



Essex County Council Regular Meeting Agenda

(also available at www.countyofessex.on.ca)

Wednesday, December 16, 2015
County Council Chambers
2nd Floor, Essex County Civic Centre

Electronic Agenda Instructions: Anything in **blue and underlined** denotes an attachment/link. By clicking the links on the agenda page, you can jump directly to that section of the agenda. To manoeuvre back to the agenda page, use the **Ctrl + Home** keys simultaneously **or** use the "Bookmark" icon on the navigation panel to the left of your screen.

7:00 PM Regular Meeting

- 1. Moment of Reflection**
- 2. Singing of 'O Canada'**
- 3. Recording of Attendance**
- 4. Disclosure of Pecuniary Interest**
- 5. Adoption of Regular Meeting Minutes**

Moved by

Seconded by

That the minutes of the [December 2, 2015](#) Regular Meeting of Essex County Council be adopted as presented.

- 6. County Warden's Welcome and Remarks**

7. Delegations and Presentations

A) United Way Centraide Windsor-Essex County

Lorraine Goddard, CEO, United Way, Ilona Schentag, VP Donor Relations and Development, United Way and Stacy Van Roie, Relationship Manager, University of Windsor to provide an update on United Way – Programs and Services.

Moved by

Seconded by

That Ms. Goddard, Ms. Schentag and Ms. Van Roie be permitted to address County Council.

B) Windsor Essex Active Retirement Initiative (WEARI)

Krista Del Gatto, President, WEARI, Norm Langlois, Director, WEARI and Cameron Paine, Director, WEARI to speak to County Council requesting funding for the 100 Mile Peninsula marketing campaign.

Moved by

Seconded by

That Ms. Del Gatto and Messrs. Langlois and Paine be permitted to address County Council.

C) Hôtel-Dieu Grace Healthcare and Windsor Regional Hospital

David Cooke, Co-Chair, Planning and Services Steering Committee, Janice Kaffer, President and CEO, Hôtel-Dieu Grace Healthcare and David Musyj, President and CEO, Windsor Regional Hospital to speak to County Council regarding a request for financial support for the new Windsor-Essex Hospitals System.

Moved by

Seconded by

That Mssers. Cooke, Musyj and Ms. Kaffer be permitted to address County Council.

(Please refer to [Section 12. New Business Item B - Windsor/Essex Hospitals' System Plan](#))

8. Communications

A) Correspondence

- 1) Association of Municipalities of Ontario (AMO)
 - i. View the online versions of the [AMO Watch File](#), dated December 10, 2015.
 - ii. Received e-mail, dated November 26, 2015 – AMO Policy Update – [What Happened at Queen’s Park Today](#).
 - iii. Received e-mail, dated December 1, 2015 – AMO Policy Update – [AMO Report to Member Municipalities Highlights of the November 2015 Board Meeting](#).
 - iv. Received e-mail, dated December 2, 2015 – AMO Policy Update – [Provincial Offences Act \(OPA\) Default Fees Doubled](#).
 - v. [2016 AMO AGM and Annual Conference, August 14 – 17, 2016 Windsor, Ontario](#). Members of Council should contact [Valerie Fox](#) in County Administration to be registered for the upcoming 2016 AMO Conference.
 - vi. Received e-mail, dated December 9, 2015 regarding AMO Policy Update – [Waste Free Ontario Act](#).
 - vii. Received e-mail, dated November 26, 2015 from Gary McNamara, AMO President regarding [County Council contribution to the Lifeline Syria Fund](#).
- 2) Pathway to Potential (P2P)

Received e-mail, dated December 1, 2015 regarding their [P2P `s December Newsletter](#).

3) [Great Lakes and St. Lawrence Cities Initiative \(GLSLCI\)](#)

Received e-mail, dated December 3, 2015 announcing the launch of their Best Practices Library.

4) WE tech Alliance

Received e-mail, dated December 3, 2015 regarding [Tech It Out! News, Events, Tech jobs & Opportunity Alerts \(December 2015\)](#).

5) Windsor-Essex Regional Chamber of Commerce

Received e-mail, dated [November 24, 2015](#) and [December 8, 2015](#) regarding News from the Windsor-Essex Chamber of Commerce.

Moved by

Seconded by

That the correspondence listed on the regular agenda for December 16, 2015, be received and the noted action be approved.

B) Resolutions

1) Town of Lakeshore

[Resolution regarding CN Freight Trains.](#)

Moved by

Seconded by

That Essex County Council support/not support/file the resolution from the Town of Lakeshore.

9. Consent Agenda

A) Municipal Drainage Report and Assessment

[Report Number 2015-R030-ENG-1216](#) dated December 16, 2015 from Tom Bateman, County Engineer.

Moved by
Seconded by

That the recommendation of the Administrative Report listed as item 9. A) on the Consent Agenda for December 16, 2015 be approved.

10. Reports and Questions

A) Building Management Committee

[Report of the Building Management Committee](#), dated December 3, 2015, Mr. Ken Antaya, Member, County of Essex.

Moved by
Seconded by

That the minutes of the Building Management Committee dated December 3, 2015 be received.

B) Essex-Windsor Solid Waste Authority (EWSWA)

[Report of the EWSWA](#), dated November 3, 2015, Mr. Ron McDermott, Chair.

Moved by
Seconded by

That the minutes of the Essex-Windsor Solid Waste Authority, dated November 3, 2015 be received.

C) Exemption from Ministerial Approval

[Report Number 2015-R004-PLN-1216-BK](#), dated December 16, 2015 from Bill King, Manager, Planning Services.

D) International Paramedic Competition

[Report Number 2015-R010-EMS-1216-BK](#), dated December 16, 2015, from Bruce Krauter, Chief Essex-Windsor EMS.

E) 2015/2016 Winter Control Program

[Report Number R031-ENG-1216-TRB](#), dated December 16, 2015 from Tom Bateman, County Engineer.

F) Speed Limit Reductions

[Report Number R032-ENG-1216-TRB](#), dated December 16, 2015 from Tom Bateman, County Engineer.

11. Unfinished Business

12. New Business

A) Windsor/Essex Hospitals System Plan

- i. [Correspondence](#) regarding Request from Hôtel-Dieu Grace Healthcare and Windsor Regional Hospital for Essex County Council support of Windsor/Essex Hospitals System Plan.
- ii. Report from KPMG regarding the [Economic Impact Assessment Study: New Windsor-Essex Hospitals' System](#), dated October 2, 2015.
- iii. [Letter of support](#), dated December 10, 2015 from Matt Marchand, President and CEO, Windsor-Essex Regional Chamber of Commerce and Janice Forsyth, PhD, Chair, Board of Directors Windsor-Essex Regional Chamber of Commerce.

B) Director's order EBR 012-5624

[Draft letter of support to Ministry of Environment and Climate Change](#), for Council's consideration, regarding Director's Order #EBR 012-5624 and Polluter's Pay Principle.

13. Adoption of By-Laws

A) [By-law Number 55-2015](#)

A By-law to amend By-law Number 26-2002, being a By-law to regulate traffic and parking on Highways within the Essex County Roads System.

B) [By-law Number 57-2015](#)

A By-law to Appoint Auditors of the Corporation of the County of Essex for the Fiscal Year Ended December 31, 2015.

C) [By-law Number 58-2015](#)

A By-law Authorizing the Borrowing of Money to Meet Current Expenditures of The Council of the Corporation of the County of Essex.

D) [By-law Number 59-2015](#)

Being a By-law to Confirm the Proceedings of the Council of The Corporation of the County of Essex.
(December 16, 2015)

Moved by

Seconded by

That By-laws Number 55-2015 and 57-2015 through 59-2015, having been read a first, second and third time, be finally passed and enacted.

14. **Notice of Motion**

15. **Adjournment**

This document is available in alternative formats upon request.



Essex County Council Regular Meeting Minutes

(also available at [County of Essex website](#))

Wednesday, December 2, 2015
County Council Chambers
2nd Floor, Essex County Civic Centre

7:00 PM Regular Meeting

1. Moment of Reflection

2. Singing of 'O Canada'

3. Recording of Attendance

All members of Council were present.

4. Disclosure of Pecuniary Interest

There was no disclosure of pecuniary interest.

5. Adoption of Regular Meeting Minutes

259-15 Moved by Mr. McDermott
Seconded by Mr. McNamara

That the minutes of the November 18, 2015 Regular Meeting of Essex County Council be adopted as presented. **Carried**

6. County Warden's Welcome and Remarks

Warden Bain welcomed the members and noted that he had attended the following events:

- 25th Anniversary of Canterbury College and formal retirement of Professor Lloyd Brown John
- Rotary 40th Anniversary
- Seminar on Accessibility

6. County Warden's Welcome and Remarks (Continued...)

- Hope in the City celebration sponsored by the Salvation Army
- Children's Aid Society open house
- Labour Appreciation Night
- Chamber of Commerce Luncheon
- Polar Bear Splash
- Teleconference with Racing Commission stressing importance of racing in the area and looking for continued support of racing
- Breakfast with Santa and tree lightings

7. Delegations and Presentations

A) Request to Stop Lowering Speed Limits on County Roads

Mr. Jim McGuire, resident of the Town of Amherstburg to speak to County Council.

260-15 Moved by Mr. Bondy
Seconded by Mr. Antaya
That Mr. McGuire be permitted to address County Council.
Carried

Mr. McGuire expressed concern on the number of County roads that have had speed limit reductions from 80 kph to 50 or 60 kph for seemingly no reason such as County Road 42 from Manning Road to the Airport and County Road 12. He suggested that the speed limit reductions make it very cumbersome to get around in the County and noted that several roads in Chatham-Kent are at 90 kph. Mr. McGuire also stated that there were too many 4 way stops in the County which, generally, people do not pay attention to and suggested that they be replaced with yield signs. With regard to the construction of bike lanes, Mr. McGuire stated that they were taking too long to construct.

7. Delegations and Presentations (Continued...)

(Mr. Bachetti arrived at 7:13 pm)

Mr. Bateman advised that there was a policy in place with guidelines on the establishment of speed limits based on sound engineering protocol.

Several council members suggested that perhaps the policy could be reviewed with Council and shared with the delegation.

Mr. Fazio also suggested that some of the County road speed limits be increased to 90 kph and suggested that a report be prepared by the County Engineer setting out which roads could be increased to 90 kph.

- B) Presentation of the AODA 10th Anniversary Champion Award for demonstrated leadership in accessibility to Michelle Jones Rousseau.

Warden Bain advised that on June 13, 2015 the Accessibility for Ontarians with Disabilities Act (AODA) celebrated 10 years as legislation. AMCTO, with the support of the Government of Ontario, wanted to recognize individuals who demonstrate leadership in accessibility through the new AODA 10th Anniversary Champion Award. This is a one-time award to recognize outstanding individuals who demonstrate passion and commitment in the promotion of awareness of accessibility. The Essex County Accessibility Advisory Committee nominated Michelle Jones Rousseau for the award. On behalf of the Province of Ontario, Warden Bain presented the award to Ms. Jones Rousseau.

- C) International Day of Persons with Disabilities and Annual Report on Accessibility Initiatives and Accomplishments

Members of the Essex County Accessibility Advisory Committee appeared before County Council to provide a report on accessibility initiatives and accomplishments.

7. Delegations and Presentations (Continued...)

- 261-15** Moved by Mr. DiCarlo
Seconded by Mr. Fazio
That the Essex County Accessibility Advisory Committee be permitted to address County Council. **Carried**

Mr. Queen introduced the Essex County Accessibility Advisory Committee members and noted that they were present in order to recognize International Day of Persons with Disabilities. He noted that the theme for 2015 was "Inclusion matters: access and empowerment for people of all abilities". He also mentioned that the 2015 annual report which highlights initiatives and activities of the Committee would also be presented to Council.

Christine Easterbrook introduced two videos - Rising Tide Car Wash which shows a video of a car wash business that hires people with autism and a video featuring a mother who is blind and how she deals with everyday life.

Therese Lecuyer provided a summary of the initiatives that were undertaken for 2015.

Mr. Queen thanked Council for their continued support of the Accessibility Workshop and noted that they may need to request a small increase of \$500 in the 2016 budget in order to have out of area speakers.

8. Communications

A) Correspondence

- 262-15** Moved by Mr. Paterson
Seconded by Mr. Santos
That the correspondence listed on the regular agenda for December 2, 2015, be received and the noted action be approved. **Carried**

Mayor McNamara advised that with regard to the response to the AMO request to fund Syrian refugees, AMO surpassed the amount projected by 80% which would be

8. Communications (Continued...)

enough to settle 4 families for a year. On behalf of AMO, Mr. McNamara thanked Council for their contribution.

B) Resolutions

i) Essex County Library Board re Fair Pricing of E-Books for Public Libraries

Whereas: public libraries provide residents with a community space where they can freely access a wide variety of information in both print and digital format;

Whereas: municipal governments are key funders of public libraries, appoint public library boards and work in partnership with public library boards to deliver library services that are responsive to community needs;

Whereas: electronic books (e-books) are becoming an increasingly preferred medium for library users to access content and information;

Whereas: major multi-national publishers are charging public libraries significantly higher costs to purchase e-books for their collections than they charge consumers;

Whereas: imposing unreasonably high costs on public libraries to purchase e-books is not an appropriate solution to the publishing industry's concerns regarding the evolution of digital technology, including piracy;

Therefore be it resolved: that the County of Essex County Library requests the Minister of Tourism, Culture and Sport work with the federal and the other provincial and territorial governments to find a solution that will allow public libraries to purchase e-books from publishers at a fair and reasonable price.

8. Communications (Continued...)

And that: a copy of this resolution be sent to the Federation of Canadian Municipalities (FCM) and the Association of Municipalities of Ontario (AMO).

- 263-15** Moved by Mr. Meloche
Seconded by Mr. Bondy
That Essex County Council support the resolution from the Essex County Library Board re Fair Pricing of E-Books for Public Libraries. **Carried**

Mr. McNamara advised that AMO would also be sending out correspondence to FCM on this matter.

9. Consent Agenda

- A) Approval of Invoices - Legal/Consulting Services

Council considered Report Number 2015-R021-ADM-1202-BG, dated December 2, 2015 from Brian Gregg, Chief Administrative Office regarding approval of legal/consulting services invoices.

- 264-15** Moved by Mr. Bondy
Seconded by Mr. DiPasquale
That the recommendation in the Administrative Report listed as item 9.A) on the Consent Agenda for December 2, 2015 be approved. **Carried**

10. Reports and Questions

- A) Essex County Accessibility Advisory Committee

Council considered the report of the Essex County Accessibility Advisory Committee, dated November 12, 2015, presented by Mr. Gord Queen, Chair.

- 265-15** Moved by Mr. Queen
Seconded by Mrs. MacDonald
That the minutes of the Essex County Accessibility Committee, dated November 12, 2015 be approved. **Carried**

10. Reports and Questions (Continued...)

B) Essex County Library Board Report

Council considered the report of the Essex County Library Board, dated October 28, 2015, presented by Mr. Richard Meloche, Chair.

266-15 Moved by Mr. Meloche
Seconded by Mrs. MacDonald
That the minutes of the Essex County Library Board, dated October 28, 2015 be received. **Carried**

C) Essex County Accessibility Advisory Committee Annual Report to County Council

Council considered Report Number 2015-R012-CS-1202-MB, dated December 2, 2015, from Mary Brennan, Director of Council Services/Clerk regarding the Essex County Accessibility Advisory Committee Annual Report to County Council.

267-15 Moved by Mr. Bondy
Seconded by Mr. McDermott
That the Essex County Accessibility Advisory Committee Annual Report to County Council be received for information. **Carried**

D) Closed Meeting Investigator Agreement Renewal

Council considered Report Number 2015-R013-CS-1202-MB, dated December 2, 2015, from Mary Brennan, Director of Council Services/Clerk regarding the Closed Meeting Investigator Agreement Renewal.

268-15 Moved by Mr. Santos
Seconded by Mr. Queen
That the Services Agreement for Closed Meeting Investigator services with LAS for the period January 1, 2016 to December 31, 2017 be renewed. **Carried**

10. Reports and Questions (Continued...)

- E) Request Pre-Budget Approval for Purchase of Eight Ambulances

Council considered Report Number 2015-R009-EMS-1202-BK, dated December 2, 2015, from Bruce Krauter, Chief, Essex-Windsor EMS requesting pre-budget approval for the purchase of eight ambulances.

- 269-15** Moved by Mr. Antaya
Seconded by Mr. DiPasquale

That Essex Windsor EMS be approved to proceed with the 2016 pre-budget ordering of eight (8) Crestline Coach Ltd. Type III Ambulances, including the purchase and installation of eight (8) Stryker Powerload® Lifting System, with a total price of \$1,281,512 (plus HST). **Carried**

- F) Speed Limit Revisions – Various County Roads

Council considered Report Number 2015-R028-ENG-1202-TRB, dated December 2, 2015, from Tom Bateman, County Engineer regarding speed limit revisions on various County roads.

- 270-15** Moved by Mr. Paterson
Seconded by Mr. DiCarlo

That By-law 55-2015 be adopted to amend Schedule "H" of By-law 26-2002 to lower the posted speed limits as outlined in Report Number 2015-R028-ENG-1202-TRB.

Some discussion followed regarding the proposed speed limit reduction for County Road 27. It was noted that for a short stretch of the road, the speed limits go from 60 kph to 80 kph and then back down to 50 kph. Mr. Fazio suggested that the speed limit remain 60 from County Road 42 up to the railroad tracks. He noted that the varying speed limits would make it confusing for people using the road. Mr. Bateman suggested that the area in question did not qualify as a built up area and there were no speeding problems for that area. It also allowed for deceleration at the intersection. Mr. Fazio also stated that he had similar concerns for County Road 25 to Puce Road

10. Reports and Questions (Continued...)

with the speed limits varying from 80 to 60 to 50 kph. He also mentioned that he would like an opportunity to talk to the residents in this area to determine their reaction to the proposed speed reduction before it is adopted.

A proposed amendment to the report recommendation which would have set the speed limit on County Road 27 between County Road 42 and the railway track at 60 kph was discussed.

Mr. Bateman stated that he would confirm the current speed limit on County Road 25 north of 42 and re-examine County Road 27 and report back.

Warden Bain requested that speed limits should be clarified for both County Road 25 and County Road 27 by Administration and a further report be provided to County Council.

271-15 Moved by Mr. Santos
Seconded by Mr. Fazio

That Report Number 2015-R028-ENG-1202-TRB, regarding speed limit amendments on various County Roads be referred back to Administration for further information. **Carried**

G) County Road 20 Environmental Assessment and Preliminary Design

Council considered Report Number 2015-R029-ENG-1202-TRB, dated December 2, 2015 from Tom Bateman, County Engineer regarding County Road 20 Environmental Assessment and Preliminary Design.

Mr. Paterson questioned how long the EA would take and how soon after the completion of the Environmental Assessment would work commence on County Road 20. Mr. Bateman stated that the EA should be completed in the Fall of 2016 and then would be followed by public review. He noted that depending on what the assessment reveals, the major improvements may not take place until 2020. Some short term improvements would be made to the road, however, for the long term improvements, issues

10. Reports and Questions (Continued...)

such as property acquisition would determine the time frame.

Mr. Santos questioned if the Environment Assessment should be expanded to include the section of County Road 20 by the golf course in Kingsville. He noted that future development would see 1,100 to 1,200 homes built in a subdivision along that road. Mr. Bateman advised that it had been decided not to include this section of County Road 20 at this time since the challenges facing the section of County Road 20 between Kratz Sideroad in the Town of Kingsville to Sherk Street in the Municipality of Leamington were different and could be addressed as the development occurred.

- 272-15** Moved by Mr. McNamara
Seconded by Mr. Antaya
That the Warden and Clerk be authorized to execute an agreement with Dillon Consulting for the provision of consulting engineering services for the Environmental Assessment and Preliminary Design for County Road 20. **Carried**

11. Unfinished Business

12. New Business

A) Municipal POA Courts Cost Recovery

Mr. McNamara advised that the Ministry of the Attorney General had announced this summer that they would be increasing costs for municipal government Provincial Offences Act (POA) Courts administration to offset increased Ministry costs for Justices of the Peace services and oversight of transfer agreements. These increases would be effective January 1, 2016 and would have represented significant increases to municipalities. He noted that the Ministry recently announced that it is increasing the Provincial Offences Act Default Fee effective January 1, 2016 which should help to substantially offset increases to Justices of the Peace costs and courts oversight.

12. New Business (Continued...)

B) Bill 144- Budget Measures Act, 2015

Mr. McNamara advised that the Provincial Government was fast tracking Bill 144 – Budget Measures Act, 2015 to be passed and receive Royal Assent before Christmas. The Bill touches on 23 different pieces of legislation. He noted that one item in particular that would concern municipalities was the section dealing with the Electricity Act. Section 5(1) appears to exempt Hydro One and Ontario Power Generation from making payments to municipal governments in respect of land located in municipalities. Section 5 (2) repeals the payment of “payments in lieu of taxes” to municipal governments by municipal utilities.

Mr. McNamara stated that AMO, although happy that the debt will be retired by April 2018, finds it unacceptable that the Province would repeal the clauses that committed to pay these payments-in-lieu to municipalities in 2000 once the residual debt was retired. He suggested that a letter from the Warden on behalf of County Council be forwarded to the Premier advising that the County did not approve of repealing the payment of “payments-in-lieu-of taxes” to municipal government by municipal utilities and also Hydro One and Ontario Power Generation should not be exempt from making payments to municipal governments in respect of land located in municipalities.

C) Climate Change Accord

Mr. McNamara noted that the Federal and Provincial Government have signed a climate change accord which would set out guidelines that municipalities would have to adhere to in order to reduce greenhouse gases. AMO also signed an agreement with the Union of Quebec Municipalities (UQM) to collaborate on climate change and would be working together to share policy and advocacy efforts and best practices to achieve climate action goals under the agreement.

12. New Business (Continued...)

He noted that solutions for climate change needed to take place at the local level as well as the provincial and federal levels of government and that local governments should be perceived as partners in this endeavour and not be left behind. He stated that, moving forward, it will take substantial funds to establish the infrastructure to meet environmental needs of today and in the future and that funding to municipalities should be formula based and not application based as has been done in the past. He suggested that a letter be forwarded to AMO, Federation of Canadian Municipalities, the Minister of Environment and Climate Change, the Premier and the Prime Minister along with the local MPs and MPPs to advise them that municipalities request to be partners with the provincial and federal governments in order to help meet reduction targets and that dedicated funding for climate change adaptation was required to help municipalities provide infrastructure necessary to help meet the reduction targets and emissions.

273-15 Moved by Mr. McNamara
Seconded by Mr. DiCarlo

That a letter be sent from the Warden on behalf of Essex County Council, to the Premier advising that the County did not approve of repealing the payment of "payments-in-lieu-of taxes" to municipal government by municipal utilities and also that Hydro One and Ontario Power Generation should not be exempt from making payments to municipal governments in respect of land located in municipalities,

And Further, that a letter be sent from the Warden on behalf of Essex County Council to AMO, Federation of Canadian Municipalities, the Minister of Environment and Climate Change, the Premier and the Prime Minister along with the local MPs and MPPs to advise them that municipalities request to be partners with the provincial and federal governments in order to help meet reduction targets and that dedicated funding for climate change adaptation was required to help municipalities provide infrastructure necessary to help meet the reduction targets and emissions. **Carried.**

12. New Business (Continued...)

Mr. McNamara requested that the local municipalities send similar letters regarding these two issues.

13. Adoption of By-Laws

A) By-law Number 55-2015 (**tabled for future meeting of County Council**)

A By-law to amend By-law Number 26-2002, being a By-law to regulate traffic and parking on Highways within the Essex County Roads System

B) By-law Number 56-2015

Being a By-law to confirm the proceedings of the Council of the Corporation of the County of Essex. (December 2, 2015)

274-15 Moved by Mr. Meloche
Seconded by Mr. Fazio
That By-law #56-2015, having been read a first, second and third time, be finally passed and enacted. **Carried**

14. Notice of Motion

15. Adjournment

Upon motion of Mr. Queen and Mr. Bachetti, the meeting adjourned at 8:50 PM.

Tom Bain
Warden – County of Essex

Mary Brennan
Director of Council Services/Clerk

This document is available in alternative formats upon request.

December 2, 2015

POA Default Fees Doubled

The Ministry of the Attorney General of Ontario (MAG) has informed municipal courts managers that it is increasing the *Provincial Offences Act* (POA) Default Fee effective January 1, 2016. This fee, added to POA fines that are in default, will be increased from \$20 to \$40. AMO understands this change should help to substantially offset increases to Justices of the Peace costs and courts oversight announced by MAG earlier this year.

The POA Default Fee is set in regulation and has not been increased since before the transfer of POA courts to municipal governments. The increase to the fee was a key ask of Municipal Courts Managers Association and supported by AMO to help contain the costs of courts administration.

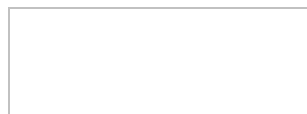
AMO understands that the fee, set in regulation ([O. Reg 672/92](#)) will be updated in the coming days to reflect the change and is available on E-Laws. For more information, members are advised to check the regulation on the E-laws site.

AMO Contact: Craig Reid, Senior Advisor, creid@amo.on.ca, 416.971.9856 ext. 334.

PLEASE NOTE: AMO Breaking News will be broadcast to the member municipality's council, administrator, and clerk. Recipients of the AMO broadcasts are free to redistribute the AMO broadcasts to other municipal staff as required. We have decided to not add other staff to these broadcast lists in order to ensure accuracy and efficiency in the management of our various broadcast lists.

DISCLAIMER: Any documents attached are final versions. AMO assumes no responsibility for any discrepancies that may have been transmitted with this electronic version. The printed versions of the documents stand as the official record.

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Sent via e-mail: mbrennan@countyofessex.on.ca

November 26, 2015

Mary Brennan
Director of Council Services/Clerk
County of Essex
360 Fairview Avenue West
Essex, Ontario N8M 1Y6

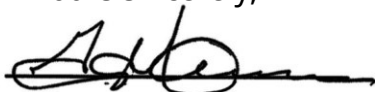
Dear Ms. Brennan:

On behalf of the Association of Municipalities of Ontario, please accept my heartfelt thanks for your municipality's donation that will help aid Syrian refugees to resettle and find safe haven in Ontario. Your generosity and those of other AMO members will make a difference in the lives of the families we will help save.

Our fundraising goal was \$40,000 to support two families to come to Ontario. I am pleased that we have surpassed our target and raised \$67,540.00 to date and donations continue to come in. All proceeds will be donated to Lifeline Syria which plans to resettle 1,000 families to Ontario.

I understand that many municipal councils across the province are mobilizing in their communities to help the refugees in a variety of ways both financially and non-financially. It is heartening to see Ontario's community laying out the welcome mat to those in need. I encourage you to keep up the efforts that will make such a difference in the lives of the refugee families.

Yours sincerely,



Gary McNamara
AMO President

Making Waves

Membership Edition

December 3rd, 2015

In this edition of Making Waves:

- [Welcome, Whitby and Fort Erie!](#)
- [Best Practices Library now live](#)
- [Great Lakes and St. Lawrence municipalities act on climate change](#)
- [Great Lakes and St. Lawrence communities represented at COP21](#)
- [Adaptation and Resilience: Integrating Watershed and Stormwater Management](#)

- [Events and Webinars](#)
-



Welcome, new members! Whitby and Fort Erie, ON join the Cities Initiative

The Cities Initiative is pleased to welcome two new member municipalities to the organization - Whitby and Fort Erie, Ontario, which are led by Mayor Don Mitchell and Mayor Wayne Redekop, respectively. We are glad to have you as part of the organization!



Best Practices Library now live

The Cities Initiative is excited to announce its new Best Practices Library - a searchable database of Best Practices, Tools, and Information Documents targeted at our member municipalities in the Great Lakes -St. Lawrence Region. The Library facilitates a simple and easy research process; documents are sorted by category, region, and resource type, and resources are targeted towards both mayors and municipal staff.

[Click here to visit the Best Practices Library.](#)

The Cities Initiative will also hold a **30-minute training webinar on December 15th, 10 am Central/11 am Eastern**, to demonstrate quick and easy ways to use the Best Practices Library. [Click here to register for the 30-minute training webinar.](#)



Great Lakes & St. Lawrence municipalities act on climate change

Over the past few months, Cities Initiative staff have inventoried action on climate change by member municipalities in the Great Lakes-St. Lawrence Region. Of our 119 members, 73 are taking action on climate change in some way; 31 have implemented greenhouse gas reduction targets; and 15 have joined the Compact of Mayors, an international effort for local greenhouse gas reductions. When combined, the 31 cities with greenhouse gas targets have reduced carbon dioxide emissions by over 27 million tons of CO₂. [Click here to view a full inventory of greenhouse gas reduction targets among Great Lakes-St. Lawrence municipalities.](#)

If your municipality is considering creating a climate change adaptation or mitigation plan, [visit the Best Practices library and select "Climate Adaptation Plans"](#) to view plans from other municipalities.



