



## **The Corporation of the City of Stratford Infrastructure, Transportation and Safety Sub-committee MINUTES**

Date: July 24, 2024  
Time: 4:30 P.M.  
Location: Council Chamber, City Hall

Sub-committee Present: Councillor Burbach - Chair Presiding, Councillor Nijjar - Vice Chair, Councillor Beatty, Councillor Hunter, Councillor McCabe

Staff Present: Joan Thompson – Chief Administrative Officer, Neil Anderson - Director of Emergency Services/Fire Chief, Audrey Pascual - Deputy Clerk, Miranda Franken - Council Clerk Secretary, Sadaf Ghalib - Manager of Climate Change Programs, Nick Sheldon - Project Manager, Jeremy Witzel – Manager of Public Works, Brent Raycroft – Fleet Supervisor

Also present: Members of the Public and Media

### **1. Call to Order**

The Chair called the Meeting to Order.

Land Acknowledgment

Moment of Silent Reflection

Respectful Workplace Policy Statement

### **2. Disclosure of Pecuniary Interest and the General Nature Thereof**

The *Municipal Conflict of Interest Act* requires any member of Council declaring a pecuniary interest and the general nature thereof, where the interest of a member of Council has not been disclosed by reason of the member's absence

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from the meeting, to disclose the interest at the first open meeting attended by the member of Council and otherwise comply with the *Act*.

Name, Item and General Nature of Pecuniary Interest

No disclosures of pecuniary interest were made by a Member at the July 24, 2024 Infrastructure, Transportation and Safety Sub-committee meeting.

**3. Added - Adoption of the Addendum/Addenda to the Agenda**

Motion by Councillor Hunter

**THAT the Addenda to the Infrastructure, Transportation and Safety Sub-committee meeting dated July 24, 2024 be added to the Agenda as printed.**

**Carried**

**4. Delegations**

**4.1 Added - Request for Delegation by Robert Ritz regarding the Erie Street Parking Lot Surface Treatment**

Motion by Councillor Nijjar

**THAT Robert Ritz be heard.**

**Carried**

**Sub-committee Discussion:** Robert Ritz requested to address Sub-committee regarding the Erie Street Parking Lot Surface Treatment.

Highlights of the presentation included:

- restoration could be further reduced if a major development takes place in a year or two, focusing now on safety of the lot to avoid falls etc.;
- proposing a 5 story building with 5 story underground parking with units above being residential;
- proposed building to retain surface parking behind the Wellington Street stores, a walkway on the east side of the building;
- underground parking to be set back 10-12 ft allowing for service to the stores and access to the buildings;
- the Erie lot being 5-7 ft lower on one end of the lot;

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- section of the parking garage to be built beneath the existing Erie Street sidewalk, after construction the sidewalk to be rebuilt and returned to the current slope;
- single wide parking garage entrance and double wide exit to offset traffic congestion after high traffic events and allowing an aisle for turning;
- the parking levels to create the natural existing slope with the bottom being level and top sloped from one end to the other end of the lot;
- proposal originally presented to Planning and Heritage Sub-committee in 2021, at that time the speaker working with a developer willing to take on construction costs, interest rates and supply costs being lower;
- in 2021 the speaker spoke to an owner of Wellington Street store for mutually beneficial solution to easement, with proposal to move the easement to a revised location designed to allow delivery trucks or fire truck to drive around the building to service stores along Wellington Street;
- recently spoke to two Wellington Street building owners who are developing upper floors of their buildings and are both in support of the proposal;
- primary goal of the proposal to provide 250 additional parking spots;
- to fund the project City credit would be used however property taxes and increased parking, offering dedicated purchased parking spots would cover the costs with no increase to the tax levy;
- proposing a developer would do this work if the City gave the land to the developer with the developer payment of the land being in development of the parking lot;
- possible for a developer to buy land near the core at a cost of less than \$5 million and build with surplus land however Erie Street being a prime location and one level of parking costing \$5 million;

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- the 2021 proposal being denied as the City was considering publicly funded, elevated parking lot on the Grand Trunk Revival site (GTR);
- at GTR site parking should be under the buildings to create public parking at no cost to the tax payer and saving the cost of elevated structure;
- proposing the City trade public parking for land by requiring buildings built on the GTR site provide double the parking required for the buildings;
- creating parking spaces in the Erie lot being most important as spaces will be lost in the GTR development;
- noted parking rate has not changed since the initial proposal, and rates could be raised in discussion with merchants with possible trades of free parking in front of stores in the interim;
- the Erie Street lot being centrally located to event spaces and downtown;
- benefits of the proposal including additional housing, 24 hour parking with opportunities for reserve parking, long term parking, dedicated parking and pay per hour parking for locals and visitors;
- signage for Erie Street businesses to be posted on building facade.

The Chair noted the speaker was overtime and allowed an additional minute.

- the speaker being happy to work with the City to prepare an RFP and having no issue releasing designs or the work done;
- interest rates having doubled since 2021 and construction costs being up by a 3rd.

Discussion on this matter occurred between Sub-committee and the speaker. Highlights of the discussion included:

- clarification the project to be funded by exchanging the land for the underground parking lot;

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- the developer providing the construction financing and the City purchasing the lot from the developer with this cost offset through property taxes for the building and fees for both sold dedicated spaces and rented parking spaces;
- the project being an income generator that will self finance with the goal being no increase to tax levy;
- the speaker knowing a developer who would be interested in reviewing numbers if the City is interested;
- a member noted the BIA reviewing the viability of more retail space in the downtown;
- speaker noting concerns being raised with lower floor space of the proposed building being used for retail;
- a preference being collaboration to exchange specific retail spaces with residential spaces and looking at possibilities on upper level of Festival Square.

#### **4.2 Added - Request for Delegation by Bill James-Abra, Climate Momentum, regarding the Community Climate Action Plan**

Motion by Councillor McCabe

**THAT Bill James-Abra be heard.**

**Carried**

Bill James-Abra requested to address Sub-committee in support of the Community Climate Action Plan. Highlights of the presentation included:

- speaking on behalf of Climate Momentum which the speaker co-founded in 2019;
- critical need for municipally led action on Climate Change and emphasizing the community support for this leadership;
- the Climate Action Plan being an opportunity to "collaboratively transition to a lower carbon future" as stated in the report;
- noted July 16th, 2024, Toronto received 31 days of rain in one hour, the average usual July rainfall, damages estimated by the Insurance Bureau of more than \$1 billion, being a repeat of a rainfall in July 2013 also costing \$1 billion in damages;

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- noted at this time 25,000 people evacuating town of Jasper and the National Park, travelling west into British Columbia as the east escape route is blocked;
- noted BC currently fighting 430 forest fires;
- noted June 2021 over 5 days, BC experienced the deadliest weather event in their history being a heatwave, over 600 heat related deaths, most over age of 70, with lower incomes, living alone in non air conditioned homes with temps over 35 degrees;
- a person doesn't have to be an environmentalist, just pragmatic being that it is impractical to regularly fund damages for billion dollar floods, evacuations of communities and 911 systems being overwhelmed;
- quoted the President of Climate Risk Institute of Ontario "the impacts of climate change are very apparent right now, are very stark and can be expected to continue in the future";
- this information can hold people back and immobilize them by the need for action;
- the Community Climate Action Plan provides the strategic direction and community engagement needed to make the plan work;
- the community is in support noting national and local polls indicate over 70% of people are very worried about climate change and 75% of Canadians want government leadership on climate action;
- first steps being the Climate Emergency Declaration of February 2020, brought forward by 2 students from the Eco Club at Stratford District Secondary School;
- followed by the 2021 Council adoption of the Greenhouse Gas Reduction Plan and hiring of the Manager of Climate Change Programs;
- this report being the next step and there being a critical need for the municipality to lead with this plan with the community ready to support the leadership.

## **5. Report of the Manager of Climate Change Programs**

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### **5.1 Community Climate Action Plan (ITS24-015)**

**Staff Recommendation:** THAT the Community Climate Action Plan (CCAP) be adopted;

THAT staff be directed to:

- Identify and advance actions in CCAP that can be implemented within the existing staffing capacity and budget resources;
- Include CCAP programs and supporting resources required for consideration in the 2025 multi-year budget process;

AND THAT staff be authorized to continue to explore potential funding opportunities through senior levels of government.

**Sub-committee Discussion:** The Manager of Climate Change Programs reviewed the management report, highlighting the following:

- the report being 18 months in the making;
- noted the approval of the plan and the presentation require no budget commitment and any budget requests related to the CCAP (Community Climate Action Plan) to be presented to Council during the annual budget process subject to approvals and grant opportunities;
- community driven plan, developed for all members and sectors of the community;
- work done to facilitate and administer the plan will directly benefit the community over the next 30 years resulting in a thriving, resilient community;
- engagement sessions of surveys, workshops and one on one's attended by community, with predominant interest in retaining local energy dollars in Stratford, making Stratford attractive for visitors, tourists and young families, attracting new and innovative industry, supporting job creation, and adding diversity of housing options;
- support for embracing the three pillars of sustainability: social, environmental and economic impacts

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- road path to CCAP being 2020 Climate Emergency Declaration, 2021 milestone targets for emissions reduction, attained milestone in 2023 development of Corporate Emissions Plan;
- on track for upcoming milestones of CCAP endorsement and milestones of 2030, 2040 and 2050;
- CCAP being comprehensive approach for both mitigation and adaptation;
- Corporate Emissions Plan includes road maps and strategies for mitigation corporate wide for all assets and considers energy conservation and management, aiming for 100% cost recovery;
- Stratford being among the 2,359 jurisdictions internationally committed to just transition to address climate action for citizens;
- our approach being consistent at regional and national level and consistent with provincial mandates, federal direction and UN Sustainable development goals;
- since CEEP (Community Enhancement Employment Program) endorsement 2023 implementation of climate lens for all corporate operations for example procurement policies and municipal budget process now containing a tool to help decision makers and staff understand the impact of new purchase decisions regarding emissions, cost savings etc.;
- focus on retrofitting buildings and upgrading fleet with aim for 100% to cost recovery;
- significant dent being made in corporate emissions trajectory with 2022 achievement of an 18% green house gas reduction and cost savings from fuel switching
- annual reporting and monitoring to continue the process and report to Council;
- key policy drivers being the Planning Act section 2, Provincial Policy Statement 2020 section 1.8, the Official Plan section 5.10 Sustainability Strategy and the Government of Canada's commitment to the Paris Agreement;

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- Stratford Provincial Plan review working in tandem with the CCAP and could be implemented to promote density and compact communities;
- CCAP being developed in 3 phases with process initiated by a gap analysis and needs assessment conducted by staff in 2023;
- the three phases being Assessment of Needs and Opportunities, Identifying and Evaluating Strategies and Preparing the CCAP;
- securing approved grant funding for the end of 2024, all work to be approved by September 1, 2024;
- CCAP including framework for guiding programs and initiatives at local level;
- energy transition helping all citizens save money monthly and over time, helping promote energy security and protection against volatile energy markets, keeping energy money local which can be directed towards other projects enhancing the community;
- CCAP will enable and make eligible access to additional funding through government sources and other organizations with shovel ready projects and programs;
- climate cognizant companies to be attracted to Stratford and improved air quality, human health and build community resilience;
- co-benefits of climate action to help to tackle energy poverty;
- in Stratford 26% of households paying more than 6% of after-tax income on home energy, expected to increase in future years;
- energy retrofits can offset energy poverty;
- CCAP includes elements related to the community and not elements addressed as part of the Corporate Emissions Plan;
- community generated emissions being 43% transportation, building sector being comparable emissions and energy usage equating to approximately 10 tones of CO<sub>2</sub> per capita;
- natural gas, diesel and gasoline accounting for half of energy usage and electricity being the other half;

