

City Council Meeting Agenda

Date: Monday, April 24, 2023

Time: 4:00 o'clock p.m.

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

All members will have the option of participating in person in Council Chambers or electronically and will be counted towards quorum in accordance with Procedure By-law 98-2011 as amended, which allows for electronic meetings. The minutes will reflect this accordingly. Any delegations have the option to participate in person or electronically.

MEMBERS:

Mayor Drew Dilkens

Ward 1 – Councillor Fred Francis

Ward 2 – Councillor Fabio Costante

Ward 3 – Councillor Renaldo Agostino

Ward 4 – Councillor Mark McKenzie

Ward 5 – Councillor Ed Sleiman

Ward 6 – Councillor Jo-Anne Gignac

Ward 7 – Councillor Angelo Marignani

Ward 8 – Councillor Gary Kaschak

Ward 9 – Councillor Kieran McKenzie

Ward 10 - Councillor Jim Morrison

ORDER OF BUSINESS

Item #	Item Description
1.	ORDER OF BUSINESS

2.	CALL TO ORDER - Playing of the National Anthem
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READING OF LAND ACKNOWLEDGEMENT

We [I] would like to begin by acknowledging that the land on which we gather is the traditional territory of the Three Fires Confederacy of First Nations, which includes the Ojibwa, the Odawa, and the Potawatomi. The City of Windsor honours all First Nations, Inuit and Métis peoples and their valuable past and present contributions to this land.

3.	DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF
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4.	ADOPTION OF THE MINUTES
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5.	NOTICE OF PROCLAMATIONS
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“Jewish Heritage Month” – May 2023

“Polish Heritage Month” – May 2023

“Canadian Mental Health Association Mental Health Month” – May 2023

“Community Living Awareness Month” – May 2023

“Fibromyalgia Awareness Day” – May 12, 2023

Flag Raising Ceremony

“Polish Heritage Month” – May 1, 2023

Illumination

“Bladder Cancer Awareness Month” – May 1, 2023 – May 3, 2023

“Canadian Mental Health Association Mental Health Month” – May 4 – May 6, 2023

“Community Living Awareness Month” – May 11, 2023

“Polish Heritage Month” – May 15, 2023 – May 19, 2023

6.	COMMITTEE OF THE WHOLE
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7. **COMMUNICATIONS INFORMATION PACKAGE** (This includes both Correspondence and Communication Reports)

7.2. 2022 Provincial Offences (POA) Annual Report - City Wide **(CM 3/2023)**

8. **CONSENT AGENDA**

CONSENT COMMITTEE REPORTS

8.1. Follow-up to CR30/2023 - Essex Terminal Railway Whistling Cessation - Ward 4 **(SCM 110/2023) (S 17/2023)**

Clerk's Note: Email dated March 30, 2023 from Essex Terminal Railway ***attached***

8.2. Minutes of the Essex-Windsor Solid Waste Authority Regular Board Meeting held September 14, 2022 **(SCM 112/2023) (SCM 56/2023)**

8.3. Minutes of the Essex-Windsor Solid Waste Authority Regular Board Meeting held February 7, 2023 **(SCM 113/2023) (SCM 91/2023)**

8.4. CQ 18-2021 Truck Routes Progress Update- City-wide **(SCM 114/2023) (S 30/2023)**

8.5. South National Street (Pilette to Jefferson) Traffic Calming - Ward 8 **(SCM 115/2023) (S 27/2023)**

8.6. Zoning By-law Amendment Application for property known municipally as 3565 Forest Glade Drive, Z-045/22 [ZNG-6943], Ward 8 **(SCM 117/2023) (S 29/2023)**

8.7. Zoning By-Law Amendment – 1000023127 Ontario Inc. – 1985 Westcott Road & 3740-3790 Tecumseh Road East - Z 035/22 [ZNG-6871] - Ward 5 **(SCM 118/2023) (S 34/2023)**

8.8. OPA & Rezoning – University Residential Land Corp. – 0 Huron Church - OPA 157 OPA/6737 Z-014/21 ZNG/6736 – Ward 2 **(SCM 119/2023) (S 35/2023) (AI 8/2023)**

8.9. Rezoning – Lusi Lorini - 921 Ellrose Avenue - Z-038/22 ZNG/6900 - Ward 5 **(SCM 120/2023) (S 140/2023)**

8.10. Rezoning – JBM Capital Inc – 2601 Lauzon Parkway - Z-011/23 ZNG/6993 - Ward 8 **(SCM 121/2023) (S 36/2023)**

8.11. Minutes of the International Relations Committee of its meeting held March 8, 2023 **(SCM 124/2023) (SCM 94/2023)**

8.12. Report No. 49 of the International Relations Committee - IRC Delegation going to Mannheim, Germany - Garden of Twin Cities **(SCM 125/2023) (SCM 97/2023)**

- 8.13. Report No. 50 of the International Relations Committee - International Mother Language Plaza (Martyr's Monument) **(SCM 123/2023) (SCM 98/2023)**
- 8.14. International Relations Committee 2022 Annual Report **(SCM 126/2023) (SCM 77/2023)**
- 9. **REQUEST FOR DEFERRALS, REFERRALS AND/OR WITHDRAWALS**
- 10. **PRESENTATIONS AND DELEGATIONS**
- 11. **REGULAR BUSINESS ITEMS (Non-Consent Items)**
 - 11.1. Local Improvement (Resident Initiated) - Proposed Construction of Storm Sewer and Curb and Gutter on Clemenceau Boulevard from the Canadian National Railway (CNR) Tracks to North Service Road East - Ward 8 **(C 57/2023)**
 - 11.2. Municipality of Leamington - Transit Service Agreement Renewal - City Wide **(S 46/2023)**
- 12. **CONSIDERATION OF COMMITTEE REPORTS**
 - 12.1. (i) Report of the Special In-Camera meeting or other Committee as may be held prior to Council (if scheduled)
 - 12.2. Minutes of the Windsor Licensing Commission of its meeting held March 29, 2023 **(SCM 106/2023)**
- 13. **BY-LAWS (First and Second Reading)**
- 14. **MOVE BACK INTO FORMAL SESSION**
- 15. **NOTICES OF MOTION**
- 16. **THIRD AND FINAL READING OF THE BY-LAWS**

17. **PETITIONS**

18. **QUESTION PERIOD**

19. **STATEMENTS BY MEMBERS**

20. **UPCOMING MEETINGS**

City Hall Square Plaza Project Steering Committee
Friday, April 21, 2023
10:00 a.m., Suite 522B, 350 City Hall Square West

Environment, Transportation & Public Safety Standing Committee
Wednesday, April 26, 2023 **(CANCELLED)**

Development & Heritage Standing Committee
Monday, May 1, 2023
4:30 p.m., Council Chambers

Property Standards Committee
Tuesday, May 2, 2023
10:00 a.m., Room 140, 350 City Hall Square West

Community Services Standing Committee
Wednesday, May 3, 2023
9:00 a.m., Council Chambers

21. **ADJOURNMENT**

Subject: 2022 Provincial Offences (POA) Annual Report - City Wide

Reference:

Date to Council: April 24, 2023

Author: Melissa Ryan- Manager of Provincial Offences

519-255-6555 ext.2303

mryan@citywindsor.ca

Provincial Offences

Report Date: 2023-03-31

Clerk's File #: GP2023

To: Mayor and Members of City Council

Recommendation:

THAT the report of the Manager of Provincial Offences dated April 4, 2023 regarding the 2022 Windsor/Essex Provincial Offences (POA) Annual Report submitted for information be **BE NOTED AND FILED**.

Executive Summary:

The 2022 Annual Report is a detailed summary that highlights the activities and operations of the Windsor/Essex POA department throughout the year. It is provided to the Liaison Committee members every year and includes an overall assessment of the operations and its structure, key performance indicators and financial results.

Background:

In 1998, the province enacted Bill 108 which amended the Provincial Offences Act ("POA") thereby enabling it to transfer various responsibilities of the POA Court system to municipalities. The transfer included court support and administrative functions, and the prosecution of ticketable provincial offences.

The Windsor/Essex Provincial Offences Program ("POA Program") was created as a special-purpose vehicle to accept the transfer of POA responsibilities from the province. It functions as a self-funding, net revenue positive operating division of the City. The

bulk of the POA Program's revenues are generated from fines received as a result of persons violating legislation.

Discussion:

The 2022 Annual Report (attached as Appendix A) will detail the following:

1. The operational functions of POA;
2. POA's caseload and charging document volumes for 2022 compared year over year;
3. Defaulted POA fines enforcement in conjunction with active collection efforts, and;
4. The financial results and distributions for 2022.

In 2022, the Windsor/Essex Provincial Offences (POA) department officially opened its doors at its new permanent location in the City Hall Campus area in suite 401 at the 400 City Hall Square building. New hybrid courts became operational and allowed us to utilize a completely modern and technology advanced facility.

The POA team members worked diligently throughout the year to meet its objectives and supported a number of new initiatives that had a positive impact on the overall business operations. Some of the key highlights include:

- A POA specific Write Off Policy was approved by council on January 16, 2023. The write off process will be initiated in 2023.
- Red Light Cameras (RLC) became operational at 10 different locations in Windsor to continue to promote safety on our roads.
- The public counters and modernized accessible courtrooms officially opened their doors at suite 401 in the 400 building located at the City Hall campus.
- Successfully upgraded the Collection Agency Management System (CAMS) from version 3.16 to 3.18, which included enhanced administration features and reporting mechanisms.
- The Windsor/Essex POA program ended the year with a net operating profit of \$1,362,820.

In 2023 the department will continue to explore avenues to improve our court processes and operating environment for the public to ensure equal and efficient access to Justice.

We anticipate and look forward to continued legislative changes aimed at modernizing the provincial offences court system.

In 2022, the POA Program took in a total of 22,665 charging documents, for a monthly average intake of approximately 1,889 tickets.

Recognizing that POA has little to no control over charging volumes, considerable efforts and resources were directed towards collections once the POA timelines were reinstated. We continued to collect fine payments through execution of writs, municipal tax roll, garnishment of wages, 3rd party collections and Service Ontario.

Regardless of how effective the active collection efforts are, there still remains a significant number of outstanding fines. As of December 31, 2022, there were approximately 72,000 records of unpaid fines for a total outstanding amount of \$45,060,290. The vast majority of these outstanding fines have been outstanding for more than a decade, and in many cases relate to corporations that are no longer operating, individuals that cannot be traced and may be deceased, and out of country residents.

Many of these are older fines and all reasonable measures to collect have been made. A POA specific write off policy was approved by Council in January of 2023 and will be implemented in the 2023 year. Final account write offs are finalized by the Ministry in a batch process that gets completed in September of each year. This will impact the amounts that will be referenced as outstanding for next year.

It's important to note that a write-off policy refers to the cessation of active fine collections and is done for accounting purposes only. It does not absolve a convicted offender from the requirement to pay a fine, as debts to the Crown are owed in perpetuity and are never forgiven.

Red Light Cameras became operational in Windsor in January of 2022. A red light running camera is a type of traffic enforcement camera that captures an image of a vehicle that enters an intersection in spite of the traffic signal indicating red (during red phase).

The key reasons why municipalities have installed cameras are to change driving behavior, reduce angled collisions, and increase safety.

The program produced a net revenue of \$608,738 for the 2022 year and the offences made up 23.9% of our overall tickets received. Please note that this net revenue figure includes expenses directly related to the RLC program and does not include shared operating expenses such as staffing costs, office supplies, etc.

A separate Red Light Camera information report relating to the success of changing driving behaviors, reducing angles collisions and increased safety will be brought to Council from the Traffic Operations Department.

Risk Analysis:

There are no significant risks identified.

Climate Change Risks

Climate Change Mitigation:

N/A

Climate Change Adaptation:

N/A

Financial Matters:

The Provincial Offences program ended the year with a net operating income of \$1,362,820. This was a 129% increase from the prior year.

Since the local POA Transfer date of March 5, 2001 through to the end of the subject reporting year, this Area's POA Program has realized total combined net revenues of \$49,164,000.

In accordance with the approved weighted assessment formula for 2022, distributions of net operating results over the course of the subject year resulted in \$668,640 allocated to the City of Windsor, and \$694,189 allocated to the County and Pelee.

During the year the Provincial Offences Division (POA) experienced a (\$798k) revenue shortfall. A large portion of this reduction in revenue can be attributed to less court time due to dwindling Judicial resources. Over the last few years' court time has significantly decreased due to a lack of Judicial resources to preside in court leading to a decrease in the volume of matters heard in a year. This caused delays in the conviction of offences and the payment of the fines. In 2023, Judicial Resources continue to decrease and court time has been significantly reduced once again. Communication with the Local Administrative Justice of the Peace have indicated that there will continue to be a lack of Judicial resources. No timeframe has been provided as to when the resources will be back to regular staffing levels and no other solutions have been implemented to deal with the backlog of matters. POA has already communicated this to City Council in the annual financial variance report and has asked for the necessary advocacy to move forward with solutions to ensure equal and timely access to Justice for the public.

Consultations:

This annual report was provided to the Liaison Committee members at the meeting held on April 5, 2023, and was unanimously approved. Members were encouraged to bring this report to their respective council members for communication.

Conclusion:

The POA team members worked diligently throughout the year to meet its objectives and supported a number of new initiatives that had a positive impact on the overall business operations.

In 2023 the department will continue to explore avenues to improve our court processes and operating environment for the public to ensure equal and efficient access to Justice. We anticipate and look forward to continued legislative changes aimed at modernizing the provincial offences court system.

Planning Act Matters:

N/A

Approvals:

Name	Title
Kristina Savi-Mascaro	Deputy City Solicitor – Purchasing, Risk Management and POA (A)
Shelby Askin Hager	City Solicitor and Commissioner, Legal and Legislative Services
Joe Mancina	Commissioner, Corporate Services/Chief Financial Officer & City Treasurer
Onorio Colucci	Chief Administrative Officer

Notifications:

Name	Address	Email
Tracey Prince	271 Sandwich Street South, Amherstburg, ON N9V 2A5	tprince@amherstburg.ca
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Robert Auger	33 Talbot Street South, Essex ON, N8M 1A8	rauger@essex.ca
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Michelle Feltz	1045 West Shore Rd, Pelee Island, ON, N0R 1M0	Michelle.feltz@pelee.ca
Tom Kitsos	917 Lesperance Rd, Tecumseh, ON, N8N 1W9	tkitsos@tecumseh.ca
Dale Langlois	5950 Malden RD, LaSalle, ON, N9H 1S4	dlanglois@lasalle.ca

Appendices:

WINDSOR/ESSEX PROVINCIAL OFFENCES (POA) ANNUAL REPORT

The 2022 Annual Report is a detailed summary that highlights the activities and operations of the Windsor/Essex POA department throughout the year. It is provided to the Liaison Committee Members every year and includes an overall assessment of the operations and its structure, key performance indicators and financial results.

Issued on: March
31, 2023

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MESSAGE TO OUR MUNICIPAL PARTNERS

It is my pleasure to present the 2022 Windsor/Essex Provincial Offences Annual Report which details our outstanding operational results and financial successes that we achieved throughout the year.

In 2022, the Windsor/Essex Provincial Offences (POA) department officially opened its doors at its new permanent location in the City Hall Campus area in suite 401 at the 400 City Hall Square building. New hybrid courts became operational and allowed us to utilize a completely modern and technology advanced facility.

The POA team members worked diligently throughout the year to meet its objectives and supported a number of new initiatives that had a positive impact on the overall business operations. Some of the key highlights include:

- A POA specific Write Off Policy was approved by council on January 16, 2023. The write off process will be initiated in 2023.
- Red Light Cameras (RLC) became operational at 10 different locations in Windsor to continue to promote safety on our roads.
- The public counters and modernized accessible courtrooms officially opened their doors at suite 401 in the 400 building located at the City Hall campus.
- Successfully upgraded the Collection Agency Management System (CAMS) from version 3.16 to 3.18, which included enhanced administration features and reporting mechanisms.
- The Windsor/Essex POA program ended the year with a net operating profit of \$1,362,820.

In 2023 the department will continue to explore avenues to improve our court processes and operating environment for the public to ensure equal and efficient access to Justice. We anticipate and look forward to continued legislative changes aimed at modernizing the provincial offences court system.

Sincerely,

Melissa Ryan

Manager of Provincial Offences

SECTION A - BACKGROUND & OPERATIONAL ACTIVITIES

In 1998, the province enacted Bill 108 which amended the *Provincial Offences Act* (“POA”) thereby enabling it to transfer various responsibilities of the POA Court system to municipalities across Ontario. Offences governed by the POA are regulatory in nature created pursuant to provincial statutes such as the *Highway Traffic Act*, the *Compulsory Automobile Insurance Act*, the *Liquor License Act*, and the *Trespass to Property Act*, to name a few. The transfer of POA responsibilities included court support and administration functions, the prosecution of ticketed offences under Part I of the POA (with the more serious charges under Part III continuing to be prosecuted provincially), as well as the collection and enforcement of most fines. Part II matters (also known as parking ticket) and the collections of those tickets are handled by the Parking Enforcement division of the City of Windsor under the administrative penalty system. The POA Transfer did not include criminal matters, which continue to be processed and prosecuted in a court system managed by the province.

The Windsor/Essex Provincial Offences Program (“POA Program”) was created as a special-purpose vehicle to accept the transfer of POA responsibilities from the province. It functions as a self-funding, net revenue positive operating division of the City of Windsor (“City”), having been established for the express purpose of locally implementing the POA Transfer at the regional level.

Although rooted in legislation, the POA Program is essentially governed by a number of contracts, consisting of the following agreements:

- The Transfer Agreement between the City and the province of Ontario as represented by the Ministry of the Attorney General (“MAG”), consisting of 2 contracts, namely a generic Memorandum of Understanding (“MOU”) and a Local Side Agreement (“LSA”). The Transfer Agreement sets forth the City’s responsibilities and duties, inclusive of various guidelines and standards;
- The Intermunicipal Court Service Agreement (“ISA”) entered into amongst the City and those other affected municipalities together constituting the Windsor/Essex Court Service Area (“Area”), which encompasses the geographic territory consisting of the City of Windsor, the County of Essex and Pelee Island. It serves to outline the roles and responsibilities of the POA Program and the 9 serviced municipalities.

The ISA provided for an initial term of six fiscal years, commencing on March 5, 2001 (the live transfer date) through December 31, 2006. The ISA has been renewed three times since the original agreement each time for a period of 5 years. The current agreement which was renewed in 2021 commenced January 1, 2022 and expires December 31, 2026.

In August of 2022 the POA Program’s public counter services and courtrooms moved to the City Hall Campus located specifically at the 400 City Hall Square building in suite 401. This new modern and accessible permanent location for the public has been a welcome change and will allow us to serve the public more effectively by being housed in a building with other City, Provincial and Federal services.

The POA Program also has responsibility for various POA Court operations at the Leamington courthouse, where the POA Court presided the 1st, 3rd and 5th Thursday of every month prior to the pandemic. At the time of writing this report, the Leamington courthouse operations has not commenced. The proceedings that would typically be held in Leamington are being held virtually in Windsor courts. Leamington POA courts are being held on the 1st and 3rd Thursdays of every month. If and when the Leamington courts open back up to in person proceedings, Windsor/Essex POA will review its operations and determine the best course of action moving forward with hosting POA matters at this location.

The POA Program provides services and facilities to various stakeholders within the administration of justice system. These stakeholders include law enforcement personnel whose mandates entail the initiation of proceedings against defendants alleged to have violated provincial legislation and municipal by-laws, the defendants themselves as well as their legal representatives, victims of such violations, various provincial authorities, as well as an independent and impartial judiciary. Operations of the POA Program fall into four functional categories. These four sections together constitute the operational aspects of the POA Program:

Court Administration: This area has general carriage of the POA Court office. Responsibilities include the intake, processing, filing and preservation of charging documents (i.e. tickets) and associated certificate control lists received from law enforcement agencies; the intake of mail and allocation and processing of payments and legal documentation; tracking of on-line remittances via *www.Paytickets.ca*; staffing of cashier stations to handle payments and queries; generation of POA Court dockets including fail-to-respond, trial, first appearance, and Early Resolution; setting of trials; procuring interpreter services; liaising with police court services personnel; intake and processing of motions, re-openings, appeals and applications for extensions of time to pay fines; maintaining updated data in the provincial mainframe application known as the Integrated Courts Offences Network (“ICON”); enforcement of delinquent fines via driver’s license suspensions; processing of daily financial matters; procurement of equipment/supplies; and overall maintenance of the operations. Due to changes enacted by Bill 177, court administration, as clerks of the court, are able to review and approve extensions of time to pay and convict fail to respond matters as of November 1, 2021.

Court Support: This area is composed of POA Court monitors, being a combination of court clerks/reporters whose responsibilities include ensuring that the POA Court dockets and associated charging documents are properly presented in court; paging defendants; assisting the Justices of the Peace in arraignments and endorsements; issuing statutory warnings to defendants; generating payment slips to defendants wishing to immediately satisfy imposed fines; maintaining updated ICON data; ensuring that the proceedings are properly recorded; typing transcripts for use in appeals and other proceedings; logging and preserving exhibits including disposal of same in accordance with judicial directions or retention requirements. Due to changes enacted by Bill 177, court clerk reporters, as clerks of the court, are able to convict 9.1.b convictions for fail to respond individuals in an early resolution setting.

Prosecution: The Municipal Prosecutors appear in POA Court to call the trial list and to conduct trials, to deal with motions, to set trial dates; they meet with defendants and their

representatives in conjunction with the Early Resolution process with a view to resolving matters; they review law enforcement files to ensure that matters should be proceeded with and assist with disclosure to Defendants and their Representatives and they appear in the higher courts on both prosecution and defence appeals. Municipal by-law matters are heard in POA court and each municipality prosecutes their own by-laws. In 2021, Part III matters under the POA remained the prosecutorial responsibility of the Crown Attorney's office &/or specialist Prosecutors provided by various ministries.

On December 14, 2017, Bill 177 – *Stronger, Fairer Ontario Act* - was passed by the Legislative Assembly of Ontario that enables the Attorney General to enter into agreements with municipalities to transfer responsibility for certain prosecutions currently prosecuted by the Ministry's Criminal Law Division under Part III of the POA. An exact date of the transfer to the municipal prosecutors has not been communicated and was previously expected sometime in 2020. However, due to continued negotiations between the Province and municipalities through the POA Part III Transitional Planning Working Group, as well as the need to address pandemic-induced priorities, any Part III transfer will be delayed. Based on the current wording of the legislation, a Part III transfer is permissible, but not mandatory, and municipalities have made it clear to the Ministry that taking on this transfer would need to be approved by their respective councils. If Part III offences are transferred to the municipalities, the Crown Attorney's office will continue to monitor the more serious cases. Based on a preliminary review of the statistics regarding Part III matters, it is expected that an additional prosecutor would need to be added to the permanent staff establishment. Further incentives would need to be provided in order to recommend the transfer to Council.

The prosecution of City of Windsor By-laws was transferred to the POA Municipal Prosecutors from the Legal Department in 2017. The Municipal Prosecutors are also prosecuting charges laid by any of the Fire Services in Essex County.

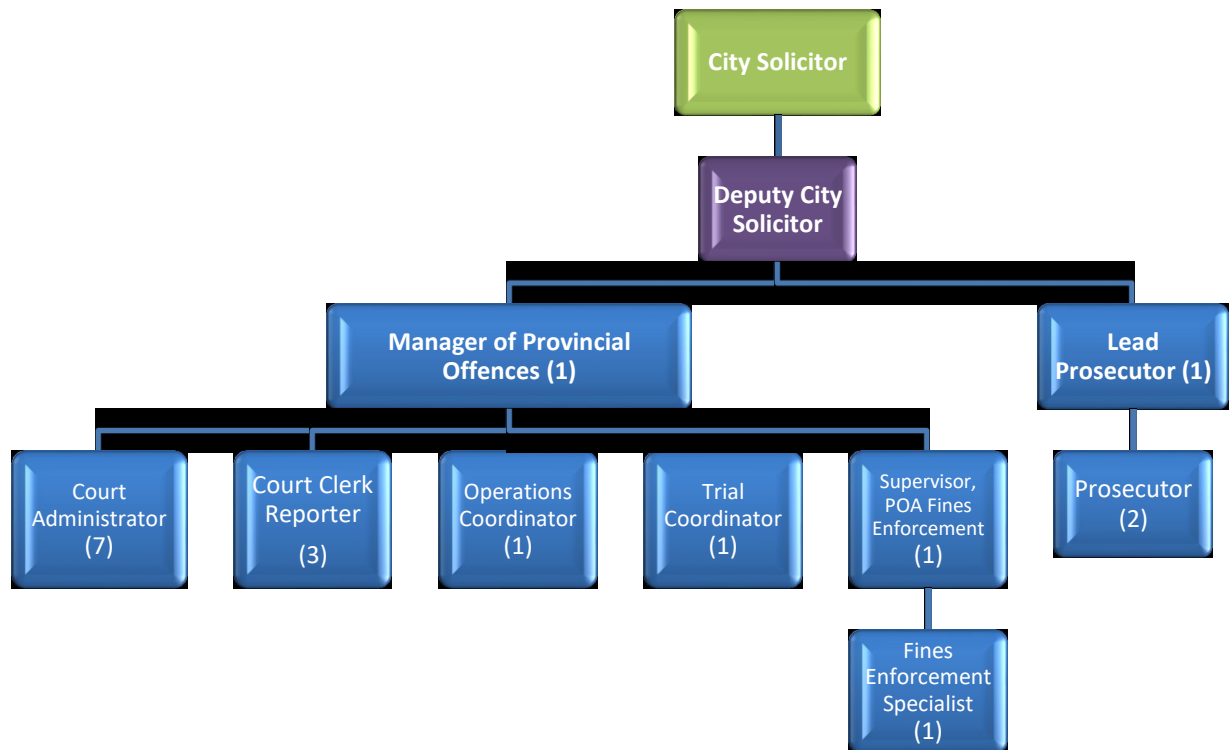
Fines Enforcement (Collections): One POA Fines Enforcement Supervisor along with one POA Fines Enforcement Specialist is responsible for ensuring that POA Court judgments, being orders imposing monetary penalties, are honoured by defendants including seeing to it that certificates of default are prepared and filed in a timely fashion at the Superior Court of Justice; for sending out dunning letters; for locating and meeting with defendants having defaulted fines and making arrangements for collecting; for ensuring that writs of seizure and sale and garnishments are proceeded with in appropriate cases; for attending on judgment debtor examinations primarily at the Small Claims Court level; for filing proofs of claim with trustees in bankruptcy and estate trustees; and for liaising with collection agencies and credit bureaus with which the POA Program has relationships.

The Windsor POA facility also houses a satellite office of the Police Court Services Branch. Among other things, that office works closely with the Prosecutors to ensure that law enforcement files are available for use at trials, at Early Resolution meetings and on appeals. The Court Services office also advises Police Officers of trial dates, summons lay witnesses, arranges for personal service of court documents, provides disclosure to Defendants and their legal representatives and procures necessary official documentation for use in court as evidence.

An organizational diagram of the POA Program is included and identified as CHART A-1, which was in effect for the subject reporting period.

CHART A-1

ORGANIZATIONAL CHART OF THE WINDSOR/ESSEX POA OFFICE



SECTION B - LIAISON COMMITTEE

The ISA calls for the setting up of an administrative advisory panel, being the Windsor/Essex Court Service Area Liaison Committee (“Liaison Committee”), composed of one representative from each participating municipality. Among other things, the 10-person Liaison Committee:

- Serves as the liaison between the City and the 9 Serviced Municipalities on all matters relating to the operation of the POA Program
- Reviews all reports submitted by the City Solicitor and Deputy City Solicitor in conjunction with the Manager of Provincial Offences and makes recommendations to the operations of the POA Program
- Reviews and recommends for approval the annual budgets
- Generates an annual report for review by the respective councils of the participants

By virtue of the ISA, each party municipality provides a member of its administration as its Liaison Committee representative, with the Windsor representative currently being the City Solicitor. The latter is also the Chair.

For 2022, the final composition of the POA Liaison Committee was as follows:

MUNICIPALITY	MEMBER	POSITION
Amherstburg	Tracy Prince	Treasurer
Essex (County)	Sandra Zwiers	Director of Financial Services/Treasurer
Essex (Town)	Kate Giurissevich	Treasurer
Kingsville	Ryan McLeod	Director of Financial & IT Services
Lakeshore	Justin Rousseau	Director of Finance
LaSalle	Dale Langlois	Director of Finance/ Treasurer
Leamington	Laura Rauch	Director of Finance & Business Services
Pelee	Michelle Feltz	Treasurer/Tax Collector
Tecumseh	Tom Kitsos	Director of Financial Services & Treasurer
Windsor	Shelby Askin Hager (Chair)	City Solicitor
Windsor	Melissa Ryan	Manager of Provincial Offences

The Liaison Committee is mandated by the ISA to convene at least twice annually. In 2022, there were two meetings that were held on the following dates and locations:

<u>Date</u>	<u>Location</u>
March 31, 2022	Remote Meeting through Zoom
November 9, 2022	Remote Meeting through Zoom

SECTION C – CASELOADS & STATISTICS

The POA Program's caseload is dependent upon charges laid by professional law enforcement personnel and agencies. The workflow of the POA Program commences with the initiation by Police and other Officers of legal proceedings against alleged violators of provincial legislation and municipal by-laws. Legal proceedings are instituted by personal service upon the defendant of either a Provincial Offence Notice (also known as a Part I ticket) or a more formal Summons to Defendant requiring attendance at court (also known as a Part III ticket). These charges are ultimately disposed of by an independent and impartial judiciary presiding in the form of the POA Court. Pursuant to Part X of the POA and the Transfer Agreement, the POA Program receives fine revenue from Part I and Part III charges, provided that the fine revenue is not "dedicated" to some special purpose. Further detailed distinctions are possible, as indicated below:

- Charges laid by traditional Police forces, being local police services including the OPP: all fine revenues belong to the POA Program virtually without exception unless the charges are laid under federal legislation or under certain municipal bylaws
- Charges laid by specialized Police forces, such as the OPP contingent securing Casino Windsor: for the most part all fine revenues belong to the POA Program, unless charges are laid under federal legislation (for example by the CNR or CPR police under the *Railway Safety Act* of Canada)
- Charges laid by specialized agencies and most Provincial Ministries, for example the Ministry of Labour under the *Occupational Health and Safety Act*: for the most part all fine revenues belong to the POA Program, unless there is statutory dedication
- Charges laid by Municipal Inspectors and Police Officers under bylaws (e.g. licensing, zoning, noise, prohibited turns, parking, etc.) and provincial statutes (e.g. *Building Code Act*): the fine revenues belong to the charging municipality, with the POA Program receiving no compensation for services rendered and facilities made available, other than relatively insignificant court costs/fees
- Charges laid under federal enactments, or by certain Provincial Ministries or bodies in situations where the fines are statutorily "dedicated" to special purposes: the POA Program receives no fine revenue or other compensation for services rendered and facilities made available, other than relatively insignificant court costs/fees.

In 2022, the POA Program took in a total of 22,663 charging documents, for a monthly average intake of approximately 1,889 tickets. TABLE C-1 which follows below depicts the absolute charging volume and the percentage of total volume over a two year period, by enforcement agency.

NOTE: *The numbers and/or percentages of charges do not necessarily translate into more or less fine revenue generation. The quality of the charges is important along with the final resolution of the fines.*

Table C-1: 2022 ABSOLUTE CHARGING VOLUMES

Agency	2022	% Chg. YTD '22 vs. '21	2021	% Chg. YTD '21 vs. '20
Windsor Police	7,834	-26.7%	10,812	-14.2%
Ministry of Transportation	1,595	21.3%	1,315	-21.5%
RLC-Joint Processing Centre	5,318	N/A	0	0.0%
Essex OPP	4,109	19.1%	3,451	61.0%
Tecumseh OPP	152	-42.9%	266	-68.9%
Leamington OPP	362	-54.0%	787	-47.4%
Lakeshore OPP	240	-54.5%	527	-42.2%
Essex Town OPP	108	-34.9%	166	-57.4%
Kingsville OPP	154	-53.3%	330	-66.4%
LaSalle Police	1,226	84.4%	665	-54.6%
Essex Detachment Heat Unit	0	-100.0%	8	-89.7%
Canadian Pacific Rail Police	343	-44.1%	614	354.8%
Ministry of Natural Resources	242	19.8%	202	-31.8%
Windsor Fire Department	24	33.3%	18	-50.0%
Casino OPP	8	33.3%	6	0.0%
Windsor Essex County Health Unit	98	-50.8%	199	145.7%
Windsor Bylaw	94	-27.1%	129	34.4%
Ministry of Finance	0	-100.0%	7	133.3%
Ministry of Labour	39	-57.1%	91	911.1%
Ministry of Environment	48	-34.2%	73	1360.0%
Lakeshore Fire	9	200.0%	3	50.0%
Amherstburg Bylaw	1	-94.4%	18	-14.3%
Amherstburg Fire Department	1	-75.0%	4	300.0%
Lakeshore Bylaw	8	100.0%	4	100.0%
Canadian Heritage Parks	35	29.6%	0	0.0%
OPP-Traffic Mgt/Ride London	57	103.6%	28	7.7%
Orillia O.P.P	2	N/A	0	0.0%
Kingsville Bylaw	2	-71.4%	7	N/A
Ontario Motor Vehicle Industry Council	68	44.7%	47	-20.3%
Kingsville Fire	3	200.0%	1	N/A
Essex Bylaw	10	N/A	0	-100.0%
Essex Fire Department	3	N/A	0	N/A
Ministry of Municipal Affairs & Housing	3	N/A	0	-100.0%
Leamington Bylaw	7	-90.0%	70	366.7%
Leamington Fire	73	N/A	0	N/A
Public Health Agency of Canada	377	-7.1%	406	-100.0%
Ministry of Agriculture & Food	4	100.0%	2	-66.7%
Other	0	N/A	25	-66.7%
TOTALS	22,665	9.5%	20,701	-14.0%
Average Mthly Charging Volumes	0			
	1,889		1,725	

EXTERNAL BENCHMARKING OF CASELOADS

Windsor experienced an increase in overall charges for 2022 with an 8.9% higher ticket volume than last year. However, the increase was only experienced due to the Red Light Cameras (RLC) being operational in January of 2022. RLC offences attributed to the increase in charges as they made up 5,318 of the total 22,324 charges. The provincial total was 6.5% more than 2021. TABLE C-2 below provides details on the charging volumes of various municipalities as well as Windsor and the total provincial charges filed. It is speculated that Red Light Camera (RLC) offences and Automated Speed Enforcement (ASE) charges significantly impacted the increase in the Provincial average for 2022 as well as the individual municipalities that implemented these charges during the 2022 year.

**Table C2: 2022
CHARGING
VOLUME
COMPARATOR**

Agency	MBN Canada	2022 YTD	% Change '22 vs. '21	2021 YTD	% Change '21 vs. '20	2020 YTD	% Change '20 vs. '19
Windsor	Yes	22,324	8.09%	20,518	-16.3%	23,867	-22.9%
Barrie	Yes	28,368	-64.51%	46,669	1.1%	46,134	-28.7%
Durham	Yes	100,866	21.04%	79,640	12.5%	69,672	28.6%
Hamilton	Yes	88,339	-0.20%	88,514	0.5%	88,057	3.3%
London	Yes	32,611	25.05%	24,443	-3.2%	25,231	-32.0%
Niagara	Yes	25,086	-5.21%	26,393	-3.5%	27,308	-28.2%
Ottawa	Yes	186,873	15.19%	158,478	21.6%	124,323	18.5%
Thunderbay	Yes	18,834	28.35%	13,495	2.7%	13,135	-23.8%
Toronto	Yes	624,286	7.02%	580,460	31.7%	396,544	17.5%
Waterloo	Yes	46,514	6.93%	43,289	-3.4%	44,746	-2.6%
Brampton	No	63,206	-22.32%	77,315	-29.5%	100,126	-38.7%
Brantford	No	11,363	23.00%	8,749	-439.7%	47,221	-38.8%
Caledon	No	20,744	-58.86%	32,954	74.2%	8,512	-13.9%
Chatham	No	7,828	-21.65%	9,523	-180.3%	26,692	-21.6%
Guelph	No	17,042	20.71%	13,513	-6.8%	14,429	-27.8%
Lambton	No	11,308	18.46%	9,221	-53.5%	14,155	-37.9%
Provincial	N/A	1,765,733	6.50%	1,650,915	15.7%	1,391,357	-9.7%

Operational Statistics

In addition to having accepted and dealt with the filings of over 22,000 charges over the course of the year, the POA Program processed approximately:

- \$5,682,011 in fines paid
- 1,475 courtroom operating hours
- 4,783 Early Resolution meetings (Part I)
- 40,890 Matters heard in court (Parts I & III)

Red Light Camera (RLC) Offences

Red Light Cameras became operational in Windsor in January of 2022. A red light running camera is a type of traffic enforcement camera that captures an image of a vehicle that enters an intersection in spite of the traffic signal indicating red (during red phase).

The key reasons why municipalities have installed cameras are to change driving behavior, reduce angled collisions, and increase safety.

Below are the detailed statistics for the first operational year of Red Light Cameras. The program produced a net revenue of \$608,738 for the 2022 year and the offences made up 23.9% of our overall tickets received. Please note that this net revenue figure includes expenses directly related to the RLC program and does not include shared operating expenses such as staffing costs, office supplies, etc.

A separate Red Light Camera information report relating to the success of changing driving behaviors, reducing angles collisions and increased safety will be brought to Council from the Traffic Operations Department.

Table C-3: 2022 Red Light Camera (RLC) Offences Statistics															
Red Light Camera Offences Statistics															
Year to Date Revenue as of December 31, 2022															
RLC Revenue Received (Jan to Dec)		\$822,823.00													
RLC Expenses		\$214,085.00													
Net		\$608,738.00													
*Note: JPC Toronto expenses are billed annually															
Jenopik Expenses are billed monthly															
Agency	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2022	% of Total Volume	% Chg. YTD '22 vs. '21
RLC-Joint Processing Centre	71	155	625	450	553	560	580	802	511	584	164	263	5,318	23.9%	N/A

Section D- Defaulted Fines Enforcement

Under the Transfer Agreement with MAG, the responsibilities of the City include the collection and enforcement of POA fines for and on behalf of the area. The POA Fines Enforcement area currently has two full-time employees.

Ongoing efforts to enforce defaulted fines continue to be aggressive and at the same time very challenging. Enforcement constitutes a highly labour-intensive activity which consumes a lot of resources and time. There are a variety of enforcement tools that are readily available and frequently used by the collection staff in order to encourage payment and/or to legally enforce payment of defaulted fines. Some of these include:

- Selectively adding defaulted fines to the tax roll of sole property owners for collection pursuant to section 441.1 of the Municipal Act.
- Registering Certificates of Default with the civil court having monetary jurisdiction, thereby constituting deemed orders or judgments for enforcement purposes.
- Filing and maintaining wage garnishment proceedings where the employer has been identified and the offender's employment status has been verified.
- Use of Collection Agencies. In addition to skip tracing and making the usual contacts with debtors, our collection agencies have reported numerous defaulters to the major credit bureaus, thereby impairing the creditworthiness of the offenders.
- Filing and maintaining Writs of Seizure and Sale with sheriff's offices, thereby erecting judicial liens against present and future proprietary interests.
- Driver's License suspensions and plate denials under various statutes and regulations.
- Intercepting indemnity deposits with permit-issuing City departments, by redirecting the indemnity refunds to POA where the indemnitors have defaulted fines
- Exercise of prosecutorial discretion to encourage defendants presenting themselves with fresh charges, to finally honour monetary sentences previously imposed by the POA Court.

Although not frequently used due to operational challenges and privacy legislation, there are other enforcement tools that can be applied to ensure collection efforts are maximized:

- Examinations-in-Aid of Execution, whereby judgment debtors may be examined in depth as to their abilities and means to make good their monetary obligations including being compelled to fully disclose their assets, liabilities, sources of income, bank accounts, RRSP's etc.
- Contempt Hearings where debtors have refused or neglected to attend on examinations-in-aid.
- Garnishment proceedings whereby bank accounts, rentals from tenants, RRSP's etc. are attached as information and used for enforcement.
- Monitoring of death notices in the hopes of collecting from estates.
- Encouraging revocation of CVOR certificates in liaison with the Ministry of Transportation, respecting businesses making use of commercial motor vehicles

whose operations perennially default on fines.

ACTIVE COLLECTION EFFORTS

We recognize the fact that the POA department has little to no control over charging volumes therefore considerable efforts and resources are redirected towards implementing an active and aggressive collection model and procedures. The results of these efforts are summarized in the following sub-sections below.

Municipal Tax Rolling

Under Section 441.1 of the *Municipal Act, 2001*, a local municipality is permitted to add any part of a fine for a commission of a provincial offence that is in default under section 69 of the Provincial Offences Act to the tax roll for any property in the local municipality for which all of the owners are responsible for paying the fine. Accordingly, a Defaulted Fine can only be added if the offender in default is the sole owner of the property. The Defaulted Fine is collected in the same manner as municipal taxes at the request of a municipality.

The tax roll process continued to be a supplementary collection tool to utilize in 2022. An additional 9 accounts were added in 2022 with a dollar value of \$19,917.06. We also collected \$6,848.64 through this method of collection in 2022 from accounts added in prior years.

Garnishment of Wages

The process of finding where an offender is employed is one of the most challenging tasks due to the limited amount of information that is available to our staff. In many cases the offenders are either unemployed, working for cash, or on some form of assistance which cannot be garnished. However, when employment is confirmed and the garnishment documents are in place, it becomes one of the most effective enforcement tools. In 2022 we initiated 63 new garnishments and collected \$33,962.84 in revenue from garnishments.

3rd Party Collections

On July 1, 2021, changes to our 3rd party collection vendors was made as a result of an RFP issued in late 2020. Three collection agencies, General Credit Services, International Credit Experts and Gatestone, were procured. Table D-1 summarizes the year over year results of third party vendor collection of POA fines.

Table D-1: Third Party Agency Collection Summary- Year Over Year Comparison			
Description	As of December 31, 2022	As of December 31, 2021	Increase/ (Decrease)
Revenues Collected from Third Party Agencies	\$798,644	\$547,914	\$250,730

There was an increase of \$250,730 in collected revenue from Third Party Agencies in 2022 compared to 2021. With the new 3rd party collections vendors procured in July of 2021, we have seen a significant increase in revenue as the old cases were redistributed to new agencies in 2021. Revenue from 3rd party collections represents approximately 13% of overall revenue collected in the year.

Fines Paid at Service Ontario

All defendants who have suspended driver's licenses due to POA offences have the ability to pay their outstanding POA fines at Service Ontario. This allows the individual to obtain their license back immediately as they pay their outstanding fines and the re-instatement fee due to the Ministry and their license is re-instated on the spot.

In 2022, 1,876 fines were collected at Service Ontario through this program. From these payments, revenue of \$759,167.37 was received. This continues to be a positive and efficient method of collecting defaulted fines that may have not have been collected otherwise.

In May of 2017, a plate renewal program was implemented by the Ministry of Transportation (MTO) whereby all outstanding defaulted driver fines have to be paid in full before one can renew their plates. All Red Light Camera Offences fall under this program. Therefore, anyone who does not pay their RLC offence will be required to pay before renewing their license.

In February of 2022, the provincial government made a decision to eliminate the costs associated with renewing license plates. Plates will still need to be renewed every one or two years — to ensure car insurance and any outstanding tolls or municipal fines are paid — but it will be free to do so with no sticker required. The full impact of this decision cannot be quantified at this time but it is assumed that it will cause a decrease on the number of offences issued for expired plates and will cause a delay in the requirement for people to pay their fines.

Outstanding Fines Paid

Regardless of how effective the active collection efforts are, there remains a significant number of outstanding fines. As of December 31, 2022, there were approximately 72,000 records of unpaid fines for a total outstanding amount of \$45,060,290. (See Table D-2 for further details). The significant number of outstanding fines is not just a Windsor specific issue; it is experienced province wide.

Table D-2: Number of Unpaid Fines

Description	2022		2021	
	#	% Change	#	% Change
Pre-Transfer	28,517	-0.6%	28,689	-1.3%
Post- Transfer	43,483	0.9%	43,112	1.5%
Total	72,000	0.3%	71,801	0.2%

Table D-3: Dollar Value of Unpaid Fines

Description	2022		2021	
	#	% Change	#	% Change
Pre-Transfer	\$5,115,997	-0.7%	\$5,154,148	-1.5%
Post- Transfer	\$39,944,294	3.9%	\$38,458,155	1.9%
Total	\$45,060,290	3.1%	\$43,612,303	0.4%

Many of these older fines (i.e. pre-transfer) have been ‘scrubbed’ multiple times and all reasonable and appropriate measures to collect have been made. A POA specific write off policy was approved by Council in January of 2023 and will be implemented in the 2023 year. Final account write offs are finalized by the Ministry in a batch process that gets completed in September of each year. This will impact the amounts that will be referenced on report D-2 for next year. It’s important to note that a write-off policy refers to the cessation of active fine collections and is done for accounting purposes only. It does not absolve a convicted offender from the requirement to pay a fine, as debts to the Crown are owed in perpetuity and are never forgiven.

Section E: Financial Results

The negotiated financial arrangement underpinning the POA Program is in essence a partnership, under which the participating municipalities annually share approximately \$1.2 million of net revenue or “profit”. The City as the managing partner, front-ends the operation and collects and enforces the monetary fines imposed by the POA Court. From the total revenue derived, all operating costs pertaining to the POA Program are deducted. These costs include such things as staff salaries, Windsor Police court security, facility rent and maintenance, office equipment and supplies, Victim Fine Surcharge remittances, and the adjudication expenses associated with running courtroom proceedings. The net revenue is then shared amongst the signatories to the ISA in proportion to their respective weighted assessments (See SECTION F for more details). In 2022 the net profit was allocated as follows:

County Contribution	50.673%
Pelee Contribution	0.264%
<u>City of Windsor Contribution</u>	<u>49.062%</u>
TOTAL	100.00%

In an extremely challenging economic environment and recognizing that fine imposition amounts have not been indexed for inflation, the POA Program still enjoys a successful self-funding model, delivering a net positive revenue budget which benefits all of our local taxpayers. Each benefiting municipality is free to allocate its respective portion to such municipal purposes as deemed appropriate by the elected council thereof.

TABLE E-1 provides a high level five year financial summary which can be used for internal benchmarking and comparative purposes.

TABLE E-1: ANNUAL FINANCIAL RESULTS - 5 YEAR SUMMARY

Description	2022 Actuals (\$)	2021 Actuals (\$)	2020 Actuals (\$)	2019 Actuals (\$)	2018 Actuals (\$)
Revenue:					
Court Fines	\$ 5,234,813.00	\$ 4,757,901.00	\$ 4,001,907	\$ 6,349,877	\$ 5,512,531
Red Light Camera Revenue (RLC)	\$ 822,823.00	\$ -	\$ -	\$ -	\$ -
User Fees	\$ 7,373.00	\$ -	\$ -	\$ -	159
By-Law Fines	\$ 34,623.00	\$ 21,728.00	22,401	53,198	43,890
TOTAL REVENUE	\$ 6,099,632	\$ 4,779,629	\$ 4,024,308	\$ 6,403,075	\$ 5,556,580
% Inc./ (Dec.) YOY	28%	19%	-37%	15.23%	-12.00%
Expenditures:					
Salaries & Wages	\$ 1,822,931.00	1,824,393	1,845,637	1,850,825	1,811,772
Administrative Overhead	\$ 346,231.00	318,446	290,203	354,341	354,957
Materials & Services	\$ 567,795.00	347,615	347,280	378,267	365,545
Provincial Charges	\$ 1,683,854.00	1,378,242	981,033	1,589,165	1,444,503
Facility Rental	\$ 316,000.00	316,000	316,000	308,389	328,495
TOTAL EXPENDITURES	\$ 4,736,811	\$ 4,184,696	\$ 3,780,153	\$ 4,480,987	\$ 4,305,272
NET SURPLUS	\$ 1,362,821	\$ 594,933	\$ 244,155	\$ 1,922,088	\$ 1,251,308
% Inc./ (Dec.) YOY	129%	144%	-87%	53.61%	-37.25%

TABLE E-2 depicts the POA Program's operating results for 2022, specifically detailing out every operating expense and revenue account. Please note that the 2022 Budget was based on 2021 Weighted Assessment (WA) rates as that was the only information available at the time of the 2022 budget preparation. The Provincial Offences program ended the year with a net operating profit of \$1,362,820.

Table E-2: 2022 Provincial Offences Financial Summary - As of December 31, 2022

Acct. #	Account Description	Product #	Account Description	2022 Budget A	2022 Actuals B	Surplus/ (Deficit) C (A-B)
REVENUES						
6485	Bylaw Fines - Courts	5117	Provincial Fines	\$ 5,924,000	\$ 5,234,813	\$ 689,187
6485	Bylaw Fines - Courts	5115	Red Light Camera (RLC)	\$ 900,000	\$ 822,823	
6485	Bylaw Fines - Courts	5118	Bylaw Fines	58,093	34,623	\$ 23,470
6485	Bylaw Fines - Courts	5613	Transcript Revenue	23,374	7,373	\$ 16,001
TOTAL REVENUES				\$ 6,905,467	\$ 6,099,632	\$ 805,835
EXPENSES						
Salary & Benefits						
8110	Base - Salary	5115	STD - Provincial Offences	\$ 1,429,937	\$ 1,305,099	\$ 124,838
8130	Overtime - Salary	5115	STD - Provincial Offences	1,000	10,753	\$ (9,753)
8140		5115	STD - Provincial Offences	-	50,509	\$ (50,509)
8150	Temp - Part-Time - Salary	5115	STD - Provincial Offences	57,524	-	\$ 57,524
8170	Service Pay	5115	STD - Provincial Offences	-	18,837	\$ (18,837)
8190	Other Pay	5115	STD - Provincial Offences	-	(1,567)	\$ 1,567
8380	Workers Comp. - Admin.	5115	STD - Provincial Offences	-	536	\$ (536)
8381	Workers Comp. - Medical	5115	STD - Provincial Offences	-	-	\$ -
8382	Workers Comp. - Salary	5115	STD - Provincial Offences	-	-	\$ -
8383	Workers Comp. - Pension	5115	STD - Provincial Offences	-	-	\$ -
8384	Workers Comp - Ergonomic	5115	STD - Provincial Offences	-	-	\$ -
8399	Fringe Benefits (Dept.)	5115	STD - Provincial Offences	481,082	438,764	\$ 42,318
Total Salary & Benefits				\$ 1,969,543	\$ 1,822,931	\$ 146,612.00
Materials & Services						
2145	Housekeeping Supplies	5115	STD - Provincial Offences	\$ 3,420	\$ -	\$ 3,420
3176	Facility Operations - Internal	5355	Caretaking	62,124	64,000	\$ (1,876)
2215	Bldg. Maintenance Services	5115	STD - Provincial Offences	1,000	873	\$ 127
2920	Legal Services	5115	STD - Provincial Offences	3,000	1,801	\$ 1,199
2950	Other Professional - External	5115	STD - Provincial Offences	15,420	15,104	\$ 316
2950	Other Professional - External	5341	Security Services - Internal	259,960	259,960	\$ -
2950	Other Professional - External	5342	Security Services - External	-	-	\$ -
2951	Other Professional - Internal	5115	Maintenance- Internal	-	-	\$ -
2980	Contracted Services	5115	STD - Provincial Offences	540,000	214,085	\$ 325,915
2995	Other Purchased Services	5054	Language Line	12,000	11,973	\$ 27
Total Materials & Services				\$ 896,924	\$ 567,796	\$ 329,128

Table E-2: Continued

Administrative Overhead						
2010	Office Supplies	5115	STD - Provincial Offences	\$ 16,500	\$ 13,961	\$ 2,539
2020	Postage & Courier	5115	STD - Provincial Offences	28,560	26,797	\$ 1,763
2070	Outside Printing	5115	STD - Provincial Offences	12,000	21,257	\$ (9,257)
2085	Publications	5115	STD - Provincial Offences	18,500	4,967	\$ 13,533
2610	Travel Expense	5115	STD - Provincial Offences	3,000	1,498	\$ 1,502
2620	Car Allowance	5115	STD - Provincial Offences	-	31	\$ (31)
2710	Telephone Equipment - General	5115	STD - Provincial Offences	1,000	4,989	\$ (3,989)
2711	Cell Phones	5115	STD - Provincial Offences	950	1,061	\$ (111)
3120	Rental Expense - External	5115	STD - Provincial Offences	4,000	1,345	\$ 2,655
3175	Facility Rental - External	5115	STD - Provincial Offences	328,315	316,000	\$ 12,315
3210	Building Insurance	5115	STD - Provincial Offences	1,968	1,968	\$ -
3230	Liability Insurance	5115	STD - Provincial Offences	1,012	1,012	\$ -
4020	Membership Fees & Dues	5115	STD - Provincial Offences	8,900	5,111	\$ 3,789
4050	Training Courses	5115	STD - Provincial Offences	4,174	3,353	\$ 821
4155	Registrations & Conferences	5115	STD - Provincial Offences	2,500	-	\$ 2,500
4540	Bank Charges	5115	STD - Provincial Offences	59,500	77,907	\$ (18,407)
4560	Collection Charges	5115	STD - Provincial Offences	173,560	133,446	\$ 40,114
5125	Computers - PCs	5115	STD - Provincial Offences	8,715	268	\$ 8,447
2925	Computer Maintenance	5115	STD - Provincial Offences	18,360	17,639	\$ 721
2927	Computer & SW Maint-External	5115	STD - Provincial Offences	7,100	15,377	\$ (8,277)
3180	Computer Rental - Internal	5115	STD - Provincial Offences	13,400	13,000	\$ 400
5130	Office Furniture & Equipment	5115	STD - Provincial Offences	12,000	1,244	\$ 10,756
Total Administrative Overhead				\$ 724,014	\$ 662,231	\$ 61,783
Provincial Charges						
2950	Other Professional - External	5509	ICON Fees	\$ 56,555	\$ 42,364	\$ 14,191
2950	Other Professional - External	5507	Adjudication Services	390,000	413,280	\$ (23,280)
2950	Other Professional - External	5510	Prosecution Fees	49,050	60,177	\$ (11,127)
2950	Other Professional - External	5511	Quality Assurance	45,748	45,352	\$ 396
2950	Other Professional - External	5116	Victim Fines	1,010,500	1,001,274	\$ 9,226
2950	Other Professional - External	5508	Dedicated Fines	65,000	121,407	\$ (56,407)
Total Provincial Charges				\$ 1,616,853	\$ 1,683,854	\$ (67,001)
TOTAL EXPENSES (BEFORE COST SHARING)				\$ 5,207,334	\$ 4,736,812	\$ 470,522
Total Net Operating Revenue				\$ 1,698,133	\$ 1,362,820	\$ 335,313
RECONCILIATION						
Cost Sharing Payments						
4295	County Contribution (50.291%)	5115	STD - Provincial Offences	\$ 847,212	\$ 690,582	\$ 156,630
4295	Pelee Contribution (0.268%)	5115	STD - Provincial Offences	3,604	3,598	6
Total Cost Sharing Payments				\$ 850,816	\$ 694,180	\$ 156,636
Balance to City of Windsor (49.442%)				\$ 847,317	\$ 668,640	\$ 178,677
Total Net Operating Revenue				\$ 1,698,133	\$ 1,362,820	\$ 335,313

Note: 2022 Budget was based on 2021 WA rates as that was the only available information at the time of budget preparation.

Since the local POA Transfer date of March 5, 2001 through to the end of 2022, this Area's POA Program has realized total combined net revenue of approximately \$49,164,000. The calculation is broken down by year by municipal partner in TABLE E-3 below:

TABLE E-3: CUMULATIVE ANNUAL NET REVENUE DISTRIBUTIONS-\$000's

Year	Amher.	Essex	Kings.	Lake.	LaSalle	Leam.	Tec.	Pelee	Wind.	Total
1999	164.7	135.9	141.8	263.4	195.2	184.8	267.5	7.4	2,115.6	3,476.3
2000	182.8	150.8	157.4	292.3	216.7	205.1	296.9	8.2	2,348.0	3,858.2
2001	155.3	128.9	134.3	241.6	182.5	172.1	242.3	7.5	1,898.8	3,163.3
2002	124.8	103.5	108.9	199.0	152.4	138.3	194.0	6.0	1,523.8	2,550.7
2003	120.6	100.3	107.4	199.2	147.3	135.1	180.5	6.3	1,447.4	2,444.1
2004	96.0	79.8	86.0	168.1	123.9	106.8	148.3	5.3	1,134.3	1,948.5
2005	124.3	103.0	112.7	226.4	162.0	139.4	190.0	7.0	1,467.5	2,532.2
2006	114.0	94.5	105.2	214.8	151.5	127.4	172.1	7.1	1,342.0	2,328.6
2007	99.3	82.9	92.8	189.8	133.6	111.8	149.4	6.2	1,159.2	2,025.1
2008	95.9	80.3	90.5	187.8	130.2	109.2	143.6	6.0	1,112.0	1,955.6
2009	98.8	81.7	94.4	193.0	129.3	113.2	144.6	6.0	1,047.7	1,908.8
2010	124.7	102.3	119.3	243.7	161.2	141.8	178.7	7.6	1,286.9	2,366.1
2011	135.4	110.4	130.9	267.3	174.5	152.7	191.5	8.3	1,369.9	2,540.7
2012	111.8	90.2	108.6	221.5	143.4	126.4	154.6	6.9	1,117.2	2,080.5
2013	104.2	84.3	101.9	134.4	203.3	115.9	138.2	5.7	997.9	1,885.9
2014	85.4	70.0	84.7	169.1	111.6	94.8	112.4	4.4	807.7	1,540.1
2015	105.5	85.7	105.8	210.4	138.9	113.4	138.0	5.6	975.4	1,878.7
2016	112.4	91.3	114.5	226.0	150.1	120.4	145.7	5.9	1,027.8	1,994.0
2017	73.2	59.3	74.7	151.8	103.2	77.4	97.6	3.8	671.2	1,312.1
2018	69.3	56.1	72.0	101.3	147.6	73.8	93.9	3.5	633.6	1,251.1
2019	106.4	85.9	110.5	159.9	229.9	114.3	143.9	5.2	966.0	1,922.0
2020	13.5	10.8	14.2	20.7	29.7	14.9	18.2	0.6	121.5	244.1
2021	33.1	26.4	35.0	51.1	72.9	36.7	44.0	1.6	294.1	594.9
2022	76.8	61.4	81.4	118.2	168.3	84.6	99.9	3.6	668.6	1,362.8
Total	2,528	2,076	2,385	4,451	3,559	2,810	3,686	136	27,534	49,164

There are a number of factors that must always be taken into consideration when reviewing the financial results for any fiscal year, as well as when projecting potential results for subsequent reporting periods:

- As ticketing and the laying of charges decline so do current fine revenues. This has been a consistent trend not just in Windsor but also in the province over the past five years. Although the POA Program has other sources of revenue (notably aggressive enforcement efforts targeting old or defaulted fines) the bulk of receipts is highly dependent upon the number, type and quality of new charges laid, as well as the attendance of trained officers at trials in disputed cases.
- Another significant and uncontrollable external revenue factor is the number of fines imposed by an independent and impartial judiciary in the exercise of their discretionary sentencing functions, in the event of the entering of convictions.

- The POA Program is highly vulnerable to certain uncontrollable external expenses, notably the provincial charges for Victim Fines Surcharges, adjudication and those for Part III prosecutions, both of which are mandated by the Transfer Agreement.

SECTION F - REVENUE DISTRIBUTION DETAILS

In accordance with the approved weighted assessment formula for 2022, distributions of net operating results over the course of the subject reporting year were effected as indicated in the detailed tabulation set forth in TABLE F-1 below:

TABLE F-1: Net Revenue Distribution Summary

	Weighted Assessment (\$)	(%)	% of County	2022 Budget	Q1 Jan-March	Q2 April - June	Q3 July- Oct	Q4 Nov - Dec	2022 Total	Surplus/ (Deficit)
Net County & Pelee Revenue				\$ 850,816.00	\$ 96,396.28	\$ 75,376.18	\$ 490,916.11	\$ 31,501.26	\$ 694,189.84	\$ (156,626.16)
Net City of Windsor Revenue				\$ 847,317.00	\$ 92,847.00	\$ 72,600.86	\$ 472,840.77	\$ 30,341.40	\$ 668,630.03	\$ (178,686.97)
TOTAL				\$ 1,698,133.00	\$ 189,243.28	\$ 147,977.04	\$ 963,756.88	\$ 61,842.66	\$ 1,362,819.87	\$ (335,313.13)
<u>Allocation/Payment Summary</u>										
Amherstburg	2,605,578,568		11.20%	\$ 93,600.52	\$ 10,662.53	\$ 8,337.47	\$ 54,300.92	\$ 3,484.40	\$ 76,785.32	\$ (16,815.20)
Essex	2,083,483,386		9.03%	\$ 74,676.24	\$ 8,526.01	\$ 6,666.84	\$ 43,420.33	\$ 2,786.21	\$ 61,399.39	\$ (13,276.85)
Kingsville	2,761,145,426		11.62%	\$ 99,104.80	\$ 11,299.14	\$ 8,835.26	\$ 57,542.98	\$ 3,692.44	\$ 81,369.81	\$ (17,734.99)
LaSalle	4,011,057,346		16.82%	\$ 144,598.71	\$ 16,414.02	\$ 12,834.79	\$ 83,591.46	\$ 5,363.92	\$ 118,204.19	\$ (26,394.52)
Lakeshore	5,710,851,199		24.18%	\$ 206,121.25	\$ 23,369.90	\$ 18,273.88	\$ 119,015.60	\$ 7,637.03	\$ 168,296.41	\$ (37,824.84)
Leamington	2,871,555,889		12.02%	\$ 103,820.91	\$ 11,750.96	\$ 9,188.55	\$ 59,843.96	\$ 3,840.09	\$ 84,623.56	\$ (19,197.35)
Tecumseh	3,390,167,892		15.13%	\$ 124,386.52	\$ 13,873.22	\$ 10,848.04	\$ 70,651.97	\$ 4,533.62	\$ 99,906.84	\$ (24,479.68)
Total County	23,433,839,706		50.673%	\$ 846,308.95	\$ 95,895.77	\$ 74,984.82	\$ 488,367.21	\$ 31,337.71	\$ 690,585.51	\$ (155,723.44)
Pelee	122,306,671		0.264%	\$ 4,507.05	\$ 500.50	\$ 391.36	\$ 2,548.90	\$ 163.56	\$ 3,604.33	\$ (902.72)
Windsor	22,688,818,156		49.062%	\$ 847,317.00	\$ 92,847.00	\$ 72,600.86	\$ 472,840.77	\$ 30,341.40	\$ 668,630.03	\$ (178,686.97)
TOTAL	46,244,964,533		100.0%	\$ 1,698,133.00	\$ 189,243.28	\$ 147,977.04	\$ 963,756.88	\$ 61,842.66	\$ 1,362,819.87	\$ (335,313.13)
Total County & Pelee	23,556,146,377		50.9%							
County	99.48%									
Pelee	0.52%									

Notes:

2022 Budget was based on 2021 WA rates as that was the only available information at the time of budget preparation.

Details of the quarterly payments are itemized below:

Quarter	Cheque Issuance Date	\$ Amount - County	\$ Amount - Pelee
Q1	June 2022	\$95,171.66	\$506.84
Q2	September 2022	\$74,418.61	\$396.32
Q3	N/A	\$0.00	\$0.00
Q4	February 2022	\$520,995.24	\$2,701.17
TOTAL		\$690,585.51	\$3,604.33

Due to the unknown expenses the third quarter payment was put on hold until the year end reconciliation. Upon final reconciliation of the program in February of 2023 the final revenue was distributed to county partners.

APPENDIX A – GLOSSARY OF TERMS

Area ~ Windsor/Essex Court Service Area, which encompasses the geographic territory of the City of Windsor, Essex County and Pelee Island

ARO ~ ARO, Inc., one of the registered Canadian collection agencies who have been retained in 2016 to assist the POA Program in the collection of defaulted fines owed by Canadian residents

Bill 108 ~ amending legislation to the *Provincial Offences Act* which in 1998 added Part X thereto, enabling the transfer of administration of justice functions to the municipal sector

Bill 197 ~ amending legislation to the *Provincial Offences Act* which in 2020 added additional expansion of remote court functions.

City ~ The Corporation of the City of Windsor, a single tier municipality continued as such under the *Municipal Act, 2001*

Council ~ the elected City of Windsor Municipal Council

CAMS ~ A Collection Agency Management System installed in 2014 used to track, record and document newly issued as well as defaulted fines.

CBV ~ CBV Collections Services, LTD, one of the registered Canadian collection agencies who have been retained in 2016 to assist the POA Program in the collection of defaulted fines owed by Canadian residents

Early Resolution ~ used to be known as First Attendance early resolution, slated for implementation in 2012. While taking a more formalistic approach, provision is made for convictions of those defendants who fail to appear for their meetings with the prosecutor

Gatestone ~ Gatestone & Co International Inc., one of the registered collection agencies who have been retained in 2016 to assist the POA Program in the collection of defaulted fines owed by Canadian residents

ICON ~ Integrated Courts Offences Network, being the provincial mainframe application used and relied upon by administration of justice staff in relation to all aspects of POA matters

ISA ~ the Intermunicipal Court Service Agreement underpinning the local POA Court operations for Windsor/Essex, entered into amongst the City and the other 9 municipalities together constituting the Area

Liaison Committee ~ the Windsor/Essex Court Service Area Liaison Committee erected pursuant to the ISA, being an advisory administrative body

LSA ~ Local Side Agreement, being one of the 2 contracts together constituting the Transfer Agreement

MAG ~ the Ministry of the Attorney General for the Province of Ontario

MOU ~ Memorandum of Understanding, being one of the 2 contracts comprising the Transfer Agreement

MBNCanada (previously OMBI) ~ The Municipal Benchmarking Network Canada (MBNCanada) is a groundbreaking initiative collecting data for more than 850 measures across thirty-seven (37) municipal service areas

Part I ~ that portion of the POA dealing with ticketing procedures for non-parking matters

Part II ~ that portion of the POA dealing with ticketing procedures for parking matters

Part III ~ that portion of the POA dealing with the issuance of summonses for persons to attend POA Court in order to be arraigned on Informations and thereafter to be dealt with by a Justice of the Peace. There are no provisions for out-of-court payments nor for failure-to-respond convictions

POA ~ *Provincial Offences Act* (Ontario)

POA Court ~ referring to that judicial complement of the Ontario Court of Justice, composed primarily of Justices of the Peace, whose duties include dealing with POA matters

POA Office ~ the premises where the City executes the POA administration of justice functions

POA Program ~ the City's operational structure for the delivery of POA administration of justice functions

POA Transfer ~ the transfer by the province to the City of POA administration of justice functions

Serviced Municipalities ~ those 9 signatories to the ISA for which the City is the service provider pursuant to the POA Transfer, consisting of Leamington, LaSalle, Tecumseh, Essex Town, Kingsville, Pelee, Amherstburg, Lakeshore and Essex County

Transfer Agreement ~ contractual arrangement between the City and MAG where the City became the local service provider for transferred administration of justice functions, composed of the MOU and the LSA

Victim Fine Surcharge ~ all fines levied under Part I and Part III of the POA are statutorily bumped-up by this surcharge. Where the base fine does not exceed \$1,000, the surcharge amount is applied in stepped amounts ranging from \$10 to \$125; fines over \$1,000 have a flat 25% surcharge added. All surcharge amounts are remitted without deduction to the province for appropriate application as determined by senior government

Item No. 8.1



Committee Matters: SCM 110/2023

Subject: Follow-up to CR30/2023 - Essex Terminal Railway Whistling Cessation - Ward 4

Moved by: Councillor Mark McKenzie

Seconded by: Councillor Renaldo Agostino

Decision Number: **ETPS 940**

That Administration **BE DIRECTED** to continue discussions with Transport Canada, The Transportation Minister, the Member of Parliament and the Federal Government to continue to look into grant funding that is available to fund warning system upgrades at the affected crossings, and fund safety measures in and around these crossings; and,

That Administration **BE REQUESTED** to contact Essex Terminal Railway (ETR) to provide information related to the minimal decibel levels and how far that sound should travel; and,

That the information **BE FORWARDED** to Council when this report is considered at a future Council meeting.