Great Lakes & St. Lawrence communities represented at COP21

As global leaders gather in Paris for the COP21 Climate Change meetings, local leaders from around the world are meeting to discuss local action on climate change. Mayor and Chair Mitch Twolan will represent Cities Initiative member municipalities at the Climate Summit for Local Leaders, convened by Mayor Anne Hidalgo (Paris) and former Mayor Michael Bloomberg (New York City) and the Compact of Mayors.

Mayors George Heartwell (Grand Rapids, MI), Denis Coderre (Montreal, QC), John

Tory (Toronto, ON), Rahm Emanuel (Chicago, IL), and Caroline St-Hilaire (Longueuil, QC) are also participating in the week's events. The Cities Initiative thanks the Compact of Mayors and Bloomberg Philanthropies for opportunity to participate in the Climate Summit for Local Leaders in Paris. Read quick facts about the COP21 meetings from the [Globe and Mail](#) and [NPR](#).



Adaptation and Resilience: Integrating Watershed and Stormwater Management

The Cities of Hamilton, Ontario and Thunder Bay, Ontario participated in a pilot project with the Cities Initiative in 2014-2015 on municipal efforts to help address climate change impacts like flooding by better integrating watershed and stormwater management. The project was funded by the RBC Blue Water Project Leadership Grant program and involved a number of partners within the cities. The project was a highlight at our 2015 Annual Meeting and Conference as well as on a webinar in the spring of 2015. The City of Hamilton conducted a climate change vulnerability assessment for the Lower Spencer Creek, specifically around the impact on critical infrastructure. The City of Thunder Bay developed a low impact development project for an area in the city that is prone to flooding and stormwater issues. To learn more, [click here for a project overview](#), archived webinar, and fact sheet (in English and French).



Events and Webinars

	<p>Click here to register.</p>
<p>Using the Cities Initiative Best Practices Library to Benefit your Municipality: Join us for a 30-minute webinar to learn about resources available on the library and to gain tips and tricks for using the database most efficiently and effectively.</p>	<p>December 15th, 10-10:30am CST / 11-11:30am EDT Click here to register.</p>



Membership

Please join the 119 Great Lakes and St. Lawrence Cities Initiative members in protecting and restoring the Great Lakes and St. Lawrence River by clicking [here](#) for a membership application. If you are already a member, please

encourage your neighboring communities to join, and be sure to renew your membership when you receive your notice.

If your municipality would like to share news with the Cities Initiative, please email information to Laura Bretheim at laura.bretheim@glslcities.org



[Forward this email](#)



This email was sent to mbrennan@countyofessex.on.ca by laura.bretheim@glslcities.org | [Update Profile/Email Address](#) | Rapid removal with [SafeUnsubscribe™](#) | [About our service provider](#).



Great Lakes and St. Lawrence Cities Initiative | 20 North Wacker Drive Suite 2700 | Chicago | IL | 60606



RECEIVED	
Director of Council Services/Clerk	
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App	Refer To
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Hold for Reports	File

TOWN OF LAKESHORE

419 Notre Dame St.
Belle River, ON N0R 1A0

December 2, 2015

Secretary
Canadian Transportation Agency
15 Eddy Street
17th Floor, Mailroom
Gatineau, Quebec
J8X 4B3

To Whom It May Concern:

RE: CN FREIGHT TRAINS

At their meeting of November 24, 2015 the Council of the Town of Lakeshore duly passed the following resolution.

Councillor Wilder moved and Deputy Mayor seconded:

That:

Council receive the petition presented and direct administration to forward a letter to CN Rail to determine what options may exist to reduce the length, speed and timing of the freight trains along the CN rail line, and request support from the Town of Tecumseh, County of Essex and Member of Parliament.

Motion Carried Unanimously

Should you require any further clarification regarding the above resolution, please contact the undersigned. Your earliest response would be appreciated.

Yours truly,


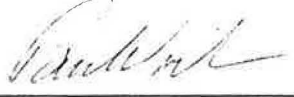

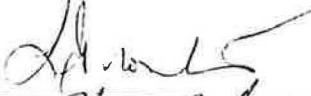

Mary Masse
Clerk

Cc: CN Rail
Town of Tecumseh
County of Essex
MP – Tracey Ramsey

/km

Petition regarding CN Railroad



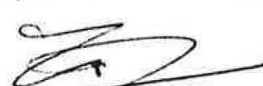

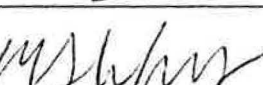
We the undersigned residents of Lakeshore Township between Lighthouse Cove & Town of Tecumseh with CN tracks in close proximity to our homes, would like CN rail to stop running freight trains between 10 PM and 8 AM through this residential area, also we would like CN to run less cars as the length and weight are damaging homes, and the Via rail to stop the over use of the warning whistle of their passenger trains at the gated level crossings in the Township of Lakeshore.

Name Print	Signature	Address	Telephone
MARK CAMPBELL			
BEVERLEY VOBBS	Beverley Vobbs		
PAUL WINKLER			
Dobbie Dupuis			
KEN REAUME	Ken Reaume		
EARL BROWNELL	Earl Brownell		
ROSE BROWNELL	Rose Brownell		
DOROTHY WOOD	Dorothy Wood		
FLORENCE URBAN	Florence Urban		
L. BROADIN			
RICHARD TONKIN			

✗ Signatures total 10/1

Petition regarding CN Railroad

We the undersigned residents of Lakeshore Township between Lighthouse Cove & Town of Tecumseh with CN tracks in close proximity to our homes, would like CN rail to stop running freight trains between 10 PM and 8 AM through this residential area, also we would like CN to run less cars as the length and weight are damaging homes, and the Via rail to stop the over use of the warning whistle of their passenger trains at the gated level crossings in the Township of Lakeshore.



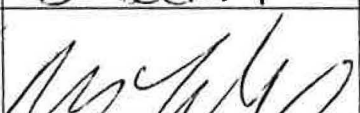
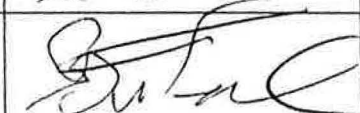

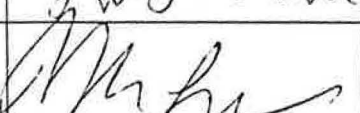
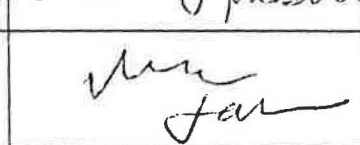
Name Print	Signature	Address	Telephone
PAT WARREN	Patricia Warren		
MARY Jo Farley	Mary Jo Farley		
DON GALVAZIAN			
Steve Johnson			
LISA JONES			
Chris Dignon			
Mackenzie Stiefel			
Melissa Cummings	Melissa Cummings		
Janice Thomas	J. Thomas		
Nichole Summerfield	N Summerfield		
SCOTT Summerfield	S Summerfield		

We the undersigned residents of Lakeshore Township between Lighthouse Cove and Tecumseh with CN tracks in close proximity to our homes, would like CN Rail to be considerate enough to stop running freight trains between 10 pm and 8 am through this residential area. Also we would like VIA Rail to stop the over use of the warning whistles on their passenger trains at the gated level crossing in the Township of Lakeshore.

CHARLOTTE BRINEAT 1
June Sherlock 1
Javier Maccari 1
ROBERT J. BRINEAT 1
Stacy Robert
Dorey Kim
Dee KRIC
Walter Sherlock
Lorain Bergeron
Becky Bergeron
Mike Bergeron
Chris Stedman
Paula Bastien Stedman
Maggie Muro
Richard Muro
Luisa Muro
Jason Galasso

Petition regarding CN Railroad

We the undersigned residents of Lakeshore Township between Lighthouse Cove & Town of Tecumseh with CN tracks in close proximity to our homes, would like CN rail to stop running freight trains between 10 PM and 8 AM through this residential area, also we would like CN to run less cars as the length and weight are damaging homes, and the Via rail to stop the over use of the warning whistle of their passenger trains at the gated level crossings in the Township of Lakeshore.

Name Print	Signature	Address	Telephone
Bryette Riest			
DANIEL ROCHEREAU			
Debbie Dexter	D Dexter		
M Kennedy Laliberte			
Eve Parthaus	Eve Parthaus		
Gary Temple			
Andre Janisse			
Lee Laliberte	Lee Laliberte		
Moe Laliberte			
Linda Laliberte	Linda Laliberte		
Viv Janisse			

(1)

Name

Address

Phone #

Cassie & Terry EASBY
~~Paul & Mary~~

11111 1st + 2nd / 574-687-1111

Bob Emery
~~John~~

1

7

Sue Emery
Dezanne Emery
Mark Madal

1

1

Lou Ann Madal
Jert Reaume

2

Bert Reaume

Betty Reaume

2

Betty Reaume

~~Thomas Wendt~~

1

THOMAS A. WENDT

JOHN HAWKEN

John Hawken

1

Carol Hawken

16

CAROL HAWKEN

DAN BRAATZ

1

Marjorie Braatz

1

(2)

Name	Address	Phone #
RICK PALMER		
JOHN SZEDLIK		
PETER DUFFY		
ROBERT BELANGER		3
JONIE RETZER		
LINDA BIRNIE		8
Bob Birnie		9
STEVE CONEY		1
MURRAY HORNICK		9
Renee Pesci		
Debra Cahana		
Wayne - Cahana		
JOHN MUNRO		
Maurice McVitty		
GAIL ROCK		
DENNIS ROCK		
ROB RYAN		
Stephanie Holmes		5
ROB RETZER & FAMILY		
DWAIN STEEP		2
Sandy Jones		
Grant Jones		
RICK GIKOUX		
Miriam Verslycken		
GRET VERSLYCKEN		
Bruno Laroc		
Bobby Gill		4
Andrew Ritchie		1
MARY NESSER		
Jan Mc Donald		
Rick was called PETER		
Jan Jones		

Transport Canada

Home > Rail Transportation > Rail Safety

> Procedure for Train Whistling at Public Grade Crossings

Procedure for Train Whistling at Public Grade Crossings

Train Whistling at Public Grade Crossings

Train whistling is an important way to keep drivers, cyclists and pedestrians safe. The Canadian Rail Operating Rules (CROR 14) require all trains to whistle whenever they approach a public grade crossing.

In some cases, these whistles can be bothersome to people living nearby and municipalities may wish to end the whistling to provide local residents with relief from the noise.

If you are a resident wanting to stop train whistles in your neighbourhood, contact your municipality. If the municipality agrees to proceed with your request, it must follow the whistling cessation procedure detailed below. In brief, the municipality must consult with the railway company to assess the feasibility of the request; notify the public and other interested parties of their intent; and ultimately pass a council resolution to stop the whistling. The procedure promotes the collaboration between municipalities and railway companies in ensuring grade crossings remain safe.

Procedure for Eliminating Whistling At Public Grade Crossings

This procedure is consistent with the requirements of section 23.1 of the *Railway Safety Act*, section 104 of the new *Grade Crossings Regulations* which came into effect on November 27, 2014, and Appendix D of the *Grade Crossing Standards*. It supersedes the previous *Procedure & Conditions for Eliminating Whistling at Public Crossings (Guideline No. 1)*.

Step 1

Interest for whistling cessation is expressed.

An interest for whistling cessation exists when a municipality receives a request from a citizen or a community group to stop train whistling at a specific area (one crossing or multiple crossings) along a railway corridor.

Step 2

Municipality consults with railway company.

The municipality consults with the railway company that operates the relevant line of railway to assess the feasibility of the whistling cessation request.

Step 3

Municipality issues notifications and public notice.

The municipality notifies all relevant associations or organizations (<http://www.tc.gc.ca/eng/railsafety/legislation-380.htm>) and issues a public notice of its intention to pass a resolution declaring that it agrees that whistles should not be used at a specific area (crossing or multiple crossings) along a railway corridor.



Government
of Canada

Gouvernement
du Canada

Canada

[Canadian Transportation Agency \(/eng\)](#)

[Home / Publications](#)

/ Guidelines for the Resolution of Complaints Over Railway Noise and Vibration

GUIDELINES FOR THE RESOLUTION OF COMPLAINTS OVER RAILWAY NOISE AND VIBRATION

Introduction

On June 22, 2007, Parliament enacted amendments to the *Canada Transportation Act* (the CTA) which came into force the same day.

The CTA now authorizes the Canadian Transportation Agency (the Agency), a quasi-judicial administrative tribunal of the federal government, to resolve complaints regarding noise and vibration caused by the construction and operation of railways under its jurisdiction as well as public passenger service providers.

The guidelines have been developed to assist persons, municipal governments, and railway companies to resolve issues related to railway noise and vibration.

They set out:

- the collaborative measures that parties must follow before the Agency conducts an investigation or a hearing into a complaint;
- the elements that the Agency considers in determining whether a railway company is in compliance with the noise and vibration provisions of the CTA; and
- how to file a complaint, list the information to be submitted, as well as the process to be followed.

Application of the Guidelines

The guidelines are meant to address principally noise and vibration disputes with regard to *existing* railway infrastructure or facilities. For railway construction projects that require Agency approval under subsection 98(1) of the CTA, railway companies must evaluate the potential environmental impacts - including noise and vibration issues.

Before authorizing the construction of a railway facility, the Agency must be satisfied that the proposed infrastructure and facilities will not likely create significant adverse environmental impacts.

Planning and Communication

As municipalities and railway facilities and operations grow and expand in close proximity to each other, careful planning and communication is critical in order to avoid future noise and vibration issues.

Municipal and regional administrations have jurisdiction over zoning and authorization of development near existing railway infrastructure and facilities.

Careful consideration should be given at the planning and approvals stages to measures that will prevent or mitigate the impacts of potentially incompatible land uses, as well as other issues.

Railway companies have control over their construction and operations. They should assess and mitigate their impacts on neighbouring areas - even when the construction and operations are not subject to an environmental assessment and approval under the CTA.

Ongoing communication among all involved in railway noise and vibration issues can help develop awareness of the needs and realities of other parties and may help prevent future complaints.

Whether it is a railway company's participation in a municipal planning consultation or a municipal government working with a railway company to solve problems, exploring solutions in a proactive way can be productive for neighbourhoods, municipalities, and railway companies.

Provisions of the CTA Regarding Noise and Vibration

Section 95.1 of the CTA states that a railway company shall cause only such noise and vibration as is reasonable, taking into account:

- its obligations under sections 113 and 114 of the CTA, if applicable;
- its operational requirements; and

Collaborative measures are expected to be completed within 60 days of the railway company receiving a written complaint - unless the parties agree to extend the process.

Collaborative Measures

Prior to raising their concerns with a railway company, complainants should consult their municipal government with regard to the railway noise and vibration issues they have. The municipal government may have information and expertise that is pertinent to the resolution of the complaint and may wish to become involved in the discussion with the railway company. To satisfy the collaborative measures requirements of the CTA, the following measures must be undertaken:

•

Direct communication shall be established among the parties.

Complainants must have the opportunity to:

- express their concerns clearly; and
- describe the impact of the noise or vibration to the railway company.

The *railway company* must have the opportunity to:

- be adequately informed of the situation;
- receive and exchange the necessary information to understand the issue and explore solutions (The type of information that should be provided to a railway company for it to understand the issue can be found in the complaint form); and
- present its views and relevant information on its operations.

The railway must also respond to a written complaint within 30 days, and agree on a date within the following 30 days to meet and discuss the resolution of the complaint.

• **A meaningful dialogue shall take place.**

Each party must come to the meeting prepared to listen to the other's concerns and be willing to explore available options. For this dialogue to be productive, each party or their representative must have a mandate to negotiate.

While the parties are encouraged to and should first consider local facilitation and mediation services, they may wish to discuss dispute resolution options with Agency staff. Given their extensive knowledge of the railway industry and issues, Agency staff may be able to assist the parties in resolving disputes informally through facilitation.

Parties may also, on agreement, request the mediation services of the Agency for issues under its jurisdiction.

An Agency-appointed mediator will contact the parties to initiate the mediation process. The Agency's time frame for completing the mediation process is 30 days - unless the parties to the mediation agree otherwise - and the mediation services can be accessed at no cost to the parties. More information on the Agency's mediation process can be obtained at www.cta.gc.ca (<http://www.cta.gc.ca>).

Filing a Complaint with the Agency

The Agency will only conduct an investigation or hear a complaint once it is satisfied that the parties have tried and exhausted the collaborative measures set out above.

Should one of the parties fail to collaborate, the Agency may accept the filing of a complaint before the expiry of the above noted 60 day collaborative period.

In cases where the parties are not able to resolve the issues between themselves or by way of facilitation or mediation, a complaint may be filed with the Agency requesting a determination under the formal adjudication process. **The complaint must include evidence that the parties have tried and exhausted, or that one of the parties has failed to participate in, the collaborative measures set out in these guidelines.**

Information brought before the Agency should be specific and substantiated. Legal representation is not required.

Complaints may be filed by individuals, institutions, local groups, or municipalities that consider their level of exposure to railway noise or vibration to be unreasonable. When the Agency investigates a complaint, it will ensure that the municipal government is informed of the complaint and will seek its comments.

To avoid investigating numerous complaints for the same railway construction or operation, the Agency encourages complainants to consult others potentially affected before filing a complaint. This may save time and effort for all parties.

The Agency reviews all evidence that it has obtained through its investigation to develop a comprehensive understanding of the circumstances of each case, before rendering its decision or determination.

The Agency strives to process complaints within 120 days of receiving a complete application. However, given the complexities or the number of parties involved in some noise or vibration complaints, this goal may not be met. In such cases, the Agency will act as expeditiously as possible.

Parties are encouraged to continue to work together to seek a resolution even though a complaint may be before the Agency.

Elements the Agency will use in Resolving Noise and Vibration Complaints

In determining whether a railway company has caused only such noise or vibration as is reasonable under section 95.1 of the CTA, the Agency will consider the following elements:

- the railway company's obligations to provide adequate and suitable service to its customers as well as its operational requirements, such as issues of logistics, efficiency and safety;
- the affected area where the railway construction or operation takes place, including its zoning and its occupation (i.e., type of land use), the proximity of the affected persons, and any relevant changes in the affected area's land use;
- railway operations in the affected area, including any relevant changes (volume of traffic, speed, length and frequency of trains, methods of operation, increase or concentration of operations);
- the characteristics and magnitude of the noise or vibration (such as the level and type of noise [impulse or constant], the time of day, duration, and frequency of occurrence);
- relevant noise or vibration measurements or studies conducted in the area affected;
- the presence of ambient noise other than that of railway operations, such as highway noise;
- the impact of the noise or vibration disturbance on the persons affected;
- relevant standards to assess the significance of the effects of noise and vibration levels;

- it may be appealed to the Governor in Council at any time (section 40 of the CTA).

Confidentiality

All documents filed with the Agency become part of the public record and may be made available for public viewing. However, in accordance with the General Rules (www.cta.gc.ca (<http://www.cta.gc.ca>)), a claim for confidentiality can be made.

Privacy

Decisions are posted on the Agency's Web site and include the names of the parties involved. The decision will also be distributed to a number of organizations which have subscribed to and receive Agency Decisions.

Technical Advisory Committee

The Agency will establish a technical advisory committee to provide expertise and advice on best practices of general application related to noise and vibration issues. The advisory committee will not provide advice on individual complaints that the Agency mediates or adjudicates.

Review of Guidelines

The present Guidelines will be reviewed no later than three years after coming into effect so as to reflect current trends and the Agency's experience in resolving railway noise and vibration complaints.

Relevant Documents to the Resolution of Noise and Vibration Complaints

Published by the Canadian Transportation Agency:

- *Consultation Guide on Railway Noise and Vibration Guidelines*
- *Mediating Your Transportation Dispute*
- *Canadian Transportation Agency General Rules*
- *Guide to Railway Works Cost Apportionment*
- *Are you involved in a transportation-related dispute?*

The above are available in alternate formats.



[Canadian Transportation Agency \(https://www.otc-cta.gc.ca/eng\)](https://www.otc-cta.gc.ca/eng)

[Home](#) / [Complaints about rail noise and vibration](#)

COMPLAINTS ABOUT RAIL NOISE AND VIBRATION

What types of rail noise and vibration complaints can the Agency help with?

The *Canada Transportation Act* (<http://laws-lois.justice.gc.ca/eng/acts/C-10.4/FullText.html#h-49>) authorizes the Agency to resolve complaints about noise and vibration related to construction or operations by:

1. [federal freight railways \(https://www.otc-cta.gc.ca/eng/federal-rail\)](https://www.otc-cta.gc.ca/eng/federal-rail) or
2. [public passenger service providers \(including urban transit authorities \(https://www.otc-cta.gc.ca/eng/urban-transport\)\)](https://www.otc-cta.gc.ca/eng/urban-transport).

The Agency **cannot** help with complaints concerning provincially-regulated railway companies.

We can help with noise and/or vibration from:

- passing trains;
- idling locomotives;
- shunting;
- whistling (in certain circumstances);
- compression or "stretching" of trains (impulse noise); and
- any noise and vibration produced during the construction and operation of a railway.

For more information about train whistles, please contact [Transport Canada \(http://www.tc.gc.ca/eng/railsafety/publications-874.htm\)](http://www.tc.gc.ca/eng/railsafety/publications-874.htm).

(<https://www.otc-cta.gc.ca/eng/rail-complaints>)

Rail Noise and Vibration Complaints Brochure (<https://www.otc-cta.gc.ca/eng/publication/rail-noise-and-vibration-complaints-brochure>)

Railway Noise Measurement and Reporting Methodology (https://www.otc-cta.gc.ca/eng/railway_noise_measurement)

MOU between Agency and Transport Canada on noise and vibration and crossings
([memorandum-understanding](#))

Types of rail complaints

Charges and associated terms and conditions ([/disputes-about-charges-and-associated-terms-and-conditions](#)) (e.g. demurrage)

Construction of a railway line across another railway line ([/disputes-about-construction-railway-line-across-another-railway-line](#))

Crossings ([/disputes-about-road-utility-and-private-crossings](#))

Interswitching ([/disputes-about-interswitching](#))

Level of service ([/disputes-about-level-service-rail](#))

Arbitration to establish a level of service agreement ([/level-of-service-agreements](#))

Line relocation or re-routing of traffic in urban areas ([/disputes-about-relocation-railway-lines-or-rerouting-traffic-urban-areas](#))

Line transfer and discontinuance ([/disputes-about-transfer-and-discontinuance-railway-lines](#))

Noise and vibration ([/complaints-about-rail-noise-and-vibration](#))

Public passenger service providers' use of railway lines and other assets ([/disputes-about-public-passenger-service-providers'-use-railway-lines-and-other-assets](#))

Rates ([/disputes-about-rail-rates](#))

Running rights and joint track usage ([/disputes-about-running-rights-and-joint-track-usage](#))

Work done by railway companies for safety reasons ([/complaints-about-work-done-railways-companies-safety-reasons](#))

Related pages



Administrative Report

Office of the County Engineer

To: Warden Tom Bain and Members of County Council

From: Tom Bateman, P.Eng.
County Engineer

Date: December 16, 2015

Subject: Municipal Drainage Report and Assessment

Report #: 2015-R030-ENG-1216-TRB

Purpose

The purpose of this report is to provide information to County Council as well as a summary of the Municipal Drainage Report and associated road related assessment to the County of Essex.

Background

Drainage assessments to the County of Essex under \$25,000.00 are provided for County Council's information in a summary report under the Consent Agenda Assessments in excess of \$25,000.00 are brought forward in formal reports for Council's approval.

Discussion

The following is a list of those reports received since the last meeting showing the estimated total project cost and the assessment to affected County Roads and properties.

Administrative Report

Page 2

December 16, 2015

Municipal Drainage Report and Assessment

Drain	Municipality	Total Estimated Cost	County Assessment	County Road Number
Dufour Drain	Amherstburg	\$355,100.00	\$109,104.00	CR 10

The location of the project is shown on the attached map.

The Dufour Drain runs westerly along County Road 10 and then northerly along 8th Concession Road in the Town of Amherstburg. The drain originated in 1961 and the existing culvert pipes need to be replaced with larger pipes to improve the drain capacity to provide a greater level of service. The County of Essex is 40% responsible to replace bridge No.5 ditch enclosure and 100% responsible to replace the section of bridge No.1B across County Road 10.

As the County is responsible for the road crossing culvert on County Road 10 the option for the County to undertake the replacement with its own forces was exercised. The culvert 1B was replaced in the summer of 2015.

Funding for the remainder of the assessment will be included in the 2016 Budget.

Recommendation

It is recommended that the County of Essex approve the estimated County assessment noted above for the Dufour Drain.

Respectfully Submitted

Concurred With,

Tom Bateman

Brian Gregg

Originally Signed by Tom Bateman, P.Eng.
County Engineer

Originally Signed by Brian Gregg
Chief Administrative Officer

Appendix No.	Title of Appendix
1	Dufour Drain and Branches A and B Overall Plan



Building Management Committee Minutes

(also available at [County of Essex website](#))

Thursday, December 3, 2015

2:30 PM

Room "D"

Essex County Civic Centre

1. Call to Order

2. Members Present

County of Essex

Ken Antaya, Member

Rob Maisonneville, Secretary-Treasurer of Building Management Committee

Essex Region Conservation Authority (ERCA)

Larry Verbeke, Member

Shelley McMullen, Coordinator of Financial Services

Greater Essex County District School Board (GECDSB)

Dave Taves, Member

Connie Buckler, Member

Shawn Maheux, Manager of Financial Services (representing Cathy Lynd, Superintendent of Business)

Windsor-Essex County District School Board (WECDSB)

Frank DiTomasso, Member

Mario Iatonna, Executive Superintendent of Business

Absent:

Aldo DiCarlo, Member

Terry Burns, Member

Fred Alexander, Member

3. Disclosure of Pecuniary Interest

There was no disclosure of pecuniary interest.

4. Approval of Minutes – March 26, 2015

- 4-15** Moved by Ms. Buckler
Seconded by Mr. Verbeke
That the minutes of the Building Management Committee meeting held on Thursday, March 26, 2015 be adopted. **Carried**

5. 2014 Essex County Civic Centre Financial Statements

Mr. Maisonville presented an administrative report outlining the 2014 Essex County Civic and Education Centre Financial Statements detailing the results of operations for the year ended December 31, 2014, and the financial position of the Civic Centre as at December 31, 2014. He noted that KPMG LLP Chartered Accountants had expressed a clean audit opinion and that no material weaknesses in the Civic Centre's system of internal accounting controls had been detected and no management letter was prepared with respect to the operation of the Civic Centre.

Mr. Maisonville noted that the reserve held by the Civic Centre amounted to \$1,056,999 as at December 31, 2014 compared to \$721,732 in 2013 and \$481,934 budgeted in 2014. He noted that the change in the reserve balance from the 2014 budget to actual was primarily attributed to the delay in payment to the County for reconstruction of the Civic Centre. Also contributing to the favourable reserve position were operational savings in building repairs/maintenance, maintenance contract expenditures and greater than expected revenue from electricity exporting.

- 5-15** Moved by Mr. Taves
Seconded by Ms. Buckler
That the Administrative Report from Mr. Rob Maisonville presenting the 2014 Essex County Civic and Education Centre Financial Statements be received;

And That the 2014 Essex County Civic and Education Centre Financial Statements be approved. **Carried**

6. Civic Centre Renovations – Status Report

Mr. Maisonville provided the Committee with an update with respect to the Civic Centre Facility Renovations Project (attached).

He noted that the project had commenced in late fall of 2013 and was scheduled to be completed at December 31, 2015. Total project costs before taxes, including planned additions and contingencies are as follows:

Project	Cost \$
Architectural and project oversight	165,000
Engineering (structural and mechanical)	112,000
Asbestos abatement and re-insulation	64,000
Tender – Front Construction	5,257,000
Subtotal	5,598,000
Project contingency (~10% of project)	585,800
Washrooms – main foyer + hot water distribution	131,200
Foyer/spiral stairs and Cafeteria – tile	40,000
Project Total	6,355,000

6-15

Moved by Mr. Verbeke
Seconded by Mr. Taves

That the status report on the Civic Centre renovations be received for information. **Carried**

7. 2016 Building Operating Budget

Mr. Maisonville reported that the Results of Operations for 2015 were projected to be in a surplus position in the amount of approximately \$13,000 for 2015. Unfavourable variances in wages/benefits (offset by rental income) and utility expenditures are projected to be offset by savings in various other accounts including grounds maintenance costs, maintenance contract expenses, capital projects and greater recoveries for facility room rental and export of electricity.

7. 2016 Building Operating Budget (Continued...)

Mr. Maisonville reviewed the 2016 budget (attached) advising that the 2016 request in the amount of \$910,263 (net of HST) represented a 5.2% increase from the 2015 budget. The increase was mostly attributable to an increase in the Capital Expenditure Program. Included in the 2016 estimates is the third of fifteen annual payments related to reimbursement to the County for facility upgrades (facility façade, HVAC, elevator replacement and main floor washrooms). Also planned for 2016 is: the replacement of one of three chiller compressors (\$29,000); the balance of the LED parking lot lighting (\$60,000), underground structural components for replacement of the parking lot lighting with LED fixtures and security cameras was completed in 2015; and resurfacing of the parking lot (\$400,000).

7-15 Moved by Mr. Verbeke
Seconded by Mr. Taves

That the 2016 Budget for the Building Operating Fund recommending a 5.2% increase from the 2015 budget and an increase in the rental rates for tenants to \$13.37 per square foot, (an increase of \$0.66 per square foot from 2015) as presented at the December 3, 2015 meeting of the Building Management Committee, be supported. **Carried**

8. County of Essex – HST Audit (Verbal Report)

Mr. Maisonville advised the Committee that the County had recently undergone an HST Audit by Revenue Canada for the period of January 1, 2013 through September 30, 2015. This information had previously been communicated by Mr. Maisonville to the Building's Administrative Representatives. Although the findings have not been formally communicated by Revenue Canada, two items were identified as requiring attention. The first dealt with the Administrative charge from the County to the building which should attract HST, at least for the School Boards. Determination of the County and ERCA as para-municipal remains outstanding. The second item dealt with the handling of HST on the facility construction. The total impact of the anticipated change financially is approximately \$10,000 in HST rebate differential to the school boards, no change to the County or ERCA. However, depending on the ruling, it could

**8. County of Essex – HST Audit (Verbal Report)
(Continued...)**

mean that the four owners will have to resubmit HST returns from January 1, 2013 to September 30, 2015. Mr. Maisonville advised that he will keep the Administrative Representative apprised of the findings once formal communication is received from Revenue Canada.

8-15 Moved by Mr. DiTomasso
Seconded by Ms. Buckler
That the verbal report on the County's HST Audit be received for information. **Carried**

9. New Business

10. Adjournment

On motion of Mr. Verbeke and Mr. Taves the meeting adjourned at 3:00 PM.



Administrative Report

Office of the Director of Corporate Services/Treasurer

To: Members of the Building Management Committee

From: Robert Maisonville
Director of Corporate Services/Treasurer

Date: December 3, 2015

Subject: Essex County Civic and Education Centre – Facility Renovations Project Update.

Purpose

To provide the Committee with an update with respect to the Civic Centre Facility Renovations Project.

Discussion

The Civic Centre Facility Renovation Project was approved by County Council and the Building Management Committee in 2013. The main components of the project included the complete replacement of the facility facade (brick/glass/stucco), replacement of the four HVAC units and BAS controls, elevator replacement, expansion of the north and west entrances, accessibility improvements at all four main entrances, accessible main floor washroom renovations, foyer/central staircase tile, concrete ramp replacement at east elevation, sidewalk/concrete replacement at all four main entrances (heating mats in sloped section of the terrace walkway) and asphalt replacement along the west elevation.

As approved by County Council, the County has agreed to provide the up-front capital cost, interest free, for the facility renovation project. Provided below is a discussion on various aspects of the project cost, unforeseen contingencies and reimbursement calculation for the 15 year period from 2014 through 2028.

Administrative Report

Page 2

December 3, 2015

Essex County Civic and Education Centre – Facility Renovations Project Update

The project commenced in late fall of 2013 and is scheduled to be completed at December 31, 2015. Total project costs before taxes, including planned additions and contingencies are summarized as follows:

Project	Cost
Architectural and project oversight	165,000
Engineering (structural & mechanical)	112,000
Asbestos abatement & re-insulation	64,000
Tender – Front Construction	<u>5,257,000</u>
Sub-Total	5,598,000
Project contingency (~10% of project)	585,800
Washrooms - main foyer + hot water distribution	131,200
Foyer/spiral stairs & cafeteria - tile	40,000
Project Total	<u><u>6,355,000</u></u>

Throughout the project the contractor encountered a number of unforeseen items that required architectural, structural and engineer approved modifications. Provided below is a summary of the necessary changes and noted additional cost:

- Building Permit \$5,000

Actual building permit was \$50,000 from the Town of Essex, \$5,000 over the tender estimated provision of \$45,000

- Brick / Stone / Granite – modifications from allowance \$24,700

Final specifications for exterior materials resulted in an overage from the allowances provided in the contract (i.e. veneer brick columns at terrace due to load restrictions, expansion (depth) of columns along the east elevation and additional granite veneer below first floor windows at south/west elevation)

- Replacement of main electrical switchboard and breakers \$43,700

Two issues with existing switchboard and breakers: (1) switchboard (800A) does not support the main breaker (1000A) and generator breaker (1280A); (2) existing breakers (22kA or 14kA rated) in the switchboard are unable to handle potential fault current of the system at 33kA. Situation was reviewed by the Electrical Safety Authority (ESA) and an order to replace was issued.

- Structural – base concrete structure and metal support \$280,400

Concrete and metal frame reconstruction on facility perimeter, primarily at the east elevation, but also at the west elevation around Council Chambers and the parapet structure along the south and north-west elevations. Deteriorated block structure along the east elevation (ramp structure above brick), insufficient concrete support and the west elevation (south-west section behind Council Chambers and surrounding Council Chamber base), required steel structure improvements at stairwells (north-east and north-west fire exits), unsupported block structure at the south wall parapet and north-west parapet required significant remedial improvements prior to re-facing facility exterior. Roof membrane required resealing along south wall exposure.

- Main Gas Line Rupture \$20,100

Corrosion of the original main gas line at below grade ramp access and facility exterior filled with ground water and required immediate remediation during the severe winter weather – above ground temporary and permanent below ground replacement was required.

- Elevator replacement – structural at roof & door openings \$15,600

There were a number of unforeseen issues with the replacement of the facility's elevator to meet new TSSA standards, requiring additional demolition and reconstruction, the most significant was adding capacity at the top of the lift to accommodate safety components. A new roof structure was required to be installed to accommodate safety requirements.

- HVAC - exterior ductwork (#4), modifications for units #1, 2 & 3 & plumbing repairs \$48,200

Deterioration of original ductwork on the roof was concealed by insulation work done in early 2000's. Once work began on replacing and reconnecting HVAC #4 it was revealed that the condition of the metal ductwork and interior-lined insulation required complete removal / replacement. Other remedial work included:

- Replacement of disconnected ductwork in HVAC #2, second floor Public School Board space

- Expansion of door opening to receive new units (HVAC #1 & #2) at the ground floor
- Additional steel structural support for HVAC #3 at penthouse #1
- Relocation of electrical panel components on HVAC #4 at penthouse #2
- Modification of dampers / venting in foyer main floor and EWSWA offices along windows at east elevation.
- Various plumbing repairs (corrective measures on pipes / drains from roof and bathrooms in ceiling cavities and between floors)

Provided in [Table 1](#) is the 15 year repayment schedule to reimburse the County from 2014 through 2028 (cost recovery includes engineering / architectural / construction oversight).

Table 1 – Civic Centre Renovation – Capital Repayment Schedule

Year	C.C. Reno. Repayment	Capital \$'s Reno. Current	Capital \$'s Reno. Reserve	Annual Costs	Capital Reserve
2014	330,000	230,000	100,000	330,000	342,300
2015	345,000	255,000	90,000	345,000	252,300
2016	360,000	285,000	75,000	360,000	177,300
2017	375,000	315,000	60,000	375,000	117,300
2018	390,000	345,000	45,000	390,000	72,300
2019	405,000	370,000	35,000	405,000	37,300
2020	417,000	395,000	22,000	417,000	15,300
2021	427,000	415,000	12,000	427,000	3,300
2022	438,000	434,700	3,300	438,000	-
2023	453,000	453,000	-	453,000	-
2024	463,000	463,000	-	463,000	-
2025	473,000	473,000	-	473,000	-
2026	483,000	483,000	-	483,000	-
2027	493,000	493,000	-	493,000	-
2028	503,000	503,000	-	503,000	-
Total	6,355,000	5,912,700	442,300	6,355,000	-

Summary

For the information and consideration of the Building Management Committee.

Administrative Report

Page 5

December 3, 2015

Essex County Civic and Education Centre – Facility Renovations Project Update

Respectfully Submitted,

Robert Maisonville

Originally Signed by Robert Maisonville
Secretary/Treasurer – Building Operating Fund



Administrative Report

Office of the Director of Corporate Services/Treasurer

To: Members of the Building Management Committee

From: Robert Maisonville
Director of Corporate Services/Treasurer

Date: December 3, 2015

Subject: Essex County Civic and Education Centre - Building Operating Fund 2016 Budget Report

Purpose

To present the 2016 Budget Report for the Essex County Civic and Education Centre Building Operating Fund.

Background

The Essex County Civic and Education Centre is owned and operated by the County of Essex, the Greater Essex County District School Board, the Windsor-Essex Catholic District School Board and the Essex Region Conservation Authority.

The body responsible for setting policies governing the operation and use of the Civic Centre is the Building Management Committee. The Committee is composed of eight members - two elected officials from each owner. One administrative representative from each owner also supports the Committee.

The following provisions are contained in an agreement dated January 12, 1981 between the Corporation of the County of Essex, the Essex County Board of Education, the Essex County Roman Catholic Separate School Board and the Essex Region Conservation Authority:

- 5. (a) An annual operating budget shall be prepared ...and forwarded to each party hereto; such operating budget, when approved by the parties hereto, shall be binding on the Management Committee.

- 5. (e) Any extraordinary expense not provided for in the annual operating budget must receive the approval of the Management Committee and the respective parties to the Agreement.

Discussion

Budget Report Structure

Included with the line item style of presentation is qualitative analysis identifying relevant operational variables, discussing a review of the prior year's performance and describing the planned activities for the current year.

Following the presentation of the estimates an Exhibit section is included to provide a clearer, more easily understood presentation of projected results of operations and the current year's estimates.

Method of Budgeting

The estimates are prepared using a combination of incremental budgeting and modified Zero Based Budgeting (ZBB) approaches.

For example, estimates for office supplies, staff expenses and utilities use a modified incremental budgeting approach wherein the previous year's budget and actual experience are considered in the development of the estimates for the current year budget.

Estimates for salaries and benefits, purchased services, capital expenditures and other types of discretionary expenditures follow a process similar to ZBB where expenditures must be rationalized annually.

Results of Operations 2015

Based on current results of operations, the Civic Centre's financial position, inclusive of reserve allocations, is projected to be in a surplus position of approximately \$13,000 for 2015. Unfavourable variances in wages/benefits (offset by rental income) and utility expenditures, relating primarily to

facility renovation and the relatively colder winter are projected to be offset by savings in various other accounts including grounds maintenance costs, maintenance contract expenses, capital projects and greater recoveries for facility room rental and export of electricity.

Attached as Exhibit III, is the 2015 Budget Summary Comparison schedule, highlighting operational variance by major expenditure / revenue categories. As can be identified in the Exhibit, modest variances were realized across most operating categories, discussed below are the more significant variances, by major category:

Wages

Overages in full time and part-time wages are primarily attributable to staff coverage on weekends to accommodate Election Canada usage of the Catholic School Board space (offset by rental revenue) and replacements related to coverage for short term illness.

Occupancy

Heating and cooling operations performed adequately during 2015. Expenditures exceeded budget however due to the exposed elements resulting from the façade /window replacements at the west and north elevations during a significant portion of 2015. Upgrading of automated controls and air-balancing has been an ongoing process through the fall/winter period as the facility experiences its first winter with the façade completed.

Grounds Repair / Maintenance

In total, grounds maintenance cost are forecasted to be under budget by approximately \$6,000. Savings in ground maintenance, a result of service disruption associated with the facility façade replacement is the main contributor.

Building Repairs / Maintenance / Contracts

Based on year-to-date experience, it is projected that general maintenance expenditures will be below budget by approximately \$4,700, inclusive of maintenance contracts. Minor favourable variances in janitorial services, elevator maintenance and boiler inspection were experienced in 2015.

Revenue

In total, general revenue is projected to exceed budget by approximately \$19,000. Accounting for the favourable variance was an increase in committee room rental usage and weekend coverage for Elections Canada and greater than budgeted return from "stand-by" charges for availability of generator use to support electrical procurement.

2016 Budget Estimates

In preparing the 2016 Budget, Administration continues to balance the reality of the required operational and capital needs to manage the physical facility against the fiscal constraints facing public sector organizations.

The 2016 budget estimates contain a request for \$910,263 (net of HST), a 5.2% increase from the 2015 budget. This year-over-year increase is attributable, almost exclusively, to an increase in the Capital Expenditure Program. Included in the 2016 estimates is the third of fifteen annual payments related to reimbursement to the County for facility upgrades (facility façade, HVAC, elevator replacement and main floor washrooms). Also planned for 2016 is: the replacement of one of three chiller compressors (\$29,000); the balance of the LED parking lot lighting (\$60,000), underground structural components for replacement of the parking lot lighting with LED fixtures and security cameras was completed in 2015; and resurfacing of the parking lot (\$400,000).

Changes in operating expenditures either from prior year budget or projection include minor inflationary adjustments to various maintenance contracts, an increase in utility costs reflecting changes in rates, offset in part by anticipated reduction in usage due to efficiencies of the new HVAC system and changes to wages and benefit premiums. Favourable variances include a reduction in insurance costs and anticipated continued revenue from the export of electricity from the Civic Centre backup generator.

In recognition of the significant capital expenditures required to address the facility exterior, HVAC, elevator and loading ramp/dock, an increase in rental rates of 5.2% (consistent with the increase in operational costs) is included in the estimates for 2016. Rental rates are calculated at \$13.37 per square foot, an increase of \$0.66 per square foot from prior year.

Summary

The Building Management Committee's continued support of operational and fiscal strengthening initiatives will enable the Committee to provide for the efficient and effective operation of the Civic Centre.

Respectfully Submitted,

Robert Maisonville

Originally Signed by Robert Maisonville
Secretary/Treasurer – Building Operating Fund

Appendix No.	Title of Appendix
Appendix A	Building Operating Fund – 2016 Budget

BUILDING OPERATING FUND



ANNUAL BUDGET REPORT 2016

BUILDING OPERATING FUND	2015 BUDGET	2015 ACTUAL (unaudited)	2016 BUDGET
<u>BUDGET SUMMARY</u>			
<u>Common Expenditures</u>			
Salaries and Wages	139,750	146,360	141,865
Benefits	43,360	42,986	43,535
Staff Expenses	1,250	950	1,250
Office Expenses	1,650	1,448	1,675
Equipment Purchases	500	490	500
Purchased Services	4,600	3,100	4,790
Occupancy	213,500	241,160	228,830
Building Repair/Maintenance	32,500	32,500	32,500
Grounds Repair/Maintenance	21,000	14,560	19,000
Maintenance Contracts/Services	98,180	93,441	105,170
Capital Expenditures	435,000	710,278	853,440
Administrative Assessment - Maint.	32,175	32,175	32,175
	1,023,465	1,319,448	1,464,730
<u>Common Revenue</u>			
Tenant Rental Revenue	60,182	60,182	63,307
Other Revenue	34,250	53,400	32,250
	94,432	113,582	95,557
Net Common Expenditures	929,033	1,205,866	1,369,173
<u>Other Expenditures</u>			
Administrative Assessment - Admin.	31,090	31,090	31,090
	31,090	31,090	31,090
Excess of Expenditures over Revenue	960,123	1,236,956	1,400,263
Contribution from Reserve	(95,000)	(371,833)	(490,000)
Surplus-Beginning of Year	0	0	0
Total Net Expenditures	865,123	865,123	910,263

BUILDING OPERATING FUND		2015 BUDGET	2015 ACTUAL (unaudited)	2016 BUDGET
<u>BUILDING OPERATIONS</u>				
<u>Salaries and Wages</u>				
171011101	Full Time - Salaried	119,830	125,330	121,190
171011104	Part Time - Hourly	19,920	21,030	20,675
		139,750	146,360	141,865
<u>Benefits</u>				
171011201	Employment Insurance	2,930	3,045	3,041
171011202	Canada Pension	5,800	5,845	5,918
171011203	O.M.E.R.S.	13,165	13,240	13,330
171011204	Employer Health Tax	2,725	2,854	2,765
171011205	Health Insurance	12,210	11,704	12,300
171011206	Group Insurance	850	647	721
171011207	Disability Insurance	1,700	1,436	1,432
171011208	W.S.I.B.	3,130	3,365	3,178
171013016	Clothing Allowance	850	850	850
		43,360	42,986	43,535
<u>Staff Expense</u>				
171013011	Mileage	500	500	500
171013012	Staff Training	650	350	650
171013098	Other	100	100	100
		1,250	950	1,250
<u>Office Expense</u>				
171013101	Telephone	950	968	975
171013103	Sundry Office Supplies	200	200	200
171013109	Courier	100	0	100
171013110	Internal Printing	300	280	300
171013198	Other	100	0	100
		1,650	1,448	1,675
<u>Equipment Purchases</u>				
171013801	Small Tools/ Equipment	500	490	500
171013802	Visual Arts	0	0	0
		500	490	500
<u>Purchased Services</u>				
171013301	Legal & Consultant Fees	1,500	0	1,500
171013302	Audit Fees	3,100	3,100	3,290
		4,600	3,100	4,790
<u>Occupancy</u>				
171013401	Insurance	11,700	11,160	11,330
171013402	Heat	24,800	30,000	26,000
171013403	Hydro	156,000	172,000	167,000
171013404	Water/Sewage	21,000	28,000	24,500
		213,500	241,160	228,830
<u>Building Repairs/Maintenance</u>				
171013610	Mtce/Repairs/Supplies	23,000	23,000	23,000
171013611	Bulbs / Ballasts	1,500	1,500	1,500

BUILDING OPERATING FUND		2015 BUDGET	2015 ACTUAL	2016 BUDGET
			(unaudited)	
<u>BUILDING OPERATIONS</u>				
171013613	Motor Repairs	0	0	0
171013614	Janitorial Supplies	8,000	8,000	8,000
		32,500	32,500	32,500
<u>Grounds Repairs/Maintenance</u>				
171013620	Grounds Mtce-Contract	13,000	6,500	11,000
171013621	Snow Removal	8,000	8,060	8,000
		21,000	14,560	19,000
<u>Maintenance Contracts/Services</u>				
171013630	Janitorial Service	70,000	68,000	75,750
171013632	Elevator Maintenance	2,230	210	2,230
171013633	HVAC Controls & Chiller Maint.	13,600	13,400	13,900
171013634	Computer System Mtce	1,500	1,500	500
171013637	Alarm Monitoring	1,700	1,697	2,000
171013638	Fire Exting/Alarm Mtce	750	742	750
171013639	Boiler Inspection/Maintenance	1,500	0	1,500
171013640	Garbage Disposal	6,900	7,892	8,540
		98,180	93,441	105,170
<u>Capital Expenditures</u>				
171013803	Capital Expenditures	435,000	710,278	853,440
		435,000	710,278	853,440
<u>Administrative Assessments</u>				
171013305	Admin-County of Essex	31,090	31,090	31,090
171013306	Maintenance-County	32,175	32,175	32,175
		63,265	63,265	63,265
<u>Tenant Rental Revenue</u>				
171016705	Tenant Rental Revenue	60,182	60,182	63,307
		60,182	60,182	63,307
<u>Other Revenue</u>				
171016702	Interest Income	4,000	4,000	2,000
171016702	Export of Electricity	26,000	27,500	26,000
171016798	Other Revenue	4,250	21,900	4,250
		34,250	53,400	32,250

BUILDING OPERATING FUND
Calculation of Cost Sharing Responsibility

EXHIBIT I

		2015 BUDGET	2015 ACTUAL	2016 BUDGET				
			(unaudited)		<u>County</u>	<u>Public Board</u>	<u>Separate Board</u>	<u>ERCA</u>
2015	Net Common Expenditures	929,033	1,205,866		613,061	298,452	199,450	94,902
	Administrative Assessment - Admin	31,090	31,090		7,773	7,773	7,773	7,773
	Contribution to (from) Reserve	(95,000)	(371,833)		(189,040)	(92,029)	(61,501)	(29,263)
	Surplus-Beginning of Year	0			2	(1)	(1)	1
		<u>865,123</u>	<u>865,123</u>		<u>431,796</u>	<u>214,195</u>	<u>145,721</u>	<u>73,413</u>
	Cost Sharing Revenue	(865,123)	(865,140)		(431,796)	(214,200)	(145,728)	(73,416)
	Deficit (Surplus) - End of Year	<u>0</u>	<u>(17)</u>		<u>0</u>	<u>(5)</u>	<u>(7)</u>	<u>(3)</u>
2016	Net Common Expenditures (less HST)			1,369,173	696,087	338,870	226,461	107,754
	Administrative Assessment - Admin			31,090	7,773	7,773	7,773	7,773
	Contribution to (from) Reserve			(490,000)	(249,116)	(121,275)	(81,046)	(38,563)
	Deficit (Surplus) - Beginning of Year			(17)	0	(5)	(7)	(3)
	Total Net Expenditures before HST			<u>910,246</u>	<u>454,744</u>	<u>225,363</u>	<u>153,181</u>	<u>76,961</u>
			% Increase	5.2%	5.3%	5.2%	5.1%	4.8%
Monthly Installments (excluding HST)					37,895	18,780	12,765	6,413
<u>Allocation of Costs:</u>								
	Common Expenditures				50.84%	24.75%	16.54%	7.87%
	Administrative Assessment				25.00%	25.00%	25.00%	25.00%

BUILDING OPERATING FUND
Schedule of Capital Expenditures

	2015 BUDGET	2015 ACTUAL <small>(unaudited)</small>	2016 BUDGET
<u>2014</u>			
Building Envelope Construction - County repayment	345,000	675,000	
Cafeteria - replace flooring & chairs	30,000	5,278	
Lighting & Security Prep. - Parking area (from reserve)	40,000	30,000	
Chiller compressor	20,000	0	
	<u>435,000</u>	<u>710,278</u>	
<u>2015</u>			
Building Envelope Construction - County repayment			360,000
Parking Lot - asphalt replacement			400,000
Lighting (LED lights & Posts, net of energy rebate - from reserve)			60,440
Chiller compressor & tower chemical feed station remediation			33,000
			<u>853,440</u>
<u>Contributions to (from) Reserve</u>			
Parking Lot	35,000	35,000	0
Building Envelope, Parking Lot & LED lighting	(130,000)	(420,000)	(490,000)
	<u>(95,000)</u>	<u>(385,000)</u>	<u>(490,000)</u>
Total	<u><u>340,000</u></u>	<u><u>325,278</u></u>	<u><u>363,440</u></u>

BUILDING OPERATING FUND
Budget Summary Comparison

	<u>2015</u> <u>BUDGET</u>	<u>2015</u> <u>ACTUAL</u> <small>(unaudited)</small>	<u>VARIANCE</u> <small>(fav.)/unfav.</small>
<u>BUDGET SUMMARY</u>			
<u>Common Expenditures</u>			
Salaries and Wages	139,750	146,360	6,610
Benefits	43,360	42,986	(374)
Staff Expenses	1,250	950	(300)
Office Expenses	1,650	1,448	(202)
Equipment Purchases	500	490	(10)
Purchased Services	4,600	3,100	(1,500)
Occupancy	213,500	241,160	27,660
Building Repair/Maintenance	32,500	32,500	0
Grounds Repair/Maintenance	21,000	14,560	(6,440)
Maintenance Contracts/Services	98,180	93,441	(4,739)
Capital Expenditures	435,000	710,278	275,278
Administrative Assessment - Maint.	32,175	32,175	0
	<u>1,023,465</u>	<u>1,319,448</u>	<u>295,983</u>
<u>Common Revenue</u>			
Tenant Rental Revenue	60,182	60,182	0
Other Revenue	34,250	53,400	(19,150)
	<u>94,432</u>	<u>113,582</u>	<u>(19,150)</u>
<u>Net Common Expenditures</u>	929,033	1,205,866	276,833
<u>Other Expenditures</u>			
Administrative Assessment - Admin.	31,090	31,090	0
	<u>31,090</u>	<u>31,090</u>	<u>0</u>
Excess of Revenue over Expenditures	960,123	1,236,956	276,833
Cost Sharing Revenue	(865,123)	(865,140)	(17)
Net Contribution to/(from) Reserve	(95,000)	(371,833)	(276,833)
Surplus-Beginning of Year	0	0	0
Deficit-End of Year	<u>0</u>	<u>(17)</u>	<u>(17)</u>

BUILDING OPERATING FUND
Schedule of Reserve Sources and Applications

	2011 ACTUAL	2012 ACTUAL	2013 ACTUAL	2014 ACTUAL	2015 ACTUAL	2016 BUDGET
Sources						
Contribution to Reserve / Surplus Unexpended Visual Art Allocation	107,890	202,409	242,798	335,267	46,987	0
	107,890	202,409	242,798	335,267	46,987	0
Applications						
Contribution to Operations Visual Art Allocation	172,000	0	0	0	420,000	490,000
	172,000	0	0	0	420,000	490,000
Net Contribution in Year	(64,110)	202,409	242,798	335,267	(373,013)	(490,000)
Balance - Beginning of Year	340,635	276,525	478,934	721,732	1,056,999	683,986
Balance - End of Year	276,525	478,934	721,732	1,056,999	683,986	193,986

Allocation of Reserve Balance

Parking Lot resurfacing	0
Visual Art	6,875
Building Envelope	177,298
Asset Replacement	0
Unspecified	9,813
	193,986

BUILDING OPERATING FUND
Schedule of Capital Expenditures - Five Year Forecast

Project	2017	2018	2019	2020	2021
Building Envelope (window/glass/veneer)	375,000	390,000	405,000	417,000	427,000
Asset Replacement (top floor washrooms '18)	75,000	150,000	70,000	70,000	75,000
Parking Lot Repairs					
Total Expenditures	450,000	540,000	475,000	487,000	502,000
Reserve contribution	(60,000)	(120,000)	(35,000)	(22,000)	(12,000)
Expenditures from Current	390,000	420,000	440,000	465,000	490,000



Essex-Windsor Solid Waste Authority Regular Board Meeting Minutes

Meeting Date: Tuesday, November 03, 2015
Time: In-Camera Session 4:15 PM
Regular Session 4:30PM
Location: Essex County Civic and Education Centre – Meeting Room C
360 Fairview Avenue West, Essex Ontario

Attendance:

Board Members:	Ken Antaya	County of Essex
Chair	Ron McDermott	County of Essex
	Hilda MacDonald	County of Essex
	Aldo DiCarlo	County of Essex
	Tom Bain	(Ex-Officio) County of Essex
	Rino Bortolin	City of Windsor
	Fred Francis	City of Windsor
	Ed Sleiman	City of Windsor
Vice Chair	Hilary Payne	City of Windsor
Absent:	Drew Dilkins	(Ex-Officio) City of Windsor
EWSWA Staff:	Eli Maodus	General Manager
	Katherine Hebert	Executive Secretary
	Cameron Wright	Manager of Waste Diversion
	Ralph Reiser	Manager of Waste Disposal
County of Essex Staff:	Mary Brennan	Director of Council Services / Clerk
	Rob Maisonville	Director of Corporate Services / Treasurer
City of Windsor Staff:	Tony Ardovini	Deputy Treasurer Financial Planning
	Bobbi Reive	Financial Planning Administrator
	Dwayne Dawson	Executive Director of Operations, Engineering
	Anne Marie Albidone	Manager of Environmental Services

1. In-Camera Meeting

The In-Camera session was held at 4:15 PM

2. Call to Order

The Chair called the meeting of the regular session to order at 4:55 PM.

3. Declaration of Pecuniary Interest

The Chair called for any declarations of pecuniary interest. The Chair expressed that should a conflict of a pecuniary nature or other arise at any time during the course of the meeting that it would be noted at that time.

4. Approval of the Minutes

A) September 1, 2015 Regular Meeting Minutes

Moved By Ed Sleiman

Seconded By Rino Bortolin

THAT the Minutes from the Essex-Windsor Solid Waste Authority regular meeting, dated September 1, 2015 be approved and adopted.

**-Carried Unanimously
69-2015**

5. Business Arising From the Minutes

There was no business arising from the minutes.

6. Correspondence

There were no items for distribution.

7. Delegation

There were no delegations present.

8. Finance and Administration

A) Letter From City of Windsor RE Asking that the 2016 Budget Request be the Same as the 2015 Budget Request

Moved By Ken Antaya

Seconded By Ed Sleiman

THAT the Board receive the letter from City of Windsor Administration as information and to refer it to the 2016 Budget deliberations.

**-Carried Unanimously
70-2015**

B) Executive Summary RE 2016 Draft Budget

The 2016 Budget Cover Report, 2016 Draft Budget and Executive Summary were considered concurrently.

C) 2016 Budget Cover Report (2016 Budget Cover Report, 2016 Draft Budget and Executive Summary to be considered concurrently)

The General Manager provided an overview of the budget approval process. The process begins with the Board considering the budget put together by Authority Administration in consultation with the Technical Staff Committee (Authority, City and County staff representatives), once approved then goes to both City and County councils for consideration. Authority staff met with the Technical Staff Committee to go over the budget on two occasions. The budget and recommendations are presented with options for the Board to consider. Administration recommends an increase to the municipal allocation to \$36.44 which is an increase from \$32.44 which has been in place since 2013.

The General Manager noted that page 28 of the agenda package has a chart that explains all non-municipal revenue and expenditures in a 10 year forecast model. For 2015 municipalities have paid \$10.425 million and \$16.6 million is forecasted for 2025. Page 27 offers 4 scenarios of municipal increases over 10 years. The greater increase now, lessens the increases over time that will be required by municipalities.

Mr. Payne expressed that with regard to voting on the Authority budget at this Board and then voting on it again at City council is a difficult task considering the discussion and debate that will likely take place. Although the budget is well prepared and very clear it will be in the spirit of solidarity with City council that I will not support the budget at today's Board meeting.

Mr. Francis expressed commendation to Authority Administration with regard to the preparation of the 2016 Budget Cover Report, the Executive Summary and the Budget document itself. It is well prepared and provides clear options for the Board to consider

in detail. He further noted that considering the budget line items individually may uncover areas where it can be trimmed. He indicated that he was in favour of finding some areas where it would be possible to reduce expenses, and asked if there was support to undergo this exercise.

The Chair expressed that Authority Administration along with City of Windsor and County of Essex staff have gone through the budget document line-by-line and page-by-page.

The General Manager indicated that there has been a line by line examination of this budget in order to determine the best options for the Board to consider today. He further noted that Administration came up with some Questions and Answers in an attempt to clarify any possible areas where more clarification was required, these are contained in the report on pages 18 and 19 of the agenda. Most of the expenses of the Authority are non-discretionary. Administration has looked at service level cuts and reducing accessibility in that area. Cutting some of these service levels and programs translate into tens of thousands of dollars but the Authority needs hundreds of thousands of dollars. Decreasing the service level and programs are not necessarily things that can be justified to the residents of Windsor and Essex County nor to the municipalities. He further noted that every dollar increase to the tipping fee equates to \$96,000 dollars. A reduction to the increase now, only intensifies the increases in the future. He pointed out that the Authority uses a ten year forecast model which demonstrates the impact of any increases over time. For example the 2015 budget was initially estimated to be in a deficit position of nearly \$700,000, however the projection is almost a balanced scenario. There could be fluctuations to estimations over time.

Mr. Payne expressed concern that inflation rate is 1.5 % and that alone translates into an increase of a similar amount, but the Authority is seeking an increase of approximately 5%. Why is there such a discrepancy?

The General Manager indicated that one of the increases, the debenture payment, is not tied to the inflation rate. Those are set payments that cannot be renegotiated. Since the tipping fee has not risen since 2013, that alone increases the amount required which is greater than the rate of inflation.

Mr. Payne confirmed that if there have been no increases over 3 years, then certainly it is not something that can be avoided forever.

The General Manager discussed the proposed \$4 increase and how it would impact future increases as indicated on page 26.

Mr. Payne reiterated that the era of zero increases is behind us.

The General Manager indicated that there have been zero increases over 3 years.

Mr. Sleiman requested that the General Manager explain the debenture debt and the obligation of the Authority as far as repayment schedule.

The General Manager explained that the debenture is the total amount borrowed from Sunlife back at the time of the construction of the Regional Landfill site. The repayment schedule was set at that time and is non-negotiable. The payments by the Authority increase annually by rate and amount.

Mr. Sleiman questioned whether the scope of the programs offered by the Authority are all mandated by the Ministry of the Environment and Climate Change or if they have set discretionary parameters on how programs are implemented.

The General Manager clarified that the MOECC stipulates that there has to be certain programs, it is up to the Authority to what degree these programs are implemented. For example, Public Education – the ECA does not provide an outline as to how the Authority must proceed with this requirement, only that there is a program that addresses the issue.

Mr. Sleiman questioned what the future might look like financially if in 2016 there was no increase approved by the Authority.

The General Manager indicated that page 19 provides an outline of the deficit forecast for 2016 with the scenario in question. He noted that the deficit may require funding from other sources such as the Rate Stabilization Reserve which with an unscheduled increase on the amount withdrawn from that reserve will cause the scheduled depletion of that reserve to be accelerated. There will also be a spike in the payments for the debenture as time moves forward. There will be large sums required as the payments increase over time.

Mr. Antaya congratulated Administration on the excellent preparation of the budget. He expressed that the overall scenario with the continued zero increases have created an alarming situation currently with the required increase being so dramatic. The Authority must heed its responsibility and allow for an increase to make up for the previous years zero increases, however unpalatable that may be. The governing and administration of a landfill and subsequent programs come with a cost. The Regional Landfill is a valuable municipal asset that unfortunately has a great cost associated with its administration and maintenance. The question is not whether municipalities will pay, it is when. It is better to mitigate the increased costs to municipalities with gradual increases over a longer period of time, rather than holding the line now and requiring future Boards to clean up the mess. There is a true cost to this asset and the Board has to accept that and make the responsible decision. There is nothing to cut in this budget. The Authority provides an asset and service to the area and this proposed budget is the true cost of that package.

Mr. Bain expressed that in general cutting any budget is top priority, but in the case of this budget it is simply not reasonable, justifiable nor feasible. He questioned whether administration has exhausted the possibility of increasing the revenue, since the discretionary expenditures are so negligible.

The General Manager outlined the possibility of increasing the revenue by increasing the rates for large volume waste haulers. The Authority is already in a position where it cannot compete with tipping fees at private landfills abroad or within the next county. Any increase to the tipping fee structure may mean the loss of the revenue source altogether. A \$2 increase will not guarantee the revenue source, it will most likely act as a deterrent.

Mr. Antaya questioned what term the one commercial hauler has on their current contract for waste.

The General Manager indicated that the term ends in 2015 and there is a strong possibility that the contract is not renewed. There are other options for that hauler.

Mr. Sleiman questioned the process for the Authority budget approval if the City or County councils reject it.

The General Manager indicated that the result would be brought back to the Board for reconsideration. The Technical Staff Committee may attempt to find areas where adjustments could be made. If the budget continues to be rejected and no resolution is found, then the procedure is that the CAO of the City and County would be consulted for a decision.

Mr. Payne questioned whether the Authority's budget is consistent with other entities across the province.

The General Manager indicated that when the Business Review was undertaken back in 2011, it was determined that the EWSWA was at staffing levels, wages and expenditures consistent or more efficient than others. When comparing with other municipalities for blue box programs, EWSWA is consistently at one of the lowest cost across the Province.

Mr. Bortolin questioned how long the contract with large volume waste haulers generally last.

The General Manager indicated that the only large volume waste hauler is currently in a 3 year deal with a net value of \$700,000 per year.

Mr. Bortolin questioned why would a three year term be set and not something shorter?

The General Manager indicated that locking into the rate for three years is the incentive for the hauler to sign a contract.

Mr. Bortolin questioned whether the rate could be lowered in order to save the contract and revenue source.

The General Manager indicated that analysis of the cost of operations resulted in the \$30/tonne rate. It is a real possibility that although this landfill is permitted to accept ICI

waste, it may become a residential waste landfill if waste haulers continue to deliver refuse to Michigan.

Ms. MacDonald questioned whether the major driver of the increase in the budget was the payments to the debenture.

The General Manager indicated in the positive.

Ms. MacDonald asked for clarification on the repayment schedule.

The General Manager indicated that the debenture will be paid off by 2031 with planned increases for 15 years. In 2016 \$4.6 million is allotted. In 2031 the amount is \$7.8 Million. The Authority has halted the payments to the Perpetual Care Reserve. Once the debenture is paid, that same amount of annual payment will be contributed to the Perpetual Care Reserve.

Ms. MacDonald expressed satisfaction that the budget was clearly not driven by discretionary expenses. It is related to the costs of contracts and the debenture as well as inflation. There is not likely going to be any cuts possible to programs without dramatic impacts of service level expectations from the public. The Authority can't go on with the masquerade of zero increases.

The General Manager further indicated that there is also a requirement for funds to be set aside for future cell development. There are currently no funds allocated to this.

Mr. Antaya questioned whether the ICI contract that is pending was included in the budget as revenue? He further questioned whether the contract for Auto Shredder Residue (ASR) was included as revenue and whether that contract was confirmed. Is this the worst case scenario deficit situation?

The General Manager explained that the waste revenue was included in the budget but the ASR revenue was not.

Discussion took place with regard to going through the budget line by line to examine areas where cuts could be made. Further discussion took place with regard to the detailed and thorough preparation of the budget and reports by administration.

Moved by Tom Bain

Seconded by Ken Antaya

1. That the Board approve the 2016 budget.
2. That the 2016 budget be recommended to the City of Windsor and the County of Essex for approval by their respective councils.
3. That the City of Windsor and the 7 County of Essex municipalities be allocated \$7,506,050 (an increase of \$195,750), for the Authorities fixed costs, based on population in accordance with the 2011 census.
4. That the City of Windsor and the 7 County of Essex municipalities be assessed a Total Waste Management Fee of \$36.44 (up from \$32.44) for each tonne of refuse delivered for disposal.
5. That the 2015 and 2016 deficits be funded by the Rate Stabilization Reserve.
6. That the large volume “put-or-pay” contract rates increase by \$1 per tonne.
7. That the attached fee schedule be approved for 2016 and that this fee schedule be recommended to both the City of Windsor and the County of Essex for approval by their councils.

**-Carried
71-2015**

**Opposed – Sleiman, Payne, Francis, Bortolin
In Favour –MacDonald, Antaya, DiCarlo, Bain and McDermott**

D) Summary of Legal Accounts

Moved By Fred Francis

Seconded By Rino Bortolin

THAT the Board approve the payment of the legal invoice on the statement presented.

**-Carried Unanimously
72-2015**

9. Waste Disposal Issues

There were no Waste Disposal items for discussion.

10. Waste Diversion Issues

A) Waste Reduction Week Results – October 19-25, 2015

The Manager of Waste Diversion provided a summary of his report.

Moved By Aldo Dicarlo

Seconded By Hilda MacDonald

That the report pertaining to Waste Reduction Week be received as information.

**-Carried Unanimously
73-2015**

11. Proposed Motion

A) Proposed Motion from Board Member Ken Antaya

Whereas, the Essex Windsor Solid Waste Authority, hereinafter referred to as the EWSWA has long sustained its position, of not accepting waste from “outside municipalities, agencies, etc.”, in order to preserve the capacity of the Essex-Windsor Regional Landfill located in the Town of Essex;

And whereas in September 2015, the EWSWA effectively reconfirmed their position by resolution, denying the proposal to seek interested parties to transport “outside” garbage to the Essex-Windsor Regional Landfill in an effort to generate additional revenue;

Now therefore, be it resolved that, “The Essex Windsor Solid Waste Authority, maintain its commitment to their member municipalities, of not accepting garbage from outside the service area, and that the capacity of the landfill be preserved for future generations, as intended.”

Mr. Francis requested clarification on the resolution that had already been passed related to the report from administration brought to the previous board meeting.

The General Manager indicated that the report was brought before the Board in September for consideration as requested. The resolution of the Board was to receive the report as information.

Mr. Antaya expressed that since the Board simply received the report but didn't formally decide anything, it is best to make things clear and pass a resolution which will officially outline the position of the Board as it relates to waste from outside Windsor and Essex County.

Mr. Payne expressed an understanding of the purpose of the motion, but cautions that the potential for revenue options being excluded as a result of the passing of this motion may be the means to offset the budget shortfalls that exist.

Mr. Francis expressed that it is the responsibility of any elected official and each Board member to make decisions based on facts. It is premature to have a blanket exclusion of any proposed waste generated from outside Essex-Windsor. This Board should at least consider each new offer brought to the General Manager. It is not set that the

Board has to accept all or any waste, but there is a need to at least consider it. Anything less than that is irresponsible and a philosophical difference of opinion on how this Board should be running.

Mr. Bortolin expressed that the Board should hear every request brought to administration. It is irresponsible to disallow the waste without even hearing the proposal.

Ms. MacDonald expressed that in her experience on other committees and the Landfill Liaison Committee, it has been raised that there are responsibilities to residents that are not only financial. Municipal representatives were sworn to the David Suzuki "Blue Dot Commitment" and should act in the best interest of the environment, along with residents which is not simply related to dollars, but to quality of life.

Mr. Antaya expressed that there are people who are not in favour of any increase, but there are also people who are not in favour of filling up landfill space to any degree with waste from outside this region. The bottom line is that the landfill resource is a valuable asset that was not procured without strife. Costs are always going to be there, so the Board has to do the right thing which may not be the popular thing.

Moved by Ken Antaya

Seconded by Hilda MacDonald

Whereas, the Essex Windsor Solid Waste Authority, hereinafter referred to as the EWSWA has long sustained its position, of not accepting waste from "outside municipalities, agencies, etc.", in order to preserve the capacity of the Essex-Windsor Regional Landfill located in the Town of Essex;

And whereas in September 2015, the EWSWA effectively reconfirmed their position by resolution, denying the proposal to seek interested parties to transport "outside" garbage to the Essex-Windsor Regional Landfill in an effort to generate additional revenue;

Now therefore, be it resolved that, "The Essex Windsor Solid Waste Authority, maintain its commitment to their member municipalities, of not accepting garbage from outside the service area, and that the capacity of the landfill be preserved for future generations, as intended."

**-Carried
74-2015**

**Opposed – Sleiman, Payne, Francis, Bortolin
In Favour – MacDonald, Antaya, DiCarlo, Bain and McDermott**

12. Any Other Business

Mr. Bortolin discussed the scenario whereby large volume waste hauler contracts were not extended thereby extending the landfill's capacity.

13. By-Laws

A) 07-2015 Being a By-Law to Confirm the Proceedings of the EWSWA Board Meeting of November 3, 2015

Moved By Aldo DiCarlo
Seconded By Tom Bain

THAT By-Law 07-2015, being a by-law to confirm the proceedings of the Board of the Essex-Windsor Solid Waste Authority be given three readings and be adopted this 3rd day of November 2015.

**-Carried Unanimously
75-2015**

14. Next Meeting


The next Authority meeting is scheduled to take place on Tuesday December 1, 2015.

15. Adjournment

Moved By Aldo DiCarlo
Seconded By Hilda MacDonald
THAT the Board stand adjourned at 6:50 PM.

**-Carried Unanimously
76-2015**

All of which is respectfully submitted.



**Ron McDermott
Chair**



**Ilija Maodus
General Manager**



Administrative Report

Office of the Manager, Planning Services

To: Warden Tom Bain and Members of County Council

From: Bill King
Manager, Planning Services

Date: December 16, 2015

Subject: Exemption from Ministerial Approval

Report #: 2015-R004-PLN-1216-BK

Purpose

To provide County Council with information on the exemption from Ministerial approval of amendments to the County Official Plan.

Background

In July, the County of Essex was advised that the Ministry of Municipal Affairs and Housing was considering taking action to help ensure that the County of Essex was positioned to meet its long-term objectives through enhanced local decision making powers. Specifically, the Ministry proposed posting notice on the Ontario Regulatory Registry to amend a regulation under the Planning Act to grant the County of Essex an exemption from Ministry approval for all Official Plan amendments (except those made under s. 26 of the Act). The purpose of this change was to empower the County to efficiently make more decisions locally, while allowing the province to focus its resources on matters of provincial interest. It was proposed that the amended regulation granting the new powers would take effect January 1, 2016.

Discussion

The County has now been advised that O.Reg. 320/15, amending O.Reg. 525/97, came into force on November 5, 2015 ([Appendix I](#)). The regulation adds four municipalities, including the County of Essex, to the list of municipalities exempted from the need for ministerial approval of County Official Plan amendments (OPAs) adopted after January 1, 2016.

Administratively, there will be no changes to how the County will consider an application. The County has always taken the approach of engaging various Ministries early in process. This method of consultation allows Council to consider all of the pertinent comments prior to making a decision, and usually avoids the need for modifications to an amendment after receiving Council approval. The convention of engaging Provincial Ministries early in the OPA process will continue in accordance with past practice.

The only significant change to the process will be the timing of when the appeal period begins. Prior to the regulation taking effect, the County was required to forward amendments to the County Official Plan to the Ministry of Municipal Affairs and Housing (MMAH) for approval. As a result, the appeal period for an approved OPA did not begin until the approval authority (MMAH) had made its decision. Generally, this added a significant amount of time to the approval process. Now, once the County has approved an OPA, the appeal period will begin as soon as the County has completed the notification requirements under the Planning Act.

The County has only processed two OPAs since the approval of the County Official Plan in 2005. Nevertheless, the removal of the requirement to obtain ministerial approval for future OPAs future will be a benefit to the County.

Recommendation

That Essex County Council receive for information the report of the Manager of Planning Services with regard to the exemption from Ministerial approval for County Official Plan amendments.

Respectfully Submitted,

Bill King

Originally Signed by Bill King
Manager, Planning Services

Concurred With,

Brian Gregg

Originally Signed by Brian Gregg
Chief Administrative Officer

Appendix No.	Title of Appendix
Appendix I	Notice of Exemption from Ministerial Approval of Official Plan Amendments to the County Plan

Ministry of
Municipal Affairs
and Housing

Municipal Services Office -
Western

2nd Floor
659 Exeter Road
London ON N6E 1L3
Tel: 519 873-4020
Toll Free: 1 800-265-4736
Fax: 519 873-4018

Ministère des
Affaires municipales
et du Logement

Bureau des services aux municipalités -
région de l'Ouest

2^e étage
659 Exeter Road
London ON N6E 1L3
Tél. : 519 873-4020
Sans frais : 1 800 265-4736
Télééc. : 519 873-4018



December 8, 2015

Mr. Brian Gregg
Chief Administrative Officer
County of Essex
360 Fairview Avenue West
Essex, ON N8M 1Y6

**RE: Exemption from Ministerial Approval of Official Plan Amendments to the
County Plan**

Dear Mr. Gregg:

Please find enclosed a copy of the signed regulation relating to the County of Essex. This regulation exempts County official plan amendments (OPAs) adopted on or after January 1, 2016 from the need for ministerial approval.

The regulation amends Ontario Regulation 525/97 by adding the County of Essex to the list of municipalities exempted. Copies of Ontario Regulation 525/97 and amending regulation, O. Reg. 320/15 are enclosed for your records. These regulations should be read together.

As noted above, the exemption from ministerial approval applies to any official plan amendment that County council adopts on or after January 1, 2016. When council does not adopt an applicant-initiated amendment, the applicant's rights under section 22 of the *Planning Act* continue to apply.

My staff are available to provide advice and assistance on the new exemption process.

Should you have any questions, please contact Scott Oliver, (A) Manager, Community Planning & Development, at (519) 873-4033 or via e-mail at Scott.Oliver@ontario.ca.

Sincerely,

Bruce Curtis
Regional Director (A)
Municipal Services Office - Western

c: Warden Tom Bain, County of Essex
Bill King, Manager, Planning Services, County of Essex
Audrey Bennett, Director, PPPB (MMAH)
Irv Shachter, Senior Counsel, Legal Branch (MMAH)

Enclosures



Administrative Report

Office of the Chief, Essex-Windsor Emergency Medical Services

To: Warden Tom Bain and Members of County Council

From: Bruce Krauter
Chief, Essex-Windsor Emergency Medical Services

Date: December 16, 2015

Subject: International Paramedic Competition

Report #: 2015-R010-EMS-1216-BK

Purpose

The purpose of this report is to provide County Council with information on the 2016 International Paramedic Competition and Essex Windsor EMS involvement.

Background

As County Council may recall, two Essex Windsor EMS Advanced Care Paramedics competed in the 2015 National Paramedic Competition, held April 2015 in the Durham Region. Although this was the first competition for this team to attend, they obtained the gold medal in the advanced care division.

As a result of this performance, Paramedics Kirwan and Rousseau were contacted by the British Columbia Paramedic competition team, located in Vancouver, and asked if there would be interest in competing in the 2016 International Paramedic Competition, held in Kouty nad Desnou, Czech Republic. EWEMS' participation in the 2016 Rallye Rejviz (<http://rallye-rejviz.com/>) would be considered as the "Team East of Team Canada".

Rallye Rejviz is now in the twentieth year of competition and is being held May 26-29, 2016. Welcoming over 130 teams from over a dozen countries, including Australia, Chezia, Estonia, Greece, Switzerland Turkey and the UK, this is the mecca of Paramedic competition. In 2015, the British Columbia Team, captained by retired Paramedic Clarke McGuire, utilized their vast experience in competition and won the gold medal in the EMS Division.

Discussion

The adventure of competition does not come easy or without obstacles. Paramedic Rousseau has a special date in May of 2016 and is therefore unable to travel for the competition. Paramedic Kirwan has enthusiastically taken on the task and has recruited three new members to the team. The team members of Team East/Team Canada are:

- ACP Chris Kirwan (Captain)
- ACP Lance Huver
- ACP Nick Monteleone
- PCP Deanna Owen

These four dedicated paramedics have been practicing diligently for the past month and will continue up to the date of departure for Prague. This team has also taken on the task of fund raising, with the assistance of the British Columbia team. Paramedic McGuire has developed a team website, (www.teamcanadaeastwest.com) which introduces the teams, provides an itinerary and showcases the sponsors. The EWEMS team has also created a Gofundme page, <https://www.gofundme.com/kkcukgrp> with the hopes to gain exposure and funds for the trip.

The budget for travel, registration, accommodations and expenses is projected at approximately \$10,000 and is to be raised through donations and sponsorship. The team has already raised in excess of \$3,000 and sponsorship is gaining interest from colleagues, peers and suppliers of Essex Windsor EMS.

Administrative Report

Page 3

December 16, 2016

International Paramedic Competition

Although the four paramedics represent Essex Windsor EMS, they will also be representing their profession provincially and nationally on the world stage. On behalf of all of the staff of the County of Essex and Essex Windsor EMS, we congratulate and encourage this team in their endeavors and their belief of winning gold.

Recommendation

This Administration Report is submitted for the information and consideration of Essex County Council.

Respectfully Submitted,

Concurred With,

Bruce Krauter

Brian Gregg

Originally Signed by Bruce Krauter
Chief, Essex-Windsor Emergency
Medical Services

Originally Signed by Brian Gregg
Chief Administrative Officer

Appendix No.	Title of Appendix
N/A	N/A



Administrative Report

Office of the County Engineer

To: Warden Tom Bain and Members of County Council

From: Tom Bateman, P.Eng.
County Engineer

Date: December 16, 2015

Subject: 2015/2016 Winter Control Program

Report #: R031-ENG-1216-TRB

Purpose

The purpose of this report is to provide County Council information and recommendations pertaining to 2015/2016 Essex County Highways Winter Control Program.

Background

Essex County Highways is responsible for winter maintenance on approximately 1500 lane kilometres of roads ranging from high volume arterials to rural highways. The Winter Control Program dispatches operations from four active depots. The Program operates with both day and night crews dispatched as required, based on continuous weather monitoring and road patrol information.

Discussion

Our Winter Control Program is a complex operation involving a variety of equipment and manpower. The program is reviewed annually to ensure appropriate distribution of resources, as demands on the network are not static. Recent road improvement projects have resulted in increases in lane kilometres and additional turn lanes on various roads. Routing adjustments

and operational techniques have been introduced to accommodate the revisions in order to maintain an appropriate level of service.

The Program is structured based on the guiding philosophy that safe and efficient road travel is essential to the Canadian way of life and in support of commercial interests. We rely on our road network for transport to the workplace and other economic uses, for recreation and leisure activities, and for emergency services. The safety, efficiency and beneficial uses of our roads are sometimes compromised by snow and ice accumulation. It is for these reasons that the County of Essex has in place its Winter Control Program. Attached to this report is a Depot Location Map ([Appendix 1](#)) and the Winter Control Route Map ([Appendix 2](#)).

Mission Statement:

The Essex County Highways Department, (ECH), through deployment of resources both in manpower and equipment, will undertake to minimize the negative impact of winter weather events that compromise the safe and efficient use of the County Road System. ECH also endeavours to conduct its Winter Control Program in a manner that reduces the environmental impacts. **Road user safety is a top priority of Essex County Highways.**

Program Goals:

Essex County Highways' Winter Control Program is designed to achieve the following goals:

1. To meet or exceed where possible the Minimum Maintenance Standards for Municipal Highways
2. To reduce negative environmental impacts resulting from Winter Control Operations
3. To reduce or control expenditures through innovative and proactive management strategies.

The following are "**Fast Facts**" of the Program:

- 1500 lane kilometres
- 87 bridge structures, 113 large culvert structures

- 4 – “Active” Depots
 - Tilbury North (County Road 35)
 - West Pike (County Road 42)
 - West End (County Road 11)
 - Maintenance (County Road 18)
- Salt Storage Capacities
 - Tilbury North 6,000 tonnes
 - West Pike 6,000 tonnes
 - West End 1,000 tonnes
 - Maintenance 11,000 tonnes
 - Harrow 1,000 tonnes
- 18 salt/plow routes
- each active depot is responsible for 3 to 5 routes varying between 25 to 60 kilometers in length
- 22 pieces of equipment, dispatched in “normal” winter event
- day/night crews
- continuous weather monitoring
- road patrols
- average annual salt usage 18,000 tonnes
- average annual program expenditures \$3,000,000.00
- typical number of “events” 70 to 80

The County has actively participated in the annual reporting of road salt usage to Environment Canada since 2004. A review of the Code of Practice for the Environmental Management of Road Salts indicate significant progress was made by implementing best management practices for salt storage and application and the voluntary approach has demonstrated improvement.

The most recent version of the Salt Management Plan for Essex County Highways was adopted in December 2011. The Salt Management Plan is intended to be a dynamic document to allow the County to evaluate and phase-in any changes, new approaches and technologies. With the

Administrative Report

Page 4

December 16, 2015

2015/2016 Winter Control Program

implementation of the Salt Management Plan improvements and refinements are evaluated as new salt management techniques become available.

The information provided in the attached Salt Management Plan Monitoring Report ([Appendix 3](#)) is intended to measure and report annually on current practices and initiatives and to track the progress of the salt management plan using selected performance measures. The report is used as an instrument to develop future initiatives that are seen to be beneficial and feasible with a focus on continuous implementation of best management practices for winter maintenance operations.

Recommendation

The foregoing is provided for information.

Respectfully Submitted

Concurred With,

Tom Bateman

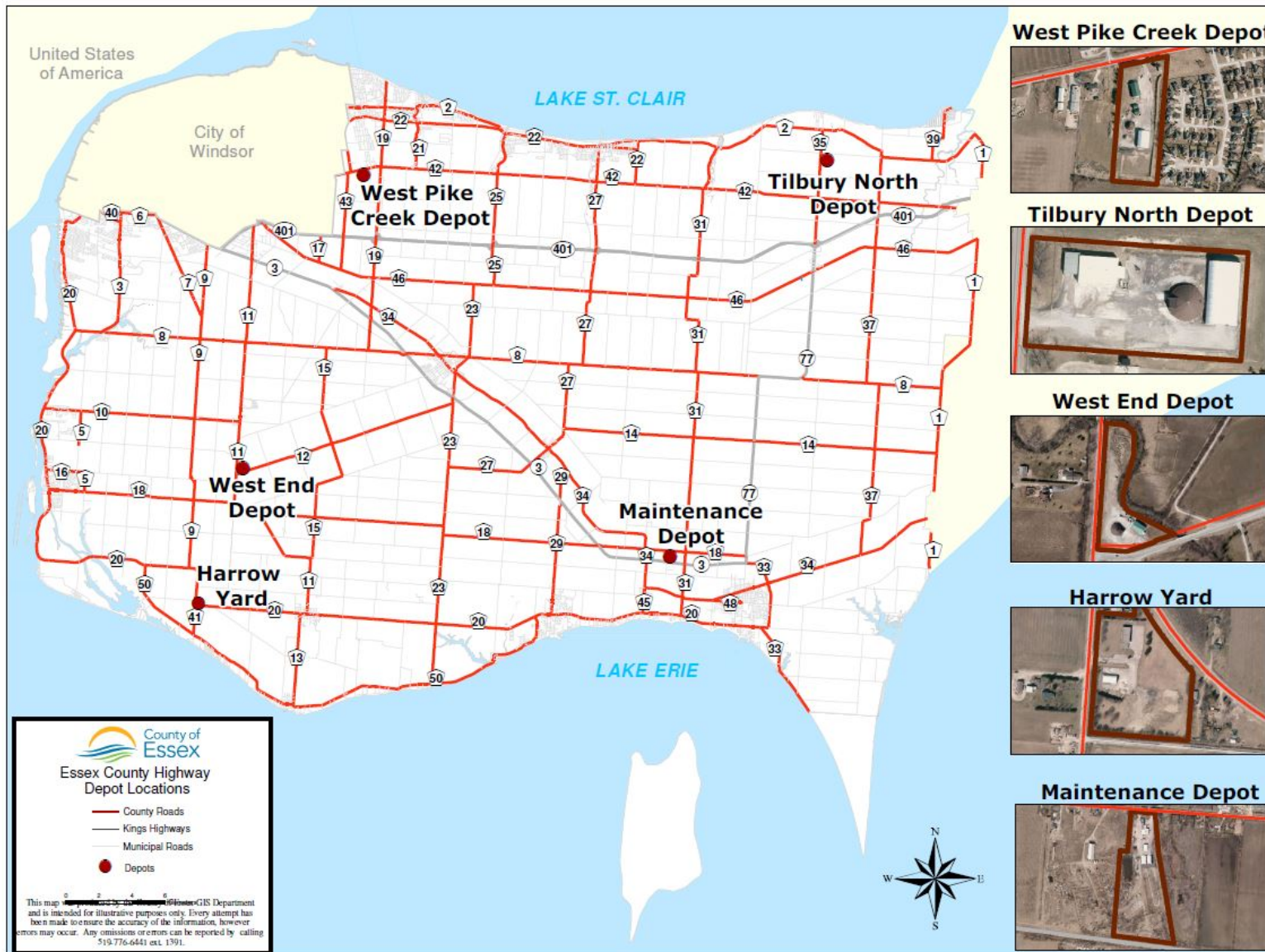
Brian Gregg

Originally Signed by Tom Bateman, P.Eng.
County Engineer

Originally Signed by Brian Gregg
Chief Administrative Officer

Appendix No.	Title of Appendix
1	Depot Location Map
2	Winter Control Route Map
3	Salt Management Plan Monitoring Report

Appendix 1



Appendix 2





Salt Management Plan Monitoring Report

Prepared By

Document Owner	Project/Organization Role
Corporation of the County of Essex	Engineering Department

SMP Monitoring and Updating Annual Report Version Control

Version	Date	Author
1.0	December 2011	Essex County Highways
1.1	December 2012	Essex County Highways
1.2	November 2014	Essex County Highways
1.3	December 2015	Essex County Highways

Table of Contents

Introduction	2
Environment Canada Annual Reporting	2
Winter Severity Index.....	2
Active Transportation Facilities	5
Winter Maintenance Management Review.....	5
Category 1: Winter Maintenance Policies	6
Subcategory 1.1 Winter Maintenance Policy (ECH-R04-07)	6
Subcategory 1.2 MMS Road Classification and Level of Service Policy (ECH-R06-07)	6
Category 2: Equipment Upgrading, Calibration and Washing.....	7
Subcategory 2.1 Pre-Wetting and Anti-Icing Equipment	7
Subcategory 2.2 Electronic Spreader Controls	7
Category 3: Equipment Maintenance	8
Subcategory 3.1 Electronic Spreader Controls	8
Subcategory 3.2 Equipment Washing	8
Category 4: Materials	9
Subcategory 4.1 Ordering.....	9
Subcategory 4.2 Storage and Handling.....	9
Subcategory 4.2 Storage and Handling.....	10
Category 5: Storm Response	11
Subcategory 5.1 Weather Forecasting	11
Subcategory 5.2 Extreme Blizzard Response Approach.....	11
Category 6: Winter Patrol.....	12
Subcategory 6.1 Level of Service.....	12
Subcategory 6.2 Drift Control.....	12
Category 7: Snow and Ice Control Training.....	13
Category 8: Technology Review	13
Category 9: Communications.....	14
Category 10: Environmentally Sensitive/Vulnerable Areas	14
Achievements.....	16
Future Initiatives	16
References	16

Salt Management Plan Monitoring Report

Introduction

The County of Essex has prepared this annual report to provide an update on the Salt Management Plan and associated Winter Control activities. This report compares the submitted data against previous years in order to monitor the County's ability to effectively manage the use of road salt. The report also establishes time-oriented objectives, along with an update on new technologies and strategies that have the potential to be implemented for our winter maintenance program.

Environment Canada Annual Reporting

The County of Essex has actively participated in the annual reporting of road salt usage to Environment Canada since the program's implementation in 2004. As part of the program, Essex County Highways annually reports the quantity of de-icing chemicals used for each winter, along with various other best management practices such as the percentage of road salt stored indoors, the number of sites with water collection systems, etc. All of the data is reported to Environment Canada (EC). This year marks the first year that Environment Canada allowed salt usage reporting through the Environment Canada's Single Window web application in an attempt to streamline the process, alongside various other EC reporting requirements. All of the road salt data reported by the County of Essex is available through the County's Engineering Department.

Winter Severity Index

The Transportation Association of Canada and others developed the Winter Severity Index (wsi) to evaluate the relative harshness of a winter over a specified period of time (Stugget et. al, 2006). The indicator measures the relative impact the harshness of a winter has on the application of road salt for winter maintenance operations. The model made available to the public in October 2007 uses various meteorological inputs to determine a wsi, which in turn is used to predict a total quantity of salt usage for the specified length of road network. Winter Severity Indices range between 1 and 100, where 1 indicates a predicted salt usage below the model's chosen minimum salt usage threshold, and 100 indicates a predicted salt usage above the model's chosen maximum salt usage threshold.

Initially, the County calculated a wsi for the entire winter period; however, the predicted total road salt usage was abnormally low. The low quantity predictions were the direct result of one of the meteorological variables, namely the average temperature. Due to Essex County’s geographical location, our average temperature between the months of November and April is typically a few degrees above 0°C, resulting in low model returns for the predicted road salt usage. The prediction did not reflect the harsh winter months normally experienced between December and February, therefore an alternative approach was considered for calculating the wsi. A wsi was calculated for each individual winter month from November to April along with predicted salt usage for each corresponding month. The predicted salt usage for each month was totaled to provide a predicted value for the entire winter. Table B1 shows the averaged wsi for the winter, total predicted salt usage and the actual reported total salt usage for reporting years 2011 to 2015. Figure B1 shows all of the information from Table B1 in a graphical format along with the data back to the year 2005.

Table B1: Average wsi and Salt Usage for the Past 5 Reporting Years

Reporting Year	2011	2012	2013	2014	2015
Winter Severity Index	60	47	57	64	54
No. of Events	84	36	63	92	77
Predicted Total Road Salt Usage (tonnes)	14,265	7,226	13,627	18,077	13,415
Reported Total Road Salt Usage (tonnes) ¹	23,655	11,121	9,500	25,600	23,205
% Difference between Reported and Predicted	49.5%	42.5%	-35.5	34.6	72.7

¹Includes salt mass from brine used for liquid application.

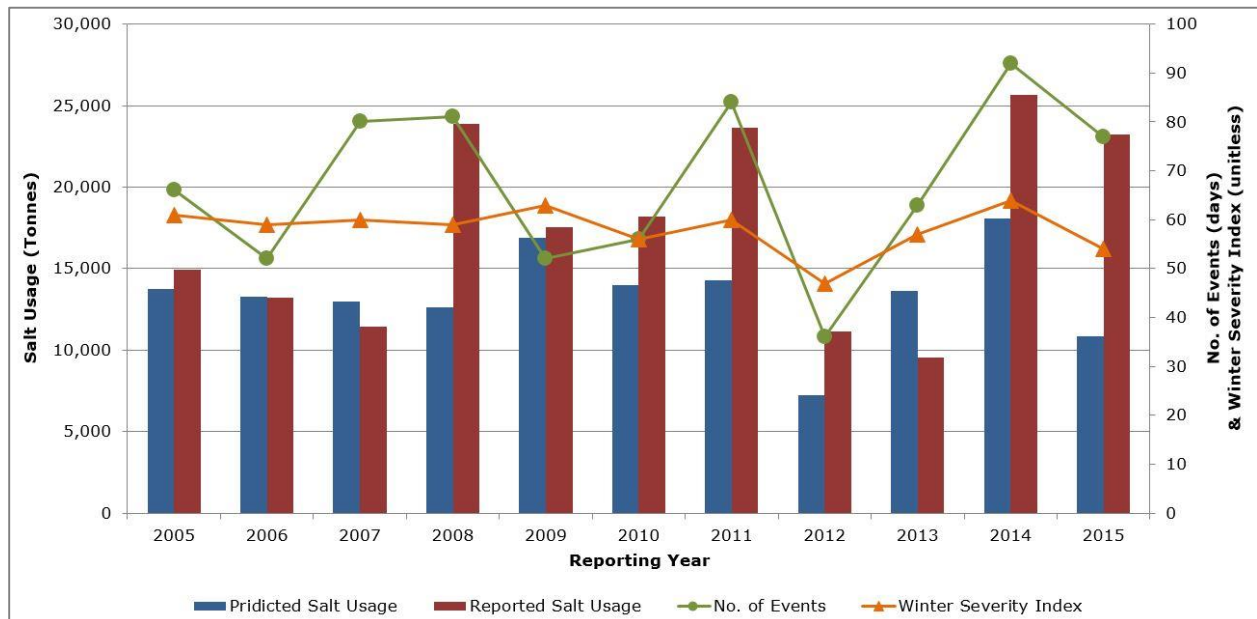


Figure B1: Predicted and Reported Salt Usage v. No. of Events and Winter Severity Index

As shown above in Figure B1, the winter severity was relatively consistent averaging at 58, with a slight dip in 2012.

Although the use of the wsi is encouraged from Environment Canada and Transportation Association of Canada, it should be noted that the model has a relatively low “goodness of fit” ranging from 0.54 to 0.66; the latter being the result of a relatively small sample size. Currently, the model does not include meteorological inputs such as wind speed and potential for snow drifts. Due to the inherent rural nature of the County Road Network, snow drifts can become problematic in certain areas, which are resolved by our Winter Maintenance staff. Other factors such as Minimum Maintenance Standards (MMS) Road Classifications are not incorporated into the model. Such standards have a profound impact on our winter maintenance operations. These factors may contribute to the large difference between predicted salt use and actual reported salt use.

As defined by Environment Canada, an event constitutes a precipitation event that requires deployment of winter maintenance crews; however, a single event may last for several days depending on the severity of the precipitation, temperature, wind, etc. It can be seen from Figure B1 that the number of events is random, as expected.

Active Transportation Facilities

Various Active Transportation (AT) facilities have been constructed over the past four (4) years across the County as part of the County Wide Active Transportation System (CWATS) Master Plan. Facility types vary from on-road facilities such as signed-only routes, paved shoulders, and off-road facilities. Year-round maintenance of these facilities is necessary to ensure user safety for users and minimize the County’s exposure to risk. Such maintenance also preserves and extends the life of the infrastructure.

The County has the intent to develop a maintenance strategy that will include facility classification system and establish service standard levels for each route classification. The intent is to build on the existing Minimum Maintenance Standards (MMS) outlined in Ontario Regulation 239/02 (as amended).

Winter Maintenance Management Review

Essex County Highways review winter maintenance best management practices annually. The review is broken down into ten (10) categories with each one having one (1) or more subcategories, best management practices, and performance measures. The categories are as follows:

Category No.	Category Name
1	Winter Maintenance Policies
2	Equipment Upgrading, Calibration, and Washing
3	Equipment Maintenance
4	Materials
5	Storm Response
6	Winter Patrol
7	Snow and Ice Control Training
8	Technology Review
9	Communications
10	Environmentally Sensitive/Vulnerable Areas

Below are a series of tables that describe performance measures for winter maintenance activities as well as current status and fiscal year (FY) targets for each of those performance measures

Category 1: Winter Maintenance Policies

Subcategory 1.1 Winter Maintenance Policy (ECH-R04-07)

Purpose / Description	Outlines the strategies used for safe storage and effective use of snow and ice control products and Level of Service (LOS) for snow and ice on County Roads.			
Environmental Consideration	Prescribed LOS is the foundation of winter maintenance activities and has a significant impact on salt usage. There is also a need to demonstrate due diligence in the event of a claim against Essex County Highways.			
Best Management Practice	Review the winter maintenance program on an annual basis to determine whether revisions are required or warranted. The program is designed to meet or exceed the Minimum Maintenance Standards, O. Reg. 239/02 (as amended).			
Performance Measure No.	Performance Measure Description	SMP Target	FY 2016 Target	FY 2015 Status
PM 1	Council approved winter maintenance policy	100%	100%	100%
PM 2	Develop an active transportation winter maintenance policy	50%	50%	10%

Subcategory 1.2 MMS Road Classification and Level of Service Policy (ECH-R06-07)

Purpose / Description	Outlines the minimum maintenance standards and the level of service on all roads within the jurisdiction of the County of Essex			
Environmental Consideration	Prescribed LOS is the foundation of winter maintenance activities and has a significant impact on salt usage. There is also a need to demonstrate due diligence in the event of a claim against Essex County Highways.			
Best Management Practice	A documented and approved Level of Service policy (ECH-R06-07) exists and is followed by all snow and ice control personnel. The policy includes; response time, cycle times, end of storm conditions, etc.			
Performance Measure No.	Performance Measure Description	SMP Target	FY 2016 Target	FY 2015 Status
PM 1	Policy reviewed when traffic count data is available	100%	100%	100%

Category 2: Equipment Upgrading, Calibration and Washing

Subcategory 2.1 Pre-Wetting and Anti-Icing Equipment

Purpose / Description	Pre-wetting is the process of spraying de-icing salt with a solution of liquid chemical (brine) before spreading the salt on the roadway. This process allows for better adhesion between the road salt and the road surface. It also ensures enough moisture is present to facilitate the snow melting process. As a result, pre-wetted road salt has the potential function faster and at lower temperatures than dry road salt.			
Environmental Consideration	Equipment upgrades such as “pre-wetting” has the potential to reduce the amount of rock salt applied to a road surface due to increased adhesion and efficiency in the snow melting process.			
Best Management Practice	Anti-icing is carried out when and where warranted. Staff is knowledgeable in the use and handling of solid and liquid anti-icing chemicals. Staff is knowledgeable in the use and handling of liquid fuels			
Performance Measure No.	Performance Measure Description	SMP Target	FY 2016 Target	FY 2015 Status
PM 1	Percentage of vehicles equipped with pre-wetting capabilities	85%	85%	60%

Subcategory 2.2 Electronic Spreader Controls

Purpose / Description	Electronic spreader controls can be accurately calibrated, regulated to ground speed, and generate pertinent salt-use data.			
Environmental Consideration	Electronic controllers ensure that the chosen and prescribed amount of salt is being placed on the roadway consistently, regardless of speed and provides data that permits salt use to be tracked.			
Best Management Practice	Material application data from each event, at the truck or route level, is logged. Data can be reviewed and archived.			
Performance Measure No.	Performance Measure Description	SMP Target	FY 2016 Target	FY 2015 Status
PM 1	Percentage of fleet vehicles with electronic spreader controls	100%	100%	100%

Category 3: Equipment Maintenance

Subcategory 3.1 Electronic Spreader Controls

Purpose / Description	Calibrated equipment is important for the effective placement of de-icer material on Essex County roadways.			
Environmental Consideration	Effective quantity and placement of salt depends on accurate calibration of spreaders.			
Best Management Practice	All spreaders are calibrated before the start of each winter season. Spreaders are checked and recalibrated when required throughout the season.			
Performance Measure No.	Performance Measure Description	SMP Target	FY 2016 Target	FY 2015 Status
PM 1	Spreaders are calibrated annually	100%	100%	100%
PM 2	Verify contractor calibrations	100%	100%	100%
PM 3	Maintain calibration history	100%	100%	100%
PM 4	Review standardized application rates, which are related to precipitation and pavement temperature	100%	100%	100%

Subcategory 3.2 Equipment Washing

Purpose / Description	Washing is intended to minimize chloride and oil and grease discharges to the environment.			
Environmental Consideration	Wash water contains salt, oil, grease, which have an adverse effect when discharged to soil and/or groundwater.			
Best Management Practice	All wash water is collected and sent for proper disposal where possible.			
Performance Measure No.	Performance Measure Description	SMP Target	FY 2016 Target	FY 2015 Status
PM 1	Percentage of patrol yards with oil/water separators	100%	100%	50%
PM 2	Investigate options for managing wash water	100%	25%	25%

Category 4: Materials

Subcategory 4.1 Ordering

Purpose / Description	The quality of the snow and ice control materials should be sufficient for all winter maintenance needs.			
Environmental Consideration	Improper handling and storage of salt can increase loss to the environment. Excessive moisture creates salt clumps that are difficult to spread, and also interfere with the success of the pre-wetting operations.			
Best Management Practice	Materials are ordered, delivered, and stored in covered salt domes or sheds immediately upon delivery to reduce loss to the environment.			
Performance Measure No.	Performance Measure Description	SMP Target	FY 2016 Target	FY 2015 Status
PM 1	Percentage of orders covered / placed inside for storage	100%	100%	100%

Subcategory 4.2 Storage and Handling

Purpose / Description	Appropriately sized storage facilities with large entrance ways can minimize salt handling upon delivery.			
Environmental Consideration	Improper handling and storage of salt can increase loss to the environment. Excessive moisture creates salt clumps that are difficult to spread, and also interfere with the success of the pre-wetting operations.			
Best Management Practice	Materials are ordered, delivered, and stored in covered salt domes or sheds immediately upon delivery to reduce loss to the environment.			
Performance Measure No.	Performance Measure Description	SMP Target	FY 2016 Target	FY 2015 Status
PM 1	Percentage of salt stored indoors on an impermeable surface	100%	100%	100%
PM 2	Percentage of salt storage facilities with drainage water management systems	100%	100%	100%

Subcategory 4.2 Storage and Handling

Purpose / Description	Record keeping for quantity of material and the location of its use is necessary for effective salt management.			
Environmental Consideration	Effective salt management requires accurate knowledge of how much salt is being used and where. It is not sufficient to measure gross totals, which vary widely from year-to-year due to weather conditions.			
Best Management Practice	Material usage data is collected from the electronic spreader controllers to assess salt management practices.			
Performance Measure No.	Performance Measure Description	SMP Target	FY 2016 Target	FY 2015 Status
PM 1	Internally retrieve, review and archive spreader data from the electronic controllers	100%	0%	0%
PM 2	Implement material tracking system by vehicle, route, and storm and compare to benchmarks	100%	0%	0%
PM 3	Material usage data used to reconcile with material delivery and end-of-season	100%	0%	0%

Category 5: Storm Response

Subcategory 5.1 Weather Forecasting

Purpose / Description	The intent is to provide timely and accurate weather information to assist in snow and ice control decision-making.			
Environmental Consideration	Effective use of de-icing chemicals is dependent upon good snow and ice control decision-making, which in turn depends on consistently accurate and timely weather information. Snow & Ice Control decisions that are not consistent with weather and road conditions will lead to material loss			
Best Management Practice	Decision-making staff makes appropriate Snow & Ice Control decisions based on accurate and timely weather forecasts. Decision-making staff is also knowledgeable in current weather forecasting technology [i.e. Road Weather Information System (RWIS)].			
Performance Measure No.	Performance Measure Description	SMP Target	FY 2016 Target	FY 2015 Status
PM 1	Percentage of Operations staff knowledgeable in interpreting weather forecasts	100%	100%	100%
PM 2	Percentage of fleet vehicles with infrared temperature sensors	100%	100%	100%

Subcategory 5.2 Extreme Blizzard Response Approach

Purpose / Description	To provide criteria and guidelines to standardize staff response for various combinations of precipitation events.			
Environmental Consideration	Snow and ice control decisions that are not consistent with weather and road conditions will lead to material loss			
Best Management Practice	Create the "Storm Response Plan" and review the plan annually.			
Performance Measure No.	Performance Measure Description	SMP Target	FY 2016 Target	FY 2015 Status
PM 1	A documented "Extreme Blizzard Response Plan"	100%	100%	0%

Category 6: Winter Patrol

Subcategory 6.1 Level of Service

Purpose / Description	It is intended that winter road conditions are monitored in an appropriate fashion to be able to react to changing weather and road conditions and to ensure that the levels of service (LOS) are maintained.			
Environmental Consideration	Accurate monitoring of winter maintenance activities will support appropriate and effective snow and ice control decisions, leading to efficient use of salt.			
Best Management Practice	Roads are patrolled regularly during the snow and ice control season and patrol logs are maintained. Meet or exceed the Minimum Maintenance Standards (MMS) outlined in Ontario Regulation 239/02 (as amended). Review the Level of Service Best Management Practice (ECH-R06-07).			
Performance Measure No.	Performance Measure Description	SMP Target	FY 2016 Target	FY 2015 Status
PM 1	Review the MMS outlined in Ontario Regulation 239/02 (as amended) and Essex County Highways Best Management Practice ECH-R06-07	100%	100%	100%
PM 2	Train and inform staff, management, and the public on the intentions and expectations in level of service delivery	100%	100%	100%

Subcategory 6.2 Drift Control

Purpose / Description	To reduce snow accumulation on roadways and problems associated with drifting or blowing snow.			
Environmental Consideration	A significant amount of winter maintenance activity is devoted to controlling drifting snow. If a roadway has a lower potential for snow and ice accumulation, then the winter maintenance demands will be correspondingly lower and the need for chemical application will be reduced.			
Best Management Practice	Controlled with snow fencing in areas known to be subject to frequent heavy snow drifting.			
Performance Measure No.	Performance Measure Description	SMP Target	FY 2016 Target	FY 2015 Status
PM 1	Percentage of winter maintenance staff trained	100%	100%	100%

Category 7: Snow and Ice Control Training

Purpose / Description	Incorporate Salt Management Principles into training programs in accordance with TAC’s Salt Management Synthesis of Best Management Practices for Training.			
Environmental Consideration	Through understanding of good housekeeping practices, the measures of snow & ice control and the expectations of program delivery will result in a greater probability of success with the Salt Management Plan.			
Best Management Practice	Annual training for winter maintenance staff, which includes a combination of in-house training and Ontario Good Roads Association (OGRA) training materials.			
Performance Measure No.	Performance Measure Description	SMP Target	FY 2016 Target	FY 2015 Status
PM 1	Percentage of winter maintenance staff trained	100%	100%	100%

Category 8: Technology Review

Purpose / Description	To make Winter Maintenance Staff aware of current and emerging best practices that help provide more efficient use of snow control chemicals.			
Environmental Consideration	New techniques, procedure and technologies may provide more effective methods of monitoring and/or reducing the salt usage.			
Best Management Practice	Continually review existing & new technologies to determine their applicability in altering current practices Pilot studies incorporating relevant winter maintenance methodologies will be recommended when appropriate.			
Performance Measure No.	Performance Measure Description	SMP Target	FY 2016 Target	FY 2015 Status
PM 1	Investigate new developments in snow and ice control through participation in conferences and forums geared to the development of salt best management practices	100%	100%	100%

Category 9: Communications

Purpose / Description	An overall communications strategy with respect to Essex County's winter maintenance program is effectively communicated to staff & public sector.			
Environmental Consideration	An informed public and media are more likely to become effective partners in achieving the goals of the Salt Management Plan.			
Best Management Practice	Communicate with County Council annually on the Winter Control program including Fast Facts Sheets. Complete annual reporting to Environment Canada on salt usage			
Performance Measure No.	Performance Measure Description	SMP Target	FY 2016 Target	FY 2015 Status
PM 1	Report annual road salt usage and Salt Management Plan update to Environment Canada	100%	100%	100%
PM 2	Release a media package annually to include "Fast Facts" of the Winter Maintenance program	100%	100%	100%
PM 3	Post a copy of the most recent Salt Management Plan on the County of Essex website (www.countyofessex.on.ca)	100%	100%	100%

Category 10: Environmentally Sensitive/Vulnerable Areas

Purpose / Description	To determine if any salt vulnerable areas are potentially impacted by the use salt			
Environmental Consideration	Environmentally sensitive areas that are impacted by winter maintenance practices may require unique solutions and specific action plans to mitigate the impacts			
Best Management Practice	Salt Vulnerable Areas are identified and factored into salt-management decision-making			
Performance Measure No.	Performance Measure Description	SMP Target	FY 2016 Target	FY 2015 Status
PM 1	Identification and ranking of environmentally sensitive and salt vulnerable areas	100%	100%	100%
PM 2	Identify strategies to reduce salt impacts to salt vulnerable areas	100%	50%	0%

Achievements

Comparing the 2015 Winter Maintenance Performance Measures with targets set one (1) year ago, Essex County Highways has performed well in most categories. Targets related to equipment and technology continue to be met. Future Initiatives from the 2014 report included the construction of a new West End Depot, the Development of a Storm Response Plan, and investigation into the management of wash water, onsite. The new West End Depot is currently under construction. This new depot will help improve fleet response to winter events. This new depot will yield the ability to improve the management of wash water runoff.

Future Initiatives

Essex County Highways has reviewed the performance measures and have identified actions to improve winter maintenance practices. The following areas for potential improvement for the year 2016 are being explored:

- 1) Complete the construction of the new West End Depot
- 2) Further investigation of Salt Vulnerable areas and compare to the recently approved Source Water Protection Plan and fully delineated Drinking Water Intake Protection Zones (IPZs).
- 3) Develop and implement an “Extreme Blizzard Response Plan”.
- 4) Complete a full Salt Management Plan Update in 2016 to replace the current 5 year plan adopted by County Council in 2011.

The County of Essex promotes continuous development of practices and procedures to improve winter maintenance activities while striving to reduce the effects of road salt on the environment. Improvements and refinements will be evaluated as new salt management techniques become available with the understanding that progress and changing salt management practices may be tempered by the County’s ability to invest in capital equipment upgrades and as new technologies become available.

References

Suggett, J., Hadayeghi, A., Mills, B., Andrey, J., & Leach, G. (2006). Development of Winter Severity Indicator Models for Canadian Winter Roads. *Annual Conference of the Transportation Association of Canada*. Charlottetown, Prince Edward Island.



Administrative Report

Office of the County Engineer

To: Warden Tom Bain and Members of County Council

From: Tom Bateman, P.Eng.
County Engineer

Date: December 16, 2015

Subject: Speed Limit Reductions

Report #: R032-ENG-1216-TRB

Purpose

The purpose of this report is to provide County Council information and recommendations pertaining to speed limit changes on select County Roads intended to improve the operational safety of the road network.

Background

On December 2, 2015 County Council was presented a report regarding speed limits on the County Road Network. The report provided the background and discussion on the process and engineering criteria used to set and evaluate speed limits. The report also provided information regarding what methodologies are effective and what does not achieve the goal of lowering actual travel speeds when establishing a speed limit. Attached to this report is a map showing the current posted speed limits across the network ([Appendix 1.0](#)).

Discussion

County Council reviewed the report and discussion took place regarding the existing speed limits at the subject locations and suggestions were put forward for extension of the limits of the proposed lower speed limit on County Road 27.

The following are the requested speed reductions with the clarifications and extensions incorporated. The attached aerial photos highlight the proposed reductions.

Speed Reduction Request #1 – Lakeshore Resolution dated November 19, 2014 to reduce the speed limit from 80 km/h to 50 km/h in the area 100 m west of Stoney Point on County Road 2. This revision will extend the existing 50 km/h zone to the limits of the “built up” area and is deemed appropriate.

Speed Reduction Request #2 - Lakeshore Resolution dated July 14, 2015 to reduce the speed limit from 80 km/h to 60 km/h in the approach to signalized intersections at County Road 42 and County Road 25 (Puce Road), County Road 42 and County Road 27 and County Road 42 and Patillo Road. The provision of a reduced speed zone through signalized intersections particularly the isolated rural installations are appropriate and being adopted as a County Standard.

At the Patillo intersection the speed limit on County Road 42 will be lowered to 60 km/h for a distance of 300 m on the west and east approaches.

At the County Road 25 intersection the speed limit on County Road 42 will be lowered to 60 km/h for a distance of 300 m on the west and east approaches. On County Road 25 the existing speed limit on the north approach is 50 km/h and will remain. On the south approach the speed limit will be lowered to 60 km/h for a distance of 300 m.

At the County Road 27 intersection the speed limit on County Road 42 will be lowered to 60 km/h for a distance of 300 m on the west and east approaches. On County Road 27 the existing speed limit on the south approach is 60 km/h and will remain. On the north approach the speed limit will be lowered to 60 km/h for a distance of 300 m.

Speed Reduction Request #3 - Essex Resolution dated October 8, 2015 to reduce the speed limit on County Road 13 to 50 km/h to the new, re-aligned intersection of Dunn Road and County Road 13. This revision will extend the existing 50 km/h zone to the new intersection and supports the connection of the Active Transportation facilities on Dunn Road and County Road 13.

Speed Reduction Request #4 – Speed reduction on County Road 9 at the intersection of North Side Road, Amherstburg, from 80 km/h to 60 km/h to support new signalization. The provision of a reduced speed zone through

signalized intersections, particularly the isolated rural installations, are appropriate and being adopted as a County Standard.

The speed limit of County Road 25 in the vicinity of the Maidstone Landfill was lowered to 60 km/h to support the work associated with disposal of clay from the Herb Gray Parkway. This was a temporary condition and as the work is now complete the speed limit should be returned to 80 km/h. The revision limits are from the south limit of Highway 401 to the north limit of the construction zone.

Recommendation

It is recommended that By-law 55-2015 be adopted to amend Schedule "H" of By-law 26-2002 to lower the posted speed limits as outlined in this report.

Respectfully Submitted,

Concurred With,

Tom Bateman

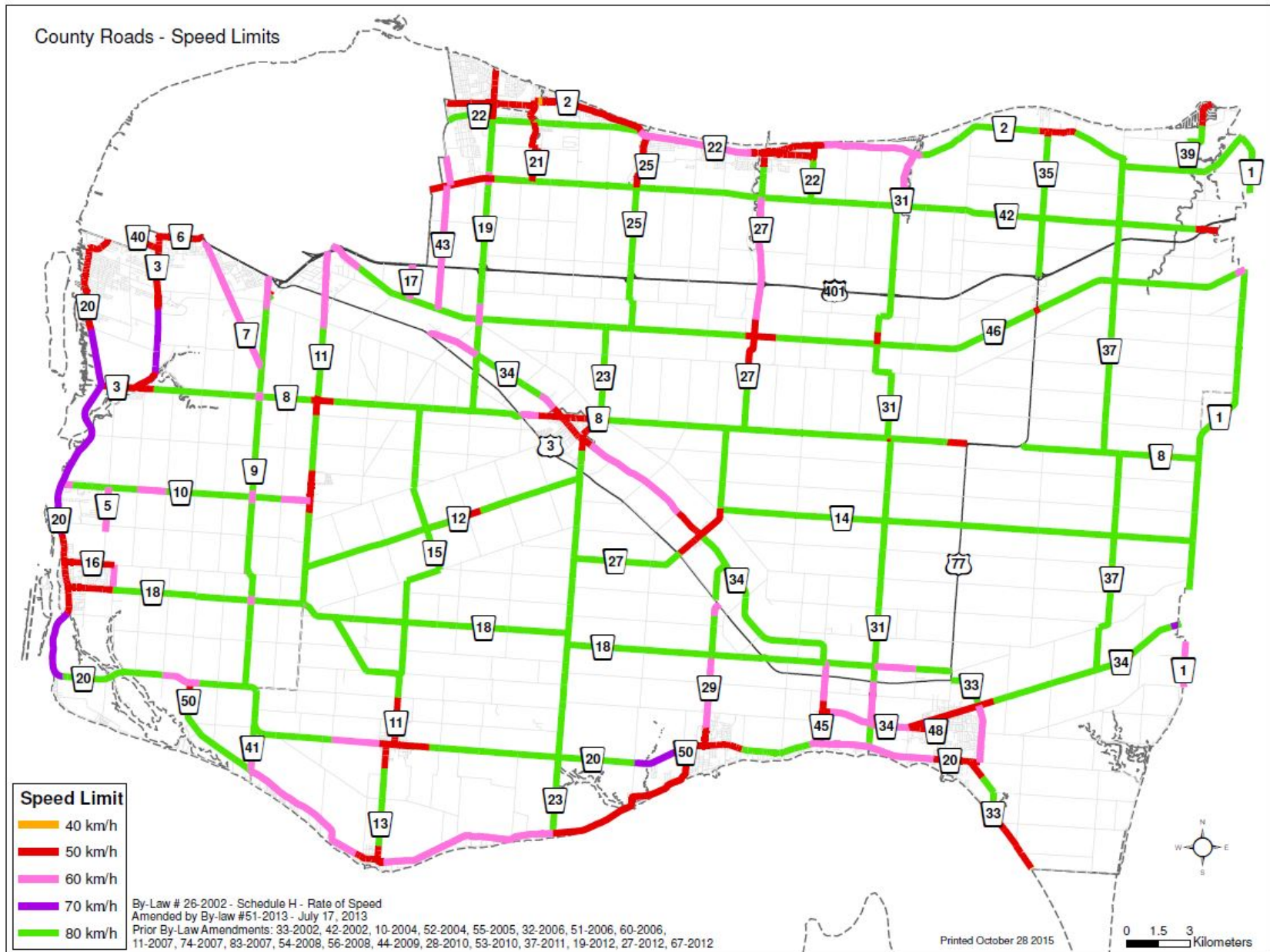
Brian Gregg

Originally Signed by Tom Bateman, P.Eng.
County Engineer

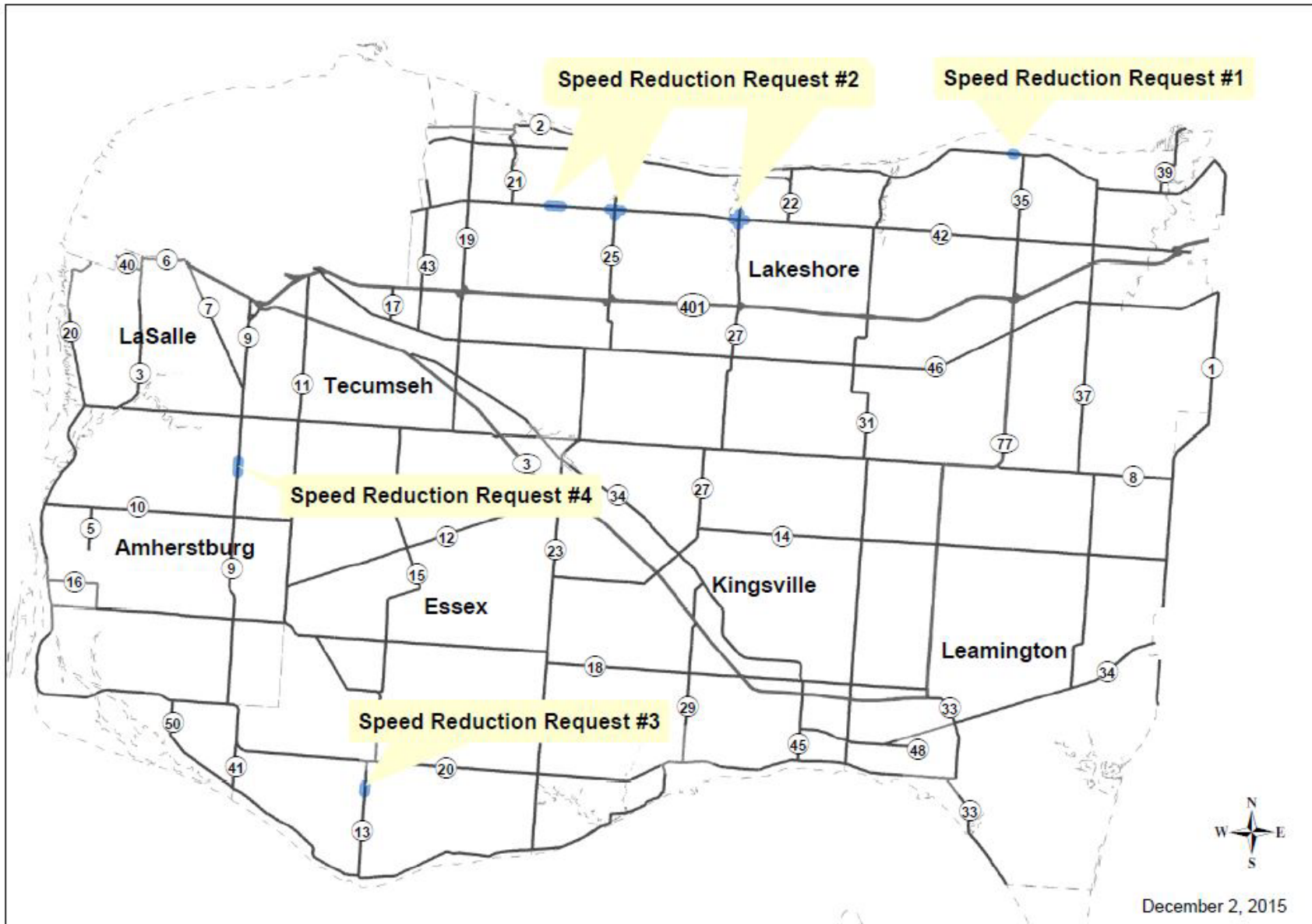
Originally Signed by Brian Gregg
Chief Administrative Officer

Appendix No.	Title of Appendix
1	Speed Limit Map
2	Report Location Map
3	Speed Request #1 – County Road 2
4	Speed Request #2 - Patillo
5	Speed Request #2 – County Road 25
6	Speed Request #2 – County Road 27
7	Speed Request #3 – County Road 13
8	Speed Request #4 – County Road 9

Appendix 1



Report Location Map





Appendix 4



Appendix 5

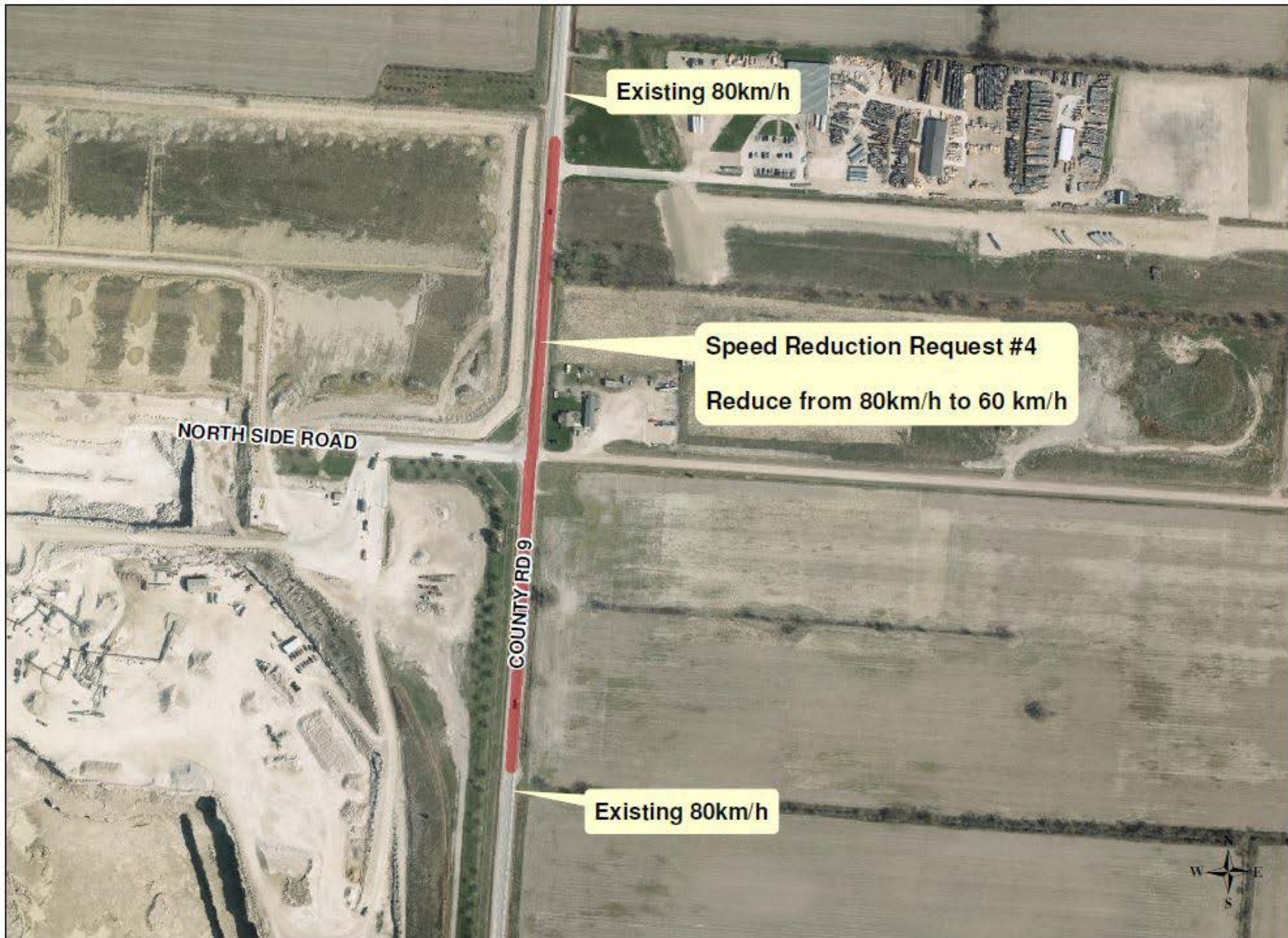


Appendix 6





Appendix 8



REQUEST OF ESSEX COUNTY COUNCIL

On July 16, 2014, Windsor Regional Hospital (WRH) and Hotel Dieu Grace Healthcare (HDGH) released a proposed plan for the future of local healthcare in Windsor and Essex County (http://www.wrh.on.ca/Site_Published/AcuteCare/RichText.aspx?Body.QueryId.Id=68160&LeftNav.QueryId.Categories=774). In summary, the Windsor-Essex Hospitals' System Project includes:

- Construction of a new 1.6 million sq. ft., 10 storey, Single-Site Acute Care Hospital
- Construction of a new 80,000 sq. ft., 4 storey Urgent Care Centre and Satellite Facility
- Redevelopment of the Ouellette Campus at 1030 Ouellette Avenue to support mental health outpatient services
- Construction and development at the existing HDGH Tayfour Campus on Prince Road (60 bed acute mental health wing and expansion of Diagnostic Imaging and Dialysis services)
- Transfer of a clean Metropolitan site to the City of Windsor

BACKGROUND

- Before the Province of Ontario invests a further \$35M in planning dollars towards the project it will want to confirm the "local share" of the project can be raised by the Windsor/Essex community
- The early estimates for the cost of the Windsor/Essex Hospitals' System Plan is \$2B
- Pursuant to Ministry of Health and Long Term Care (MOHLTC) policy and by the provisions of the *Public Hospitals Act*, the Province of Ontario pays 90% of the cost of the capital project, excluding equipment, and the local community must raise the remaining 10%

REQUEST

- Windsor Regional Hospital (WRH) and Hotel Dieu Grace Hospital (HDGH) request Essex County Council to formally support the Windsor-Essex Hospitals' System Plan as originally introduced on July 16, 2015
- Windsor Regional Hospital (WRH) and Hotel Dieu Grace Hospital (HDGH) request Essex County Council to commit to providing a proportionate share of the capital project costs to be raised by the community, subject to the following conditions:
 - Support by the County is conditional upon provision of similar support by the City of Windsor
 - The total "local share" will, under no circumstances, exceed \$200M

- Any funds raised by WRH/HDGH toward capital construction costs will reduce the projected “local share” (“net local share”)
- The balance of the “net local share” apportioned to the County will be subject to negotiation and agreement with the City of Windsor
- Any payment required by WRH/HDGH will not occur before January 1, 2026
- The request for funds may extend beyond January 1, 2026, and will only be provided upon the completion of the various components of the Windsor-Essex Hospitals’ System Plan
- Funds will be transferred to WRH/HDGH upon certification of substantial completion of the various components of the Windsor-Essex Hospitals’ System Plan
- It is acknowledged the “local share” will be finalized upon award of capital construction contracts (anticipated to be in 4-5- years)

For the consideration of Essex County Council.



cutting through complexity

Economic Impact Assessment Study: New Windsor-Essex Hospitals System

October 2nd, 2015

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Contents

Executive Summary	1
1 Introduction	3
1.1 Understanding the Study	3
1.2 Project Overview	3
1.3 Report Structure	4
1.4 Limitations and Notice to Reader	5
2 Methodology: Input-Output Modelling	6
2.1 Measured Economic Impacts	6
2.2 Input-Output Model	7
2.3 Data Inputs and Methodology	7
2.4 Input-Output Model Limitations	10
3 Economic Impact of New Windsor-Essex Hospitals System	11
3.1 GDP Impact	11
3.2 Labour Income	11
3.3 Employment Impact	12
3.4 Government Revenue	13
3.5 Gross Output	15
4 Regional Economic Impacts	17
4.1 Approach	17
4.2 Regional Economic Conditions	17
4.3 Regional Impacts from NWEHS	18
4.4 Evidence of Economic Impacts from Other Similar Projects	20
4.5 Impacts on Regional Development Patterns	22

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Executive Summary

The study provides estimates of the economic impact that will arise from construction of the portfolio of projects included in the plan for the New Windsor-Essex Hospitals System (to be referred to as "NWEHS" or "the Project"). Estimates of economic impact have been derived primarily using Statistics Canada's Input/Output ("I/O") model of the Canadian economy. This model is used to estimate the economic impact that will flow from the capital investment associated with these major hospital upgrades.

The Project includes:

- 1 Construction of a new 1.6 million sq. foot, 10-storey, Single-Site Acute Care Hospital. The hospital will include complex regional trauma and emergency services, regional cardiac and cancer care, neurosurgery, neo-natal intensive care, obstetrics, and pediatrics, along with in-patient medical and surgical units and acute care specialty clinics.
- 2 Construction of a new 4-storey, 80,000 square ft. Urgent Care and Satellite Facility at the former Grace Hospital Site located at University Ave. and Crawford Ave. The facility will include a CT scanner, chronic disease management, laboratory services and a pharmacy.
- 3 Redevelopment of the Ouellette Campus at 1030 Ouellette Ave to support outpatient mental health services currently offered at the HDGH Transitional Stability Centre, Chronic Disease Management and a Community hub.
- 4 Construction and redevelopment at the existing HDGH Tayfour Campus on Prince Rd including a 60-bed acute mental health wing and the expansion of diagnostic imaging and the addition of dialysis services.
- 5 The demolition of the existing Met Campus and transfer of a clean site to the City of Windsor.

The economic impacts of NWEHS on the economy in Ontario and the rest of Canada are summarized below.

Table 1. Summary of Economic Impacts of New Windsor-Essex Hospitals System

Summary of Economic Impacts (\$ millions)			
	Ontario	Rest of Canada	Canada
GDP Impact	1,501	168	1,669
Labour Income	1,028	91	1,120
FTE Employment Positions (No.)	13,381	1,317	14,698
Government Revenues	196	14	210
Total Gross Output	2,827	335	3,162

Note 1: This summarizes direct, indirect, and induced economic impacts
 Source: Estimates from Statistics Canada Input-Output Model

As shown in Table 1, this study estimates that the construction of the proposed New Windsor-Essex Hospitals System will:

- Contribute **\$1.67 billion to Canada's GDP**, of which \$1.5 billion will be in Ontario and \$0.168 billion in other provinces.

- Generate **Labour Income** of **\$1.12 billion** and **14,698 Full-Time Equivalent (“FTE”) positions¹** in Canada. In Ontario alone, the project will generate \$1.03 billion and 13,381 FTEs. Labour income is a component of the GDP impact noted above.
- Create **\$210 million in government revenues** in Canada, of which \$196 million accrues in Ontario. These amounts are taxes on products and production collected by municipal and provincial governments as well as by the Government of Canada. Government revenues shown are a component of the GDP impact. Of total government revenues, **\$68.6 million in revenues will accrue to municipal governments in Ontario**. While the proportion that will accrue to the City of Windsor is not readily identifiable, these revenues are likely to be significant.
- Generate **Gross Output of \$3.16 billion** in Canada, of which \$2.83 billion will be generated in Ontario and \$0.335 billion in other provinces.

It is important to note that these economic impacts are in 2020 dollars and are realized over the course of the assumed three-year construction period.

It should be noted that the City of Windsor has consistently had either the highest or one of the highest unemployment rates in Canada over the past five years. High unemployment, combined with the presence in the region of a large number of people with skills in occupations that are relevant to construction projects, suggests that the City and surrounding region could capture many of the jobs associated with the investment in NWEHS. Reported experience with other similar hospital projects suggests that peak employment on-site during the construction phase could amount to between 1,100 and 1,200 positions. Average on-site employment during the three construction period is projected to be from 500 to 560 positions. Thus, employment impacts from construction are significant and will be spread out over multiple years.

Development of the site associated with the new Single-Site Acute Care Hospital, to be located in the area of Concession 9 and Lauzon Rd., is also likely to spur new development on adjacent lands. This reflects the increase in traffic that will be associated with employees, patients, and visitors to the new acute care facility. Economic impacts associated with the development of adjacent properties is not included in the economic impacts identified in this report, which are related only to the construction phase of NWEHS.

¹ A FTE assumed to be equivalent to one full-time position that is held for one year.

1 Introduction

KPMG LLP (“KPMG”) was retained by Windsor-Essex Hospitals Foundation to undertake an assessment of the economic impact of the construction of the proposed New Windsor-Essex Hospitals System. This study examines impacts on the economies of both Ontario and Canada as a whole.

1.1 Understanding the Study

This study is based on capital cost estimates of the New Windsor-Essex Hospitals System, provided by Windsor Regional Hospital (“WRH”). The capital cost estimates were developed by Hanscomb Inc.

Information from the estimates provided were used as inputs to Statistics Canada’s Input/Output (“I/O”) model of the Canadian economy. The objective of this study is to estimate the impact of the construction of the proposed NWEHS on the economies of Ontario and Canada. Specifically, this study estimates the impact of the construction project on Ontario and Canada’s:

- GDP;
- Labour Income;
- Employment levels;
- Government revenues; and
- Total Gross Output.

The study does not examine economic impacts associated with ongoing operation of the hospital facilities. The new hospital will replace two existing facilities and it is assumed that the incremental impact of the new facility on overall operating costs will be relatively minor. Hence, this study focuses on the construction phase.

1.2 Project Overview

In July 2015, the Program and Services Steering Committee, which is overseeing plans for the NWEHS, submitted a plan to the Ministry of Health and Long-Term Care as part of the Stage 1B planning for a new Single-Site Acute Care Hospital.

The plan includes:

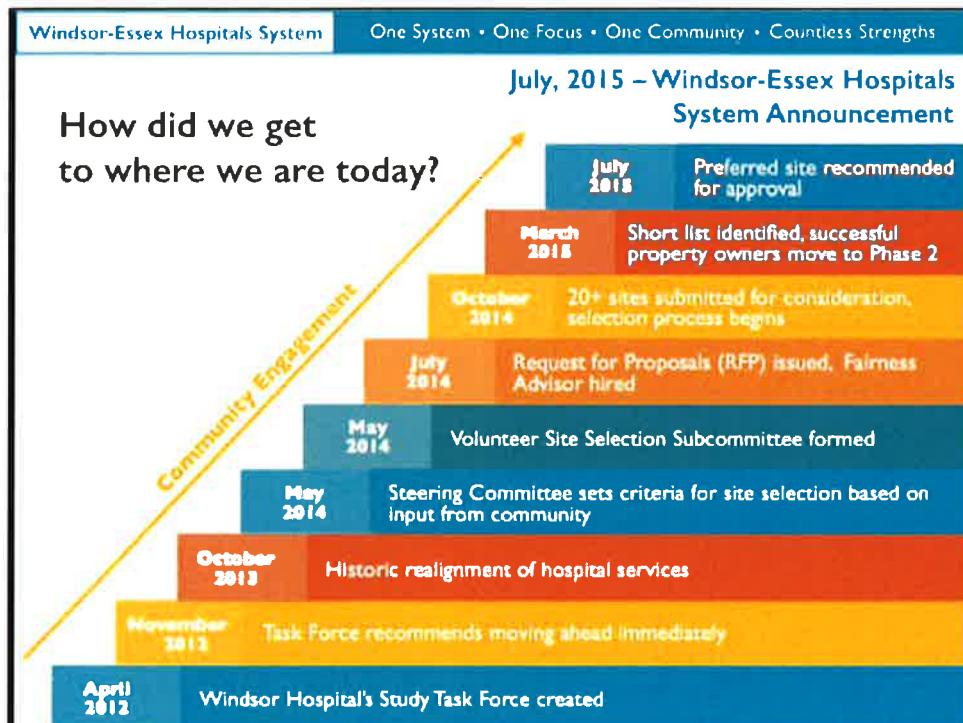
- 1 Construction of a new 1.6 million sq. foot, 10-storey, Single-Site Acute Care Hospital. The hospital will include complex regional trauma and emergency services, regional cardiac and cancer care, neurosurgery, neo-natal intensive care, obstetrics, and pediatrics, along with in-patient medical and surgical units and acute care specialty clinics.
- 2 Construction of a new 4-storey, 80,000 square ft. Urgent Care and Satellite Facility at the former Grace Hospital Site located at University Ave. and Crawford Ave. The facility will include a CT scanner, chronic disease management, laboratory services and a pharmacy.
- 3 Redevelopment of the Ouellette Campus at 1030 Ouellette Ave to support outpatient mental health services currently offered at the HDGH Transitional Stability Centre, Chronic Disease Management and a Community hub.

- 4 Construction and redevelopment at the existing HDGH Tayfour Campus on Prince Rd including a 60-bed acute mental health wing and the expansion of diagnostic imaging and the addition of dialysis services.
- 5 The demolition of the existing Met Campus and transfer of a clean site to the City of Windsor.

Windsor Regional Hospital President and CEO, David Musyj, has indicated that NWEHS will play a very important role in upgrading healthcare in the region. He has noted: "This is truly reforming healthcare in Windsor-Essex for decades to come."²

The capital cost of the proposed NWEHS is estimated to be \$1.707 billion in 2020 dollars.

Figure 1. History of the New Windsor-Essex Hospitals System



Source: Windsor Regional Hospital

1.3 Report Structure

This rest of this report is structured as follows:

- Section 2 provides an overview of the methodology used to derive the results presented in this report.

² CBC News. (July 2015). New Windsor-Essex mega-hospital to be built near airport. Available at: <http://www.cbc.ca/news/canada/windsor/new-windsor-essex-mega-hospital-to-be-built-near-airport-1.3152425>

- Section 3 presents detailed results of the economic impact analysis including impacts on GDP, labour income, employment, tax revenues and gross output generated by NWEHS.
- Section 4 discusses regional economic impacts of the Project on the Windsor-Essex area.

1.4 Limitations and Notice to Reader

The results presented in this study are based on information obtained from the Windsor Regional Hospital and Stats Can's I/O model. KPMG cannot confirm or warrant the completeness or accuracy of the information provided by these sources.

2 Methodology: Input-Output Modelling

In this Chapter, we review the methodology used to derive economic impact estimates.

2.1 Measured Economic Impacts

Economic impacts that are generated by an industry or entity within a geographic region are typically reported in terms of the GDP, Labour Income, Employment, Government Revenues and Gross Output generated by that industry. A short description of each of these metrics is provided below:

- **GDP impact** is a measure of economic output from the production of goods and services. It measures the total amount of “value-added” that individual producers contribute to their purchased inputs in order to generate their own output. For any given company, value-added is the difference between revenues and the sum of purchased goods and services. GDP impact is measured in dollars. The GDP impact can be further broken down into labour income, government revenues, and income to business.
- **Labour income** is defined as all compensation paid to employees (e.g. including wages, salaries, employer social contributions, bonuses and performance pay etc.). Labour income is measured in dollars. Labour income is a component of the GDP impact.
- **Employment** estimates the number of jobs created and is measured in terms of Full-time Employment (FTE) positions. An FTE is assumed to be equivalent to one full-time position that is held for one year.
- **Government revenues** measures the amount of tax revenues collected by the different levels of government and includes tax revenues on products and production. Taxes on products include sales taxes, gas tax and import duties amongst other items. Taxes on production include property taxes and development fees of the Project.
- **Gross output** is a measure of the value of goods and services that are produced within an economy. In the measurement of Gross Output, intermediate purchases by industries within the supply chain are not netted out. As such, Gross Output exceeds the GDP impact described above. Gross Output is measured in dollars.

The economic impact estimates presented in this study are broken-down into: (i) direct; (ii) indirect; and (iii) induced impacts. A definition of each type of impact is provided below:

- i. **Direct impacts** are those economic impacts generated by the industry in question and can be observed through an analysis of an industry’s employee base, payroll, taxes paid and the difference between the value of sales and purchased inputs.
- ii. **Indirect impacts** are those economic impacts generated by suppliers further-up the supply chain. For example, suppliers to an industry have their own employees and purchase commodities from other suppliers in turn. These expenditures ultimately result in income to labour, income to businesses or governments, or in the import of a good or service from another jurisdiction.
- iii. Economic impacts can also be defined to include **induced impacts**. These are the direct and indirect impacts that result from the subsequent spending by employees of their wages and salaries. This includes spending by employees both within an industry and within its upstream supplier base. It is important to note that induced impacts should be interpreted with some caution as they are affected by a household’s propensity to save, amongst other variables. For

example, when an economy experiences high unemployment household saving rates tend to increase and induced economic impacts will decrease. Therefore it is important to be mindful that induced economic impacts may not always materialize to the extent shown.

2.2 Input-Output Model

The core principle of economic impact analysis is that each sector produces a sufficient amount of output both to satisfy the final demand for its outputs (i.e., goods and services purchased by end-users) as well as to satisfy the intermediate demands of all other sectors in the economy that use its outputs as factors of production (i.e. as inputs).

Economic impacts are typically estimated through the use of an input/output (“I/O”) model. An I/O model divides the economy into a matrix of industries and commodities. Relationships within the model map the production of commodities onto industries and they identify the primary or intermediate commodities that are used in the production of each final commodity used by consumers or sold as an export. The model can then aggregate all of the expenditures on goods and services and in the supply chain as commodities are produced. It can thus estimate the economic impacts throughout the economy. Input/output models also consider the role of imports, which tie the supply chain to the global economy. I/O models break-down economic impact estimates into direct, indirect and induced impacts..

In Canada, the most authoritative and comprehensive I/O model is the Interprovincial Input-Output (“I/O”) Model of Statistics Canada (“Stats Can”). This study used Stats Can’s I/O model. As outlined in the Stats Can Guide to using the Input-Output Model, the “model has the greatest potential of all major economic models for capturing the flows of goods and services between industries and consumers at relatively detailed levels”. The I/O model used in this analysis is the most recent version produced by Stats Can and is calibrated to Canada’s economy in 2010. The Stats Can I/O Model is recognized by many as the benchmark by which economic impact modeling is conducted in Canada. It is important to note that the model is independent to KPMG and WRH.

Stats Can’s I/O model uses the North American Industry Classification System (“NAICS”) to categorize industries in Canada. In this study, “shocks” were made on investment and commodity outputs. A shock means that additional expenditures were assumed in the economy and impacts on economic outputs were then examined.

The Shock on Investments was made to NAICS 622 – Hospitals. This encompasses the hard costs such as new construction cost, and associated expenditures on furniture fixtures and equipment (“FFE”), and IT. The Shock on Commodity Output was made to Commodity MPS541300 - Architectural, engineering and related service and Commodity MPS484001 - Moving services. This encompasses the soft costs of construction such as architectural and engineering services, as well as moving services. The following section discusses the cost estimates used for this study and how the shocks were allocated.

2.3 Data Inputs and Methodology

2.3.1 Data Sources

The economic impacts presented in this study are based on construction cost estimates of NWEHS provided by WRH.

Construction costs were developed by Hanscomb Ltd. Costs were estimated on the basis of competitive bids received in April 2015 from general contractors and all major subcontractors and suppliers based on

a stipulated sum form of contract. Pricing reflects probable costs in the Windsor area and is therefore a determination of fair market value for the construction of the work.³

2.3.2 Capital Expenditures for the Redevelopment Project

Capital expenditures for the redevelopment project include all building construction and related site development work, allowances for hospital furnishings & equipment, professional fees & expenses. Hanscomb included the following allowances, calculated as a percentage of construction costs, in the development of its cost estimates:

- 10% for in-contract equipment, where deemed appropriate;
- 20% to cover design scope contingencies;
- 2.5% for potential LEED premium;
- 5% to cover construction contingencies;
- 23.2% for project for project ancillaries.

Hanscomb also provided 2.5% escalation per annum for five years to cover potential cost increases in labour and material from the current date (2015) to the time of construction start (2020). This provision is important to note since it reflects the inflation of construction costs to 2020 dollars. Thus, the economic impacts discussed in this report are in 2020 dollars as well.

The following items were specifically excluded from the estimate: owner’s staff and management expenses; land acquisition costs; financing and/or fundraising expenses; and all costs associated with an Alternative Financing Procurement method of project delivery.

The estimated capital expenditures of the NWEHS are summarized below:

Table 2. Capital Expenditures for the NWEHS

Capital Expenditures for the NWEHS	
Item	Cost (\$ millions)
New Construction Cost	733.5
In Contract Equipment Allowance	69.7
Design Scope Allowance	160.7
LEED Allowance	24.0
Total Construction	987.9
Construction Contingency	49.4
Project Ancillaries	229.2
Moving Allowance	6.5
Furnishings, Fixtures and Equipment and IT Allowance	235.8
Total Current Project Cost	1,508.7
Escalation	198.3
Total Project Cost Including Escalation	1,707.0

³ Hanscomb (April 2015). New Windsor Essex Hospital, Facility Development Plan.

2.3.3 Capital Cost Allocation to Statistics Canada Inputs

This section discusses how the capital cost estimates summarized in Table 2 were translated into Stats Can shocks on investment and output. This is summarized in the table below:

Table 3. Allocation of CAPEX costs to Stats Can Input Shocks

Allocation of CAPEX costs to Input Shocks				
Steps	STEP 1: Data as presented in report	STEP 2: LEED allowances, contingency construction and project ancillaries are reallocated to New construction	STEP 3: Escalation is reallocated proportionally to remaining categories	Input Shocks
New Construction cost	733,544,300	1,036,077,700	1,172,226,789	Shock on Investment for IO commodity MPG23B006 - Hospitals, health centres, clinics, nursing homes and other health care buildings.
In contract equipment allowance	69,708,000	69,708,000	78,868,202	Shock on Investment using final demand pattern for M&E expenditures on hospital, excluding FF&E and IT.
Design scope allowance	160,650,500	160,650,500	181,761,290	Shock on Output for IO Commodity MPS541300 - Architectural, engineering and related services.
LEED allowance	23,965,300			
Contingency construction	49,382,900			
Project ancillaries	229,185,200			
Moving allowance	6,513,800	6,513,800	7,369,767	Shock on Output for IO Commodity MPS484001 - Moving services (used goods).
FF&E & IT allowance	235,771,100	235,771,100	266,753,352	Shock on Investment using final demand pattern for M&E expenditures on hospitals, for FF&E and IT.
Escalation	198,258,300	198,258,300		
Total project cost including escalation	198,258,300	1,706,979,400	1,706,979,400	

A Shock on Investments was made to NAICS 622 – Hospitals. This encompasses the hard costs such as new construction cost, Furniture Fixtures and Equipment (“FFE”), and Information Technology (“IT”). For this report, we allocate New Construction Cost, In Contract Equipment Allowance, and the FFE and IT Allowance to this shock. In Step 2, we add the LEED Allowance, Construction Contingency, and Project Ancillaries to the New Construction Costs.

The Shock on Commodity Output was made to Commodity MPS541300 - Architectural, engineering and related service and Commodity MPS484001 - Moving services. This encompasses the soft costs of construction such as architectural and engineering services, as well as moving services. For this report, we allocate Design Scope Allowance to Commodity MPS541300 and Moving Allowance to MPS484001.

As noted earlier, the Escalation component covers potential cost increases in labour and material from the current date to the time of construction start. In Step 3, we reallocate the Escalation cost proportionately to the remaining cost categories.

2.4 Input-Output Model Limitations

2.4.1 Input-Output Model Date

The most recent version of the I/O model produced by Stats Can is calibrated to Canada's 2010 economy. Escalation in the capital cost estimate covers potential cost increases in labour and material from the current date to the time of construction start. This reflects an inflation of costs to 2020 dollars.

The premise of the I/O model is that shocks to Canada's economy result in multiplier effects on GDP, labour income, employment, government revenues, and output. Because input values were expressed in 2020 values and because multiplier effects are linear, the economic impacts shown in dollar terms can be interpreted as 2020 values. Adjustments, however, need to be made when interpreting employment impacts. This is outlined further below.

2.4.2 Full Time Equivalent Positions

In the I/O model, FTE positions are linked to average compensation per worker and the average amount of time spent on a full time position. Since the I/O model is calibrated to the 2010 economy, average compensation per worker assumed in the model is significantly less than what it will be in 2020. Without adjustments, this could result in an overestimate of the employment impacts of the NWEHS.

To address this issue, we deflate the capital cost estimated to 2010 dollars and re-run the I/O model using 2010 dollars. The allocation of capital cost estimates to Stats Can shocks was the same as described in Section 2.3.3. We use the results of this model run to estimate the employment impact of the NWEHS. All other economic impacts reported in this study are based on I/O model results using capital cost estimates in 2020 dollars, as presented in Table 2.

Table 4. Capital Cost Estimates of NWEHS in 2015 and 2010 dollars.

Capital Cost Estimates in 2015 and 2010 Dollars (millions)		
	2015 Dollars (no escalation)	2010 Dollars
New Construction cost	733.5	673.0
In contract equipment allowance	69.7	58.4
Design scope allowance	160.7	134.7
LEED allowance	24.0	20.1
Total construction	987.9	886.2
Contingency construction	49.4	41.4
Project ancillaries	229.2	192.1
Moving allowance	6.5	5.5
FF&E & IT allowance	235.8	197.6
Total current project cost	1,508.7	1,322.8

Source: Bank of Canada Inflation Calculator

3 Economic Impact of New Windsor-Essex Hospitals System

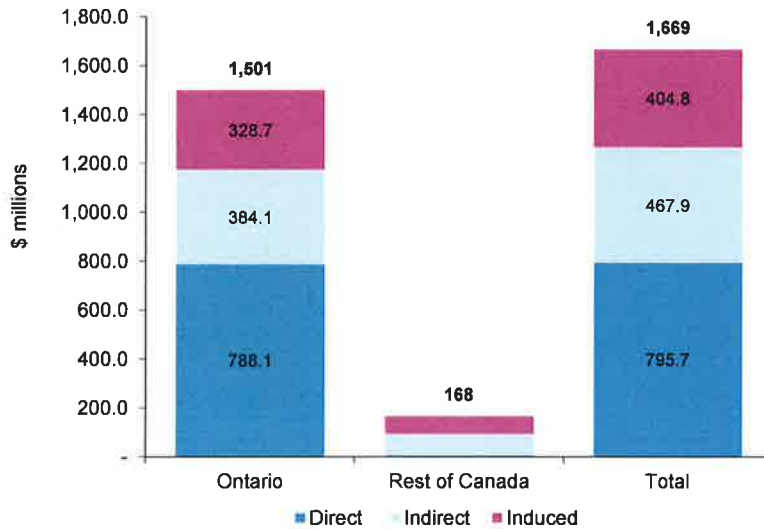
This Chapter presents the estimated economic impacts of the proposed NWEHS.

It is important to note that the estimated economic impacts occur will over the course of the 3 year construction period. Also, recall that an escalation of 2.5% per annum for five years was included in the capital cost estimate to cover potential cost increases in labour and material from the current date to the time of construction start (2020). This reflects an inflation of construction costs to 2020 dollars. Thus, the economic impacts discussed in this section can be interpreted as being in 2020 dollars.

3.1 GDP Impact

This study estimates that the construction of the NWEHS will contribute approximately **\$1.67 billion to Canada’s GDP**. Of this, approximately \$1.50 billion (90 percent) of GDP impacts accrues to Ontario, while the remaining \$0.17 billion (10 percent) accrues to the rest of Canada. Figure 2 summarizes the direct, indirect and induced impact of the NWEHS on Ontario and Canada’s GDP. As demonstrated in Figure 2, a very large proportion of the GDP impact from the Project occurs within Ontario.

Figure 2. GDP Impact from NWEHS (\$ millions)

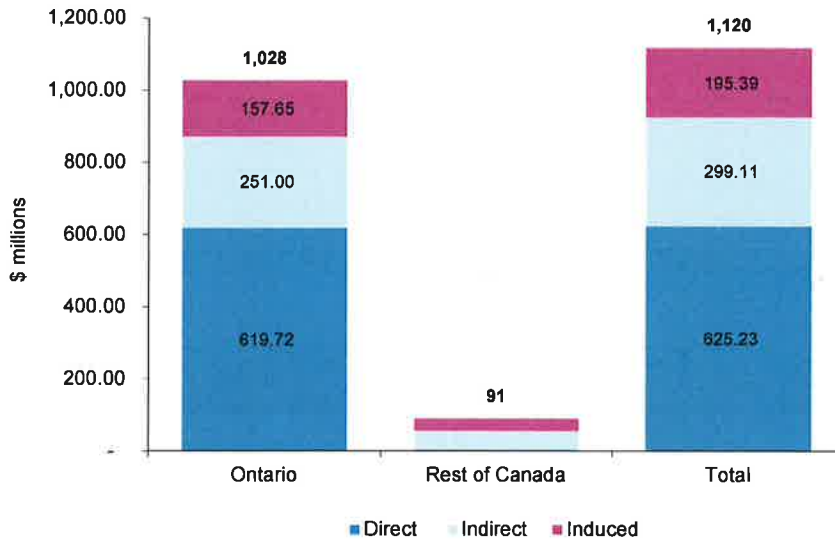


3.2 Labour Income

For the purposes of this study, Labour Income is defined as all compensation paid to employees including wages, pension contributions, healthcare benefits and employer-paid social contributions.

As indicated in Figure 3, it is estimated that the total **Labour Income** that will be generated from the NWEHS is **\$1.12 billion**. Of this impact, approximately \$1.02 billion, or 92 percent, will be generated within Ontario. The remaining \$0.91 billion, or 8 percent, will be generated in other provinces.

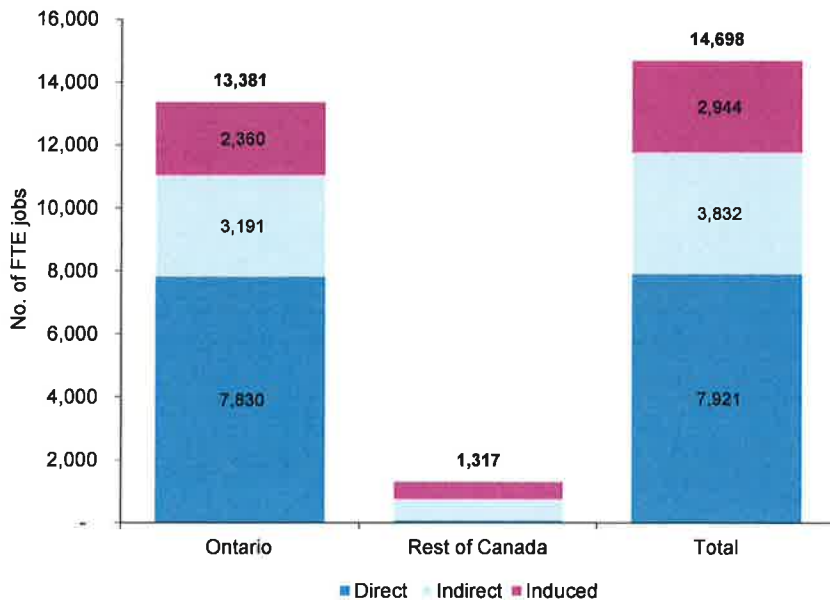
Figure 3. Labour Income Impact from NWEHS (\$ millions)



3.3 Employment Impact

As shown in Figure 4, this study estimates that the NWEHS will generate **14,698 full-time employment positions ("FTE")**, of which 13,381 positions (or 91 percent) will be located in Ontario and the remaining 1,317 will be located outside of the province.

Figure 4. Employment Impact from NWEHS (\$ millions)



It is important to note that one FTE is measured as one full-time position that is held for one year. Given that the construction of the hospital is estimated to be over a 3 year period, this value cannot be interpreted as the number of "jobs" that will be created over the course of the construction period. Rather, it is the number full-time equivalent employment positions created based on the average number of hours worked in full time jobs in one year. Thus, one person employed by this project full time over the course of the 3 year construction period would count as 3 FTE positions for the purposes of reporting employment impacts.

3.4 Government Revenue

This section summarizes government revenues generated by the NWEHS through taxes on products and taxes on production. For the purposes of this study, taxes on products cover sales taxes, gas taxes, excise taxes and custom duties, amongst other items. Taxes on production include property taxes, business taxes, licensing and permitting fees, amongst other items. Taxes on income, whether corporate or personal, are not included.

This study estimates that the NWEHS will generate **\$210 million of federal, provincial, and municipal taxes on products and taxes on production**. Of this amount, \$90 million (43 percent) is collected by the Government of Ontario, \$39.7 million (19 percent) by the Government of Canada and \$68.6 million (33 percent) by municipal governments in Ontario. The remaining \$11.4 million (5%) of government revenue is generated through provincial and municipal revenues in other provinces.

Table 5 summarizes government revenue generated by the NWEHS.

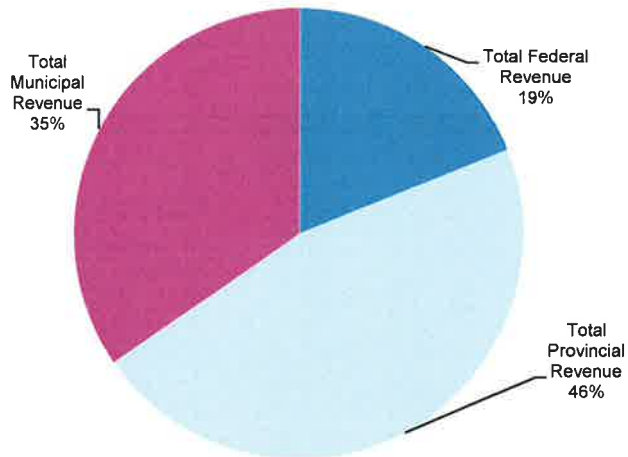
Table 5. Government Revenue Generated by the NWEHS

Federal, Provincial and Municipal Revenue Generated from NWEHS (\$ thousands)			
	Ontario	Rest of Canada	Total
Federal			
Taxes on products	36,282	2,773	39,054
Federal trading profits	45	5	50
Federal gas tax	3,548	514	4,062
Federal excise tax	154	16	170
Federal duty tax	2,196	286	2,482
Federal environment tax	-	-	-
Federal air transportation tax	288	33	321
Federal sales tax (GST and HST)	26,846	1,684	28,530
Import duties	3,204	236	3,440
Taxes on production	654	40	694
Total Federal Revenue	36,936	2,813	39,749
Provincial			
Taxes on products	70,969	4,493	75,462
Provincial environment tax	218	172	391
Provincial gallon tax	824	79	903
Provincial trading profits	5,304	901	6,205
Provincial gas tax	5,471	885	6,355
Provincial amusement tax	613	3	616
Other provincial consumption taxes	1,905	590	2,495
Provincial sales tax	34,215	1,464	35,679
Provincial harmonized sales tax (H.S.T.)	22,419	398	22,817
Taxes on production	19,122	2,704	21,826
Total Provincial Revenue	90,091	7,196	97,288
Municipal			
Taxes on products	-	15	15
Municipal amusement tax	-	1	1
M.S.T.	-	15	15
Taxes on production	68,601	4,165	72,766
Total Municipal Revenue	68,601	4,196	72,797
Total Government Revenue	195,628	14,205	209,833

As displayed in Table 5, the estimated Municipal Revenue impact in Ontario is \$68.6 million, which reflects taxes on production levied by municipal governments. Taxes on production include property taxes, developer fees, and licensing and permitting fees. Given that taxes on production thus include many of the local municipal taxes and fees associated with a typical construction project, it is reasonable to assume that a significant portion of the \$68.6 million Municipal Revenue impact in Ontario could be realized in the Windsor-Essex region.

Figure 5 below provides a breakdown of the taxes generated by different levels of government.

Figure 5. Breakdown of Government Revenue Impacts from NWEHS

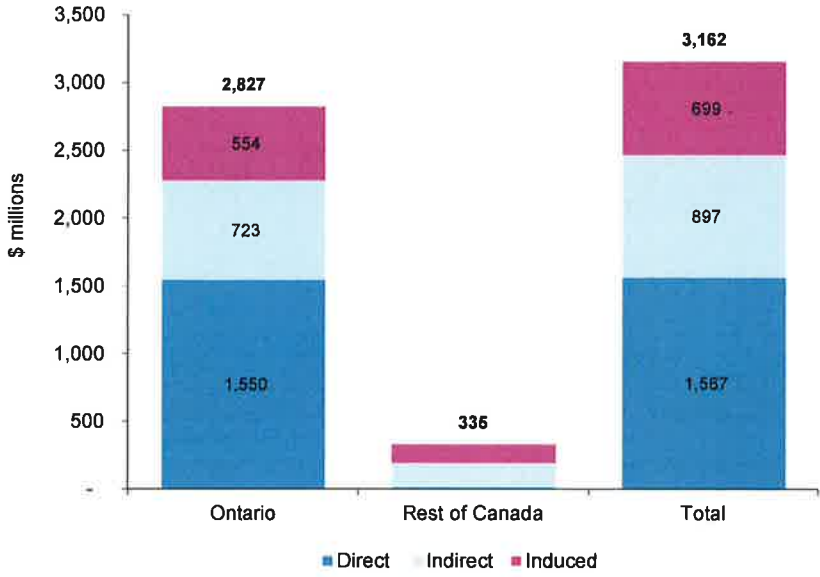


3.5 Gross Output

This section provides an overview of the gross output i.e. the total value of the goods and services produced as a result of the NWEHS. Gross output is a summation of the revenues received by each industry in the supply chain. It is important to note that intermediate purchases from other industries are not netted out in measures of gross output. As a result, the impacts of an industry or expenditure on gross output are greater than its GDP impact.

This study estimates that the NWEHS will generate about **\$3.16 billion of gross output**. Of this amount, \$2.83 billion, or 90 percent, is generated in Ontario and \$0.335 billion is generated outside of the province. Figure 6 provides a detailed breakdown of the gross output of the industry by direct, induced and indirect impact.

Figure 6. Gross Output Impact of NWEHS (\$ millions)



4 Regional Economic Impacts

This Chapter discusses the potential impacts of the construction of NWEHS on the economies of the City of Windsor and Essex County. We will refer to these as regional economic impacts.

4.1 Approach

The Statistics-Canada model that was used to generate the economic impacts summarized in this report provides a representation of the Canadian economy down to the provincial level. As such, the model does not provide estimates of economic impacts at a local (or “regional”) level. Because regional impacts are of interest to municipal decision-makers, this chapter examines other available evidence on the extent to which regional economic impacts may arise. This evidence includes information on:

- The capacity that is available in local labour markets.
- The direct on-site employment observed at other similar hospital projects.
- The potential for additional development on adjacent land parcels.

These sources of evidence are discussed in more detail in the sections below.

4.2 Regional Economic Conditions

The Windsor-Essex region has had one of the highest unemployment rates in Canada over the past 5 years.⁴ Traditionally, the region’s economy was dominated by the automotive manufacturing sector and benefited from investment in the area by large companies such as Chrysler, Ford and GM. A large contributor to the region’s high unemployment in recent years has been the downturn in the manufacturing sector, particularly in the automotive field.

As outlined in an article in the Windsor Star, there have been significant reductions in manufacturing employment in the region:

- Over an eight-year period, Ford has reduced its employment in the City from 6,500 jobs to about 1,600.
- In a little over a decade, employment at GM has fallen to nil from about 5,000.
- Employment at Chrysler has fallen by around 10,000 employees from the 1980s.⁵

The table below summarizes Windsor’s labour force statistics in July 2014 and 2015. Although the unemployment rate has fallen over the past year, it is still significantly above the national average of 6.8 percent.

⁴ Thompson, S., (10 July 2015). “Windsor has been Canada’s most unemployed city for more than five years.” *The Windsor Star*.

⁵ Pearson, Craig, (4 September 2015). “What can be done? Windsor scopes highest unemployment rate...again.” *The Windsor Star*

Table 6. Windsor Labour Force Statistics in July 2014 and 2015.

Windsor Labour Force Statistics			
	Jul-14	Jul-15	Change
Population ('000s)	277.6	279.6	2
Labour force ('000s)	169.6	181	11.4
Employment ('000s)	153.6	164.8	11.2
Unemployment ('000s)	16	16.2	0.2
Participation rate (%)	61.1	64.7	3.6
Unemployment rate (%)	9.4	9	-0.4
Employment rate (%)	55.3	58.9	3.6

Source: Statistics Canada (2015). Labour force characteristics, unadjusted, by census metropolitan area, Windsor, Ontario. Available at: <http://www.statcan.gc.ca/tables-tableaux/sum-som/01/cst/01/fss/04h-eng.htm>

In 2013, there were approximately 22,000 businesses in the Windsor-Essex region, majority of which are small- and medium-sized businesses (i.e. less than 500 employees). This is shown in Table 7 below.

Table 7. Number of Businesses in the Windsor-Essex Region

Number of Businesses by Employee Size Range - Windsor-Essex Region	
Employee Size Range	Number of Businesses - June 2013
Indeterminate*	11,149
1-4 employees	5,160
5-9 employees	2,245
10-19 employees	1,522
20-49 employees	1,068
50-99 employees	336
100-199 employees	160
200-499 employees	88
500 + employees	28
Total	21,756

*Number of employees fluctuates.

Source: Windsor-Essex Economic Development (2015). Windsor Essex Region – Employers. Available at: <http://www.choosewindsor-essex.com/?q=node/816>

4.3 Regional Impacts from NWEHS

The NWEHS could potentially have large economic impacts in the Windsor-Essex region. A profile of the region's economic base shows that there are a large number of companies and workers who could benefit from the associated construction activity. For example, there were approximately 2,800 construction-related companies in the Windsor-Essex region in 2013, representing 13 percent of total businesses in the region. The construction industry in the Windsor-Essex region provided almost 14,000 jobs in 2013 and is forecasted to provide approximately 15,000 jobs by 2020, which is around the time that the NWEHS is expected to begin construction. The table below summarizes the number of construction-related companies and jobs in the Windsor-Essex region.

Table 8. Construction industry in the Windsor-Essex region and forecasted number of jobs.

Number of Construction-related companies and employees in the Windsor Essex Region				
3-digit NAICS Code	Industry Type	No. of Companies (2013)	No. of Jobs (2013)	No. of Jobs (Forecasted 2020)
236	Construction of buildings	732	2,495	2,652
237	Heavy and civil engineering construction	319	811	878
238	Specialty trade contractors	1,324	7,114	7,561
416	Building material and supplies merchant wholesalers	141	931	1,017
417	Machinery, equipment and supplies merchant wholesalers	163	1,102	1,184
444	Building material and garden equipment and supplies dealers	123	1,478	1,576
Total		2,802	13,931	14,868

Source: Windsor-Essex Economic Development (2015). Windsor Essex Region – Employers and Windsor Essex Region – Occupations and Industries. Available at: <http://www.choosewindsor-essex.com/?q=node/816>

Table 9 below summarizes a number of occupations that could benefit from the construction of NWEHS. By 2020, it is forecasted that there will be approximately 13,000 people in the Windsor-Essex region that will be in occupations needed for the construction of NWEHS.

Table 9. Number of Jobs in the Windsor-Essex Region by Occupation, Relevant to Construction

Number of Jobs in the Windsor-Essex Region by National Occupation Classification (“NOC”)			
NOC	Description	No. of Jobs (2013)	No. of Jobs (Forecasted 2020)
A37	Managers in construction and transportation	1,457	1,570
C03	Civil, mechanical, electrical and chemical engineers	1,770	1,757
C05	Architects, urban planners and land surveyors	67	60
C13	Technical occupations in civil, mechanical and industrial engineering	1,112	1,225
C15	Technical occupations in architecture, drafting, surveying and mapping	368	357
H01	Contractors and supervisors, trades and related workers	2,531	2,741
H11	Plumbers, pipefitters and gas fitters	635	526
H12	Carpenters and cabinetmakers	746	652
H13	Masonry and plastering trades	360	303
H14	Other construction trades	818	793
H32	Metal forming, shaping and erecting trades	1,275	1,177
H62	Crane operators, drillers and blasters	98	86
H82	Trades helpers and labourers	1,398	1,604
H83	Public works and other labourers, n.e.c.	107	73
Total		12,742	12,924

Source: Windsor-Essex Economic Development (2015). Windsor Essex Region – Employers and Windsor Essex Region – Occupations and Industries. Available at: <http://www.choosewindsor-essex.com/?q=node/816>

As discussed earlier in Section 3.3, this study estimates that the NWEHS will generate 14,698 FTE positions in Canada over the course of the construction period, of which 13,381 positions (or 91 percent) will be located in Ontario. A review of the profile of businesses and workers in the region, and the

region's current high unemployment rates, suggest that the region is well positioned to capture many of the economic impacts associated with the NWEHS.

4.4 Evidence of Economic Impacts from Other Similar Projects

Review of the impacts of other major hospital projects further supports the idea that a significant increase in local employment will result from this project. Relevant precedents are as follows:

- Niagara Health System Care Complex and Walker Family Cancer Centre.
- Humber River Hospital.
- Halton Healthcare Services – New Oakville Hospital.

These are discussed, in turn, below. We then also examine the potential average level of on-site employment over time during the duration of construction.

4.4.1 Niagara Health System Care Complex

The Niagara Health System Care Complex and Walker Family Cancer Centre is a 970,000 square foot complex in St. Catharines Ontario that opened in 2012. This facility is therefore only about 60% of the size of the proposed NWEHS complex. A fact sheet issued with respect to this facility indicates the following:

- At the peak of construction, over 700 workers were at the site daily.
- Over 85% of the trades were performed by local subcontractors.⁶

In the event that local employment impacts are proportional to size, then one might expect that over 1,100 workers will be employed on site at the peak of NWEHS's construction.

The estimate of on-site workers noted above is quite a bit smaller than total employment impacts of 13,381 FTE positions presented in Chapter 3 for the Ontario economy as a whole. The difference reflects the fact that employment impacts estimated using the Statistics-Canada I/O model include all of the jobs generated within the Project's supply chain. These include the indirect jobs at companies producing goods and services used in the construction of NWEHS (for example at suppliers of cement and steel and at professional design firms) as well as the jobs created when the various groups of employees spend their wages and salaries on consumer goods. It can be readily seen that many of these jobs will be off-site. Some of this employment within this broader supply chain will also occur within the local economy. When considering regional economic impacts, these local jobs within the supply chain will supplement the direct on-site employment estimated above. This additional employment is difficult to estimate precisely but will nonetheless represent an additional local benefit.

4.4.2 Humber River Hospital

The Humber River Hospital is a new 1.7 million square foot facility in Toronto that will open in 2015/2016. This facility is therefore comparable in the size to the proposed NWEHS complex. Information released by the project developer indicates that, at the peak of construction, over 1,200 workers were at the site

⁶ Plenary Group, Fact sheet: Niagara Health System Complex and Walker Family Cancer Centre.

daily. This level of employment is consistent with, if even slightly higher than, the estimate derived immediately above.

4.4.3 Halton Healthcare Services – New Oakville Hospital

The Halton Healthcare Services – New Oakville Hospital (“the Halton facility”) is a new 1.5 million square foot hospital in Oakville expected to open in December 2015. Considering that this facility is similar in size to the proposed NWEHS complex, the economic benefits of the construction of NWEHS could be similar to those of the Halton facility. Infrastructure Ontario has stated that the Halton facility was a significant economic opportunity for suppliers and contractors in the Halton Region and the Greater Toronto Area.⁷ At the peak of construction, the project developer estimated that there were more than 1,100 workers on site daily.⁸

Table 10 summarizes the evidence of economic impacts from these similar hospital projects in Niagara, Toronto and Oakville. As noted above, this experience suggests that peak employment on-site during the construction phase of NWEHS could amount to between 1,100 and 1,200 positions.

Table 10. Evidence of Economic Impacts from Other Similar Projects

Summary of Economic Impacts from Other Ontario Similar Projects		
Project Name	Project Description	Economic Impacts
Niagara Health System Care Complex	The new health-care complex in St. Catharines will be approximately 970,000 square feet.	At the peak of construction, over 700 workers were at the site daily, many of which were from the Niagara Region.
Humber River Hospital	The new Toronto hospital will be 1.7 million square feet.	At the peak of construction, over 1,200 workers were at the site daily.
Halton Healthcare Services - New Oakville Hospital	The new 1.5 million square foot hospital will be a state-of-the-art facility and include a full range of health services such as complex continuing care, rehabilitation and acute care.	Estimated more than 1,100 workers on site daily, largely drawn from suppliers and contractors in Halton Region and the Greater Toronto Area.

Source: Infrastructure Ontario. (2015). Alternative Financing and Procurement Projects. Available at: <http://www.infrastructureontario.ca/Templates/Projects.aspx?id=2147488309&langtype=1033>

4.4.4 Employment Duration

We can use information on the total number of labour hours required on-site to calculate average on-site employment throughout the duration of construction. Based on information for other similar projects, Infrastructure Ontario has estimated that the total number of hours of construction (or “on-site”) labour required for NWEHS will be between 3.0 and 3.4 million hours. Spread out over the assumed three year construction period, this results in an average on-site employment level during construction of between 500 and 570 workers.⁹ This figure indicates that average on-site employment increases would be significant even if they were evenly spread out over the full duration of construction.

⁷ Infrastructure Ontario. (2015). Halton Healthcare Services – New Oakville Hospital. Available at: <http://www.infrastructureontario.ca/Templates/Projects.aspx?id=2147484243&langtype=1033>

⁸ Ibid

⁹ Estimate assumes 2,000 per person-year.

4.5 Impacts on Regional Development Patterns

The new Single-Site Acute Care Hospital will be built at a new site south of Country Road 42, in the area of Concession 9 and Lauzon Road. This site is near the border of the City of Windsor and the County of Essex, placing it between these two important population nodes. The area surrounding the proposed new facility is relatively undeveloped at present and development of the site will require widening of both Country Road 42 and Lauzon Road. The addition of public transit routes will also be required.¹⁰

Over the longer term, placement of the hospital at this new location is likely to spur development on adjacent properties, given the influx of patients, visitors, and staff to the new facility. Economic impacts associated with such development are not included in the results presented in this report, as the report identifies only those impacts related to the construction phase of the hospital itself.

¹⁰ CTV Windsor, (14 July 2015), "Site of new mega hospital revealed".



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WINDSOR-ESSEX REGIONAL Chamber of Commerce

December 10, 2015

David Musyj, President and CEO
Windsor Regional Hospital
1995 Lens Ave.
Windsor, ON N8W 1L9

Janice Kaffer, President and CEO
Hotel-Dieu Grace Healthcare
1453 Prince Rd.
Windsor, ON N9C 3Z4

Re: Economic Impact Assessment Study: New Windsor-Essex Hospitals System

Dear David and Janice,

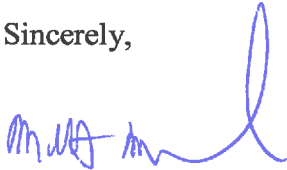
Thank you for sharing the Economic Impact Assessment Study: New Windsor-Essex Hospitals System with our office for review and comments.

On behalf of the Windsor-Essex Regional Chamber of Commerce, we want to indicate our support for the Windsor-Essex Hospitals System that was announced in July, 2015. One of the Windsor-Essex Regional Chamber's strategic directions is to "provide leadership that advances the global competitiveness, economic prosperity and quality of life of the Windsor Essex region."

The plan that was announced in July which includes not only a new regional state-of-the-art acute care hospital but, an urgent care centre at the former Grace Hospital site, additional investments in the Tayfour Campus and, investments in the Ouellette Campus meets this strategic direction. In addition, having the Province of Ontario pay for 90% of the proposed \$2B dollar investment has to be moved forward and commenced as quickly as possible. The creation of some 600 plus jobs for over a three-year period with a maximum of some 1100 jobs at its peak is desperately needed in our community, let alone the spin off investment this system will create.

The Windsor-Essex Regional Chamber of Commerce wants to thank the Program and Services Steering Committee and the Site Selection Sub-Committee for their leadership, transparency and community engagement they have shown throughout this process.

Sincerely,



Matt Marchand,
President & CEO



Janice Forsyth, PhD
Chair, Board of Directors

December-8-15

Comment online at: <http://www.ebr.gov.on.ca/ERS-WEB-External/searchComment.do?actionType=add¬iceId=MTI2NDgz&statusId=MTkwOTA1¬iceHeaderIdString=MTI2NDgz>

Or by letter to:

Geoffrey Knapper
District Manager, Ministry of the Environment and Climate Change
Operations Division, West Central Regional Office
Hamilton District Office
119 King Street West
Floor 9
Hamilton Ontario
L8P 4Y7

Re: EBR 012-5624

Mr. Knapper,

I am writing today on behalf of (insert organization) to express our concern about the proposed Director's order EBR 012-5624, regarding contaminated properties in east Hamilton.

The proposed order, if issued, would hold property owners who did not cause or contribute to the contamination in any way, accountable for the cost of investigating and remediating it. This approach sets a dangerous precedent which could have significant liability impacts on Ontario municipalities given their proximity to many contaminated sites.

It is our position that the Ministry of Environment and Climate Change (MOECC) must hold those who cause or allow pollution to occur, accountable for the cost of investigation and rehabilitation, not the victims. This is consistent with the "polluter pays" principle, which the Premier has mandated the MOECC include in Ontario's legislative framework, and is integral to the MOECC's own Statement of Environmental Values, which the Environmental Commissioner of Ontario highlighted in her most recent report.

By adhering to the polluter pays principal the MOECC will best protect the environment by encouraging polluters to modify their behaviour, whereas unjustly charging victims as a first resort

sets a dangerous precedent that would invite those who cause or permit contamination to do so without fear of being held responsible. It could also negatively impact economic development opportunities as businesses may question making investments in Ontario communities for fear of having to pay for problems caused by others.

Sincerely,



The Corporation of the County of Essex

By-Law Number 55-2015

A By-law to Amend By-law Number 26-2002, Being a By-law to Regulate Traffic and Parking on Highways within the Essex County Roads System.

Whereas By-law Number 26-2002, being a by-law to regulate traffic and parking on highways within the Essex County Roads System, was adopted by the Corporation of the County of Essex on October 16th, 2002;

AND WHEREAS Section 5.3(a)(iii) of By-law Number 26-2002 provides that when Signs, marked in compliance with the regulations under The Highway Traffic Act, are on display, no person shall drive a Motor Vehicle upon the Highways named and/or described in Column 1 of Schedule "H" from the location or Highway named and/or described in Column 2 of the said Schedule to the location or Highway named and/or described in Column 3 of the said Schedule at a greater rate of speed than is described in Column 4 of the said Schedule;

AND WHEREAS it is deemed expedient that the maximum rate of speed for motor vehicles driven on certain highways under the jurisdiction of the Corporation of the County of Essex be either decreased or increased;

Now therefore the Council of the Corporation of the County of Essex hereby enacts as follows:

1. THAT Schedule "H", Section 5.3(a)(iii) of By-law Number 26-2002 be amended by implementing the following speed limit reductions:

Column 1	Column 2	Column 3	Column 4
COUNTY ROAD NAME	FROM	TO	RATE OF SPEED
9	300 metres north of North Side Road, Town of Amherstburg	300 metres south of North Side Road, Town of Amherstburg	60 km/hr
25	County Road 42, Lakeshore	300 metres south of County Road 42, Lakeshore	60 km/hr
27	County Road 42, Lakeshore	300 metres north of County Road 42	60 km/hr
42	300 metres west of Patillo Road, Town of Lakeshore	300 metres east of Patillo Road, Town of Lakeshore	60 km/hr
42	300 metres west of County Road 25, Town of Lakeshore	300 metres east of County Road 25, Town of Lakeshore	60 km/hr
42	300 metres west of County Road 27, Town of Lakeshore	300 metres east of County Road 27, Town of Lakeshore	60 km/hr
13	Southern limit of former Town of Harrow	Southerly to the south leg of Dunn Road	50 km/hr

2. THAT Schedule "H", Section 5.3(a)(iii) of By-law Number 26-2002 be amended by implementing the following increase to speed limit(s):

Column 1	Column 2	Column 3	Column 4
COUNTY ROAD NAME	FROM	TO	RATE OF SPEED
25	Southern limit of Highway 401, Lakeshore	North limit of "Construction Zone"	80 km/hr

3. This By-law shall come into force and take effect after the final passing.

Read a first, second and third time and Finally Passed this 16th day of December, 2015.

Tom Bain, Warden

Mary S. Brennan, Clerk

Clerk's Certificate

I, Mary S. Brennan, Clerk of the Corporation of the County of Essex, do hereby certify that the foregoing is a true and correct copy of **By-law Number 55-2015** passed by the Council of the said Corporation on the 16th, day of December 2015.

Mary S. Brennan, Clerk
Corporation of the County of Essex

SCHEDULE "H"
BY-LAW #26-2002 as amended
Section 5.3 (a)(iii)
RATES OF SPEED

Column 1	Column 2	Column 3	Column 4
HIGHWAY	FROM	TO	RATE OF SPEED
2	Centreline of Pike Creek Bridge	100 metres east of the eastern limit of the East Pike Creek Road, Town of Lakeshore	40 km/hr

Amended by By-law # 55-2015 – December 16, 2015
Prior By-law Amendments: 33-2002, 42-2002, 10-2004, 52-2004, 55-2005, 32-2006, 51-
2006, 60-2006, 11-2007, 74-2007, 83-2007, 54-2008, 56-2008, 44-2009, 28-2010, 53-2010,
37-2011, 19-2012, 27-2012, 67-2012 and 51-2013

Column 1	Column 2	Column 3	Column 4
HIGHWAY	FROM	TO	RATE OF SPEED
2	County Road 22	Southern limit of County Road 2 (Tecumseh Road)	50 km/hr
2	100 metres east of the eastern limit of the East Pike Creek Road, Town of Lakeshore	County Road 22	50 km/hr
2	Duck Creek Town of Lakeshore	500 metres east of the eastern limit of County Road 2 (Charron Line Road)	50 km/hr
3	Southern limit of Reaume Road, Town of LaSalle	150 metres south of the centreline of Meagan Drive, Town of LaSalle	50 km/hr
3	300 metres south of the centreline of Canard Drive Town of LaSalle	Eastern limit of County Road 20	50 km/hr
8	County Road 3, Town of Amherstburg	200 metres east of the 3 rd Concession of the former Township of Anderdon	50 km/hr
8	East limit of the Former Town of Essex	200 metres east of the centerline of North Talbot Road	50 km/hr
8	300 metres west of the western limit of County Road 11	800 metres east of the eastern limit of County Road 11	50 km/hr
8	150 metres west of Rochester Townline Road, Town of Lakeshore	King's Highway 77, Town of Lakeshore	50 km/hr
11	210 metres north of the northern limit of County Road 8	Northern limit of the 14 th Concession of the former Township of Colchester North	50 km/hr
11	100 metres north of the 12 th Concession Town of Essex (former Township of Colchester North)	590 metres south of County Road 10	50 km/hr

Amended by By-law # 55-2015 – December 16, 2015
 Prior By-law Amendments: 33-2002, 42-2002, 10-2004, 52-2004, 55-2005, 32-2006, 51-2006, 60-2006, 11-2007, 74-2007, 83-2007, 54-2008, 56-2008, 44-2009, 28-2010, 53-2010, 37-2011, 19-2012, 27-2012, 67-2012 and 51-2013

Column 1 HIGHWAY	Column 2 FROM	Column 3 TO	Column 4 RATE OF SPEED
12	620 metres west of Gesto Sideroad Town of Essex (former Township of Colchester North)	620 metres east of Gesto Sideroad Town of Essex (former Township of Colchester North)	50 km/hr
13	Southern limit of former Town of Harrow	Southerly to the south leg of Dunn Road	50 km/hr
18	Eastern limit of Meloche Road, Amherstburg	250 metres easterly	50 km/hr
19	Canadian National Railway Right-of-way Town of Tecumseh	Northerly limits of County Road 22	50 km/hr
20	Southern limit of Gary Avenue, Town of LaSalle	100 metres south of the centreline of Martin Lane, Town of LaSalle	50 km/hr
20	Eastern limit of the former Town of Harrow	480 metres west of the western limit of the Ferris Road, Town of Essex	50 km/hr
21	Northern limit of County Road 42	Via Rail crossing Town of Tecumseh	50 km/hr
22	Eastern limit of the former Town of Belle River at Duck Creek Town of Lakeshore	South-easterly a distance of 500 metres	50 km/hr
23	Former southern limit of the Town of Essex	170 metres southerly	50 km/hr
25	Northern limit of County Road 42	South limit of County Road 22, Town of Lakeshore	50 km/hr
27	165 metres south of the southern limit of Stowe Street Town of Lakehore	750 metres north of County Road 46 Town of Lakeshore	50 km/hr
27	Northern limit of County Road 34 Town of Kingsville	50 metres north of the northern limit of County Road 14	50 km/hr
31	Northern limit of County Road 46	580 metres northerly	50 km/hr
34	400 metres south of the southern limit of Road 3, Town of Kingsville	30 metres east of the eastern limit of Elgin Street, Town of Kingsville	50 km/hr

Column 1	Column 2	Column 3	Column 4
HIGHWAY	FROM	TO	RATE OF SPEED
34	East of the former eastern limit of the Municipality of Leamington	300 metres east of the centerline of County Road 33	50 km/hr
39	30 metres south of the southern limit of CN rail	30 metres west of the Thames River	50 km/hr
42	Eastern limit of the Town of Lakeshore	100 metres west of the Richardson Sideroad	50 km/hr
42	Eastern limit of the City of Windsor	300 metres east of County Road 19	50 km/hr
46	Western lot line of Lot 21 Concession NMR/SMR, Town of Lakeshore	Concession Road 223, Town of Lakeshore	50 km/hr
50	County Road #20 Town of Amherstburg	Southerly 540 metres	50 km/hr
50	County Road #23 Town of Kingsville	Southern limit of the former Town of Kingsville	50 km/hr

Amended by By-law # 55-2015 – December 16, 2015
Prior By-law Amendments: 33-2002, 42-2002, 10-2004, 52-2004, 55-2005, 32-2006, 51-2006, 60-2006, 11-2007, 74-2007, 83-2007, 54-2008, 56-2008, 44-2009, 28-2010, 53-2010, 37-2011, 19-2012, 27-2012, 67-2012 and 51-2013

Column 1	Column 2	Column 3	Column 4
HIGHWAY	FROM	TO	RATE OF SPEED
1	Southern limit of Wheatley	Southerly to 30 metres north of the intersection with Road 4, former Mersea Twp	60 km/hr
2	500 metres east of the eastern limit of County Road 2 (Charron Line Road)	400 metres east of the eastern limit of County Road 31 (West Ruscom River Road)	60 km/hr
5	County Road 10	Southerly to a point 245 metres south of Texas Road	60 km/hr
7	Southern limit of Sandwich West Parkway, LaSalle	Western limit of County Road 9	60 km/hr
8	Eastern limit of Highway No. 3, Town of Essex	850 metres east of the eastern limit of Highway No. 3, Town of Essex	60 km/hr
8	200 metres west of the centerline of County Road 9	200 metres east of the centerline of County Road 9	60 km/hr
9	200 metres north of the centerline of County Road 8	200 metres south of the centerline of County Road 8	60 km/hr
9	King's Highway #3	335 metres south of the south limit of South Talbot Road	60 km/hr
9	200 metres north of the northern limit of County Road 18, Town of Amherstburg	200 metres south of the southern limit of County Road 18, Town of Amherstburg	60 km/hr
9	300 metres north of the centerline of County Road 10 Town of Amherstburg	300 metres south of the centerline of County Road 10 Town of Amherstburg	60 km/hr
9	300 metres north of North Sideroad, Town of Amherstburg	300 metres south of North Sideroad, Town of Amherstburg	60 km/hr
10	3 rd Concession for the former Township of Anderdon	4 th Concession of the former Township of Anderdon	60 km/hr
10	8 th Concession of the former Township of Anderdon	County Road 11	60 km/hr

Amended by By-law # 55-2015 – December 16, 2015
 Prior By-law Amendments: 33-2002, 42-2002, 10-2004, 52-2004, 55-2005, 32-2006, 51-2006, 60-2006, 11-2007, 74-2007, 83-2007, 54-2008, 56-2008, 44-2009, 28-2010, 53-2010, 37-2011, 19-2012, 27-2012, 67-2012 and 51-2013

Column 1 Highway	Column 2 From	Column 3 To	Column 4 Rate of Speed
10	County Road 20	Easterly to Pointe West Drive, Town of Amherstburg	60 km/hr
11	Southern boundary of the City of Windsor (northerly limit of Highway #401)	King's Highway #3	60 km/hr
11	300 metres south of South Talbot Road	King's Highway #3	60 km/hr
17	Southern limit of the City of Windsor	Northern limit of County Road 46, Town of Tecumseh	60 km/hr
18	Eastern limit of County Road 31	Easterly 1.77 kilometres	60 km/hr
19	300 metres north of County Road 42 Town of Tecumseh	300 metres south of County Road 42 Town of Tecumseh	60 km/hr
19	700 metres north of County Road 46	Southerly to a point 100 metres south of North Talbot Road	60 km/hr
20	805 metres west of the centreline of County Road 50 Town of Amherstburg	450 metres east of the centreline of County Road 50 Town of Amherstburg	60 km/hr
20	Eastern Limit of Roseborough Road, Town of Essex	Westerly for a distance of 700 metres	60 km/hr
20	425 metres west of County Road 45 (Union Avenue) Town of Kingsville	185 metres west of Sherk Street, Municipality of Leamington	60 km/hr
22	190 metres west of the West Puce River Road	540 metres west of the bridge over the Belle River	60 km/hr
25	County Road 42, Lakeshore	300 metres south of County Road 42, Lakeshore	60 km/hr
27	County Road 42, Town of Lakeshore	Southerly to 750 metres north of the northern limit of County Road 46, Town of Lakeshore	60 km/hr

Amended by By-law # 55-2015 – December 16, 2015
Prior By-law Amendments: 33-2002, 42-2002, 10-2004, 52-2004, 55-2005, 32-2006, 51-2006, 60-2006, 11-2007, 74-2007, 83-2007, 54-2008, 56-2008, 44-2009, 28-2010, 53-2010, 37-2011, 19-2012, 27-2012, 67-2012 and 51-2013

Column 1	Column 2	Column 3	Column 4
Highway	From	To	Rate of Speed
27	County Road 42, Lakeshore	300 metres north of County Road 42	60 km/hr
29	Northern limits of the former Town of Kingsville	700 metres north of the northern limit of Road 3, Town of Kingsville	60 km/hr
29	Southern limit of Highway #3 Town of Kingsville	Southerly 500 metres	60 km/hr
31	460 metres north of the northern limit of County Road 42	Southern limit of County Road #2	60 km/hr
31	Southern limit of Highway # 3	Southerly to the south limit of County Road 34	60 km/hr
33	South limit of County Road 34	North limit of Mersea Road 1	60 km/hr
34	North limit of King's Highway #3, 200 metres westerly of the line between lots 295 & 296, South Talbot Road, Town of Tecumseh	Easterly to the westerly limit of County Road 19, Town of Tecumseh	60 km/hr
34	Western limit of the former Town of Essex	Westerly 610 metres, Town of Lakeshore	60 km/hr
34	West limit of Marsh Road, Town of Kingsville	Westerly to the former eastern limit of the Town of Essex	60 km/hr
34	250 metres north of the northern limit of King's Highway #3, Town of Kingsville	400 metres south of the southern limit of Road 3, Town of Kingsville	60 km/hr
34	30 metres east of the eastern limit of Elgin Street, Town of Kingsville	Eastern limit of Oak Street, Municipality of Leamington	60 km/hr
34	Eastern limit of Oak Street, Municipality of Leamington	Western limit of the former Town of Leamington	60 km/hr
41	North limit of County Road 50, Town of Essex	500 metres north of the northern limit of County Road 50	60 km/hr
42	300 metres west of County Road 25, Town of Lakeshore	300 metres east of County Road 25, Town of Lakeshore	60 km/hr

Amended by By-law # 55-2015 – December 16, 2015
Prior By-law Amendments: 33-2002, 42-2002, 10-2004, 52-2004, 55-2005, 32-2006, 51-2006, 60-2006, 11-2007, 74-2007, 83-2007, 54-2008, 56-2008, 44-2009, 28-2010, 53-2010, 37-2011, 19-2012, 27-2012, 67-2012 and 51-2013

Column 1 Highway	Column 2 From	Column 3 To	Column 4 Rate of Speed
42	300 metres west of County Road 27, Town of Lakeshore	300 metres east of County Road 27, Town of Lakeshore	60 km/hr
42	300 metres west of Patillo Road, Town of Lakeshore	300 metres east of Patillo Road, Town of Lakeshore	60 km/hr
43	Southern limit of City Windsor	Northern limit of County Road 42	60 km/hr
43	Southern limit of County Road 42	Northern limit of County Road 46	60 km/hr
46	Eastern limit of the City of Windsor, Town of Tecumseh	920 metres east of the City of Windsor	60 km/hr
46	County Road 1	Westerly to a point 200 metres west of Homesteads Drive	60 km/hr
50	100 metres west of Island View Road Town of Essex	County Road 23	60 km/hr
50	50 metres west of Ferris Avenue	Westerly to 50 metres west of County Road 41	60 km/hr

Amended by By-law # 55-2015 – December 16, 2015
 Prior By-law Amendments: 33-2002, 42-2002, 10-2004, 52-2004, 55-2005, 32-2006, 51-2006, 60-2006, 11-2007, 74-2007, 83-2007, 54-2008, 56-2008, 44-2009, 28-2010, 53-2010, 37-2011, 19-2012, 27-2012, 67-2012 and 51-2013

Column 1	Column 2	Column 3	Column 4
HIGHWAY	FROM	TO	RATE OF SPEED
3	150 metres south of the centerline of Meagan Dr., LaSalle	300 metres south of the centreline of Canard Dr., LaSalle	70 km/hr
20	100 metres south of the centreline of Martin Lane, Town of LaSalle	Northern limit of the former Town of Amherstburg	70 km/hr
20	Southern limit of the former Town of Amherstburg	280 metres east of Front Road South, Town of Amherstburg	70 km/hr
20	150 metres east of the centreline of McCain Sideroad, Town of Kingsville	100 metres west of the centreline of County Road 50, Town of Kingsville	70 km/hr
34	275 metres west of the centreline of Victoria Street, former Village of Wheatley	Westerly for a distance of 350 metres, Municipality of Leamington	70 km/hr

Amended by By-law # 55-2015 – December 16, 2015
 Prior By-law Amendments: 33-2002, 42-2002, 10-2004, 52-2004, 55-2005, 32-2006, 51-2006, 60-2006, 11-2007, 74-2007, 83-2007, 54-2008, 56-2008, 44-2009, 28-2010, 53-2010, 37-2011, 19-2012, 27-2012, 67-2012 and 51-2013



The Corporation of the County of Essex

By-Law Number 57-2015

A By-law to Appoint Auditors of the Corporation of the County of Essex for the Fiscal Year Ended December 31, 2015.

Whereas Section 296, Subsection (1) of the **Municipal Act, 2001**, as amended states that a municipality shall appoint an auditor licensed under the **Public Accountancy Act, 2004** who is responsible for annually auditing the accounts and transactions of the municipality and its local boards and expressing an opinion on the financial statements of these bodies based on the audit; and performing duties required by the municipality or local board;

Whereas the Corporation of the County of Essex deems it appropriate to appoint auditors in accordance with the said Act.

Now therefore the Council of the Corporation of the County of Essex hereby enacts as follows:

1. That the firm of KPMG LLP, Chartered Accountants, of the City of Windsor, are hereby appointed Auditors for The Corporation of the County of Essex for the year ended December 31, 2015.
2. That all other By-laws inconsistent with this By-law are hereby repealed
3. This By-law shall come into force and take effect after the final passing.

Read a first, second and third time and Finally Passed this 16th day of December, 2015.

Tom Bain, Warden

Mary S. Brennan, Clerk

Clerk's Certificate

I, Mary S. Brennan, Clerk of the Corporation of the County of Essex, do hereby certify that the foregoing is a true and correct copy of **By-law Number 57-2015** passed by the Council of the said Corporation on the **16th**, day of **December 2015**.

Mary S. Brennan, Clerk
Corporation of the County of Essex



The Corporation of the County of Essex

By-Law Number 58-2015

A By-law Authorizing the Borrowing of Money to Meet Current Expenditures of The Council of the Corporation of the County of Essex.

In accordance with subsection 407(1) of the **Municipal Act, 2001, as amended (the "Act")**, the Corporation of the County of Essex (the "Municipality") considers it necessary to borrow the amount of \$8,000,000.00 to meet, until taxes are collected and other revenues are received, the current expenditures of the Municipality for the year.

Pursuant to subsection 407(2) of the Act, the total amount borrowed pursuant to this by-law together with the total of any similar borrowings is not to exceed the limits set forth in that subsection or other relevant sections of the Act and if so required under subsection 407(2), the Municipality shall have obtained the approval of the Ontario Municipal Board.

Now therefore the Council of the Corporation of the County of Essex hereby enacts as follows:

1. The Warden and the Treasurer are authorized on behalf of the Municipality to borrow from time to time from Canadian Imperial Bank of Commerce ("CIBC") a sum or sums not exceeding in the aggregate \$8,000,000.00 to meet, until taxes are collected, the current expenditures of the Municipality for the year pursuant to subsection 407(1) of the Act, and to execute any documents that are required in connection with the borrowing of the above sum, plus interest, at a rate to be agreed upon from time to time with CIBC, in addition to any reasonable charges of CIBC associated with this borrowing.
2. All sums borrowed pursuant to this by-law, as well as all other sums borrowed pursuant to the Act in this year and in previous years from CIBC for any purpose will, with interest thereon, be a charge upon the whole of the revenues of the Municipality for

the current year and for all preceding years as and when this revenue is received.

3. The Treasurer is authorized and directed to apply in payment of all sums borrowed plus interest, all of the moneys collected or received on account in respect of taxes levied for the current year and preceding years or from any other source which may lawfully be applied for this purpose.
4. The Treasurer is authorized to furnish to CIBC a statement showing the nature and amount of the estimated revenues of the Municipality not yet collected and also showing the total of any amounts borrowed that have not been repaid.
5. This By-law shall come into force and take effect after the final passing.

Read a first, second and third time and Finally Passed this 16th day of December, 2015.

Tom Bain, Warden

Mary S. Brennan, Clerk

Clerk's Certificate

I, Mary S. Brennan, Clerk of the Corporation of the County of Essex, do hereby certify that the foregoing is a true and correct copy of **By-law Number 58-2015** passed by the Council of the said Corporation on the **16th**, day of **December 2015**.

Mary S. Brennan, Clerk
Corporation of the County of Essex



The Corporation of the County of Essex

By-Law Number 59-2015

Being a By-law to Confirm the Proceedings of the Council of The Corporation of the County of Essex.

Whereas under 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 under 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 County of Essex, at this meeting be confirmed and adopted by by-law;

Now therefore the Council of the Corporation of the County of Essex hereby enacts as follows:

1. That the actions of the Council of The Corporation of the County of Essex in respect of all recommendations in reports of committees, all motions and resolutions and all other action passed and taken by the Council of The Corporation of the County of Essex, documents and transactions entered into during the December 16, 2015, Regular Meeting of Council, is hereby adopted and confirmed, as if the same were expressly embodied in this By-law.
2. That the Warden and proper officials of The Corporation of the County of Essex 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 County of Essex during the said December 16, 2015, Regular Meeting referred to in Section 1 of this By-law.

3. That the Warden 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 County of Essex to all documents referred to in said Section 1.

This By-law shall come into force and take effect after the final passing.

Read a first, second and third time and Finally Passed this 16th, day of December, 2015.

Tom Bain, Warden

Mary S. Brennan, Clerk

Clerk's Certificate

I, Mary S. Brennan, Clerk of the Corporation of the County of Essex, do hereby certify that the foregoing is a true and correct copy of **By-law Number 59-2015** passed by the Council of the said Corporation on the **16th**, day of **December 2015**.

Mary S. Brennan, Clerk
Corporation of the County of Essex