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- "business as usual scenario" or doing nothing translating to cost burden of \$700-1100 million for the community or \$15,000-23,000 per capita by 2050;
- low-carbon scenario energy savings translates to \$230-500 million in cumulative savings of \$7.3 Billion for the community in 2050;
- CCAP offers opportunity to reduce emissions in several sectors concurrently and attain reductions to get near zero;
- traditional, centralized energy system in 2022 the community spent \$230 million and by 250 the expenditure expected to increase to \$7-11 hundred million or considering a family of four, an energy cost burden of \$15-23,000 for the individual in 2022 rising to \$60,000 in 2050, using a conservative estimate;
- a low carbon scenario being energy generated locally through alternate energy sources and storage options like wind, solar and geothermal where possible, district energy and renewable natural gas;
- less than 20% of energy dollars remaining in Stratford whereas an energy transition being 80-95% energy dollars retained in the local economy;
- with these investments, 2032 onward annual savings are projected to increase as energy focus investments turn into savings;
- 7 program areas accommodate more than 15 actionable initiatives helping to build more climate resilient, low carbon economy with largest opportunities noted in transportation and building sectors and scalable actions noted for neighborhood growth and clean energy transition;
- detailed initiatives identified within the CCAP for homes and buildings, low carbon neighborhoods, efficient industry, efficient transportation;
- Transportation Master Plan transitioning fleet to low carbon and looking for funding opportunities for this;
- energy supply initiative programs in district energy, heat pump, solar hot water and solar photovoltaic programs;

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- program towards zero waste focusing on waste reduction and diversion from landfill and recycling, targeted toward projected population growth;
- governance program recommendation demonstrating municipal leadership which the City is well aligned with;
- opportunity to enhance communication with the community using a variety of techniques including recommendation of a community based group to oversee initiatives, currently under review with staff to be presented at later date;
- managing urban tree cover and enhancing naturalization with installation of native plants and species to increase adaptation and resilience;
- seeking support and looking for funding opportunities which are anticipated to increase with goal of funding not being a burden on the tax payers;
- variety of opportunities from senior levels of government;
- CCAP in place with shovel ready projects placing Stratford in a position to unlock funds and grants;
- objectives to help realize household cost savings within community and for all businesses;
- 2023 approval for \$10,000 from Enbridge and \$25,000 from the Ministry of Energy and 2024 additional \$10,000 from Enbridge, many opportunities;
- plans actioned through integration with land use plans and asset management plans;
- Provincial Policy Statement, containing goals for energy efficiency and planning which must be integrated into land use plans;
- looking for integration into Stratford's Official Plan as well as other documents and policies;
- relying on new and existing partnerships to move forward;

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- noted Thunder Bay, Waterloo Region and London as examples for partnerships and collaborations towards eco programs and initiatives.

Members of Sub-committee thanked the Manager of Climate Change Programs noting the possible savings are positive and that the report is important.

Motion by Councillor Hunter

**Sub-committee Recommendation: THAT the Community Climate Action Plan (CCAP) be adopted;**

**THAT staff be directed to:**

- **Identify and advance actions in CCAP that can be implemented within the existing staffing capacity and budget resources;**
- **Include CCAP programs and supporting resources required for consideration in the 2025 multi-year budget process;**

**AND THAT staff be authorized to continue to explore potential funding opportunities through senior levels of government.**

**Carried**

## **6. Reports of the Fire Chief**

### **6.1 Repair or Replace Fire Utility Vehicle (ITS24-014)**

**Staff Recommendation:** THAT the repair of the fire utility vehicle in the amount of \$28,025 be authorized.

**Sub-committee Discussion:** The Fire Chief reviewed the management report, highlighting the following:

- the Fire Chief thanked the Fleet Supervisor;
- unit 2 being the call sign for 2019 Dodge Ram used by the Fire Prevention officer;
- the Fire Prevention cell, consisting of 2 officers, performing inspections and issuing permits throughout the city and 2 vehicles being required to service the whole City;

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- one vehicle being rear ended causing considerable damage, no one hurt or injured and the other driver being charged;
- the vehicle not having reached the deductible for insurance and considered a write off by mechanic, however the Fleet Supervisor having found a body shop who can source original manufacturer parts (OEM) in a 4-6 week turnaround for \$28,025 repair cost;
- the intended lifespan of the vehicle being 2029, notwithstanding vehicles that have exceeded the lifespan and are in continued use;
- a second option being purchasing new with cost being \$95,000 due to colour, the vehicle being hybrid and due to lights and sirens, noting some parts can be reused from the other vehicle with the purchase turnaround being 1 year;
- transfer of Fire Dispatch being August 27, meaning the dispatchers being assigned to other positions, one position being the Fire Protection Educator;
- this position providing training, education, and prevention information and requiring a vehicle and an additional vehicle not being available as the reserve vehicle is in use by Fire Inspector;
- repairing of the vehicle taking 4-6 weeks after approval, and repairs could extend the lifetime of the vehicle 10 years past the 2029 scheduled replacement;
- a new vehicle wasn't planned and the cost of \$95,000 would come out of reserves;
- to repair the \$28,025 would come out of variance, done by amortizing the cost over remaining 5 the years with an increase of the Fire operating budget of just over \$5000 annually.

Discussion on this matter occurred between Sub-committee and the Chief of Police. Highlights of the discussion included:

- the body shop anticipates the repair to meet the expected 2029 lifespan and possibly exceed using OEM parts.

Motion by Councillor Nijjar

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**Sub-committee Recommendation: THAT the repair of the fire utility vehicle in the amount of \$28,025 be authorized.**

**Carried**

## **6.2 Procure New Fire Apparatus using Canoe Procurement Group (ITS24-017)**

**Staff Recommendation:** THAT staff be authorized to use the Canoe procurement group to proceed with the procurement process to purchase a Pierce Quintuple Combination Pumper fire apparatus.

**Sub-committee Discussion:** The Fire Chief reviewed the management report, highlighting the following:

- in 2007 the Corporation purchased Rosenbauer Engine 2, scheduled for replacement in 2027 using Capital Reserve Funds;
- National Fire Protection Agency recommending front line vehicles be in service for 15 years and in reserve services for remaining 5 years;
- this vehicle currently being in front line service for 17 years;
- supply time for custom vehicles prior to covid having a 12-18 month wait and covid creating supply issues with times being 30-42 months for stock vehicles, custom taking longer;
- Engine 2 recently in shop heavy with mechanics identifying heavy rust jacking built up on the frame, noticing hardware breaking and stretching, bolts missing,
- rust jacking being the frame rusting out as it breaks and the metal bowing out, deeming the vehicle unsafe potentially permanently;
- mechanics and fleet supervisor recommending replacement of the unit;
- in 2015 pumper 1, Quintuple Combination Pumper (Quint) being vehicle with pump, hose, ladders, water tank and aerial device, also succumb to rust jacking, this being the last time the City had 2 aerial vehicles in service, as it was replaced with an engine;
- In 2017 the department began undercoating the vehicles to prolong the life and avoid future rust jacking events;

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- not replacing Engine 2 would not cause challenges to response, however if a single vehicle required maintenance the division would be reduced to two of the four vehicles and if a vehicle with pump required maintenance the division would be reduced to single water tank and pump for coverage of the whole city;
- should Engine 2 remain in service, mechanics are not confident the vehicle will be safe in one year of being on the road and the vehicle would continue with regular checkups to monitor;
- replacement options being rentals, lease or purchase;
- challenge with rental or lease vehicles being difficulty in sourcing;
- challenge with a purchase being these being almost obsolete, noting Ontario Fire Marshall sent a memorandum to all Fire Chiefs requesting a reserve vehicle as they are difficult to find;
- second hand vehicles are no longer grandfathered and must be brought up to current standards, this being an increase in cost after the purchase of the vehicle;

Councillor Nijjar left the meeting at 5:51 p.m.

- intention being to replace Engine 2 in 2027 with a Quint;
- the department vision being returning to 2015 service level of aerial vehicles at each end of the city for response and ability to provide backup vehicle if a vehicle is out of service;
- noting these have a reach of stream reaching beyond 100 ft after full elevation, quince varying from 78-109 ft;
- staff recommend a Pierce manufacture Quint with extended ladder, no aerial;
- currently have a Pierce as new tower minimizing training time and education required as they are laid out the same way;
- Pierce having emergency vehicle technicians with the shop being in Woodstock and shorter period of 1 day turnaround for repairs, noting the current shop being in Brampton with staff being brought in for overtime as service staff numbers must be maintained;

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- bringing emergency technicians to Stratford being faster and less expensive being that Brampton technicians have a \$500 flat rate each direction for travel before work being done;
- Pierce considered as reliable and ranked number 1 through Canoe and fire service with a 5.5% rebate if order made through Canoe;
- custom vehicle delivery date would be in 2027-2028 and service technicians not confident Engine 2 will last this long;
- Canoe handles the RFP process allowing the City to deal directly with the manufacturer of choice;
- unprecedented pricing increase of fire service vehicle from current reserves plan of \$1.4 million now predicted cost \$2.2 million with an increase of approximately \$200, 000 by August;
- manufacturer having one stock vehicle to be ready early 2026 with sales exceeding production as stock vehicles are less expensive than custom, staff noting this vehicle was purchased by BC shortly after discussion;
- similar pumper without a ladder costing approximately \$1.9-2 million;
- aerial vehicles not available in eclectic or hybrid option;
- requesting a recommendation for procurement in advance of the 2027 scheduled replacement of Engine 2 to ensure service delivery to the city and at best value for money;
- 2025 years and beyond will require an increase transfer to capital reserve funds;
- vehicle identified as Quint in Development Charges Background Study for 2028, being 32.5 % of the purchase price funded through Development Charges being \$715,000 at the current price, remaining balance of approximately \$1.485 million from Fire Capital Reserves;
- once solution secured, staff will return with an information report outlining any variance or further budgetary considerations;

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- Canoe requiring 10% deposit to secure a vehicle to be ready in 2-3 years.

Discussion on this matter occurred between Sub-committee and the Chief of Police. Highlights of the discussion included:

- member requesting analysis of how this issue has occurred with regular maintenance checks and how to avoid this going forward;
- staff referenced Improvements and Enhancements Study identifying City does not have emergency vehicle technicians and so outsourcing is required;
- daily inspections are done by the drivers and to look for anything missing, and in this case a bolt was missing, when cleaned up with grinder they found the bolt snapped off, in clean up found rust jacking;
- without in house professional mechanics we cannot do further analysis;
- vehicle replacement still scheduled for 2025;
- long term leases are offered by some manufacturers however leased vehicles will not be taken back after lease;
- common leasing to own offers are over 36 months to 10 years depending on residual or bloom payment, with average interest rate approximately 7.85%, as example vehicle costing \$2.2 million with \$400, 000 down payment plus sales tax on downpayment being recoverable over 60 month term, monthly payment of \$33,000;
- difference in cost being the interest
- member inquiring if an analysis be done into purchase vehicle with 10 year span, at end of 10 years selling if the resale market is still strong and if not, planning to keep the vehicle to end of expected life cycle;
- Fire capital reserve fund currently at \$1.5 million;
- staff noted the current engine was not undercoated prior to 2017, this being initiated when the chief was hired;

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- a custom option being a galvanized frame if Council chooses custom, however the turnaround time being longer for custom; and,
- a member noting they would support looking first for a stock vehicle.

Motion by Councillor Hunter

**Sub-committee Recommendation: THAT staff be authorized to use the Canoe procurement group to proceed with the procurement process to purchase a Pierce Quintuple Combination Pumper fire apparatus.**

**Carried**

## **7. Report of the Events Coordinator**

### **7.1 Request for an exemption to Noise Control By-law 113-79 for the Stratford Lantern Parade event (ITS24-013)**

**Staff Recommendation:** THAT direction be given on the noise exemption requested by the Playmakers! Theatre School for the Stratford Lantern Parade event on Saturday, October 19, 2024, from 8:00 a.m. to 11:00 p.m. from the following provisions:

- Unreasonable Noise [Schedule 1 clause 8];
- The operation of loudspeakers and amplification of sound [Schedule 2 clause 2];
- Loading and unloading [Schedule 2 clause 4].

Motion by Councillor McCabe

**Sub-committee Recommendation: THAT approval be granted to Playmakers! Theatre School for an exemption to Noise Control By-law 113-79 for the Stratford Lantern Parade event occurring on Saturday, October 19, 2024, from 8:00 a.m. to 11:00 p.m. from the following provisions:**

- **Unreasonable Noise [Schedule 1 clause 8];**
- **The operation of loudspeakers and amplification of sound [Schedule 2 clause 2];**

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- **Loading and unloading [Schedule 2 clause 4].**

**Carried**

## **8. Added - Report of the Project Manager**

### **8.1 Added - Erie Street Parking Lot Surface Treatment (ITS24-016)**

**Staff Recommendation:** THAT Council authorize staff to proceed with the design and issuing a tender for the resurfacing of the Erie Street Parking Lot at this time.

**Sub-committee Discussion:** The Project Manager reviewed the management report, highlighting the following:

- the Erie Street parking lot being municipally owned and highly used with need for rehabilitation identified in 2014;
- the site having upper and lower lots of above ground parking;
- legal obligations including easements with abutting properties and assigned parking spots for certain property owners adding complications;
- different options under discussion since 1988 including resurfacing, reconfiguring and reconstructing, tiered parking structure and above ground building with underground parking;
- in 2022 and 2023 this item having been on the budget but not completed;
- 2024 budget of \$1.5 million being passed to rehabilitate this site and this report being the requested report outlining intentions for this rehabilitation;
- staff recommend rehabilitation as is to do minor repairs to existing storm drainage on site and minor concrete repairs to curb and sidewalk within site limits and not reconfiguration of the site;
- benefits being restoration of the city's asset to suitable condition, reducing liability of trips and falls of users, maintaining obligation to adjacent property owners, the estimated cost being 50% of the allotted budget and providing level of service suitable to paying users while not restricting future development of this property;

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- proposed work being routine work for parking lots and the lot being beyond the life cycle.

Discussion on this matter occurred between Sub-committee and the Project Manager. Highlights of the discussion included:

- members recall concern in budget deliberations regarding rehabilitation work being done and the lot then being dug up for work to begin construction a year later, however the work needing to be done for safety;
- staff recommends rehabilitation at this time with lifespan of more than 25 years;
- member notes this has been discussed many times and Council should be open to other alternatives;
- member noted the decision making process and work will take several years while the parking lot continues to deteriorate.

Motion by Councillor Hunter

**Sub-committee Recommendation: THAT Council authorize staff to proceed with the design and issuing a tender for the resurfacing of the Erie Street Parking Lot at this time.**

**Carried**

Motion by Councillor Hunter

**Sub-committee Decision: THAT the matter with respect to the Erie Street Parking Lot project be referred to staff to investigate alternative options for the site;**

**AND THAT staff be directed to report back with alternative options for the consideration of Council at a future meeting.**

**Carried**

## **9. Department Update**

A copy of the update is available on the City's website on the "Engineering Division" page.

## **10. Advisory Committee/Outside Board Minutes**

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No Advisory Committee or Outside Board minutes were provided to Sub-committee.

**11. Next Sub-committee Meeting**

The next Infrastructure, Transportation and Safety Sub-committee meeting is September 25, 2024 at 4:30 p.m. in the Council Chamber, City Hall.

**12. Adjournment**

Motion by Councillor Beatty

**Sub-committee Decision: THAT the Infrastructure, Transportation and Safety Sub-committee meeting adjourn.**

**Carried**

Meeting Start Time: 4:30 P.M.

Meeting End Time: 6:20 P.M.