Carried.

Report Number: S 17/2023

Clerk's File: MTR2023

Clerk's Note:

1. The recommendation of the Environment, Transportation & Public Safety Standing Committee and Administration are **not** the same.
2. Please refer to Item 8.2 from the Environment, Transportation & Public Safety Standing Committee held on March 29, 2023.
3. To view the stream of this Standing Committee meeting, please refer to:
<http://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20230329/-1/9401>

Subject: Follow-up to CR30/2023 - Essex Terminal Railway Whistling Cessation - Ward 4

Reference:

Date to Council: March 29, 2023
Author: Jeff Hagan
Transportation Planning Senior Engineer
519-255-6100 ext 6003
jhagan@citywindsor.ca

Report Date: February 2, 2023
Clerk's File #: MTR2023

To: Mayor and Members of City Council

Recommendation:

THAT report S 17/2023, "Follow-up to CR30/2023 - Essex Terminal Railway Whistling Cessation - Ward 4," **BE RECEIVED** for information.

Executive Summary:

N/A

Background:

At its January 16, 2023 meeting, Council passed the following resolution:

CR30/2023

Whereas there has been an increase in train whistle noise in the South Walkerville area of the City of Windsor, and;

Whereas the Essex Terminal Railway Company lines located east of Howard Avenue and west of Walker Road, are located in heavily populated residential areas, and;

Whereas residents regularly call with complaints regarding trains blowing whistles late at night, affecting those who live near these train tracks and crossings, and ask that train whistling be stopped between the hours of 21:00 and 07:00 hours unless absolutely necessary, and;

Whereas the process per Transport Canada to apply to stop train whistling begins with a Citizen or group expressing interest followed by the municipality consulting with the railway company;

THEREFORE BE IT RESOLVED that Council **DIRECT** Administration to follow the procedures of Transport Canada and engage with the railway company to initiate the process to request train whistling be limited and used only if absolutely necessary on the Essex Terminal Railway Company lines located east of Howard Avenue and west of Walker Road.

This report provides the results of the engagement with the Essex Terminal Railway Company that Administration was directed to carry out.

The portion of the Essex Terminal Rail line referred to in the resolution is shown in Figure 1. Table 1 summarizes the grade crossings on this segment.

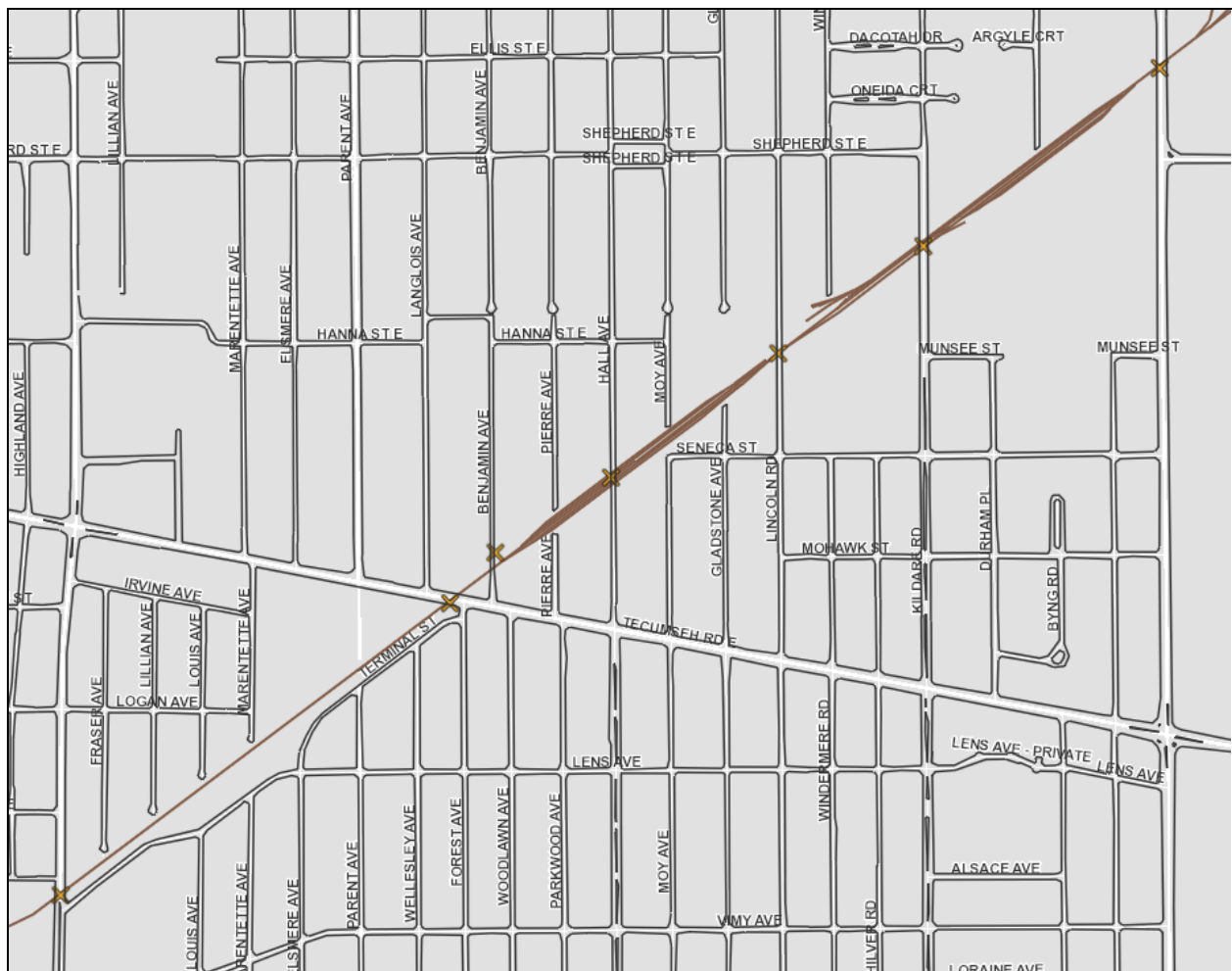


Figure 1: Essex Terminal Rail Line, Howard to Walker

Table 1: Summary of Grade Crossings

Cross Street	Crossing Protection	Number of Tracks	Notes
Tecumseh Road East	Flashing lights (with cantilever) & bells	1	
Benjamin Avenue	Stop sign	1	No warning system
Hall Avenue	Stop sign	5	No warning system
Lincoln Road	Flashing lights & bells	1	
Kildare Road	Flashing lights (with cantilever) & bells	3	

Train Whistling and Whistling Cessation

The operating rules mandated by the Railway Safety Act require trains to sound their whistle before crossing a roadway at a public grade crossings unless in an area where whistling cessation has been implemented.

The Railway Safety Act (along with the Grade Crossing Regulations and Grade Crossing Standards) mandates the process to be followed to implement whistling cessation:

1. The municipality initiates a review by notifying the railway that they wish to implement whistling cessation at a grade crossing (or several crossings along a corridor),
2. The railway confirms whether whistling cessation is feasible at the requested crossing(s);
3. The municipality notifies the public;
4. The municipality and the railway carry out an assessment to confirm that the crossing(s) meet the requirements for whistling cessation provided in the Railway Safety Act, Grade Crossing Regulations, and Grade Crossing Standards,
5. The municipality passes a resolution saying that train whistles should not be used at the crossing(s);
6. The municipality notifies the railway and certain stakeholders of the resolution;
7. The railway ceases whistling at the crossing;
8. On an ongoing basis, the municipality and the railway continue to ensure that the requirements for whistling cessation continue to be met.

For whistling cessation to be implemented at a public grade crossing, a number of conditions must be met:

- The grade crossing must have a warning system;

- The warning system must meet certain requirements:
 - Flashing lights and bells (and gates, depending on the number of tracks and railway speed) must be provided,
 - The warning system must meet various technical requirements (e.g. battery backup duration and timing criteria for signal activation),
- There must not be repeated incidents of trespassing on the railway in that area;
- Trains must not be required to whistle at the crossing for their approach to another crossing outside the whistling cessation area.

Discussion:

As directed by Council, Administration engaged with senior management of Essex Terminal Railway (ETR) to pursue potential whistling cessation along the corridor identified. A summary of ETR's response is provided in Table 2.

Table 2: Feasibility of Whistling Cessation – Existing Conditions

Cross Street	Crossing Protection	Is Whistling Cessation Feasible?	Rationale
Tecumseh Road East	Flashing lights (with cantilever) & bells	No	Distance to nearby crossings where whistling is required
Benjamin Avenue	Stop sign	No	No warning system
Hall Avenue	Stop sign	No	No warning system
Lincoln Road	Flashing lights & bells	No	Distance to nearby crossings where whistling is required
Kildare Road	Flashing lights (with cantilever) & bells	No	Distance to nearby crossings where whistling is required

ETR further noted the changes that would be required to implement whistling cessation in this area:

- At Benjamin Avenue: install a warning system (flashing lights and bells), and
- At Hall Avenue: install a warning system (flashing lights, bells and gates) or completely close Hall Avenue on either side of the grade crossing.

This work would be predominantly or entirely at the City's cost.

In addition to these changes, it is possible that a detailed review of the remaining grade crossings will identify additional items required (e.g. warning system upgrades, pedestrian crossings or mazes or other adjustments).

Closing of Hall Avenue is not recommended by this report; however, should Council direct Administration to pursue this option, a street closure application could be prepared and presented in a report to the Development and Heritage Standing Committee. Issues that would need to be addressed before this report could be finalized:

- Impacts of the closure on emergency response and neighbourhood traffic patterns,
- Accommodating turnarounds for larger vehicles such as fire apparatus, waste pickup vehicles, snow plows, and delivery vehicles, or – if turning bulbs cannot be accommodated on Hall – impacts of the lack of turnaround facilities on larger vehicles

Alternative Methods to Address Whistling Concerns

The Council resolution identified night-time whistling (specifically between 9:00 p.m. and 7:00 a.m.) as of special concern. Administration met with ETR staff and explored alternative methods to address concerns around whistling; ETR's responses are summarized below:

- **Ceasing or limiting nighttime operations in the area of concern.** This would directly address concerns about nighttime noise, but would also directly impact ETR's operations, revenue, and ability to meet customer needs. ETR staff have indicated that they would not support this option.
- **Reducing locomotives' horn volume.** Federal rules set the minimum volume of locomotive horns; ETR staff have indicated that their horn volume is regularly measured and adjusted to be as close as possible to the required minimum volume.
- **Exploring alternative mounting locations for locomotive horns.** Normally, horns are placed on top of the locomotive cab. In at least one case (American commuter rail operator Caltrain), horns were relocated to the underside of the locomotive to minimize neighbourhood disturbance while still complying with American federal law. ETR staff have indicated that they will explore whether this change would be compliant with Canadian operating rules and whether it would be feasible on their equipment.

Risk Analysis:

No critical or significant risks are associated with this informational report.

Climate Change Risks

Climate Change Mitigation:

N/A

Climate Change Adaptation:

N/A

Financial Matters:

No expenditures are recommended by this informational report.

The estimated cost to install warning systems at the Benjamin Avenue and Hall Avenue grade crossings is in the range of \$3,000,000. It is likely that other crossings along the corridor would need upgrades to meet the standards for whistling cessation. Should Council direct that whistling cessation be pursued further, a detailed review of each grade crossing would be needed to determine any required upgrades and the associated costs.

Should Council choose to proceed with consideration of installing a warning system at Benjamin Avenue or Hall Avenue, or of closing Hall Avenue, a separate report to Council will be prepared to outline the associated costs and identify a source of funds.

It is important to note that there are no budgets in the current 10-Year Capital Plan to fund these initiatives.

Consultations:

Brian Nagata, Planning

Conclusion:

As directed by CR30/2023, Administration engaged with the Essex Terminal Railway to begin the whistling cessation process for their rail crossings between Howard Avenue and Walker Road. Based on a preliminary review and discussions with ETR, whistling cessation is currently not feasible in this area.

Planning Act Matters:

N/A

Approvals:

Name	Title
Shawna Boakes	Executive Director of Operations and Deputy City Engineer
Cindy Becker	Financial Planning Analyst
France Isabelle Tunks for Chris Nepszy	Commissioner of Infrastructure Services and City Engineer
Joe Mancina	Commissioner of Corporate Services and Chief Financial Officer

Name	Title
Onorio Colucci	Chief Administrative Officer

Notifications:

Name	Address	Email
Councillor Mark McKenzie		
Tony De Thomasis, President and CEO Essex Terminal Railway	1600 Tecumseh Road East Windsor ON N8W 1C5	
Requesting resident (contact details provided to Clerks)		

Appendices:

N/A

March 23, 2023

Sonic Terrorism – A Quality of Life Nightmare Brought on by Constant Train Whistle Noise from Essex Terminal Railway (ETR) in Windsor, Ontario

The following submissions were prepared by John West and John-Karel West, who reside in Ward 4 at 1931 Loraine Avenue in Windsor, Ontario.

The residents in Ward 4 are represented by newly elected city councilor Mark McKenzie. We have lived at this address for the past 16 years without being subjected to any noticeable train whistle noise until December of 2021. The noise was consistent for approximately one month before ceasing in late January of 2022. It began again in early October of 2022 from the Essex Terminal Railway Windsor and has been a constant presence in our lives since then.

These submissions will serve as a response to the City of Windsor Council Report: **S 17/2023 – Subject: Follow-up to CR30/2023 – Essex Terminal Railway Whistling Cessation – Ward 4.**

This Council Report is dated February 2, 2023 and was prepared by Jeff Hagan, Transportation Planning Senior Engineer, City of Windsor.

We find it disturbing that Mr. Hagan's report to council was completed on February 2, 2023 but was not provided to us until March 17, 2023, and it was only made available after being requested from Mr. Hagan on March 15 (after being previously requested from councilor McKenzie and CAO William Foot to no avail).

To put this in context, I (John West) attended a meeting with City of Windsor administration regarding our train whistle noise concerns on February 7, 2023. (This meeting only took place as a result of the pressure from media attention from demonstrating outside that I received as reported in the Windsor Star and CTV News). Mr. Hagan was in attendance. He told me that he had spoken to Essex Terminal Railway and they said that there was nothing that could be done regarding train whistle cessation.

I provided my opinion based on many hours of research regarding rail safety upgrades that could be implemented by ETR to address the train whistle noise. I also mentioned the federal government fund of \$4 billion available until 2028. Mr. Hagan said that he would try to come up with other ideas, such as lowering the sound of the train whistle noise and would contact ETR after the meeting to discuss this further.

On March 17, 2023, I became aware that Mr. Hagan had finished his report on February 2, 2023. It had already been completed before the February 7, 2023 meeting. The city clerk emailed me this report long after the fact. It is my assertion that Mr. Hagan should

have provided me with a copy of the February 2, 2023 either before or at the February 7, 2023 meeting. However, he chose not to do so. It would seem reasonable to conclude that this was done to intentionally leave me at a disadvantage; had this information been offered at the time, it would have completely changed the complexion of that meeting. It is also apparent that he did not contact the ETR after the February 7 meeting as he said he would, having already finished his report on February 2nd. In addition to this omission, he was not forthcoming when he stated he would be following up with ETR to explore “alternative solutions” to the problem, giving me the impression that negotiations were ongoing, when his report had already been written.

I can only assume that this action by Mr. Hagan to withhold his report and all related information was deliberate and involved councilor Mark McKenzie, along with the others from administration who were at the February 7, 2023 meeting. It would seem that everyone involved acted in bad faith in an effort to obfuscate the facts and avoid accountability.

On January 8, 11, and February 16, 2023, I sent emails to councilor McKenzie requesting the date(s) the city contacted the ETR, names of who they spoke to, and what ETR said regarding the train whistle cessation. He chose to ignore my emails.

On January 24, March 1, 2023, I requested the same information from CAO William Foot, whose response is noted below.

On February 16, Mr. Foot responded to my email and stated the following:

At the meeting there was Councillor McKenzie, Jeff Hagan, Chris Nepszy, and Shawna Boakes in attendance.

I have not anything regarding a response yet from ETR, but the report will be going to the Environment, Transportation & Public Safety Standing Committee. The next meeting scheduled for this committee is Wednesday, February 22nd, but the report will not be complete by that date. It will most likely be the meeting next month, scheduled for Wednesday, March 29th. I am not sure of the specific date when Clerk’s Office will send the notifications out for these meetings but you are listed in the report as a notification and an email will be sent to your attention in advance of the meeting date.

On March 1, 2023 I emailed Mr. Foot again regarding this matter. He responded via email on March 2nd with the following:

This information will be available in the report to the Standing Committee that is still planned for the end of this month. Your name is attached to the report to be notified when it is ready and you will be welcome to attend the meeting as a

delegate. If you need to get this information prior to that date you are welcome to submit a freedom of information request with the City, details can be found at this link: <https://www.citywindsor.ca/cityhall/pages/freedom-of-information.aspx>

On March 15, 2023, I requested the same information from Jeff Hagan. There was no response.

Since the report was completed by Mr. Hagan on February 2, and according to Mr. Foot my “name [was] attached to the report to be notified when it is ready”, why did Mr. Foot not provide me with a copy of the report? Why did councilor Mark McKenzie not provide me with the report? Why did Mr. Hagan not provide me with the report?

We are left to conclude that councilor Mark McKenzie, Transportation Planning Senior Engineer, Jeff Hagan, and CAO William Foot did not take our concerns seriously and deliberately chose *not* to provide this report until 11 days before the March 29, 2023 meeting in an effort to deny us the opportunity to review it and prepare an appropriate response.

If the reasons given for the delay in providing us with the February 2, 2023 report include councilor McKenzie being busy with other ward issues, Mr. Hagan being busy with other planning issues, and Mr. Foot not knowing his right foot from his left, then it is our position that these excuses are unacceptable and demonstrate a deliberately dismissive attitude at best and gross incompetence at worst. It would have taken less than 20 seconds to forward the report to me via email between February 2 and March 17.

All of this speaks to a larger, more concerning issue. No honest effort has been made by anyone involved at any point to represent or advocate for us, and the ongoing refusal to acknowledge the profound impact this situation has had on our lives on a daily basis while attempting to find a viable solution is frankly inexcusable.

The February 2, 2023 report itself includes literally no research regarding train whistle cessation with only one item relating to train whistle cessation and no other alternatives or comments on the impact of train whistle noise on our health and the available federal government funding.

We direct your attention to the Canadian Transportation Agency Guidelines for the Resolution of Complaints Over Railway Noise and Vibration that states the following:

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

In accordance with the Canadian Transportation Agency Guidelines, it is our position that Essex Terminal Railway Windsor had an **obligation** on or around July 12, 2022 to assess the impact that the increase in train whistle noise would have on the residents in the neighboring areas, and it was their responsibility to attempt to mitigate the impact the train whistle noise might have on the quality of life of Windsor residents. It was publicly announced in the Windsor Star on July 12, 2022 that the Minister of Transportation (Omar Alghabra) joined local MP Irek Kusmierczyk in announcing that, through the National Trade Corridors Fund, Essex Terminal Railway Company would receive \$5 million in federal funding to help expand its warehouse capacity in a bid to relieve supply chain issues. This article noted that this project would expand warehouse capacity by 67 percent and modify another warehouse used to transfer steel between shiabout the resiep and railway, **allowing Mortem to expand handling capacity from three to five rail cars per day.**

It is our further position that MP Kusmierczyk and Minister Alghabra should have required and directed the ETR to assess the impact that the increase in train whistle noise would have on the residents, consulted the residents and then ordered the ETR with funding to mitigate the train whistle noise in order to prevent having the detrimental impact on the quality of our lives and health.

In other words, all of this was preventable if only someone in authority had cared about the residents.

The article went on to state that the National Trade Corridors Fund, established in 2017, is a federal fund that exists to help make trade corridors more efficient and increase Canada's efficiency in global markets. The program has \$4.6 billion in funding allocated through 2028.

At the February 7, 2023 city administration meeting with councilor Mark McKenzie, I referred to this article and asked if anyone wanted a copy. My offer was declined. In addition, I was told by city of Windsor engineer Chris Nepszy that this fund was not available for train whistle noise cessation. I disagreed and no basis was provided for this absurd statement.

In fact, this fund includes work to railways and access roads and can be utilized for rail safety for train whistle cessation.

Transport Canada Funding for Rail Safety

Transport Canada has a Rail Safety Improvement Program (Infrastructure, Technology and Research fund) to improve public safety at rail property and rail lines on both federal and provincial levels. This includes installing flashing lights, bells, and/or gates,

separating railway crossing grades. Transport Canada also has a Program to Enhance Rail Safety Engagement that has allocated \$85 million over four years to fund increasing safety at grade crossings along rail lines.

As the Windsor mayor, city council, and administration well know based on numerous emails, we have documented the constant, daily train whistle noise dates created by Essex Terminal Railway in Windsor, Ontario beginning in October 2022 and continuing to the present date.

The CTA guidelines state the following:

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 neighborhoods, municipalities, and railway companies**".

Train Whistle Noise Reduction

In 2004, at one site in Anchorage Alaska, a stationary automated horn system was installed. When this system senses an approaching train, it sounds a whistle-like warning that is aimed perpendicular to the track, down the road and toward oncoming highway traffic. The system employs two stationary horns mounted at the crossing instead of on the train. By directing the noise into the street instead of the surrounding areas, the noise generated is more focused and less disruptive to the surrounding community.

At another site, median barriers were erected down the middle of the street for about 100 feet on either side of the track. Crossing gates close against the median, thereby preventing vehicles from getting around the gates and onto the track. This system eliminates the need for trains to sound their horns for the crossing altogether, making it a good choice for residential areas.

With either of these systems in place, train engineers do not need to sound the train horn/whistle when approaching the crossing unless there is an emergency such as a person or animal on the tracks.

Health Effects of Train Whistle Noise on Humans and Animals

Rachel Buxton is a professor at Ottawa's Carleton University who specializes in soundscape ecology and previously advised the U.S. National Park Service as an expert

consultant in noise pollution effects on wildlife and human health. Ms. Buxton has noted that there is a wealth of research from around the world in this field.

As it applies to wildlife, Buxton has stated noise like train horns can drown out important sounds that animals rely on to survive. This can include covering up the sound of an approaching predator, for example. Instead of saving lives, train whistle noise can directly lead to the end of an animal's life.

The effects of noise, specifically loud and periodic sonic assaults like train whistles, can be perceived by animals as a threat. This can initiate a flight or fight response and create significant stress or cause an animal to avoid an area altogether.

Evolution has also programmed humans to be aware of sounds as possible sources of danger. Buxton has said research shows noise has profound physiological and psychological consequences for people, including increased risk of cardiovascular disease, sleep deprivation, and cognitive impairment. Noise can also cause annoyance, which may not sound as serious, but responses range from depression and anxiety to agitation and exhaustion.

I direct your attention to a document prepared in 2016 by Health Canada entitled "Guidance for Evaluating Human Health Impacts in Environmental Assessment: Noise", completed by the Healthy Environments and Consumer Safety Branch in Ottawa, Ontario. This document notes:

5.2 NOISE-INDUCED SLEEP DISTURBANCE Sleep disturbance encompasses the following: difficulty falling asleep; awakenings; curtailed sleep duration; alterations of sleep stages or depth; and increased body movements during sleep. The effects of sleep disturbance have been shown to include, but are not limited to: increased fatigue; irritability; and decreased concentration and performance. These effects are generally experienced in the days subsequent to significant disturbances in sleep. Ongoing disturbed sleep has been reported to be linked to a wide variety of health effects, including, but not limited to cardiovascular effects, mental health and accidents (WHO 2009; Zaharna and Guilleminault 2010).

In our case, the effects of the daily sonic torture forced upon us by ETR include but have not been limited to the following:

- More than five months of consistent and chronic sleep-deprivation
- Auditory hallucinations
- Increased sensitivity to sound
- Chest and neck pain
- Shortness of breath

- Compromised immune system/diminished capacity to heal
- Elevated blood pressure
- Anxiety
- Depression
- Loss of motivation
- Inability to focus on simple tasks
- Short-term memory loss
- Periodic aphasia
- Complete loss of quality of life

This noise is often heard well after midnight (sometimes as late as 2:00 or 3:00 a.m.), and then again before 7:00 in the morning, making it impossible for us to ever get a truly restorative sleep.

February 2, 2023 Council Report: S17/2023 Essex Terminal Railway Whistling cessation – Ward 4

First, we are concerned that this report does not indicate the date that administration engaged with the senior management of Essex Terminal Railway and provide the names of the senior management. The steadfast refusal to provide any documentation detailing who was contacted at ETR and what date the conversation took place casts serious doubt on the veracity of the supposed investigation conducted, and makes the report read like a summary dismissal with no compelling basis given for the paper-thin arguments made.

Second, we strongly disagree with the responses from the ETR in reference to Table 2 where the following question is posed: “Is whistling cessation feasible?”

ETR had the following responses:

- Crossing at Tecumseh Road East – the whistling cessation was not feasible based on the rational that distance to nearby crossings where whistling is required
- Benjamin Avenue – No warning system
- Hall Avenue – No warning system
- Lincoln Road – Distance to nearby crossings where whistling is required
- Kildare Road – Distance to nearby crossings where whistling is required

ETR noted the following changes that would be required in order to implement whistling cessation in these areas:

- At Benjamin Avenue, install a warning system (flashing lights and bells), and
- At Hall Avenue, install a warning system (flashing lights, bells, and gates) or completely close Hall Avenue on either side of the grade crossing.

They noted that this work would be “predominantly or entirely at the City’s cost”.

In addition to these changes, it was noted that a detailed review of the remaining grade crossings might identify additional items required (e.g. warning system upgrades, pedestrian crossings or mazes or other adjustments). The closing of hall Avenue was not recommended due to the impacts on emergency response and neighbourhood traffic patterns etc.

With respect “Alternative Methods to Address Whistling Concerns”, it noted that administration met with ETR staff and explored alternate methods to address concerns around whistling, specifically whistling between 9:00 p.m. and 7:00 a.m., and summarized ETR’s responses as follows:

- **Ceasing or limiting nighttime operations in the area of concern.** This would directly address concerns about nighttime noise, but would also directly impact ETR’s operations, revenue, and ability to meet customers needs. ETR staff have indicated that they would not support this option.
- **Reducing locomotive’s horn volume.** Federal rules set the minimum volume of locomotive horns; ETR staff have indicated that their horn volume is regularly measured and adjusted to be as close as possible to the required minimum level.
- **Exploring alternative mounting locations for locomotive horns.** Normally, horns are placed on top of the locomotive cab. In at least one case (American commuter rail operator Caltrain), horns were relocated to the underside of the locomotive to minimize neighbourhood disturbance while still complying with American federal laws. ETR staff have indicated that they will explore whether this change would be compliant with Canadian operating rules and whether it would be feasible on their equipment.

The report then noted that there were no climate change risks but omitted to consider the human health risks from train whistle noise exposures. The estimated cost to install warning systems at the Benjamin Avenue and Hall Avenue grade crossings was in the range of \$3,000,000. It was also noted that it was likely that other crossings along the

corridor would need upgrades to meet the standards for whistling cessation and that should council direct that whistling cessation be pursued further that a detailed review of each grade crossing would be needed to determine any required upgrades and the associated costs.

The report noted that, should council choose to proceed with consideration of installing a warning system at Benjamin Avenue or Hall Avenue, or of closing Hall Avenue, a separate report to council would have to be prepared to outline the associated costs and identify a source of funds. It noted that there are no budgets in the current 10-Year Capitol Plan to fund these initiatives.

The report noted the following conclusion:

As directed by CR30/2023, Administration engaged with the Essex Terminal Railway to begin the whistling cessation process for their rail crossings between Howard Avenue and Walker Road. Based on a preliminary review and discussion with ETR, whistling cessation is currently not feasible in this area.

This conclusion was approved by Shawna Boakes, Cindy Becker, Frace Isabelle Turks for Chris Nepszy, Joe Mancine, and Onorio Collucci. Notifications were also sent to Councilor Mark McKenzie and Tony De Thomasis, President and CEO of Essex Terminal Railway.

It appears that administration gave special consideration to Tony De Thomasis, President and CEO of Essex Terminal Railway, on February 2, 2023 by providing him (notification) with a copy of this report. If this is correct then it further supports our position that administration did not have clean hands.

With respect to ceasing or limiting nighttime operations in the area of concern that would directly address concerns about nighttime noise, no evidence was provided to support ETR's position that this would directly impact ETR's operations, revenue, and ability to meet customers needs.

Administration accepted ETR's position at face value and we assert that this issue should have been explored and pursued by administration in order for ETR to provide clear and convincing credible evidence to support their position. Even if the ETR was able to provide such evidence we assert that there should have been discussions to try to come to a satisfactory agreement in support of train whistle cessation.

Frankly, the argument that the train whistle noise cannot be ceased or diminished because of the proximity to other crossings is absurd. People who live two kilometers away don't need to be warned of a threat that's nowhere near them. As previously noted, there is

little if any documented evidence to support that this antiquated warning system has ever saved lives. If anything, it's done the opposite.

It is obvious to us that city administration accepted ETR's claims that the required warning system upgrades necessary to eliminate the train whistle noise were not realistic, without any credible evidence whatsoever provided in support of that decision. We assert that administration did not have our best interests in mind and instead chose to take ETR's excuses at face value.

We assert that there is no evidence to support that the estimated cost to install warning systems at the Benjamin Avenue and Hall Avenue grade crossings was in the range of \$3,000,000.

Since the city does not have a budget for the proposed warning system upgrades, it was determined that the train whistle cessation was not feasible. We strongly object to this determination and request the following recommendations be accepted by the Environment, Transportation & Public Safety Standing Committee and that they direct administration take action on a priority given the ongoing deterioration of our health:

1. That administration seek funding forthwith from Transport Canada for rail safety in order to achieve train whistling cessation.
2. That Mayor Drew Dilkens with the support of administration and councilors contact Premier Doug Ford, MP Irek Kusmierczyk, MP Brian Masse, and Minister of Transportation Omar Alhabra to request immediate funding that has already been made readily available to other cities and to recommend that written submissions be accepted regarding changes to the Railway Safety Act and regulations to significantly lower the decibel level of the train whistle horn.
3. That administration recommend that the ETR revisit the recommendation that nighttime operations cease and that ETR install the identified safety upgrades to eliminate the train whistle noise and/or require stationary automated horn systems, and that median barriers erected down the middle of the street on either side of the track, with crossing gates close to the median.
4. That John West be consulted and directly involved in all aspects of these recommendations, including communications and meetings with all parties involved including ETR, MP Kusmierczyk, Minister Alhabra so that there is transparency and accountability.

In closing, we submit that we have provided credible evidence to support the feasibility of our recommendations, and ask that administration and all members of City Council accept these submissions in order to remedy this matter.

I, John West, will be attending the March 29, 2023 city council meeting via Zoom as a delegate and will be available to answer any questions.

John West

John-Karel West

Essex Terminal train whistle noise

(Documented by John-Karel West)

Note: there are dates missing from October's documentation. I didn't start making a note of the noise on a regular basis until it became clear it wasn't going to stop. As of early October, it's been happening on a daily basis, with only the occasional break here and there. Sometimes we don't even get weekends off. Times during "normal work hours" aren't always documented, although some days the train whistle will sound in the afternoon almost constantly for an hour or more. The "long, long, short" pattern will often be heard three times in a rapid succession. Sometimes it's "long, long, short, long", or some other sequence that doesn't seem to follow any logic at all.

2022

October 6

Morning: started around 7:00 am, regularly until 8:00
Started again at 10:47

October 7

Started at 10:00 pm
Still going (and louder) at 11:24

October 10

6:50 am

October 12

6:50 am, 8:30

October 13

6:45 am, 8:00

October 14

8:15 am

October 27

7:15 am

November 4

11:30 pm

November 7

6:45 am

November 10

10:30 p.m. to midnight, almost nonstop

November 11

6:50 am

November 14

6:50 am

November 16

6:15 am

November 22

11:36 pm

November 23

Morning: 1:07-1:42 a.m. almost nonstop, again at 7:26, and all throughout the day

Night: 11:11 p.m., 11:30 (repeatedly)

November 24

Morning: 6:52 am

Night: 11:30 pm

November 25

Morning: 12:02-12:12 am, 6:47, 10:40

Afternoon: 4:00

Night: 6:34, 9:16, 9:21, 9:28, 9:43, 9:46, 9:50, 9:52

November 26

7:00-7:45 am

November 27

Morning: 8:24

Afternoon: 5:21, 5:24, 5:26, 5:27

November 28

Morning: 12:10 am, 6:44

Afternoon: 2:50, 4:06, 5:23, 5:53, 5:57, 6:03, 6:04, 6:06

Night: 9:52, 9:59, 10:00, 10:07, 10:38

November 29

Morning: 7:16 (about ten times)

Afternoon: repeatedly from 1:00 on, 2:50, 5:06

Night: 8:23, 11:00, 11:24

November 30

Morning: 6:44

Afternoon: 2:19

Night: 9:57, 9:59, 10:03, 10:05, 10:23, 10:46, 10:48, 10:49, 10:53, 10:54, 10:58, 11:02

December 1

Morning: 7:05, 8:12, 8:14, 8:15, 8:16, 8:17, 8:18, 8:23, 8:43

December 2

Afternoon: 12:58

Night: 10:07, 10:08, 10:32, 10:34, 10:37, 10:38

December 3

Morning: 8:33, 8:34, 8:42, 8:44, 8:46, 8:52

December 4

Morning: 7:40, 7:54, 8:10, 8:15

December 5

Morning: 6:55, 6:59, 7:02, 7:13, 7:14, 7:16

Night: 10:53, 10:56

December 6

7:12 am

December 7

Afternoon: 2:00, 2:40

Night: 5:38, 6:30, 9:02, 9:05, 9:22, 9:25, 9:30, 9:33, 9:51, 9:54, 9:55, 9:58, 10:00, 10:01, 10:53, 11:55, 11:57, 11:59

December 8

Morning: 7:21, 7:23

Night: 10:56, 11:01, 11:04

December 9

Repeatedly at 10:55 pm, 10:58

December 12

Morning: 6:50

Night: 10:08, 10:10, 10:12, 10:16, 10:32, 10:33, 10:35

December 15

Night: 10:30, 10:31, 10:33, 11:14, 11:17, 11:24

December 16

Morning: 7:27, 7:31, 7:39, 8:02

Night: 10:30 (it's been going repeatedly since before 10:00), 10:32, multiple times until 11:19

December 19

Morning: 7:05 am, 7:09, 7:12

Night: 10:38

December 20

Night: 10:10, 10:36, 10:39, 10:40, 10:42

December 21

Morning: 6:42, 6:43, 6:44 (twice)

Night: 10:18, 10:19, 10:21

December 22

Night: 5:33, 10:40 (8 times), 10:41

December 23

Morning: 12:23, 6:52, 6:57

December 24

12:11 a.m. (about eight times), 12:12

December 26

Night: repeatedly at 6:05 (about ten times in a row), 6:06, 6:07, 6:08, 10:37 pm, 11:23

December 27

Morning: 7:30

Night: 10:47, 10:54, 10:58, 11:00, 11:01, 11:02, 11:26, 11:29, 11:30

December 29

Morning: 12:12, 12:16, 12:17

For about 90 minutes straight during the afternoon, starting around 12:30 pm

Night: 9:35 (7 times), 9:36, 9:42, 9:51, 10:09, 10:19, 10:33, 10:47, 10:49, 10:50, 10:53, 10:55, 10:56

December 30

Morning: 7:05

Night: 11:23, 11:25, 11:27

December 31

Morning: 8:25, 8:28, 8:30

2023

January 4

Morning: 6:55, 7:03

January 5

Night: 9:30, 9:32, 10:03, 10:24, 10:28, 10:32, 10:33, 10:51, 10:53, 11:14

January 6

Morning: 6:48, 6:50

Night: 10:19, 10:21, 10:46, 11:06, 11:09 (seven times), 11:11, 11:14

January 7

Night: 10:21

January 8

Morning: 8:47, 8:50

January 9

Morning: 6:55, 6:57, 7:01, 7:02, 7:04

Night: 11:03, 11:04, 11:10, 11:20, 11:23, 11:27, 11:46, 11:48, 11:49, 11:52, 11:53, 11:54

January 10

Night: 7:46, 9:24

January 11

Morning: a single blast at 8:09 am

Night: 11:28 pm, 11:59, 12:10 am, 12:14

January 12

Morning: 8:41, 8:44

Afternoon: 3:47, 3:48, 3:50, 4:35, 4:36, 4:38

Night: 5:58 (six times), 5:59, 6:01

January 13

Morning: 6:48, 7:15, 7:45, 7:48 (seven times), 7:49 (five times), 7:58, 7:59, 8:14, 8:15

Afternoon: about 20 minutes straight from 3:55 pm, 4:19 (eight times), 5:10, 5:12, 5:14, 5:15

Night: 11:23, 11:25, 11:32, 11:34, 11:38

January 14

Morning: 8:08, 8:14, 8:15 (seven times)

Night: 11:11

January 15

Morning: 8:27

January 16

Morning: 7:25

Night: 5:36, 6:41, 11:52, 11:53

January 17

Morning: 7:31, 7:35, 7:36

Afternoon: 4:22, 4:26, 4:28, 4:30

January 18

Morning: 12:58 a.m., 1:00, 1:01 7:12, 7:15, 7:39, 7:41, 7:43, 7:46 (seven times), almost nonstop from 9:40 to 11:00 a.m.

Afternoon: 12:15 pm, 12:19, 12:20, 12:35, 1:49, 1:50 (six times), 2:15, 2:20, 3:20, 3:30, 3:33, 3:35, 3:37, 3:39, 3:40, 3:41, 3:42, 3:44, 3:46, 4:45-5:15 (repeatedly)

Night: 6:12, 6:13, 6:14

January 19

Afternoon: almost constant from 3:20 to 4:10

Night: 6:15, 6:20, 6:21, 6:25, 6:29, 6:31, 6:47, 6:51, 6:52

January 20

Morning: 1:14 am, 1:15, 1:19, 1:21, 6:48, 6:50, 6:51 (eight times), 6:55, 6:57, 7:11, 8:16, 8:18, 8:19, 8:22, 8:52, 9:52, 9:53, 9:55, 9:58, 10:00, 10:05, 10:20, 10:29, 10:34, 10:35, 10:36, 10:37, 10:54, 10:55, 10:56, 10:57, 10:59, 11:01, 11:04, 11:05, 11:06, 11:09, 11:28, 11:48, 11:51, 11:52, 11:55 (eight times), 11:56, 11:57, 11:59

Afternoon: 12:00, 12:05, 12:10, 12:25, 12:44, 12:49, 12:51, 12:52 (six times), 1:12, 1:21, 1:27, 2:58, 3:00, 3:47, 3:49, 3:55, 3:59, 4:00, 4:01, 4:02, 4:03, 4:08, 4:10, 4:11, 4:49, 5:20, 5:38, 5:46, 5:54, 5:56

Night: 6:14, 6:33, 6:35, 6:38, 6:42, 6:45 (seven times), 6:48 (eight times), 6:50, 6:51, 6:52, 6:57, 7:41

(87 separate instances of train whistle noise in one day)

January 21

Morning: 6:56, 6:57, 7:01, 8:14, 8:15, 8:32, 8:33, 8:39, 8:56, 8:57, 9:00, 9:01, 9:04, 9:30 (seven times), 9:45, 9:48

Afternoon: 3:35, 3:35, 3:49, 3:51 (eight times), 3:52, 3:53, 5:08, 5:19

Night: 6:35, 11:13

January 22

Morning: 8:59

Afternoon: 2:16, 2:18 (seven times), 2:27

Night: 10:32 (nine times), 10:33 (four times), 10:35

January 23

Morning 6:48

Afternoon: 3:13, 3:14, 3:19, 4:27, 4:29, 5:00, 5:02, 5:08, 5:16, 5:21, 5:26, 5:27, 5:30

Night: 6:30, 6:56, 11:27, 11:30 (seven times), 11:32, 11:33, 11:50, 11:58

January 24

Morning: 12:01 a.m., 12:10, 9:43, 9:48, 9:51, 9:52, 9:54, 10:02, 10:04, 10:05, 10:11, 11:13, 11:15, 11:16, 11:19, 11:20 (seven times), 11:21, 11:27, 11:29, 11:30, 11:45, 11:49

Night: 5:53, 6:07, 6:22, 6:23, 6:26, 6:27, 6:43, 6:44, 6:47, 6:48, 6:58, 7:08, 7:27, 7:28, 7:29, 7:36, 10:35, 10:46

(40 times in all)

January 25

Afternoon: 12:24, 12:26, 12:29, 4:24, 4:25, 4:27, 4:41, 4:44

Night: 6:05, 6:06, 6:09, 11:17, 11:22

January 26

Morning: 1:33, 1:34, 1:35, 1:37

Afternoon: 1:51, 2:57, 3:14, 4:44, 5:34, 5:35, 5:38 (nine times), 5:40

Night: 6:09, 6:14, 10:54, 10:55, 10:58, 10:59, 11:00, 11:01, 11:02, 11:36

January 27

Morning: 12:06, 12:09, 12:10, 12:11 (short, short, short, long), 12:12, 12:33, 7:11, 7:14, 7:20

Afternoon: 3:01, 3:51, 3:52, 3:53, 3:55, 4:03, 4:08, 5:03, 5:05, 5:08, 5:12

Night: 10:07, 10:09, 10:10, 10:11, 10:12, 10:13, 10:15, 10:16, 10:21, 10:24, 10:33, 10:36, 10:55, 10:57 (eight times), 10:58, 11:01

(36 times in all)

January 28

Morning: 7:50, 9:40, 9:53, 9:56 (seven times), 10:30

Night: 9:43, 9:45, 9:47, 9:48, 9:51, 10:59, 11:02

January 29

Morning: 9:43, 9:45, 9:47, 9:52, 10:17, 10:18, 10:25, 10:31

Afternoon: 2:35 (one incredibly loud blast)

Night: 6:48 (eight times), 6:49

January 30

Morning: 9:52, 9:58

Afternoon: 12:21, 12:23, 12:29, 1:53, 2:17, 2:31, 2:34, 2:35, 2:38 (nine times in rapid succession), 2:39, 2:41

Night: 6:22, 6:23, 6:25, 6:27, 6:32

January 31

Afternoon: 3:10 (seven times), 4:07, 4:08, 4:09, 4:35, 4:36, 4:37, 4:38 (eight times), 4:41

Night: 6:56, 10:13, 10:29, 10:38

February 1

Morning: 12:21 (one huge, incredibly loud blast that tore me out of sleep), 12:22, 12:25, 6:50, 8:33, 9:45 (seven times), 9:51, 9:52, 9:54

Afternoon: 2:05, 2:09, 2:19, 2:20, 2:23, 2:24, 3:59, 4:00, 4:01 (six times), 4:05, 4:13, 4:47

Night: 6:12, 6:23, 6:24 (seven times), 6:28, 6:29, 7:28, 7:48

February 2

Morning: 12:39, 12:40, 12:43 (seven times), 12:45, 12:46, 2:35, 6:59 (about ten times in rapid succession), 7:04, 7:07, 7:12, 7:18, 10:12

Afternoon: 12:15, 3:06 (seven times), 3:08, 4:04, 4:10, 4:12, 4:16, 4:19, 4:44, 4:46, 4:47, 4:48, 4:50, 5:10, 5:55

Night: 7:24

February 3

Morning: 1:49, 7:10, 7:30, 8:08, 8:09, 8:11, 8:14 (seven times), 10:01

Afternoon: 1:38, 3:25, 5:17 (eight times)

Night: 6:57 (seven times), 6:58, 7:01

February 4

Morning: 9:46

Afternoon: 3:46, 3:49, 4:15, 4:31, 4:32

Night: 9:45, 9:47, 9:48, 9:49 (eight times), 9:50, 9:52 (seven times), 9:53, 9:58, 10:09, 10:12, 10:19, 10:36, 10:37, 10:40, 10:41 (seven times), 10:42, 10:49, 10:54, 11:22

February 5

Morning: 7:26 (single blast), 7:50 (single blast), 7:51, 7:56, 7:58, 8:14, 8:56, 9:33

Night: 9:59, 10:01, 11:23 (seven times), 11:25, 11:26

February 6

Morning: 6:45, 6:47, 10:13

Afternoon: 5:51

Night: 6:55, 7:05, 10:24

February 7

Morning: 3:00, 6:45 (almost nonstop for the next half-hour), 9:11, 9:22, 10:00, 10:03, 10:06, 10:07 (seven times), 10:10 (six times), 10:11, 10:12, 10:13, 10:14, 10:15, 11:45

Afternoon: 3:12, 3:14, 3:17 (seven times), 3:18, 3:20, 4:23, 4:24, 4:26, 4:32, 4:49, 4:55, 5:05, 5:07, 5:31, 5:32, 5:33, 5:35, 5:57

Night: 6:13, 10:23, 10:35, 10:39, 10:41, 10:42, 10:45 (six times), 10:46, 10:48, 10:49, 10:55, 11:04

(45 times in all)

February 8

Morning: 6:41 (seven times), 6:47

Afternoon: 4:40, 4:42, 4:44

Night: 6:03, 7:49, 7:57, 11:21

February 9

Afternoon: 1:04, 3:39, 3:40, 3:45, 4:23, 4:24, 4:27, 4:28, 4:30, 4:46, 5:52

Night: 6:06, 10:01, 10:04 (seven times), 10:05, 10:07, 10:25, 10:28, 11:00, 11:04, 11:28, 11:31, 11:32, 11:35

February 10

Morning: 6:52, 6:56

Afternoon: 3:21, 3:23, 3:24, 3:30, 4:03, 4:06, 4:11, 4:24, 4:38, 4:41, 4:49, 5:17, 5:36, 5:38, 5:39, 5:42, 5:44 (six times), 5:49 (eight times; so loud, it sounded like the train was inside our house), 5:59

Night: 6:00, 6:03, 7:08, 7:09, 7:11, 7:14, 11:35, 11:43, 11:45, 11:49, 11:51, 11:54

February 11

Morning: 9:56, 10:02, 10:04, 10:23, 10:43, 11:30

Afternoon: 5:49, 5:51, 5:53, 5:57

February 12

Morning: 8:23, 8:33, 8:38, 8:43, 8:58, 9:21, 9:24, 9:35, 9:47, 9:48, 9:57, 10:06, 10:10, 11:09, 11:11, 11:13, 11:16, 11:22, 11:26

Afternoon: 1:30, 4:51, 4:58, 5:37, 5:38, 5:42, 5:43

February 13

Morning: 7:16 (six times), 7:21 (about ten times in a row), 7:27, 7:29, 8:11, 8:18, 8:19, 8:20, 8:21, 11:13

Afternoon: 2:37, 2:44, 2:55 (about ten times in a row), 2:57, 2:59, 3:11, 3:26, 4:22, 4:25, 4:45, 4:54, 4:55, 4:56, 4:59, 5:41, 5:43, 5:44, 5:47, 5:53, 5:54

Night: 6:16, 6:31, 6:40, 6:42, 6:52, 6:55, 6:58 (seven times), 7:01, 7:03, 7:05, 7:09, 7:15, 10:16, 10:17, 10:23, 10:40, 10:59, 11:16, 11:18, 11:21 (eight times), 11:22, 11:23

(52 times in all)

February 14

Morning: 6:53, 6:59, 8:54, 10:26

Afternoon: 12:10, 1:40, 2:43, 5:41

Night: 6:01, 7:04, 10:48 (ten times in a row), 10:49

February 15

Morning: repeatedly starting at 7:00

Afternoon: 3:10, 3:39, 3:41, 3:44 (seven times), 3:45, 3:47, 4:26, 4:28, 4:45, 4:47, 4:48, 4:52, 4:59, 5:00, 5:01, 5:18, 5:23, 5:25, 5:37, 5:45, 5:46, 5:47, 5:48, 5:53, 5:54, 5:56

Night: 7:06, 7:08, 7:09, 7:11, 9:45, 9:51, 9:54

February 16

Morning: 10:22, 10:23, 10:48, 10:55, 11:49

Afternoon: 4:07, 4:09, 4:15, 4:19, 4:21 (so loud it might as well have been inside our house), 4:22, 4:23

Night: 10:14, 10:15, 10:16, 10:18, 10:26, 10:28, 10:32, 10:37, 10:48, 10:49, 10:50, 10:58, 11:01, 11:11

February 17

Morning: 7:10

Afternoon: 3:37 (eight times in a row), 3:38 (long, long, long, long), 4:18, 4:19, 4:22, 4:24 (seven times), 4:36, 5:31, 5:33

Night: 6:39, 10:43, 11:03, 11:04

February 18

Morning: 8:54, 10:05, 10:24

Afternoon: 1:40, 3:32, 3:34, 3:36

February 19

Morning: 8:21, 8:25, 8:26, 8:29, 9:55, 9:56, 9:57, 9:58, 9:59, 10:00, 10:01, 10:02, 10:32

Afternoon: 5:51

Night: 6:47, 9:33, 9:37, 9:39, 10:04, 10:11, 10:15, 10:18 (six times), 10:19

(Even on a Sunday we don't get any peace)

February 20 (Family Day)

Morning: 6:47, 6:48 (short, short, short, long), 6:50

Afternoon: 2:24

Night: 6:51, 6:54, 11:15 (two blasts, so loud it sounded like the train was in our house)

February 21

Morning: 6:54, 6:59, 7:02, 7:21, 7:23, 8:45, 8:47, 9:50, 9:53, 10:05, 10:15, 10:46, 10:52 (eight times in a row), 10:54, 11:50

Afternoon: 12:30, 2:42, 2:50, 3:00, 3:02, 3:03, 3:04, 4:02, 4:07, 4:09, 4:11, 4:22, 4:24, 4:26, 4:28, 4:42, 4:54, 4:59, 5:00 (seven times in a row), 5:09, 5:18

Night: 6:07, 6:08, 6:09, 10:27 (five times), 10:28, 10:37

(42 times in all)

February 22

Afternoon: 4:10, 4:13, 4:20, 4:22, 4:25, 4:34, 4:37, 4:38, 4:40, 5:57

Night: 8:46, 10:23, 10:26, 10:28, 10:36, 10:43, 10:49, 10:59, 11:22, 11:24, 11:26

February 23

Afternoon: 3:56 (so loud it sounded like it was in our house), 4:00, 4:02, 4:03, 4:05, 4:20, 4:22, 4:28, 4:31, 4:32, 4:34 (ridiculously loud again), 4:35 (seven times), 4:39, 4:40, 5:27, 5:34 (six times), 5:36, 5:37, 5:38, 5:39, 5:41, 5:42, 5:43, 5:46, 5:52

Night: 9:37, 9:38, 9:41, 9:50, 10:51, 10:53, 10:56, 10:57 (ridiculously loud), 11:01 (seven times), 11:02, 11:05, 11:09 (ridiculously loud), 11:10, 11:13, 11:17, 11:21, 11:42

(42 times in all)

February 24

Morning: 8:46, 8:48, 9:37, 9:38, 9:40, 9:41, 9:44, 9:46, 9:48, 9:50, 9:51 (eight times), 9:53, 10:00, 10:34, 10:35, 10:40, 10:41, 10:42, 10:44, 10:51, 10:54 (eight times), 10:57, 10:58, 11:01, 11:05

Night: 7:00, 7:30

February 25

Morning: 12:22, 9:38, 11:20

Afternoon: 2:53, 3:42, 3:57, 4:21, 4:30 (eight times), 4:40

Night: 11:18 (five times), 11:20 (eight times – long, long, short, long, short, short, short, long), 11:22, 11:23, 11:37, 11:51

February 26

Morning: 7:43, 8:10, 8:11, 8:12, 8:13 (seven times), 8:16, 8:17, 8:19, 8:29, 8:35, 8:36, 8:38, 8:39, 8:40, 8:41, 8:42, 8:43, 8:45, 8:49, 8:55

Afternoon: 1:24, 1:31, 1:56 (ten times in a row), 1:58, 2:02, 3:18, 3:20, 3:40, 3:47, 3:48, 3:49, 3:52, 3:53 (nine times), 3:57, 4:15

Night: 7:56, 7:58, 8:00, 8:04 (seven times), 8:05 (five times), 8:07

(41 times in all)

February 27

Morning: 8:32

Afternoon: 5:48

Night: 10:33, 10:34, 10:36

February 28

Morning: 8:09, 8:22, 8:23, 8:36

Afternoon: repeatedly around 1:00, 2:40, 3:55, 4:36, 4:47, 4:51, 4:55, 4:56 (eight times)

Night: 7:26, 7:28, 7:29, 10:46, 11:03, 11:06 (so loud it sounded like it was in our house), 11:10 (and again), 11:12, 11:20

March 1

Morning: 8:29, 8:53, 10:40

Afternoon: 12:06, 2:50, 2:51, 2:57, 2:58, 2:59, 3:00, 3:13, 3:29

Night: 6:13, 6:50, 6:51 (nine times), 6:53, 6:54 (eight times), 6:55, 7:24, 7:28, 7:33, 7:54, 11:29, 11:30, 11:32, 11:37, 11:40, 11:44 (five times)

March 2

Morning: 8:35, 8:36, 8:37

Afternoon: 2:55 (eight times), 3:14, 4:20, 4:22, 4:28, 4:32 (so loud it sounded like it was in our house), 4:33, 4:35, 4:39, 4:42, 4:47, 4:49, 5:00, 5:02, 5:03, 5:11, 5:19, 5:25, 5:28, 5:34, 5:37

Night: 6:03, 6:10, 6:15, 6:16, 6:18, 6:23, 6:27, 6:28 (insanely loud), 6:31, 6:36 (six times)

(34 times in all)

March 3

Morning: 9:40

March 4

Morning: 10:02, 10:03, 10:05, 10:06, 10:12, 10:57, 10:58

Afternoon: 4:15, 4:28 (seven times), 4:30

Night: 11:35

March 5

Morning: 9:52 (incredibly loud), 9:53, 9:57, 10:33, 10:36, 10:37, 10:43 (eight times), 10:48, 10:49, 10:57, 10:58, 11:01, 11:02, 11:41, 11:43

Afternoon: 12:17, 2:44

Night: 10:06 (one incredibly loud blast)

March 6

Our first day off since January 3

March 7

Afternoon: 2:29, 3:02, 3:04, 3:45, 3:52, 3:54, 3:58, 3:59

Night: 10:01, 10:02, 10:04, 10:10 (one loud blast), 10:12, 10:14, 10:21, 10:25, 10:31, 10:49, 10:55, 10:56, 10:58, 11:08 (five times), 11:21

March 8

Morning: 7:10, 8:11, 8:14, 8:16, 8:29, 8:33 (incredibly loud), 8:38 (eight times), 8:44

Afternoon: 3:05, 3:06, 5:05 (seven times), 5:07, 5:08, 5:10, 5:18, 5:24, 5:34, 5:36, 5:37, 5:39, 5:40 5:44

Night: 6:50, 10:54 (seven times), 10:55, 10:57 (so loud it sounded like the train was in our house), 10:58, 11:01, 11:02, 11:11, 11:23, 11:24, 11:29, 11:42, 11:51 (five times), 11:54, 11:57

(37 times in all)

March 9

Morning: 12:07 (insanely loud), 6:57, 7:18, 7:19 (seven times)

Afternoon: 3:48, 4:44, 5:15, 6:38, 6:39, 6:44, 7:15, 7:28, 7:29, 7:31, 7:46, 7:47

March 10

Morning: 11:19

Afternoon: 3:59, 4:00 (five times), 4:09, 4:13, 4:19 (five times), 4:22, 4:23 (four long bursts almost overlapping), 4:24, 4:39, 4:46, 4:53 (six times; incredibly loud), 5:56, 5:57

Night: 6:00, 7:47 (eight times; incredibly loud), 7:48 (incredibly loud), 7:49 (and again), 11:28 (seven times; so loud it sounded like the train was in our house), 11:29, 11:31, 11:36

March 11

Morning: 8:46, 8:48, 8:49, 8:50, 8:54 (two blasts), 9:37, 9:38, 9:39 (five times), 9:50, 9:52, 9:56, 9:57 (eight times), 10:01

March 12

Afternoon: 3:32, 3:36, 3:38

March 13

Afternoon: 3:52, 4:06, 4:09, 4:15, 4:25, 4:29, 4:30, 4:32

Night: 7:17

March 14

Morning: 10:00

Afternoon: 3:48, 3:59, 4:08, 4:19, 4:24, 4:25, 4:40, 4:46, 4:50, 4:52, 4:53, 4:55, 5:01

Night: 11:47, 11:48, 11:55

March 15

Morning: 12:10 (five times), 12:17, 12:33, 12:34 (incredibly loud), 12:35, 1:23, 1:24 (incredibly loud), 1:26, 1:33 (one very loud blast), 11:58

Afternoon: 12:00, 12:01, 3:14, 3:15, 4:19, 4:21 (eleven times), 4:40

Night: 6:39 (one incredibly loud blast), 7:40, 7:41, 7:42, 7:43, 7:44, 7:50, 7:54 (incredibly loud), 7:57, 8:12, 8:35 (so loud it sounded like the train was in our house), 8:36, 8:39, 9:53

March 16

Morning: 7:00, 10:26, 10:55

Afternoon: 3:45, 3:47, 3:48, 3:51, 3:52, 3:54, 4:17 (one loud blast), 4:33, 4:35 (eight times), 4:43, 4:45, 5:34, 5:36, 5:37

Night: 6:39, 6:49, 6:50, 6:56, 7:04, 7:06 (eight times), 7:07, 7:09, 7:23, 11:18, 11:20, 11:21, 11:22, 11:23, 11:24, 11:25 (seven times), 11:26, 11:30 (very loud), 11:32, 11:36, 11:41, 11:51, 11:54 (incredibly loud), 11:55 (even louder), 11:58 (so loud it sounded like the train was in our house)

March 17

Morning: 12:00, 12:02, 12:08, 12:38 (incredibly loud; different-sounding horn), 12:41 (and again), 11:03 (single blast), 11:05 (single blast)

Afternoon: 3:54, 3:55, 3:56, 3:57, 4:00, 4:01, 4:02, 4:08, 4:22, 4:48, 4:49 (seven times), 4:57 (loud), 4:58, 5:01

Night: 7:22, 7:34

March 18

Morning: 12:38, 12:42, 12:43 (five times), 1:14, 1:15, 1:17, 9:49, 9:55, 9:58, 10:19 (incredibly loud), 10:20 (and again), 10:21, 10:43, 10:45

Afternoon: 4:23 (loud; seven times), 4:24

March 19

Morning: 9:20, 9:28, 9:31, 9:34, 9:35, 9:36, 9:37 (incredibly loud), 9:38 (even louder), 9:39, 9:42, 9:46

Afternoon: 3:20, 5:36 (incredibly loud)

Night: 6:24

March 20

Morning: 6:58 (loud), 7:01, 7:03, 8:18 (seven times), 8:26, 8:27, 8:50, 8:51 (eight times), 8:52, 8:53, 8:54, 8:55, 8:56

Afternoon: 3:46, 3:47, 3:49, 3:50, 3:51, 4:35, 4:37, 4:38 (eight times), 4:42, 4:44

Night: 10:31

March 21

Morning: 6:51, 6:52, 6:56, 6:57 (loud), 9:34, 9:35 (eight times), 9:37, 9:51, 9:52

Afternoon: 1:15, 1:16, 1:17 (eight times), 1:18, 1:24, 1:28, 1:35, 1:44, 1:46, 1:48, 1:51 (eight times), 1:52, 1:54, 1:56, 1:57, 1:58, 1:59, 2:01, 3:41, 4:58 (eight times), 5:15, 5:16, 5:17, 5:21, 5:22

Night: 10:57, 11:14, 11:17, 11:18

March 22

Morning: 12:04, 12:07 (incredibly loud), 12:08 (even louder), 12:11

Afternoon: 3:00, 3:01, 3:04, 3:05, 3:06 (five incredibly short blasts followed by one longer blast), 4:18, 4:19 (seven times), 4:26 (incredibly loud), 4:27, 4:30, 5:07, 5:12, 5:25, 5:26, 5:28

Night: 7:08

From: Gail Franklin, BA, MA <gfranklin@etr.ca>

Sent: March 30, 2023 2:57 PM

To: Hagan, Jeff <jhagan@citywindsor.ca>

Cc: Tony De Thomas <tdethomasis@etr.ca>

Subject: RE: Question Regarding Decibel Levels of Horn or Whistle on ETR Trains

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

SENT ON BEHALF OF TONY DE THOMASIS

Jeff - good afternoon:

With respect to the train horn/whistle decibel levels question raised at the March 29, 2023, Environment, Transportation & Public Safety Standing Committee meeting, we test our whistles to ensure they meet the minimum sound level of 96 (db). A horn is capable of producing a minimum sound level of 96 (db)A at any location on an arc of 30 meters (100 feet) radius subtended forward of the locomotive by angles 45 degrees to the left and to the right of the centerline of the track in the direction of travel.

Please advise if you require additional information.

Regards,

Tony

Gail Franklin, BA, MA

Executive Assistant to the President & CEO

1600 Tecumseh Road East | Windsor, ON | N8W 1C5

P: (519) 973-8222 ext. 2360 | **C:** (519) 566-2644

E: gfranklin@etr.ca | www.etr.ca





Item No. 8.2

Committee Matters: SCM 112/2023

Subject: Minutes of the Essex-Windsor Solid Waste Authority Regular Board Meeting held September 14, 2022

Moved by: Councillor Kieran McKenzie

Seconded by: Councillor Gary Kaschak

Decision Number: **ETPS 937**

That the Minutes of the Essex-Windsor Solid Waste Authority Regular Board meeting held September 14, 2022 **BE RECEIVED**.

Carried.

Report Number: SCM 56/2023

Clerk's File: MB2023

Clerk's Note:

1. Please refer to Item 7.1 from the Environment, Transportation & Public Safety Standing Committee held on March 29, 2023.
2. To view the stream of this Standing Committee meeting, please refer to:
<http://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20230329/-1/9401>



Committee Matters: SCM 56/2023

Subject: Minutes of the Essex-Windsor Solid Waste Authority Regular Board

Meeting held September 14, 2022



Essex-Windsor Solid Waste Authority Regular Board Meeting MINUTES

Meeting Date: Wednesday, September 14, 2022

Time: 4:00 PM

Location: Council Chambers
Essex County Civic & Education Centre
360 Fairview Ave. West
Essex, Ontario

Attendance

Board Members:

Gary Kaschak – Chair	City of Windsor
Kieran McKenzie	City of Windsor
Jim Morrison	City of Windsor
Ed Sleiman	City of Windsor
Aldo DiCarlo – Vice Chair	County of Essex
Marc Bondy	County of Essex
Gary McNamara	County of Essex (Ex-Officio)

EWSWA Staff:

Michelle Bishop	General Manager
Cathy Copot-Nepszy	Manager of Waste Diversion
Tom Marentette	Manager of Waste Disposal
Teresa Policella	Executive Assistant

City of Windsor Staff:

Anne Marie Albidone	Manager of Environmental Services
Tony Ardovini	Deputy Treasurer Financial Planning
Shawna Boakes	Executive Director of Operations

County of Essex Staff:

Mary Birch	Director of Council & Community Services/Clerk
Sandra Zwiers	Director of Financial Services/Treasurer

Absent:

Cindy Becker	Financial Planning Administrator
Steffan Brisebois	Manager of Finance & Administration
Drew Dilkens	City of Windsor (Ex-Officio)
Fabio Costante	City of Windsor
Mike Galloway	County of Essex CAO
Hilda MacDonald	County of Essex
Chris Nepszy	City Engineer/Commissioner of Infrastructure Services

1. Call to Order

The Chair called the meeting to order at 4:03 PM.

**89-2022
Carried**

2. Roll Call of Board Members Present

Marc Bondy – Present
Fabio Costante – Not present
Aldo DiCarlo – Present
Gary Kaschak - Present
Hilda MacDonald – Not present
Kieran McKenzie – Present
Gary McNamara – Present
Jim Morrison - Present
Ed Sleiman - Present

3. Declaration of Pecuniary Interest

The Chair called for any declarations of pecuniary interest and none were noted. He further 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

Moved by Aldo DiCarlo
Seconded by Gary McNamara

THAT the minutes from the Essex-Windsor Solid Waste Authority Regular Meeting, dated August 10, 2022, be approved and adopted.

**90-2022
Carried**

5. Business Arising from the Minutes

There were no items raised for discussion.

6. Delegations

There were no delegations for September 14, 2022.

7. Waste Disposal

A. Regional Landfill Leachate Management

The Manager of Waste Disposal provided an overview regarding the management of leachate and effects of increasing demands on the collection system. The Authority will be engaging with the Town of Essex and their Consulting Engineer (Stantec) to study available treatment plant capacity and to explore the possibility of accepting leachate from the Regional Landfill at the Essex Pollution Control Plant (Essex PCP).

The Authority contacted RWDI AIR Inc. (RWDI) in May 2022 to assist with evaluating leachate generation at the Regional Landfill and to identify the main causes and potential options reduce leachate. The RWDI report attached to the agenda outlines the various ways to evaluate the patterns of leachate generation.

On January 12, 2022, Administration provided the Board with Contaminating Lifespan Evaluations prepared by consulting firm WSP Canada Inc. These reports evaluated the active lifespan for closed Landfill No. 2 and closed Landfill No. 3 where leachate is still generated and needs to be treated. According to these reports, leachate management indicates a great financial burden. Over the past year the Authority has been reviewing leachate volumes and evaluating trends that contribute to leachate. An obvious trend is precipitation. The less obvious trend is the impactful intensification of vine disposal and spent growing medium.

The Manager of Waste Disposal provided a cost breakdown of leachate trucking and treatment costs if vines were to fully decay in one year and how this would impact the 2022 budget. He noted that the current leachate hauling contract ends of June 30, 2027 with an option to extend for a one-year period. Administration is looking at other ways to treat leachate to coincide with the expiration of the current leachate hauling contract.

The Manager of Waste Disposal stated that he has had discussions with staff from the Town of Essex regarding the potential treatment of leachate from the Regional Landfill. The Town of Essex has consulted with their engineer to provide a study to explore this possibility. The estimated cost to engage with the Town of Essex and their engineer will be approximately \$30,000. Administration intends to utilize \$10,000 of existing leachate management funds from the 2022 budget. The remaining \$20,000 will be incorporated into the 2023 budget. He also noted that Administration is preparing cost estimates for the placement of additional clay capping at the Regional Landfill. If budget considerations allow, some clay capping may be done in 2022.

The Manager of Waste Disposal asked if there were any questions.

Mr. Sleiman asked if leachate is harmful to the environment.

The Manager of Waste Disposal stated that leachate is a substance that needs to be treated.

Mr. McNamara stated he read the report with a lot of interest. In regards to the volume of organics, if we remove organics from the landfill will we still need to move forward with the project with the Town of Essex.

The Manager of Waste Disposal stated that we have Landfill 2 and 3 to use as models. Neither landfill received vine material and continue to produce a significant amount of leachate. The Regional Landfill will continue to generate leachate well over hundred plus years. Even in the absence of vines, the Authority will be need to treat leachate at the Regional Landfill as we do at Landfill 2 and Landfill 3.

Mr. McNamara stated that a forcemain may be right thing to do.

Mr. Morrison asked if we are going to have any issues in the next few years.

The Manager of Waste Disposal stated that we are learning to deal with it and we want to build in the extra capacity. We have to accommodate for extra precipitation as a result of wet springs and melting snow that turns into leachate. Now is the right time to be planning for the future and utilizing other treatment plants as well as other technologies to treat leachate.

Mr. Morrison commented that there has been a lot of discussion regarding greenhouse waste during this term and asked if greenhouse waste was going to the United States before and he asked if there was an issue receiving this waste at the landfill.

The General Manager stated that prior to 2015 there was facility in the area that was recycling the greenhouse material. The business is no longer in operation. The Authority started to receive vines when that facility closed. Greenhouse operators do not usually bring this waste across the border. The greenhouse industry has grown very fast which has led them to deliver the waste to the Authority. This will most likely continue until the government places a ban on the receipt of organic waste to landfills. Administration has to be proactive and look into the perpetual care and ways to reduce costs.

Mr. Bondy stated that the vine material is causing increased leachate treatment costs. He asked how much revenue is received from the disposal of greenhouse material.

The General Manager stated that in 2021 the Authority received revenue of approximately \$4 million from vine and greenhouse waste.

Mr. Bondy asked if the Authority has to accept this waste.

The General Manager stated that the landfill was built for the residents and businesses of Windsor-Essex. The Authority will most likely be accepting this waste until the government places a ban on organics at the landfill.

Mr. McNamara stated that both the City and the County have adopted climate change initiatives and we should not lose focus of the concept to reduce our carbon footprint. He noted that Administration is managing this financially and there are new technologies to process the plastics in vines. Mr. McNamara commended the Manager of Waste Disposal and Administration for looking at this holistically and the number of trucks that can be taken off the road is a good plan.

Mr. Kaschak asked how the leachate is treated at the Lou Romano plant.

The Manager of Waste Disposal and Ms. Albidone, City of Windsor's Manager of Environmental Services, described the transport and treatment process.

Moved by Gary McNamara

Seconded by Kieran McKenzie

THAT the Board receive this report as information.

THAT the Board receive the report by RWDI as information.

**91-2022
Carried**

8. Waste Diversion

A. Organics Survey Update

The Manager of Waste Diversion provided an update from the Organics Survey that was issued in the spring. The survey was open for one month and promoted by the Authority and all municipal partners and through social media.

The survey attracted approximately 2,500 residents across Essex-Windsor. Approximately 43% were residents from the County and 57% from the City. From the County, there was an average of 5% participation from each municipality. Of the 2,500 residents that participated in the survey, 75% of the responses said they would participate in an organics program. Of the 22% of the responses that said they would not participate in an organics program, they identified concerns such as smell, inconvenience of separating food waste, space constraints, they were already composting and it would attract wildlife and rodents.

Residents were also asked if they would support alternative garbage collection frequencies. Of the 2,400 responses, 42% said they would not support an alternative garbage collection frequency and 41% said they would.

Residents were also asked to rank certain aspects of an organics program. Residents ranked diversion from the landfill as most important. The lowest ranking priorities were energy production, cost and odour.

The Manager of Waste Diversion noted many positive comments were received through the survey and at the Earth Day Event. Residents are excited about an organics program. Administration received good information to develop a campaign. There are no financial implications to report at this time.

The Manager of Waste Diversion asked if there were any questions.

Mr. Sleiman asked if there will be a penalty enforced if residents do not participate in the program.

The Manager of Waste Diversion stated that the purpose of the survey was to receive feedback regarding the upcoming organics program. She noted that the Envirotips newsletter that will be issued soon will focus on food waste and the importance of an organics program. There is definitely a lot of interest in the program and that 75% participating in the survey is excellent feedback.

Mr. McKenzie stated it was great to see such enthusiasm regarding organics. He asked if there will be another survey conducted after public discussion happens.

The Manager of Waste Diversion stated this survey was almost a pre-survey. Another survey will most likely be conducted after the program launches. She noted that public feedback is very important. We need to know what residents need in order to do a better job.

Mr. McKenzie stated to keep up the great work.

Mr. Kaschak asked what were the results of the survey when the recycling program was first proposed.

The Manager of Waste Diversion stated that a survey was probably not conducted in the early 2000's. She noted that it is important to do a pre and post survey to see if behaviour changes. Education will be very important to get residents to participate and for the program to be successful.

Mr. McNamara stated that they all have a responsibility as leaders and the province is mandating this program. The education portion is going to be a critical piece. He stated that we have to start educating residents now and this will be easy when 75% of the people are saying yes to the program. He noted that people like convenience and that residents in multi-residential will have the most difficulty to participate in the program. The survey response is better than he anticipated.

Moved by Kieran McKenzie

Seconded by Ed Sleiman

THAT the Board receive the report as information.

**92-2022
Carried**

B. Blue Box Recyclable Material Commodity Update

The Manager of Waste Diversion provided an update on Blue Box recyclable material commodity prices and its impact on the Authority budget due to the volatility of recycling markets.

At the August Board meeting a report was provided indicating a favourable variance. At that time, the Board was advised that there was a decrease in some markets due to supply and demand issues. In the first six months of 2022, the Authority was in a favourable position because of under supply and over demand of products. In July 2022, there was a drop in plastic prices (HDPE and PET). The Authority was informed by the buyers that this was due to the oversaturation of these products in the plastics market. Prices are now starting to stabilize.

In August and September there was a decrease in prices for fibre materials due to export issues, coastal regions being oversaturated, as well as a slower economy. There is a lower demand when there is a lot of material in the market. During COVID there was an increase in demand for cardboard boxes. The Authority has been consistent with buyers over recent years and the buyers like the Authority's quality. She noted that this market should level out. Tin, steel and aluminum prices remained high due to shortage of materials in these markets. Also, in the spring of this year and due to hardening of markets, the Authority was able to market residual material. This allowed the Authority to earn revenue and divert waste from the landfill.

Mr. McKenzie asked how will Administration will plan for the next budget given the volatility in 2022 and moving into a recession period.

The Manager of Waste Diversion stated they will build their price off of 5-year averages and current trends. Due to the election, this can be postponed a little longer and actual numbers should be available.

Mr. Sleiman thanked Administration for getting the best prices.

Moved by Kieran McKenzie

Seconded by Marc Bondy

THAT the Board receive the report as information.

**93-2022
Carried**

C. Blue Box Update (Verbal report)

The General Manager provided an update regarding the Blue Box transition to Extended Producer Responsibility (EPR) and what the focus will be for the remainder of this year.

Circular Materials Ontario (CMO) has not communicated their decision on how or if municipalities with new contracts will be compensated if we chose to engage with CMO to continue collection until 2026. There are approximately 20 municipalities that have new collection contracts.

Data collection from municipalities continues and the Manager of Waste Diversion has been working with municipalities to collect and report data to the Resource Productivity and Recovery Authority (RPRA). The Authority has submitted the required data for each municipality for the Transition Report. RPRA is now requesting supplemental information regarding public spaces, municipal buildings and facilities. The Authority will need to work again with municipalities to obtain this information.

Waste audit planning meetings have been scheduled with the first of 4 curbside audits starting this fall.

An RFQ has been released for contract labour to assist with the collection of ineligible source data. The Producers will not be required to collect this material after transition.

Mr. Sleiman commended Administration on providing thorough reports.

Moved by Gary McNamara

Seconded by Jim Morrison

THAT the Board receive the verbal report as information.

**94-2022
Carried**

9. Finance & Administration

A. Thank you to Board Members

The General Manager stated that due to the upcoming municipal election, the September meeting would be the last meeting of the current Board. She provided the Board with a summary of some of the significant achievements that were made by the Board during the current term including the acquisition of significant capital assets, the award of large contracts and the approval of a regional organic waste program all while continuing to work towards achieving a balanced budget.

The General Manager thanked the Board for their service and presented each Board member with a “Gold” recycling box as a thank you.

Mr. Kaschak noted much was accomplished during this term.

Mr. Bondy thanked the Administrative team for providing very detailed reports. He commented the Board and Administrative staff have been great to work with as well as the supporting staff.

10. Other Items

No other items were raised for discussion.

11. By-Laws

A. By-Law 14-2022

Moved by Aldo DiCarlo
Seconded by Marc Bondy

THAT By-Law 14-2022, 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 14th day of September, 2022.

**95-2022
Carried**

12. Future Meeting Dates

To be determined.

13. Adjournment

Moved by Aldo DiCarlo
Seconded by Marc Bondy

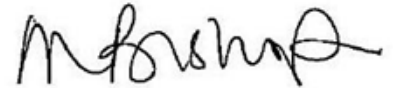
THAT the Board stand adjourned at 5:34 PM.

**96-2022
Carried**

All of which is respectfully submitted.



Gary Kaschak
Chair



Michelle Bishop
General Manager

Item No. 8.3



Committee Matters: SCM 113/2023

Subject: Minutes of the Essex-Windsor Solid Waste Authority Regular Board Meeting held February 7, 2023

Moved by: Councillor Kieran McKenzie

Seconded by: Councillor Gary Kaschak

Decision Number: **ETPS 938**

That the Minutes of the Essex-Windsor Solid Waste Authority Regular Board meeting held February 7, 2023 **BE RECEIVED**.

Carried.

Report Number: SCM 91/2023

Clerk's File: MB2023

Clerk's Note:

1. Please refer to Item 7.2 from the Environment, Transportation & Public Safety Standing Committee held on March 29, 2023.
2. To view the stream of this Standing Committee meeting, please refer to:
<http://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20230329/-1/9401>



Committee Matters: SCM 91/2023

Subject: Minutes of the Essex-Windsor Solid Waste Authority Regular Board Meeting held February 7, 2023



Essex-Windsor Solid Waste Authority Regular Board Meeting MINUTES

Meeting Date: Tuesday, February 7, 2023

Time: 4:00 PM

Location: Council Chambers
Essex County Civic & Education Centre
360 Fairview Ave. West
Essex, Ontario

Attendance

Board Members:

Gary McNamara - Chair	County of Essex
Hilda MacDonald	County of Essex (Ex-Officio)
Michael Akpata	County of Essex
Rob Shepley	County of Essex
Kirk Walstedt	County of Essex
Gary Kaschak – Vice Chair	City of Windsor
Kieran McKenzie	City of Windsor
Jim Morrison	City of Windsor
Mark McKenzie	City of Windsor

EWSWA Staff:

Michelle Bishop	General Manager
Steffan Brisebois	Manager of Finance & Administration
Cathy Copot-Nepszy	Manager of Waste Diversion
Tom Marentette	Manager of Waste Disposal
Teresa Policella	Executive Assistant

City of Windsor Staff:

Tony Ardovini	Deputy Treasurer Financial Planning
Shawna Boakes	Executive Director of Operations

County of Essex Staff:

Mary Birch	Interim CAO and Director of Legislative and Community Services/Clerk
Sandra Zwiers	Director of Financial Services/Treasurer
Kate Hebert	Manager, Records & Accessibility/Deputy Clerk

Absent:

Drew Dilkins	City of Windsor (Ex-Officio)
Anne Marie Albidone	Manager of Environmental Services

1. Call to Order

The General Manager called the meeting to order at 4:04 PM as the Board's Chair and Vice Chair had yet to be elected for 2023.

2. Board Members for 2023-2026

The General Manager welcomed four new Board members - Deputy Mayor Michael Akpata, Deputy Mayor Rob Shepley, Deputy Mayor Kirk Walstedt and Councillor Mark McKenzie. She also welcomed back Board members Councillor Gary Kaschak, Warden and Mayor Hilda MacDonald, Mayor Gary McNamara, Councillor Kieran McKenzie and Councillor Jim Morrison.

3. Introduction of EWSWA Management Team

The General Manager introduced the EWSWA Management Team and Administrative staff – Tom Marentette, Manager of Waste Disposal, Steffan Brisebois, Manager of Finance and Administration, Cathy Copot-Nepszy, Manager of Waste Diversion and Teresa Policella, Executive Assistant. She also introduced Shawna Boakes, City of Windsor Executive Director of Operations and Tony Ardochini, City of Windsor Deputy Treasurer Financial Planning. She noted that various members of County of Essex and City of Windsor Administration attend most Board meetings to assist with clarification of agenda items, if needed.

The General Manager stated that agendas will be distributed electronically. If a hard copy of the agenda is required, Board members can advise Teresa Policella, Executive Assistant.

4. Election of Chair and Vice Chair for 2023

The General Manager stated that per the agreement between the City of Windsor and the County of Essex that created the Authority, the positions of Chair and Vice Chair rotate between the City and the County on a yearly basis. She noted that for 2023, the Chair will be a County of Essex Board member and the Vice Chair will be a City of Windsor Board member.

The General Manager called for any declarations of pecuniary interest in regards to the elections of the Chair and Vice Chair. None were noted.

The General Manager called for nominations for the position of Board Chair among the County of Essex representatives.

Board Member Walstedt nominated Board Member Gary McNamara for Board Chair.

Board Member MacDonald seconded the nomination.

The General Manager called three (3) additional times for nominations for the position of Board Chair. There were no other nominations.

The General Manager asked Mr. McNamara if he would stand for the position of Board Chair.

Mr. McNamara accepted the nomination as Board Chair.

The General Manager declared Mr. McNamara as Chair for 2023.

The General Manager asked for a motion for the nominations for Chair to be closed.

Moved by Kieran McKenzie

Seconded by Robert Shepley

THAT Gary McNamara is named as Board Chair for the period ending December 31, 2023.

**1-2023
Carried**

The General Manager called for nominations for Vice Chair among the City of Windsor representatives.

Board Member Morrison nominated Board Member Gary Kaschak for the position of Vice Chair.

The General Manager called three (3) additional times for nominations for the position of Board Vice Chair. There were no other nominations.

The General Manager asked Mr. Kaschak if he would stand for the position of Board Vice Chair.

Mr. Kaschak accepted the nomination of Board Vice Chair.

The General Manager declared Mr. Kaschak as Vice Chair for 2023.

The General Manager asked for a motion for the nominations of Vice Chair to be closed.

Moved by Hilda MacDonald

Seconded by Robert Shepley

THAT Gary Kaschak is named as Board Vice Chair for the period ending December 31, 2023.

**2-2023
Carried**

5. Declaration of Pecuniary Interest

Chair McNamara called for any declarations of pecuniary interest and none were noted. He further 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.

6. Approval of the Minutes

Moved by Kieran McKenzie

Seconded by Hilda MacDonald

THAT the minutes from the Essex-Windsor Solid Waste Authority Regular Meeting, dated September 14, 2022, be approved and adopted.

**3-2023
Carried**

7. Business Arising from the Minutes

Mr. Kaschak asked if there were any updates to the Organics program. The Manager of Waste Diversion stated there were no further updates.

8. Correspondence

There are no items for discussion.

9. Delegations

There were no delegations for February 7, 2023.

10. Waste Disposal

- A. Appointment of Board Member to the Regional Landfill Liaison Committee for 2023

The Chair called for nominations to appoint a Board member to the Regional Landfill Liaison Committee.

Mr. Kaschak nominated Board member Morrison.

The Chair called for any other nominations.

There were no other nominations.

The Chair asked Mr. Morrison if he accepted the nomination.

Mr. Morrison accepted the nomination.

Moved by Gary Kaschak

Seconded by Mark McKenzie

THAT the Board appoint Jim Morrison who is not a member of the Council of the Town of Essex, to the Landfill Liaison Committee for a one-year term for 2023.

**4-2023
Carried**

11. Finance & Administration

A. 2023 Budget Deliberation

The General Manager referred to the budget report on page 13 of the agenda package. The purpose of the report is to recommend approval of the 2023 expenditure budget estimates as well as the budget estimates related to non-municipal revenue. The report also recommends approval of a 4.1% increase to the 2022 base amount budgeted to the City of Windsor and the seven (7) County municipalities. This increase equates to \$566,240 and is comprised of two components. The first component is a \$1.00 increase on tipping fees assessed on waste delivered for disposal. The tipping fee will increase from \$40.00 to \$41.00 per tonne. This increase is approximately \$111,350. The other component is an increase in the fixed amount assessed to the municipalities based on population which equates to approximately \$454,890.

The General Manager stated that the municipal tonnage is projected to increase from 111,350 tonnes in 2022 to 112,370 tonnes in 2023.

The General Manager stated that the budget is normally deliberated in November and then presented to both the City of Windsor and County of Essex Council meetings for approval. The 2023 budget year was an exception due to the Board only forming in January 2023 due to the municipal election. She noted that if the budget is approved at this meeting, Authority Administration would arrange to appear before each of the respective Councils seeking approval.

The General Manager explained that the Technical Staff Committee, which is comprised of both City of Windsor and County of Essex staff, meets annually to review and discuss the budget. The Technical Staff Committee met in November 2022 and was provided an update in February 2023 when supplemental information was available. The Technical Staff reached a consensus regarding the 2023 Budget details and recommendations. She noted that the Technical Staff Committee was guided by the February 2018 recommendation from the CAOs of the City of Windsor and the County of Essex to reach a balanced budget by 2027 with 2018 being Year 1 of the 10-year period.

The General Manager stated that in addition to the annual budget process, a 15-year forecast is also prepared. To reach the goal of a balanced budget by 2027, an increase of 4.1% will need to be assessed to the City of Windsor and the seven (7) County municipalities. She noted that the Rate Stabilization Reserve is used to balance out large swings in episodic waste and fluctuations in Blue Box funding and revenue. There are estimates built into the budget and 15-year forecast documents. One estimate identified in the 15-year forecast document is the significant decrease of \$10 million in expenditures and the decrease in non-municipal revenue of \$5 million in the 2025 to 2026 calendar years on account of the transition of the Blue Box program to Extended Producer Responsibility. The \$3.9 million projected deficit in 2025 will be dependent on whether the transition to the Producer occurs in 2024 or January 1, 2026.

The General Manager stated that Administration tries to ensure that there is a healthy balance in the Rate Stabilization Reserve. The goal is to have 15% of our expenditures in the Reserve.

The General Manager asked if there were any questions. No questions were asked.

The General Manager stated that a zero-based budgeting approach is utilized. The budget assumes service levels stay the same. The budget does not include any new programs or any funding for the Green Bin program. The Budget does include the cost for additional labour to support the Waste Diversion program.

The General Manager explained the variances in the Budget Summary on page 16 of the agenda package. The fixed cost allocation represents the total amount the Authority will invoice to the City of Windsor and 7 County municipalities in the year. In summary, there was a favourable variance of \$2,468,850 between the 2022 budgeted deficit of (\$1,187,300) and the 2022 projected surplus of \$1,281,550. The 2022 budgeted deficit, when compared to the 2023 budgeted deficit, is expected to generate an unfavourable variance of \$2,570,080.

The Rate Stabilization Reserve in 2022 had an opening balance of \$9.8 million. The surplus from 2022 of \$1.28 million plus the interest will form the opening budgeted balance for 2023. In 2023, the Rate Stabilization Reserve is estimated to generate interest of approximately \$350,000. A draw from the reserve of \$103,000 is budgeted to fund the Clay Capping Project and the expected draw relating to the 2023 budgeted deficit amounts to \$3.75 million. The Rate Stabilization Reserve in 2023 is budgeted to have an ending balance of \$7.71 million.

The General Manager summarized additional charts contained in the report regarding revenue and expenditures.

The General Manager referred to page 19 of the agenda package which breaks down the municipal assessment between the City of Windsor and the County of Essex municipalities. The difference in the combined total municipal assessment from 2022 to 2023 is expected to be \$608,060.

The tables on pages 19 to 21 aid to present the significant variances (amounts over \$50,000) relating to the 2022 budgeted deficit and the 2022 projected surplus, and the 2022 budgeted deficit to the 2023 budgeted deficit. The General Manager spoke in detail to the significant variances.

The General Manger asked if there were any questions.

The Chair questioned the rationale for the 2022 unfavourable variance from municipal and residential tip fees.

The General Manager referred to the tonnage received from the City and the seven (7) County municipalities and stated that less material was collected at the curb and delivered to the depots than budgeted in 2022.

The Chair stated that he finds it interesting that the number is going down instead of maintaining or growing.

The General Manager stated that there were increases in 2020 and 2021 and speculate that the reduction could be due to residents returning to the office and school after the pandemic. Administration will continue to monitor incoming material.

The Chair asked if there were any further questions.

Mr. K. McKenzie asked about the projections and variances and how they relate to the reserves. He asked if we need to start preparing for worst case scenario if there is a lot of risk in the variances. He would like to understand the risks.

Mr. Morrison asked about the risks and reducing the reserve balance. He is concerned but understands that this is an estimate and there is a plan to build it up to \$5 million. Mr. Morrison referred to page 30 and the 2021 census population figures used to calculate the fixed cost allocation.

The General Manager stated that the most current census figures are used until the next census is released.

The General Manager continued to speak to the 2022 and 2023 variances.

The General Manager stated that the 2022 landfillable tonnes amounted to 336,600 which is approximately 79,000 tonnes over the 2022 budget. Approximately 257,000 tonnes of landfilled waste was budgeted for 2022 and approximately 300,000 tonnes of landfilled waste was budgeted for 2023. A 3-year trend is used to build this number.

The Chair spoke to assumptions used in order to budget municipal tipping fee revenue by stating that the only discretion would be a year of an anomaly, a flood, for example.

The General Manager responded that anomalies are not included in the budget. They are considered episodic waste and are not included in the budget estimates.

The General Manager made a general statement that the majority of the expenditure increases in 2023 are driven by contractual increases which tend to be a constant theme as it relates to Authority expenditures.

Mr. K. McKenzie asked if the government has offered any funding to help mitigate the cost of the implementation of the organics program.

The General Manager responded that London and Essex-Windsor are the last large municipalities in the province to introduce an organics program and at this time she is not aware of any funding being offered.

Mrs. MacDonald asked if other municipalities that have an organics program received funding many years ago and if we are being treated the same.

The General Manager responded that she did not know but would attempt and find out.

Mrs. MacDonald replied that we should have been doing this along time ago.

The Chair added that Mr. K. McKenzie has a good point. Why wouldn't the government look at this region to get the program up and running. He also noted that AMO has been doing their part for years. The Chair stated that maybe there is an opportunity to ask, the worst thing they could say is no.

The General Manager stated that the Authority could look into this and other funding opportunities.

The General Manager referred to Landfilled Tonnes chart on page 10 of the budget document. The potential risks are that the large volume waste haulers only deliver the minimum tonnes of material based on their Put or Pay contracts and not their budgeted tonnes. Historically, these large volume waste haulers have delivered more tonnes then what they were obligated to deliver and the budget is built on a 3-year trend. Other risks associated with revenue in the 2023 budget figures that were discussed related to contaminated episodic waste.

The General Manager highlighted the Recycling Revenue Chart on page 12 of the budget document. The Authority had record revenues in 2021 which were similar in 2011 and now there is a downward trend.

The General Manager summarized how significant budget estimates were calculated and how risks are mitigated within the document. Examples included using conservative estimates to calculate anticipated blue box material commodity prices and using 3 years of data to estimate the amount of tonnage that will be delivered for disposal. She further explained that while Essex-Windsor is scheduled to transition the blue box program in August 2024 the 15-year forecast allows for that date to be postponed to December 31, 2025.

The General Manager stated that the 2023 Capital Budget projects will be funded by various reserves. She noted that the Authority is trying not to invest unnecessary funds in the recycling centres due to transition but needs to maintain equipment repairs to ensure the facility is operational.

The General Manager asked if there were any questions.

Mr. Walstedt stated that he did not see any funding for clay capping of Landfill Number 3. He asked is there are any plans for this.

The General Manager stated that the line item of \$50,000 for site and grounds maintenance included in the budget. The previous large clay capping project is now complete and currently the \$50,000 is used for maintenance related projects. It was identified that some leachate wells need replacement and that has been included in the budget.

Mr. Walstedt questioned the future use of Landfill Number 3.

The General Manager explained that the Board received correspondence from the Municipality of Lakeshore in May 2022 regarding the end use plan of Landfill Number 3 and the Board received a report from Administration in June 2022. The General Manager indicated that the end use of a landfill site is a period of 25 years from the time the site ceases to accept waste. Landfill Number 3 closed in 1997 which in turn suggests 2023 would be the earliest that a plan could be implemented. The General Manager highlighted that \$10,000 has been included in the consulting budget to be used to explore end use options for the site.

Mr. Walstedt is concerned about the amount of years that leachate treatment will be required. He noted that there should be a long-term solution.

The General Manager stated that the Authority is dealing with this on an on-going basis for all sites and referred to the contamination study report that was presented to the Board in 2022.

Mr. K. McKenzie asked if the Board can expect a report on the recommendation regarding this issue.

The General Manager stated there have been ongoing discussions with the Town of Essex and the Municipality of Lakeshore. At the September 2022 Board meeting, it was reported that the consulting firm Stantec is investigating

the potential strategies of pre-treatment of leachate, long-term leachate studies and the feasibility of installing a force main to the Town of Essex Pollution Control Treatment Plant similar to the force main used at Closed Landfill 2.

Mr. K. McKenzie asked if the Board will be provided with the Stantec report.

The General Manager replied yes.

The General Manager referred to the Schedule of Fees on page 30 of the agenda package. What was noted on this schedule is the increase to the ICI rate for small businesses of \$2 per tonne and the increase of \$9 per tonne for greenhouse vines. She explained that vines historically had a reduced rate because the material did not take up significant space in the landfill but this waste has resulted in significant amounts of leachate, which results in an increase of leachate treatment and hauling costs as well as other operational challenges.

The Chair asked if there are any risks to shipping vines to the United States.

The General Manager stated that a large volume hauler is under contract until 2024 so any impact would be post that contract expiration date. The General Manager continued to speak to other reasons why vines are problematic to the Authority's landfilling operations.

Mr. Kaschak asked if vines could potentially go to an organics facility.

The General Manager stated that Authority Administration has had the opportunity to visit Seacliff Energy. Administration were able to ask the operators of the facility if vines could be accepted at the facility. The response was that vines have proven challenging to process in an anaerobic digester.

The Chair asked if there were any questions. No further questions were asked.

Moved by Hilda MacDonald

Seconded by Gary Kaschak

THAT the Board

1. Approve the 2023 **Expenditure and Revenue budget estimate figures** excluding the municipal Total Waste Management Fee (Tip Fee) and the municipal Fixed Cost Assessment.
2. Increase the **Total Waste Management Fee** by \$1.00 per tonne to \$41.00/tonne from \$40.00/tonne. This is the fee assessed to municipalities for each tonne of refuse delivered for disposal.
3. Increase the **Fixed Cost Assessment** to Windsor and the 7 County municipalities based on the following chart. Fixed costs are assessed based on population.

	2021 Census Population	2023 Amount	2022 Amount	Difference
WINDSOR	229,660	\$5,331,706	\$5,084,516	\$247,190
AMHERSTBURG	23,524	546,125	520,805	25,320
ESSEX	21,216	492,543	469,708	22,835
KINGSVILLE	22,119	513,507	489,700	23,807
LAKESHORE	40,410	938,144	894,650	43,495
LASALLE	32,721	759,639	724,421	35,219
LEAMINGTON	29,680	689,040	657,095	31,946
TECUMSEH	23,300	540,925	515,846	25,079
TOTAL	422,630	\$9,811,630	\$9,356,740	\$454,890

4. Approve the Fee Schedule, as attached to this report, exclusive of the municipal Total Waste Management Fee but inclusive of the per tonne rate increases outlined in the Fee Schedule for 2023.
5. That any resultant (deficit)/surplus from 2022 operations be contributed to or funded by the Rate Stabilization Reserve.
6. That any resultant (deficit)/surplus for 2023 be contributed to or funded by the Rate Stabilization Reserve.

**5-2023
Carried**

B. Authority's Banker, Auditor and Solicitor

The Manager of Finance and Administration stated that the banker for the Authority is Canadian Imperial Bank of Commerce (CIBC). He noted that the

Authority partnered with the County of Essex in order to leverage the cash assets of both organizations.

The Authority's auditor is KPMG. The Manager of Finance also noted that the Authority partnered with the County of Essex at the time of the selection of an external auditor and further that KPMG is also the City of Windsor auditor.

The Manager of Finance stated that the Authority's solicitor is Mr. David Sundin from the County of Essex.

Moved by Kieran McKenzie

Seconded by Mark McKenzie

THAT the Board receive the report as information.

**6-2023
Carried**

C. Legal Invoice

Moved by Kirk Walstedt

Seconded by Robert Shepley

THAT the Board authorize the payment of the legal account as summarized.

**7-2023
Carried**

D. 2023 EWSWA Board Meeting Schedule

The General Manager referred to the 2023 meeting schedule presented in the agenda package and stated that the August 1st meeting will be cancelled due to a conflict with the City of Windsor Development & Heritage Standing Committee meeting on the same day. Three of the four City of Windsor representatives are on this committee. She noted that if there are agenda items that need to be addressed, a meeting will be scheduled at a later date.

The General Manager also noted that traditionally when a holiday falls on the first Monday of the month, the Board meeting is rescheduled to the following Wednesday to accommodate municipal Council meetings being rescheduled to the Tuesday. However, in October, two holidays fall in the first two weeks of the month. October 5th has been scheduled as an alternative meeting date.

Moved by Gary Kaschak

Seconded by Hilda MacDonald

THAT the Board approve the 2023 Essex-Windsor Solid Waste Authority Regular Board Meeting Schedule.

**8-2023
Carried**

12. Waste Diversion

A. Blue Box Extended Producer Responsibility presentation and update

The Manager of Waste Diversion provided a presentation and update regarding the transition of the Blue Box program to Extended Producer Responsibility.

The Chair left the meeting at 6:12 PM. The Vice Chair assumed the role of Chair.

At the end of the presentation, the Manager of Waste Diversion asked if there were any questions.

Mr. Morrison thanked the Manager of Waste Diversion for a very informative presentation. He asked when do we have to make some of the decisions, like opting out, for example.

The Manager of Waste Diversion stated that municipalities were willing to opt in but now they are steering to opt out due to the terms and conditions and unbalanced risk that CMO has set out in their agreements. She stated that a decision will have to be made early this year. She stated that the Authority has already opted out of being a receiving facility service provider last year. The Authority will also have to make a decision to opt in or out as a collection service provider early this year.

Mr. Morrison asked which direction is the province taking.

The Manager of Waste Diversion stated that municipalities have brought this up numerous times through AMO and other networks. There are many contracts that have not been signed by the municipalities, but that municipalities really are still trying to be supportive for a smooth transition to EPR.

Mr. K. McKenzie asked how will these changes impact residents on what service is provided and the changes that will be happening. He noted that these changes could be significant. He asked what does Administration and the Board have to do so that residents do not feel like their level of service is downgraded.

The Manager of Waste Diversion stated that this is definitely a concern of Administration. Administration participates on collaboration groups and are learning from the first group that is transitioning and what things we need to look at. By the time our region transitions, there will be enough information from other municipalities that are going through it now. She referred to the plastic bag ban and how the Authority provided information months in advance to residents before the program was implemented.

Moved by Michael Akpata

Seconded by Mark McKenzie

That the Board receive the presentation as information.

**9-2023
Carried**

13. Other Items

There were no other items raised for discussion.

14. By-Laws

A. By-Law 1-2023

Moved by Mark McKenzie

Seconded by Kirk Walstedt

THAT By-Law 1-2023, 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 7th day of February, 2023

**10-2023
Carried**

15. Next Meeting Date

Tuesday, March 7, 2023

16. Adjournment

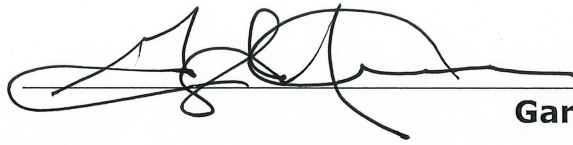
Moved by Robert Shepley

Seconded by Hilda MacDonald

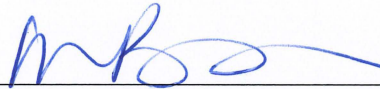
THAT the Board stand adjourned at 6:25 PM.

**11-2023
Carried**

All of which is respectfully submitted.



Gary McNamara
Chair



Michelle Bishop
General Manager

Item No. 8.4



Committee Matters: SCM 114/2023

Subject: CQ 18-2021 Truck Routes Progress Update- City-wide

Moved by: Councillor Kieran McKenzie
Seconded by: Councillor Gary Kaschak

Decision Number: **ETPS 939**

That the report of the Transportation Planning Senior Engineer dated March 8, 2023 entitled "CQ 18-2021 Truck Routes Progress Update," **BE RECEIVED** for information.
Carried.

Report Number: S 30/2023
Clerk's File: ST2023

Clerk's Note:

1. The recommendation of the Environment, Transportation & Public Safety Standing Committee and Administration are the same.
2. Please refer to Item 8.1 from the Environment, Transportation & Public Safety Standing Committee held on March 29, 2023.
3. To view the stream of this Standing Committee meeting, please refer to:
<http://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20230329/-1/9401>

Subject: CQ 18-2021 Truck Routes Progress Update - City-wide

Reference:

Date to Council: March 29, 2023
Author: Jeff Hagan
Transportation Planning Senior Engineer
519-255-6100 ext 6003
jhagan@citywindsor.ca
Public Works - Operations
Report Date: March 8, 2023
Clerk's File #: ST2023

To: Mayor and Members of City Council

Recommendation:

THAT report S 30/2023, "CQ 18-2021 Truck Routes Progress Update," **BE RECEIVED** for information.

Executive Summary:

N/A

Background:

At the July 26, 2021 meeting of Council, Councillor Gignac asked the following Council question:

CQ 18-2021

Asks that Administration review the current truck routes in Windsor and bring a report with recommendations to Council on updating it as soon as possible.

This report provides the requested response.

Traffic By-law 9148 identifies Windsor's truck route network. The current truck route map is attached as Appendix A. Vehicles over 4,500 kg gross vehicle weight rating or registered gross weight are not permitted on streets other than designated truck routes, except for:

- Commercial vehicles proceeding by the shortest route from the truck route network to their destination for loading and unloading goods, or for housing or repair of the vehicle;

- City vehicles, emergency vehicles, and public transit vehicles;
- Coal and oil trucks on delivery; and
- Privately-owned commercial vehicles proceeding to or from the residence of their owner.

Discussion:

Initial steps included a cursory review of the existing network to determine the extent of the work necessary to review both existing routes and changes to the road network, along with recent and anticipated developments. Upon review of the project, it was determined that internal staff did not have the capacity to complete this task.

Administration approached a Consultant from the City's roster to request a budgetary estimate of the effort for this work. The estimate indicated that the work would be above the value allowed for a roster assignment.

Administration is currently preparing a request for proposal for a consultant assignment to review the existing truck route network and make recommendations for updates.

Key elements of the project include:

- Consultation with stakeholders, including:
 - The goods movement community, including trucking associations, bridges, the Detroit-Windsor Tunnel, Windsor Airport, and the Windsor Port Authority;
 - Business Improvement Areas;
- Meetings with a moderated/facilitated focus group to be recruited;
- Two rounds of public information centres;
- Presentation of recommendations, including an updated truck route network and any policy recommendations, to the Environment, Transportation & Public Safety Standing Committee and to Council.
- As a provisional item, the undertaking of structural assessments for bridges or overpasses where there may be a question of their suitability for higher volumes of heavy truck traffic.

The main deliverables of the study will include a final report and a recommended updated truck route network.

The project schedule proposed by the recommended service provider will be identified when a report is brought forward to Council for award of the request for proposal.

Risk Analysis:

There are no critical or significant risks associated with this informational report.

There are no significant or critical risks identified associated with the upcoming request for proposals. Administration mitigates purchasing risks to a low level by following the processes prescribed by the Purchasing By-law.

Climate Change Risks**Climate Change Mitigation:**

N/A

Climate Change Adaptation:

N/A

Financial Matters:

No expenditures are recommended by this informational report.

Funding for the upcoming truck route study will be addressed in the Council report recommending the RFP award. Based on annual funding currently in the recommended 2023 Capital Budget and the previously committed studies, there are sufficient funds available in the Environmental Study Reports capital project (OPS-009-07) to carry out this work.

Consultations:

N/A

Conclusion:

Council Question CQ 18-2021 requested a review of truck routes in Windsor and recommendations to Council for updates to the truck route network. This work will be carried out through a consultant assignment; Administration is currently working to finalize and issue the request for proposals.

Planning Act Matters:

N/A

Approvals:

Name	Title
Cindy Becker	Financial Planning Administrator
Shawna Boakes	Executive Director of Operations and Deputy City Engineer
Chris Nepszy	Commissioner of Infrastructure Services and City Engineer
Joe Mancina	Commissioner of Corporate Services and Chief Financial Officer
Onorio Colucci	Chief Administrative Officer

Notifications:

Name	Address	Email
Councillor Gignac		

Appendices:

N/A



Committee Matters: SCM 115/2023

Subject: South National Street (Pillette to Jefferson) Traffic Calming - Ward 8

Moved by: Councillor Gary Kaschak
Seconded by: Councillor Renaldo Agostino

Decision Number: **ETPS 941**

That the report of the Transportation Planning Senior Engineer dated March 1, 2023 entitled "South National Street (Pillette to Jefferson) Traffic Calming," **BE RECEIVED** for information; and,

That Administration **BE DIRECTED** to report back to Council with costs, and feasibility of adding traffic calming measures including physical separators with barriers along South National Street, enhancing the cyclist crossing at South National Street and Balfour Avenue and explore a pedestrian crossover at West Minster Avenue and South National Street into the Riverside area.

Carried.

Report Number: S 27/2023
Clerk's File: ST/13863

Clerk's Note:

1. The recommendation of the Environment, Transportation & Public Safety Standing Committee and Administration are **not** the same.
2. Please refer to Item 8.3 from the Environment, Transportation & Public Safety Standing Committee held on March 29, 2023.
3. To view the stream of this Standing Committee meeting, please refer to:
<http://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20230329/-1/9401>

Subject: South National Street (Pillette to Jefferson) Traffic Calming - Ward 8

Reference:

Date to Council: March 29, 2023
Author: Jeff Hagan
Transportation Planning Senior Engineer
519-255-6100 ext 6003
jhagan@citywindsor.ca
Public Works - Operations
Report Date: March 1, 2023
Clerk's File #: ST/13863

To: Mayor and Members of City Council

Recommendation:

THAT Report S 27/2023, "South National Street (Pillette to Jefferson) Traffic Calming," **BE RECEIVED** for information.

Executive Summary:

N/A

Background:

South National Street was identified as a candidate for traffic calming based on a resident service request received in October 2019. In response to this request, a traffic calming review was carried out. South National Street was confirmed to meet the speed and traffic volume criteria for traffic calming.

In December 2020, a survey was carried out for a one-block segment of South National Street to confirm sufficient resident support to proceed with a detailed study; the notification letter is provided as Appendix A. This survey met the approval threshold (required support: 25%; achieved: 50%) and a detailed warrant & prioritization review for the full project area (Pillette Road to Jefferson Street) was carried out in May 2021. Based on the results of this review, South National was placed in the prioritization list for traffic calming studies. South National reached the top of the prioritization list in October 2021 and development of a traffic calming plan was initiated.

Discussion:

Development of the traffic calming plan took a number of key factors into account, as summarized in Table 1.

Table 1: Key Issues and Design Constraints

Factor	Details	Implications
Key Issues for Traffic Calming		
Traffic Speed	<ul style="list-style-type: none"> Speed limit: 50 km/h 85th percentile speed: 67 km/h 	These results indicate a high degree of speeding.
Traffic Volumes	<ul style="list-style-type: none"> 11,600 vehicles per day Target maximum traffic volume (Class 1 Collector): 6,000 vehicles per day 	These results indicate high traffic volumes for a street of this classification.
Cut-Through Traffic	<ul style="list-style-type: none"> 37% percent of traffic on South National does not have its origin or destination in the surrounding neighbourhood 	These results indicate that a significant amount – though not a majority – of the traffic on South National is cut-through traffic.
Collision History (2015-2019)	<ul style="list-style-type: none"> In the 5-year history, 17 collisions reducible by traffic calming were identified in the project area. The largest cluster (8 collisions) was at the South National / Jefferson intersection – a collision pattern involving left-turning vehicles was identified. 	These results indicate that traffic calming along the corridor would likely be effective at reducing collisions, and also that addressing the collision pattern involving left turns at the South National/Jefferson intersection should be considered a key goal for the traffic calming plan.
Key Design Constraints		
Road Classification	<ul style="list-style-type: none"> South National Street is a Class 1 Collector road 	South National Street is intended for relatively high volumes of traffic. Displacement of traffic onto nearby local streets would not be a desirable outcome.
Roadway Type	<ul style="list-style-type: none"> East of Norman Road, South National Street has a rural cross-section (i.e. ditches without curbs or catch basins) and gravel shoulders or no shoulders 	The rural cross-section of South National Street limits which traffic calming measures would be appropriate.

Factor	Details	Implications
Transit	<ul style="list-style-type: none"> Existing: transit route (Ottawa 4) on South National between Pillette and Ford Future (Transit Master Plan): no change to current routing in the project area. 	The traffic calming plan should accommodate transit buses between Pillette and Ford, including bus turning movements at intersections where the transit route turns off of South National.
Cycling	<ul style="list-style-type: none"> Existing: multi-use trail along the north side of South National. East of Norman, the trail is at road level. Future (Active Transportation Master Plan): no change 	<p>The traffic calming plan should be compatible with existing and future cycling infrastructure.</p> <p>The traffic calming plan should be designed to ensure that drivers do not drive on the multi-use trail to avoid traffic calming measures.</p>

Traffic Calming Plan and Public Open House

The traffic calming plan that was developed and presented to the public at the December 5, 2022 public open house included the following features:

- Installation of a median on Jefferson Boulevard at South National Street to prevent left turns;
- Speed tables along South National Street;
- Traffic calming curbs between South National Street and the adjacent multi-use trail;
- A pedestrian crossover on South National Street at Westminster Avenue; and,
- An uncontrolled cyclist crossing on South National Street at Balfour Avenue.

The presentation boards can be seen in Appendix A.

18 residents filled out the sign-in sheet at the public open house.

Residents were invited to express their opinion on the traffic calming plan presented and provide additional comments, if any. Feedback was accepted by comment forms at the open house as well as via 311 and online poll following the meeting. A summary of feedback received is provided in Appendix B.

Approval Poll

An approval poll of residents and business owners in the project area was carried out from January 25, 2023 to February 26, 2023. Respondents were invited to contact 311

or complete an online survey form. The notice letter, including the traffic calming plan presented for resident approval, is provided in Appendix C.

Residents were notified of the approval poll by a variety of methods:

- Mailouts to all property owners and tenants in the project area (January 25, 2023)
- One round of social media posts, geo-targeted on the postal codes for the project area (January 2023)
- Notification signs posted on South National Street

The results of the poll are summarized in Table 2. As noted, the resident approval criteria are not met; therefore, it is recommended that the traffic calming plan not be implemented.

Table 2: Approval Poll Results

Criteria	Minimum Required	Received	Criteria Met?
Response rate	50% response (78 out of 156 households & commercial properties)	12% (19 out of 156)	No
Level of support	60% of respondents voting “yes”	26% “yes” (5 out of 19 responses)	No
Overall	Both Criteria Above Are Met		No

An additional 58 responses were received from people outside the project area. Of these responses, 45% (26 responses) were in favour of the traffic calming plan. These responses from outside the project area are not included in Table 2.

In addition to a “yes” or “no” vote on the traffic calming plan, the poll provided an open-ended question where respondents could provide comments. The comments provided are attached as Appendix D.

Next Steps

Elements of the traffic calming plan may still be able to proceed separate from the Traffic Calming Policy process:

- **Pedestrian crossover on South National at Westminster:** can be prioritized against other pedestrian crossovers as a standalone project, or be installed at the time that the future active transportation railway grade crossing on the Via line at Westminster is installed.
- **Uncontrolled cyclist crossing on South National at Balfour:** can be installed as part of the future Reginald Street bikeway project.

- **Physical separators between multi-use trail and South National travel lanes:** can be prioritized against other projects in the Active Transportation Master Plan.

South National Street will be eligible for a new traffic calming review 3 years after this most recent review.

Risk Analysis:

The analysis for the traffic calming plan identified locations in the project area where traffic calming would provide a safety benefit and a likely reduction in collision frequency. If the traffic calming plan is not implemented, these likely benefits will not be realized.

Climate Change Risks

Climate Change Mitigation:

N/A

Climate Change Adaptation:

N/A

Financial Matters:

No expenditures are recommended by this report.

The estimated initial cost to install the South National traffic calming plan is \$517,000. Although not recommended to proceed, Should Council direct that this traffic calming plan be approved, it would become a priority over other plans currently under consideration. There currently is approximately \$545,000 in uncommitted funding in the Traffic Calming Capital Project available to implement the for traffic calming plans. This would be sufficient to fund the South National traffic calming plan. Funding for additional plans would be referred to future capital budgets.

Consultations:

Staff Consultation

The following departments were consulted during the development of the traffic calming plan:

- Operations
- Engineering
- Traffic Operations
- Operations – Maintenance

- Essex Windsor EMS
- Windsor Fire Rescue Services
- Windsor Police Service
- Transit Windsor
- Human Resources (Accessibility Coordinator)

Public Consultation

Key points of public consultation were as follows:

- Public open house (December 5, 2022)
 - Notification for the public information centre was by mailout to all property owners and tenants in the project area and geo-targeted social media posts.
 - Presentation boards were posted to the City website.
- Mailout to all property owners and tenants in the project area (January 25, 2022)
- One round of social media posts, geo-targeted on the postal codes for the project area (January 2023)
- Notification signs posted on South National Street

Conclusion:

Because the approval poll for traffic calming on South National Street between Pillette Road and Jefferson Boulevard failed to meet both the minimum response rate and minimum level of support given in the Traffic Calming Policy, Administration recommends that the traffic calming plan not be approved.

Planning Act Matters:

N/A

Approvals:

Name	Title
Cindy Becker	Financial Planning Administrator
Shawna Boakes	Executive Director of Operations & Deputy City Engineer
Chris Nepszy	Commissioner of Infrastructure Services and City Engineer
Joe Mancina	Commissioner of Corporate Services and Chief Financial Officer
Onorio Colucci	Chief Administrative Officer

Notifications:

Name	Address	Email
Councillor Kaschak		
Windsor Bicycling Committee		
Area residents and survey respondents (list provided to Clerks)		

Appendices:

- 1 Appendix A - Public Open House Display Boards
- 2 Appendix B - Feedback Summary - Comment Period Following Public Open House
- 3 Appendix C - January 25, 2023 Letter to Residents - Approval Poll
- 4 Appendix D - Approval Poll Open-Ended Responses



South National Street Traffic Calming

Pillette Road to Jefferson Boulevard

December 5th, 2022 – Public Open House
4:00 PM – 8:00 PM

What is Traffic Calming?

Traffic Calming is the implementation of mainly physical measures to:

- Reduce negative effects of motor vehicle use
- Alter driver behaviour
- Improve conditions for non-motorized street users



The objective of Traffic Calming are to:

- Reduce vehicle speeds
- Reduce cut-through traffic volume
- Reduce the number and severity of collisions
- Improve the neighbourhood environment

Background on South National Street

The speeding on South National Street from Pillette Road to Jefferson Boulevard were the original concerns.

The City reviewed the volume, speed, and other data such as collisions and general demographic of the area to determine that South National Street qualified for traffic calming measures.



South National Street at Westminster Boulevard (looking East)



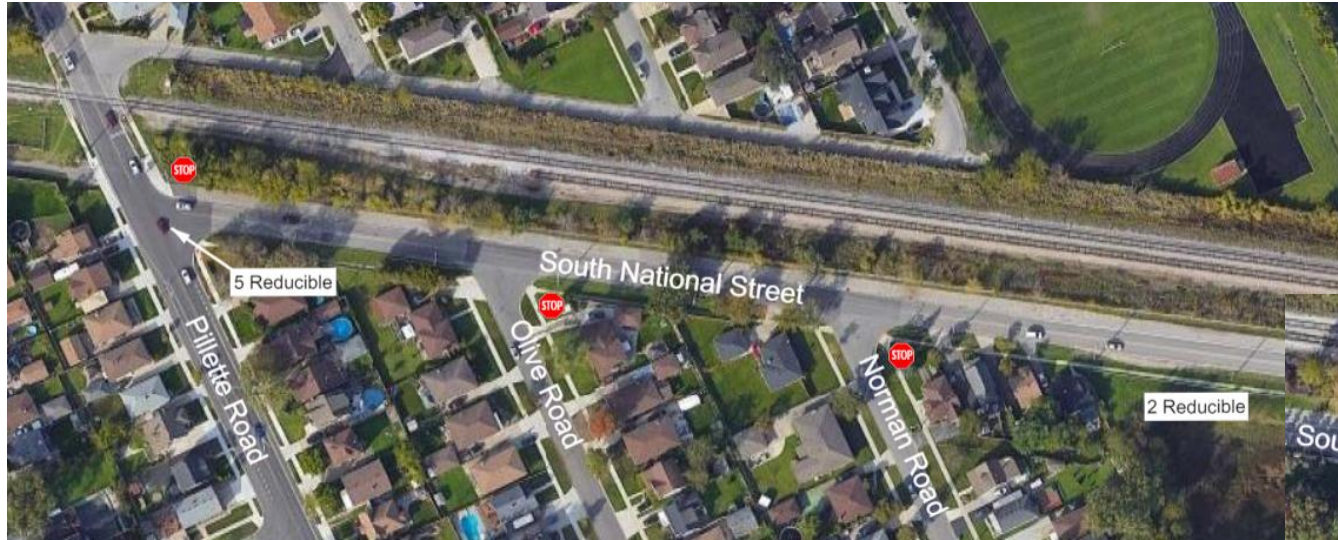
South National Street West of Jefferson Boulevard (looking East)



South National Street (looking West)

South National Street - Collisions Data (2015-2019)

Pillette Road to Norman Road



At Jefferson Boulevard



Polonia Park Place to Ford Boulevard



South National Street - Speed & Volume Data

Vehicles Per Day	Speed Limit	85 th Percentile Speed
11,573	50 km/h	67.0 km/h

South National Street – Cut Through Traffic

Based on our analysis we have found that 37% of the traffic volume is cut through traffic.



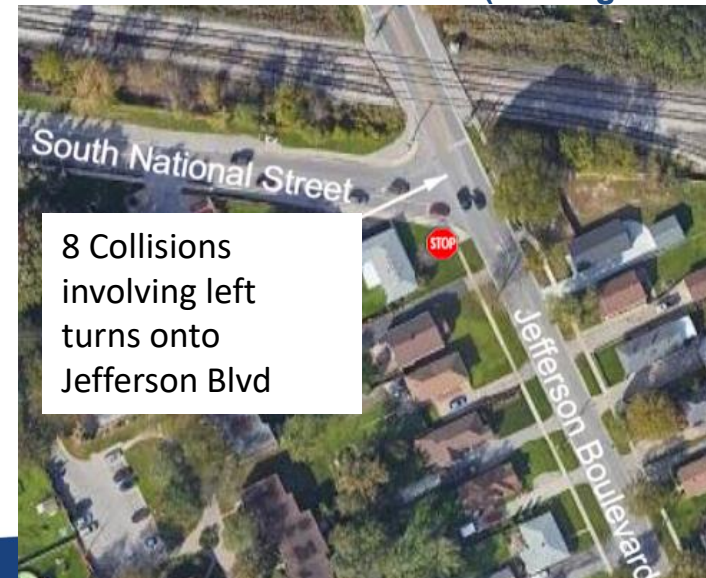
- To reduce speed and traffic volume the city is proposing to add **speed tables** from Pillette Road to Jefferson Boulevard along with **traffic calming curbs and planters**.

South National Street at Jefferson Boulevard

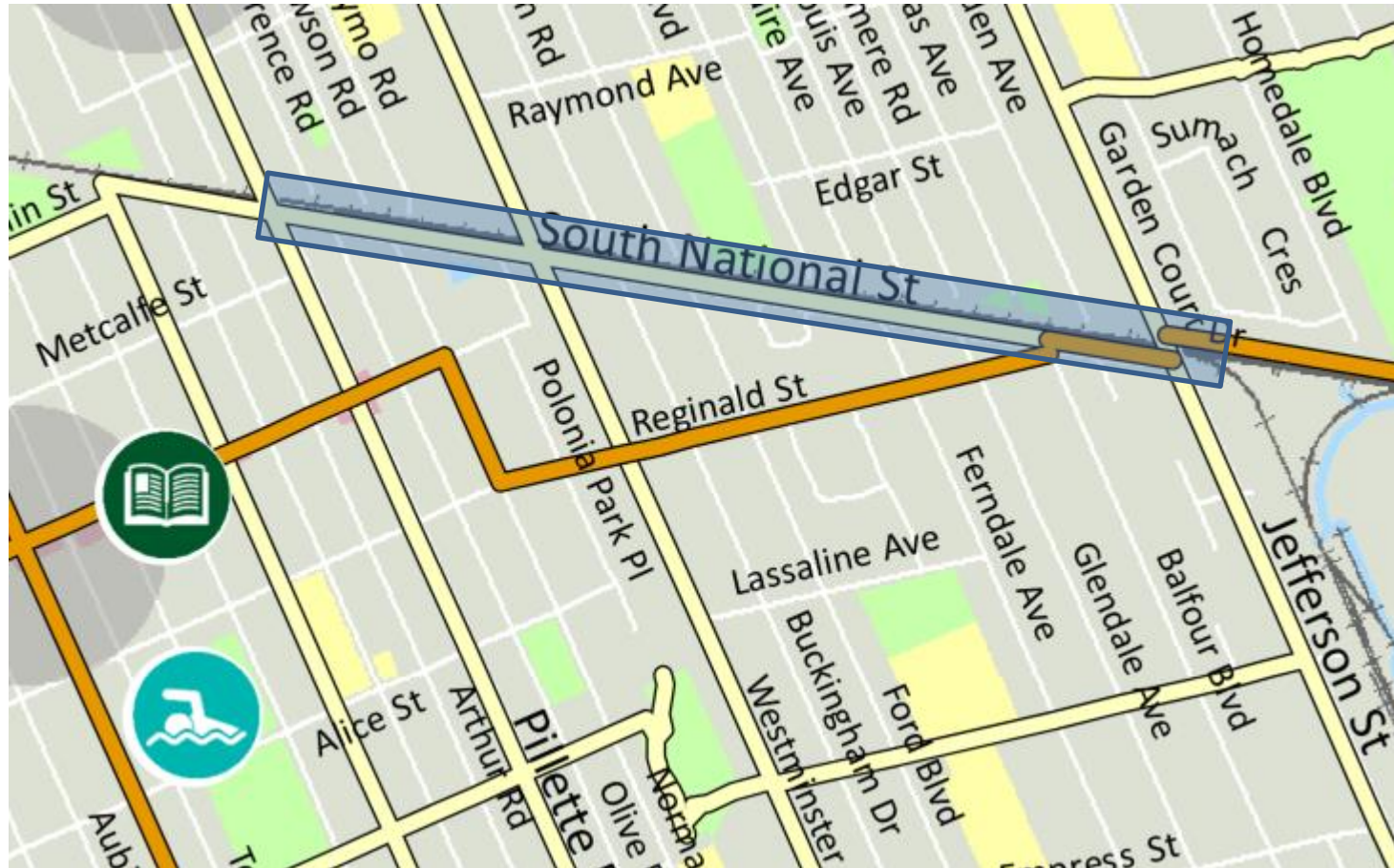
- A sight line review was completed at the intersection of South National Street and Jefferson Boulevard. As a result the city improved the grade of the road on Jefferson Boulevard in 2016.
- However, our current data suggests that the sight line issues are still present and has resulted in a number of left turn collisions.



South National Street at Jefferson Boulevard
(looking North)



South National Street - Active Transportation



- Study Area
- Downtown Grid
- Regional Spine
- Connector

South National Street - Active Transportation

As shown in the active transportation master plan, there are two locations where future cycling facilities are crossing South National Street.

- Westminster Avenue (including a future rail crossing for pedestrians and cyclists)
- Reginald Street / Balfour Boulevard

The city has taken this into consideration and has proposed for a **pedestrian crossover** at Westminster Avenue and an **uncontrolled cross-walk for cyclist only** at Balfour Avenue.

South National Street – Key Issues

- Based on the review, the study team identified the following key issues to be addressed with the traffic calming plan:
 - Left turn collisions at Jefferson Boulevard & South National Street
 - Speeds on South National Street
 - Cut-through traffic on South National Street

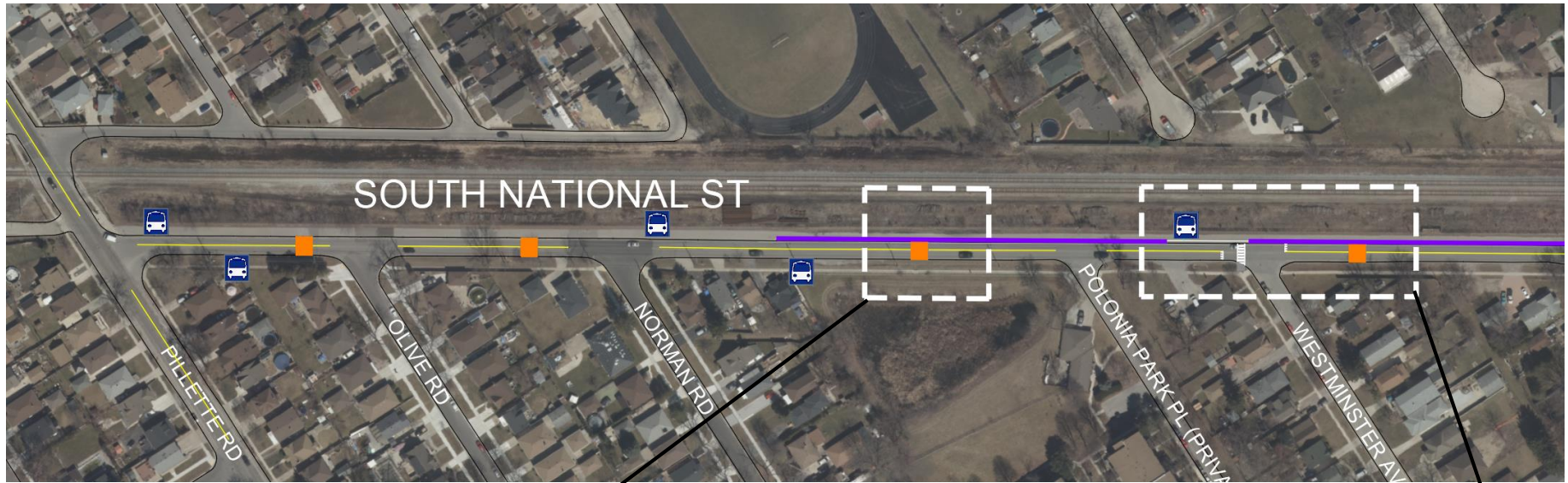
South National Street - Proposed Concepts



- Adding **speed tables** from Pillette Road to Jefferson Boulevard
- Adding a **pedestrian crossover (PXO)** at Westminster Avenue
- Adding an **uncontrolled crossride** for cyclists only at Balfour Boulevard
- Adding a **1m buffered lane with planters** and **traffic calming curbs** from Norman Road to Jefferson Boulevard.
- Adding a **median** to remove **left turns** at Jefferson Boulevard

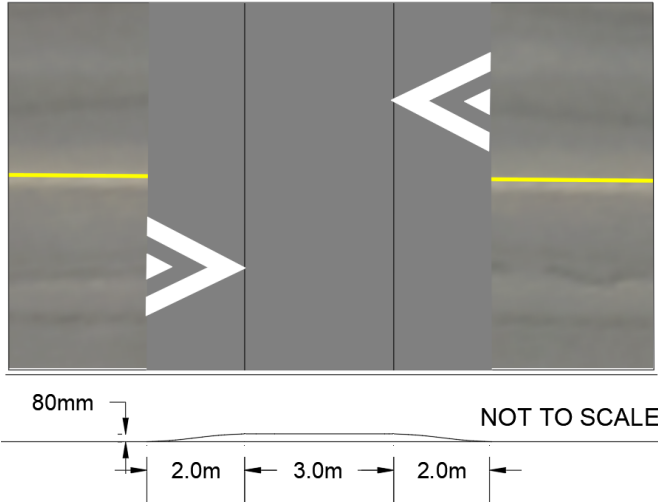
- The estimated construction cost is approximately \$517,018.86

South National Street – Pillette Rd to Westminster Ave (Section 1)

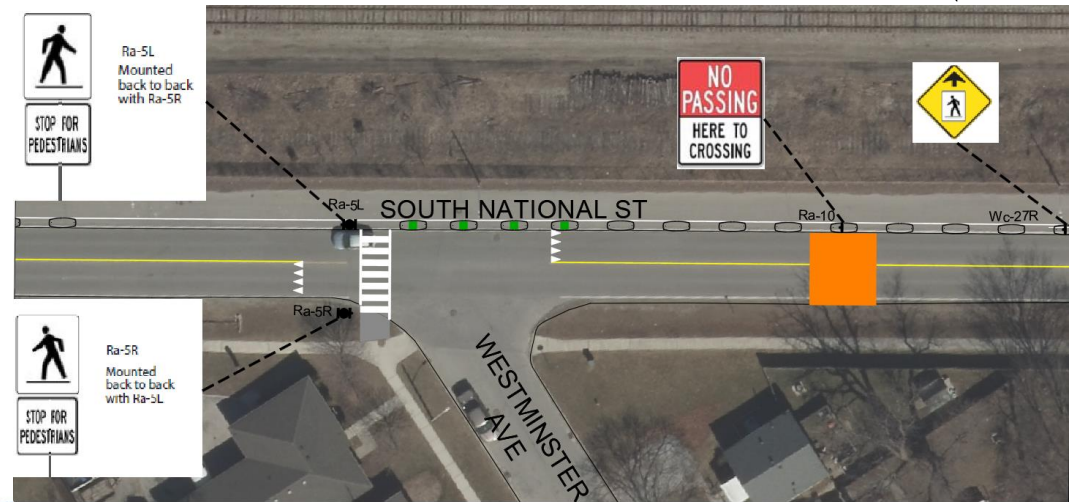


1m BUFFER WITH TRAFFIC CALMING CURBS; PLANTERS AT INTERSECTION

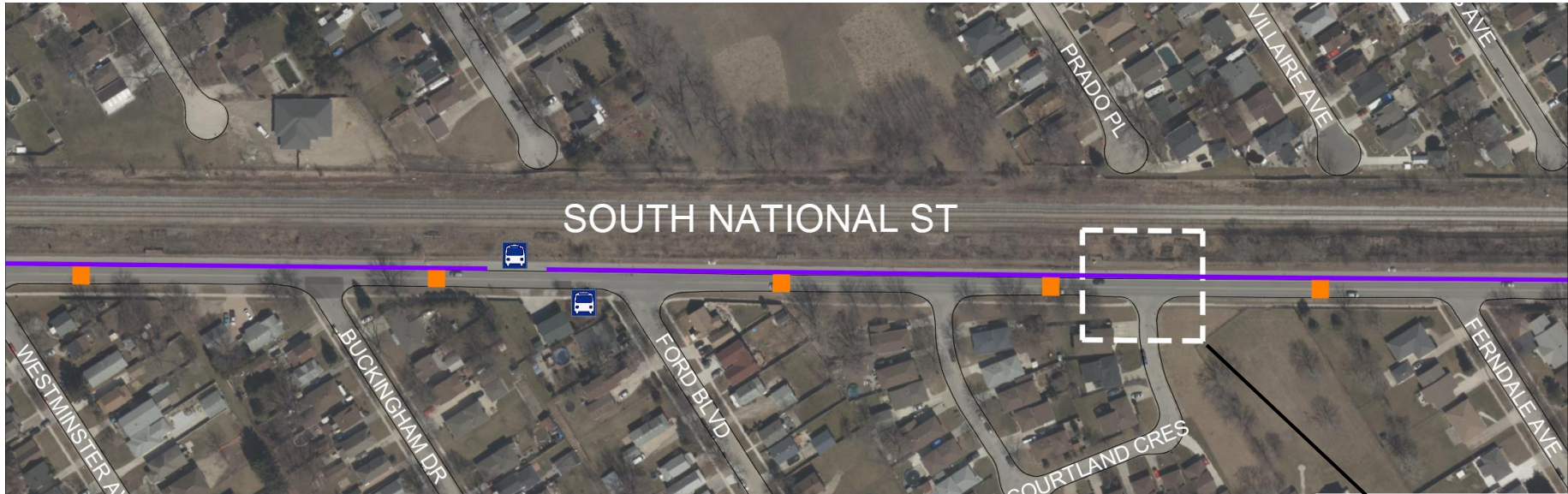
Speed Table



Pedestrian Crossover at Westminster Ave

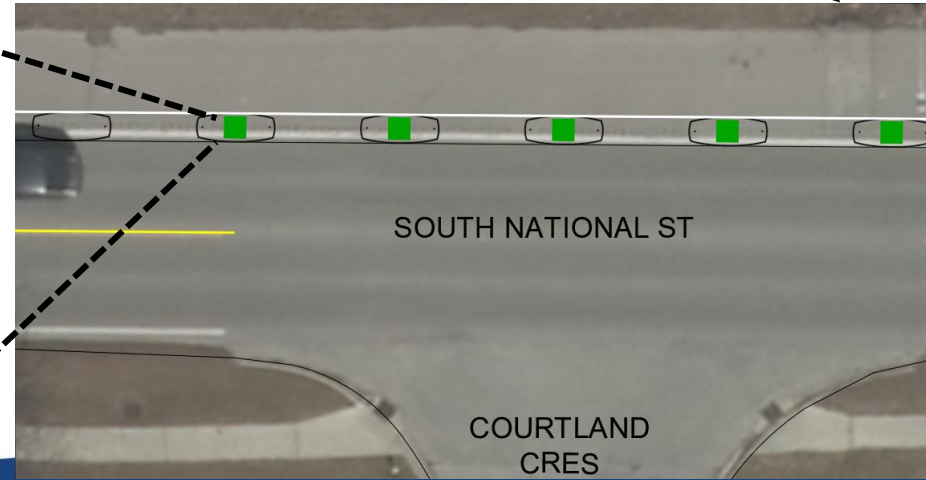


South National Street – Westminster Ave to Ferndale Ave (Section 2)



1m BUFFER WITH TRAFFIC CALMING CURBS; PLANTERS AT INTERSECTION

Traffic Calming Curbs with Planters



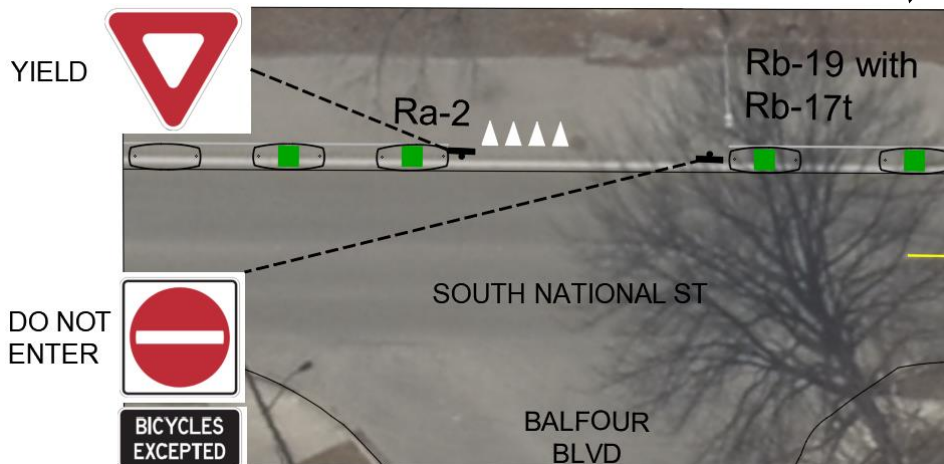
South National Street – Ferndale Ave to Jefferson Blvd (Section 3)



1m BUFFER WITH TRAFFIC CALMING CURBS; PLANTERS AT INTERSECTION

Median at Jefferson Blvd

Uncontrolled Crossing for Cyclist at Balfour Blvd



South National Street – Next Steps

Review feedback from residents and stakeholders

Please provide feedback by January 9, 2023

Finalize the Traffic Calming Plan

Resident Approval Survey

Report to Environment, Transportation and Public Safety Standing Committee

Council Approval

Thank You!



South National Street Traffic Calming

Pillette Road to Jefferson Boulevard

Please provide comments by January 9th, 2023

<https://tiny.one/southnationalsurvey>



City Council Agenda - January 9, 2023
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Appendix B

Feedback Summary – Public Open House December 5, 2022

South National Street (Pilette to Jefferson) Traffic Calming

This summary reflects comments received at the public open house and during the subsequent public comment period (December 5, 2022 to January 9, 2023). Residents were able to provide comments by:

- Paper form (in person at the PIC)
- Online survey
- 311 (by any of the methods available to contact 311)

Survey questions were the same for all response methods. 39 responses were received, though not all respondents answered all survey questions.

The survey asked respondents to rate their support for features of the proposed traffic calming plan on a scale from “strongly disagree” to “strongly agree”. Responses are summarized in Table 1. Percentages may not total to 100% due to rounding.

Table 1: Response Summary – Post-Open House Survey

<i>Please Express Your Opinions on the Proposed Traffic Plan:</i>	Response				
	Strongly Disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree
Speed Tables from Pilette Rd to Jefferson Blvd	8% (3 responses)	0% (0 responses)	15% (6 responses)	18% (7 responses)	59% (23 responses)
Adding a Median at Jefferson Blvd and removing left turning lanes	26% (10 responses)	18% (7 responses)	11% (4 responses)	18% (7 responses)	26% (10 responses)
Pedestrian Cross-over at Westminster	5% (2 responses)	11% (4 responses)	11% (4 responses)	32% (12 responses)	42% (16 responses)
Uncontrolled Crossing for Cyclists at Balfour Blvd	11% (4 responses)	0% (0 responses)	39% (15 responses)	29% (11 responses)	21% (8 responses)

The survey also included an open-ended question to allow respondents to provide comments on the proposed traffic calming plan. Responses that were provided to this question are given in Table 2.

Table 2: Open-Ended Survey Responses

<i>Do you have any comments about the design concepts?</i>
Live almost at corner of Jefferson and S National. Have heard accidents and near-misses for decades. Urged City in the past to investigate having traffic light co-ordinated with train times at this corner but realize that is impossible due to huge expense. Happy to see something now being discussed to make this area safer, but sorry there may be no L turn from S National heading N on Jefferson.
Living 1.5 blocks from southnational , i make a left turn from jefferson every single day to get to work. Blocking this will add 5-10 minute longer commute
Taking away the left turn will cause all traffic wanting to turn left, will turn right and use our houses driveways as the left turn. This now happens when there is a train crossing the tracks. This would be unacceptable and no way to be able to stop this from happening.
All this money to what? You offer stopping left turns at Jefferson? Where does all the extra traffic go? THIS is the only thing that should physically be fixed.
Taking away the left turn lane on Jefferson is an idiotic idea. A couple of speed bumps for traffic traveling south placed about seven apart would reduce speeding at that intersection.
In my opinion South National is great for efficient westbound Jefferson to Pillette traffic(avoid many lights on Tec. or Wyandotte) the road is underused, and surprising has few speeders(with little or no police presence/enforcement). The angle of South N. allows left hand turns from Jefferson to be made at a decent speed, rather than starting from standing stop when turning north on jefferson from SN ...I'm VERY MUCH OPPOSED to prohibiting lefts onto SN from Jefferson....I suspect southbound Jefferson through speeders are the leading cause of accidents here. If lefts are banned from Jefferson onto SN, essentially SN would become a one way street. I'm guessing a high percentage of westbound SN traffic is from end to end, rather than neighbourhood street traffic emptying onto SN. I don't think speed tables(mini speed bumps) are needed because again I rarely see speeders on SN...Again all of these are my anecdotal point of views, your stats may vary lol
A problem: Due to the removal of the left turn onto Jefferson, I think many people will go down to East Gate Estates (Lassaline entrance) to perform a turn-around and cause further traffic issues. A traffic light could be the answer instead.
No left turn at Jefferson, will redirect the traffic to residential streets, which will increase traffic and speed on the streets. If the hill at the tracks was removed left turn's would not be an issue.
At the open house, one of the posters showed a raised median where the current left turn lane is located. Our driveway exits onto South National. From what I saw and was told that I would only be able to turn right. That is unacceptable. We need a cut-away in that median to allow us to turn left onto South National.
I love any improvement to South National. When the bike/walking path was added it helped with pedestrians and bikes having to cross to the south side of SN.
Uncontrolled, wrong we need flashing light system where pedestrian push button, lights start flashing. Especially at night time and worse late October to late March when sun up and sun down it is dark out. This could have been on a display board; "How the Field's control Railways" because my first response was to put lights on both ends of South National. Kind man explained how Transit Canada controls/overrides what can and can not happen plus there would have to be a section of land or median 50m from the tracks before any stop lights are considered. That was something new for me and could have been presented. Also, DROP THE SPEED DOWN TO 40KM/H.
Glad something is being done
Much needed changes to the intersection at Jefferson and South National. I work in the area and travel these roads frequently and see issues often. I think these changes will be very helpful!

<i>Do you have any comments about the design concepts?</i>
I like the idea of traffic calming on South National but it is just such a convenient cut through, which I know you are all trying to prevent. Safety first! I think we all appreciate a safer street especially neighbours
Glad to see the bike/pedestrian lane protected. Removing the left turn will help make it safer.
Happy to see protected paths
We think it's a good plan.
Great ideas, the addition of a median at Jefferson seems so basic and we should have implemented this decades ago.
Absolutely ridiculous, my question is how much did this survey already cost us.
Better than expected!
1. Uncertain about the "Uncontrolled " crossing for cyclists - what is the level of safety for the cyclists? 2. With the addition of a median at S.National & Jefferson will northbound traffic on Jefferson move over to Balfour Blvd in order to make a left turn onto South National? (also creating more of a safety issue for cyclists at the uncontrolled crossing at Balfour?)
Speed bumps only work if people slow down
Jefferson should have a controlled traffic light at south national to ensure safety left turns, and will slow cars flying over the tracks which are hard to see at times.
So we put in these tables that know make a new obstacle to avoid at high speed. Great ! Crossing is not the issue. If you wait a bit , the traffic will allow for crossing. I do this daily. I have seen so many accidents from motor vehicles and motorcycles that it is tragic. None of these suggestions in my mind will make any difference with people who decide to use it as a raceway. Too long a stretch without a full stop. Road is far too narrow for a median. Plus, that won't make a difference speeding.

January 25, 2023

RE: APPROVAL POLL

Traffic Calming Plan – South National Street (Pillette Road to Jefferson Boulevard)

Dear Resident,

We heard your concerns about the traffic safety on South National Street. As a result, a Public Open House was held to present a draft traffic calming plan to the public for feedback on Monday December 5, 2023. Below are the main features for traffic calming that we have proposed:

Traffic Calming Features	
• Speed Tables	• From Pillette Road to Jefferson Boulevard
• Traffic Calming Curbs and Planters	• Traffic calming curbs are from Norman Road to Jefferson Boulevard • Planters on the traffic calming curbs are located at the intersections
• Pedestrian Crossover	• Located at Westminster Avenue
• Uncontrolled Crossing	• Located at Balfour Boulevard
• Median	• Located at Jefferson Boulevard preventing vehicles from turning left onto Jefferson Boulevard and South National Street
Total Estimated Cost for Traffic Calming: \$517,000	

The plan will be brought forward to Council for consideration if the required level of residential approval described below is reached:

- A minimum of 50% of the households and commercial properties must respond within the polling area, and from this 60% must indicate their support for the Traffic Calming Plan.

Project related information including this document can be located at <https://tinyurl.com/tcalming> or search for “traffic calming” on the City website (www.citywindsor.ca).

To determine the level of support, we are asking neighborhood residents and property owners to respond by completing our survey online at <https://tiny.one/southnationalstsurvey>.



Alternatively, you can vote by calling 311:

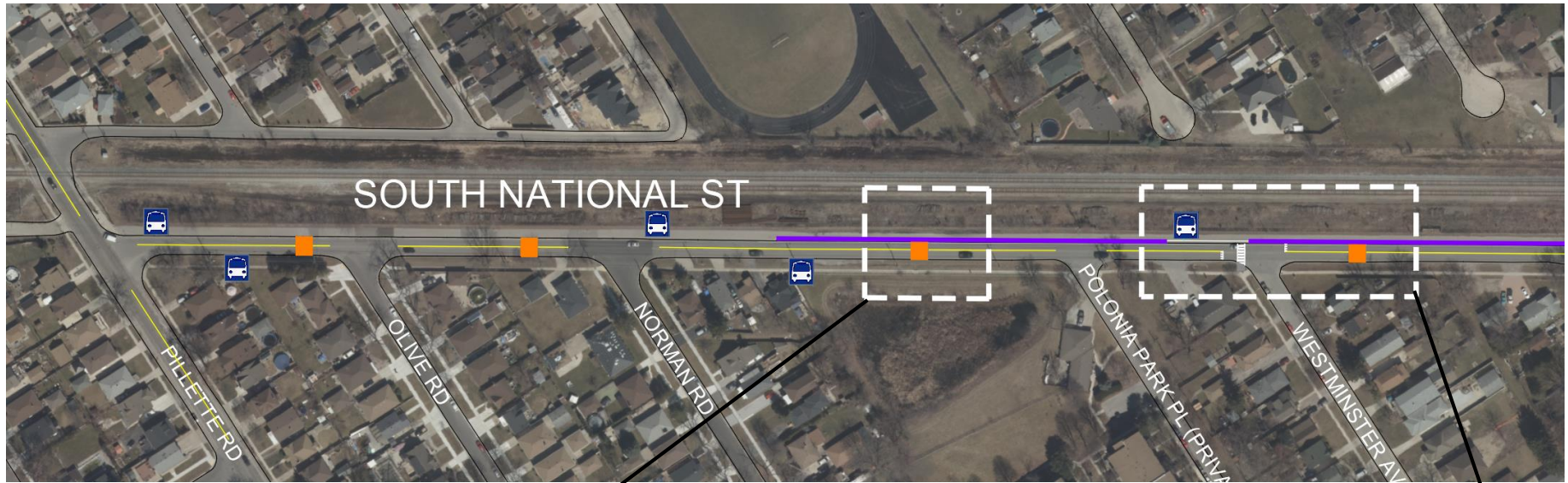
- Identify that you are calling about the South National Street traffic calming plan
- Provide your name and address
- Indicate whether you support the traffic calming plan

Note that the City's 311 Call Centre is open from 8:00 a.m. to 5:00 p.m., Monday to Friday. The survey will be open until **February 26, 2023** (Only one vote per household will be considered).

If you have further comments or questions on this project, please do not hesitate to contact Shannon Deehan, Transportation Planning Coordinator, at 519-255-6100, ext. 6188 at your convenience.

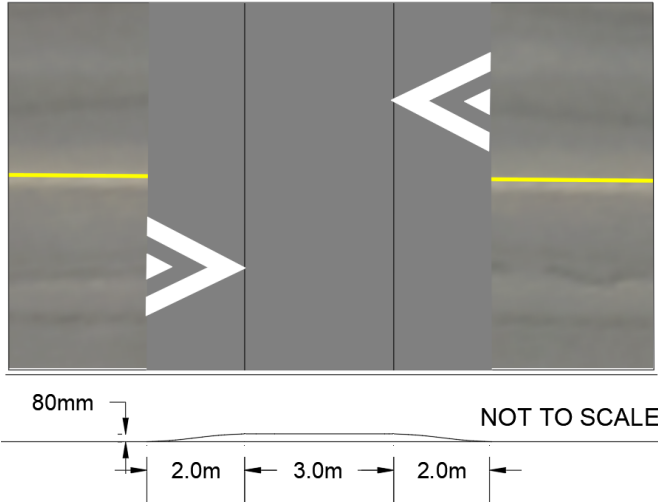
Yours Truly,
Jeff Hagan, P. Eng, PTOE
Transportation Planning Senior Engineer
cc: Deputy City Engineer of Traffic Operations, Ward 8 Councilor

South National Street – Pillette Rd to Westminster Ave (Section 1)



1m BUFFER WITH TRAFFIC CALMING CURBS; PLANTERS AT INTERSECTION

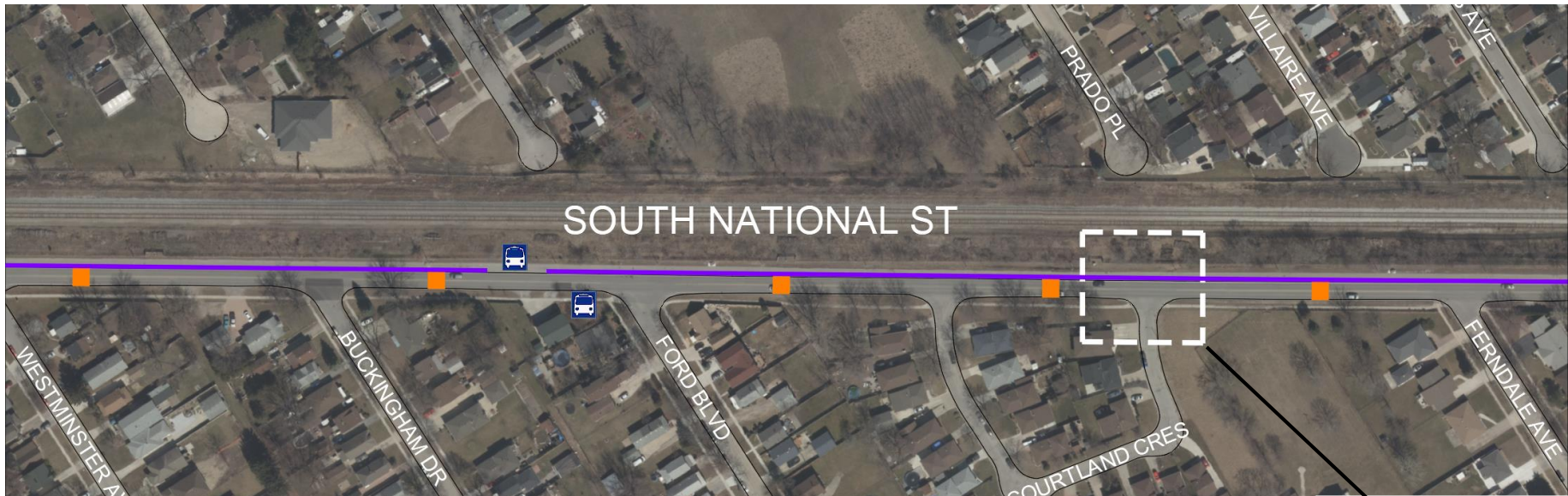
Speed Table



Pedestrian Crossover at Westminster Ave

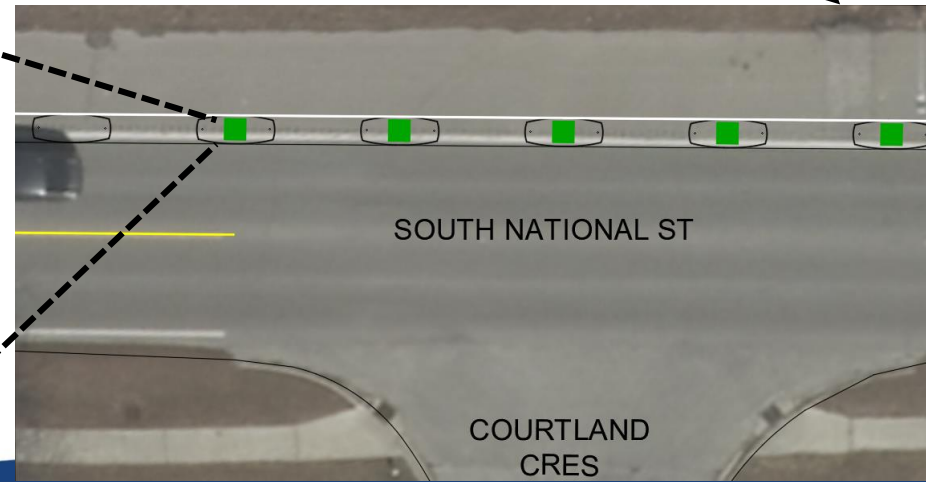


South National Street – Westminster Ave to Ferndale Ave (Section 2)



1m BUFFER WITH TRAFFIC CALMING CURBS; PLANTERS AT INTERSECTION

Traffic Calming Curbs with Planters



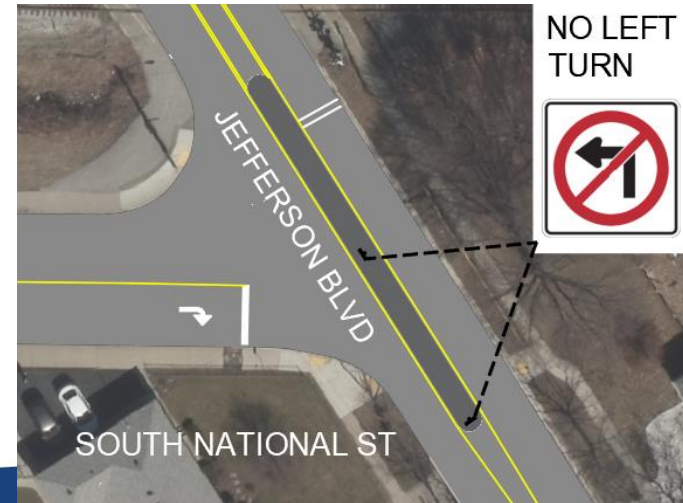
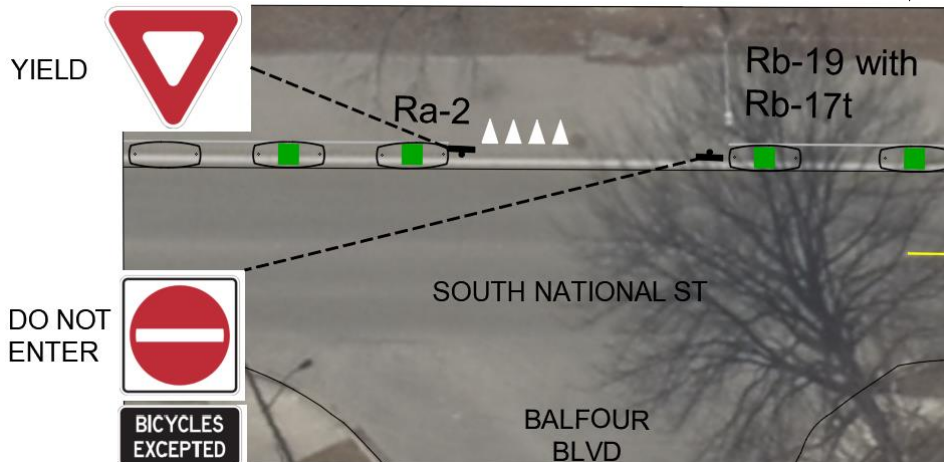
South National Street – Ferndale Ave to Jefferson Blvd (Section 3)



1m BUFFER WITH TRAFFIC CALMING CURBS; PLANTERS AT INTERSECTION

Median at Jefferson Blvd

Uncontrolled Crossing for Cyclist at Balfour Blvd



Appendix D

Approval Poll – Open-ended Question Responses

South National Street (Pillette to Jefferson) Traffic Calming

Do You Have Any Further Comments?
Not a good idea.
I travel quite regularly using Wyandotte east of Jefferson. The only options to access Wyandotte would be to drive west down South National to Pillette and down to Wyandotte to go east or turn right (because no left) onto Jefferson to Tecumseh to Lauzon Parkway to Wyandotte. This not only adds to time drive time but adds to fuel costs. Pillette north of the tracks is already congested at most times. This is the same issue with Jefferson south of the tracks. This area is already quite busy and backed up regularly. All this will do is make this problem worse. South National doesn't have a lot of traffic so I'm not sure why we need a crosswalk light. Myself and many others use the bike path to bike, rollerblade, walk our dogs ect. I've never seen anybody have trouble safely cross the street. Like I said we just don't have a steady traffic it's very sporadic. I do agree we need some barriers along the path but I'd prefer cement flower pots that could beautify the area. The reason this area has asked for this and traffic calming is not because of the amount of traffic that is on South National but those few that like to use this street like a drag strip. There is a small percentage because it is such a long street like to speed, do burn outs or just see how fast their bike/car can go. It happens all year long with the summer being the worst. You hear bikes screaming going full out and vehicles doing burn outs all hours of the night. I've also seen impatient drivers use the bike lane to pass vehicles that aren't moving fast enough for them. The bike lane is used a lot and sooner or later someone is going to get hurt. We used to have a regular police presence on South National which curbed this behavior...I know because they would park on our corner on Courtland. It's not that we need fewer vehicles using South National, we need to control those that seem to think it's their personal drag strip.
The people cannot turn left from South National to Jefferson and that is how she would get out of her driveway.
Typical of the city doing things the hard way . Why not just put a light at Jefferson. I use this route frequently and if Jefferson traffic going North used their turn signals properly,I think there would be far fewer accidents. I personally never have seen a single accident. I do think people travelling on Jefferson travel a bit to fast while those on South national usually don't speed in my view...My opinion is the city is fixing things that aren't broken....It is also a waste of taxpayer dollars....!
I live on the north side of the south national tracks and something has to be done , it's like a mile long drag strip and it goes on nightly , put in speed bumps !
When can we expect it to proceed
Area residents will be forced to use the dangerous Wyndotte/Pillete intersection to access the Riverside area if you take away the left turns at Jefferson.
I frequently turn left off Jefferson onto South National.
An additional railway crossing is needed as well as a light at this crossing
To add to my previous comments, speeding isn't really an issue here, there are only FIVE houses and 1 commercial property fronting on this entire 1 mile stretch of Jefferson->Pillette..to lose the ability to travel easily and quickly from Jefferson to Pillette, means longer travel times(by needing to deal with traffic and traffic lights on Wyandotte or Tecumseh) and needless idling /wasting gas. Why would we do this when have a perfectly flowing east/west artery route. This would also create more traffic/congestion on both Wyandotte and Tecumseh....Who would benefit??? the people in the FIVE houses???What would be the advantage of doing this???? sincerely Robert Collins
Speed tables - No; Barriers along the walkway on the North side of South National adjacent the rail road for pedestrian safety - Yes; Restricting left turns onto Jefferson - No; Addressing sightline issues at Jefferson and South National - Yes
There should be small more gaps in the traffic calming curb to allow easier access to the protected area for people walking and wheeling. People in wheelchairs can't simply step over the curb.

Why not just put an advanced green traffic signal at Jefferson?
I love the no left turn from S National St to Jefferson. Not sure the effectiveness of the planters, but I like the idea of engineered roads to reduce speeds rather than just posting signs and painting lines.
There should traffic calming throughout the entire city. It's ridiculous the amount of accidents and pedestrian fatalities in this city due to bad driving!
Need 3 way stop at Balfour & Coronation. Because Coronation deadends at Balfour people assume there is a stop sign for Coronation. Been almost hit a few times because people expected me to stop.
I live on the other side of the train tracks and especially during the warmer months we can hear cars and motorcycles racing down south national all the time.
This whole project and road are being thrown out the window for how it was intended and used for. The road was installed, to stop people from cutting across CNR (now VIA Rail) property and give access to Tecumseh road and Tecumseh. The road was only put into place from Pillette to Jefferson, as their was building constraints from George ave to Pillette. The road let users get to the town of Tecumseh and Green Giant and other areas. This was before Wyandotte went through and Riverside was having high potential of flooding over. The whole idea was to make the ease of getting from Walkerville to the Warehouse houses was easy route and between and not have a problem. Now move ahead 50+ years, we have changed somewhat, but still Wyandotte does not go into Tecumseh without a zigzag and it goes into neighborhoods, not into the core, Riverside is very residential, while south national is by it self and minimal housing and is a bypass and goes between 2 main arteries. Removing the left, just moves the users to go to Wyandotte at Jefferson. You also have to realize the secondary use of South National was to connect to Seminole/Shepard (originally called Seminole to the west end). Yes the mini zigzags help people get around and also not worry about the wyandotte viaducts and the original design of wyandotte as a 2 lane road for most of Riverside to past pilette village to Walkerville and to the city core. Maybe instead of taking the left turn out, put a street light at Pilette and Jefferson on both ends. It will help the left turn people. Maybe work with Via Rail and also take out a couple houses and widen the Jefferson and South National corner, add-on a street light and work with the railroad. Most accidents happen at Jefferson and South National, after a train has cleared or a train is working around the crossing and the gates go up and down and people are at a rush. Work with Via Rail to fix that. Yes adding in big speed bumps might help, but putting in a 3 way stop at Ford Ave is good and maybe 1 more along that route, to help slow down people. Look at those options. Lots of things can be done and fixed with out major changes.
I believe this would cause other disturbance issues, rerouting traffic with much more difficulties. I believe Balfour St. would become a raceway as well as other neighbouring streets and be a credible danger to residents and children. This calming proposal would only create more congestion in other areas less equipped to handle to on slot of additional traffic in otherwise calm residential streets which I'm sure is unacceptable to a greater number. This is definitely not beneficial for East Gate Estates residents to which there are 125 units. In particular parking lot #'s 1 & 2 where there are at least 30 units left unable to access from Jefferson Ave. This is not the correct answer.
Your proposal for no lt. turns will not work until people stop speeding over the tracks. Getting out of our driveways can be a problem. We can't see them until they are on top of the tracks and then they are going so fast that they start laying on their horns. Also they are going to start turning around in our driveways, which they do already when there is a train.
I support most of the measures However I do not agree with eliminating left hand turns onto South National from Jefferson.
He has a few questions about the diversion of traffic before he can change his opinion
We are all for it!!! should have come sooner
I drive South National every day to and from work. I do not witness cars speeding recklessly during my commute. Occassionaly there will be radar traps set up that seem to keep the drivers in check. I myself (to be honest) will slip a bit past 50, but NEVER past 60 at anytime on the road.
I think it would be more effective to simply have a police officer who is ticketing offenders. I drive this street 5-10 times per week. Yes people speed. They drive in the bike lane. But I have never, in 22 years of living here seen a police officer on South national. Ever.
3 stop at jefferson and south national to many accidents
Pillete from Seminole to Riverside needs assessment. There has been pedestrians killed, and I watch Brennen high school students try to cross Pillete dangerously daily. Absolutely they drag race and speed down south national. Very dangerous. There needs to be better crossing at S. National and at Ontario.

As a person that uses this stretch for running and cycling, I am in strong support of the traffic calming plan. It will make it safer for the area, especially a new median at Jefferson and South National St. to prevent left turns.
No need waste of time and money
Though the radar provided by the police is quite adequate. It isn't effective enough because it isn't frequent enough. Installing speed bumps will result in damages to vehicles just doing the speed limit. Also those that use the road as a drag strip will lose control of their vehicles much easier
Some of the concepts here are good, but I don't think that removing the left turn from Jefferson onto South Nation will help traffic in the area. I think the main problem is the left turn from South National onto Jefferson. I take this route every day and you have a decent line of sight to turn onto south national, but it's really hard to see turning left onto Jefferson, you have to pull up well beyond the stop line on the road to even kinda see.
If left turns are prohibited from South National to Jefferson there will be rear end collisions from drivers attempting to turn around in driveways on the east side of Jefferson so they can go northbound. A traffic light would be better at this intersection.
I believe that instead of eliminating left turns at Jefferson, a tragic signal should be installed. Ever since I started driving 56 years ago, it was obvious that a traffic light was needed there, not just a flashing red/amber. Traffic at Pillette and Wyandotte turning right is dangerous with limited sight lines and busy at most hours. An alternative route is needed, going to the east. Train traffic and the occasional train blocking the Pillette route make another route to the east imperative.
The median on Jefferson to prevent people from turning left is how the residents get to their homes. This issue caller does not agree with it. The turn left from South National to Jefferson is more dangerous because the tracks are there and you cannot see the oncoming traffic. The traffic would just be re routed up Balfour. Survey completed by 311 staff
I live right on South National and cannot wait to see the improvements that will slow the traffic. Sometimes, I think a car is going to come right in my front room. So thank you sooooo much for doing all this work to make it safer on this street!!
I don't think they should stop the left hand turn off of Jefferson also there are to many speed bumps
We should be able to turn left onto South National from Jefferson instead of having to congest Jefferson at Wyandotte to drive west.
left hand turn from Jefferson to South National is his cause for disagreement- still wants to be able to make the left hand turn
major concern is the no left turn coming from Jefferson to South National.
I don't believe the turning left from Jefferson to South National should be taken away...this is only going to cause more gridlock and traffic at Jefferson and Wyandotte further up for anyone needing to turn left onto Wyandotte
Would support if not for speed bumps and median on Jefferson preventing left turn. That would effectively make the street unusable for most.
We do not agree with the proposed median at Jefferson and South National
311 on behalf of resident. Would support speed humps. USA has mobile bumps. Flexible and movable. This would be a good solution as they could be used where needed.
I would agree to the purposed speed tables, traffic calming curb and planters, crossover and crossings. I oppose the median at Jefferson as it restricts access to Wyandotte, potentially restricting emergency vehicle access. This would cause Pillette to become more congested with traffic and cause unsafe conditions for pedestrians and drivers alike.
No left turns at Jefferson. How far must one go when the only other cross streets to Wyandotte are Pillette or Lauzon. A cross walk for who ? People just cross at the ends of their streets . No one is walking all the way to this costly crosswalk when I can just cross over wherever? I have no idea what your speed table even means . I live on the corner and have never had an issue crossing. I do have a problem with the speeders and now we have city buses on this stretch of the road. Talk about traffic calming. How about we address all the cars that pull over and stop on the walkway on the railroad track side of the road with the walking / biking path.
if people are walking on the space between the railroad tracks and the street (pedestrians and cyclists) - a concrete barrier would be suggested

I like the planters. It's very annoying to see so many vehicles that park along the MUT. Also, the intersections at Jefferson and Pillette are extremely tricky for cyclists. I truly hope they will be tested by bike by the traffic folks planning these changes so they can experience this for themselves. I would never want any children to cross with their bikes at these two intersections.

Cars driving on the shared use sidewalk/bike path are an issue. Usually to pass someone turning left, but sometimes just because of inattentive drifting. It's very scary some times. Protected barrier is required to prevent death.

Item No. 8.6



Committee Matters: SCM 117/2023

Subject: Zoning By-law Amendment Application for property known municipally as 3565 Forest Glade Drive, Z-045/22 [ZNG-6943], Ward 8

Moved by: Councillor Angelo Marignani

Seconded by: Member Anthony Arbour

Decision Number: **DHSC 489**

- I. THAT Zoning By-law 8600 **BE AMENDED** by changing the zoning for the lands located on the northwest corner of Forest Glade Drive and Meadowbrook Lane, known municipally as 3565 Forest Glade Drive (legally described as Part of Lots 125 & 126, Concession 2; Parts 15 to 28, Reference Plan 12R-22621), and shown on Figure 2 herein, by deleting and replacing site specific provision Section 20(1)67 with the following:

67. NORTH SIDE OF FOREST GLADE DRIVE, BETWEEN LAUZON PARKWAY AND MEADOWBROOK LANE

(1) For the lands comprising of Part of Lots 125 & 126, Concession 2, Parts 1 to 12, 30 & 31, Reference Plan 12R-22621, known municipally as 3575 Forest Glade Drive (PIN No. 01381-0106 & Roll No. 070-740-00110) and 3585 Forest Glade Drive (PIN No. 01381-0104 & Roll No. 070-740-00120), a *Motor Vehicle Dealership* shall be an additional permitted use.

(2) For the lands comprising of Part of Lots 125 & 126, Concession 2; Parts 15 to 28, Reference Plan 12R-22621, known municipally as 3565 Forest Glade Drive (PIN No. 01381-0103 & Roll No. 070-740-00100), a *Multiple Dwelling* shall be an additional permitted use and shall be subject to the following additional provisions:

- | | |
|--|-------------------|
| a) Lot Coverage - maximum | 35.0% of lot area |
| b) Main Building Height - minimum | 4 storeys |
| c) Main Building Height - maximum | 30.0 m |
| d) Accessory Building Height - maximum | 5.50 m |
| e) Building Setback from 0.30 m reserve abutting Forest Glade Drive | 6.0 m |
| f) Building Setback - minimum | |
| i. From north interior lot line abutting 3181 Meadowbrook Lane (P.I.N. No. 01381-0094) | 70.0 m |
| ii. From east interior lot line abutting 0 Forest Glade Drive (P.I.N. No. 01381-0051) | 3.0 m |
| iii. From west interior lot line abutting 3575 Forest Glade Drive | 13.0 m |
| g) Landscaped Open Space Yard - minimum | 25.0% of lot area |

- h) Notwithstanding Section 24.40.1.5: Table 24.40.1.5, the required number of Loading Spaces for a Multiple Dwelling with a Gross Floor Area Over 15,000 m² to 22,500 m² shall be two (2).
- i) Notwithstanding Section .3 of Section 25.5.20.1: Table 25.5.20.1 - Parking Area Separation, the minimum separation from the north interior lot line abutting 3181 Meadowbrook Lane shall be a minimum of 3.00 metres.
- j) A minimum *Parking Area Separation* of 3.00 metres shall be provided between *Parking Space* rows, save and except a *Parking Space* row that is accessed from 3575 Forest Glade Drive.
- k) A *Parking Area*, *Parking Space* and *Loading Space* shall be prohibited from being located between a *Main Building* wall and Forest Glade Drive and a *Main Building* wall and the Meadowbrook Lane.
(ZDM 15; ZNG/6943)

II. THAT, at the discretion of the City Planner, Deputy City Planner, or Site Plan Approval Officer, the following **BE SUBMITTED** either prior to, or with, an application for site plan approval:

- a. Noise Study completed in accordance with the applicable policies set forth under sections 5.4.5 and 10.2.11 of the Official Plan to evaluate the potential impacts of noise associated with Forest Glade Drive, Lauzon Parkway and the Ford Motor Co. Windsor Engine Plant on the proposed Multiple Dwelling and recommend abatement measures where warranted to ensure that the indoor sound level limits set forth under the Ministry of the Environment, Conservation and Parks' *Environmental Noise Guideline - Stationary and Transportation Sources - Approval and Planning (NPC-300)* document are met.
- b. Updated documents, reports, or studies, including any addendum or memorandum, submitted in support of the applications for amendment to the Zoning By-law 8600 to reflect the site plan for which approval is being sought.

III. THAT the Site Plan Approval Officer **BE DIRECTED** to incorporate the following, subject to any updated information, into an approved site plan and executed and registered site plan agreement:

- a. Centralized mail facility for Canada Post.
- b. Mitigation measures identified in the aforesaid Noise Study (if applicable), subject to the approval of the City Planner, Deputy City Planner, or Site Plan Approval Officer.
- c. Servicing and right-of-way requirements of the City of Windsor - Engineering Department - Right-of-Way Division contained in Appendix F of this report and measures identified in the Sanitary Servicing Memo prepared by Dillon Consulting and dated November 11, 2022, subject to

the approval of the City Engineer and the Essex Region Conservation Authority.

- d. Transportation requirements of the City of Windsor Transportation Planning Division contained in Appendix F of this report and measures identified in the Transportation Impact Study prepared by Dillon Consulting Limited and dated December 16, 2022, subject to the approval of the City Planner, City Engineer, or Transportation Planning Senior Engineer.
- e. Urban Design requirements based on comments from the Landscape Architect contained in Appendix F of this report.

IV. THAT the Site Plan Approval Officer **CONSIDER** the following matters in an approved site plan and/or executed and registered site plan agreement:

- a. Comments from the Asset Planning Department contained in Appendix F of this report.
- b. Comments from the Essex Region Conservation Authority contained in Appendix F of this report.
- c. Environmental Evaluation Report based on comments from the Landscape Architect contained in Appendix F of this report.

Carried.

Report Number: S 29/2023

Clerk's File: Z/14530

Clerk's Note:

- 1. The recommendation of the Development & Heritage Standing Committee and Administration are the same.
- 2. Please refer to Item 7.1 from the Development & Heritage Standing Committee held on April 5, 2023.
- 3. To view the stream of this Standing Committee meeting, please refer to:
<http://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20230405/-1/9402>

Subject: Zoning By-law Amendment Application for property known municipally as 3565 Forest Glade Drive, Z-045/22 [ZNG-6943], Ward 8

Reference:

Date to Council: April 5, 2023
Author: Brian Nagata, MCIP, RPP
Planner II - Development Review
(519) 255-6543 ext. 6181

Planning & Building Services
Report Date: March 8, 2023
Clerk's File #: Z/14530

To: Mayor and Members of City Council

Recommendation:

- I. THAT Zoning By-law 8600 **BE AMENDED** by changing the zoning for the lands located on the northwest corner of Forest Glade Drive and Meadowbrook Lane, known municipally as 3565 Forest Glade Drive (legally described as Part of Lots 125 & 126, Concession 2; Parts 15 to 28, Reference Plan 12R-22621), and shown on Figure 2 herein, by deleting and replacing site specific provision Section 20(1)67 with the following:

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 - i. From north interior lot line abutting 3181 Meadowbrook Lane (P.I.N. No. 01381-0094) 70.0 m
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- g) Landscaped Open Space Yard - minimum 25.0% of lot area
- h) Notwithstanding Section 24.40.1.5: Table 24.40.1.5, the required number of Loading Spaces for a Multiple Dwelling with a Gross Floor Area Over 15,000 m² to 22,500 m² shall be two (2).
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(ZDM 15; ZNG/6943)

- II. THAT, at the discretion of the City Planner, Deputy City Planner, or Site Plan Approval Officer, the following **BE SUBMITTED** either prior to, or with, an application for site plan approval:
 - a. Noise Study completed in accordance with the applicable policies set forth under sections 5.4.5 and 10.2.11 of the Official Plan to evaluate the potential impacts of noise associated with Forest Glade Drive, Lauzon Parkway and the Ford Motor Co. Windsor Engine Plant on the proposed Multiple Dwelling and recommend abatement measures where warranted to ensure that the indoor sound level limits set forth under the Ministry of the Environment, Conservation and Park's *Environmental Noise Guideline - Stationary and Transportation Sources - Approval and Planning (NPC-300)* document are met.

- b. Updated documents, reports, or studies, including any addendum or memorandum, submitted in support of the applications for amendment to the Zoning By-law 8600 to reflect the site plan for which approval is being sought.
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 - b. Comments from the Essex Region Conservation Authority contained in Appendix F of this report.
 - c. Environmental Evaluation Report based on comments from the Landscape Architect contained in Appendix F of this report.

Executive Summary:

N/A

Background:**Application Information:**

Location: 3565 Forest Glade Drive

(Part of Lots 125 & 126, Concession 2; Parts 15 to 28, Reference Plan 12R-22621; Roll No. 070-740-00100; PIN No. 01381-0103)

Ward: 8

Planning District: Forest Glade

Zoning District Map: 15

Applicant/Owner: FG Residences Inc.

Authorized Agent: Dillon Consulting Limited

Proposal:

The applicant is requesting an amendment to Zoning By-law 8600 for the lands located on the northwest corner of Forest Glade Drive and Meadowbrook Lane, known municipally as 3565 Forest Glade Drive (subject property).

The applicant proposes to develop a 172-unit Multiple Dwelling on the subject property. The Planning Justification Report dated January 2023, prepared by Dillon Consulting Limited, indicates that the proposed Multiple Dwelling will have nine (9) storeys with a building height of 29.7 metres, together with a 215-space rear surface parking area to be interconnected with that existing on the adjacent property to the west known municipally as 3575 Forest Glade Drive. The CD2.1 and site-specific zoning [Section 20(1)67] do not permit a Multiple Dwelling use or any other residential uses. The applicant proposes a site-specific zoning to allow a Multiple Dwelling as an additional permitted use to those listed under the CD2.1 and Section 20(1)67 zoning.

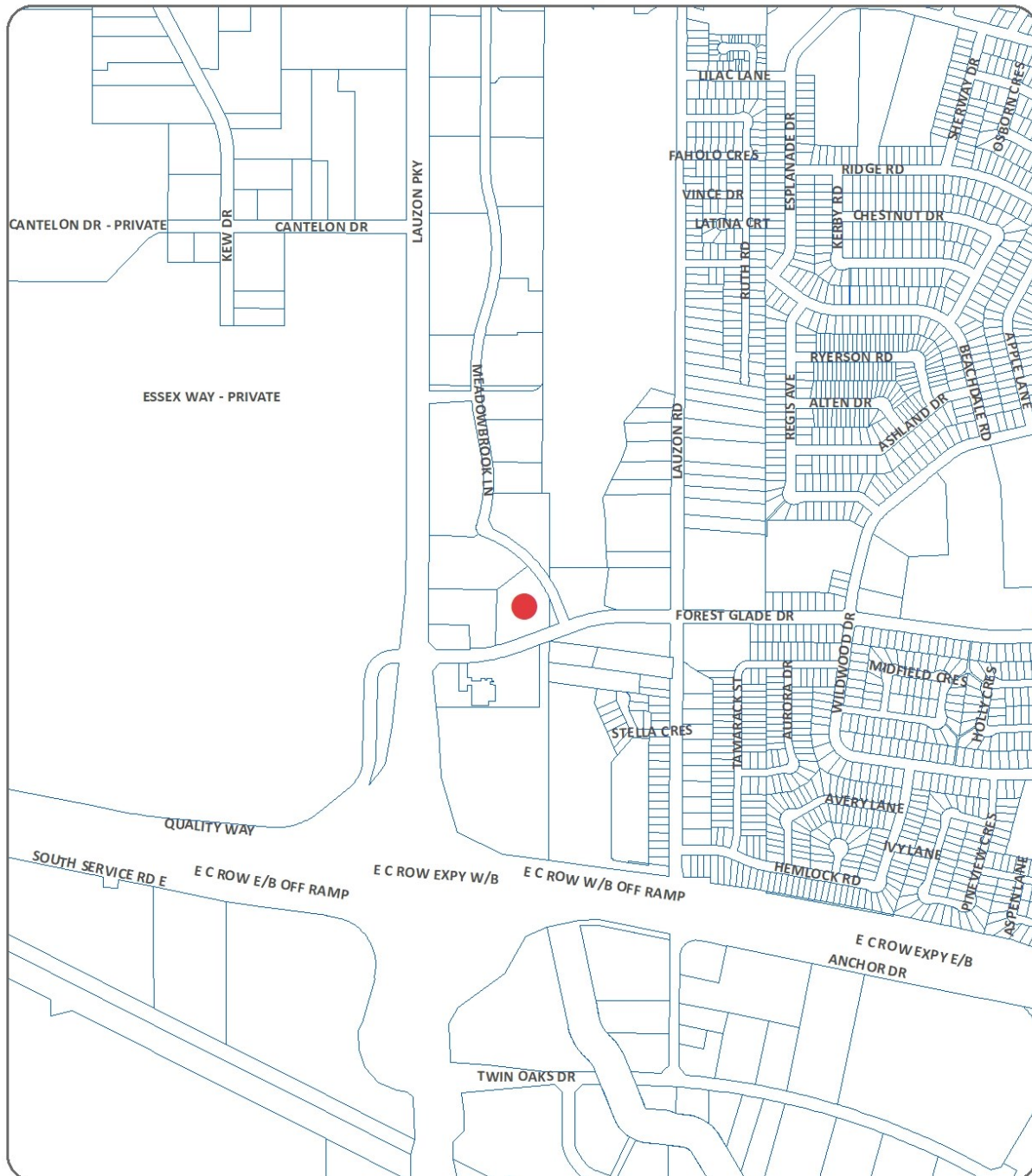
Submitted Information: Concept Plan (See Appendix A), Cover Letter (See Appendix G), Planning Justification Report (See Appendix H), Planning Pre-Submission Letter (File No. PS-030/22), Sanitary Servicing Memo (See Appendix I), Transportation Impact Study (TIS) (See Appendix J) and Zoning By-law Amendment Application Form.

Site Information:

Official Plan	Zoning	Current Use	Previous Use
Mixed-Use Corridor	Commercial District 2.1 S.20(1)67	Vacant Land	Agricultural
Lot Width	Lot Depth	Lot Area	Lot Shape
114.1 m	Irregular	1.22 ha	Irregular
<i>All measurements are provided by the applicant and are approximate.</i>			

The subject property is currently vacant and maintained as landscaped open space (grass), save and except a small asphalt portion making up part of a shared access area and collector aisle for the parking area serving 3575 and 3585 Forest Glade Drive. Prior to 2006, the subject property and lands to the west were used for agricultural purposes.

Figure 1: Key Map



KEY MAP - Z-045/22, ZNG-6943

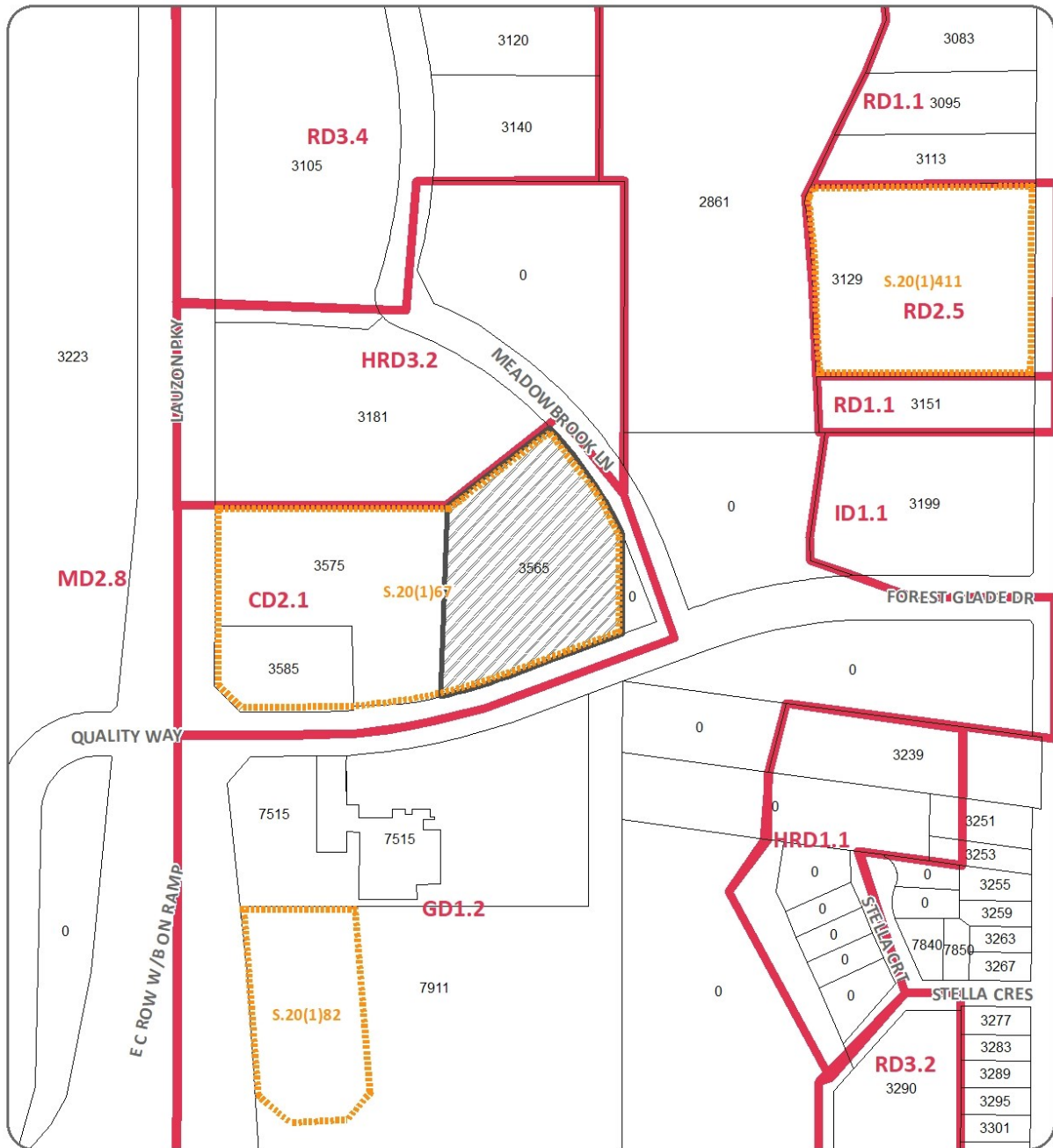
● SUBJECT LANDS

APPLICANT: FG RESIDENCES INC.

ADDRESS: 3565 FOREST GLADE DRIVE



Figure 2: Subject Parcel - Rezoning

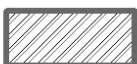


PART OF ZONING DISTRICT MAP 15

N.T.S.

REZONING

APPLICANT: FG RESIDENCES INC



SUBJECT LANDS

PLANNING & BUILDING DEPARTMENT



DATE : JANUARY 2023
FILE NO. : Z-045/22, ZNG-6943

Figure 3: Neighborhood Map



KEY MAP - Z-045/22, ZNG-6943



SUBJECT LANDS

APPLICANT: FG RESIDENCES INC.

ADDRESS: 3565 FOREST GLADE DRIVE

Neighbourhood Characteristics:

The subject property is located on the southwestern periphery of the Forest Glade neighbourhood. The Forest Glade neighbourhood constitutes the area north of E. C. Row Expressway, east of Lauzon Parkway, south of the Via Rail corridor and west of the Town of Tecumseh. The neighbourhood is primarily occupied by a mix of low-density residential uses, interspersed with medium to high density residential, institutional, recreational, open space, and neighbourhood commercial uses throughout, together with Mixed-Use Centre and Mixed-Use Corridor uses along its northern periphery flanking Tecumseh Road East and Mixed-Use Corridor uses along its eastern periphery flanking a section of Banwell Road.

Surrounding Land Uses:

North:

- Little River Golf Course
- Two (2) storey 96 bed Residential Care Facility (Riverside Place) (3181 Meadowbrook Lane) (flanking)
- Two (2), three (3) storey 60-unit Multiple Dwellings, currently under construction (3160 & 3180 Meadowbrook Lane)

East:

- Little River Corridor
- The Salvation Army Eastwood Citadel Corps (3199 Lauzon Road)

South:

- College Boreal (formerly Polonia Centre) (7515 Forest Glade Drive)
- Derwent Park
- E. C. Row Expressway
- The Safety Village (7911 Forest Glade Drive)
- Shaughnessy Cohen Woods

West:

- Ford Motor Co. Windsor Engine Plant (Ford) (3223 Lauzon Parkway)
- Tim Horton's drive-thru restaurant with parking area (3585 Forest Glade Drive)
- Vacant commercial building (formerly Princess Auto) with parking area (3575 Forest Glade Drive) (flanking)

Municipal Infrastructure:

- E. C. Row Expressway is classified as an Expressway on *Schedule F - Roads & Bikeways* to the Official Plan.
- Forest Glade Drive is classified as a Class I Collector Road on *Schedule F - Roads & Bikeways* to the Official Plan. Forest Glade Drive has a four-lane cross section with curbs, gutters and sidewalks on both sides (save and except that

section flanking the subject property where there is no sidewalk), and LED streetlights on the south side.

- Lauzon Parkway is classified as a Class I Arterial Road on *Schedule F - Roads & Bikeways* to the Official Plan.
- Meadowbrook Lane is classified as a Local Road, which has a two-lane cross section with curbs and gutters on both sides, and a sidewalk and LED streetlights on the south side abutting the subject property.
- Multi-Use Trail located along the east side of Lauzon Parkway and within Shaughnessy Cohen Woods and Derwent Park.
- Sanitary sewers, storm sewers and water lines are located within the Forest Glade Drive and Meadowbrook Lane right-of-ways.
 - *No municipal infrastructure or service deficiencies have been identified.*
 - *Servicing fees are owed to the City by the subject property owner to cover their share of costs for the construction of municipal infrastructure within the Meadowbrook Lane right-of-way.*
- Transit Windsor operates the Ottawa 4 Secondary bus route eastbound on Forest Glade Drive and 518X Express bus route in both directions on Lauzon Parkway, with the nearest bus stop located on Forest Glade Drive approximately 30 metres southwest of the subject property.

0.3 metre reserve flanks the south limit of the subject property parallel to the Forest Glade Drive right-of-way, save and except a 6.32 metre section measured from the southwest corner of the subject property where the access area is situated.

- *The 0.3 metre reserve was established to control access to the subject property and 3575 and 3585 Forest Glade Drive.*
- *This was included as a Special Provision to the 2006 Site Plan Agreement for the development of Princess Auto (Site Plan Control file SPC-056/05).*

There is a Reciprocal Access Agreement registered against the subject property and 3575 and 3585 Forest Glade Drive. The Reciprocal Access Agreement requires the three properties to be developed cohesively in respect to design and functionality, and thus includes easements for the parking of motor vehicles, passage and repassage of motor vehicles and pedestrians, and access to construct, alter, repair and maintain services and utilities in favour of each property.

- *Sanitary and storm sewers for 3575 and 3585 Forest Glade Drive extend east/west through the subject property. These services appear to conflict with the location for the proposed Multiple Dwelling. The services if in conflict will need to be relocated and the Reciprocal Access Agreement amended accordingly. This matter will be addressed through the Site Plan Control process.*

Discussion:

The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development and sets the policy foundation for regulating the development and use of land in Ontario.

The following policies of PPS 2020 are considered relevant in discussing provincial interests related to this amendment:

1.0 Building Strong Healthy Communities

Policy 1.1.1 states:

- *Healthy, liveable and safe communities are sustained by:*
 - *a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term.*
 - This amendment will allow for a high-density Multiple Dwelling infill development that optimizes existing municipal services.
 - The cohesive development of the subject property with 3575 and 3585 Forest Glade Drive eliminates the need for additional driveways off Forest Glade Drive, avoiding additional disruption to traffic flows.
 - *b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs.*
 - This amendment will allow for a high-density Multiple Dwelling development, further diversifying the range and mix of residential types available in the Forest Glade neighbourhood and City of Windsor as a whole.
 - Specific details on the types of Multiple Dwelling Units will come out through the Site Plan Control and Building Permit processes (e.g. bachelor, one bedroom, two bedrooms, etc.).
 - The tenure of a Multiple Dwelling development may not be known until after a building permit has been issued and construction is underway or complete (e.g. rental versus condominium).
 - *c) avoiding development and land use patterns which may cause environmental or public health and safety concerns.*
 - This amendment will not cause any environmental or public health and safety concerns.

- Public safety specific to a Multiple Dwelling development will be addressed through the Site Plan Control and Building Permit processes.
 - This will include the construction of the final section of sidewalk within the Forest Glade Drive right-of-way, as recommended in the TIS. This will avoid pedestrians having to cross Forest Glade Drive, trek over the grass boulevard or travel on Forest Glade Drive in order to reach a point where the sidewalk resumes. This includes general pedestrian traffic and that specific to a Multiple Dwelling development.
- *e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.*
 - This amendment will allow for the development of an underutilized vacant parcel of land within a built-up area, thus avoiding the removal of agricultural lands and the construction of new municipal infrastructure and public service facilities.
 - This amendment will allow for a development that optimizes existing municipal sanitary, storm and water services.
 - This amendment will allow for a development in close proximity (e.g. biking or walking distance, short car or bus ride) to existing neighbourhood commercial uses, open spaces, public service facilities and institutional uses that are complementary to residential land uses.
 - This amendment will allow for a Multiple Dwelling development that functions cohesively with those commercial developments at 3575 and 3585 Forest Glade Drive and is compatible with surrounding land uses in the Forest Glade Neighbourhood.
 - This amendment will allow for a transit-supportive development by permitting a compact high-density Multiple Dwelling development along a transit route, resulting in expected increases in ridership. This development is also supportive of the City's active transportation network, with anticipated increases in usage due to its close proximity.
- *f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society.*
 - The interior layout for a Multiple Dwelling must comply with the Barrier-Free Design requirements of the *Ontario Building Code*.
 - The exterior site design for a Multiple Dwelling must comply with accessibility requirements under *Ontario Regulation 191/11 Integrated Accessibility Standards* to the *Accessibility for Ontarians*

with Disabilities Act, 2005 and the Barrier-Free Design requirements of the Ontario Building Code.

- Zoning By-law 8600 also includes provisions that cover many of the aforesaid accessibility requirements.
- Compliance with the aforesaid requirements will be addressed through the Site Plan Control and Building Permit processes.
- *g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.*
 - There is a 200-millimetre PVC watermain, 300-millimetre PVC sanitary sewer and 900-millimetre RCP storm sewer available in the Meadowbrook Lane right-of-way to service the subject property.
 - There are overhead and underground hydro lines available to service the subject property.
 - The subject property has access to public highways in the form of Forest Glade Drive and Meadowbrook Lane.
 - Eastview Horizon Public School and HJ Lassaline Catholic Elementary School are located within approximately 300.0 metres and 650.0 metres respectively of the subject property.
 - Forest Glade Arena, Forest Glade Community Centre and Windsor Public Library - Forest Glade Branch are located within approximately 900 metres of the subject property.
- *i) preparing for the regional and local impacts of a changing climate.*
 - Clearance/Permit from ERCA is a prerequisite to any development on the subject property.
 - ERCA will review the development through the Site Plan Control and Building Permit processes to ensure that its design addresses any risks posed from the flooding of Little River.
 - The Planning Department is recommending that a site specific provision be added to establish a minimum landscaped open space yard of 25% of the lot area and minimum parking area separation of 3.0 metres between rows of parking spaces (save and except a row of parking spaces that is accessed directly from 3575 Forest Glade Drive) and from the north interior lot line abutting 3181 Meadowbrook Lane to achieve the following climate change mitigating objectives:
 - Accommodate the planting of shade trees throughout the parking area and site to reduce the urban heat island effect from the building and paved surfaces.

- The shade trees once mature will assist with cooling the building during the warmer months of the year.
- Provision of more permeable surfaces to allow for a greater volume of rainwater to be managed naturally onsite, reducing the amount being directed to the stormwater system.

The recommended minimum landscaped open space yard is less than the typical rate of 35.0% for a high profile Multiple Dwelling. Notwithstanding this fact, the reduction is deemed appropriate in this case due to the anticipated benefits to be achieved from the strategic layout of the landscaped open space yard through the site specific provisions recommended herein.

The applicant will be required to retain a registered Landscape Architect to complete a Landscape Plan as a condition of Site Plan Approval.

One or more of the aforesaid responses to PPS Policy 1.1.1 also speak to the following relevant PPS Policies: 1.1.3.2 a), b), c), d) e) & f), 1.1.3.3, 1.1.3.4, 1.4.3 b) 2., c) & d), 1.6.6.2, 1.6.7.4, 1.7.1 b), and 1.8.1 a), b), e), f) & g).

Policy 1.1.3.1 states:

- *Settlement areas shall be the focus of growth and development.*
 - The subject property is located within a Settlement area.

Policy 1.2.6 states:

- *Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.*
 - The Ministry of the Environment, Conservation and Parks (MOECP) has environmental land use planning guides to assist municipal planning authorities on how to decide whether new development or land uses are appropriate to protect people and the environment. A rezoning to permit a new sensitive land use within the potential influence area of an existing facility is subject to the *D-6 Compatibility between Industrial Facilities* guide.
 - The subject property is located within Ford's minimum recommended separation distance and potential influence area of 300.0 metres and 1,000.0 metres respectively. These are the minimum requirements set forth in the guide for a Class III industrial facility (large scale

manufacturing), measured from the perimeter of the buildable area for each property.

- The separation between building setbacks for the subject property and Ford property is approximately 225.0 metres. The separation from the subject property to the Ford Manufacturing Facility use is approximately 325.0 metres.
- The guideline permits infilling where the minimum separation cannot be achieved if the new zoning is use specific or if planning considerations are founded on the worst-case scenario based on uses permitted under the industrial facilities zoning. Both cases must be supported by appropriate justification from the applicant or the planning authority.
 - The Ford property is zoned MD2.8, which prohibits heavy industrial uses with characteristics that adversely impact surrounding land uses (e.g., Animal Processing Facility). The MD2.8 zoning also includes provisions for increased building setbacks and a 9.0-metre-wide landscaped open space yard along the Lauzon Parkway lot line, the latter of which is occupied by heavy vegetation in a natural state.
 - The Planning Department is of the opinion that there will be no adverse effects from noise, odours or other contaminants associated with Ford.
 - This is based on the following factors:
 - There have been no complaints filed against Ford for noise, odours or other contaminants since its opening in 1979.
 - An article titled [*Case Study of Noise Attenuation of Large Automotive Manufacturing Facility*](#), published in Volume 30, Issue No. 1 of the Canadian Acoustics journal, evaluated noise levels from various sources at a large automotive manufacturing facility measured to five (5) nearby residential properties, ranging from 45.0 metres to 107.0 metres. The case study identified noise levels no greater than 70 dBA at the said residential properties. This leaves 118.0 metres of separation for noise levels to fall within MOECP sound level limits.
 - It should be noted that the existing separation between building setbacks for the residential care facility and townhome dwellings at 3105-3161 Meadowbrook Lane to that for Ford are approximately 70.0 metres and 80.0 metres respectively.
 - It should also be noted that Lauzon Parkway lies between the subject property and Ford, the former of which has significant noise levels in excess of 70 dBA.

- Notwithstanding these factors, the Planning Department is recommending that the applicant complete a Noise Study in accordance with the applicable policies set forth under sections 5.4.5 and 10.2.11 of the Official Plan to evaluate the potential impacts of noise associated with Forest Glade Drive, Lauzon Parkway and Ford on the proposed Multiple Dwelling and recommend abatement measures where warranted to ensure that MOECP indoor sound level limits set forth under the *Environmental Noise Guideline - Stationary and Transportation Sources - Approval and Planning (NPC-300)* document are met. Planning Pre-Submission Letter (File No. PS-030/22) previously indicated that a Noise Study is required to be submitted with a Site Plan Control application to evaluate noise levels from Forest Glade Drive.

Official Plan

Relevant excerpts from Volume I and Volume II of the Official Plan are attached as Appendix C and Appendix D respectively. The following policies from these excerpts are considered relevant in discussing the amendment's conformity with the Official Plan.

The subject property is located within the *Forest Glade* Planning District and *Northwest corner of Forest Glade Dr. and Meadowbrook Dr.* Special Policy Area No. 15 on *Schedule A - Planning Districts & Policy Areas*, located within vicinity of a Floodplain Area and Environmental Policy Area A on *Schedule C - Development Constraint Areas*, identified as having High Potential on *Schedule C.1 - Development Constraint Areas Archaeological Potential*, located within a Mixed-Use Corridor land use designation on *Schedule D - Land Use Plan* and located within vicinity of a Regional Open Space System on *Schedule J - Urban Structure Plan* to the City of Windsor Official Plan. The Mixed-Use Corridor is a stand-alone land use designation that includes the subject property together with 3575 and 3585 Forest Glade Drive. The Mixed-Use Corridor is bordered by lands designated Residential to the north, Open Space to the south and east and Industrial to the west.

Volume I

Chapter 3 - Development Strategy:

The subject property is in the vicinity of a Regional Open Space System (Little River Corridor), which is identified as one of the City's four Major Activity Centres. Residential development at or near a Major Activity Centre should be medium to high density, with intensification being preferred (Policy 3.3.1.2).

- This amendment will allow for a high-density infill Multiple Dwelling development.

Chapter 6 - Land Use:

6.1 Goals

The amendment complies with the following applicable land use goals:

- Housing suited to the needs of Windsor residents (Goal 6.1.3).
- To direct residential intensification to those areas of the City where transportation, municipal services, community facilities and goods and services are readily available (Goal 6.1.14).

6.5 Commercial

The subject property is within a Mixed-Use Corridor land use designation, which is one of the three Commercial land use designations under the Official Plan.

6.5.1 Objectives

This amendment complies with the following applicable Mixed-Use Corridor land use objectives:

- An objective for Commercial designated lands is *“to promote residential intensification with Medium and High Profile buildings to meet the housing needs of the City in appropriate areas in proximity to municipal services, transit and employment areas”* (Policy 6.5.1.8).

Refer to the responses to Official Plan Policies 6.5.3.3 (a) & 6.5.3.3 (b) and PPS Policies 1.1.1 b), 1.1.1 e) & 1.1.1 g) herein.

6.5.3 Mixed-Use Corridor Policies

Permitted Uses

The Mixed-Use Corridor designation permits Medium Profile and High Profile residential developments either as standalone buildings or part of a commercial-residential mixed-use building (Policy 6.5.3.1).

- The amendment will allow for a high profile (buildings generally no greater than 14 storeys in height) Multiple Dwelling development.

Street Presence

Policy 6.5.3.3 states:

- *Council will encourage Mixed-Use Corridor development to provide a continuous street frontage and presence. Accordingly, development along a Mixed-Use Corridor shall be:*
 - *(a) no more than four storeys in height, except on lands at an intersection of any combination of the following roads: Class I Arterial Road, Class II Arterial Road, Class I Collector, or Class II Collector Road. The height of*

buildings shall generally not exceed the width of the road right-of-way abutting the development site; and

- The applicant is requesting a nine (9) storey Multiple Dwelling with a building height of 29.7 metres at the intersection of a Class I Collector Road and a Local Road, which is not in conformity with this policy. Refer to the response to Official Plan Policy 6.5.3.3 (b) below pertaining to exemption from this policy.
- The current Forest Glade Drive right-of-way width is 26.2 metres, whereas the required right-of-way width under *Schedule X - Right-of-Way Width* to Volume III of the Official Plan is 30.0 metres.
 - The applicant will be required to convey a 2.20-metre-wide strip of land along Forest Glade Drive for the road widening as a condition of Site Plan Approval.
- *(b) Notwithstanding the identified maximum building height, the Council may consider additional height, where the Council is satisfied that the proposed height achieves compatible development, and where appropriate transitions to abutting lower scale development are established. Appropriate transitions may be achieved through the implementation of regulatory techniques including, but not limited to new height limitations, enhanced building setbacks and step backs, enhanced landscape buffers and planting requirements and/or the implementation of an angular plane. Permissions for taller buildings may be established through a site-specific Zoning Bylaw Amendment.*
 - The submitted Concept Plan shows a Multiple Dwelling setback approximately 13.0 metres from the west interior lot line abutting 3575 Forest Glade Drive and approximately 70.0 metres from the north interior lot line abutting 3181 Meadowbrook Lane. These setbacks provide the necessary area to accommodate appropriate transitions for achieving a high profile development that is compatible with the abutting low profile developments. The necessary transitions are detailed below with recommendations for implementation.
 - Building Setbacks
 - The Planning Department is recommending that a site-specific provision be added to establish a minimum building setback of 70.0 metres from the north interior lot line.
 - This building setback will ensure that the said area will be retained for implementing the necessary transitions referenced herein.
 - This building setback will also minimize the mid-morning shadows cast on the residential

- care facility during the fall and winter months and maintain the privacy of its residents. The residential care facility will not be impacted by afternoon and evening shadows.
 - It should be noted that the residential care facility has an existing 3.0-metre-wide landscaped open space yard buffer along the north interior lot line, consisting of mature coniferous trees. The residential care facility is also setback approximately 15.0 metres from the north interior lot line.
 - The Planning Department is further recommending that a site-specific provision be added to establish a minimum building setback of 13.0 metres from the west interior lot line.
 - This building setback will ensure that a Multiple Dwelling will not overcrowd or impose on the smaller low profile commercial building.
 - The low profile commercial building is also setback approximately 18.0 metres from the west interior lot line, and is unable to extend much further east due to the terms of the Reciprocal Access Agreement.
 - The Planning Department is lastly recommending that a site-specific provision be added to establish a minimum building setback of 3.0 metres from the east interior lot line abutting the City owned property (0 Forest Glade Drive).
 - This provision will accommodate a landscaped open space yard to buffer the Multiple Dwelling from the Meadowbrook Lane right-of-way. This provision is less than the typical 6.0 metres for most zoning districts which permit a medium to high profile Multiple Dwelling use as a result of the City owned property serving as a buffer.
- Landscaped Open Space Yard
 - Refer to the responses to PPS Policy 1.1.1 i) herein.
- Lot Coverage
 - The Planning Department is recommending that a site-specific provision be added to establish a maximum lot coverage of 35.0% of the lot area.

- This is based on the typical rate for a high profile Multiple Dwelling.
- Main Building Height and Accessory Building Height
 - The Planning Department is recommending that a site-specific provision be added to establish a maximum main building height of 30.0 metres and a minimum main building height of four (4) storeys.
 - This maximum main building height is based on the criteria set forth under Official Plan Policy 6.5.3.3 (a), which states that *“the height of buildings shall generally not exceed the width of the road right-of-way abutting the development site.”*
 - The requested height is compatible with the Forest Glade neighbourhood, which includes the following medium and high profile developments interspersed throughout:

Municipal Address	Profile	Units	Storeys
2545 Lauzon Road	High	68	8
2930 Wildwood Drive	High	135	11
3100 Meadowbrook Lane	High	145	10
3120 Meadowbrook Lane	Medium	79	6
3140 Meadowbrook Lane	Medium	51	5

- The minimum main building height provision will ensure that a Multiple Dwelling will be a medium or high profile development.
 - The Planning Department is further recommending that a site-specific provision be added to establish a maximum accessory building height of 5.5 metres.
 - The provision will ensure that the height of any future accessory buildings (e.g. carport, garage, etc.) will not adversely impact the residential care facility.
- Parking Area Separations
 - Refer to the responses to PPS Policy 1.1.1 i) herein.
 - The parking area must comply with all applicable parking provisions set forth under Sections 24 and 25 of Zoning By-law 8600, save and except those

superseded by the respective site-specific provisions being recommended herein.

- *(c) encouraged to locate the buildings at the street frontage lot line with parking accommodated at the rear of the site.*
 - The submitted Concept Plan shows a 24.0 metre by 82.8 metre Multiple Dwelling running parallel lengthwise to the Forest Glade Drive right-of-way, with a building setback of 7.6 metres.
 - The road widening together with the sightline identified in the TIS for the existing Forest Glade Drive driveway prevent a building from being located at the street frontage lot line.
 - The Planning Department is recommending that a site-specific provision be added to prohibit a parking area, parking space or loading space from being located between a main building wall and the Forest Glade Drive right-of-way, and a main building wall and the Meadowbrook Lane right-of-way.
 - The Planning Department is further recommending that a site-specific provision be added to establish a minimum building setback of 6.0 metres from the Forest Glade Drive right-of-way.
 - This building setback is based on the minimum front yard depth provision for most zoning districts which permit a medium or high profile Multiple Dwelling use.
 - This provision accommodates the road widening and sightline, together with an approximately 3.50-metre-wide landscaped open space yard to buffer the Multiple Dwelling from the Forest Glade Drive right-of-way. This provision also provides the necessary area to establish the minimum 3.0-metre-wide parking area separation from the north interior lot line being recommended herein. This provision in conjunction with other provisions recommended herein will also ensure that a continuous street frontage and presence is maintained along the Forest Glade Drive right-of-way. These recommended provisions will also protect a significant amount of the view of the Little River Corridor from the residential care facility.

Infill & Consolidation

Policy 6.5.3.4 states:

Council shall promote the infilling and consolidation of existing Mixed-Use Corridors.

- Refer to responses to PPS Policy 1.1.1 e) herein.

Locational Criteria

Policy 6.5.3.6 states:

- *Mixed-Use Corridor development shall be located where:*
 - *(a) there is access to Class I or Class II Arterial Roads or Class I Collector Roads.*
 - The subject property has access to Forest Glade Drive and Lauzon Parkway via the Reciprocal Access Agreement.
 - *(b) full municipal physical services can be provided; and*
 - Refer to responses to PPS Policy 1.1.1 g) herein.
 - *(c) commercial related traffic can be directed away from residential areas.*
 - The Reciprocal Access Agreement allows traffic from the commercial properties passage and repassage over the subject property.
 - Traffic calming features can be incorporated through the Site Plan Control process to ensure the safety of pedestrians and vehicular operators on the subject property.

Evaluation Criteria

Policy 6.5.3.7 states:

- At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed Mixed-Use Corridor development is:
 - *(a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses:*
 - *(i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan.*
 - The subject property is within approximately 35.0 metres of the Little River Floodplain Area identified on *Schedule C*.

- Refer to the responses to PPS Policy 1.1.1 i) herein.
- The subject property is within proximity to an Environmental Policy Area A (Shaughnessy Cohen Woods) identified on *Schedule C*.
- Official Plan Policy 5.3.4.7 states that *“the Municipality may require proponents of development on lands adjacent to an Environmental Policy Area A or B to complete an Environmental Evaluation Report.”*
 - The City’s Landscape Architect through his comments to the prerequisite Planning Pre-Submission Application (File No. PS-030/22) indicated that an Environmental Evaluation Report should be considered through the Site Plan Control process.
 - Dillon Consulting Limited submitted a Terms of Reference for an Environmental Evaluation Report for review on November 30, 2022. The Landscape Architect reviewed and provided comments for the Terms of Reference on January 12, 2023. The Planner and Landscape Architect met with Dillon Consulting Limited on January 19, 2023, to provide clarity on the intent of a couple of the comments pertaining to necessary revisions to the Terms of Reference.
- *(ii) within a site of potential or known contamination.*
 - The subject property is not within a site of potential or known contamination.
- *(iii) where traffic generation and distribution is a provincial or municipal concern; and*
 - Dillon Consulting Limited completed a Transportation Impact Study attached hereto as Appendix J, which concluded that traffic impacts of the proposed development can be accommodated by the existing surrounding road network with no off-site improvements required.
 - The Transportation Planning Division found the Transportation Impact Study to be satisfactory.
- *(iv) adjacent to sensitive land uses and/or heritage resources.*
 - The subject property is identified as having High Potential on *Schedule C.1 - Development Constraint Areas Archaeological Potential* to the Official Plan.

- Development proposals that affect known archaeological resources or areas of archaeological potential are subject to the undertaking of an Archaeological Assessment (Policy 9.3.7.1).
 - The Heritage Planner confirmed that Stage 1 & 2 Archaeological Assessments were completed and entered into the Ontario Public Register of Archaeological Reports with no further archaeological assessment of the property recommended.
 - Notwithstanding, the Heritage Planner stated that *“Should deeply buried archaeological deposits be found during construction activities, Ontario Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) must be notified immediately [archaeology@ontario.ca].”*
- (b) *in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area.*
 - There is no secondary plan or guideline plan affecting the surrounding area.
- (c) *capable of being provided with full municipal physical services and emergency services.*
 - Refer to response to PPS Policy 1.1.1 (g) herein for details on the availability of municipal physical services.
 - Full Emergency Services (Essex-Windsor EMS, Windsor Fire & Rescue Services and Windsor Police Service) can be provided to the proposed development.
 - Fire protection for a Multiple Dwelling development will be addressed through the Site Plan Control and Building Permit processes.
- (d) *provided with adequate off-street parking.*
 - The submitted Concept Plan illustrates that the required 215 parking spaces can be accommodated on the subject property.
 - The submitted Concept Plan only illustrates two (2) loading spaces, whereas three (3) are required.
 - The applicant has indicated that the provision of the third loading space will reduce the amount of landscaped open space yard being provided and take away from the pedestrian walkway system.
 - The Planning Department is recommending that a site-specific provision be added to reduce the required number of loading spaces for a Multiple Dwelling with a Gross Floor Area Over 15,000 m² to 22,500 m² from three (3) to two (2).
- (e) *compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and landscaped areas; and*
 - Refer to the responses to Official Plan Policy 6.5.3.3, Chapter 8 - Official Plan and PPS Policy 1.1.1 i) herein.

Design Guidelines

Policy 6.5.3.8 states:

- *The following design guidelines set forth under Policy 6.5.3.8 shall be considered when evaluating a proposed design of a Mixed-Use Corridor development:*
 - *(a) The following guidelines shall be considered when evaluating the proposed design of a Commercial Corridor development:*
 - Refer to the responses to Chapter 8 - Official Plan herein.
 - *(b) the provision of appropriate landscaping or other buffers to enhance:*
 - (i) all parking lots, and outdoor loading and service areas; and
 - Refer to the responses to Official Plan Policy 6.5.3.3 and PPS Policy 1.1.1 i) herein.
 - (ii) the separation between the use and adjacent sensitive uses, where appropriate.
 - Refer to the responses to Official Plan Policy 6.5.3.3 and PPS Policy 1.1.1 i) herein.
 - (c) as a general rule, the height of buildings are consistent with the height of buildings which characterize the Mixed Use Corridor. Where Council deems it desirable that higher profile development be permitted in an existing Mixed Use Corridor, the development should be built at a human scale by utilizing one or both of the following measures:
 - (i) treatment of the lower floors of building(s) to provide continuity; and/or
 - This guideline will be considered through the Site Plan Control process.
 - (ii) setting back the upper floors of building(s) from the street to avoid overpowering effects at-grade;
 - The necessary transitions identified in the site specific provisions recommended herein together with the surrounding land uses and building profiles avoid having to set back the upper floors of a nine (9) storey Multiple Dwelling.

- (d) where possible, parking is located in the rear of the property to encourage continuous building facades adjacent to the street; and
 - Refer to the responses to Official Plan Policy 6.5.3.3 (c) and PPS Policy 1.1.1 i) herein.
- (e) *measures are taken in site design which provide for ease of access for pedestrians between the public sidewalk and building main entrances in a manner which is distinguishable from access provided for vehicles.*
 - This guideline will be considered through the Site Plan Control process.

Site Plan Control

Policy 6.5.3.9 states:

- *Council shall require all development within areas designated as Mixed-Use Corridor to be subject to site plan control, with the exception of Public Open Space uses.*
 - The proposed development meets the definition of development set forth under Subsection 41 (1) of the *Planning Act*, R.S.O. 1990, c. P.13., and is located within a Site Plan Control Area as established by By-law 1-2004, both prerequisites for a development to obtain Site Plan Approval.

Chapter 7 - Infrastructure:

Policy 7.2.3.4 states:

- *Council shall provide for the development of the Recreationway by:*
 - (c) *ensuring that new development proposals and infrastructure undertakings include extensions and improvements to the Recreationway.*
 - The aforesaid road widening will provide the necessary area to accommodate the proposed off-street pathway identified in the Active Transportation Master Plan (May 2019).

Chapter 8 - Urban Design:

8.7 Built Form

Policy 8.7.2.1 states:

- Council will ensure that the design of new development:
 - (a) is complementary to adjacent development in terms of its overall massing, orientation, setback and exterior design, particularly character, scale and appearance.

- This guideline will be considered through the Site Plan Control process.
- (b) provides links with pedestrian, cycle, public transportation and road networks.
 - This guideline will be considered through the Site Plan Control process.
 - Refer to the responses to Chapter 7 - Official Plan and PPS Policy 1.1.1 c) herein.

Policy 8.7.2.3 states:

- Council will ensure that proposed development within an established neighbourhood is designed to function as an integral and complementary part of that area's existing development pattern by having regard for:
 - (a) massing.
 - The provisions recommended herein will establish a Multiple Dwelling with massing and volume of defined space that is complimentary to the surrounding low profile developments and similar to the nearby medium and high profile developments.
 - (b) building height.
 - Refer to the responses to Official Plan Policies 6.5.3.3 (a) and 6.5.3.3 (b) herein.
 - (c) architectural proportion.
 - This guideline will be considered through the Site Plan Control process.
 - (d) volumes of defined space.
 - Refer to the responses to Official Plan Policy 8.7.2.1 (a) herein.
 - (f) position relative to the road.
 - Refer to the responses to Official Plan Policy 6.5.3.3 herein.
 - (g) building area to site area ratios.
 - The site specific building setback provisions recommended herein will establish a Multiple Dwelling with a building area to site area ratio consistent with that of aforesaid medium and high profile developments located within Forest Glade neighbourhood.
 - This can be observed visually through reviewing the City's most recent 2021 aerial photography.

- (h) the pattern, scale and character of existing development.
 - This guideline will be considered through the Site Plan Control process.
- (i) exterior building appearance
 - This guideline will be considered through the Site Plan Control process.

Policy 8.7.2.4 states:

- Council will ensure a transition among Very High, High, Medium and Low Profile developments through the application of such urban design measures as incremental changes in building height, massing, space separation or landscape buffer.
 - Refer to the responses to Official Plan Policy 6.5.3.3 and PPS Policy 1.1.1 i) herein.

Policy 8.7.2.6 states:

- Council will encourage the buildings facades to be visually interesting through extensive use of street level entrances and windows. Functions which do not directly serve the public, such as loading bays and blank walls, should not be located directly facing the street.
 - This guideline will be considered through the Site Plan Control process.

Policy 8.7.2.7 states:

- Council shall encourage all Medium, High and Very High Profile developments to setback additional storeys above the third (3) storey away from the road frontage to provide sunlight access, manage wind conditions and enhance the pedestrian scale.
 - The necessary transitions identified in the site specific provisions recommended herein together with the surrounding land uses and building profiles avoid having to set back the upper floors of a nine (9) storey Multiple Dwelling.

Policy 8.7.2.8 states:

- Council will ensure that main entrances to buildings are street oriented and clearly visible from principal pedestrian approaches.
 - This guideline will be considered through the Site Plan Control process.

Policy 8.7.2.11 states:

- Council will encourage the height, form, massing and articulation of new buildings at prominent locations to reflect their street position within the context of the overall block. For example, buildings located on corners, at “T” intersections, within open spaces, adjacent to “S” curves or on an elevated point should capitalize on their location by providing a focal point for the surrounding neighbourhood.
 - This guideline will be considered through the Site Plan Control process.

8.11 Streetscape

Responses to Official Plan Policy 6.5.3.3 and PPS Policies 1.1.1 (c) and 1.1.1 (i) herein speak to Policies 8.11.2.7, 8.11.2.19 and 8.11.2.20 which are relevant to this amendment.

8.13 Lighting

The applicant will be required to retain a qualified lighting consultant to complete a Photometric Plan in accordance with CR228/2005 (City of Windsor Lighting Standards) as a condition of Site Plan Approval to the satisfaction of the City’s Landscape Architect and Windsor Police Service. The approval of this Photometric Plan will satisfy all applicable policies under this section.

Chapter 11 - Tools:

Land use compatibility throughout Windsor is an implementation goal to be achieved when administering a planning tool under this Chapter. Compatibility between land uses is also an objective of the Zoning By-law Amendment planning tool (Policy 11.6.1.2).

- Land use compatibility was considered as part of the evaluation of the applicable Official Plan and PPS policies referenced herein.

Policy 11.6.3.3 states:

- When considering applications for Zoning By-law amendments, Council shall consider the policies of this Plan and will, without limiting the generality of the foregoing, consider such matters as the following (Policy 11.6.3.3):
 - *(a) The relevant evaluation criteria contained in the Land Use Chapter of this Plan, Volume II: Secondary Plans & Special Policy Areas and other relevant standards and guidelines;*
 - *(b) Relevant support studies;*
 - *(c) The comments and recommendations from municipal staff and circularized agencies;*
 - *(d) Relevant provincial legislation, policies and appropriate guidelines; and*
 - *(e) The ramifications of the decision on the use of adjacent or similar lands.*

The aforesaid matters were considered as part of the evaluation of the applicable policies referenced herein.

Volume II

Chapter 1 - Special Policy Areas:

1.15 Northwest corner of Forest Glade Drive and Meadowbrook Drive

For the lands designated 'Mixed Use Corridor' at the northwest corner of Forest Glade Drive and Meadowbrook Drive, comprising Part of Lot 126, Concession 2, being more particularly described as Part 1 on Plan 12R-17477. A site specific policy direction to the zoning by-law and site plan approval process is required for the subject property that acknowledges and protects the neighbouring residential functions originally designated and approved for the area.

- Refer to the responses to Official Plan Policy 6.5.3.3 and PPS Policy 1.1.1 i) herein.

Special buffer provisions shall apply and in this regard, the provisions of subsection 6.5.3.8 (b) Design Guidelines which calls for the provision of appropriate landscaping or other buffers to enhance parking, loading and service areas and the separation between the use and adjacent sensitive uses including residential units and a long term care facility, are carefully applied.

- Refer to the responses to Official Plan Policy 6.5.3.3 and PPS Policy 1.1.1 i) herein.

Specific attention will also be given to the requirements of subsection 8.7 (built form compatibility) and 8.13 (lighting intrusion) contained in the Urban Design section of this plan.

- Refer to responses to Official Plan Policies 8.7 and 8.13 herein.

Zoning By-Law

Relevant excerpts from Zoning By-law 8600 are attached as Appendix E.

The subject property is within a CD2.1 zone with site specific zoning [Section 20(1)67] of Zoning By-law 8600. The proposed nine (9) storey 172-unit Multiple Dwelling is **not** permitted under the CD2.1 zoning or Section 20(1)67. Section 20(1)67 also applies to 3575 Forest Glade Drive and 3585 Forest Glade Drive. Section 20(1)67 was added by amending By-law 227-2002 to allow a Motor Vehicle Dealership as an additional permitted use on the subject property.

The applicant is requesting an amendment to Zoning By-law 8600 to add a site-specific provision to allow a Multiple Dwelling as an additional permitted use, subject to the provisions of the CD2.1 zoning.

The applicant's request for a site-specific provision in the Planning Justification Report has been considered and is supported in this report, save and except for the application of the CD2.1 zoning provisions for the Multiple Dwelling use. The CD2.1 zoning provisions are designed for regulating general commercial uses, and do not reflect matters commonly associated with residential uses (e.g., building setbacks, landscaped open space, lot coverage, etc.). The CD2.1 zoning provisions also do not reflect all of the associated Mixed-Use Corridor and Special Policy Area policies within the Official Plan (e.g. buffering to enhance parking area and separation between adjacent sensitive land uses, built form, etc.). Notwithstanding, it should be noted that the Planning Justification Report has described how the proposed development complies or will comply with these policies.

The Planning Department is recommending Section 20(1)67 be amended in the following manner to support the proposed Multiple Dwelling development.

- Multiple Dwelling be added as an additional permitted use to the CD2.1 zoning for the subject property, subject to the site specific provisions recommended herein.
- Motor Vehicle Dealership be removed as an additional permitted use to the CD2.1 zoning for the subject property.

No other zoning deficiencies have been identified.

A draft amending by-law is attached as Appendix K. Subsection 24 (1) of the *Planning Act*, R.S.O. 1990, c. P.13., prohibits a by-law from being passed that does not conform with the Official Plan. As discussed through the Official Plan section herein, the proposed amendment conforms to the applicable policies of the Official Plan.

Risk Analysis:

N/A

Climate Change Risks

Climate Change Mitigation:

The amendment allows for a development that increases greenhouse gas emissions through the introduction automobiles on the subject property. The anticipated increase in greenhouse gas emissions is classified as Low Risk. The provisions recommended herein, the prevalence of electric vehicles, and the subject properties close proximity to land uses complimentary to residential land uses and the City's active transportation and public transit systems are all factors anticipated to decrease the greenhouse gas emissions over time.

Climate Change Adaptation:

Refer to the responses to PPS Policy 1.1.1 i) herein.

Financial Matters:

N/A

Consultations:

Comments received from City Departments, external agencies and members of the public on this application were taken into consideration when preparing this report. A record of the comments is included as Appendix E herein.

Windsor Fire & Rescue Services through their comments identified that no fire protection information has been provided. Fire protection for a high profile Multiple Dwelling development is addressed through the Site Plan Control and Building Permit processes.

There are no other objections to the proposed amendment.

Public Notice: Statutory notice was advertised in the Windsor Star, a local daily newspaper. A courtesy notice was mailed to property owners and residents within 120 metres of the subject parcel.

Conclusion:

The *Planning Act* requires that a decision of Council in respect of the exercise of any authority that affects a planning matter, “*shall be consistent with*” Provincial Policy Statement 2020. The requested zoning amendment has been evaluated for consistency with the Provincial Policy Statement 2020 and conformity with the policies of the City of Windsor Official Plan.

The proposed zoning by-law amendment is consistent the PPS, with the policy direction of the City of Windsor Official Plan, is compatible with existing and permitted uses in the surrounding neighbourhood and constitutes good planning.

Planning Act Matters:

Brian Nagata, MCIP, RPP
Planner II - Development Review

I concur with the above comments and opinion of the Registered Professional Planner.

Michael Cooke, MCIP, RPP
Manager of Policy Planning

Thom Hunt, MCIP, RPP
City Planner

I am not a registered Planner and have reviewed as a Corporate Team Leader.

JP

OC

Approvals:

Name	Title
Michael Cooke	Manager of Planning Policy/Deputy City Planner
Thom Hunt	City Planner / Executive Director, Planning & Development Services
Wira Vendrasco	Deputy City Solicitor, Legal Services & Real Estate
Jelena Payne	Commissioner, Economic Development & Innovation
Onorio Colucci	Chief Administration Officer

Notifications:

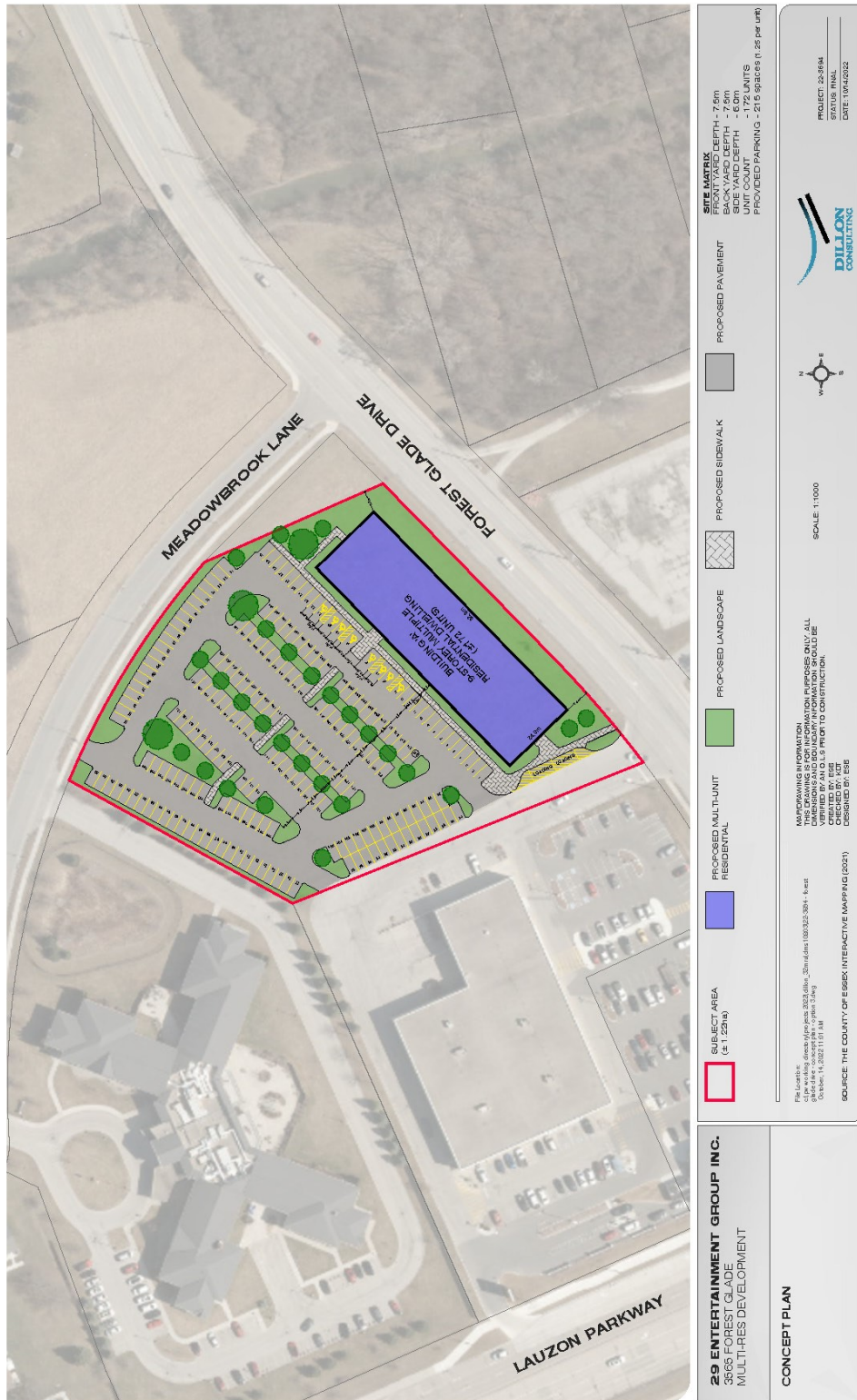
Name	Address	Email
Applicant & Owner: FG Residences Inc. c/o Mike Sassine	3356 Gundy Park Crescent Windsor, ON N9E 4R6	msass@sympatico.ca
Authorized Agent: Dillon Consulting Limited c/o Sydney Bailey	3200 Deziel Drive, Suite 608 Windsor, ON N8W 5K8	sbailey@dillon.ca
Councillor Gary Kaschak (Ward 8)	350 City Hall Square West, Suite 530 Windsor, ON N9A 6S1	gkaschak@citywindsor.ca
Abutting property owners, tenants/ occupants within 120-meter (400 feet) radius of the subject land		

Appendices:

- 1 Appendix A - Concept Plan
- 2 Appendix B - Site Images
- 3 Appendix C - Excerpts from Official Plan Volume I
- 4 Appendix D - Excerpts from Official Plan Volume II
- 5 Appendix E - Excerpts from Zoning By-law 8600
- 6 Appendix F - Consultations
- 7 Appendix G - Cover Letter
- 8 Appendix H - Planning Justification Report (January 2023)
- 9 Appendix I - Sanitary Servicing Memo (November 11, 2022)
- 10 Appendix J - Transportation Impact Study (December 16, 2022)
- 11 Appendix K - Draft Amending By-law

APPENDIX "A"

Concept Plan



APPENDIX “B” Site Photos



Figure 1 – Looking northwest towards subject property from intersection of Forest Glade Drive & Meadowbrook Lane



Figure 2 - Looking northeast towards subject property from shared Forest Glade Drive driveway



Figure 3 - Looking southwest towards subject property from Meadowbrook Lane driveway to Residential Care Facility

APPENDIX “C”

Excerpts from Official Plan Volume I

3. Development Strategy

MAJOR ACTIVITY CENTRES

3.3.1.2 Major Activity Centres are second in the hierarchy of nodes in Windsor. The following comprise Windsor's Major Activity Centres:

- (d) Regional Open Space System.

These types of nodes are considered to be sub-regional in the context of Windsor and were originally planned as single-use facilities that have evolved into multi-use urban areas with a variety of densities. Typically, these nodes are currently or have the potential to be important destinations within the regional public transit network. Future residential development and redevelopment at Major Activity Centres should be medium (30 units per net hectare) to high-density (80+ units per net hectare). Residential intensification is desired at or near Major Activity Centres. Development surrounding these locations will be subject to the preparation of a Secondary Plan or plan of subdivision.

- (d) Regional Open Space System.

The Regional Open Space System includes the major natural and open space features that form part of a continuous system throughout Windsor. Some components of the Regional Open Space System are also designated as Natural Heritage in the Official Plan although not all Natural Heritage features are components of the Regional Open Space System. The Regional Open Space System includes an existing and future natural and naturalized corridor around Windsor with opportunities for future recreation and recreational pathways.

6. Land Use

6.0 Preamble

A healthy and livable city is one in which people can enjoy a vibrant economy and a sustainable healthy environment in safe, caring and diverse neighbourhoods. In order to ensure that Windsor is such a city, Council will manage development through an approach which balances environmental, social and economic considerations. As such, the Land Use chapter of this Plan

promotes a compact urban form and directs compatible development to appropriate locations within existing and future neighbourhoods.

This chapter of the Official Plan provides goals, objectives and policies for the land use designations identified on Schedule D: Land Use and Schedule E: City Centre Planning District and should be read in conjunction with the other parts of the Plan.

6.1 Goals

In keeping with the Strategic Directions, Council's land use goals are to achieve:

<i>NEIGHBOURHOODS ENVIRONMENTALLY SUSTAINABLE</i>	6.1.1	Safe, caring and diverse neighbourhoods.
	6.1.2	Environmentally sustainable urban development.
<i>RESIDENTIAL MIXED USE</i>	6.1.3	Housing suited to the needs of Windsor's residents.
	6.1.10	Pedestrian oriented clusters of residential, commercial, employment and institutional uses.

6.1 General Policies

<i>TYPES OF DEVELOPMENT PROFILE</i>	6.2.1.2	For the purpose of this Plan, Development Profile refers to the height of a building or structure. Accordingly, the following Development Profiles apply to all land use designations on Schedule D: Land Use unless specifically provided elsewhere in this Plan:
	(a)	Low Profile developments are buildings or structures generally no greater than three (3) storeys in height;

- (b) Medium Profile developments are buildings or structures generally no greater than six (6) storeys in height; and
- (c) High Profile developments are buildings or structures generally no greater than fourteen (14) storeys in height.

**TYPES OF
DEVELOPMENT
PATTERN**

6.2.1.3 For the purpose of this Plan, Development Pattern refers to an area bounded by the nearest Collector and/or Arterial roads and/or other major linear physical features. Accordingly, two categories of Development Pattern are provided for:

- (a) a Neighbourhood which exhibits a characteristic lotting and/or development profile; and
- (b) an Undeveloped Area which does not have characteristic lotting or development profile.

6.5 Commercial

Commercial lands provide the main locations for the purchase and sale of goods and services. In order to strengthen Windsor's economy, ensure convenient access and address compatibility concerns, Commercial land uses are provided under three designations on Schedule D: Mixed Use Centre, Mixed Use Corridor and Mixed Use Nodes.

Over the lifetime of this Plan, the Mixed Use Centres will evolve to become vibrant mixed-use commercial and residential areas. Ideally, the predominant form of new or redeveloped housing should be Medium and High Profile residential buildings with ground floor and possibly second floor commercial uses and upper floor residential dwellings.

The following objectives and policies establish the framework for development decisions in all Commercial areas.

6.5.1 Objectives

**ORDERLY
DEVELOPMENT &
DISTRIBUTION**

6.5.1.1 To encourage the orderly development and distribution of commercial uses across the City.

SUFFICIENT SUPPLY

6.5.1.2 To ensure that a sufficient land supply for commercial purposes is maintained over the 20 year period of this Plan.

<i>IMPROVE CENTRES & CORRIDORS</i>	6.5.1.3	To promote the stabilization, consolidation and improvement of existing commercial centres and corridors.
<i>ACCESSIBLE</i>	6.5.1.4	To locate commercial activities in areas which have sufficient and convenient access by all modes of transportation.
<i>MINIMIZE NEGATIVE IMPACTS</i>	6.5.1.5	To ensure that there are limited negative impacts of expanded commercial uses on adjacent sensitive uses.
<i>ACTIVE COMMUNITY AREAS</i>	6.5.1.6	To ensure that commercial areas are designed to function as locations for social interaction.
<i>RANGE OF USES</i>	6.5.1.7	To accommodate an appropriate range of commercial uses for the trade area.
<i>RESIDENTIAL INTENSIFICATION</i>	6.5.1.8	To promote residential intensification with Medium and High Profile buildings to meet the housing needs of the City in appropriate areas in proximity to municipal services, transit and employment areas.

6.5.3 Mixed Use Corridor Policies

The Mixed-Use Corridor land use designation is intended for areas which are designed for vehicle oriented Mixed-Use uses. Mixed-Use Corridors take the form of mixed-use strips along Arterial and Collector roads within Windsor.

These Mixed Use Corridors are expected to provide people-oriented employment and to accommodate higher density/intensity development, while maintaining a broad mix of land uses that support investment in transit and the achievement of complete communities.

<i>PERMITTED USES</i>	6.5.3.1	Uses permitted in the Mixed Use Corridor land use designation are primarily retail, wholesale store (added by OPA 58, 24 07 2006) and service oriented uses and, to a lesser extent, office uses. Medium and High Profile residential uses either as standalone buildings or part of a commercial-residential mixed use buildings shall be throughout the Corridors.
<i>ANCILLARY USES</i>	6.5.3.2	In addition to the uses permitted above, Council may permit the following ancillary uses in areas designated as Commercial Corridor on Schedule D: Land Use without requiring an amendment to this Plan: (a) adult entertainment parlours provided that:

		<ul style="list-style-type: none"> (i) such uses are a minimum of 150 metres from lands used or zoned for residential, institutional or open space purposes; and (ii) policy 6.5.3.7 is satisfied, with the exception that the proponent demonstrate that the proposal's market impact is acceptable; and
		(b) Open Space uses subject to the policies of section 6.7.
<i>STREET PRESENCE</i>	6.5.3.3	Council will encourage Mixed-Use Corridor development to provide a continuous street frontage and presence. Accordingly, development along a Mixed-Use Corridor shall be: <ul style="list-style-type: none"> (a) no more than four storeys in height, except on lands at an intersection of any combination of the following roads: Class I Arterial Road, Class II Arterial Road, Class I Collector, or Class II Collector Road. The height of buildings shall generally not exceed the width of the road right-of-way abutting the development site; and (b) Notwithstanding the identified maximum building height, the Council may consider additional height, where the Council is satisfied that the proposed height achieves compatible development, and where appropriate transitions to abutting lower scale development are established. Appropriate transitions may be achieved through the implementation of regulatory techniques including, but not limited to new height limitations, enhanced building setbacks and step backs, enhanced landscape buffers and planting requirements and/or the implementation of an angular plane. Permissions for taller buildings may be established through a site specific Zoning Bylaw Amendment. (c) encouraged to locate the buildings at the street frontage lot line with parking accommodated at the rear of the site.
<i>INFILL & CONSOLIDATION</i>	6.5.3.4	Council shall promote the infilling and consolidation of existing Mixed Use Corridors.
<i>NEW OR EXTENDED CORRIDORS</i>	6.5.3.5	Council shall discourage the development of new Mixed Use Corridors or the extension of existing Mixed Use Corridors and may only designate or extend a Mixed Use Corridor when the Municipality is satisfied that the market impact of the proposal on other commercial areas is acceptable (see Procedures chapter).
<i>LOCATIONAL CRITERIA</i>	6.5.3.6	Mixed Use Corridor development shall be located where:

*EVALUATION
CRITERIA*

- 6.5.3.7 At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed commercial development is:
- (a) there is access to Class I or Class II Arterial Roads or Class I Collector Roads;
 - (b) full municipal physical services can be provided; and
 - (c) commercial related traffic can be directed away from residential areas.
- (a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses:
- (i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan;
 - (ii) within a site of potential or known contamination;
 - (iii) where traffic generation and distribution is a provincial or municipal concern; and
 - (iv) adjacent to sensitive land uses and/or heritage resources.
- (b) in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area;
- (c) capable of being provided with full municipal physical services and emergency services;
- (d) provided with adequate off-street parking;
- (e) compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and landscaped areas; and
- (f) (f) acceptable in terms of the proposal's market impacts on other commercial areas (see Procedures chapter).

*DESIGN
GUIDELINES*

6.5.3.8 The following guidelines shall be considered when evaluating the proposed design of a Mixed Use Corridor development:

- (a) the ability to achieve the associated policies as outlined in the Urban Design chapter of this Plan;
- (b) the provision of appropriate landscaping or other buffers to enhance:
 - (i) all parking lots, and outdoor loading and service areas; and
 - (ii) the separation between the use and adjacent sensitive uses, where appropriate;
- (c) as a general rule, the height of buildings are consistent with the height of buildings which characterize the Mixed Use Corridor. Where Council deems it desirable that higher profile development be permitted in an existing Mixed Use Corridor, the development should be built at a human scale by utilizing one or both of the following measures:
 - (i) treatment of the lower floors of building(s) to provide continuity; and/or
 - (ii) setting back the upper floors of building(s) from the street to avoid overpowering effects at-grade;
- (d) where possible, parking is located in the rear of the property to encourage continuous building facades adjacent to the street; and
- (e) measures are taken in site design which provide for ease of access for pedestrians between the public sidewalk and building main entrances in a manner which is distinguishable from access provided for vehicles.
- (f) Council will adopt Design Guidelines that will assist in the design and review of development applications in a manner that will ensure implementation of these policies.

*SITE PLAN
CONTROL*

6.5.3.9 Council shall require all development within areas designated as Mixed Use Corridor to be subject to site plan control, with the exception of Public Open Space uses.

*CORRIDOR
IMPROVEMENT* 6.5.3.10

Council will encourage and facilitate the creation and efforts of business improvement associations within Mixed Use Corridor in accordance with the provisions of the Municipal Act.

*NEIGHBOURHOOD
INVOLVEMENT* 6.5.3.11

Council will encourage the improvement of areas designated as Mixed Use Corridor to be undertaken in consultation with the surrounding neighbourhood.

7. Infrastructure

11.6.3 Pedestrian Network Policies

*RECREATIONWAY
DEVELOPMENT*

7.2.3.4 Council shall provide for the development of the Recreationway by:

- (a) Providing for its construction and maintenance;
- (b) Ensuring that the design of the Recreationway complements and connects with the Greenway System, other areas of the city and neighbouring communities;
- (c) Ensuring that new development proposals and infrastructure undertakings include extensions and improvements to the Recreationway; and
- (d) Ensuring that Recreationways are installed concurrently with other transportation infrastructure in new developments.

*CLASS I
COLLECTOR
ROADS*

7.2.6.6 Council will provide for Class I Collector Roads as follows:

- (a) Class I Collector Roads shall be designated on Schedule 'F' and in any secondary plan or master plan where appropriate.
- (b) Operational and design characteristics:
 - (i) Class I Collector Roads shall be designed to carry moderate volumes of traffic and shall have a minimum right-of-way width of 28 metres;
 - (ii) New intersections shall not be permitted with Provincial Highways and Expressways;

- (iii) Direct property access may be permitted with some controls;
- (iv) Cycling facilities may be permitted on Class I Collector Roads; and
- (v) On street parking may be removed to facilitate the installation of turn lanes where turn lanes are warranted for capacity or safety reasons.

8. Urban Design

8.0 Preamble

A memorable, attractive and liveable city is one where people feel comfortable and are inspired by their surroundings. The physical systems and built form of the city are also designed to protect, maintain and improve the quality of life for present and future generations by integrating the principles of sustainability and place making. In order for Windsor to be such a city, Council is committed to urban design principles that enhance the enjoyment and image of Windsor and its people.

8.7 Built Form

8.7.1 Objectives

<i>VARIED DEVELOPMENT PATTERN</i>	8.7.1.1	To achieve a varied development pattern which supports and enhances the urban experience.
<i>COMPLEMENTARY DESIGN</i>	8.7.1.2	To achieve a complementary design relationship between new and existing development, while accommodating an evolution of urban design styles.
<i>VISUAL INTEREST</i>	8.7.1.3	To maximize the variety and visual appeal of building architecture.
<i>ART AND LANDSCAPING</i>	8.7.1.4	To integrate art and landscaping with the built form.
<i>UNIQUE CHARACTER</i>	8.7.1.5	To enhance the unique character of a district, neighbourhood, prominent building or grouping of buildings.
<i>SIGNS</i>	8.7.1.6	To ensure that signs respect and enhance the character of the area in which they are located.
	8.7.1.7	To achieve external building designs that reflect high standards of character, appearance, design and sustainable design features. (Added by OPA #66-11/05/07-B/L209-2007)

8.7.2 Policies

~~NEW
DEVELOPMENT~~

~~8.7.2.1~~

~~Council will ensure that the design of new development:
(Deleted by OPA #66-11/05/07-B/L209-2007)~~

NEW
DEVELOPMENT

8.7.2.1

Council will ensure that the design of new development:
(Added by OPA #66-11/05/07-B/L209-2007)

- ~~(a) is complementary to adjacent development in terms of its overall massing, orientation and setback;
(Deleted by OPA #66-11/05/07-B/L209-2007)~~
- (a) is complementary to adjacent development in terms of its overall massing, orientation, setback and exterior design, particularly character, scale and appearance;
(Added by OPA #66-11/05/07-B/L209-2007)
- (b) provides links with pedestrian, cycle, public transportation and road networks; and
- (c) maintains and enhances valued heritage resources and natural area features and functions.
- (d) Encourages the creation of attractive residential streetscapes through architectural design that reduces the visual dominance of front drive garages, consideration of rear lanes where appropriate, planting of street trees and incorporation of pedestrian scale amenities. (added by OPA #60-05/07/07-B/L85-2007-OMB Decision/Order No.2667, 10/05/2007)

REDEVELOPMENT
AREAS

8.7.2.2

Council will ensure that the design of extensive areas of redevelopment achieves the following:

- (a) provides a development pattern that support a range of uses and profiles;
- (b) defines the perimeter of such an area by a distinct edge which may be formed by roads, elements of the Greenway System or other linear elements;
- (c) contains activity centres or nodes which are designed to serve the area and which may be identified by one or more landmarks;
- (d) provides transportation links to adjacent areas; and
- (e) maintains and enhances valued historic development patterns or heritage resources.

- (f) is complementary to adjacent development in terms of overall massing, orientation, setback and exterior design, particularly character, scale and appearance.
(Added by OPA #66-11/05/07-B/L209-2007)

*INFILL
DEVELOPMENT*

8.7.2.3

Council will ensure that proposed development within an established neighbourhood is designed to function as an integral and complementary part of that area's existing development pattern by having regard for:

- (a) massing;
- (b) building height;
- (c) architectural proportion;
- (d) volumes of defined space;
- (e) lot size;
- (f) position relative to the road; and
- (g) building area to site area ratios.
- (h) the pattern, scale and character of existing development;
and,
(Added by OPA #66-11/05/07-B/L209-2007)
- (i) exterior building appearance
(Added by OPA #66-11/05/07-B/L209-2007)



- (j) Council adopted Design Guidelines that will assist in the design and review of applications for development in accordance with the policies noted above

*TRANSITION IN
BUILDING
HEIGHTS*

8.7.2.4

Council will ensure a transition among Very High, High, Medium and Low Profile developments through the application of such urban design measures as incremental changes in building height, massing, space separation or landscape buffer.

*CONTINUOUS
BUILDING
FACADES*

8.7.2.5

Council will require new development to support the creation of continuous building facades along Mainstreets through the street level presence of:

- (a) community facilities, retail shops, and other frequently visited uses; and
- (b) architectural features and elements which can be experienced by pedestrians.

*APPEALING
STREET
FACADES*

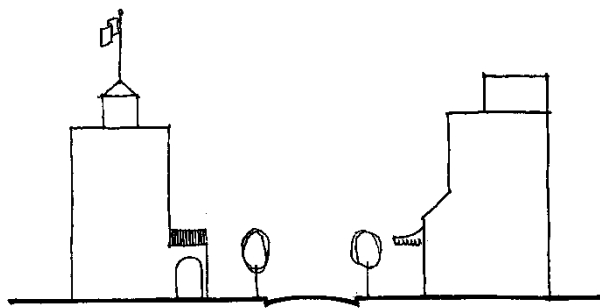
8.7.2.6

Council will encourage the buildings facades to be visually interesting through extensive use of street level entrances and windows. Functions which do not directly serve the public, such as loading bays and blank walls, should not be located directly facing the street.

*FACADE
SETBACKS*

8.7.2.7

Council shall encourage all Medium, High and Very High Profile developments to setback additional storeys above the third (3) storey away from the road frontage to provide sunlight access, manage wind conditions and enhance the pedestrian scale.



*STREET
ORIENTED
ENTRANCES*

8.7.2.8

Council will ensure that main entrances to buildings are street oriented and clearly visible from principal pedestrian approaches.

*STRATEGIC
FACADE
BREAKS*

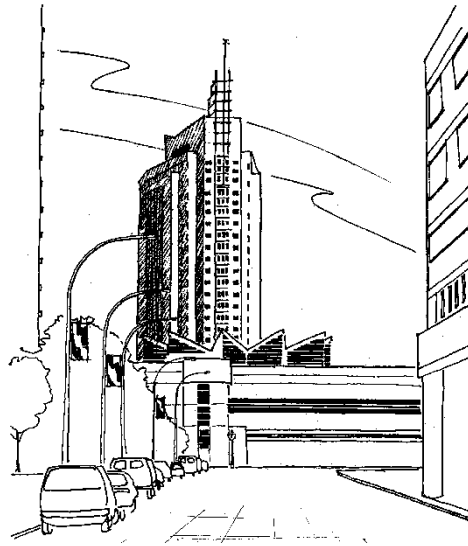
8.7.2.9

Council may allow the interruption of continuous building facades at strategic locations to provide for pocket parks, plazas or other open spaces to support street activity. Council will not allow the interruption of continuous building facades for driveway access unless no other reasonable alternative exists.

EXTERIOR DESIGN 8.7.2.10 Council will consider the preparation of exterior building design guidelines as part of new development or redevelopment involving:
(Added by OPA #66-11/05/07-B/L209-2007)

(g) Special Policy Areas.

PROMINENT LOCATIONS 8.7.2.11 Council will encourage the height, form, massing and articulation of new buildings at prominent locations to reflect their street position within the context of the overall block. For example, buildings located on corners, at “T” intersections, within open spaces, adjacent to “S” curves or on an elevated point should capitalize on their location by providing a focal point for the surrounding neighbourhood.



SIGNS 8.7.2.12 Council will regulate the use of exterior signs and other exterior advertising devices within the city according to a sign by-law that addresses, but is not limited to, the following:

- (a) location;
- (b) size;
- (c) number; and
- (d) construction, alteration, repair and maintenance.

SAFETY 8.7.2.13 Council will ensure that signs do not compromise the safety of motorists by blocking sight lines or distracting the motorist's attention away from the road.

<i>REFLECT ARCHITECTURE</i>	8.7.2.14	Council will ensure that signs are designed as an integral part of the development they are intended to serve and are compatible with the architectural style of the building and the activities which occur on the site and the character of the surrounding area.
<i>PROTECT RESIDENTIAL AREAS</i>	8.7.2.15	Council will ensure that the character of residential areas is maintained by minimizing the use of exterior signs and other exterior advertising devices.
<i>ENHANCE IMAGE</i>	8.7.2.16	Council will ensure that signs, especially along Civic ways and Mainstreets, are a positive reflection on the city for residents and visitors and especially commensurate with the Windsor's role as a point of entry for visitors to Canada.
<i>COMMITTEE OF ADJUSTMENT</i>	8.7.2.17	To provide some flexibility in special situations, Council may empower the Committee of Adjustment to grant minor variances to the sign control by-law in accordance with the Procedures chapter of this Plan.

8.13 Lighting

8.13.1 Objectives

<i>MINIMIZE INTRUSION</i>	8.13.1.3	To minimize intrusive lighting.
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8.13.2 Policies

<i>INTRUSIVE LIGHTING</i>	8.13.2.7	Council will encourage the use of lighting that avoids intrusive lighting onto adjacent properties.
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9 Heritage Conservation

Parts of this chapter were amended as part of Official Plan Amendment #76 as part of a 5-year review of the Official Plan. Official Plan Amendment #76 was approved by the Ministry of Municipal Affairs and Housing on 01/06/2012.

9.0 Preamble

A community's identity and civic pride is rooted in physical and cultural links to its past. In order to celebrate Windsor's rich history, Council is committed to recognizing, conserving and enhancing heritage resources.

This chapter of the Official Plan provides goals, objectives and policies to guide the conservation of Windsor's heritage resources and should be read in conjunction with other parts of this Plan.

9.3.4 Protection of Heritage Resources

9.3.4.1 Council will protect heritage resources by:

ARCHAEOLOGICAL SITES

- (a) Requiring that development or infrastructure undertakings on lands containing potential archaeological resources avoid the destruction or alteration of these resources; or where this is not possible, requiring the proponent to conserve significant archaeological resources through documentation and removal or mitigation in advance of land disturbances, in accordance with the Ontario Heritage Act and the policies contained within the Windsor Archaeological Master Plan, its implementation manual and Schedule 'C-1': Development Constraint Areas – Archaeological Potential; (amended by OPA 55 – 07/24/2006)

9.3.7 Heritage Resources and Planning Initiatives

9.3.7.1 Council will integrate heritage conservation into the development and infrastructure approval process by:

ARCHAEOLOGICAL ASSESSMENT

- (a) Requiring the preparation of an archaeological assessment when development proposals or infrastructure undertakings affect known archaeological resources or areas of archaeological potential as designated on Schedule 'C-1': Development Constraint Areas – Archaeological Potential and in accordance with the Windsor Archaeological Master Plan and its implementation manual; (amended by OPA 55 – 07/24/2006)

11 Tools

11.6 Zoning

A municipality can regulate the use and development of lands, buildings and other structures under the zoning provisions of the Planning Act.

11.6.1 Objectives

ZONING

- 11.6.1.1 To provide for the establishment of a zoning by-law.

COMPATIBLE USES

- 11.6.1.2 To ensure compatibility between land uses.

11.6.2 Comprehensive Zoning By-law Policies

PURPOSE

- 11.6.2.1 Zoning By-law(s) will be used to regulate the use of land, and the character, location and use of buildings and structures in accordance with the *Planning Act*.

COMPREHENSIVE ZONING BY-LAW(S)	11.6.2.2	<p>The comprehensive Zoning By-law(s) shall specify the uses permitted in all areas of the city and shall contain regulations with respect to matters such as:</p> <ul style="list-style-type: none"> (a) The use of land; (b) The type of construction and the height, bulk, size, floor area, spacing, character, erection, location and use of buildings; (c) Development on or near lands identified on Schedule 'C': Development Constraint Areas and significant archaeological sites; (d) The minimum elevation of building openings such as doors and windows; (e) The proportion of the area that any building or structure may occupy; (f) Minimum frontage and depth of the parcel of land and the proportion of the area that any building or structure may occupy; (g) Parking and loading facilities; and (h) Minimum area and other provisions.
CERTIFICATES OF OCCUPANCY	11.6.2.3	The Zoning By-law(s) may require Certificates of Occupancy for the establishment of specified uses of land, buildings or structures and for any subsequent changes to those uses.
ONE STRUCTURE PER LOT	11.6.2.4	The Zoning By-law(s) shall provide that only one main building or structure may occupy one lot of record, unless the lot is developed as a condominium or multiple building project under common ownership.
FRONTAGE ON A PUBLIC HIGHWAY	11.6.2.5	The Zoning By-law(s) shall provide that every lot shall have frontage on a public highway except where special planning consideration apply and are specifically provided through appropriate development controls pursuant to the <i>Planning Act</i> .
	11.6.3	Zoning By-law Amendment Policies
AMENDMENTS MUST CONFORM	11.6.3.1	All amendments to the Zoning By-law(s) shall conform with this Plan. The Municipality will, on each occasion of approval of a change to the zoning by-law(s), specify that conformity with the Official Plan is

maintained or that the change will be in conformity upon the coming into effect of an amendment to the Official Plan.

*REVIEW
PROCEDURE*

- 11.6.3.2 All applications for Zoning By-law amendments shall be processed in accordance with the provisions of the *Planning Act*, and regulations pursuant thereto, and the procedural requirements of this Plan. In general, after an applicant's pre-application consultation meeting with municipal staff and submission of an application that is determined to be complete, all applications shall: **Added by OPA 65 – 10/22/2007– By-law 192-2007**
- (a) Be circulated to appropriate agencies and those agencies be provided with sufficient time to respond; **Added by OPA 65 – 10/22/2007– By-law 192-2007**
 - (b) Be advertised and be presented to the public and the views of the public ascertained at a public meeting to be held in accordance with the Planning Act; and **Added by OPA 65 – 10/22/2007– By-law 192-2007**
 - (c) Be given due and thorough consideration by Council. **Added by OPA 65 – 10/22/2007– By-law 192-2007**

*EVALUATION
CRITERIA*

- 11.6.3.3 When considering applications for Zoning By-law amendments, Council shall consider the policies of this Plan and will, without limiting the generality of the foregoing, consider such matters as the following:
- (a) The relevant evaluation criteria contained in the Land Use Chapter of this Plan, Volume II: Secondary Plans & Special Policy Areas and other relevant standards and guidelines;
 - (b) Relevant support studies;
 - (c) The comments and recommendations from municipal staff and circularized agencies;
 - (d) Relevant provincial legislation, policies and appropriate guidelines; and
 - (e) The ramifications of the decision on the use of adjacent or similar lands.

11.6.5 Holding Zone Policies

USE OF HOLDING ZONES	11.6.5.1	<p>Council may use an “H” or “h” symbol in conjunction with any zoning designation in accordance with the provisions of the <i>Planning Act</i>. The holding provisions shall apply to lands to be zoned for specific uses but held or delayed from development or redevelopment for an interim period until such time as specified development conditions have been satisfied. Holding provisions will be applied in order to meet any one or more of the following:</p> <ul style="list-style-type: none"> (a) To achieve orderly staging of development or redevelopment, in accordance with municipal and provincial policies; (b) To ensure that the adequate infrastructure and community services and facilities are or will be available in accordance with municipal standards; (c) To adopt measures to mitigate negative impacts resulting from the proximity of lands to transportation and utility corridors, incompatible land uses or any other source of nuisance or hazard to public health and welfare; (d) To satisfy policies of the Official Plan related to heritage conservation, site plan control, potentially contaminated sites, protection of the natural environment, community improvement and any other matters which are deemed by Council or the province to be relevant to development or redevelopment of the lands; (e) To achieve the exchange of facilities, services or other matters set out in the bonusing policies of this Plan; and (f) To ensure the execution of legal agreement(s), approval of subdivision plans and/or approval of necessary studies by the appropriate authorities to satisfy the criteria set out in (a), (b), (c), (d) and (e) above.
IMPLEMENTATION OF HOLDING ZONES	11.6.5.2	<p>Lands subject to holding provisions shall be identified within the implementing zoning by-law by the placement of an “H” or “h” immediately preceding the relevant zoning symbol.</p>
PERMITTED USES IN HOLDING ZONES	11.6.5.3	<p>Permitted uses within an area subject to holding provisions shall be limited to lawfully existing uses and additions or alterations thereto and any use of municipality, public authority or public utility. Amended by OPA 84 – 09/07/2012</p>
REMOVAL OF A HOLDING SYMBOL	11.6.5.4	<p>The holding symbol shall be removed by by-law amendment once Council is satisfied that all conditions, which were the reason for</p>

application of the holding provision, have been met. The conditions for removal shall be set out in a resolution of Council. Council shall give notice of its intention to pass a by-law to remove an “H” or “h” symbol in accordance with the provisions of the *Planning Act*.

DEVELOPMENT
RESERVE
DISTRICT

11.6.5.5

Where no secondary plan is in place and/or specific uses of large relatively vacant areas are not yet determined, or, where specific development constraints identified in this Plan apply, the lands may be placed into a development reserve zone, on an interim basis. Development reserve zones will permit only lawfully existing land uses, additions thereto and accessory uses and any use of the City of Windsor or other public authority, as defined by the zoning by-law. Subsequent to the adoption of a secondary plan and/or the identification of specific land uses for the subject lands, or, approval of measures to mitigate the development constraint, the lands may be rezoned to an appropriate zone category, in accordance with the provisions and policies of this Plan.
(amended by OPA #22 – 07/16/02)

APPENDIX “D”

Excerpts from Official Plan Volume II

1. Special Policy Areas

1.0 Preamble

The designation of Special Policy Areas on Schedule A: Planning Districts & Policy Areas allows for the application of specific planning policies for defined geographic areas of Windsor where the goals, objectives and policies of the Primary Plan require further clarification and consideration.

1.15 1.15 Northwest corner of Forest Glade Drive and Meadowbrook Drive (amended by OPA #24 – 10/30/2002)

*SITE SPECIFIC
POLICY
DIRECTION*

- 1.15.1 For the lands designated ‘Commercial Corridor’ at the northwest corner of Forest Glade Drive and Meadowbrook Drive, comprising Part of Lot 126, Concession 2, being more particularly described as Part 1 on Plan 12R-17477. A site specific policy direction to the zoning by-law and site plan approval process is required for the subject property that acknowledges and protects the neighbouring residential functions originally designated and approved for the area. Special buffer provisions shall apply and in this regard, the provisions of subsection 6.5.3.8(b) Design Guidelines which calls for the provision of appropriate landscaping or other buffers to enhance parking, loading and service areas and the separation between the use and adjacent sensitive uses including residential units and a long term care facility, are carefully applied. Specific attention will also be given to the requirements of subsection 8.7 (built form compatibility) and 8.13 (lighting intrusion) contained in the Urban Design section of this plan.

APPENDIX “E”

Excerpts from Zoning By-law 8600

SECTION 15 - COMMERCIAL DISTRICTS 2. (CD2.)

(B/L 8614 Jun 23/1986; B/L 11358 Mar 1/1993; B/L 11614 Nov1/1993; B/L 11922 Sep 23/1994; B/L 12602 Jun 17/1996; B/L 39-1998 Mar 10/1998; B/L 162-1998 Jun 24/1998; B/L 33-2001 Oct 23/2001, OMB Decision/Order No. 1716 Case No. PL010233; B/L 370-2001 Nov 15/2001; B/L 363-2002 Dec 31/2002; B/L 375-2004 Dec 21/2004; B/L 46-2005 Mar 23/2005; B/L 232-2006 Jan 18/2007; B/L 164-2010 Nov 17/2010; B/L 7-2018 Feb. 23/2018)
[ZNG/5271]

15.1 COMMERCIAL DISTRICT 2.1 (CD2.1)

15.1.1 PERMITTED USES

Bakery
Business Office
Child Care Centre
Commercial School
Confectionery
Food Outlet - Drive-Through
Food Outlet - Take-Out
Funeral Establishment
Garden Centre
Gas Bar
Medical Office
Micro-Brewery
Parking Garage
Personal Service Shop
Place of Entertainment and Recreation
Place of Worship
Professional Studio
Public Hall
Public Parking Area
Repair Shop - Light
Restaurant
Restaurant with Drive-Through
Retail Store
Temporary Outdoor Vendor's Site
Tourist Home
Veterinary Office
Wholesale Store
Existing Automobile Repair Garage
Existing Service Station

Any use accessory to any of the preceding uses. *An Outdoor Storage Yard is prohibited, save and except, in combination with the following main uses:*
Garden Centre, Temporary Outdoor Vendor's Site, Existing Automobile Repair Garage.

15.1.5 PROVISIONS

- | | | |
|-----|--|----------------------|
| .4 | Building Height - maximum | 14.0 m |
| .10 | Gross Floor Area - maximum | |
| | <i>Bakery or Confectionary</i> | 550.0 m ² |
| .26 | <i>A Temporary Outdoor Vendor's Site is prohibited in a Business Improvement Area.</i> | |

SECTION 20 - SPECIFIC ZONING EXCEPTIONS IN CERTAIN AREAS

(AMENDED by By-law 227-2002, Approved by OMB Decision/Order No. 1013, July 24, 2003; OMB Decision/Order No. 1011, July 24, 2003 and OMB Decision/Order No. 1067, August 1, 2003, OMB File No. R020192, Case No. PL020829)

(1) SITE SPECIFIC PROVISIONS

Certain parcels of land on the zoning district maps (ZDM) are delineated by a broken orange line and identified by a zoning district symbol and a paragraph(s) of this subsection. Any parcel so identified shall be considered as being within the zoning district symbol and shall be subject to the provisions of that zoning district, the identified paragraph(s) of this subsection and any other applicable provisions of this by-law. In the event of a conflict between the provisions of this Section and the provisions of the zoning district, the provisions of this Section shall apply. Where an additional main use is permitted under this subsection, any use accessory thereto, not including an outdoor storage yard except where permitted within the zoning district, shall also be permitted subject to the provisions of the zoning district and any other provisions of this by-law applicable to such accessory use.

67. For the lands comprising Part of Farm Lots 124 and 126, Concession 2, situated at the northeast corner of Lauzon Parkway and Forest Glade Drive, a motor vehicle dealership shall be an additional permitted use. (ZDM 15)

APPENDIX “F” Consultations

ASSET PLANNING DEPARTMENT

In response to the zoning amendment (Z045/22) to permit a 9 story multi-residential dwelling on the subject property, there are no objections. Please also note the following comments for consideration:

Energy Conservation, Air Quality and Climate Change:

Please note PPS 2020 energy conservation and efficiency policies as they relate to long-term economic prosperity (1.7.1 (j)), as well as improved air quality and reduced greenhouse gas emissions (1.8.1). In addition, the City of Windsor Community Energy Plan (approved July 17 2017) aims to improve energy efficiency; modifying land use planning; reducing energy consumption and greenhouse gas emissions; and fostering green energy solutions throughout Windsor, while supporting local economic development.

As per these policies the developer should consider energy efficiency in the building design. This may include but not be limited to increased insulation, energy efficient appliances and fixtures, high efficiency windows/doors and renewable energy sources. An energy strategy is requested. Windsor's Energy Terms of Reference is available.

The developer is encouraged to contact both Enbridge and Enwave to determine opportunities for improved energy efficiency and available incentives.

EV Charging

Due to increased production and escalating demands, consideration for EV charging infrastructure is requested.

Active Transportation

To promote the use of active transportation, bike racks should be considered.

Climate Change Resiliency

Opportunities to increase resiliency such as providing strategic back-up power capacity.

Based on the City's Sewer and Coastal Flood Management Plan, the site location has been identified as a basement flooding risk area under a 1:25 year precipitation event. Opportunities should be investigate to reduce the risk of any sewer surcharge at the site.

This site lays to the west of the Little River Channel and the current 1:100 year flood plain. However, it is recommended that proponent investigate opportunities to enhance protection of the building for levels exceeding 1:100-year water level to reduce the risks from future climate change impacts.

Landscaping

Consideration for shade trees are recommended to minimize the urban heat island impacts. Consideration of native, drought resistant plants is encouraged to limit watering requirements.

In addition, we encourage the developer to consider community gardening space for residents. Local, sustainable food production is very popular in Windsor.

[Karina Richters, Supervisor of Environmental Sustainability & Climate Change]

BELL CANADA WSP

No comments provided

[Charleyne Hall, Bell Canada External Liaison]

CANADA POST

This development, as described, falls within our centralized mail policy.

I will specify the condition which I request to be added for Canada Post Corporation's purposes.

- a) Canada Post's multi-unit policy, which requires that the owner/developer provide the centralized mail facility (front loading lockbox assembly or rear-loading mailroom [mandatory for 100 units or more]), at their own expense, will be in effect for buildings and complexes with a common lobby, common indoor or sheltered space.

Should the description of the project change, I would appreciate an update in order to assess the impact of the change on mail service.

Lock-Box Assembly Requirements document is included as Schedule 'A' herein.

[Bruno DeSando, Delivery Planning]

COGECO

No comments provided

ENBRIDGE (FORMERLY UNION GAS)

After reviewing the provided drawing for Meadowbrook and Forest Glade and consulting our mapping system, please note that Enbridge Gas has no active infrastructure in the proposed area. A PDF drawing has been attached for reference.

Also, please note the following should you find any abandoned infrastructure in the area:

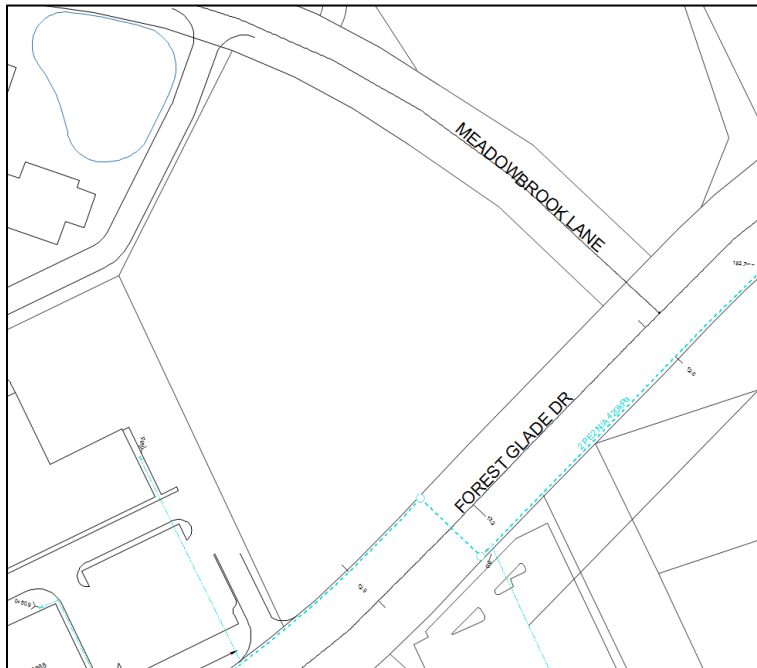
- Any pipe that is excavated, please assume that it is live
- If during the course of any job, any pipe is found that is not on the locate sheet and is in conflict with your work, please call our emergency number (1-877-969-0999),

and one of our Union Gas representatives will respond to determine if that plant is in fact live or dead

- Please note that our Enbridge Gas representative will respond to the live or dead call within 1-4 hours, so please plan your work accordingly

Please contact me if you have any further questions or concerns.

[Gord Joynson, Drafter Estimator]



ENWIN UTILITIES - HYDRO

No objection to re-zoning.

[Zachary Mancini, Hydro Engineering Technologist]

ENWIN UTILITIES - WATER

Water Engineering has no objections.

[Bruce Ogg, Water Project Review Officer]

ENVIRONMENTAL SERVICES

No comments provided

[Anne-Marie Albidone, Manager, Environmental Services]

ESSEX REGION CONSERVATION AUTHORITY

The City of Windsor has received a Zoning By-Law Amendment Application for the subject property. The applicant is proposing the construction of a nine (9) storey 172-unit Multiple Dwelling with a 215 space parking area [required to include a minimum of three (3) loading spaces, eight (8) accessible parking spaces, 12 bicycle parking spaces and 32 visitor parking spaces], which will be interconnected with that existing on the adjacent property to the east known municipally as 3575 Forest Glade Drive. The following is provided as a result of our review of Zoning By-Law Amendment Z-045-22.

DELEGATED RESPONSIBILITY TO REPRESENT THE PROVINCIAL INTEREST IN NATURAL HAZARDS (PPS) AND REGULATORY RESPONSIBILITIES OF THE CONSERVATION AUTHORITIES ACT

The following comments reflect our role as representing the provincial interest in natural hazards as outlined by Section 3.1 of the Provincial Policy Statement of the *Planning Act* as well as our regulatory role as defined by Section 28 of the *Conservation Authorities Act*.

The above noted lands are subject to our Development, Interference with Wetlands and Alteration to Shorelines and Watercourses Regulation under the *Conservation Authorities Act* (Ontario Regulation No. 158/06). The parcel falls within the regulated area of the Little River. The property owner will be required to obtain a Permit from the Essex Region Conservation Authority prior to any construction or site alteration or other activities affected by Section 28 of the *Conservation Authorities Act*.

Stormwater Management

We are concerned with the potential impact of the quality and quantity of runoff in the downstream watercourse due to future development of this site. We request to be included in the circulation of the Site Plan Control application. We reserve to comment further on storm water management concerns until we have had an opportunity to review the specific details of the proposal through the site plan approval stage.

FINAL RECOMMENDATION

The property owner will be required to obtain a Permit from the Essex Region Conservation Authority prior to any construction or site alteration.

ERCA requests to be included in the circulation of the Site Plan Control application.

If you have any questions or require any additional information, please contact the undersigned.

[Kathleen Schnekenburger, Resource Planner]

GREATER ESSEX COUNTY DISTRICT SCHOOL BOARD

No comments provided

PLANNING DEPARTMENT - LANDSCAPE**Zoning Provisions for Parking Setback:**

As per recommendation Number 8 found in the conclusions of the Planning Rationale accompanying this application, all current zoning provisions (CD2.1) will be maintained and therefore acceptable for the proposed site specific development.

Parkland Dedication:

All requirements will be determined at the time a Site Plan application is received.

[Stefan Fediuk, Landscape Architect]

PLANNING DEPARTMENT - SITE PLAN CONTROL

The development proposal is subject to Site Plan Control pursuant to the Planning Act and City of Windsor By-law 1-2004. Where preceding development applications are required, inclusive of Official Plan and Zoning By-law Amendments, request for Site Plan Control Pre-Consultation may be made following completion of the requisite Development and Heritage Standing Committee meeting at <https://ca.cloudpermit.com/login>.

[Jacqueline Cabral, Clerk Steno]

PLANNING DEPARTMENT - URBAN DESIGN**Climate Change:**

Orientation of the development to a north-south axis would allow for all units to benefit from solar gains either in the morning or evening. The current proposed orientation has only those facing south to benefit, while the north facing side will be consistently in shade, especially during the winter months when sunlight would be desirable. It is noted that such a re-orientation of the proposed building would result in a major redesign of the parking layout.

Urban Design:

The applicant has provided a strong rationale in sections 4.2.6 Urban Design and 4.2.7 Site Plan Control of the Planning Justification Report accompanying this application. The proposed incorporation of landscape and lighting, as well sensitivity to transition from the existing urban fabric is noted and encouraged to be strongly adopted into the final design when submitted to Site Plan Control.

[Stefan Fediuk, Landscape Architect]

PUBLIC WORKS DEPARTMENT

We have reviewed the subject rezoning application and have the following comments:

The site may be serviced by a 300mm PVC sanitary sewer located within the east curb lane and a 900mm RCP storm sewer, located within the centre line of Meadowbrook Lane. The owner(s) will be required to obtain a permit from the Engineering Department to connect to existing sanitary and/or storm sewer connections. Existing connections are to be utilized wherever possible at the entire cost and risk of the owner. Any redundant connections shall be abandoned in accordance with the City of Windsor Engineering Best Practice B.P 1.3.3. A site servicing drawing will be required to determine location of existing services. Storm water management calculation are to be completed in accordance with the Windsor/Essex Region Stormwater Standards Manual (<https://essexregionconservation.ca/wpcontent/uploads/2018/12/WE-Region-SWM-Standards-Manual.pdf>)

The existing private services for 3575 and 3585 Forest Glade Dr. extend through the subject property and are located within easements, as per 12R-22621. These services appear to run under the proposed building on the subject lands; therefore; the proposed site plan needs to be revised to eliminate the conflict.

Meadowbrook Lane is classified as a local road per the Official Plan with a required right-of-way width of 20 meters; therefore, no conveyance is required. Forest Glade Drive is classified as a Class I Collector as per the Official Plan with a required right-of-way width of 30m; therefore, a conveyance of 1.9 m may be required. There is a proposed shared driveway approach with the abutting property, 3575 Forest Glad Drive, will require a reciprocal access agreement.

In summary, we have no objections to the proposed site plan application, subject to the following requirements:

Site Plan Control Agreement - The applicant enters into an agreement with the City of Windsor for all requirements under the General Provisions of the Site Plan Control Agreement for the Engineering Department.

Reciprocal Access - The owner agrees to enter into a reciprocal agreement with the abutting property owners for access and services.

ERCA Requirements - The owner(s) further agrees to follow all drainage and flood proofing recommendations of the Essex Region Conservation Authority (ERCA) may have with respect to the subject land, based on final approval by the City Engineer. If applicable, the Owner will obtain all necessary permits from ERCA with respect to the drainage works on the subject lands.

Sewer Easement for adjacent lands - The owner will create a sewer easement for the adjacent lands (Princess Auto) to have their sewers run through the subject lands.

Service Fee - The owner agrees to pay the outstanding service fees for the subject land in the amount of \$36,550.00 plus interest as outlined in CR757/2016 for the completion of services for Meadowbrook Lane.

Sidewalks - The owner(s) agree to:

Construct at their own expense and according to City of Windsor Standard Specifications, a concrete sidewalk along the entire Forest Glade Drive frontage of the subject land. All work to be completed to the satisfaction of the City Engineer;

Corner Cut-Off - The owner(s) agrees, prior to the issuance of a construction permit, to gratuitously convey a [4.6 m x 4.6 m (15' x 15'), 6m x 6m (20' x 20')] corner cut-off at the intersection of Forest Glade Drive and Meadowbrook Lane in accordance with City of Windsor Standard Drawing AS-230.

Sanitary Sampling Manholes - The owner agrees to install a sanitary sampling manhole accessible at the property line of the subject lands to the City Engineer at all times. The determination of the requirement or interpretation if a sampling manhole exists or exceptions to such, will be to the satisfaction of the City Engineer.

Sanitary Sewer Servicing Study - The owner agrees, at its own expense, to retain a Consulting Engineer to provide a detailed servicing study report on the impact of the increased flow to the existing municipal sewer systems, satisfactory in content to the City Engineer and prior to the issuance of a construction permit. The study shall review the proposed impact and recommend mitigating measures and implementation of those measures.

If you have any further questions or concerns, please contact Alison Pound, of this department by email at alodge@citywindsor.ca.

[Alison (Lodge) Pound, Technologist I]

TRANSIT WINDSOR

Transit Windsor has no objections to this development. The closest existing transit route to this property is with the Ottawa 4. The closest existing bus stop to this property is located almost directly across the street on Forest Glade at Lauzon Parkway Southeast Corner providing transit access well within our 400 metre walking distance guideline to a bus stop. Transit Windsor is pleased to see the building at the road and the parking behind as this further enhances active transportation including transit by reducing the amount of walking required to access transit services. A new local route is proposed for this area to replace the existing route as part of our Council approved Transit Master Plan. This will remove transit service off of Forest Glade between Lauzon Parkway and Meadowbrook and introduce transit on Meadowbrook between Essex Way and Forest Glade. This will provide direct transit service to this development.

[Jason Scott, Supervisor - Planning]

TRANSPORTATION PLANNING

Forest Glade Drive is a municipal roadway classified as a Class I Collector road according to Schedule X of the Official Plan. The required right-of-way width is 30 metres and the current right-of-way width is 26.2 metres. The Active Transportation Master Plan (ATMP) states that Forest Glade Drive is designated as an All Ages and Abilities (AAA) bikeway. Therefore, a land conveyance of 2.2 m is required in order to build this out in the future.

As a condition of this application, the owner shall agree that a sidewalk is to be constructed at the owner's expense or contribute toward future construction. The new sidewalk is to extend along the entire frontage of the subject property on Forest Glade Drive.

All accesses shall conform to the TAC Geometric Design Guide for Canadian Roads and the City of Windsor Standard Engineering Drawings (AS-203 and AS-204).

- Driveway must comply with AS-203 and AS-204, straight flares only.

The applicant shall enter into a reciprocal access agreement with the adjacent property to the west.

Sight lines for the site concept were reviewed in the Transportation Impact Study (TIS). If driveway locations are changed in the site plan application stage, then an updated sight line review may be required.

[Clare Amicarelli, Transportation Planner I]

WINDSOR ESSEX CATHOLIC DISTRICT SCHOOL BOARD

No comments provided

WINDSOR FIRE

No fire route. No hydrants. No FDC connections no widths or numbers for anything. Where are the Siamese connections going? Fire route signs. All this has to be provided.

[Mike Coste, Chief Fire Prevention Officer]

WINDSOR POLICE

I have reviewed the information provided for this application and would offer the following comments, pending further details of the project that arise later in the application process:

The Windsor Police Service has no concerns or objections with this application to amend the Zoning By-law, in order to permit development of a multi-residential land use on property zoned for commercial. The proposal to infill the large, vacant site with a residential land use seems appropriate and a beneficial improvement to the overall neighbourhood. From an "environmental criminology" perspective, such a development represents a substantial injection of "positive activity generation", a key element of sound crime prevention through environmental design (CPTED) that is beneficial for the broader area. The scale of the development is of a relative magnitude that will presumably carry some degree of public

safety and traffic management impact on the general surrounding area, none of which however is anticipated to be inappropriate or problematic as it relates to public safety outcomes (crime and disorder). There will certainly be elements of the development that will need to be addressed in order to achieve an outcome that maximizes public safety and security. As such, I will provide applicable, detailed remarks on this application that zero in on specific design details when it reaches the site plan review stage of the process.

[Barry Horrobin, Director of Planning & Physical Resources]

SCHEDULE “A”



ADDRESSING AND DELIVERY PLANNING
CANADA POST CORPORATION
CANADAPOST.CA

ADRESSAGE ET PLANIFICATION DE LA LIVRAISON
SOCIÉTÉ CANADIENNE DES POSTES
POSTESCANADA.CA

Lock-Box Assembly Requirements

The complete Canada Post Standards Manual for Builders & Developers can be downloaded at:
https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf

Compartments Size

- Horizontal lock-box models used in mailrooms must have the following minimums:
 - o Residential compartments must be at least 12.5 x 13.5 cm
 - o Commercial compartments at least 13.5 x 30.5 cm
 - o Parcel compartments at least 30.5 x 30.5 cm
- Vertical lock-box models must have min comp size of 25 x 12.5 cm. (Most models are 40 x 12.7 cm)

Heights

- All lock-box assemblies must be installed in a manner that will not require the delivery employee to reach higher than 170cm or lower than 45cm when delivering to the equipment. With respect to horizontal lock-boxes, the limits above will likely mean that maximum number of compartments that can be included in each column of residential compartments would be eight

Rear-loading Lock-boxes

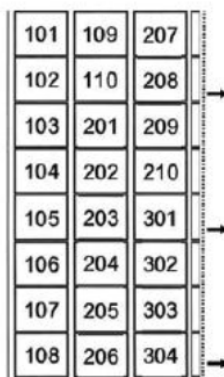
- Projects with more than 100 units are required to be serviced via a rear-loading lock-box assembly.
- There must be a width of at least 100cm of working space from the back of the boxes to the wall.
- A ledge under the bottom row of boxes is also recommended in rear-loading designs. This ledge is to be directly under the bottom row of boxes (no space between ledge and bottom of boxes) and must stick out at least 20cm from the back of the boxes.
- Mailroom door is required to provide a minimum 81cm opening
- Lighting should be at least 100 lux (measured 75 cm from floor)

Access

- All buildings where the lock-boxes are required to be serviced from inside the building are required to install a Canada Post Crown lock in the building intercom. The intercom is pre-fabricated with an internal housing for the lock. The lock can be obtained from the local deliver supervisor.
- If the building has more than 100 units, a rear-loading lock-box assembly will be installed. The door to the Canada Post delivery area must be fitted with a specific model of deadbolt. This is because Canada Post will supply a key cylinder made specifically for the Canada Post key that will fit inside the deadbolt purchased by the developer.

Numbering

- Compartments should be numbered vertically and left to right on the delivery side of the boxes



Grade-level Components

- If the development includes grade level retail or residential units, please take note that door-to-door delivery will not be provided to these units. Canada Post is happy to install a Community Mailbox to provide service to these units. Please coordinate a location with the Canada Post Delivery Planner for the area. If there is no room on the property for the Community Mailbox, service can be provided via another Community Mailbox in the area. Options to service the units from the tower (lobby) lock-boxes or via a front-loading lock box erected on the outside of the building can also be discussed with the Delivery Planner.

APPENDIX “G” Cover Letter



Our File: 22-3694

December 16, 2022

City of Windsor – Planning & Building Services
350 City Hall Square West
Windsor, ON
N9A 6S1

Attention: Brian Nagata
Planner II – Development Review

Proposed Official Plan Amendment / Zoning By-law Amendment
3565 Forest Glade Drive
City of Windsor

Dear Brian,

On behalf of our client, FG Residences Inc. (owner), please find enclosed our submission package for Official Plan Amendment and Zoning By-law Amendment approval for the above noted property, located at the northeast corner of Meadowbrook Lane and Forest Glade Drive. The subject site is currently vacant and is proposed to be developed with a 9-storey multiple residential building consisting 172 units.

The purpose of the Official Plan Amendment-Major is to re-designate the property from 'Commercial Corridor' to 'Residential' to permit the proposed residential uses. The purpose of the Zoning Bylaw Amendment-Minor is add site-specific provisions to the existing 'Commercial District' (CD2.1) zone to permit multiple dwellings.

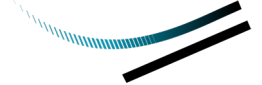
A Pre Submission Consultation summary (PS-030/22) regarding the proposed applications were received June 6, 2022, listing requirements for a complete application.

We have included the following for your consideration and acceptance:

- City of Windsor Official Plan Amendment Application;
- City of Windsor Zoning By-law Amendment Application;
- Conceptual Development Plan, dated October, 2022;
- Planning Justification Report, dated November 2022;
- Sanitary Sewer Study, dated October 2022;
- Transportation Impact Study, dated December 2022;

3200 Deziel Drive
Suite 608
Windsor, Ontario
Canada
N8W 5K8
Telephone
519.948.5000
Fax
519.948.5054

Dillon Consulting
Limited



The application fees for Official Plan Amendment and Zoning By-law Amendment have been made under separate cover. We trust that the applications can be processed at your earliest convenience.

Should you have any questions, please contact Sydney Bailey at (519) 571-9833 ext. 3175 or sbailey@dillon.ca.

Yours sincerely,

DILLON CONSULTING LIMITED

Sydney Bailey BES MCIP RPP

cc: Mike Sassine – FG Residences Inc.
Karl Tanner – Dillon Consulting Limited

APPENDIX “H”
Planning Justification Report (January 2023)



FG RESIDENCES INC.

3565 Forest Glade Drive

Planning Justification Report

1.

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- A Pre-Submission Letter
- B Provincial Policy Statement Policies
- C City of Windsor Official Plan Policies
- D City of Windsor Zoning By-law Regulations



1.0

Introduction

1.1

Purpose

Dillon Consulting Limited (Dillon) has been retained by FG Residences Inc. (herein referred as the 'Applicant'), to prepare planning justification in support of an application for a Zoning By-law Amendment. The subject property is municipally known as 3565 Forest Glade Drive in the City of Windsor, herein referred as the "site" (refer to **Figure 1.0 - Location Map**). The site is proposed to be developed with a nine (9)-storey multiple-residential building containing 172 units (the "proposed development").

The applicant is requesting that Council approve a Minor Zoning By-law Amendment (refer to **Appendix A – Development Application**). The site is currently designated Mixed Use Corridor in the City of Windsor Official Plan. The site is currently zoned Commercial District (CD2.1) in the City of Windsor Zoning By-law 8600, with site specific provision S.20(1)67. The application for Zoning By-law Amendment proposes to maintain the CD2.1 Zone with an added site specific provision to permit use of a multiple dwelling.

Formal Pre-Submission consultation comments detailing requirements for a complete submission were received on June 6, 2022.

2.0

Site & Surrounding Land Use

2.1

Site Description

The site is located on the southeast corner of Forest Glade Drive and Meadowbrook Lane. The site is municipally known as 3565 Forest Glade Drive and is legally described as CON 2 PT LOTS 125 & 126 RP 12R22621 PARTS 15 to 28 in the City of Windsor. The site is irregular in shape and approximately 1.22 hectares (3.01 acres) in size, with approximately 114.1 metres frontage on Forest Glade Drive and 77.2 metres on Meadowbrook Lane. The site is currently vacant and undeveloped.

2.1

Surrounding Context

The site is situated in the Forest Glade Community of Windsor and is surrounded by a range of land uses including residential, commercial, institutional and green space. As shown in **Figure 2.0 – Surrounding Uses**, the site is surrounded by the following land uses:

North

- Townhouse and apartment residential dwellings (RD3.2, RD3.4)
- Little River Golf Course (GD1.2)

West:

- Commercial CD2.1 Plaza including:
 - Princess Auto
 - Tim Hortons
- Rivera Riverside Place Long Term Care Home (HRD3.2)
- Ford Motor Co. Essex Engine Plant (MD2.8)

South:

- Collège Boréal (GD1.2)
- Derwent Park (GD1.2)
- Children's Safety Village (GD1.2)
- E.C. Row Expressway

East:

- The Learning Centre (IDI.1)
- Single detached residential dwellings (RD1.7)
- Windsor Vietnamese Alliance Church (IDI.1)
- Eastwood Public School (1D1.1)
- The Church of Jesus Christ of Latter-Day Saints (ID1.1)

An existing retirement residence “Riverside Place” (2 storeys) abuts the site directly at the north. Several other multiple-residential buildings are located within vicinity to the site including a five (5)-storey building (3140 Meadowbrook Lane), six (6)-storey building (3120 Meadowbrook Lane), and a newly constructed ten (10)-storey affordable housing building (3100 Meadowbrook Lane).

The site is located within proximity of several existing community facilities including the Forest Glade Community Centre, Derwent Park, Little River Golf Course and Forest Glade Optimist Park. Additionally, there is access to public schools, a catholic school, Collège Boréal and three churches within an 800 metre walking radius of the site. Local bus transit stops for routes 4 and 10 are located on Forest Glade Drive. The E.C Row Expressway is located approximately 500 metres south of the site.

3.0 Overview of Proposal

3.1 Proposed Development

The site is proposed to be developed with a 9-storey apartment building containing 172 residential units. A total of 215 parking spaces (1.25 spaces per unit) are proposed, situated at the rear of the building. Vehicular access to the site will be provided via a driveway from Meadowbrook Lane (east), as well by a shared driveway (west) through to the surface parking area. One layby loading space is located along the drive aisle west of the building.

Figure 3.0 – Site Plan illustrates the proposed residential development on the site.

3.2 Proposed Application

Zoning By-law Amendment

The site is zoned Commercial District (CD2.1) in the City of Windsor Zoning By-law 8600 with site specific provision S.20(1)67. The application for Zoning By-law Amendment proposes to maintain the CD2.1 Zone with the following added site-specific provisions:

- Permitted use of multiple dwellings; and
- All other building requirements for multiple dwellings in accordance with the Commercial District (CD2.1).

A future application for Site Plan Control will also be required to permit the proposed development on the site.

3.3 Supporting Studies

As identified through the Pre-Submission Application to the City of Windsor, the following supporting background studies were identified as required for the Zoning By-law Amendment.

3.3.1 Transportation Impact Study

A Transportation Impact Study was completed by Dillon Consulting Limited, dated December 2022, and is provided under separate cover.

3.3.2 Sanitary Sewer Study

A Sanitary Sewer Study, prepared by Dillon Consulting Limited, dated October 2022, which reviews sanitary, stormwater management, and watermain servicing for the proposed residential development on the site has been provided under separate cover.

3.4 Planning Evaluation

To determine the feasibility and appropriateness of the proposed development, a comprehensive evaluation of the potential planning issues and impacts has been undertaken. The scope and level of detail of the planning evaluation has been based on the following:

- Provincial Policy Statement, 2020;
- City of Windsor Official Plan policies and criteria;
- City of Windsor Zoning By-Law 8600 regulations; and
- Visual inspections of the site and surrounding lands.

Recognizing that overlaps exist between the various policies and criteria in the Official Plan, the approach used attempts to consolidate the relevant policies and criteria, and identify and evaluate the potential planning and land use related issues associated with the proposed residential development.

3.5 Policy Framework

3.5.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) promotes the development of 'Strong, Healthy Communities' through the redevelopment of lands for an appropriate mix of uses, which includes residential uses. The proposed uses must be "consistent with" the PPS and, as a broad and general document, the applicants must, through analysis of the policies, determine how the proposed use is appropriate and advances the provinces' interests. There are a number of sections of the PPS that apply to the proposed development.

Our analysis suggests that the following policies of the PPS are relevant to the application:

- Policy 1.1.1, relating to sustaining healthy, liveable and safe communities;
- Policy 1.1.3, relating to settlement areas;
- Policy 1.2.6, relating to land use compatibility;
- Policy 1.3, relating to employment;
- Policy 1.5, relating to active transportation;
- Policy 1.6, relating to infrastructure and public service facilities;
- Policy 1.6.6, relating to sewage, water and stormwater;
- Policy 1.6.7 relating to transportation systems;
- Policy 1.7, relating to long-term economic prosperity; and
- Policy 1.8, relating to energy conservation, air quality and climate change.

These policies are included in **Appendix B: Provincial Policy Statement Policies** and will be referenced throughout the remainder of this report.

3.5.2 City of Windsor Official Plan

The City of Windsor Official Plan (OP) sets general directions for the future pattern of development envisioned for the municipality for a twenty year planning period.

The City of Windsor has general development policies within its primary land use plan with respect to new residential development. The site is currently designated Mixed Use Corridor (renamed from Commercial Corridor by OPA no. 159 passed in July 2022) in the Official Plan (refer to **Figure 3.0 – Existing City of Windsor Official Plan Designations**). According to the OP, the Mixed Use Corridor designation has the following objectives:

- To develop a compact form of mixed use development;
- To provide opportunities to create and maintain special area identities and focal points within Windsor; and
- To provide live-work relationships that support alternative modes of transportation.

The mixed use policies are designed to support the main locations for compact clusters of commercial, office, institutional, open space and residential uses. Permitted uses in this designation are primarily retail, wholesale store and service oriented uses and, to a lesser extent, office uses. Medium and high profile residential uses are also permitted, either as a standalone building or as part of a commercial-residential mixed use building. Further, mixed use corridors are to provide strong linear corridors along public rights-of-way. The proposed development will align with the mixed use corridor designation by providing a compact residential development at a corner of Forest Glade Drive and Meadowbrook Lane, supporting a mix of uses along Forest Glade Drive and existing transit infrastructure.

The following policies found in the Official Plan are relevant to the proposed development:

- Section 3.2, relating to growth and efficient land use;
- Section 4.2.2, relating to environmental sustainability;
- Section 4.2.3, relating to quality of life;
- Section 4.2.4, relating to sense of community;
- Section 6.3.2, relating to residential developments;
- Section 6.9.2.2, relating to mixed use corridors;
- Section 7.2, relating to the transportation system;
- Section 7.3, relating to infrastructure and infill policies;
- Section 8.3, relating to designing for people;
- Section 8.4, relating to pedestrian access;

- Section 8.7, relating to the built form and infill development;
- Section 8.11, relating to sidewalks;
- Section 11.6.3, relating to Zoning By-law Amendments; and
- Section 11.7, relating to Site Plan Control.

These policies are included in **Appendix C – City of Windsor Official Plan Policies**, and will be referenced throughout the remainder of this report.

3.6 Planning Analysis & Considerations

Municipalities in Ontario are required under Section 3 of the Planning Act to ensure that planning matters and decisions are consistent with the Provincial Policy Statement (PPS). The PPS includes policies designed to build strong and healthy communities and are intended to direct efficient and resilient development and land use patterns. According to the PPS, healthy, livable and safe communities are sustained by the following: promoting efficient development and land use patterns, accommodating a range and mix of housing, avoiding development and land use patterns which cause environmental or public health and safety concerns, and promote cost effective development patterns to minimize land consumption and servicing costs (PPS, 1.1.1 (a)(b)(c)(e)). The proposed development is consistent with these policies by encouraging the use of underutilized lands, by proposing an intensification of land uses that can exist in harmony with the surrounding land uses, and by creating opportunities for increased municipal taxes.

As will be demonstrated below, the proposed development is compatible with the surrounding uses, and provides a range of amenities and services within walking distance to future residents. Such a development would be in keeping with PPS and OP policies that support a mix of land uses in settlement areas.

3.6.1 Location

The site is located in the east end of Windsor, just east of Lauzon Parkway in the Forest Glade Community. With respect to settlement areas, the PPS recognizes that the vitality of these areas is critical to the long-term economic prosperity of communities. According to the PPS, settlement areas should be the focus of growth and development and that their regeneration shall be promoted (PPS, 1.1.3.1).

The proposed development promotes growth and vitality within the settlement area. It promotes a dense land use pattern which efficiently uses land and resources, supports active transportation, and is transit-supportive. The proposal provides an opportunity for intensification and presents an appropriate location for intensification due to the availability of suitable, existing infrastructure and public service facilities to accommodate projected needs. The site is conveniently located near a number of green spaces, schools and community uses. The proposed development will also act as a natural transition from the commercial corridor uses to the west to the existing residential uses to the north and east.

The PPS encourages an efficient land use pattern, density and mix of uses that minimize the length and number of vehicle trips and supports current and future use of transit and active transportation (PPS,

1.6.7). The proposed use of the site for a residential development will increase the density of uses along Lauzon Parkway and support the use of transit in the area. The proposed development also provides an opportunity for increased density of housing and provides for a range and mix of housing types (PPS, 1.4). Residential intensification, a healthy mixture of housing options and a range of densities should be promoted in the settlement area (OP 3.2.1). The proposed multiple-residential development will support a variety of unit types and size ranges in the Forest Glade community.

The proposed development is consistent with the City of Windsor's locational criteria policy, as the site has access from a collector road (Forest Glade Drive), full municipal services can be provided, adequate community services and open spaces are available, and public transportation is accessible (OP, 6.3.2.4).

3.6.2 Land Use

The site is located on lands currently designated Mixed use Corridor as identified in the City of Windsor Official Plan, (OPA no. 159). The site is located between a Regional Employment Centre and Regional Open Space System, as per Schedule J: Urban Structure Plan for the City of Windsor. The City of Windsor considers areas out of the Secondary Plan areas as settlement areas. Land use patterns in settlement areas should be based on a variety of densities and a mix of land uses which efficiently use land and resources, are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, minimize negative impacts to air quality and climate change, and support active transportation and transit (PPS, 1.1.3.2; OP, 7.2.2.20).

As observed in the surrounding context, several multiple-residential buildings including a 6-storey and newly constructed 10-storey building are located within proximity of the subject lands. The proposed development will supply a land use consistent with those existing in the Forest Glade Community.

The proposed development represents a form of residential intensification on the site, which efficiently uses the land and future proposed infrastructure. The site is located within a built up area with a mix of uses, including institutional and commercial uses, open space, and an existing range of residential uses, which will support active transportation and transit use and will contribute to the sense of place and character within the area (OP, 4.2.3, 4.2.4, 8.3). The site is currently vacant and underutilized, as there are existing service connections available. The proposed residential uses will offer ease of access to existing amenities for personal use as well as employment opportunities within the City of Windsor, given the subject site's location along bus routes, sidewalks, multi-use trails and bike lane networks. The proposed residential development supports a compact form, and is a cost-effective development that helps to maximize livability and minimize land consumption by development of underutilized lands with available service connections.

3.6.3 Housing

The PPS speaks to providing for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents within the regional market (PPS, 1.4.1). The proposed residential development will help diversify the housing stock in the surrounding area, which is predominantly single detached dwellings. The proposed residential development will introduce an additional form of housing to the surrounding neighbourhood.

The proposal is a form of residential intensification that meets the social, health and wellbeing requirements of current and future residents, promotes increased densities which efficiently use land, resources, infrastructure and public service facilities and supports the use of public and active transportation (PPS, 1.4.3). The Official Plan promotes an appropriate range and mix of housing for all ages and incomes (OP, 3.2.1, 4.2.3). The proposed development offers a higher density housing option, which will contribute to the reduction of urban sprawl onto agricultural and natural heritage lands (OP, 3.2.1).

The proposed development is intended to contribute to and grow the sense of place within Windsor and Forest Glade Community (OP, 8.3), as well as grow Windsor as a healthy and liveable City with a mix of housing types (OP, 4.2).

3.6.4 Transportation System

The PPS encourages development that promotes a dense land use pattern, which minimizes the length and number of vehicle trips, and encourages the use of transit and active transportation methods (PPS, 1.6.7.4 & 1.8.1 (b)). The proposed development will provide connections to the existing adjacent sidewalk network along Meadowbrook Lane and to local transit routes. The proposed connection of the pedestrian network which will promote a healthy, active community which support active transportation and community connectivity (PPS, 1.5 (a); OP, 7.2.4.1).

3.6.5 Infrastructure

The proposed development promotes the efficient use and optimization of existing municipal sewage and water services, and will ensure that sewage and water services provided comply with all regulatory requirements and protect human health and the natural environment (PPS, 1.6.6 (a) (b); OP 7.3.1.1). The proposed infill development will take advantage of existing servicing connections and will not require an extension of municipally owned or operated infrastructure (PPS, 1.6.6.2; OP, 7.3.3.1).

The existing sidewalk fronting Meadowbrook Lane is barrier-free and will be maintained to provide accessible travel for all residents and pedestrians. Sustainable site design and pedestrian network policies have also been considered in the proposal. In addition to the connection to the existing sidewalk network, the proposed development will also incorporate an internal pedestrian sidewalk network that connects residents throughout the site (OP 8.11.2.7). Adequate parking spaces will be provided on-site to accommodate the proposed development as well bicycle parking.

3.6.6 Urban Design

The proposed development is compatible with the surrounding context and will be designed consistent with urban design directives (Chapter 8) of the OP. While being sensitive to the transition of low-rise commercial uses at the west, the proposed development will provide a massing and height consistent with that of existing multiple-residential buildings in the Forest Glade Community. The building floor area has been intimately positioned at the corner of Forest Glade Drive and Meadowbrook Lane, providing continuous street lining and definition at the corner intersection (OP, 8.11.2.10). Surface parking areas have been appropriately situated away from the street frontage behind the building massing and site driveway access has been situated away from the street intersection for reduced pedestrian-vehicle conflict (OP, 8.7.2.9, OP, 8.11.2.19).

Proposed landscaped areas and light fixtures will enhance the character of the surrounding site (OP, 8.3.2.2 (b), OP, 8.11.2.3, OP, 8.7.2.1 (d), OP, 8.13). The proposed development will encourage safe, barrier free, convenient and direct walking conditions with an interconnected sidewalk network (OP, 7.2.3.1, OP, 7.2.3.2).

Other design strategies for compatible infill developments such as materiality, proportion and building articulation will be explored at the detailed design stage of Site Plan Control.

3.6.7 Site Plan Control

The OP designates the whole of the municipality as a Site Plan Control Area (OP, 11.7.1). The proposed development is subject to Site Plan Control and will be further reviewed upon approval of the Zoning By-law Amendment (OP, 11.7). Design guidelines will be adhered to and thoroughly reviewed during the Site Plan Control process.

3.6.8 Economic Prosperity

The proposed development promotes opportunities for economic development and investment within the City of Windsor (PPS, 1.7.1 (a)). It also optimizes the use of currently underutilized lands, infrastructure, and public service facilities available within the site and strengthens the vitality of the area by introducing new opportunities for economic development and community investment readiness (PPS 1.7.1 (a)). Likewise, the Official Plan supports a wide range of development opportunities at appropriate locations throughout Windsor to adapt to the changing resident needs (OP 4.2.4) and encourages the orderly development of a range and mix of housing uses across the City to strengthen Windsor's communities (PPS, 1.3; OP, 4.2.3).

3.6.9 Energy Conservation, Air Quality and Climate Change

The proposed residential development is located in an area with several amenities within walking distance. Sidewalks located along Meadowbrook Lane and Forest Glade will provide access for residents to the surrounding amenities. Increased active transportation due to the proximity of nearby amenities

and employment opportunities, paired with the accessibility of sidewalks and transit will result in decreased vehicular transportation, and ultimately reduced greenhouse gas emission (PPS, 1.8). The proposed development promotes compact form, and supports the use of public transportation and transit access to the site, as well as the surrounding area (PPS, 1.8.1 (a) (b), helping contribute to environmental sustainability (OP, Section 4.2.2).

3.7 City of Windsor Zoning By-law

The City of Windsor Zoning By-law 8600 implements the policies of the City of Windsor Official Plan by regulating built form and land uses throughout the City.

The site is currently zoned Commercial District (CD2.1) which permits a range of commercial uses including, but not limited to the following: business office, restaurant, retail store and tourist home. The applicant is requesting a Zoning By-law Amendment to establish site-specific provisions for the use of a multiple dwelling and all other building requirements for multiple dwellings in accordance with the existing CD2.1 zone. The proposed additional use is carefully designed in a manner consistent with the existing uses in the surrounding area.

These policies and definitions are included in **Appendix D - City of Windsor Zoning By-law.**

4.0

Conclusion

Based on an extensive review of the technical planning and policy issues, the proposed residential development is appropriate for the site and consistent with good planning principles. The proposed residential development will efficiently use existing services, provide an alternative form of housing and positively contribute to the Forest Glade Community. We recommend that the minor Zoning By-Law Amendment application as submitted, be approved for the following reasons:

1. The proposed development will introduce a new multiple-residential building, expanding the range of unit types and size in the Forest Glade Community.
2. The proposed development is compatible with the surrounding land uses (land use, scale, massing, landscaping, etc.) and is consistent with the mix of land uses that characterize the area.
3. The proposed development can add to the vitality of the area while supporting the efficient use of land and existing infrastructure. The proposed development takes advantage of existing infrastructure and community facilities.
4. The proposed development promotes compact form and intensification of a vacant property. Nearby amenities will encourage residents to use active transportation and transit, minimizing the number and length of vehicle trips.
5. The proposed development is consistent with the Provincial Policy Statement for the reasons identified in Section 3.1 (Proposed Development) of this report.
6. The proposed use is consistent with the policies in the City of Windsor Official Plan outlined in Section 4.1.2 of this report.
7. The proposed Zoning By-law Amendment is site specific and will maintain all of the existing zoning provisions, but will include the following:
 - The addition of “multiple dwelling” as permitted use of the site; and
 - All other building requirements for multiple dwellings in accordance with the Commercial District (CD2.1).
8. The proposed Zoning By-law Amendment respects the land use compatibility and site suitability directives of Zoning By-law 8600 supporting healthy, complete neighbourhoods.



Sydney I. Bailey, BES MCIP RPP

Figures





FG RESIDENCES INC.
3565 FOREST GLADE DRIVE

PLANNING JUSTIFICATION REPORT

LOCATION MAP
FIGURE 1.0

 **SUBJECT SITE**
±1.22 ha (± 3.01 ac)

File Location:
c:\working\director\projects\2022\dillon_30mm\dmr\10003-22-3994 - forest
glade drive - pjr figures.dwg
May, 20, 2022 12:50 PM

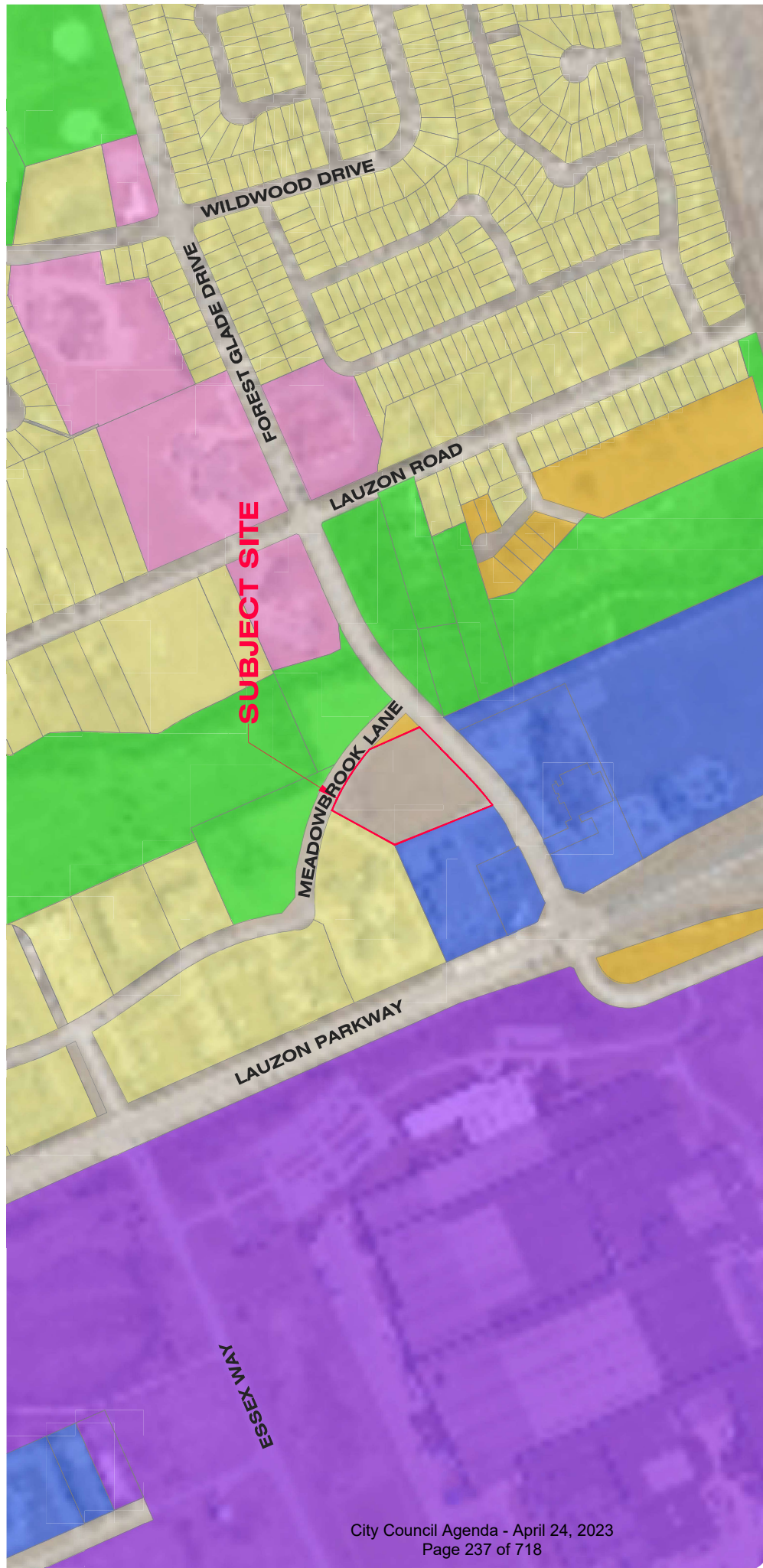
SOURCE: THE CITY OF WINDSOR AERIAL (2019)

MAP DRAWING INFORMATION:
ALL DIMENSIONS AND BOUNDARY INFORMATION SHOULD
BE VERIFIED BY AN O.L.S. PRIOR TO CONSTRUCTION.
DESIGNED BY: MRJ
CHECKED BY: WJS
DATE: 05/20/2022

SCALE: 1:4000



PROJECT: 22-3994
STATUS: DRAFT
DATE: 05/20/2022



FG RESIDENCES INC.
3565 FOREST GLADE DRIVE

PLANNING JUSTIFICATION REPORT

SURROUNDING LAND USE
FIGURE 2.0

SUBJECT SITE
±1.22 ha (± 3.01 ac)

INDUSTRIAL

COMMERCIAL

INSTITUTIONAL

VACANT

OPEN SPACE

RESIDENTIAL

File Location:
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residences\22-3694 - forest residences\22-3694 - forest
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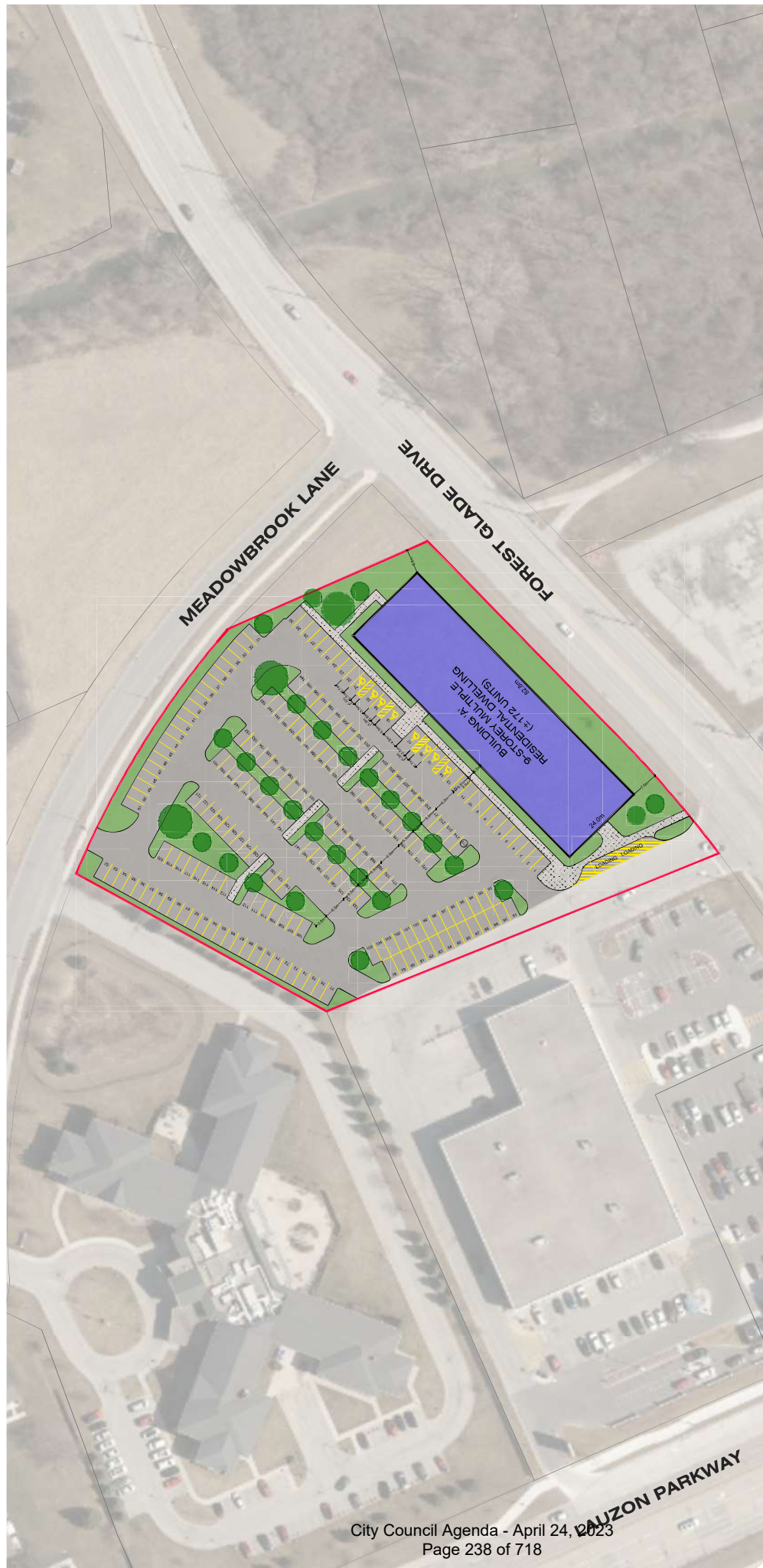
SOURCE: THE CITY OF WINDSOR AERIAL (2019)

MAP/DRAWING INFORMATION
THIS DRAWING IS FOR INFORMATION PURPOSES ONLY.
IT IS NOT TO BE USED FOR CONSTRUCTION AND SHOULD
BE VERIFIED BY AN OLS PRIOR TO CONSTRUCTION.
CREATED BY: MRU
CHECKED BY: JCS
DESIGNED BY: MRU

SCALE: 1:4000

PROJECT: 22-3694
STATUS: DRAFT
DATE: 05/20/2022

DILLON CONSULTING



SITE MATRIX
 FRONT YARD DEPTH - 7.5m
 BACK YARD DEPTH - 7.5m
 SIDE YARD DEPTH - 6.0m
 UNIT COUNT - 172 UNITS
 PROVIDED PARKING - 215 spaces (1.25 per unit)

- SUBJECT AREA
(± 1.22ha)
- PROPOSED MULTI-UNIT
RESIDENTIAL
- PROPOSED LANDSCAPE
- PROPOSED SIDEWALK
- PROPOSED PAVEMENT

MAPDRAWING INFORMATION
 THIS DRAWING IS FOR INFORMATION PURPOSES ONLY. ALL
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 VERIFIED BY AN OLS PRIOR TO CONSTRUCTION.
 CREATED BY: ESB
 CHECKED BY: ADY
 DESIGNED BY: ESB

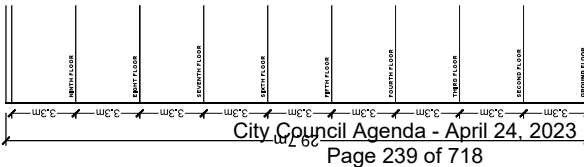
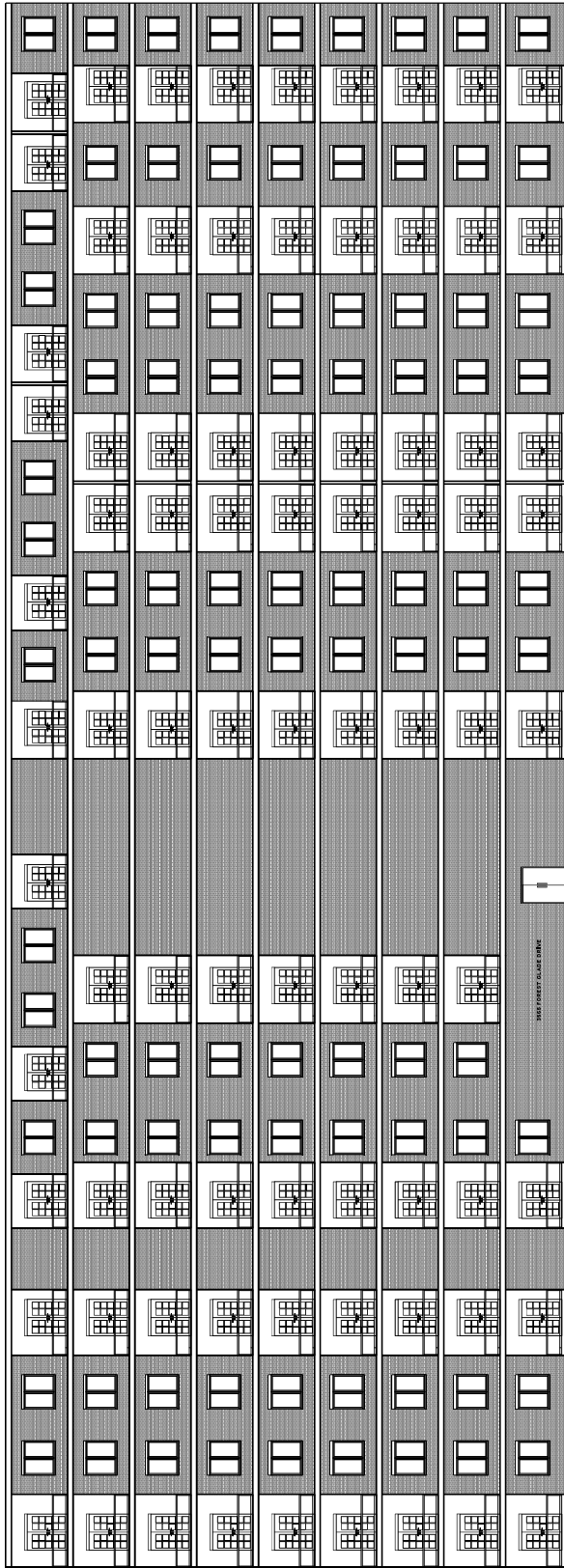
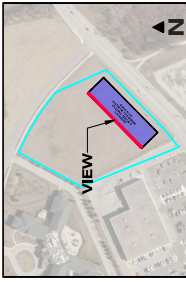
PROJECT: 22-3684
 STATUS: DRAFT
 DATE: 10/14/2022

DILLON CONSULTING

SCALE: 1:1000

29 ENTERTAINMENT GROUP INC.
 3585 FOREST GLADE
 MULTI-RES DEVELOPMENT

CONCEPT PLAN
 FIGURE 3.0



NORTHWEST ELEVATION

FG RESIDENCES INC.
3565 FOREST GLADE DRIVE

PLANNING JUSTIFICATION REPORT

NORTHWEST ELEVATION
FIGURE 4.0

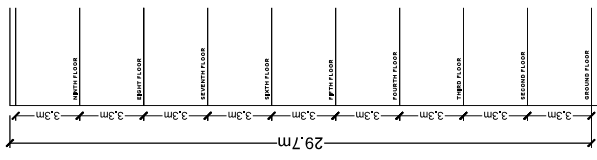
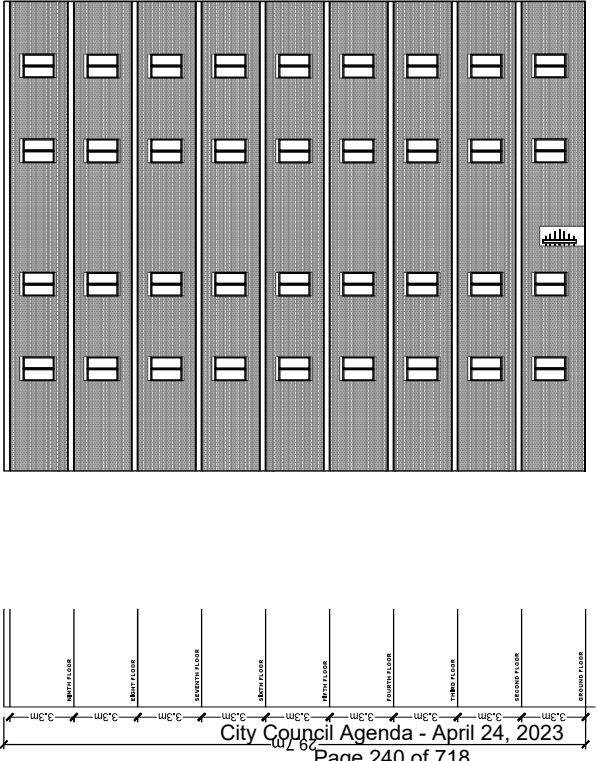
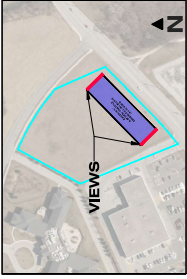
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November 03, 2022 4:12 PM
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MAPDRAWING INFORMATION
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CREATED BY: MRU
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DESIGNED BY: MRU

SCALE: 1:250 (11X17)



PROJECT: 22-0894
STATUS: DRAFT
DATE: 11/03/2022



NORTHEAST ELEVATION

SOUTHWEST ELEVATION

FG RESIDENCES INC.
3565 FOREST GLADE DRIVE

PLANNING JUSTIFICATION REPORT

**NORTHEAST AND SOUTHEAST
ELEVATIONS
FIGURE 5.0**

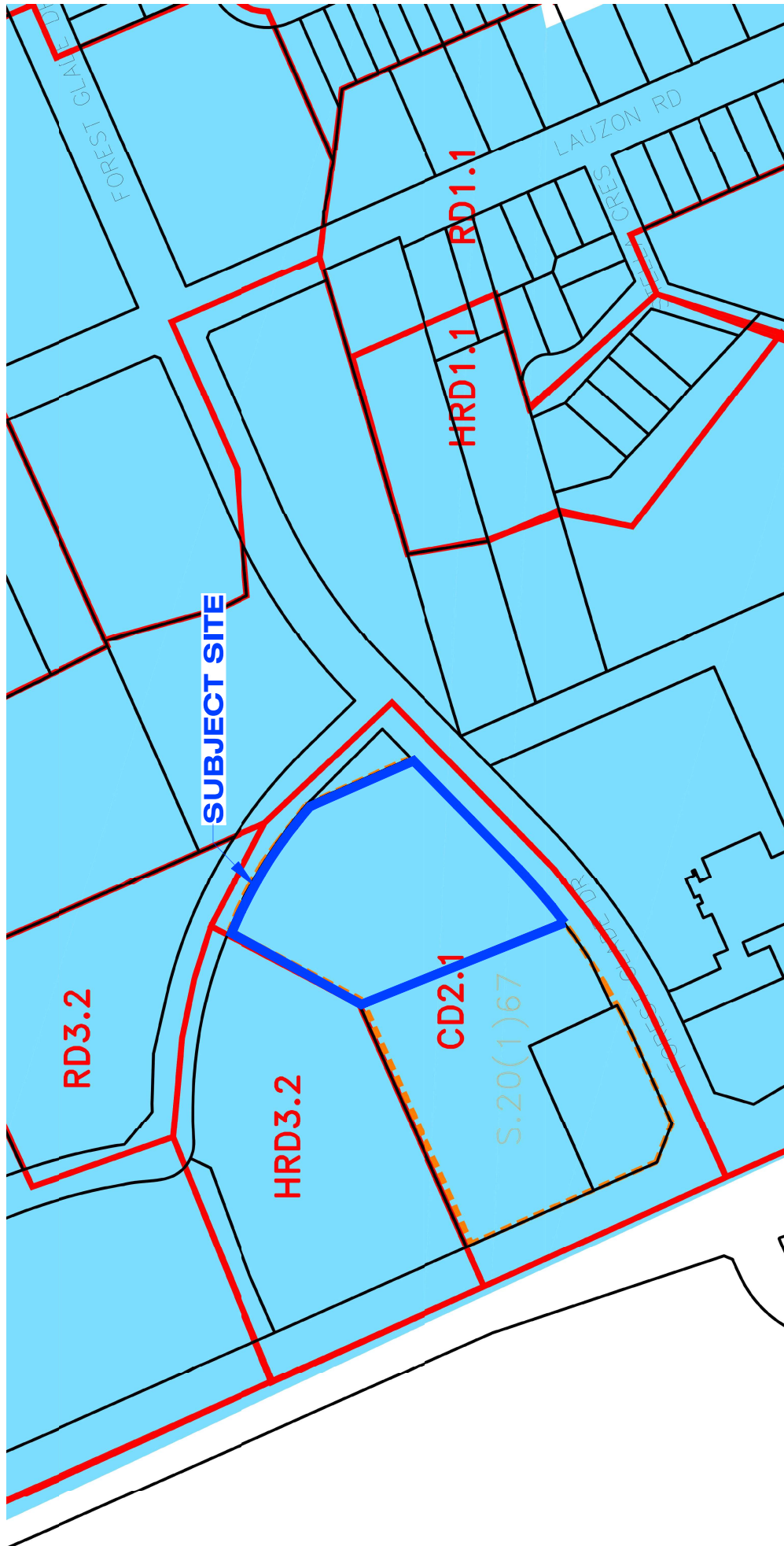
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MAPDRAWING INFORMATION
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SHOWN ARE APPROXIMATE AND NOT TO BE USED FOR CONSTRUCTION.
CREATED BY: MRU
CHECKED BY: ADY
DESIGNED BY: MRU

SCALE: 1:250 (11X17)



PROJECT: 22-0894
STATUS: DRAFT
DATE: 11/03/2022



FG RESIDENCES INC.
 3565 FOREST GLADE DRIVE

PLANNING JUSTIFICATION REPORT

ZONING BY-LAW 8600:
 EXISTING ZONING
 FIGURE 7.0

MAPDRAWING INFORMATION
 THIS DRAWING IS FOR INFORMATION PURPOSES ONLY.
 IT IS NOT A CONTRACT DOCUMENT AND SHOULD
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 CREATED BY: MRU
 CHECKED BY: ZCB
 DESIGNED BY: MRU

SOURCE: THE CITY OF WINDSOR
 - ZONING BY-LAW 8600 MAP

FILE LOCATION:
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SCALE: N.T.S.

PROJECT: 22-0894
 STATUS: DRAFT
 DATE: 05/20/2022

SUBJECT SITE
 ±1.22 Ha (± 3.01 ac)

DETROIT RIVERLAKE ST.
 CLAIR FLOOD PRONE AREA

S.20(1)67

ZONE BOUNDARY

SPECIFIC ZONING
 EXEMPTIONS

Green Districts
 RD
 Residential Districts
 ID
 Institutional Districts
 CD
 Commercial Districts
 MD
 Manufacturing Districts

Appendix A

Pre-Submission Letter

FG RESIDENCES INC.

3565 Forest Glade Drive

Planning Justification Report

City Council Agenda - April 24, 2023
December 2022 - 624-0000
Page 243 of 718





**THE CORPORATION OF
THE CITY OF WINDSOR
PLANNING & BUILDING DEPARTMENT
PLANNING DIVISION**

Office of the Commissioner of
Economic Development & Innovation

Thom Hunt, MCIP, RPP
City Planner/Executive Director

June 6, 2022

FG Residences Inc.
3356 Gundy Park Crescent
Windsor ON N9E 4R6
Attn: Mike Sassine

Re: PRE-SUBMISSION CONSULTATION FOR OFFICIAL PLAN AMENDMENT (OPA) &
ZONING BY-LAW AMENDMENT (ZBA)

APPLICANT: FG RESIDENCES INC. (MIKE SASSINE)
FILE NO: PS-030/22
LOCATION: 3565 FOREST GLADE DRIVE
ROLL NO: 070-740-00100

The pre-submission consultation process is complete.

OFFICIAL PLAN DESIGNATION: The subject property is located within the *North side of Forest Glade Dr. East of Lauzon Parkway* Special Policy Area on *Schedule A - Planning Districts & Policy Areas*, Commercial Corridor land use designation on *Schedule D - Land Use Plan* and Regional Open Space System on *Schedule J - Urban Structure Plan* to the City of Windsor [Official Plan](#).

ZONING OF THE SUBJECT LAND: Commercial District 2.1 (CD2.1) zone with Site Specific zoning (Section 20(1)67) of [Zoning By-law 8600](#).

PROPOSED AMENDMENT/DEVELOPMENT: The applicant proposes to amend the Official Plan land use designation to Residential and rezone the subject property to allow for the construction of a seven (7) storey, 140 unit (approx.) Multiple Dwelling with a 215 space parking area, which will be interconnected with that existing on the adjacent property to the east known municipally as 3575 Forest Glade Drive.

The subject property is currently vacant and maintained as landscaped open space (grass), save and except a small portion making up part of a shared access area and collector aisle with 3575 Forest Glade Drive.

A. APPLICATION TYPE AND REQUIRED APPLICATION FEE:

- I. Official Plan Amendment - Major
 - a. The required fee is \$8,462.35

II. Site Plan Control - Major Development

- a. The required fee is \$11,762.99
- b. The **initial step** in the application process is to arrange a **pre-consultation review** with one of the Site Plan Approval Officers:
 - i. Jason Campigotto at jcampigotto@citywindsor.ca or (519) 255-6543 ext. 6162
 - ii. George Robinson at grobinson@citywindsor.ca or (519) 255-6543 ext. 6531
- c. The **second step** is the online submission of the site plan application package through Cloudpermit (<https://ca.cloudpermit.com/login>).
 - i. The application package **SHALL** include a Site Plan, Topographic Survey, and Elevation plans

Note: the Site Plan Control application does not need to be submitted with the major Official Plan Amendment and/or Zoning By-law Amendment applications.

III. Zoning By-law Amendment - Minor

- a. The required fee is \$4,597.00

Application forms are available at the [City of Windsor Applications/Fees webpage](#).

Please read the application forms in full before completing them.

Fees are current and are subject to change. Please verify the application fees before submitting your application.

B. REQUIRED SUPPORT STUDIES OR INFORMATION:

- I. **Conceptual Site Plan** - This plan **MUST** show all applicable details listed under Section 11 of the Zoning By-law Amendment application. All dimensions shall be in metric.
REQUIRED to be submitted with Zoning By-law Amendment application.
- II. **Deed and/or Offer to Purchase** - **REQUIRED** to be submitted with Official Plan Amendment and Zoning By-law Amendment applications.
- III. **Elevations** - **REQUIRED** to be submitted with Official Plan Amendment, Site Plan Control and Zoning By-law Amendment applications.
- IV. **Environmental Evaluation Report** - The Landscape Architect has indicated through his comments that this report is to be **CONSIDERED** through the Site Plan Control application process.

The purpose of an Environmental Evaluation Report is to demonstrate that a proposed development or infrastructure undertaking may proceed in or adjacent to lands designated as Natural Heritage, Environmental Policy Area A or B and/or Candidate Natural Heritage Site (Refer to Section 10.2.5 of the [Official Plan](#) for guidelines on preparing this report).

Please contact Stefan Fediuk, Landscape Architect at sfediuk@citywindsor.ca or (519) 255-

6543 ext. 6025 for additional information.

- V. **Floor Plans** - required for each floor (including lower level), including demarcation of dwelling units, rooms and common areas.

REQUIRED to be submitted with Site Plan Control application.

- VI. **Noise Study** - A noise study is required to determine if existing noise emissions from Forest Glade Drive will impact the proposed residential development and propose any necessary mitigation measures (Refer to Section 10.2.11 of the [Official Plan](#) for guidelines on preparing this study).

REQUIRED to be submitted with Site Plan Control application.

- VII. **Planning Rationale Report** - The purpose of the Planning Rationale Report is to provide a framework for an applicant seeking development approval to explain salient details of the application and provide supporting reasons why the proposal should be considered and approved. This document is also intended to assist staff with their review and processing responsibilities (Refer to Section 10.2.13 of the [Official Plan](#) for guidelines on this report).

REQUIRED to be submitted with Official Plan Amendment and Zoning By-law Amendment applications.

VIII. **Residential Interim Control By-law (RICBL):**

The property is subject to Residential Interim Control By-law 103-2020 (RICBL) which prohibits a Group Home, Lodging House, a Shelter, and a dwelling with five or more dwelling units throughout the City of Windsor to allow a land use study to be conducted. Council Resolution 364/2020 directs that the land use study should consider, among other things, residential density. In accordance with the *Planning Act* the land use study must be complete and RICBL repealed by **July 13, 2022**.

The Planning Department has developed the following general criteria to evaluate requests for exemption from the RICBL:

1. *Consistency with the Official Plan* - Whether the proposed development is consistent with the land use designation and general policy direction of the Official Plan.
2. *Compliance with the Zoning By-law 8600* - Whether the proposed development is a permitted use and complies with the provisions, including any approval from the Committee of Adjustment.
3. *Distance to Nearby Services and Amenities* - Whether residents have access to services and amenities such as a grocery store, a community or recreational facility, or other uses that meet their daily needs within a 1 km or less walk.
4. *Distance to Public Transit* - Whether residents have access to current and future public transit within a 1 km or less walk.
5. *Potential impact on the Land Use Study* - This criterion considers if approval of the exemption may prejudice the Land Use Study. Typically, if the proposed development is consistent with the Official Plan, complies with the Zoning By-law, is within an acceptable distance of nearby services and amenities, and is, or will be, within an acceptable distance of public transit, there should be no impact on the Land Use Study.

Request for exemptions from RICBL **SHALL** be included with Zoning By-law Amendment application.

- IX. **Sanitary Sewer Study** - (Refer to Section 10.2.7 of the [Official Plan](#) for guidelines on preparing this study).

Please contact Rob Perissinotti, Development Engineer at rperissinotti@citywindsor.ca or (519) 255-6257 ext. 6615 for additional information.

REQUIRED to be submitted with Official Plan Amendment, Site Plan Control and Zoning By-law Amendment applications.

- X. **Stormwater Retention Scheme** - (Refer to section 10.2.4 of the [Official Plan](#) for guidelines on preparing this scheme).

Please contact Rob Perissinotti, Development Engineer at rperissinotti@citywindsor.ca or (519) 255-6257 ext. 6615 for additional information.

This requirement **WILL BE INCLUDED** as a General Provision to the Site Plan Control Agreement.

- XI. **Topographic Plan of Survey** - **REQUIRED** to be submitted with Site Plan Control application.

- XII. **Transportation Impact Study** - A Transportation Impact Study (TIS) is required based on the size and trip generation of the proposal (Refer to Section 10.2.8 of the [Official Plan](#) for guidelines on preparing this study).

Please contact Shannon Deehan, Transportation Planner at SDeehan@citywindsor.ca or (519) 255-6100 ext. 6188 with any questions.

C. NOTES TO APPLICANT

I. Archaeological Potential

The property is in an area of high archaeological potential. The owner and applicant should note the following archaeological precaution:

1. Should deeply buried archaeological deposits be found during construction activities, Ontario Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) must be notified immediately [archaeology@ontario.ca].

2.

II. Building Permits

Building Permit Applications will **NOT** be accepted until the required *Planning Act* Applications have been approved (Official Plan Amendment, Site Plan Control & Zoning By-law Amendment), Stormwater Management and Site Servicing has been submitted to the Public Works Department (Site Plan Control) and ERCA Clearance/Permit has been issued.

III. ENWIN

Hydro Engineering: No objection provided adequate clearances are achieved and maintained. ENWIN has an existing overhead pole line with 27,600 volt primary hydro distribution on the South side of Forest Glade.

Be advised of the overhead 120/240 Volt secondary distribution on the South side of Forest Glade

Be advised of proposed 27,600 volt primary hydro distribution underground work on the North-East side of Meadowbrook Lane

Prior to working in these areas, we suggest notifying your contractor and referring to the Occupational Health and Safety Act and Regulations for Construction Projects to confirm clearance requirements during construction. Also, we suggest referring to the Ontario Building Code for required clearances for New Building Construction.

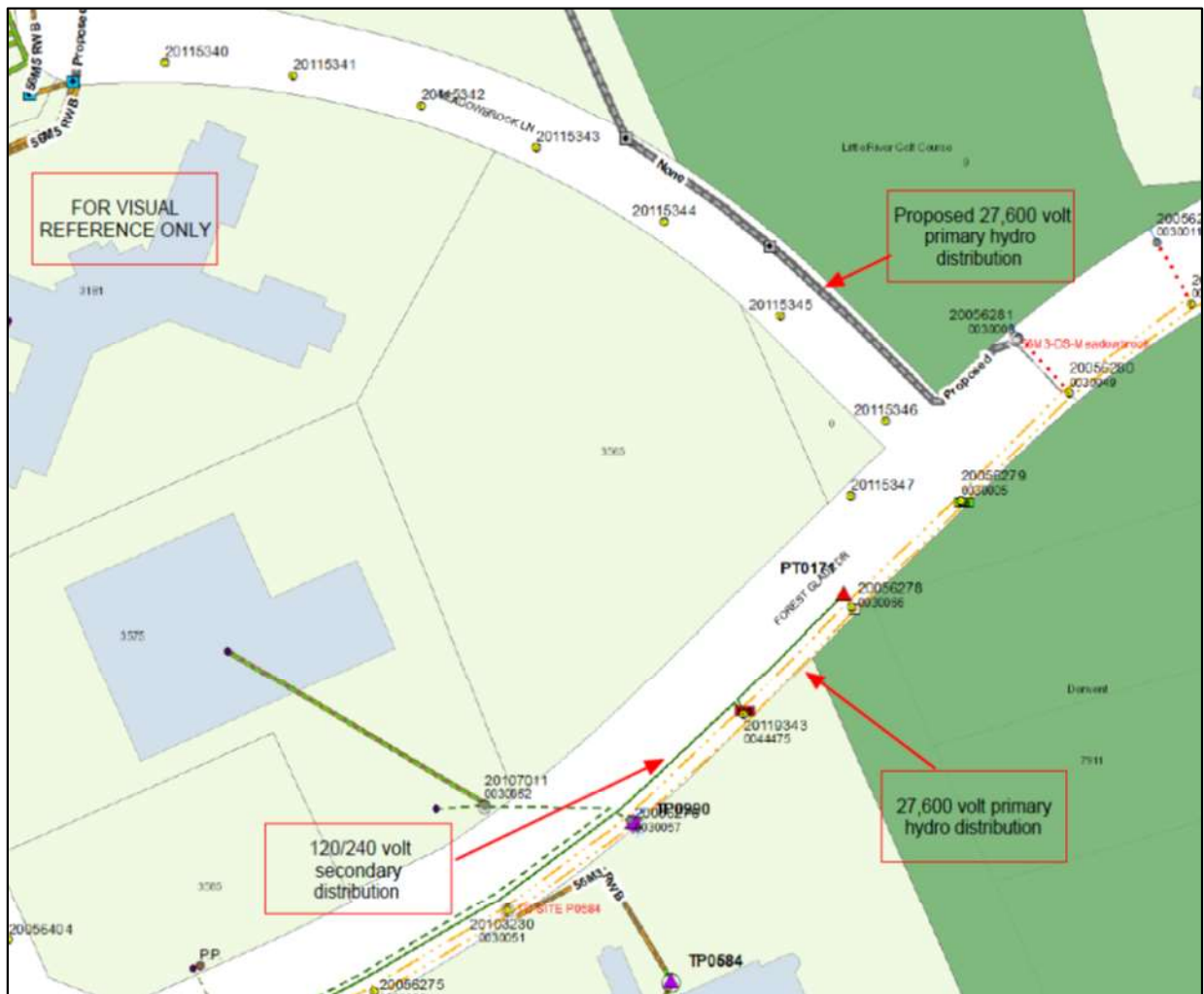


Figure 1 - Sketch attached for reference only. This attachment does not replace the need for utility locates

Water Engineering: Water Engineering has no objections.

IV. Official Plan

The Site Plan Approval and Zoning By-law Amendment processes are **SUBJECT TO** the *North Side of Forest Glade Drive, east of Lauzon Parkway* Special Policy Area of the Official Plan ([Section 1.14 of Chapter 1. Special Policy Areas](#)).

The Site Plan Approval process is **SUBJECT TO** the applicable policies set forth under Section 7.2.3.4: Recreationway Development of Chapter 7 Infrastructure to the [Official Plan](#).

V. One Foot Reserve

There is a one foot reserve located along the south lot line. A portion of this reserve **MAY** need to be lifted to allow the proposed lead walk access to the Forest Glade Drive right-of-way. This matter **WILL BE** addressed through the Site Plan Control application process.

VI. Reciprocal Access Agreement

Please note that there is a Reciprocal Agreement registered on title as CE221731 between the subject property and the surrounding properties known municipally as 3575 Forest Glade Drive and 3585 Forest Glade Drive. The Reciprocal Access Agreement is for pedestrian and vehicular access, together with servicing. The Reciprocal Agreement **MAY** need to be amended to reflect the proposed development and new ownership of the subject property. This matter **WILL BE** addressed through the Site Plan Control application process.

VII. Servicing Fees

A servicing fee in the amount of \$36,550.00 plus interest is owed to the Corporation of the City of Windsor for the completion of services for Meadowbrook Lane. This requirement is detailed in Part III Council Resolution CR757/2016 (see below).

8.8 Award of Tender 155-16 | McNorton Street and Meadowbrook Lane | Base Asphalt Repairs, Sidewalk Installation and Surface Asphalt Placement - Wards 7 & 8

Moved by: Councillor Borrelli

Seconded by: Councillor Bortolin

*Decision Number: **CR757/2016...***

*III. That resolution CR288/2016 Item II. bullet 3 **BE AMENDED** as follows;*

*Actual Balance of \$179,000 to be funded through a transfer from the New Infrastructure Development Project ID #7035119 with cost sharing recoveries from the future development of Parcel A (0 Meadowbrook Lane, Part 10 12R-5019 and Part 4 12R-10427) in the amount of \$107,500 (plus simple interest of 3% annually) and from **Parcel B (3565 Forest Glade Dr, Parts 15-18 12R-22621) in the amount of \$36,550 (plus simple interest of 3% annually), with recoveries to be directed to Project ID #7035119. Interest for the recoveries will accrue beginning on the date that the works are accepted onto maintenance by the Corporation.***

Carried.

This requirement **WILL BE INCLUDED** as a Special Provision to the Site Plan Control Agreement.

D. CONCLUSION:

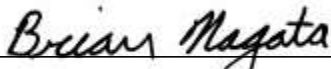
Should you consider any additional changes to the proposed plan please contact the Planning Department at your earliest convenience to ensure that the changes do not impact the information provided in this letter and/or the required supporting studies/information requested.

Administration reserves the right to request additional information in the future. Additional information may be requested by the Development and Heritage Standing Committee (DHSC) or City Council prior to a final decision being rendered.

This letter does not provide the position of staff or the Corporation of the City of Windsor regarding the proposed development and will expire on **June 6, 2023**.

If you have any questions regarding the content of this letter or the planning process in general, please contact Planner by email at bnagata@citywindsor.ca.

Sincerely,



Brian Nagata, MCIP, RPP, B.A.A., Dipl.URPI
Planner II – Development

BN/ms

Appendix B

Provincial Policy Statement Policies

FG RESIDENCES INC.

3565 Forest Glade Drive

Planning Justification Report

City Council Agenda - April 24, 2023
December 2022 - 624-0001
Page 251 of 718



Part V: Policies

1.0 Building Strong Healthy Communities

Ontario is a vast province with urban, rural, and northern communities with diversity in population, economic activities, pace of growth, service levels and physical and natural conditions. Ontario's long-term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns. Efficient land use and development patterns support sustainability by promoting strong, liveable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth.

Accordingly:

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) avoiding development and land use patterns that would prevent the efficient expansion of *settlement areas* in those areas which are adjacent or close to *settlement areas*;
- e) promoting the integration of land use planning, growth management, *transit-supportive* development, *intensification* and *infrastructure* planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
- g) ensuring that necessary *infrastructure* and *public service facilities* are or will be available to meet current and projected needs;
- h) promoting development and land use patterns that conserve biodiversity; and
- i) preparing for the regional and local impacts of a changing climate.

- 1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a *provincial plan*, that time frame may be used for municipalities within the area.

Within *settlement areas*, sufficient land shall be made available through *intensification* and *redevelopment* and, if necessary, *designated growth areas*.

Nothing in policy 1.1.2 limits the planning for *infrastructure*, *public service facilities* and *employment areas* beyond a 25-year time horizon.

1.1.3 Settlement Areas

Settlement areas are urban areas and rural settlement areas, and include cities, towns, villages and hamlets. Ontario's settlement areas vary significantly in terms of size, density, population, economic activity, diversity and intensity of land uses, service levels, and types of infrastructure available.

The vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities. Development pressures and land use change will vary across Ontario. It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.

- 1.1.3.1 *Settlement areas* shall be the focus of growth and development.

- 1.1.3.2 Land use patterns within *settlement areas* shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) are appropriate for, and efficiently use, the *infrastructure* and *public service facilities* which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) prepare for the *impacts of a changing climate*;
- e) support *active transportation*;
- f) are *transit-supportive*, where transit is planned, exists or may be developed; and
- g) are *freight-supportive*.

Land use patterns within *settlement areas* shall also be based on a range of uses and opportunities for *intensification* and *redevelopment* in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

- 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for *transit-supportive* development, accommodating a significant supply and range of *housing options* through *intensification* and *redevelopment* where this can be accommodated taking into account existing building stock or areas, including *brownfield sites*, and the availability of suitable existing or planned *infrastructure* and *public service facilities* required to accommodate projected needs.
- 1.1.3.4 Appropriate development standards should be promoted which facilitate *intensification*, *redevelopment* and compact form, while avoiding or mitigating risks to public health and safety.
- 1.1.3.5 Planning authorities shall establish and implement minimum targets for *intensification* and *redevelopment* within built-up areas, based on local conditions. However, where provincial targets are established through *provincial plans*, the provincial target shall represent the minimum target for affected areas.
- 1.1.3.6 New development taking place in *designated growth areas* should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, *infrastructure* and *public service facilities*.
- 1.1.3.7 Planning authorities should establish and implement phasing policies to ensure:
 - a) that specified targets for *intensification* and *redevelopment* are achieved prior to, or concurrent with, new development within *designated growth areas*; and
 - b) the orderly progression of development within *designated growth areas* and the timely provision of the *infrastructure* and *public service facilities* required to meet current and projected needs.
- 1.1.3.8 A planning authority may identify a *settlement area* or allow the expansion of a *settlement area* boundary only at the time of a *comprehensive review* and only where it has been demonstrated that:
 - a) sufficient opportunities to accommodate growth and to satisfy market demand are not available through *intensification*, *redevelopment* and *designated growth areas* to accommodate the projected needs over the identified planning horizon;
 - b) the *infrastructure* and *public service facilities* which are planned or available are suitable for the development over the long term, are financially viable over their life cycle, and protect public health and safety and the natural environment;
 - c) in *prime agricultural areas*:
 - 1. the lands do not comprise *specialty crop areas*;
 - 2. alternative locations have been evaluated, and

- i. there are no reasonable alternatives which avoid *prime agricultural areas*; and
 - ii. there are no reasonable alternatives on lower priority agricultural lands in *prime agricultural areas*;
- d) the new or expanding *settlement area* is in compliance with the *minimum distance separation formulae*; and
- e) impacts from new or expanding *settlement areas* on agricultural operations which are adjacent or close to the *settlement area* are mitigated to the extent feasible.

In undertaking a *comprehensive review*, the level of detail of the assessment should correspond with the complexity and scale of the settlement boundary expansion or development proposal.

1.1.3.9 Notwithstanding policy 1.1.3.8, municipalities may permit adjustments of *settlement area* boundaries outside a *comprehensive review* provided:

- a) there would be no net increase in land within the *settlement areas*;
- b) the adjustment would support the municipality's ability to meet *intensification* and *redevelopment* targets established by the municipality;
- c) *prime agricultural areas* are addressed in accordance with 1.1.3.8 (c), (d) and (e); and
- d) the *settlement area* to which lands would be added is appropriately serviced and there is sufficient reserve *infrastructure* capacity to service the lands.

1.1.4 Rural Areas in Municipalities

Rural areas are important to the economic success of the Province and our quality of life. Rural areas are a system of lands that may include rural settlement areas, rural lands, prime agricultural areas, natural heritage features and areas, and other resource areas. Rural areas and urban areas are interdependent in terms of markets, resources and amenities. It is important to leverage rural assets and amenities and protect the environment as a foundation for a sustainable economy.

Ontario's rural areas have diverse population levels, natural resources, geographies and physical characteristics, and economies. Across rural Ontario, local circumstances vary by region. For example, northern Ontario's natural environment and vast geography offer different opportunities than the predominately agricultural areas of southern regions of the Province.

1.1.4.1 Healthy, integrated and viable *rural areas* should be supported by:

- a) building upon rural character, and leveraging rural amenities and assets;
- b) promoting regeneration, including the redevelopment of *brownfield sites*;
- c) accommodating an appropriate range and mix of housing in rural *settlement areas*;
- d) encouraging the conservation and *redevelopment* of existing rural housing stock on *rural lands*;
- e) using rural *infrastructure* and *public service facilities* efficiently;

1.2.6 Land Use Compatibility

- 1.2.6.1 *Major facilities and sensitive land uses* shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential *adverse effects* from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of *major facilities* in accordance with provincial guidelines, standards and procedures.
- 1.2.6.2 Where avoidance is not possible in accordance with policy 1.2.6.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and *development* of proposed adjacent *sensitive land uses* are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:
- a) there is an identified need for the proposed use;
 - b) alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;
 - c) *adverse effects* to the proposed *sensitive land use* are minimized and mitigated; and
 - d) potential impacts to industrial, manufacturing or other uses are minimized and mitigated.

1.3 Employment

- 1.3.1 Planning authorities shall promote economic development and competitiveness by:
- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
 - b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
 - c) facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;
 - d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and
 - e) ensuring the necessary *infrastructure* is provided to support current and projected needs.

1.4 Housing

1.4.1 To provide for an appropriate range and mix of *housing options* and densities required to meet projected requirements of current and future residents of the *regional market area*, planning authorities shall:

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through *residential intensification* and *redevelopment* and, if necessary, lands which are *designated and available* for residential development; and
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate *residential intensification* and *redevelopment*, and land in draft approved and registered plans.

Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate *residential intensification* and *redevelopment*, and land in draft approved and registered plans.

1.4.2 Where planning is conducted by an upper-tier municipality:

- a) the land and unit supply maintained by the lower-tier municipality identified in policy 1.4.1 shall be based on and reflect the allocation of population and units by the upper-tier municipality; and
- b) the allocation of population and units by the upper-tier municipality shall be based on and reflect *provincial plans* where these exist.

1.4.3 Planning authorities shall provide for an appropriate range and mix of *housing options* and densities to meet projected market-based and affordable housing needs of current and future residents of the *regional market area* by:

- a) establishing and implementing minimum targets for the provision of housing which is *affordable to low and moderate income households* and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;
- b) permitting and facilitating:
 - 1. all *housing options* required to meet the social, health, economic and well-being requirements of current and future residents, including *special needs* requirements and needs arising from demographic changes and employment opportunities; and
 - 2. all types of *residential intensification*, including additional residential units, and *redevelopment* in accordance with policy 1.1.3.3;

- c) directing the development of new housing towards locations where appropriate levels of *infrastructure* and *public service facilities* are or will be available to support current and projected needs;
- d) promoting densities for new housing which efficiently use land, resources, *infrastructure* and *public service facilities*, and support the use of *active transportation* and transit in areas where it exists or is to be developed;
- e) requiring *transit-supportive* development and prioritizing *intensification*, including potential air rights development, in proximity to transit, including corridors and stations; and
- f) establishing development standards for *residential intensification*, *redevelopment* and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

1.5 Public Spaces, Recreation, Parks, Trails and Open Space

1.5.1 Healthy, active communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate *active transportation* and community connectivity;
- b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for *recreation*, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;
- c) providing opportunities for public access to shorelines; and
- d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.

1.6 Infrastructure and Public Service Facilities

1.6.1 *Infrastructure* and *public service facilities* shall be provided in an efficient manner that prepares for the *impacts of a changing climate* while accommodating projected needs.

Planning for *infrastructure* and *public service facilities* shall be coordinated and integrated with land use planning and growth management so that they are:

- a) financially viable over their life cycle, which may be demonstrated through asset management planning; and
- b) available to meet current and projected needs.

1.6.2 Planning authorities should promote *green infrastructure* to complement *infrastructure*.

sufficient *reserve sewage system capacity* shall include treatment capacity for hauled sewage from *private communal sewage services* and *individual on-site sewage services*.

1.6.6.7 Planning for stormwater management shall:

- a) be integrated with planning for *sewage and water services* and ensure that systems are optimized, feasible and financially viable over the long term;
- b) minimize, or, where possible, prevent increases in contaminant loads;
- c) minimize erosion and changes in water balance, and prepare for the *impacts of a changing climate* through the effective management of stormwater, including the use of *green infrastructure*;
- d) mitigate risks to human health, safety, property and the environment;
- e) maximize the extent and function of vegetative and pervious surfaces; and
- f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.

1.6.7 Transportation Systems

1.6.7.1 *Transportation systems* should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.

1.6.7.2 Efficient use should be made of existing and planned *infrastructure*, including through the use of *transportation demand management* strategies, where feasible.

1.6.7.3 As part of a *multimodal transportation system*, connectivity within and among *transportation systems* and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and *active transportation*.

1.6.8 Transportation and Infrastructure Corridors

1.6.8.1 Planning authorities shall plan for and protect corridors and rights-of-way for *infrastructure*, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.

1.6.8.2 *Major goods movement facilities and corridors* shall be protected for the long term.

1.6.8.3 Planning authorities shall not permit *development* in *planned corridors* that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

1.6.11 Energy Supply

- 1.6.11.1 Planning authorities should provide opportunities for the development of energy supply including electricity ~~generation~~ facilities and transmission and distribution systems, district ~~energy~~, and *renewable energy systems* and *alternative energy systems*, to accommodate current and projected needs.

1.7 Long-Term Economic Prosperity

- 1.7.1 Long-term economic prosperity should be supported by:
- a) promoting opportunities for economic development and community investment-readiness;
 - b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of *housing options* for a diverse workforce;
 - c) optimizing the long-term availability and use of land, resources, *infrastructure* and *public service facilities*;
 - d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;
 - e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including *built heritage resources* and *cultural heritage landscapes*;
 - f) promoting the redevelopment of *brownfield sites*;
 - g) providing for an efficient, cost-effective, reliable *multimodal transportation system* that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;
 - h) providing opportunities for sustainable tourism development;
 - i) sustaining and enhancing the viability of the *agricultural system* through protecting agricultural resources, minimizing land use conflicts, providing opportunities to support local food, and maintaining and improving the *agri-food network*;
 - j) promoting energy conservation and providing opportunities for increased energy supply;
 - k) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature; and
 - l) encouraging efficient and coordinated communications and telecommunications infrastructure.

1.8 Energy Conservation, Air Quality and Climate Change

- 1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the *impacts of a changing climate* through land use and development patterns which:

- a) promote compact form and a structure of nodes and corridors;
- b) promote the use of *active transportation* and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
- c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;
- d) focus freight-intensive land uses to areas well served by major highways, *airports, rail facilities* and *marine facilities*;
- e) encourage *transit-supportive* development and *intensification* to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
- f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and *green infrastructure*; and
- g) maximize vegetation within *settlement areas*, where feasible.

Appendix C

City of Windsor Official Plan Policies

FG RESIDENCES INC.

3565 Forest Glade Drive

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close proximity. Mixed use developments will be encouraged with strong pedestrian orientations and to support public transit. This concept will enable Windsor to continue its growth and foster a vibrant economy, while ensuring a safe, caring and diverse community and a sustainable, healthy environment.

In order to manage growth consistent with the community vision, the following key policy directions are provided for in the other chapters of this Plan.

3.2.1 Safe, Caring and Diverse Community

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|--|---------|--|
| <i>NEIGHBOURHOOD CENTRES</i> | 3.2.1.1 | Windsorites want to be a part of neighbourhoods that meet their needs as places to live, shop and play. Each neighbourhood will have a central area that provides a focus for activities and is within a convenient walking distance. Here, people will find shops, jobs, neighbourhood based services, public places that are safe and inviting, and a place to meet with neighbours and join in community life. The neighbourhood centre will provide a variety of housing types for all ages and incomes. |
| <i>NEIGHBOURHOOD HOUSING VARIETY</i> | 3.2.1.2 | Encouraging a range of housing types will ensure that people have an opportunity to live in their neighbourhoods as they pass through the various stages of their lives. Residents will have a voice in how this new housing fits within their neighbourhood. As the city grows, more housing opportunities will mean less sprawl onto agricultural and natural lands. |
| <i>DISTINCTIVE NEIGHBOURHOOD CHARACTER</i> | 3.2.1.3 | Windsor will keep much of what gives its existing neighbourhoods their character – trees and greenery, heritage structures and spaces, distinctive area identities, parks, and generally low profile development outside the City Centre. Around the neighbourhood centres, the existing character of the neighbourhood will be retained and enhanced. Newly developing areas will be planned to foster their own unique neighbourhood identities with a mixture of homes, amenities and services. |
| <i>COMMUNITY DESIGN</i> | 3.2.1.4 | The design of buildings and spaces will respect and enhance the character of their surroundings, incorporating natural features and creating interesting and comfortable places. Streets, open spaces and the greenway system will serve as public amenities connecting and defining neighbourhoods and contributing to Windsor's image. New development in Windsor will accommodate the needs of pedestrians, cyclists and other recreational activities. |

3.3.2 Vibrant Economy

- | | | |
|-------------------|---------|--|
| <i>EMPLOYMENT</i> | 3.2.2.1 | Windsor's economy will be stimulated by active employment centres that |
|-------------------|---------|--|

*ECONOMIC
OPPORTUNITY*

4.1.6 Economic opportunities throughout Windsor.

STAY SAFE

4.1.7 A safe environment throughout Windsor.

*BALANCED
DECISION
MAKING*

4.1.8 A decision making process that balances environmental, economic and social considerations.

4.2 Objectives

4.2.1 Healthy and Liveable City

*PLANNING &
DESIGN*

4.2.1.1 To consider community health in the planning and design of Windsor and its neighbourhoods.

*ACTIVE
LIFESTYLE*

4.2.1.2 To provide for activities and facilities which will foster an active lifestyle to improve community health.

*MONITOR
HEALTH*

4.2.1.3 To regularly monitor community health.

*CLIMATE
PROTECTION*

4.2.1.4 To protect against climate change and its possible adverse effects on human health, the physical environment, economy and quality of life.

*AGING IN
PLACE*

4.2.1.5 To encourage a mix of housing types and services to allow people to remain in their neighbourhoods as they age.

*PEDESTRIAN
SCALE*

4.2.1.6 To provide for pedestrian scale neighbourhood centres that serve the day-to-day needs of the local residents.

4.2.2 Environmental Sustainability

*PLANNING &
DESIGN*

4.2.2.1 To consider the environment in the planning and design of Windsor.

ECOSYSTEMS

4.2.2.2 To protect and restore ecosystems.

*SUSTAINABLE
DEVELOPMENT*

4.2.2.3 To encourage community planning, design and development that is sustainable.

*COMPATIBLE
DEVELOPMENT*

4.2.2.4 To promote development that meets human needs and is compatible with the natural environment.

*REDUCE
ENVIRONMENTAL
IMPACTS*

4.2.2.5 To reduce environmental impacts.

4.2.3 Quality of Life

<i>MIX OF USES</i>	4.2.3.1	To encourage a mix of uses.
<i>PROXIMITY OF BASIC SERVICES</i>	4.2.3.2	To encourage the location of basic goods and services close to where people live and work.
<i>COMMUNITY NEEDS</i>	4.2.3.3	To recognize the needs of the community in terms of shelter, support services, accessibility and mobility.
<i>HOUSING MIX</i>	4.2.3.4	To accommodate the appropriate range and mix of housing.
<i>LOCATION OF COMMUNITY SERVICES</i>	4.2.3.5	To encourage community services at appropriate locations throughout Windsor.
<i>FIRST NATIONS</i>	4.2.3.6	To recognize the needs of the First Nations communities for housing and support services.

4.2.4 Sense of Community

<i>SOCIAL INTERACTION</i>	4.2.4.1	To encourage development that fosters social interaction.
<i>COMMUNITY LIVING</i>	4.2.4.2	To encourage development that fosters the integration of all residents into the community.
<i>ADAPTABLE DEVELOPMENT</i>	4.2.4.3	To encourage developments that adapt to changing resident needs.
<i>COMMUNITY FACILITIES</i>	4.2.4.4	To co-locate community facilities.

4.2.5 Community Empowerment

<i>EDUCATION & TRAINING</i>	4.2.5.1	To encourage the development of education and training facilities throughout Windsor.
<i>PUBLIC INVOLVEMENT</i>	4.2.5.2	To encourage and facilitate public involvement in planning and development initiatives.
<i>INFORMATION SYSTEM</i>	4.2.5.3	To ensure effective public information and communication on planning and development initiatives.

*TYPES OF
DEVELOPMENT
PROFILE*

6.2.1.2

- (o) Future Employment Area ~~(added by OPA #60-05/07/07-B/L85-2007-
OMB Decision/Order No.2667, 10/05/2007)~~
- For the purpose of this Plan, Development Profile refers to the height of a building or structure. Accordingly, the following Development Profiles apply to all land use designations on Schedule D: Land Use unless specifically provided elsewhere in this Plan:

- (a) Low Profile developments are buildings or structures generally no greater than three (3) storeys in height;
- (b) Medium Profile developments are buildings or structures generally no greater than six (6) storeys in height; and
- (c) High Profile developments are buildings or structures generally no greater than fourteen (14) storeys in height.

*TYPES OF
DEVELOPMENT
PATTERN*

6.2.1.3

For the purpose of this Plan, Development Pattern refers to an area bounded by the nearest Collector and/or Arterial roads and/or other major linear physical features. Accordingly, two categories of Development Pattern are provided for:

- (a) a Neighbourhood which exhibits a characteristic lotting and/or development profile; and
- (b) an Undeveloped Area which does not have characteristic lotting or development profile.

6.3 Residential

The lands designated as “Residential” on Schedule D: Land Use provide the main locations for housing in Windsor outside of the City Centre Planning District. In order to develop safe, caring and diverse neighbourhoods, opportunities for a broad range of housing types and complementary services and amenities are provided.

The following objectives and policies establish the framework for development decisions in Residential areas.

6.3.1 Objectives

<i>RANGE OF FORMS & TENURES</i>	6.3.1.1	To support a complementary range of housing forms and tenures in all neighbourhoods.
<i>NEIGHBOURHOODS</i>	6.3.1.2	To promote compact neighbourhoods which encourage a balanced transportation system.
<i>INTENSIFICATION, INFILL & REDEVELOPMENT</i>	6.3.1.3	To promote selective residential redevelopment, infill and intensification initiatives.
<i>MAINTENANCE & REHABILITATION</i>	6.3.1.4	To ensure that the existing housing stock is maintained and rehabilitated.
<i>SERVICE & AMENITIES</i>	6.3.1.5	To provide for complementary services and amenities which enhance the quality of residential areas.
<i>HOME BASED OCCUPATIONS</i>	6.3.1.6	To accommodate home based occupations.
<i>SUFFICIENT LAND SUPPLY</i>	6.3.1.7	To ensure that a sufficient land supply for residential and ancillary land uses is available to accommodate market demands over the 20 year period of this Plan.

6.3.2 Policies

In order to facilitate the orderly development and integration of housing in Windsor, the following policies shall apply.

<i>PERMITTED USES</i>	6.3.2.1	Uses permitted in the Residential land use designation identified on Schedule D: Land Use include Low, Medium and High Profile dwelling units.
<i>ANCILLARY USES</i>	6.3.2.2	<p>In addition to the uses permitted above, Council will encourage the achievement of diverse and self-sufficient neighbourhoods by permitting the following ancillary uses in areas designated Residential on Schedule D: Land Use without requiring an amendment to this Plan:</p> <p>(a) community services including libraries, emergency services, community centres and similar public agency uses; (Deleted by OPA #82 – June 20, 2011, B/L 117-2011)</p>

- (a) ~~community services including libraries, emergency services, community centres and similar public agency uses, but does not include a Methadone Clinic;~~
(Deleted by OPA #106 – November 6, 2015, B/L 143-2015)
- (a) community services including libraries, emergency services, community centres and similar public agency uses;
(Amended by OPA #106 – November 6, 2015, B/L 143-2015)
- (b) home based occupations subject to the provisions of policy 6.3.2.7;
- (c) Neighbourhood Commercial uses subject to the provisions of policy 6.3.2.9;
- (d) Open Space uses subject to the provisions of section 6.7;
and
- (e) Minor Institutional uses subject to the provisions of section 6.6.

*TYPES OF
LOW PROFILE
HOUSING*

6.3.2.3

For the purposes of this Plan, Low Profile housing development is further classified as follows:

- (a) small scale forms: single detached, semi-detached, duplex and row and multiplexes with up to 8 units; and
- (b) large scale forms: buildings with more than 8 units.

*LOCATIONAL
CRITERIA*

6.3.2.4

Residential development shall be located where:

- (a) there is access to a collector or arterial road;
- (b) full municipal physical services can be provided;
- (c) adequate community services and open spaces are available or are planned; and
- (d) public transportation service can be provided.

*EVALUATION
CRITERIA FOR A
NEIGHBOURHOOD
DEVELOPMENT
PATTERN*

6.3.2.5

At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed residential development within an area having a Neighbourhood development pattern is:

- (a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses:
 - (i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan;
 - (ii) adjacent to sources of nuisance, such as noise, odour, vibration and dust;
 - (iii) within a site of potential or known contamination;
 - (iv) where traffic generation and distribution is a provincial or municipal concern; and
 - (v) adjacent to heritage resources.
- (b) in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area;
- (c) compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and amenity areas;
- (d) provided with adequate off street parking;
- (e) capable of being provided with full municipal physical services and emergency services; and
- (f) facilitating a gradual transition from Low Profile residential development to Medium and/or High profile development and vice versa, where appropriate.

*EVALUATION
CRITERIA FOR AN
UNDEVELOPED
AREA
DEVELOPMENT
PATTERN*

6.3.2.6

At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed residential development within an area having a Undeveloped Area development pattern is:

- (a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses:

policies contained within Chapter 5 and Chapter 6 of this Plan will also apply.

Activities that create or maintain infrastructure authorized under the *Environmental Assessment Act* process are not considered to be development or site alteration under the *Planning Act*. Wherever possible, those activities should avoid natural heritage features and areas, and if avoidance is not possible, minimize the impact to natural heritage features. Only when avoidance and minimization are not feasible, compensatory mitigation should be applied.

7.2 Transportation System

A safe, sustainable, effective and efficient transportation system is one which meets the needs of all users in a manner consistent with a healthy environment and vibrant economy. In order to achieve this balance, Council will manage Windsor's transportation system to enhance physical mobility and ensure that the economic, social and environmental needs of the community are met.

7.2.1 Objectives

<i>ESTABLISH SYSTEM</i>	7.2.1.1	To establish a safe and efficient transportation system that facilitates the movement of people and goods and is appropriate to address projected needs.
<i>EFFICIENT USE</i>	7.2.1.2	To make efficient use of existing and planned transportation infrastructure.
<i>INTEGRATED TRANSPORTATION SYSTEM</i>	7.2.1.3	To provide for the integration, coordination and extension of the transportation system within, to and from Windsor.
<i>INTERCONNECTED TRANSPORTATION SYSTEM</i>	7.2.1.4	To provide a system with functional connectivity and interconnectedness.
<i>LAND USE, DENSITY AND MIX</i>	7.2.1.5	To promote a land use pattern, density and mix of uses that reduces vehicle trips and supports alternative transportation modes including public transit.
<i>INTEGRATING LAND USE AND TRANSPORTATION</i>	7.2.1.6	To integrate land use and transportation considerations at all stages of the planning process.
<i>TRANSPORTATION CORRIDORS</i>	7.2.1.7	To plan and protect transportation corridors and their infrastructure facilities to meet current and projected needs.

<i>TRUCK ROUTES</i>	7.2.1.8	To establish safe and efficient truck routes within and through Windsor.
<i>PARKING</i>	7.2.1.9	To provide for adequate off-street parking facilities and restrict on-street parking to appropriate areas.
<i>TRANSPORTATION DEMAND MANAGEMENT</i>	7.2.1.10	To enact transportation demand management actions suited to the needs of Windsor.
<i>MINIMIZE CONFLICTS</i>	7.2.1.11	To minimize conflicts within the transportation system.
<i>PROTECT ROADWAYS FROM DRIVEWAY PROLIFERATION</i>	7.2.1.12	To restrict driveway access based on road classification and minimize the number of driveway access points.
<i>WALKING & CYCLING</i>	7.2.1.13	To establish and maintain a city-wide walking and cycling network.
<i>ACCESSIBLE INFRASTRUCTURE</i>	7.2.1.14	To establish and maintain an accessible transportation infrastructure.
<i>ROADS</i>	7.2.1.15	To establish and maintain a safe and efficient road network.
<i>TRANSIT</i>	7.2.1.16	To maintain an efficient transit network.
<i>INTERNATIONAL GATEWAY</i>	7.2.1.17	To uphold and advance Windsor's role as Canada's foremost international gateway.
<i>RAIL SERVICE</i>	7.2.1.18	To support the provision of freight and passenger rail service to Windsor.
<i>VIABLE PORT FACILITIES</i>	7.2.1.19	To ensure accessible and viable port facilities.
<i>RECREATIONAL BOATING</i>	7.2.1.20	To facilitate safe recreational boating from Windsor on the Detroit River and Lake St. Clair.
<i>WINDSOR AIRPORT</i>	7.2.1.21	To support an expanded role for the Windsor Airport in the provision of facilities, infrastructure and operational capabilities.
<i>TRAFFIC CALMING</i>	7.2.1.22	To support the inclusion of traffic calming devices according to a municipal Traffic Calming Policy.

<i>NATURAL FEATURES</i>	7.2.1.23	To direct the transportation systems, where possible, away from Natural Heritage Features and Areas.
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7.2.2 General Policies

<i>TRANSPORTATION SYSTEM DEFINITION</i>	7.2.2.1	For the purpose of this Plan, the Transportation System refers to all modes of transportation and their corresponding facilities, including walking, cycling, public transportation, roads, border crossings, rail, air and water transportation.
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<i>SCHEDULE F: ROADS & BIKEWAYS</i>	7.2.2.2	The following existing and future components of the transportation system shall be designated on Schedule F: Roads and Bikeways:
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- (i) Expressway;
- (ii) Class I Arterial Road;
- (iii) Class II Arterial Road;
- (iv) Class I Collector Road;
- (v) Class II Collector Road;
- (vi) Scenic Drive;
- (vii) Local Road; and
- (viii) Provincial Highway.

<i>TRANSPORTATION MASTER PLAN</i>	7.2.2.3	Council shall require the implementation, monitoring and updating of a long range transportation master plan that:
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- (a) Examines the long range transportation system requirements of Windsor its adjacent interdependent municipalities and interconnecting provincial highways;
- (b) Provides principles, policies and strategic plans which address long term transportation system needs from a comprehensive perspective, consistent with this Plan;
- (c) Identifies major problems, deficiencies, or opportunities in the transportation system;
- (d) Identifies and evaluates various alternative solutions available to solve long range transportation system problems and opportunities;

(e) Establishes the preferred solution and corresponding implementation measures; and

(f) Includes a comprehensive public participation program.

*COOPERATION
&
COORDINATION*

7.2.2.4 Council shall work to achieve the coordinated planning, expansion and maintenance of the transportation system in cooperation with other public agencies and private organizations to promote increased density of development.

*ALTERNATIVE
DEVELOPMENT
PATTERNS*

7.2.2.5 Council shall promote development patterns that support an increase in walking, cycling and public transportation in accordance with the Land Use and Urban Design chapters of this Plan.

*BALANCED
TRANSPORTATION
SYSTEM*

7.2.2.6 Council shall develop a balanced transportation system by:

- (a) Adopting strategies and programs that increase public transportation use, cycling and walking;
- (b) Implementing the land use policies of this Plan that provide for a more compact urban form and are intended to reduce the growth in home based trip making;
- (c) Maintaining a road level-of-service that optimizes the use of the existing network;
- (d) Directing the expansion of existing roads or the construction of new ones in association with the application of transportation demand management strategies; and
- (e) Implementing the urban design policies of this Plan that provide for an improved street environment.
- (f) Implementing traffic calming devices in existing neighbourhoods and requiring traffic calming in new neighbourhoods consistent with the Traffic Calming Policy.

*TRAFFIC
CALMING
DEVICES*

7.2.2.7 Council may require traffic calming devices on:

- (a) Existing roads;
- (b) All proposed development;
- (c) Infrastructure undertakings;

consistent with the Traffic Calming policy.

<i>MULTI-MODAL FACILITIES</i>	7.2.2.8	Council shall encourage the development of multi-modal transportation facilities at appropriate locations.
<i>TRUCK ROUTE SYSTEM</i>	7.2.2.9	Council shall establish and manage a truck route system to minimize the intrusion of trucks into sensitive areas while providing acceptable access to business and industries.
<i>TRUCK ACCESS</i>	7.2.2.10	<p>Council recognizes that while truck access is necessary for some properties, the adverse effects of truck traffic shall be minimized by:</p> <ul style="list-style-type: none">(a) Discouraging truck traffic in residential and pedestrian oriented areas;(b) Directing land uses which generate substantial truck traffic to appropriate areas in accordance with the Land Use chapter of this Plan;(c) Ensuring the proper design of roads intended to carry truck traffic;(d) Implementing other measures as may be appropriate and necessary.
<i>HAZARDOUS GOODS</i>	7.2.2.11	Council shall restrict the movement of hazardous goods to transportation routes which avoid high risk areas and provide safe and direct access to their intended destination.
<i>PARKING & LOADINGS FACILITIES</i>	7.2.2.12	Council shall require adequate off-street parking and loading facilities as a condition of development approval in accordance with the Land Use chapter of this Plan.
<i>PARKING LOT DESIGN</i>	7.2.2.13	Council shall require parking lots to be designed in accordance with the Urban Design chapter of this Plan.
<i>PUBLIC ON-STREET PARKING</i>	7.2.2.14	<p>Council may allow, restrict or partially restrict on-street parking on specific roads as follows:</p> <ul style="list-style-type: none">(a) On street parking shall not be permitted on Expressways, Class I Arterial Roads and Scenic Drives;(b) On street parking will be discouraged on Class II Arterial Roads and Class I Collector Roads and may only be allowed in areas where adequate and convenient off-street parking is not available; and

		(c) On street parking may be permitted on Class II Collector Roads and Local Roads provided there is sufficient paved road width.
<i>RESTRICT ON-STREET PARKING</i>	7.2.2.15	<p>Council may restrict on-street parking in a manner that does not conflict with future and planned uses of the right of way by:</p> <ul style="list-style-type: none"> (a) Removing on-street parking where the added roadway space is required to install left or right turn lanes; (b) Removing on-street parking where the added roadway space may be required to install bicycle lanes; (c) Removing on-street parking where the added roadway space if required for transit purposes; (d) Removing on-street parking where there is a need to move traffic more efficiently; (e) Removing on-street parking where the City has constructed off street lots to offset the loss of on-street parking.
<i>ON STREET PARKING – STREET SCAPING</i>	7.2.2.16	Council may permit on-street parking as part of a streetscaping plan designed to create a buffer between road traffic and pedestrian sidewalk areas.
<i>BICYCLE PARKING</i>	7.2.2.17	Council shall make provision for bicycle parking spaces by requiring bicycle spaces at all developments.
<i>LAND USE AND TRANSPORTATION</i>	7.2.2.18	<p>Council shall recognize the link between land use and transportation systems by:</p> <ul style="list-style-type: none"> (a) Focusing office development and high-density employment and high density residential in areas which have access to transit and pedestrian amenities; (b) Encouraging commercial and employment uses within 400 metres to 800 metres of residential areas to promote the use of active transportation and to promote transit service.
<i>SUSTAINABLE SITE DESIGN</i>	7.2.2.19	<p>Council shall require the use of sustainable site design during the Site Plan Control process to ensure accessibility for all pedestrians and cyclists by:</p> <ul style="list-style-type: none"> (a) Requiring buildings and access points to buildings be placed to provide convenient access to the public right of way;

		<ul style="list-style-type: none"> (b) Ensuring the provision of sidewalk and cycling connections to and from the entrances of the development and cycling facilities; (c) Ensuring that sidewalk and cycling connections are barrier free throughout the seasons; (d) Ensuring that the sidewalk and cycling connections minimize the walking and cycling distance to and from the right of way and (e) Encouraging a more street level design and access by planning parking lots in such a way to not adversely impact such access.
<i>TRANSIT SUPPORTIVE DEVELOPMENT</i>	7.2.2.20	Council shall support transit by planning for compact mixed-use, higher density residential, commercial and employment development within concentrated nodes and corridors that are adjacent to higher order transit corridors.
<i>MINIMIZING VEHICLE TRIPS AND TRAVEL DISTANCES</i>	7.2.2.21	<p>Council shall implement land use patterns that promote sustainable travel by locating land uses within reasonable walking or cycling distance by:</p> <ul style="list-style-type: none"> (a) Encouraging development that include an appropriate mix of residential, commercial and employment lands within reasonable walking distance of each other; (b) Planning higher density developments in areas along major transportation corridors and nodes; (c) Integrating land use and transportation planning decisions by ensuring each fit the context of each other's specific needs.
<i>TRAVEL DEMAND MANAGEMENT</i>	7.2.2.22	<p>Council and Transit Windsor will encourage employers to manage their travel demand by:</p> <ul style="list-style-type: none"> (a) Promoting the use of ride sharing and car-pooling to reduce parking demand and to reduce vehicles on nearby streets; (b) Promoting the use of bulk or special transit pass purchases by employers for employees that offer discounts over regular transit pass prices and encourage transit usage; (c) Encouraging companies to alternate hours of work to reduce the peak hour traffic and parking demand.
<i>POST SECONDARY STUDENT TRANSPORTATION</i>	7.2.2.23	Council shall encourage post secondary institutions to implement tuition-based bus pass programs to reduce travel and parking demand.

<i>COMMERCIAL SCHOOLS</i>	7.2.2.24	Council shall encourage commercial schools to locate along roadways with transit.
<i>TRANSIT SUPPORTIVE DESIGN</i>	7.2.2.25	<p>Council shall support transit friendly design by:</p> <ul style="list-style-type: none"> (a) Planning for compact, higher density developments along nodes and corridors; (b) Creating street layouts that can accommodate transit vehicles; (c) Considering transit in the early stages of planning; (d) Creating grid networked streets; (e) Promoting urban design that encourages walking and cycling; and (f) Requiring entranceways proximate to the public right of way to reduce walking distances for pedestrians, particularly those who are mobility impaired.
<i>SCHOOL AREA TRANSPORTATION</i>	7.2.2.26	<p>Council and the School Boards shall promote a safe travel environment near schools by:</p> <ul style="list-style-type: none"> (a) Ensuring that new elementary school locations are central to the area that they intend to serve to reduce the need for buses to transport students; (b) Ensuring that the location of new schools limits the need for children to cross Arterial Roads; (c) Encouraging the use of traffic calming near elementary schools constructed in new neighbourhoods; (d) Coordinating the location of new schools with transit. (e) Maintaining a policy for school areas that may include: <ul style="list-style-type: none"> (i) Reduced speed limits in school zones; (ii) No stopping areas near school crossings to ensure visibility of crossing guards and children; (iii) Appropriate parking and stopping restrictions along school frontages in consultation with the affected School Board and local residents.

<i>SCHOOL ACTIVE TRANSPORTATION PLANS</i>		(f) Requiring all schools to provide adequate on-site parking and loading/unloading facilities.
	7.2.2.27	Council shall require that school boards implement active transportation plans for new or refurbished schools that include: <ul style="list-style-type: none"> (a) Safe walking routes including new sidewalk connections, street crossing improvements and other pedestrian infrastructure within the school property or municipal road allowance fronting the school property; (b) Appropriate way finding signage where necessary; and (c) Sufficient bicycle parking facilities for all students.
<i>CONTROLLED ACCESS DESIGNATION</i>	7.2.2.28	Council may designate any road as a controlled access road, regardless of classification for the purpose of protecting said roadway from driveway accesses that would be detrimental to the road's intended purpose or function.
<i>SCHEDULE F-1 AND OPA #43</i>	7.2.2.29	Schedule F-1 to the Plan designates those elements that consist of rail corridors and some rail yards. The uses permitted on the lands so designated are those currently in existence and those uses permitted by the zoning by-law.

These elements of the transportation system, while important to broader economic goals, have historically resulted in significant land use impacts on adjacent uses. It is a policy of this Plan that, for uses other than those permitted by the zoning by-law:

- (a) No change to rail uses on, and
- (b) No expansions for non-rail uses of

those rail corridors and rail yards designated on Schedule F-1 will be made without amendment to this Plan as may be required by s. 7.2.8.4.

7.2.3 Pedestrian Network Policies

<i>PEDESTRIAN MOVEMENT</i>	7.2.3.1	Council shall require all proposed developments and infrastructure undertakings to provide facilities for pedestrian movements wherever appropriate by: <ul style="list-style-type: none"> (a) Requiring safe, barrier free, convenient and direct walking conditions for persons of all ages and abilities;
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- (h) Encourage transit stops to be located within a 400 metre walking distance of high density residential development.

**REGIONAL
PUBLIC
TRANSIT
SYSTEM**

7.2.5.3 Council encourages the creation of a Regional Public Transit System.

7.2.6 Road Network Policies

**ROAD
CLASSIFICATION**

7.2.6.1 The road network within Windsor is classified as follows:

- (i) Provincial Highways;
- (ii) Expressways;
- (iii) Class I Arterial Roads;
- (iv) Class II Arterial Roads;
- (v) Class I Collector Roads;
- (vi) Class II Collector Roads;
- (vii) Scenic Drives; and,
- (viii) Local Roads.

**PROVINCIAL
HIGHWAYS**

7.2.6.2 Council recognizes Provincial Highways as follows:

- (a) Provincial Highways shall be designated on Schedule F: Roads and Bikeways and in secondary plans, where appropriate; and
- (b) The Ministry of Transportation exercises its mandate adjacent to Provincial Highway corridors; as such land abutting Provincial Highways are subject to permit control process of the Ministry of Transportation.

EXPRESSWAYS

7.2.6.3 Council shall provide for Expressways as follows:

- (a) Expressways are designated on Schedule F, as controlled access highways and are to be designated in any secondary plan or master plan where appropriate.

- (iii) All-way stops shall not be permitted;
- (iv) Direct property access may be permitted with some controls;
- (v) Cycling facilities may be permitted;
- (vi) On street parking shall not be permitted; and
- (vii) The municipal streetscape design of the Scenic Drive shall be guided by the urban design policies in this Official Plan.

LOCAL ROADS 7.2.6.9 Council shall provide for Local Roads as follows:

- (a) Operational and design characteristics:
 - (i) Local Roads shall be designed to carry low volumes of traffic and shall have a minimum right-of-way width of 20 metres;
 - (ii) New intersections shall not be permitted with Provincial Highways, Expressways, Class I Arterial Roads and Class II Arterial Roads;
 - (iii) Cycling facilities may be permitted on Local Roads;
 - (iv) On street parking may be permitted; and
 - (v) Direct property access may be permitted with some controls.

ROADWAY INTERSECTIONS: ROUNDABOUTS AND TRAFFIC CIRCLES 7.2.6.10 Council shall encourage the use of roundabouts or traffic circles as follows:

- (a) Council may consider the use of roundabouts or traffic circles where appropriate;
- (b) Council shall encourage a high level of urban design at roundabouts or traffic circle intersections; and
- (c) Where a roundabout or traffic circle is proposed to serve the traffic of a new development, it shall be installed and operating before the opening of that development.

ROADWAY INTERSECTIONS: SIGNALIZED 7.2.6.11 Council shall require the use of signalized intersections where provincial warrants are met.

ROADWAY 7.2.6.12 Where new signals are warranted by a development:

*SIGNALS
WARRANTED BY
NEW
DEVELOPMENT*

- (a) Council shall require the development to pay for the signal's infrastructure, installation and the cost of 5 years maintenance; and
- (b) The signalized intersection shall be installed and operating before the opening of any part of such development.

*ROADWAY
INTERSECTIONS:
SIGNAL
REMOVAL*

- 7.2.6.13 Council may require the removal of traffic signals from intersections when a review indicates lower than expected volumes of traffic.

*ROADWAY
INTERSECTIONS:
ALL WAY
STOPS*

- 7.2.6.14 Council shall restrict the use of all way stop intersections in accordance with its All Way Stop Policy.

*PROTECTION OF
TRANSPORTATION
CORRIDORS*

- 7.2.6.15 Council shall protect existing and new transportation corridors by:
- (a) Ensuring that lands identified in transportation master plans or studies for transportation corridors are protected;
 - (b) Protecting abandoned railway or utility right-of-way in the entire length; and
 - (c) Retaining unopened road allowances that have potential for future use.

*NEW ROADWAY
AND WIDENING*

- 7.2.6.16 Council shall support the construction of new roads and right-of-way widening for the purpose of adding to the travelled portion of a road only when either of the following factors have been met:
- (a) The new road and/or widened right-of-way have been identified as a recommended system improvement in this Plan, the transportation master plan and/or the cycling master plan; or other relevant transportation plan.
 - (b) The need for the new road and/or widened right-of-way has been clearly demonstrated through a comprehensive analysis and public consultation process, conducted in addition to the transportation master plan, in accordance with relevant provincial legislation and the resulting road improves the transportation system by:
 - (i) Reducing the use of local roads by non-local traffic;

- (ii) Minimizing conflicts between local and non-local traffic;
- (iii) Improving the level-of-service and road capacity;
- (iv) Minimizing any negative impacts on the social and natural environment of adjacent areas;
- (v) Providing for cycling facilities, as appropriate; and
- (vi) Providing for transit service, as appropriate.

***GUIDELINES
FOR NEW
ROADS***

7.2.6.17 Council shall consider the following criteria when reviewing the roads proposed as a part of a new development:

- (a) The ability to achieve the Urban Design policies of this Plan;
- (b) Where new roads are required to serve a developing area, a logical hierarchy of roads is identified and designated with the capacity to accommodate anticipated traffic generated by the development;
- (c) The design of the road provides for safe traffic movement;
- (d) The carrying capacity of the adjacent roads is sufficient to accommodate the anticipated traffic generated by the proposed development, as well as existing traffic and anticipated growth levels of background traffic;
- (e) The carrying capacity of existing and proposed Class I and Class II Arterial Roads and Class I and Class II Collector Roads is protected by:
 - (i) The use of shared access, where appropriate, for new development; and
 - (ii) Limiting the number of entrances/exits for non-residential development located adjacent to these roads.
- (f) The ability to improve cycling network connections.

***RESIDENTIAL
AREAS***

7.2.6.18 Council shall encourage the development of a peaceful atmosphere in residential areas by:

- (a) Maintaining an adequate system of Collector and Arterial roads to serve residential areas;

- (b) Requiring the provision of appropriate noise control measures and off-street parking;
- (c) Locating medium and high density residential development along Collector and Arterial roads; and
- (d) Requiring the construction of sidewalks in accordance with policy 7.2.3.2;
- (e) Requiring that traffic calming devices be included in the road design of any new residential subdivision in accordance with the Traffic Calming Policy;
- (f) Applying the principles of the Traffic Calming Policy to existing roads in residential areas by ensuring that traffic calming is considered as part of any neighbourhood management plan and that traffic calming devices are placed where deemed to be necessary; and
- (g) Requiring that the impact of noise and the feasibility of achieving noise control objectives must be considered as factors in determining the design of residential areas and that noise barriers be considered only when it has been demonstrated that alternate noise abatement solutions are not feasible.

*NEW
DEVELOPMENT*

- 7.2.6.19 All proponents of development may be required to complete a Traffic Impact Study to support the feasibility of a proposal, and if feasible, identify appropriate traffic management measures, in accordance with the Procedures chapter of this Plan.

*TRAFFIC
CALMING IN
NEW
RESIDENTIAL
SUBDIVISIONS*

- 7.2.6.20 Council shall require that all new residential subdivisions include traffic calming measures as an integral part of the road design. Administration will recommend appropriate traffic calming devices in all new subdivisions as follows:

- (a) Traffic calming devices must permit and enhance safe movement by all non-vehicular modes of travel and by bicycle; and
- (b) Traffic calming devices will conform with the provisions of the Traffic Calming Policy and will be considered within the context of the guidelines below:
 - (i) At the intersections of two local roads, roundabouts or traffic circles maybe utilized;
 - (ii) Curb extensions should be required at all intersections of Local

and Collector Roads except where it is determined that they will have an adverse effect on transit or emergency services;

- (iii) Within subdivisions, long straight-aways should be avoided. Chicanes should be utilized to avoid long straight-aways exceeding 300 metres in length.

<i>GRATUITOUS CONVEYANCES</i>	7.2.6.21	As a condition of development approval, council shall require gratuitous land conveyances to the Municipality where it has been determined that the existing right-of-way width is insufficient based on the requirements set out in Schedule 'X', or other provisions of this Official Plan. The size and dimension of each such conveyance shall be determined by what is identified in Schedule 'X', or other provisions of this Official Plan. Generally, equal widths of land will be taken from both sides of the road.
<i>GRATUITOUS CONVEYANCES: CONDITION OF DEVELOPMENT</i>	7.2.6.22	<p>Gratuitous land conveyances to the Municipality may also be required as a condition of development approval for, but not limited to any of the following elements:</p> <ul style="list-style-type: none">(a) Corner cut offs;(b) Intersection improvements;(c) Roundabouts;(d) Turn lanes;(e) Acceleration or deceleration lanes;(f) Transit infrastructure, including transit lanes, stations and transit stops including shelters;(g) Cycling infrastructure, including bike lanes and multi-use recreational trails;(h) Bus bays; and(i) Sidewalks.
<i>ROADWAY INTERSECTIONS: CORNER CUT OFFS AND CONVEYANCES</i>	7.2.6.23	<p>The dimensions of corner cut offs that are to be gratuitously conveyed to the Municipality are as follows:</p> <ul style="list-style-type: none">(a) A minimum of a 4.6 metre corner cut off is to be provided at all intersections, except for intersections between two local roads or a local road and a scenic drive;

- (b) Where the intersection is signalized, a minimum of a 6.1 metre corner cut off is required, regardless of the road classification of the two intersecting roads;
- (c) Corner cut offs shall be measured after the taking of linear land conveyances for road widening; and
- (d) Corner cut offs shall be kept clear of all sight obstructions.

**OTHER
ROADWAY
ELEMENTS**

7.2.6.24 The dimensions of all other elements to be gratuitously conveyed to the Municipality will be determined on a site specific basis during the development approval process.

**TURNING LANES
& SPECIAL
FEATURES**

7.2.6.25 Notwithstanding the right-of-way widths identified in the policies of this Official Plan, Council may require additional land for exclusive turning lanes or special features. The exact width of this additional right-of-way shall be determined on a site-specific basis during the development approval process.

7.2.7 International Border Crossing Policies

**ECONOMIC
BENEFITS**

7.2.7.1 Council shall maximize the economic development potential provided by international cross-border traffic by promoting the development of multi-modal facilities and Employment and Commercial uses at appropriate locations within Windsor.

**ADDITIONAL
CROSSING**

7.2.7.2 Council shall ensure that the construction of an additional international border crossing has minimal negative social, environmental and economic impacts on Windsor.

7.2.8 Rail Transportation Policies

**ECONOMIC
BENEFITS**

7.2.8.1 Council shall maximize the economic development potential provided by rail transportation by promoting the development of Employment uses, including multi-modal facilities, at appropriate locations within Windsor.

**SUFFICIENT
SERVICE**

7.2.8.2 Council shall encourage the provision of rail service sufficient to meet the needs of Employment uses and passenger demands.

**MINIMIZE
CONFLICT**

7.2.8.3 Council shall minimize the conflict among rail, vehicle and pedestrian movements by working with various public agencies and private organizations for the appropriate use of:

- (a) Level crossing controls;
- (b) Grade separated crossings; and

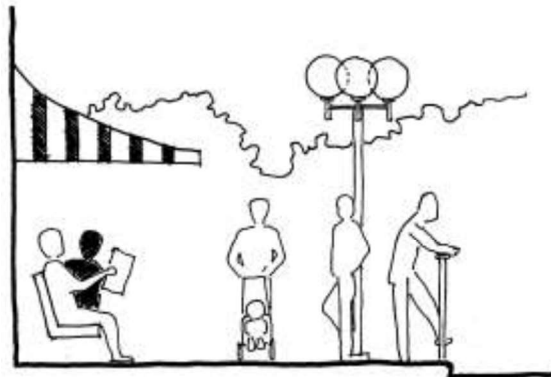
8.3 Design For People

8.3.1 Objectives

<i>COMFORT</i>	8.3.1.1	To achieve maximum user comfort in the design of new development.
<i>PEDESTRIAN SCALE</i>	8.3.1.2	To foster development that provides a pedestrian scale.
<i>SENSE OF PLACE</i>	8.3.1.3	To foster a sense of place within Windsor and its neighbourhoods.

8.3.2 Policies

<i>INTERPERSONAL COMMUNICATION & OBSERVATION</i>	8.3.2.1	Council will encourage buildings and spaces to be designed to accommodate interpersonal communication and observation.
<i>PEDESTRIAN SCALE</i>	8.3.2.2	<p>Council will encourage buildings and spaces that establish a pedestrian scale by promoting:</p> <ul style="list-style-type: none">(a) the placement of continuous horizontal features on the first two storeys adjacent to the road;(b) the repetition of landscaping elements, such as trees, shrubs or paving modules; and(c) the use of familiar sized architectural elements such as doorways and windows.
<i>REST AREAS</i>	8.3.2.3	Council will support the provision of furniture, stairs, walls, and benches in public spaces that provide comfortable rest areas for pedestrians.



<i>LIGHTING</i>	8.3.2.4	Council will encourage the use of lighting fixtures along Mainstreets and in residential and mixed use areas to reinforce the pedestrian orientation of the streetscape.
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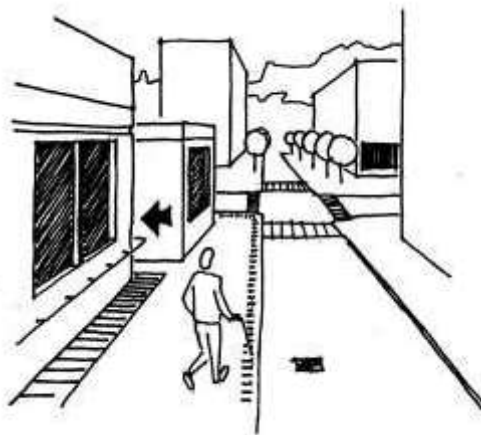
8.4 Pedestrian Access

8.4.1 Objective

<i>INTEGRATED DESIGN</i>	8.4.1.1	To integrate barrier-free pedestrian routes in the design of urban spaces.
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8.4.2 Policies

<i>WAY-FINDING</i>	8.4.2.1	Council will encourage the design of pedestrian networks with a standard “way finding system” for persons with visual or hearing impairment. Design features may include raised letters, audio signals, large lettering, textured surfaces, coloured lines and patterns, and other clearly understandable directional cues.
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<i>REMOVAL OF OBSTRUCTIONS</i>	8.4.2.2	Council will ensure that pedestrian movement is not obstructed by street furniture and landscaping elements.
<i>INTEGRATED DESIGN</i>	8.4.2.3	Council will ensure that barrier-free features are well integrated within existing and proposed pedestrian networks.
<i>RETROFITTING</i>	8.4.2.4	Council will ensure that retrofitting with barrier-free features is not detrimental to the architectural, historical and aesthetic value of heritage resources and buildings.

8.7 Built Form

8.7.1 Objectives

<i>VARIED DEVELOPMENT PATTERN</i>	8.7.1.1	To achieve a varied development pattern which supports and enhances the urban experience.
<i>COMPLEMENTARY DESIGN</i>	8.7.1.2	To achieve a complementary design relationship between new and existing development, while accommodating an evolution of urban design styles.
<i>VISUAL INTEREST</i>	8.7.1.3	To maximize the variety and visual appeal of building architecture.
<i>ART AND LANDSCAPING</i>	8.7.1.4	To integrate art and landscaping with the built form.
<i>UNIQUE CHARACTER</i>	8.7.1.5	To enhance the unique character of a district, neighbourhood, prominent building or grouping of buildings.
<i>SIGNS</i>	8.7.1.6	To ensure that signs respect and enhance the character of the area in which they are located.
	8.7.1.7	To achieve external building designs that reflect high standards of character, appearance, design and sustainable design features. (Added by OPA #66–11/05/07-B/L209-2007)

8.7.2 Policies

<i>NEW DEVELOPMENT</i>	8.7.2.1	Council will ensure that the design of new development: (Deleted by OPA #66–11/05/07-B/L209-2007)
<i>NEW DEVELOPMENT</i>	8.7.2.1	Council will ensure that the design of new development: (Added by OPA #66–11/05/07-B/L209-2007) <ul style="list-style-type: none"> (a) is complementary to adjacent development in terms of its overall massing, orientation and setback; (Deleted by OPA #66–11/05/07-B/L209-2007) (a) is complementary to adjacent development in terms of its overall massing, orientation, setback and exterior design, particularly character, scale and appearance; (Added by OPA #66–11/05/07-B/L209-2007) (b) provides links with pedestrian, cycle, public transportation and road networks; and

- (c) maintains and enhances valued heritage resources and natural area features and functions.
- (d) Encourages the creation of attractive residential streetscapes through architectural design that reduces the visual dominance of front drive garages, consideration of rear lanes where appropriate, planting of street trees and incorporation of pedestrian scale amenities. (added by OPA #60-05/07/07-B/L85-2007-OMB Decision/Order No.2667, 10/05/2007)

*REDEVELOPMENT
AREAS*

8.7.2.2

Council will ensure that the design of extensive areas of redevelopment achieves the following:

- (a) provides a development pattern that support a range of uses and profiles;
- (b) defines the perimeter of such an area by a distinct edge which may be formed by roads, elements of the Greenway System or other linear elements;
- (c) contains activity centres or nodes which are designed to serve the area and which may be identified by one or more landmarks;
- (d) provides transportation links to adjacent areas; and
- (e) maintains and enhances valued historic development patterns or heritage resources.
- (f) is complementary to adjacent development in terms of overall massing, orientation, setback and exterior design, particularly character, scale and appearance.
(Added by OPA #66-11/05/07-B/L209-2007)

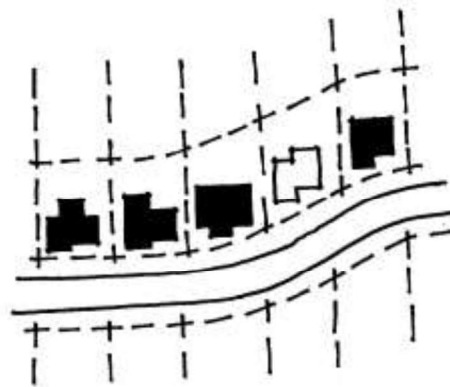
*INFILL
DEVELOPMENT*

8.7.2.3

Council will ensure that proposed development within an established neighbourhood is designed to function as an integral and complementary part of that area's existing development pattern by having regard for:

- (a) massing;
- (b) building height;
- (c) architectural proportion;

- (d) volumes of defined space;
- (e) lot size;
- (f) position relative to the road; and
- (g) building area to site area ratios.
- (h) the pattern, scale and character of existing development;
and,
(Added by OPA #66–11/05/07-B/L209-2007)
- (i) exterior building appearance
(Added by OPA #66–11/05/07-B/L209-2007)



*TRANSITION IN
BUILDING
HEIGHTS*

8.7.2.4

Council will ensure a transition among Very High, High, Medium and Low Profile developments through the application of such urban design measures as incremental changes in building height, massing, space separation or landscape buffer.

*CONTINUOUS
BUILDING
FACADES*

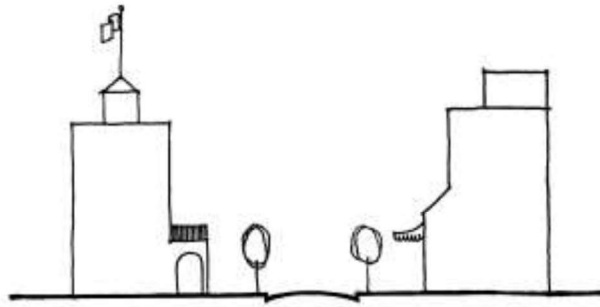
8.7.2.5

Council will require new development to support the creation of continuous building facades along Mainstreets through the street level presence of:

- (a) community facilities, retail shops, and other frequently visited uses; and
- (b) architectural features and elements which can be experienced by pedestrians.

<i>APPEALING STREET FACADES</i>	8.7.2.6	Council will encourage the buildings facades to be visually interesting through extensive use of street level entrances and windows. Functions which do not directly serve the public, such as loading bays and blank walls, should not be located directly facing the street.
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<i>FACADE SETBACKS</i>	8.7.2.7	Council shall encourage all Medium, High and Very High Profile developments to setback additional storeys above the third (3) storey away from the road frontage to provide sunlight access, manage wind conditions and enhance the pedestrian scale.
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<i>STREET ORIENTED ENTRANCES</i>	8.7.2.8	Council will ensure that main entrances to buildings are street oriented and clearly visible from principal pedestrian approaches.
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<i>STRATEGIC FACADE BREAKS</i>	8.7.2.9	Council may allow the interruption of continuous building facades at strategic locations to provide for pocket parks, plazas or other open spaces to support street activity. Council will not allow the interruption of continuous building facades for driveway access unless no other reasonable alternative exists.
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<i>EXTERIOR DESIGN</i>	8.7.2.10	Council will consider the preparation of exterior building design guidelines as part of new development or redevelopment involving:
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(Added by OPA #66–11/05/07-B/L209-2007)

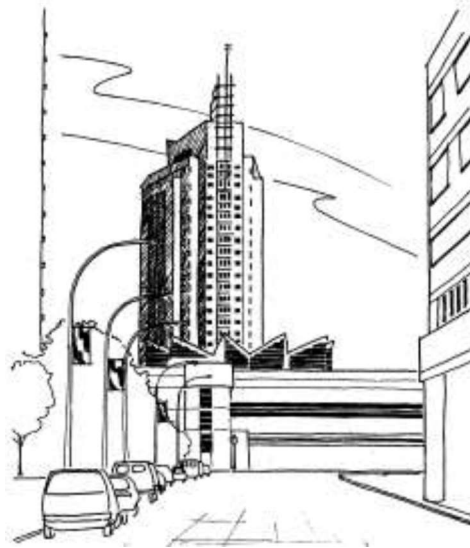
- (a) Civic Ways;
- (b) Mainstreets;
- (c) Heritage Areas;
- (d) Business Improvement Areas;
- (e) Gateways;

- (f) Community Improvement Areas; and,
- (g) Special Policy Areas.

*PROMINENT
LOCATIONS*

8.7.2.11

Council will encourage the height, form, massing and articulation of new buildings at prominent locations to reflect their street position within the context of the overall block. For example, buildings located on corners, at “T” intersections, within open spaces, adjacent to “S” curves or on an elevated point should capitalize on their location by providing a focal point for the surrounding neighbourhood.



SIGNS

8.7.2.12

Council will regulate the use of exterior signs and other exterior advertising devices within the city according to a sign by-law that addresses, but is not limited to, the following:

- (a) location;
- (b) size;
- (c) number; and
- (d) construction, alteration, repair and maintenance.

SAFETY

8.7.2.13

Council will ensure that signs do not compromise the safety of motorists by blocking sight lines or distracting the motorist's attention away from the road.

<i>REFLECT ARCHITECTURE</i>	8.7.2.14	Council will ensure that signs are designed as an integral part of the development they are intended to serve and are compatible with the architectural style of the building and the activities which occur on the site and the character of the surrounding area.
<i>PROTECT RESIDENTIAL AREAS</i>	8.7.2.15	Council will ensure that the character of residential areas is maintained by minimizing the use of exterior signs and other exterior advertising devices.
<i>ENHANCE IMAGE</i>	8.7.2.16	Council will ensure that signs, especially along Civic ways and Mainstreets, are a positive reflection on the city for residents and visitors and especially commensurate with the Windsor's role as a point of entry for visitors to Canada.
<i>COMMITTEE OF ADJUSTMENT</i>	8.7.2.17	To provide some flexibility in special situations, Council may empower the Committee of Adjustment to grant minor variances to the sign control by-law in accordance with the Procedures chapter of this Plan.

8.8 Public Space

8.8.1 Objectives

<i>IMAGE</i>	8.8.1.1	To use public space to enhance the image of Windsor.
<i>IDENTIFIABLE SPACE</i>	8.8.1.2	To clearly define the boundaries and edges of public space and their access points to form an identifiable, safe and inviting space.
<i>VARIETY & FLEXIBILITY OF USE</i>	8.8.1.3	To create a variety of public spaces which accommodate a broad range of activities and encourage year round use.

8.8.2 Policies

<i>PUBLIC SPACE DEFINITION</i>	8.8.2.1	For the purpose of this Plan, public space includes all lands within public rights-of-way, open space areas, elements of the Greenway System and other privately-owned areas intended for public use.
<i>IMAGE</i>	8.8.2.2	Council will promote the design of public spaces to define and complement the image of Windsor and its neighbourhoods.

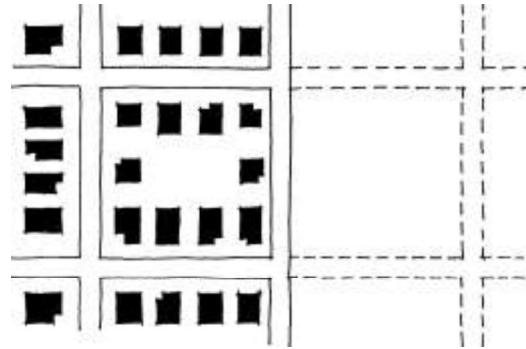
8.11 Streetscape

8.11.1 Objectives

<i>INTEGRATE FUNCTION & AESTHETICS</i>	8.11.1.1	To achieve an integrated and attractive streetscape through design features which accommodate pedestrian and vehicle needs.
<i>THEMES & IMAGES</i>	8.11.1.2	To achieve coherent streetscape themes and images.
<i>DESIGN OF ENDURING VALUE</i>	8.11.1.3	To achieve a quality of streetscape design which reflects the evolving character of individual neighbourhoods and Windsor as a whole.
<i>VARIETY & QUALITY OF AMENITIES</i>	8.11.1.4	To provide streetscape amenities of high quality design, variety and function.

8.11.2 Policies

<i>EXISTING ROAD PATTERN</i>	8.11.2.1	Council will encourage the preservation and extension of the existing road pattern and character to enhance orientation, maintain the image of Windsor, and integrate newly developing areas of the city.
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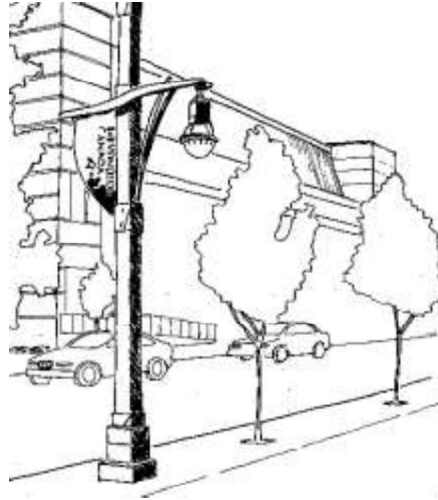
<i>ROAD CONFIGURATION</i>	8.11.2.2	<p>Council will support the strategic configuration of roads that:</p> <ul style="list-style-type: none"> (a) maximize desired views and vistas; (b) enhance the experience of natural features and landforms in Windsor; (c) focus activities on public gathering places; (d) accommodate a balanced transportation system;
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- (e) conserve energy; and
- (f) assist in orientation.

FIXTURES

8.11.2.3

Council will ensure that the number, location and design of signs and fixtures such as utilities and other service installations relate to the character of the surrounding neighbourhood and do not obstruct movement within the right-of-way.



*BOULEVARDS
AND MEDIANS*

8.11.2.4

Council will support the provision of boulevard and median strips on roads of more than four lanes for aesthetic and safety reasons.

*LANDSCAPING
FOR SEASONAL
CONDITIONS*

8.11.2.5

Council will ensure the provision of sufficient landscaping along roads at various intervals in accordance with the following general principles:

- (a) provide windbreaks and shade along pedestrian and cycling networks;
- (b) enhance the urban forest;
- (c) frame desired views and vistas;
- (d) visually reinforce a location;
- (e) direct movement; and
- (f) enhance the image of Windsor.

<i>TRAFFIC CALMING</i>	8.11.2.6	Council may support the use of traffic calming measures to reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for pedestrians and cyclists.
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<i>SIDEWALKS</i>	8.11.2.7	Council will support the provision of sidewalks along roads in accordance with the Transportation chapter of this Plan.
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<i>DECORATIVE SIDEWALKS</i>	8.11.2.8	Council will promote a consistent decorative treatment of sidewalks within strategic areas, such as the City Centre, mixed use areas, Mainstreets and commercial centres.
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<i>PAVED SURFACES FOR PEDESTRIANS</i>	8.11.2.9	Council will promote paved surfaces for pedestrian networks with features that:
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- (a) enhance the character of the surrounding area;
- (b) indicate pedestrian crossings with a continuation of the sidewalk pattern over the road;
- (c) indicate points where roads cross pedestrian networks; and
- (d) accommodate higher intensity pedestrian movement at intersections.

<i>MAINSTREETS DEFINED</i>	8.11.2.10	Council will promote the development of Mainstreets at the locations identified on Schedule G: Civic Image. Such Mainstreets will be designed to: <ul style="list-style-type: none"> (a) promote a diverse mixture of commercial, residential and other appropriate land uses along the road;
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- (b) encourage pedestrian activity and movement along the streetscape; and
- (c) provide and/or enhance the unique character of the surrounding neighbourhood.

MAINSTREETS 8.11.2.11 Council will recognize the significance of the roads designated as Mainstreets on Schedule G: Civic Image by:

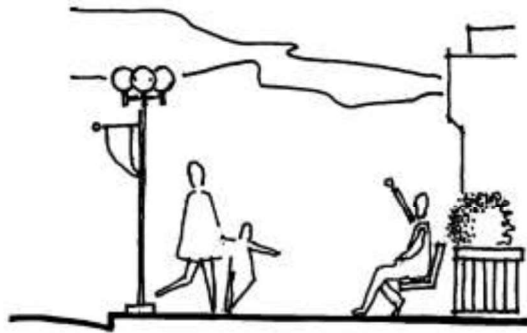
- (a) enhancing the public rights-of-way consistent with the established character of the neighbourhood, using streetscaping elements such as special lighting, landscaping, paving stones, street furniture, public art and other complementary features and fixtures;
- (b) protecting and enhancing significant views and vistas along public rights-of-way;
- (c) protecting and enhancing heritage resources;
- (d) encouraging the provision of building and streetscaping elements that provide shelter from inclement weather, where appropriate; and
- (e) encouraging signage which enhances the character of the Mainstreet.

*CIVIC WAY
DEFINED* 8.11.2.12 Council will promote the development of Civic Ways at the locations identified on Schedule G: Civic Image. Such Civic Ways will be designed to :

- (a) promote and present an attractive and unifying image of Windsor;
- (b) maintain a sense of welcome and arrival for travelers;
- (c) create a memorable impression of Windsor; and
- (d) complement and enhance the Municipality's capital investment in major infrastructure.

CIVIC WAY 8.11.2.13 Council will recognize the significance of roads designated as Civic Ways on Schedule G: Civic Image by:

- (d) provide a degree of protection from inclement weather;
- (e) provide seating surfaces in proportion to the intensity of activities and the size of the space; and
- (f) encourage an active street-life in all seasons.

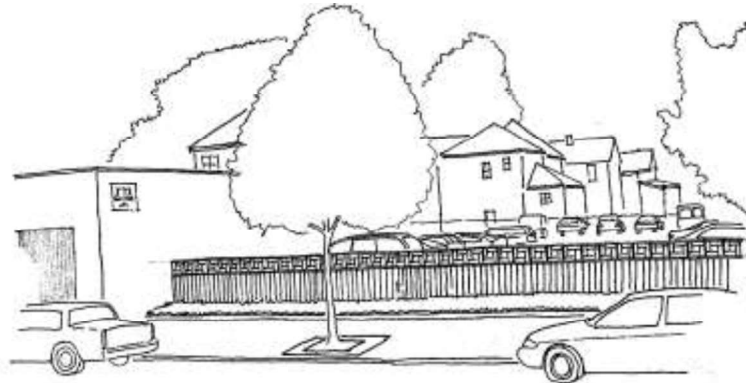


*SIDEWALK
CAFES*

8.11.2.18 Council may support sidewalk cafes subject to appropriate design guidelines.

*PARTIAL
SCREENING OF
PARKING LOTS*

8.11.2.19 Council will encourage the partial screening of surface parking lots through the use of low fences, walls, berms and other landscape elements, and through the location of lots away from street view, while still permitting views for orientation and safety.



*SCALE OF
SURFACE
PARKING LOTS*

8.11.2.20 Council will encourage a reduction in the scale of large surface parking lots through subdivision into smaller areas by means of landscaping, fencing and walls.

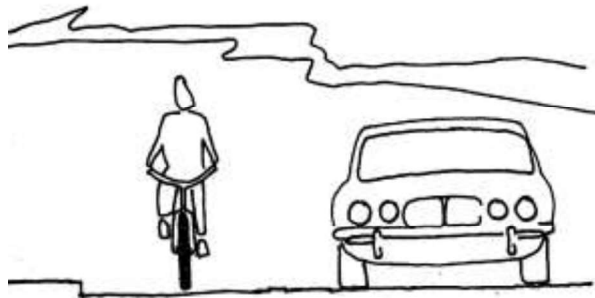
*LOCATION OF
SURFACE
PARKING LOTS*

8.11.2.21 Council will encourage parking lots that avoid large expanses fronting the road.

- (a) enhancing the public rights-of-way along major entry points into Windsor consistent with a highly attractive and distinctive image using unifying elements such as landscaping, fixtures and boulevard and median treatments; and
- (b) protecting and enhancing significant views and vistas, public space and heritage resources along the Civic Way.

*CYCLING
NETWORK*

- 8.11.2.14 Council will promote the designation of cycling routes and segregation of movement by design features such as distinctive surface treatments, painted lines and symbols subject to appropriate design and engineering guidelines.



ORIENTATION

- 8.11.2.15 Council will ensure the ease of orientation along the pedestrian and cycle networks through the provision of signs, route maps and key views.

*ENTRANCE
FEATURES*

- 8.11.2.16 Council will consider the use of gateways, signs, decorative sidewalks, sculpture and other features at points along roads and/or routes where it is appropriate to emphasize the entrances to the city or its neighbourhoods.

*SEATING
PROVISION*

- 8.11.2.17 Council will ensure that seating along roads is provided as required and is designed to:
- (a) provide comfort for pedestrians at waiting areas, bus stops and near public facilities and institutions;
 - (b) support activities along the road in commercial or mixed use areas;
 - (c) support conversation and social interaction through the appropriate location and orientation of seating;

FRONT YARD
PARKING FOR
LOW PROFILE
HOUSING

- 8.11.2.22 Council will limit the construction of parking spaces in the required front yards of dwellings, in order to protect the aesthetic character of older residential neighbourhoods, ensure the availability of on-street public parking, ensure unhampered pedestrian movement within the public right-of-way and prevent harm to boulevard trees. (amended by OPA #29 – 05/01/03)

~~FRONT YARD
PARKING FOR
LOW PROFILE
HOUSING~~

- ~~8.11.2.22 In order to protect the aesthetic character of neighbourhoods, provide for pedestrian movement and protect boulevard trees, Council will discourage front yard parking along streets characterized by small scale Low Profile housing forms, except where:~~

- ~~(a) there is insufficient space in the rear or side yard; or~~
- ~~(b) there is inadequate access to the rear yard; or~~
- ~~(c) there is need to accommodate a handicapped parking space.~~

8.12 Safety

8.12.1 Objectives

ENHANCE
SAFETY

- 8.12.1.1 To encourage designs which enhance a sense of personal safety and to reduce the opportunity of crime.

8.12.2 Policies

OBSERVATION

- 8.12.2.1 Council will promote designs which facilitate the unobstructed observation of public spaces and areas.

ACCESS
ORIENTATION

- 8.12.2.2 Council will encourage designs which provide access by:

- (a) providing people with a sense of direction while giving them some visible indication as to where access is encouraged or restricted;

8.13 Lighting

8.13.1 Objectives

<i>VISIBILITY & SAFETY</i>	8.13.1.1	To ensure that lighting improves visibility and safety.
<i>PROMINENT BUILDINGS & SPACES</i>	8.13.1.2	To enhance prominent buildings and spaces through the use of lighting.
<i>MINIMIZE INTRUSION</i>	8.13.1.3	To minimize intrusive lighting.

8.13.2 Policies

<i>TRANSPORTATION SYSTEM</i>	8.13.2.1	Council will promote lighting that improves safe movement along the transportation system.
<i>PUBLIC SAFETY</i>	8.13.2.2	Council will promote adequate lighting in areas where public safety is of concern and would be appropriate.
<i>ORIENTATION</i>	8.13.2.3	Council shall promote the use of lighting to accent steps, turns, ramps, transit stops and other features frequently encountered in the urban environment.
<i>CIVIC IMAGE</i>	8.13.2.4	Council will promote the lighting of prominent buildings, monuments and features to accentuate civic and architectural design.
<i>COMPLEMENT NEIGHBOURHOOD</i>	8.13.2.5	Council will promote the use of lighting which complements and enhances the established character of an area or neighbourhood.
<i>COMPATIBLE</i>	8.13.2.6	Council will promote the use of lighting which is compatible in scale and intensity to the proposed activity, and tailored to the size, type and character of a development or space, where appropriate.
<i>INTRUSIVE LIGHTING</i>	8.13.2.7	Council will encourage the use of lighting that avoids intrusive lighting onto adjacent properties.

transportation network of the city as a whole;

- (k) The provision and upgrading of infrastructure which may be required;
- (l) Specific policies and strategies for achieving the objectives established for the area which complement and are compatible with the more general policies of this Plan;
- (m) Proposed changes to this Plan, zoning and other regulatory measures;
- (n) Phasing of development, infrastructure and capital expenditures; and
- (o) Urban design policies for the area.

*ADOPTION,
NOTIFICATION &
APPEAL*

11.3.2.5

Secondary plans shall be adopted as amendments to this Plan and the provisions of this Plan and the *Planning Act* regarding adoption, notification and appeal of amendments shall apply.

*REVIEW &
UPDATE*

11.3.2.6

Secondary plans shall be reviewed and up-dated in accordance with the monitoring and review provisions of this Plan (refer to section 10.9).

PEER REVIEW

11.3.2.7

Secondary plans prepared by proponents other than the Municipality may be peer reviewed at the proponent's expense using a qualified consultant acceptable to the Municipality.

11.4 Subdivisions and Consents

Land may be divided through the subdivision or consent process in accordance with the *Planning Act*. Both of these processes influence the pattern of development within a city including the desired street and lot layout, the location of parks and community facilities and the provision of infrastructure necessary for development.

11.4.1 Objective

*ORDERLY
DEVELOPMENT*

11.4.1.1

To ensure the efficient creation of subdivisions and new lots.

11.4.2 Subdivision Policies

*APPROVAL
AUTHORITY*

11.4.2.1

Council is the approval authority for plans of subdivision.

*REVIEW
PROCEDURES*

- 11.4.2.2 All applications for subdivision approval shall be processed in accordance with the provisions of the *Planning Act*, and regulations pursuant thereto, and the requirements of this Plan. In general, after an applicant's pre-application consultation meeting with municipal staff and submission of an application that is determined to be complete, all applications shall:
- (a) Be circulated to appropriate agencies and those agencies be provided sufficient time to respond;
 - (b) Be advertised and be presented to the public and the views of the public ascertained at a public meeting to be held in accordance with the *Planning Act*; and,
 - (c) Be given due and thorough consideration by Council.

*EVALUATION
CRITERIA*

- 11.4.2.3 Council will evaluate a plan of subdivision according to the following criteria:
- (a) Provincial legislation, provincial policies and applicable provincial guidelines;
 - (b) Conformity with the policies of this Plan, Volume II: Secondary Plans and Special Policy Areas and other relevant municipal standards and guidelines;
 - (c) Conformity with the recommendations of any support studies prepared as part of the application;
 - (d) The continuation of an orderly development pattern;
 - (e) Impact of the development on adjacent properties; and
 - (f) The requirements or comments of Municipal departments and public agencies or authorities.

*ULTIMATE USE &
ZONING*

- 11.4.2.4 The applicant shall be required to indicate the proposed uses for all lots, blocks and parcels in the subdivision and that the appropriate zoning classifications are approved or pending to reflect the intended use.

*CONDITIONS OF
APPROVAL*

- 11.4.2.5 Council shall attach such conditions as it deems appropriate to the approval of a plan of subdivision. The applicant shall be required to satisfy these conditions, failing which, draft plan approval may be withdrawn. Such conditions may include, but are not limited to, the following:

- (a) The fulfillment of any financial requirement to the Municipality;
- (b) The conveyance of lands for public open space purposes or payments-in-lieu thereof in accordance with the Open Space policies of this Plan;
- (c) The conveyance of lands for public highways or widenings as may be required, including pedestrian pathways, bicycle pathways and transit rights-of-ways;
- (d) The conveyance of appropriate easements; and
- (e) The construction of infrastructure.

<i>SUBDIVISION AGREEMENT</i>	11.4.2.6	All applicants shall be required to enter into a subdivision agreement with the Municipality in accordance with the <i>Planning Act</i> before final approval for a plan of subdivision is given by Council. All applicants shall be required to provide performance and maintenance securities to the Municipality to ensure the conditions of the subdivision agreement are fulfilled.
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11.4.3 Consent Policies

<i>COMMITTEE OF ADJUSTMENT</i>	11.4.3.1	Council has delegated to the City of Windsor Committee of Adjustment Council's consent granting authority.
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<i>APPROPRIATE CIRCUMSTANCES FOR CONSENTS</i>	11.4.3.2	<p>Consents may only be granted when it is not necessary for the proper and orderly development of the city. Accordingly, consents will generally be limited to:</p> <ul style="list-style-type: none"> (a) Creation of lots for minor infilling; and (b) The mortgaging or leasing of land beyond 21 years; (c) Lot boundary adjustments; and (d) Easements and rights-of-ways.
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<i>CONFORM WITH PERMITTED USES</i>	11.4.3.3	Consents shall only be granted for the creation of lots which comply with the Zoning By-law and/or unless appropriate minor variances are also granted concurrently.
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<i>ACCESS TO A PUBLIC HIGHWAY</i>	11.4.3.4	Consents shall only be granted for lots which have access to a public highway which is paved with a hard surface and is of a reasonable standard of construction.
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<i>SEWER &</i>	11.4.3.5	All lots created by consent shall be serviced by municipal sanitary sewer
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*WATER
SERVICES*

and water services.

*EVALUATION
CRITERIA*

11.4.3.6 The Committee of Adjustment will evaluate consent applications according to the following criteria:

- (a) Provincial legislation, policies and applicable guidelines;
- (b) The physical layout of the proposed lots having regard to the Urban Design policies of this Plan, Volume II: Secondary Plans & Special Policy Areas and other relevant standards and guidelines;
- (c) The continuation of an orderly development pattern;
- (d) Impact upon the comprehensive development of adjacent properties;
- (e) The requirements or comments of Municipal departments and public agencies or authorities; and
- (f) Previous consents granted on the land holdings on or in the area.

*CONDITIONS OF
APPROVAL*

11.4.3.7 The Committee of Adjustment may attach such conditions as it deems appropriate to the approval of a consent. Such conditions may include, but are not limited to, the following:

- (a) The fulfillment of any financial requirement to the Municipality;
- (b) The conveyance of lands for public open space purposes or payments-in-lieu thereof in accordance with the Open Space policies of this Plan;
- (c) The conveyance of lands for public highways or widenings as may be required;
- (d) The conveyance of appropriate easements;
- (e) The application of the site plan control process;
- (f) The provision of municipal infrastructure or other services; and
- (g) Other such matters as the Committee of Adjustment considers necessary appropriate.

**COMPREHENSIVE
ZONING BY-
LAW(S)**

11.6.2.2

The comprehensive Zoning By-law(s) shall specify the uses permitted in all areas of the city and shall contain regulations with respect to matters such as:

- (a) The use of land;
- (b) The type of construction and the height, bulk, size, floor area, spacing, character, erection, location and use of buildings;
- (c) Development on or near lands identified on Schedule 'C': Development Constraint Areas and significant archaeological sites;
- (d) The minimum elevation of building openings such as doors and windows;
- (e) The proportion of the area that any building or structure may occupy;
- (f) Minimum frontage and depth of the parcel of land and the proportion of the area that any building or structure may occupy;
- (g) Parking and loading facilities; and
- (h) Minimum area and other provisions.

**CERTIFICATES
OF OCCUPANCY**

11.6.2.3

The Zoning By-law(s) may require Certificates of Occupancy for the establishment of specified uses of land, buildings or structures and for any subsequent changes to those uses.

**ONE
STRUCTURE
PER LOT**

11.6.2.4

The Zoning By-law(s) shall provide that only one main building or structure may occupy one lot of record, unless the lot is developed as a condominium or multiple building project under common ownership.

**FRONTAGE ON
A PUBLIC
HIGHWAY**

11.6.2.5

The Zoning By-law(s) shall provide that every lot shall have frontage on a public highway except where special planning consideration apply and are specifically provided through appropriate development controls pursuant to the *Planning Act*.

11.6.3 Zoning By-law Amendment Policies

**AMENDMENTS
MUST
CONFORM**

11.6.3.1

All amendments to the Zoning By-law(s) shall conform with this Plan. The Municipality will, on each occasion of approval of a change to the zoning by-law(s), specify that conformity with the Official Plan is maintained or that the change will be in conformity upon the coming into

effect of an amendment to the Official Plan.

**REVIEW
PROCEDURE**

11.6.3.2 All applications for Zoning By-law amendments shall be processed in accordance with the provisions of the *Planning Act*, and regulations pursuant thereto, and the procedural requirements of this Plan. In general, after an applicant's pre-application consultation meeting with municipal staff and submission of an application that is determined to be complete, all applications shall: Added by OPA 65 – 10/22/2007– By-law 192-2007

- (a) Be circulated to appropriate agencies and those agencies be provided with sufficient time to respond; Added by OPA 65 – 10/22/2007– By-law 192-2007
- (b) Be advertised and be presented to the public and the views of the public ascertained at a public meeting to be held in accordance with the Planning Act; and Added by OPA 65 – 10/22/2007– By-law 192-2007
- (c) Be given due and thorough consideration by Council. Added by OPA 65 – 10/22/2007– By-law 192-2007

**EVALUATION
CRITERIA**

11.6.3.3 When considering applications for Zoning By-law amendments, Council shall consider the policies of this Plan and will, without limiting the generality of the foregoing, consider such matters as the following:

- (a) The relevant evaluation criteria contained in the Land Use Chapter of this Plan, Volume II: Secondary Plans & Special Policy Areas and other relevant standards and guidelines;
- (b) Relevant support studies;
- (c) The comments and recommendations from municipal staff and circularized agencies;
- (d) Relevant provincial legislation, policies and appropriate guidelines; and
- (e) The ramifications of the decision on the use of adjacent or similar lands.

11.6.4 Bonusing Policies

DEFINITION

11.6.4.1 Council may use bonus provisions to allow increases in height and intensity of a development beyond those generally permitted by the Zoning By-law(s) in exchange for facilities, services or matters of community benefit as are set out in the By-law.

ITEMS ELIGIBLE

11.6.4.2 Council will encourage the use of the bonus provisions with regard to the

~~FOR BONUS~~

following matters:

- (a) Provision of special needs, assisted or low income housing;
- (b) Parkland conveyance beyond the minimum requirements of this Official Plan or the *Planning Act*, and/or parkland improvements beyond the minimum standards;
- (c) Protection and enhancement of natural features and functions;
- (d) Provision of public transportation facilities;
- (e) Provision of public areas, walkways and linkages to the Greenway System;
- (f) Provision of public parking;
- (g) Provision of community facilities;
- (h) Conservation of heritage resources; and
- (i) Protection or enhancement of significant views and vistas.

APPLICATION

11.6.4.3

Council will only consider bonus provisions where such an increase would be in conformity with the intent of this Plan, compatible with the surrounding area, and provide a community benefit.

*SANDWICH
BONUSING
POLICY*

11.6.4.4

Within the Olde Sandwich Towne Community Improvement Plan area, the transfer of development heights or densities from one property to another within the Sandwich Community Improvement Plan area is permitted. (*OPA #69, effective October 19, 2012*)

11.6.5 Holding Zone Policies

*USE OF
HOLDING
ZONES*

11.6.5.1

Council may use an “H” or “h” symbol in conjunction with any zoning designation in accordance with the provisions of the *Planning Act*. The holding provisions shall apply to lands to be zoned for specific uses but held or delayed from development or redevelopment for an interim period until such time as specified development conditions have been satisfied. Holding provisions will be applied in order to meet any one or more of the following:

- (a) To achieve orderly staging of development or redevelopment, in accordance with municipal and provincial policies;
- (b) To ensure that the adequate infrastructure and community services

and facilities are or will be available in accordance with municipal standards;

- (c) To adopt measures to mitigate negative impacts resulting from the proximity of lands to transportation and utility corridors, incompatible land uses or any other source of nuisance or hazard to public health and welfare;
- (d) To satisfy policies of the Official Plan related to heritage conservation, site plan control, potentially contaminated sites, protection of the natural environment, community improvement and any other matters which are deemed by Council or the province to be relevant to development or redevelopment of the lands;
- (e) To achieve the exchange of facilities, services or other matters set out in the bonusing policies of this Plan; and
- (f) To ensure the execution of legal agreement(s), approval of subdivision plans and/or approval of necessary studies by the appropriate authorities to satisfy the criteria set out in (a), (b), (c), (d) and (e) above.

<i>IMPLEMENTATION OF HOLDING ZONES</i>	11.6.5.2	Lands subject to holding provisions shall be identified within the implementing zoning by-law by the placement of an “H” or “h” immediately preceding the relevant zoning symbol.
<i>PERMITTED USES IN HOLDING ZONES</i>	11.6.5.3	Permitted uses within an area subject to holding provisions shall be limited to lawfully existing uses and additions or alterations thereto and any use of municipality, public authority or public utility. Amended by OPA 84 – 09/07/2012
<i>REMOVAL OF A HOLDING SYMBOL</i>	11.6.5.4	The holding symbol shall be removed by by-law amendment once Council is satisfied that all conditions, which were the reason for application of the holding provision, have been met. The conditions for removal shall be set out in a resolution of Council. Council shall give notice of its intention to pass a by-law to remove an “H” or “h” symbol in accordance with the provisions of the <i>Planning Act</i> .
<i>DEVELOPMENT RESERVE DISTRICT</i>	11.6.5.5	Where no secondary plan is in place and/or specific uses of large relatively vacant areas are not yet determined, or, where specific development constraints identified in this Plan apply, the lands may be placed into a development reserve zone, on an interim basis. Development reserve zones will permit only lawfully existing land uses, additions thereto and accessory uses and any use of the City of Windsor or other public authority, as defined by the zoning by-law. Subsequent to the adoption of a secondary plan and/or the identification of specific land

uses for the subject lands, or, approval of measures to mitigate the development constraint, the lands may be rezoned to an appropriate zone category, in accordance with the provisions and policies of this Plan.
(amended by OPA #22 – 07/16/02)

11.6.6 Minor Variance Policies

COMMITTEE OF ADJUSTMENT

11.6.6.1 Council has appointed a Committee of Adjustment pursuant to the Planning Act to consider applications for minor variance from the Zoning By-law(s) and/or any other by-law that implements the Official Plan.

EVALUATION CRITERIA

11.6.6.2 When reviewing an application for minor variance the Committee of Adjustment shall be satisfied that:

- (a) The general intent and purpose of the Official Plan is maintained;
- (b) The general intent and purpose of the By-law being varied is maintained;
- (c) The variance is minor in nature; and
- (d) The variance is desirable for the appropriate use of the land, building or structure. Amended by OPA 84 – 09/07/2012

TERMS & CONDITIONS

11.6.6.3 The Committee of Adjustment may attach such terms and conditions as it deems appropriate to the approval of the application for a minor variance.

AGREEMENTS WITH MUNICIPALITY

11.6.6.4 The Committee of Adjustment may require the owner of the land to enter into one or more agreements with the Municipality dealing with some or all of the terms and conditions of its decision. An agreement may be registered against the land to which it applies and the Municipality is entitled to enforce the agreement against the owner and, subject to the Registry Act and the Land Titles Act, against any and all subsequent owners of the land. (Added by OPA #66–11/05/07-B/L209-2007)

11.6.7 Non-Conforming Use Policies

EXTENSION & ENLARGEMENT

11.6.7.1 The Committee of Adjustment shall review applications for the extension or enlargement of a building or structure continuing as a non-conforming use.

EVALUATION CRITERIA

11.6.7.2 The Committee of Adjustment will evaluate applications for the extension or enlargement of a building or structure continuing as a non-conforming use using the following criteria:

11.7 Site Plan Control

Site Plan Control may be used to regulate the design of a development in accordance with the provisions of the *Planning Act*.

11.7.1 Objective

URBAN DESIGN 11.7.1.1 To implement the urban design policies of this Plan.

11.7.2 Policies

SITE PLAN CONTROL AREA 11.7.2.1 The entire area within the City of Windsor is designated as a Site Plan Control Area. ~~Council may enact a Site Plan Control By-law for all or part of the Site Plan Control area with immediate attention given to the following areas:~~

- ~~(a) The entire area within the City of Windsor is designated as a Site Plan Control Area; (Added by OPA #66-11/05/07-B/L209-2007)~~
- ~~(b) Commercial, industrial, mixed use, waterfront and medium and high profile residential development areas;~~
- ~~(c) Areas subject to secondary plans or community improvement plans;~~
- ~~(d) The City Centre Planning District;~~
- ~~(e) Areas designated as heritage conservation districts;~~
- ~~(f) Areas subject to the environmental policies of this Plan; and~~
- ~~(g) Areas in need of improvement.~~

(Amended by OPA #89 effective 19/11/12)

EXEMPTIONS 11.7.2.2 Council may exempt the following developments from site plan control: (Added by OPA #66-11/05/07-B/L209-2007)

- ~~(a) An addition to an accessory building as defined in the Zoning By-law where such addition is for the purpose of replacing a temporary building or buildings, structure or structures, provided that the lot coverage of such addition does not exceed the lot coverage of the temporary building(s) or structures(s) it is intended to replace. A building to be used for residential purposes containing less than 25 dwelling units unless the building is:~~

- ~~(i) Subject to the environmental, heritage conservation and/or community improvement policies of this Plan;~~
- ~~(ii) Located in a Business Improvement Area;~~
- ~~(iii) Situated within and/or adjacent to a Civic Way, Theme Street, Gateway and/or Heritage Area as set out in Schedule G: Civic Image of this Plan;~~

~~(Amended by OPA #89 effective 19/11/12)~~

- (b) ~~Small scale additions and small new buildings for commercial, combined commercial and residential, industrial or institutional use as noted in the Site Plan Control By-law;~~

Small scale low profile residential development unless the property is:

- (i) situated within an area that has been Designated a Heritage Conservation District under Part V of the Ontario Heritage Act;
- (ii) situated within the following Community Improvement Plan (CIP) Areas:

- City Centre West Urban Village CIP;
- Glengarry-Marentette Waterfront Village CIP;
- Olde Sandwich Towne CIP.

- (iii) situated within an area where Urban Design Guidelines have been adopted by Council;

(Amended by OPA #89 effective 19/11/12)

- (c) A commercial or combined commercial and residential building provided that the total floor area, at grade, measured from the exterior walls does not exceed fifty (50) square metres;

(Added by OPA #89 effective 19/11/12)

- (d) An addition to an existing commercial or combined commercial and residential building provided that the floor area measured, at grade, from the exterior walls of the addition does not exceed: i) fifty (50) square metres or ii) ten per cent (10%) of the total floor area, at grade, of the existing building, provided, that the ten percent (10%) does not exceed one hundred and fifty (150) square metres;

(Added by OPA #89 effective 19/11/12)

- (e) An industrial or institutional building provided that the total floor area, at grade, measured from the exterior walls does not exceed on hundred (100) square metres;

(Added by OPA #89 effective 19/11/12)

- (f) An addition to an existing industrial or institutional building provided that the total floor area, at grade, measured from the

exterior walls does not exceed i) one hundred square metres, or ii) ten per cent (10%) of the total floor area, at grade, of the existing building provided that the ten percent (10%) does not exceed two hundred and fifty (250) square metres;

(Added by OPA #89 effective 19/11/12)

(g) A temporary building or structure that is designed, constructed and placed on land in a manner which permits its removal after a period of time not to exceed one hundred and twenty (120) consecutive days;

(h) A sign including any alternation to an existing sign;

(Added by OPA #89 effective 19/11/12)

(i) Building features or mechanical elements more particularly described as: a church spire, belfry, skylight, cupola, scenery loft chimney, smokestack, water tank, air-conditioning and/or heating equipment, ventilator, mechanical penthouse, protective and screening fences, communications equipment, pedestrian bridge, fire escape, building entrance/exit and canopy or awning, provided further that the said building feature or mechanical element is to be constructed separate and apart from any other development which requires approval;

(Added by OPA #89 effective 19/11/12)

(j) A parking area containing less than 5 parking spaces including all parking spaces, collector aisles and manoeuvring aisles, provided further that the said parking area is to be constructed separate and apart from any other developments as defined in this by-law which requires approval; and ~~A parking area capable of accommodating less than 5 parking spaces, including all parking spaces, collector aisles and maneuvering aisles, provided that the parking area is constructed separate and apart from any other development; and,~~

(Amended by OPA #89 effective 19/11/12)

(k) The placement of a portable classroom on a school site of a district school board if the school site was in existence on January 1, 2007.

(Amended by OPA #89 effective 19/11/12)

*REVIEW
PROCEDURES*

11.7.2.3 Site plan control applications shall consult with municipal staff prior to the submission of plans and drawings for approval under the provisions of the Planning Act. ~~An application for site plan control shall include plans and drawings showing one or more of the following:~~

~~(a) The location of all buildings, structures, facilities and works to be~~

~~provided as a part of the proposed development;~~

- ~~(b) Plan, evaluation and cross-section views of each building to be erected;~~
 - ~~(c) The massing and conceptual design of the building(s);~~
 - ~~(d) The relationship of the building(s), streets and exterior areas to which the public have access;~~
 - ~~(e) Interior walkways, stairs, elevators and escalators to which the public have access;~~
 - ~~(f) Facilities designed to have regard for accessibility for persons with disabilities;~~
 - ~~(g) Matters relating to exterior design, including without limitation, the character, scale, appearance and design features of buildings and their sustainable design;~~
 - ~~(h) Sustainable design elements on adjoining highways including trees, other vegetation and permeable paving materials; and,~~
 - ~~(i) Street furniture, curb ramps, waste and recycling containers and bicycle parking facilities.~~
- (Amended by OPA #89 effective 19/11/12)

*PLANS &
DRAWINGS*

- 11.7.2.4 An application for site plan control approval shall include the plans required by s.41 of the Planning Act. ~~An application for site plan control approval shall include the submission of plans and drawings showing the location of all buildings, structures, facilities and works to be provided as a part of the proposed development.~~
- (Amended by OPA #89 effective 19/11/12)

*ADDITIONAL
INFORMATION
FOR
APPLICATION*

- 11.7.2.5 In addition to the provisions of Section 11.7.2.4, an application for site plan control approval shall include drawings showing plan and elevation views for each building to be erected and for each building to be used for residential purposes containing less than twenty-five dwelling units, which drawings are sufficient to display matters relating to exterior design, including without limitation the character, scale, appearance and design features of buildings, and their sustainable design, but only to the extent that it is a matter of exterior design.
- (Amended by OPA #89 effective 19/11/12)

*LOCATIONAL
CRITERIA
WHERE*

- 11.7.2.6 The provisions of Section 11.7.2.5 apply to the following:
- (a) Development situated within an area that has been designated a

*ADDITIONAL
INFORMATION
FOR
APPLICATION IS
REQUIRED*

- Heritage Conservation District under Part V of the Ontario Heritage Act;
- (b) Development situated within the following Community Improvement Plan (CIP) Areas;
- City Centre West Urban Village CIP;
 - Glengarry-Marentette Waterfront Village CIP;
 - Olde Sandwich Towne CIP;
- (c) Development situated within an area where Urban Design Guidelines have been adopted by Council;
- (d) Development situated with and/or adjacent to a Civic Way, Main Street, or Gateway area; and
- (e) Development situated in a Business Improvement Area.
(Amended by OPA #89 effective 19/11/12)

*EVALUATION
CRITERIA*

- 11.7.2.7 Where an application for site plan control approval is made, Council or its designate shall review the submission based on the provisions of the *Planning Act* and the Site Plan Control By-law, including such criteria as:
- (a) The relevant design guidelines and policies provided in Land use, Urban Design and Heritage Conservation chapters of this Plan, Volume II: Secondary Plans & Special Policy Areas and other relevant standards and guidelines;
 - (b) Other municipal guidelines as may be appropriate;
 - (c) Function and efficiency;
 - (d) Safety and access;
 - (e) Adequacy of servicing;
 - (f) Grading and drainage;
 - (g) Landscaping and lighting;
 - (h) Sustainable design elements for the site and any adjacent boulevard; (Added by OPA #66-11/05/07-B/L209-2007)
 - (i) Matters related to exterior design; (Added by OPA #66-11/05/07-B/L209-2007)
 - (j) Accessibility for persons with disabilities; and (Added by OPA #66-11/05/07-B/L209-2007)

- (k) The design guidelines in the Sandwich Heritage Conservation District Plan dated July 2008, adopted by By-law No. 22-2009. (OPA 68, effective October 19, 2012, OMB Case Order No. PL090206)
- (l) Olde Sandwich Towne – Community Improvement Plan Supplemental Development and Urban Design Guidelines dated October 2008, adopted by By-Law 28-2009. (OPA 69, effective October 19, 2012, OMB Case Order No. PL090206)
- (m) Applicable Community Improvement Plans.
(Amended by OPA #89 effective 19/11/12)

AGREEMENTS 11.7.2.8 All applicants will normally enter into one or more agreements which the City may register on title in accordance with the *Planning Act*. All applicants shall be required to post security to the Municipality to ensure the conditions of the site plan control agreement(s) are fulfilled. (Added by OPA #66-11/05/07-B/L209-2007)

CONDITIONS OF APPROVAL 11.7.2.9 The approval authority may attach such conditions as it deems appropriate to the approval of an application in accordance with the *Planning Act*. Such conditions may include, but are not limited to the following: (Added by OPA #66-11/05/07-B/L209-2007)

- (a) A gratuitous land dedication at no expense to the municipality for highway widening and intersection improvements in accordance with section 7.2.6 of this Plan;
- (b) The conveyance of property for daylighting triangles and corner roundings in accordance with the City of Windsor Development Standards;
- (c) Street furniture, curb ramps, waste and recycling containers, bicycle parking facilities and the sustainable design elements on any adjoining highway under the Municipality's jurisdiction including trees, other vegetation and permeable paving materials; and, (Added by OPA #66-11/05/07-B/L209-2007)
- (d) Facilities designed to have regard for accessibility for persons with disabilities. (Added by OPA #66-11/05/07-B/L209-2007)

11.8 Community Improvement

The Community Improvement provisions of the Planning Act allow municipalities to prepare community improvement plans for designated community improvement project areas that require community improvement as the result of age, dilapidation, overcrowding, faulty

***NOTICE OF ADOPTION
FOR OFFICIAL PLAN AMENDMENT NO. 159
TO THE CITY OF WINDSOR OFFICIAL PLAN***

**Issued Pursuant to Section 17(23) of The Planning Act
R.S.O. 1990 and Ontario Regulation 198/96**

1. By-law 100-2022, which adopts Official Plan Amendment No. 159, was passed by City Council on July 11, 2022.

2. Official Plan Amendment No. 159 has the following purpose and effect.

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3. Location of lands affected by Official Plan Amendment No. 159.

City Wide

Ward: N/A

Planning District: N/A

ZDM: N/A

4. Copies of the Official Plan Amendment and Planning Department staff reports are available for review by contacting the City Clerk's Office at clerks@citywindsor.ca.

5. The last date for filing a notice of appeal is Tuesday, August 2, 2022.

6. (i) Any notice of appeal:

- (a) Must be filed with the City Clerk of the City of Windsor;
- (b) Must set out the reasons for the appeal and the specific part of the Official Plan Amendment to which the appeal applies;
- (c) Must include the fee required by the Tribunal ***(\$1,100.00 per person/per appeal)*** prescribed under the Ontario Land Tribunal. The fee is made payable to the ***'Minister of Finance' and must be a certified cheque or money order.*** If you wish to appeal to the Ontario Land Tribunal (OLT), a copy of an appeal form is available from the OLT website at <https://olt.gov.on.ca/appeals-process/forms/>.

- (ii) The proposed Official Plan Amendment is exempt from approval by the Regional Director, of the Ministry of Municipal Affairs Municipal Services Office. The Decision of the Council is ***final if a notice of appeal is not received*** on or before the last day for filing a notice of appeal.

- (iii) Only individuals, corporations or public bodies may appeal a decision of the municipality or planning board to the Local Planning Appeal Tribunal. A notice of appeal may not be filed

by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or the group on its behalf.

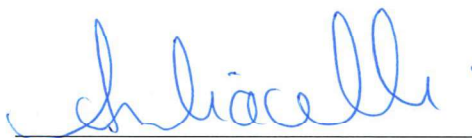
- (iv) No person or public body shall be added as a party to the hearing of the appeal unless, before the plan was adopted, the person or public body made oral submissions at a public meeting or written submissions to the council or, in the opinion of the Local Planning Appeal Tribunal, there are reasonable grounds to add the person or public body as a party.

7. **PLEASE BE ADVISED THAT** Council considered written and oral submissions related to the Official Plan Amendment or Zoning By-law Amendment before adoption. No edits were made to the Official Plan Amendment or Zoning By-law Amendment as a result of the written and oral submissions.

8. **FURTHER BE ADVISED** that the land to which the Official Plan Amendment applies is the subject of an application under The Planning Act, R.S.O. 1990 for the following:

- | | |
|-------------------------------------|------------------------------------|
| (a) Minor Variance Application | File No. (<i>Not applicable</i>) |
| (b) Plan of Subdivision Application | File No. (<i>Not applicable</i>) |
| (c) Zoning Amendment | File No (Z-019/21 [ZNG/6756]) |

DATED at the City of Windsor this 15th day of July, 2022.



ANNA CIACELLI, DEPUTY CITY CLERK
WINDSOR, ONTARIO

AMENDMENT NO. 159
TO THE
OFFICIAL PLAN
CITY OF WINDSOR

Part B (The Amendment) of the following text, and attached map of the City of Windsor Official Plan constitute Amendment No. 159.

Also included, but not constituting part of the Amendment, are Part A – Basis (explanations of Purpose, Location, and Background), Part C - Implementation, and Schedule I (Results of Public Involvement)

This Official Plan Amendment contains the following Parts:

Part A – Basis

Part B – The Amendment

Part C – Implementation

PART A - BASIS

1.0 PURPOSE

The purpose of this amendment is to implement policies that will encourage the production of affordable and attainable housing within the City of Windsor. The Amendment will direct intensification to areas within the City where present and future residents will be in proximity to goods and services, public transportation and employment areas. It will build stronger, more complete neighbourhoods within the City while ensuring that the character of existing neighbourhoods is preserved.

2.0 LOCATION AND DESCRIPTION OF STUDY AREA

The study area includes all of the lands within the City currently designated Residential, Commercial Centres, Commercial Corridors and Mixed Use areas.

3.0 BACKGROUND

The City of Windsor passed Interim Control By-law 103-2020 on July 13, 2020 to prohibit the use on all lands, buildings, and structures for a Group Home, Shelter, Lodging House, and a Dwelling with five or more dwelling units, other than those excepted by the Interim Control By-law, in order to allow the municipality to review and, if deemed appropriate, implement the findings of the review.

There is a desire across Ontario to see existing communities intensify over time because, in accordance with Provincial Policy, intensification delivers on a number of key planning principles, including:

- A more efficient use of land and investments in municipal infrastructure, typically based on an urban structure of higher density centres and corridors;
- The establishment of transit supportive forms of development that will support transit system investment and promote more mobility options within the City; and,
- The delivery of a broader mix of housing types, including housing that is more affordable than the traditional housing stock.

However, there is concern that uncontrolled intensification can adversely impact the character of existing residential neighbourhoods within the City. The current Official Plan does not provide sufficient direction in this regard.

The City retained the services of a consulting team comprised of Municipal Planning Consultants, The Planning Partnership and Altus Consulting to assist in

understanding the issues and opportunities related to intensification within the City. The consulting team prepared three background reports including:

1. **MRICBL Planning Report** – Municipal Planning Consultants and The Planning Partnership - March 2022
2. **MRICBL Demographic and Economic** - Analysis Altus Group Economic Consulting - March 2022
3. **City of Windsor Infill and Intensification Design Guidelines** – The Planning Partnership – April 2022.

Key findings of those reports include:

- Population growth with the City will continue to strong over the next decade, placing the City within the top 10 fasters growing Cities in Canada. The population grew by 4,500 people per year between 2017 and 2020:
- Between 2021 and 2041 there will be demand for approximately 22,000 housing units in the City.
- This growth will result in higher demand for many forms of housing, especially rental apartments.
- The growth of the non-resident population, including short-term workers and students, will continue to be strong, placing higher demand on rental housing.
- There are significant opportunities to accommodate multiple residential buildings within the City's corridors and nodes.
- Changes in the retail sector have resulted in lower demand for some forms of retail uses and lands. These lands are ideally located in areas with full municipal services, including transit and can accommodate higher profile residential buildings without impacting the character of the area while supporting the commercial uses in proximity.
- There are many smaller neighbourhood nodes in the city that are the focal points of historic communities and neighbourhoods. Moderate residential intensification of these areas would strengthen the function of these nodes.
- Directing intensification to these areas will reduce reliance on the automobile and support efforts to mitigate climate change while developing healthier communities.
- Low profile residential neighbourhoods should accommodate intensification in a manner that is compatible with the existing density and built form in those neighbourhoods. Greater direction is required in the Official Plan to protect these areas and ensure that the City has the planning tools necessary to maintain the character of these areas.

To implement the proposed policies in this Amendment, the City will need to amend the Zoning By-law to provide greater permissions for residential uses in key areas and reduce the need for complex planning approvals. The amendments to

the Zoning By-law will reduce the time and costs associated with obtaining planning approvals for housing projects.

Approval of Design Guidelines that will ensure that the City and development industry understand how the city will assess the design of residential developments will reduce uncertainty and should expedite the approval process. The City will be able to use Site Plan Control to ensure that compatible and attractive intensification occurs in the appropriate locations in the City.

PART B – THE AMENDMENT

1. Volume 1, Chapter 6, the Land Use Policies, of the Official Plan for the City of Windsor is hereby amended as follows:

- i) Adding the following Section after Section 6.1.13

<i>RESIDENTIAL INTENSIFICATION</i>	6.1.14	To direct residential intensification to those areas of the City where transportation, municipal services, community facilities and goods and services are readily available.
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- ii) Changing the names of the land use designations in Section 6.2.1.1 as follows:

- | | | |
|------------------------|-----------|--------------------|
| d) Commercial Centre | change to | Mixed Use Centre |
| e) Commercial Corridor | change to | Mixed Use Corridor |
| i) Mixed Use Areas | change to | Mixed Use Node |

- iii) Deleting Section 6.3.1.3 and replacing it with the following:

<i>INTENSIFICATION, INFILL AND REHABILITATION</i>	6.3.1.3	To promote residential redevelopment, infill and intensification initiatives in locations in accordance with this plan.
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- iv) Deleting Section 6.3.2.1 and replacing it with the following:

<i>PERMITTED USES</i>	6.3.2.1	<p>Uses permitted in the Residential land use designation identified on Schedule D: Land Use include Low Profile, and Medium Profile dwelling units.</p> <p>High Profile Residential Buildings shall be directed to locate in the City Centre, Mixed Use Centres and Mixed Use Corridors.</p>
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v) Deleting Section 6.3.2.4 and replacing it with the following:

<i>LOCATIONAL CRITERIA</i>	6.3.2.4	<p>Residential intensification shall be directed to the Mixed Use Nodes and areas in proximity to those Nodes. Within these areas Medium Profile buildings, up 4 storeys in height shall be permitted. These taller buildings shall be designed to provide a transition in height and massing from low-profile areas.</p> <p>New residential development and intensification shall be located where:</p> <ul style="list-style-type: none"> a) there is access to a collector or arterial road; b) full municipal physical services can be provided; c) adequate community services and open spaces are available or are planned; and d) public transportation service can be provided.
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vi) Delete and replace Section 6.3.2.5(c):

<i>EVALUATION CRITERIA FOR A NEIGHBOURHOOD DEVELOPMENT PATTERN</i>	6.3.2.5(c)	<p>In existing neighbourhoods, compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and amenity areas.</p> <p>In Mature Neighbourhoods as shown on Schedule A-1, compatible with the surrounding area, as noted above, and consistent with the streetscape, architectural style and materials, landscape character and setback between the buildings and streets;</p>
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vii) Delete Section 6.3.2.5 (f) and replace it with the following:

<i>EVALUATION CRITERIA FOR A NEIGHBOURHOOD DEVELOPMENT PATTERN</i>	6.3.2.5(f)	facilitating a gradual transition from Low Profile residential development to Medium and/or High Profile development and vice versa, where appropriate, in accordance with Design Guidelines approved by Council.
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viii) Add the following paragraph at the start of Section 6.3.2.9:

Neighbourhood Commercial Evaluation Criteria	6.3.2.9	Neighbourhood Commercial uses shall be encouraged to locate in Mixed Use Corridors and Mixed Use Nodes as shown on Schedule D. Ideally these uses would form part of a multi-use building with residential uses located above or behind the non-residential uses on the street front.
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i) Adding the following section after Section 6.3.2.28:

<i>COMPATIBLE ADDITIONAL UNITS</i>	6.3.2.29	The creation of additional units through renovation or redevelopment in existing residential neighbourhoods shall be done in a manner that is compatible and complimentary to the character of the neighbourhood. The Zoning By-law will establish regulations for height, density, and massing that will preserve the character of stable neighbourhoods. Council will adopt Design Guidelines to assist in the design and review of development applications within existing stable neighbourhoods.
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- ii) Deleting Section 6.5, COMMERCIAL, and replacing it with the following:

6.5 <i>COMMERCIAL</i>	<p>Commercial lands provide the main locations for the purchase and sale of goods and services. In order to strengthen Windsor's economy, ensure convenient access and address compatibility concerns, Commercial land uses are provided under three designations on Schedule D: Mixed Use Centre, Mixed Use Corridor and Mixed Use Nodes.</p> <p>Over the lifetime of this Plan, the Mixed Use Centres will evolve to become vibrant mixed-use commercial and residential areas. Ideally, the predominant form of new or redeveloped housing should be Medium and High Profile residential buildings with ground floor and possibly second floor commercial uses and upper floor residential dwellings.</p> <p>The following objectives and policies establish the framework for development decisions in all Commercial areas.</p>
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- iii) Adding the following after Section 6.5.1.7:

<i>RESIDENTIAL INTENSIFICATION</i>	6.5.1.8	To promote residential intensification with Medium and High Profile buildings to meet the housing needs of the City in appropriate areas in proximity to municipal services, transit and employment areas.
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iv) Section 6.5.2 is hereby amended by changing the words “Commercial Centres” to “Mixed Use Centres” throughout the section.

v) Section 6.5.2 is hereby amended by add the following thereto;

These areas will evolve to become compact urban villages with a main street look of medium and High Profile mixed-uses supported by sustainable development practices, providing attractive and accessible places for diverse communities.

vi) Delete 6.5.2.2 and replace it with the following::

<i>RESIDENTIAL AND ANCILLARY USES</i>	6.5.2.2	<p>Medium and High Profile residential uses either as stand-alone buildings or part of a commercial-residential mixed use buildings shall be integrated within the Mixed Use Centres in a manner that creates a mixed-use community in a modern and attractive urban environment that is more pedestrian oriented with outdoor amenity areas and open space.</p> <p>Institutional uses, community, cultural, recreational and entertainment facilities shall be permitted in stand-alone buildings, or in mixed-use buildings/developments. Hotels, institutional uses, community, cultural, recreational and entertainment facilities may be located on individual sites, or form part of a larger, comprehensively planned retail commercial centre.</p>
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vii) Add 6.5.2.6 (i) to 6.5.2.6:

(i) Council will adopt Design Guidelines that will assist in the design and review of development applications in a manner that will ensure implementation of these policies.

viii) Section 6.5.3 is hereby amended by changing the words “Commercial Corridor” to “Mixed Use Corridor” throughout the section.

- ix) Delete and replace Section 6.5.3:

The Mixed-Use Corridor land use designation is intended for areas which are designed for vehicle oriented Mixed-Use uses. Mixed-Use Corridors take the form of mixed-use strips along Arterial and Collector roads within Windsor. These Mixed Use Corridors are expected to provide people-oriented employment and to accommodate higher density/intensity development, while maintaining a broad mix of land uses that support investment in transit and the achievement of complete communities.

- x) Delete and replace Section 6.5.3.1:

<i>PERMITTED USES</i>	6.5.3.1	Uses permitted in the Mixed Use Corridor land use designation are primarily retail, wholesale store (added by OPA 58, 24 07 2006) and service oriented uses and, to a lesser extent, office uses. Medium and High Profile residential uses either as stand-alone buildings or part of a commercial-residential mixed use buildings shall be throughout the Corridors.
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- xi) Section 6.5.3.3 is hereby amended by deleting the section and replacing it with the following:

<i>STREET PRESENCE</i>	6.5.3.3	Council will encourage Mixed-Use Corridor development to provide a continuous street frontage and presence. Accordingly, development along a Mixed-Use Corridor shall be:
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		<p>a) no more than four storeys in height, except on lands at an intersection of any combination of the following roads: Class I Arterial Road, Class II Arterial Road, Class I Collector, or Class II Collector Road. The height of buildings shall generally not exceed the width of the road right-of-way abutting the development site; and</p> <p>b) Notwithstanding the identified maximum building height, the Council may consider additional height, where the Council is satisfied that the proposed height achieves compatible development, and where appropriate transitions to abutting lower scale development are established. Appropriate transitions may be achieved through the implementation of regulatory techniques including, but not limited to new height limitations, enhanced building setbacks and step backs, enhanced landscape buffers and planting requirements and/or the implementation of an angular plane. Permissions for taller buildings may be established through a site specific Zoning By-law Amendment.</p> <p>c) encouraged to locate the buildings at the street frontage lot line with parking accommodated at the rear of the site.</p>
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- xii) Section 6.5.3.8 is hereby amended by adding the following after subsection (e);

<i>DESIGN GUIDELINES</i>	6.5.3.8	(f) Council will adopt Design Guidelines that will assist in the design and review of development applications in a manner that will ensure implementation of these policies.
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- xiii) Section 6.9, Mixed Use, is hereby amended by changing the name “Mixed Use” to “Mixed Use Nodes” throughout the section.
- xiv) Section 6.9, Mixed Use, is hereby amended by deleting and replacing it with the following:

6.9 MIXED USE NODES	<p>The lands designated as “Mixed Use Nodes” on Schedule D: Land Use provide the main locations for compact clusters of commercial, office, institutional, open space and residential uses. These areas are generally located within 100 metres of intersections of arterial and collector roads however the size and scale of these Nodes range throughout the City and are defined by the proximity of the non-residential uses to the intersection. Mixed Use Nodes are intended to serve as the focal point for the surrounding neighbourhoods, community or community. As such, they will be designed with a pedestrian orientation and foster a distinctive and attractive area identity.</p> <p>The following objectives and policies establish the framework for development decisions in Mixed Use Areas.</p>
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- xv) Section 6.9.2.1 is hereby amended by deleting d replacing it with the following;

<i>PERMITTED USES</i>	6.9.2.1	Uses permitted in the Mixed Use Nodes land use designation include retail and service commercial establishments, offices, cultural, recreation and entertainment uses, and institutional, open space and residential uses of up to four stories in height
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- xvi) Delete and replace Section 6.9.2.2:

“Intentionally Deleted”

- xvii) Section 6.9.2.5 is hereby amended by deleting sub-sections (a) and (b) and replacing them with the following;

<i>DESIGN GUIDELINES</i>	6.9.2.5	<p>a) the ability to achieve the associated policies as outlined in the Urban Design chapter of this Plan and Design Guidelines adopted by Council;</p> <p>b) the mass, scale, orientation, form, and siting of the development achieves a compact urban form and a pedestrian friendly environment. Buildings should not exceed 4 storeys in height;</p>
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2. Volume 1, Chapter 8, Urban Design, of the Official Plan is hereby amended by adding the following after Section 8.7.2.3 (i)

<i>DESIGN GUIDELINES</i>	8.7.2.3 (j)	(j) Council adopted Design Guidelines that will assist in the design and review of applications for development in accordance with the policies noted above
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3. Volume 1, Chapter 10, Process of the Official Plan is hereby amended by adding the following;;

10.2.20 Design Briefs	A Design Brief identifies the character of a street or neighbourhood over a smaller area than an Urban Design Study. Where this Plan requires the preparation of a Design Brief the following steps shall be taken:	
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<i>EXISTING SITE CONDITIONS AND SURROUNDING CONTEXT</i>	10.2.20.1	The Urban Design Brief should provide a description and analysis of the site and surrounding context. Photographs and a context map showing the subject site in relation to the existing neighbourhood should be included.
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<p><i>PROJECT DESIGN ANALYSIS</i></p>	<p>10.2.20.2</p>	<p>The Urban Design Brief should provide an analysis of the design rationale for the building, landscape, and site design elements of the proposed development and explain why the proposed development represents the optimum design solution. Discussion should consider the following:</p> <ul style="list-style-type: none"> i) How the design of the proposed development meets the intent of the City's applicable urban design guidelines and policies; ii) How the design addresses existing site conditions and constraints such as lot size, grading, or natural heritage features; iii) How the design of the proposed development integrates with the existing neighbourhood and enhances its function and aesthetics; and, iv) How the design of the proposed development will influence and integrate with future development in the neighbourhood.
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<p><i>DESIGN CONSIDERATION S</i></p>	<p>10.2.20.3</p>	<p>The Urban Design Brief should include a written description, plans, elevations, diagrams, and/or photographs to illustrate the design choices of the proposed development and site design. Depending on the scale of the development proposal explain how the applicable design considerations have been addressed:</p> <ul style="list-style-type: none"> i) Street and block pattern (e.g., connectivity, pedestrian access); ii) Lot sizes; iii) Building orientation and site layout; iv) Built form, height, scale, and massing; v) Building articulation and detailing; vi) Building materials; vii) Setbacks from adjacent properties and the street; viii) Building step back (if applicable); ix) Building transition to adjacent neighbourhoods; x) Heritage considerations (if applicable); xi) Location of parking (surface or underground), driveways, ramps, drop-off areas; xii) Access to transit; xiii) Bicycle parking/storage; xiv) Location of servicing, garbage, organics, and recycling storage and collection, and loading areas; xv) Streetscape elements (e.g., boulevard design, landscaping, street furniture, public art, signage, lighting, etc.); and, xvi) On-site landscaping and buffering.
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4. Volume 1, Chapter 11, Tools of the Official Plan is hereby amended by adding the following subsection in Section 11.7.2:

<i>APPLY SITE PLAN CONTROL</i>	11.7.2.2(b)	iv) Located in a Mature Neighbourhood shown on Schedule A-1
	11.7.2.7	n) Design Guidelines adopted by Council

5. Volume 1, Schedule A-1, Special Policy Areas of the Official Plan is hereby amended by adding the Mature Neighbourhoods designation as shown and Appendix A.

6. Volume I, Schedule D is hereby amended by:

- i) Changing the names of the designations in the Legend as follows:
 - a) Commercial Centres are changed to Mixed Use Centres,
 - b) Commercial Corridors are changed to Mixed Use Corridors, and,
 - c) Mixed Use areas are changed to Mixed Use Nodes;

All as shown on Appendix B.

7. Volume I, Schedule D is hereby amended by:

Changing the designations as follows:

- i) Commercial Centres are changed to Mixed Use Centres,
- ii) Commercial Corridors are changed to Mixed Use Corridors,
- iii) Mixed Use areas are changed to Mixed Use Nodes

All as shown on Appendix B.

8. Volume II, Chapter I, Special Policy Areas, be amended by adding Section 1.52 Mature Neighbourhoods as Heritage Resource

<i>MATURE NEIGHBOURHOODS AS HERITAGE RESOURCE</i>	1.52	Schedule A-1 identifies Mature Neighbourhoods in the City. These areas are not designated as Heritage Areas or Heritage Conservation Districts. However, the areas reflect the cultural heritage of the City and should be protected. When considering the development of these areas, the policies of Section 9.3.7(d) shall be applied.
<i>HERITAGE CONSERVATION</i>	1.51.1	Infill and intensification within Mature Neighbourhoods, shown on Schedule A-1, shall be consistent with the built form, height, massing, architectural and landscape of the area. Council will adopt Design Guidelines to assist in the design and review of development in these areas.

9. Volume II, Chapter 6, Forest Glade Planning Area of the Official Plan is hereby amended as follows:

- i) Section 6.4.1 is hereby amended by deleting the first paragraph and replacing it with the following:

SCHEDULE FGN-2: LAND USE PLAN	It is the intent of the Plan to create a major Mixed Use Node and prestige employment generating business park within the City of Windsor. The development concept for the Planning Area is illustrated on Schedule FGN-2: Land Use Plan. The Planning Area is proposed to consist of residential, commercial and business park type uses, consolidated into larger, comprehensively developed commercial and business park blocks.
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- ii) Section 6.4.1 is hereby amended by deleting the second paragraph and replacing it with the following:

MIXED USE CENTRE	The Mixed Use Centre designation pertains to lands in the eastern portion of the Planning Area, and is envisioned to consist primarily of large-format retail uses and Medium and High Profile residential uses.
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iii) Section 6.5.2 is hereby deleted and replaced with the following:

EXPAND MIXED USE CENTRE	6.5.2	Expand the existing commercial centre to support a complete community comprised of places to live, work and play as well as offering a full range of goods and services;.
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iv) Section 6.7 is hereby amended by changing the words “Commercial Centre” to “Mixed Use Centre” throughout the section.

v) Section 6.7.2.2 is hereby deleted and replaced with the following:

INTEGRATED COMMUNITY	6.7.2.2	Mixed Use Centre uses will evolve to become compact urban villages with a main street look of Medium and High Profile mixed-uses supported by sustainable development practices, providing attractive and accessible places for diverse communities.
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vi) Section 6.7.2.3 is hereby deleted and replaced with the following:

COMMUNITY FOCAL POINT	6.7.2.3	The Mixed Use Centre will exhibit high development standards to strengthen its role as a community focal point in a manner that creates a mixed-use community in a modern and attractive urban environment that is more pedestrian oriented with outdoor amenity areas and open space.
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vii) Section 6.7.2.5 is hereby deleted and replaced with the following;

URBAN DESIGN	6.7.2.5	The design guidelines associated with Mixed Use Centre uses and the urban design policies as contained in Volume 1: The Primary Plan, shall apply. In addition, Council may adopt Urban Design Guidelines for the Mixed Use Centre that will guide the development of the area to ensure that the design objectives of this Plan are implemented.
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- viii) Section 6.7.2. is hereby amended by adding the following after Section 6.7.2.5 with the following:

GUIDELINE PLAN	6.7.2.6	Prior to significant residential development being permitted in the Mixed Use Centre, Council may require the preparation of a Guideline Plan as described in Volume I, Section 10.2.6 of this Plan. The Precinct Plan will ensure that the area develops in accordance with the policies of this section of the Plan and will address development phasing, servicing, community amenities, including parkland and open space among other matters.
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- ix) Schedule FGN-2 to the Forest Glade Secondary Plan is hereby amended by changing the words “Commercial Centre” to “Mixed Use Centre” as shown on Appendix C.

C. IMPLEMENTATION:

- i. Amend the text of Volume I and Volume II of the City of Windsor Official Plan, