified as part of the prioritization of projects in future Capital Works Plans.
 - Timing of the first phase of the Arlington Boulevard Improvements will be contingent on the completion of the Stormwater Master Plan, the downstream storm and pump station improvements, any other storm project with a higher prioritization, and available funding. At a minimum, provided there is funding available, Administration is estimating approximately 8+ years until the first phase of Arlington Boulevard could possibly proceed.
- Administration gives consideration to completing a milling/paving of the existing asphalt on Arlington Boulevard as part of the 2018 Asphalt Program. The 2014 PCI (Pavement Condition Index) for Arlington Boulevard was 49.3 coinciding with a rating of ‘poor’, and the recommended asphalt works will prolong the life of the road structure until such time the Arlington Boulevard Improvements can be completed.

Interim Surface Asphalt Works (2017)

At the January 24, 2017 Regular Council Meeting, Council received the report (Motion RCM-13/17) of PWES Report No. 01/17 titled “Amendment to the 2017-2021 PWES Capital Works Plan, Revised 2017 Asphalt Program”, that included the recommendation for Arlington Boulevard to be included as part of the 2017 Asphalt Program. This was primarily due to the deferral of the Arlington Boulevard Improvement Project until such time that the downstream storm sewer works were completed; Arlington Boulevard having a ‘Collector’ road classification; and a poor pavement condition index of 49.

Arlington Boulevard Petition Requests

The petitioners requested the following:

1. To install a traffic calming mechanism (e.g. all-way stop, speed bump or roundabout) at Arlington and Hays.

a. Traffic Calming Mechanisms

At the December 11, 2018 Regular Meeting of Council, Council approved the recommendations (Motion RCM-361/18) of PWES Report No. 2018-08 titled “2019-2023 Public Works & Environmental Services Five Year Capital Works Plan” that authorized Administration to proceed with the 2019 capital works projects including a Traffic Calming Guideline Study which will result in a policy and warrant criteria to assess requests as they come forward in a consistent manner.

Administration does not recommend the installation of any traffic calming features until the Study has been completed and a policy and warrant criteria have been adopted (which is anticipated to be completed in the Fall 2019) to provide a consistent approach to these types of requests throughout the Town.

Once the policy and warrant analysis is completed, Administration will have the Consultant on the Arlington Boulevard Improvement Project review whether any additional traffic calming measures are required as part of the ultimate design.

b. All-Way Stop

In accordance with the Town’s Stop Sign Policy 32/02, a petition favourably signed by at least 60% of the residents within 300 meters of the subject intersection must be submitted. Upon receipt of a valid petition, all necessary information will be gathered as set out in Schedules ‘A’ and ‘B’ of the policy to establish whether an All-Way Stop is warranted.

In accordance with s.2.1, s.3.1 and Schedule ‘A’ of the policy, **stop signs shall not be used as a speed control device.**

Administration does not recommend the installation of an All-Way Stop at the intersection of Arlington Boulevard and Hayes Avenue as the current petition is

signed by only 10% of the residents within 300 meters, and due to the nature of the request (i.e. for the stop sign to be utilized as a speed control device).

c. Speed Bump

The Town's Transportation Master Plan was completed in 2017 and provided updated roadway classifications to the Town's transportation system as well as outlined traffic calming principles. These principles have identified that the use of a speed bump or hump is not recommended on Collector Roads, which is the roadway classification of Arlington Boulevard.

d. Roundabout

The Municipal Class EA reviewed a number of alternative solutions with respect to the road cross-section and design features. One alternative proposed the installation of a traffic circle at the Arlington Boulevard/Hayes Avenue intersection. Ultimately the preferred solution identified a 3-legged intersection, with a stop sign located on Hayes Avenue. A roundabout was not considered at this location due to the site constraints and the property acquisitions that would be required.

A discussion paper generated as part of the Transportation Master Plan outlined the proper application of roundabouts. Roundabouts should be considered for implementation under the following circumstances:

- At existing or proposed intersections where traffic signals are warranted (or anticipated to be in near future). When operating within capacity, roundabouts generally produce lower queues and delays than traditional signalized intersections of comparable size under similar traffic conditions;
- At existing or proposed intersections where all-way stop control is warranted (or anticipated to be in near future). A roundabout will always provide higher capacity and efficiency than an all-way stop controlled intersection under similar traffic conditions;
- Existing intersections with identified capacity issues;
- Existing intersections with identified safety issues;
- Existing intersections that would warrant traffic signal control if not for geometric constraints; and
- Where suitable intersections are identified as a component of large-scale road improvement plans or new development plans.

Administration does not recommend the installation of a roundabout at this location, as the existing location does not fall within one of the circumstances identified above, nor was it contained as part of the preferred solution identified within the EA.

2) To install a sidewalk or foot and/or bike path along one side of Arlington Blvd. on the stretch from Riverside Drive to St. Gregory's

a. Sidewalk / Multi-Use Pathway / On-Road Bike Lane

The preferred solution contained within the Municipal Class EA proposed a sidewalk on the east side of Arlington Boulevard from Riverside Drive to St Gregory's Road. The installation of a sidewalk, pathway or bike lane prior to the implementation of the ultimate design would be sacrificial and would not be able to be salvaged.

In order to facilitate the installation, the existing roadside ditch would have to be enclosed and boulevard catch basins installed. This would cause a loss of (storm water) storage due to the decrease in cross-sectional area by enclosing the ditch. This may push the surface flooding during larger rain events closer to the house structures, and exacerbate the storm drainage level of service within this area.

As the existing road is a rural two lane cross-section, parking on the road is prohibited. There are a number of short-wide driveways, or gravel parking bays that property owners have installed over the years. These would be impacted with the installation of a sidewalk, pathway or bike lane, without providing an alternative (i.e. on-street parking).

The estimated costs for this request are in the range of \$210,000. The installation of a sidewalk, pathway or bike lane prior to the Arlington Boulevard Improvement Project commencing is not recommended.

3) To implement a speed limit reduction along Arlington Boulevard

a. Speed Limit Reduction

The current posted speed limit on Arlington Boulevard is 40 km/hr. In 2017 PWES conducted a radar speed survey on Arlington Boulevard between June 16th and July 14th. The survey results are depicted in the table below:

Traffic Flow	Speed Limit	Average Speed	85th Percentile Speed
Northbound	40 km/hr	40 km/hr	49 km/hr
Southbound	40 km/hr	41 km/hr	50 km/hr

Posting an inappropriately low speed limit has the potential to increase speed differentials between vehicles; large differences in operating speed can lead to an increase in rear end collisions and other collisions, and can also encourage unsafe passing around slower moving vehicles. If drivers feel speed limits are unreasonably low, the speed limit signs will be ignored and become ineffective.

The OPP provided Administration with motor vehicle accident and traffic infraction data for Arlington Boulevard from 2014-2018. There were five minor

motor vehicle collisions and three traffic infractions (only one related to speeding), all of which occurred at the intersection of Arlington Boulevard and Tecumseh Road.

Administration does not recommend the lowering of the speed limit on Arlington Boulevard any lower than the existing 40 km/hr. Administration will conduct additional speed surveys on Arlington Boulevard in the Spring/Summer of 2019, and will request additional enforcement from the OPP within the area.

Consultations

Ontario Provincial Police (OPP)

Financial Implications

It is not recommended to proceed with the installation of a sidewalk, pathway or bike lane due to the high costs for infrastructure that is deemed to be temporary and unsalvageable as part of the ultimate improvement project. However, should Council wish to proceed, the \$210,000 would be funded out of the Infrastructure Lifecycle Reserve.

It should be noted that the Infrastructure Reserve is meant to fund new infrastructure projects such as the Sports-Plex, portions of the Tecumseh Road Streetscape, multi-use trails, bike lanes, and storm sewer level of service improvements (i.e. forthcoming recommendations out of the Storm Drainage Master Plan).

Link to Strategic Priorities

Applicable	2017-18 Strategic Priorities
<input type="checkbox"/>	Make the Town of Tecumseh an even better place to live, work and invest through a shared vision for our residents and newcomers.
<input checked="" type="checkbox"/>	Ensure that the Town of Tecumseh's current and future growth is built upon the principles of sustainability and strategic decision-making.
<input type="checkbox"/>	Integrate the principles of health and wellness into all of the Town of Tecumseh's plans and priorities.
<input checked="" type="checkbox"/>	Steward the Town's "continuous improvement" approach to municipal service delivery to residents and businesses.
<input type="checkbox"/>	Demonstrate the Town's leadership role in the community by promoting good governance and community engagement, by bringing together organizations serving the Town and the region to pursue common goals.

Communications

Not applicable ☒

Website ☐

Social Media ☐

News Release ☐

Local Newspaper ☐

This report has been reviewed by Senior Administration as indicated below and recommended for submission by the Chief Administrative Officer.

Prepared by:

Phil Bartnik, P.Eng.
Director Public Works & Environmental Services

Reviewed by:

Luc Gagnon, CPA, CA, BMath
Director Financial Services & Treasurer

Recommended by:

Margaret Misek-Evans, RPP, MCIP
Chief Administrative Officer

Attachment Number	Attachment Name
1	Arlington Boulevard Petition
2	Limits of Petitioned Works
3	Municipal Class Environmental Assessment, Preferred Solution

Petition to Create Safe Movement Along Arlington Blvd.



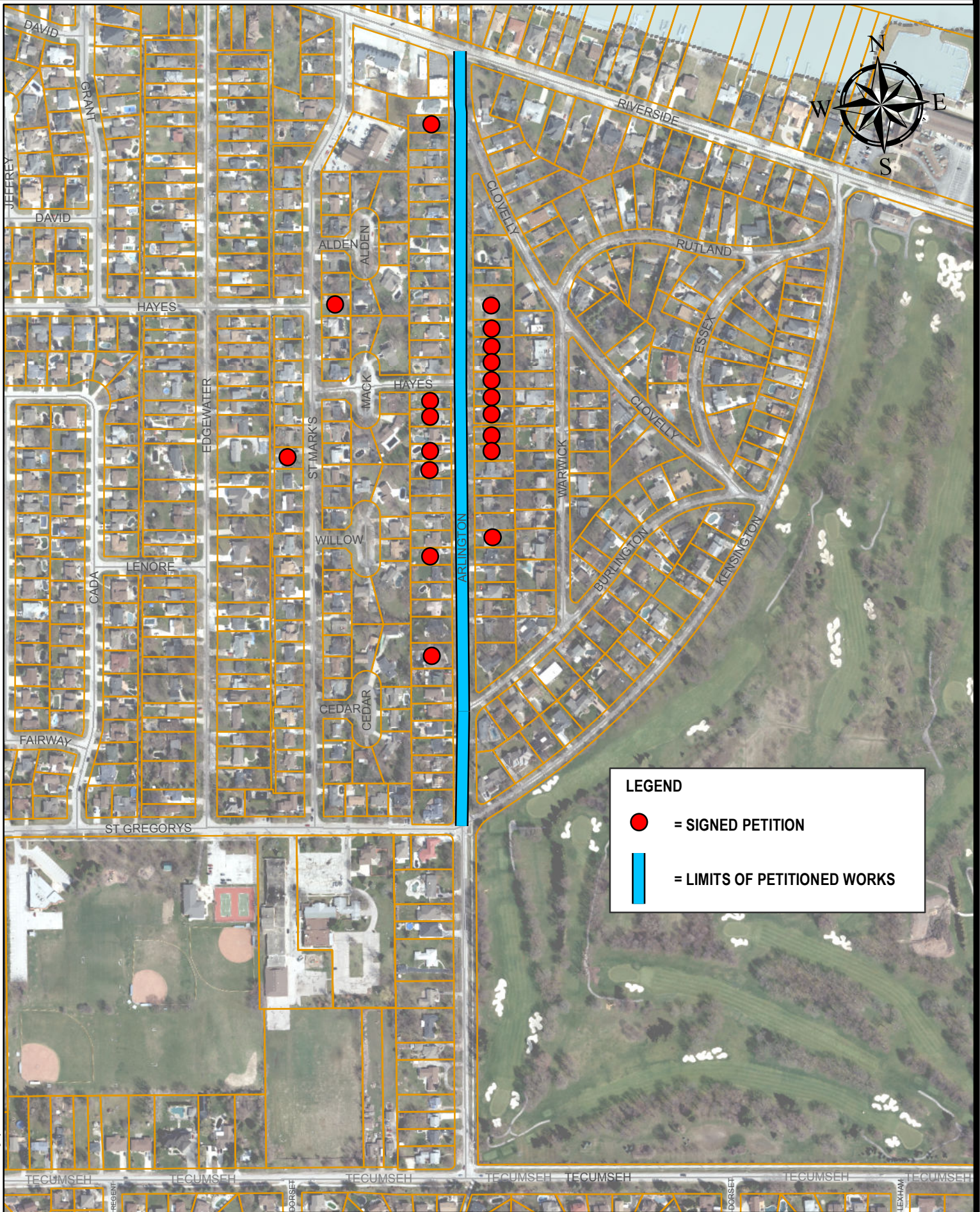
Attention: Mr. D Piescic, Director of Public Works & Environmental Services, Town of Tecumseh

Petition summary and background	We can make Arlington Blvd. safer for all residents with simple changes. Navigating Arlington on foot, bicycle, and even in our vehicles is often difficult owing to speeding vehicles, a lack of sidewalk or bike path, and the long stretch without a stop or traffic calming instrument. It is a safety concern for all residents, but is perhaps even more dangerous for children, especially those making their way to and from school at busy commute times. An all-way stop, speed bump or roundabout at Arlington and Hayes, as well as a sidewalk or multi-use path along one side of the road, along with a speed limit reduction on this route as has been successfully implemented in urban campaigns across the globe ("20 is Plenty") would make a significant improvement for the safe navigation along this neighbourhood route. With more and more children along Arlington, the need is pressing.
Action petitioned for	We, the undersigned, are concerned citizens who urge our leaders to act now to install a traffic calming mechanism (e.g. all-way stop, speed bump or roundabout) at Arlington and Hayes. And, we, the undersigned, urge our leaders to act now and install a sidewalk or foot and/or bike path along one side of Arlington Blvd. on the stretch from Riverside Drive to St. Gregory's. And, we, the undersigned, urge our leaders to implement a speed limit reduction along Arlington Blvd.

Printed Name	Signature	Address	Comment	Date
		217 Arlington Blvd.		May 2/18
		222 ARLINGTON BLVD.	2 GIRLS 10 AND 12	MAY 2/18
		210 Arlington Blvd.	1 BOY Age 9	May 2/18
		237 ARLINGTON BLVD	2 GRANDKIDS WE CARE FOR	MAY 3/18
		237 Arlington Blvd		May 3/18
		445 MARIA CRES	2 KIDS MY PARENTS WATCH AT THEIR HOUSE	MAY 3/18
		236 Arlington	want sidewalk -calming	May 3/18

Printed Name	Signature	Address	Comment	Date
		236 Arlington Blvd		May 3 rd /18
		236 ARCLINOR	3 KIDS TOTALLY UNSAFE	MAY 3
		245 ARLINGTON BL	CAN BE DANGEROUS TO WALK ON ROAD - CAR'S TOO FAST	MAY 3
		223 Arlington Blvd		may 3
		202 Arlington Blvd	we have a family with 2 children and often have to take walks on the road	May 3
		191 Arlington Blvd		May 3
		191 Arlington Blvd	2 Kids	May 3
		107 Arlington		MAY 3
		190 Arlington	Roundabout at Hayes + Arlington	May 3/18
		182 Arlington	no sidewalks	may 3/18
		196 ARLINGTON	" + CAR'S DRIVE TOO FAST	5/3/18
		196 ARLINGTON	CARS GO TO FAST + NO SIDEWALKS	"
		230 ARLINGTON	NO SIDEWALKS	5/3/18
		257 St Marks Rd	SPEEDING CARS	May 10/18
		279 Arlington Blvd	No sidewalks cars go too fast	May 10/18
		974 Arcinor Ter	sidewalk, sidewalks	5/10/18

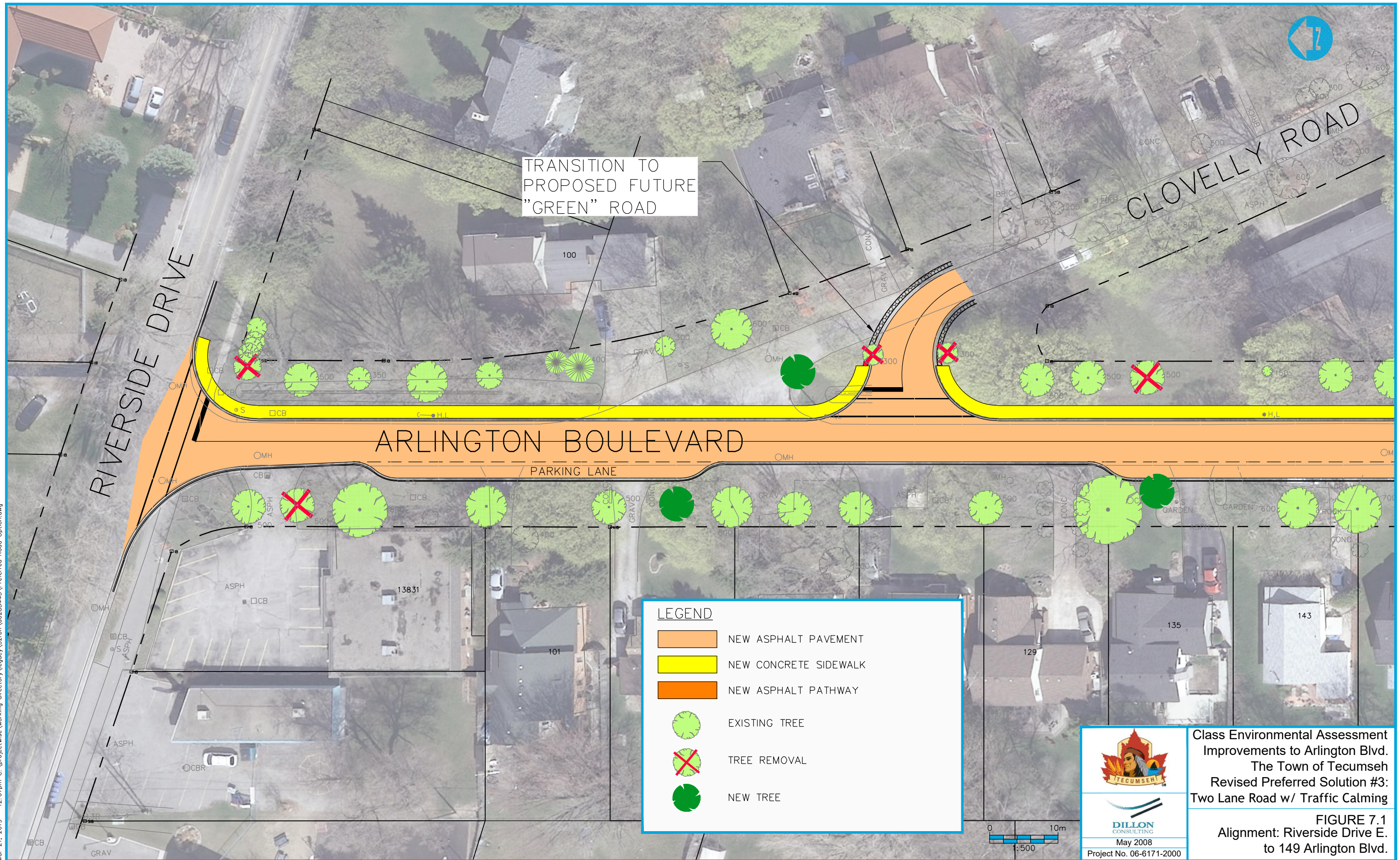
Printed Name	Signature	Address	Comment	Date
		204 ST MARKS RD	RADAR X ON ST MARKS ALSO	MAY 12/18
		272 Arlington	Needs doing	MAY 15
		272 ARLINGTON	ANYTHING BUT ROUNDABOUTS	5/15/18
		216 Arlington	WALKING/BIKING LANE PAINTED ON ONE SIDE	5/15/18
		221 Arlington	Kids on bikes - heavy speeding	30/05/18



LEGEND

● = SIGNED PETITION

| = LIMITS OF PETITIONED WORKS

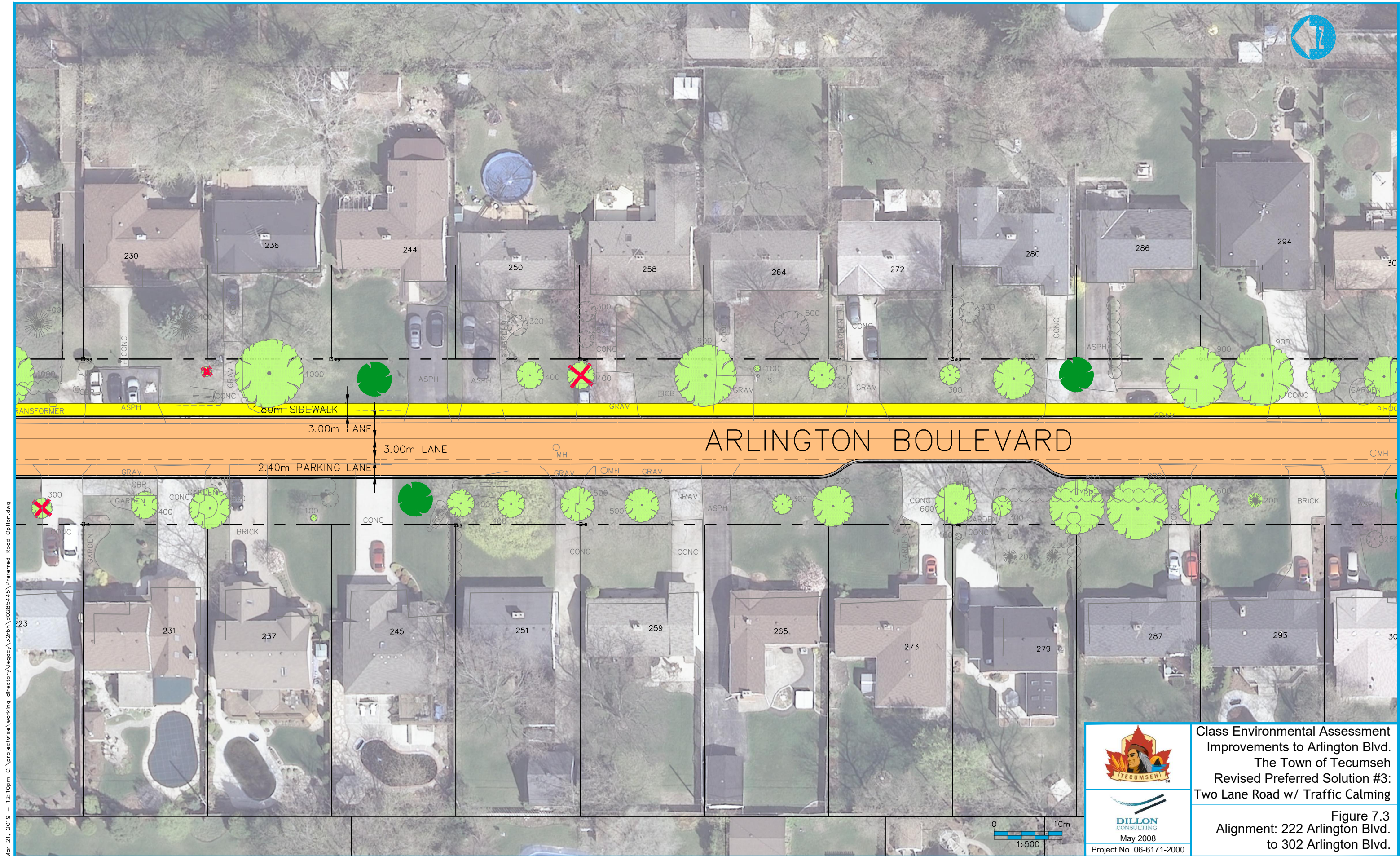


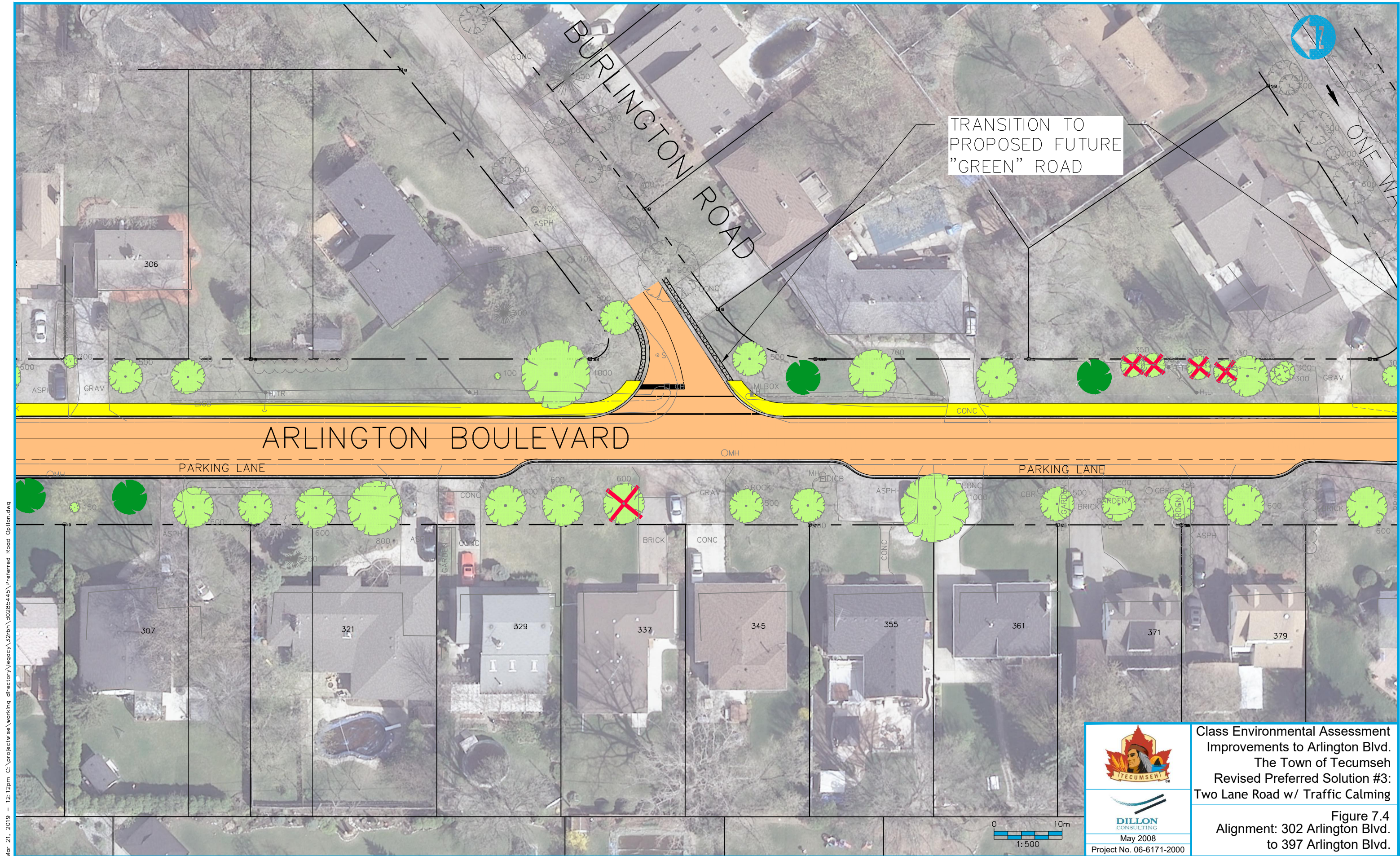
Mar. 21, 2019 - 12:09pm C:\project\working directory\legacy\32rbh\0285445\Preferred Road Option.dwg



Class Environmental Assessment
Improvements to Arlington Blvd.
The Town of Tecumseh
Revised Preferred Solution #3:
Two Lane Road w/ Traffic Calming

Figure 7.2
Alignment: 149 Arlington Blvd.
to 222 Arlington Blvd.





Class Environmental Assessment
Improvements to Arlington Blvd.
The Town of Tecumseh
Revised Preferred Solution #3:
Two Lane Road w/ Traffic Calming

Figure 7.4
Alignment: 302 Arlington Blvd.
to 397 Arlington Blvd.

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 May 2008
 Project No. 06-6171-2000

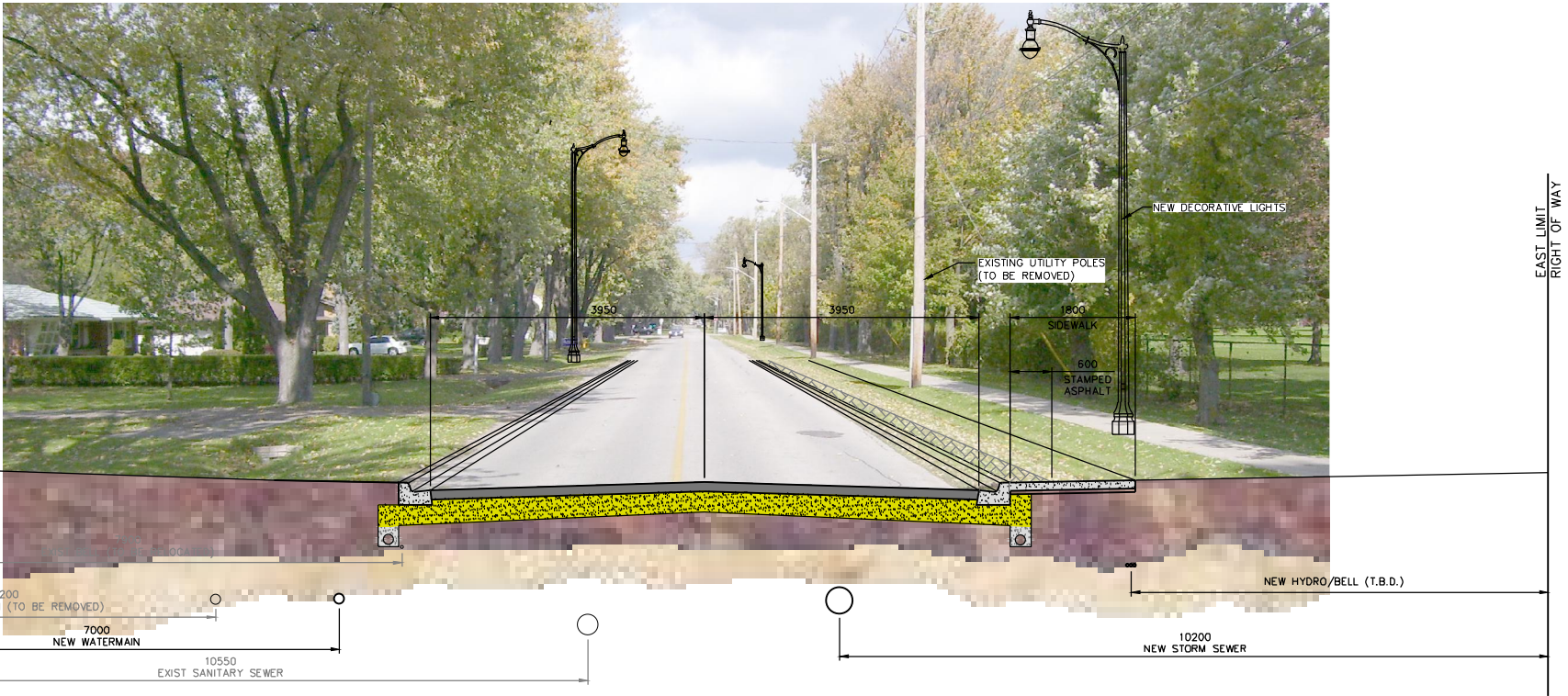
Class Environmental Assessment
 Improvements to Arlington Blvd.
 The Town of Tecumseh
 Revised Preferred Solution #3:
 Two Lane Road w/ Traffic Calming

Figure 7.5
 Alignment: 397 Arlington Blvd.
 to 451 Arlington Blvd.

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Arlington Boulevard
Typical Road Section
with Parking

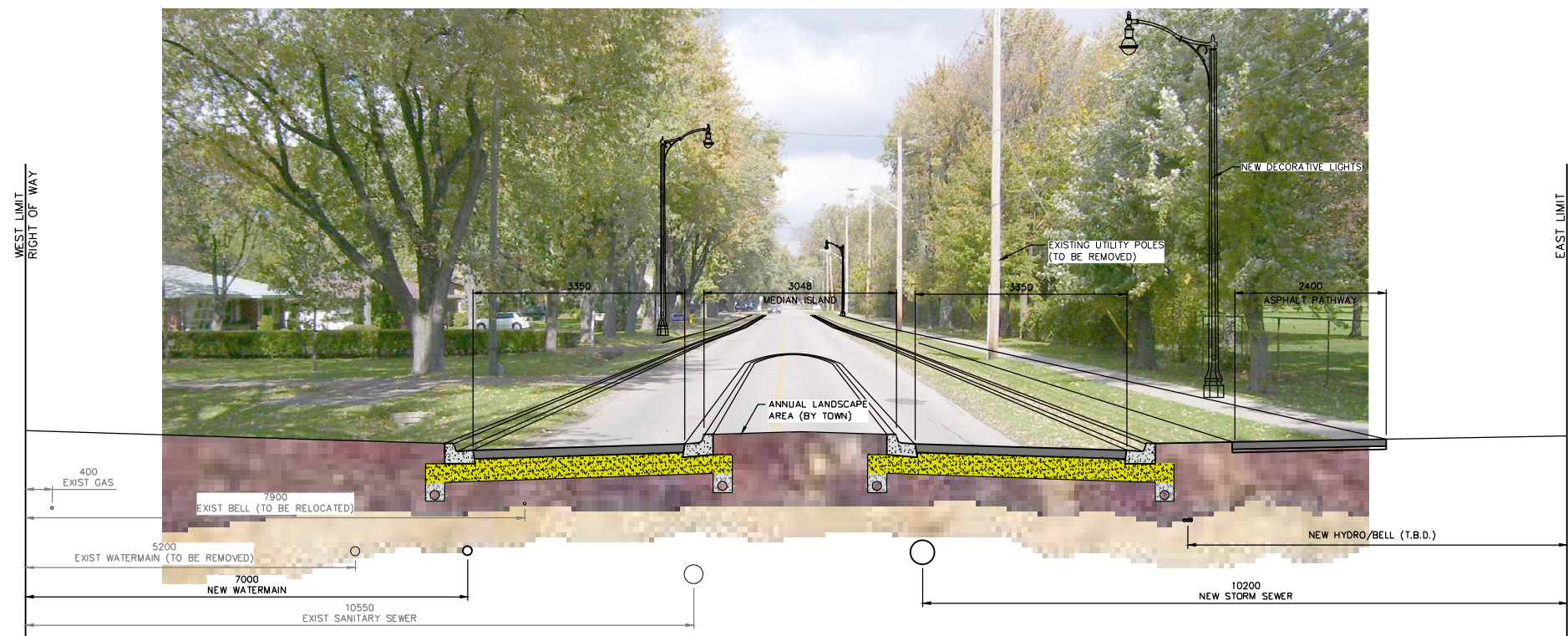


Arlington Boulevard
Typical Road Section



Class Environmental Assessment
Improvements to Arlington Blvd.
The Town of Tecumseh
Revised Preferred Solution #3:
Two Lane Road w/ Traffic Calming

FIGURE 7.7
Typical Cross Sections



Arlington Boulevard with Traffic Calming

UNFINISHED REGULAR COUNCIL BUSINESS

	Meeting Date	Resolution	Subject	Action/Direction	Depart.	Status/Action Taken
3/17	Mar 14, 2017		Alley Closing Policy	An alley closing policy is requested to establish a uniform process for closing alleys.	CS	In Progress
1/18	January 30, 2018		Video Surveillance	Administration to follow up on video surveillance and potential grant funding for acquiring a system.	ICS	Grant application is being investigated and met with local expert
18/18	April 24, 2018		Cada Library Renovations	It is directed that Administration provide a report on the Cada Library to include consultations with TAAC, SAC, YAC, CAC, and other stakeholders on the current options proposed to refresh or renovate the current library building.	PRS/CAO	Q2 2019 Report
19/18	May 22, 2018		Property Standards By-law	It is directed that Administration harmonize the by-law regarding disconnected tractor-trailers on residential properties to be consistent within the Town.	PBS	In progress
28/18	September 25, 2018		Municipal Tree Cutting	Administration is asked to look into a tree cutting and trimming policy for municipal trees that includes provisions for residents who wish to cost share in tree maintenance.	PWES/CS	In progress
29/18	November 13, 2018		Customer Service Policy	A request is made for a Customer Service Policy.	CS	In progress
02/19	March 26, 2019		Succession Plan	A request is made for a formal Succession Planning Policy.	CS	Next Policies & Priorities Committee Meeting

The Corporation of the Town of Tecumseh

By-Law Number 2019 - 37

Being a by-law to confirm the proceedings of the April 23, 2019 regular meeting of the Council of The Corporation of the Town of Tecumseh

Whereas pursuant to Section 5(1) of the Municipal Act, 2001, S.O. 2001, c.25 as amended, the powers of a municipality shall be exercised by its Council; and

Whereas pursuant to Section 5(3) of the *Municipal Act, 2001*, S.O. 2001, c.25 as amended, a municipal power, including a municipality's capacity, rights, powers and privileges under Section 8 of the *Municipal Act, 2001*, S.O. 2001, c.25 as amended, shall be exercised by by-law unless the municipality is specifically authorized to do otherwise; and

Whereas it is deemed expedient that the proceedings of the Council of The Corporation of the Town of Tecumseh at this Session be confirmed and adopted by by-law.

Now Therefore the Council of The Corporation of The Town of Tecumseh Enacts as follows:

1. **That** That the actions of the Council of The Corporation of the Town of Tecumseh in respect of all recommendations in reports and minutes of committees, all motions and resolutions and all other action passed and taken by the Council of The Corporation of the Town of Tecumseh, documents and transactions entered into during the April 23, 2019, meeting of Council, are hereby adopted and confirmed, as if the same were expressly embodied in this By-law.
2. **That** the Mayor and proper officials of The Corporation of the Town of Tecumseh are hereby authorized and directed to do all the things necessary to give effect to the action of the Council of The Corporation of the Town of Tecumseh during the said April 23, 2019, meeting referred to in paragraph 1 of this By-law.
3. **That** the Mayor and the Clerk are hereby authorized and directed to execute all documents necessary to the action taken by this Council as described in Section 1 of this By-law and to affix the Corporate Seal of The Corporation of the Town of Tecumseh to all documents referred to in said paragraph 1.

Read a first, second and third time and finally passed this 23rd day of April, 2019.

Gary McNamara, Mayor

Laura Moy, Clerk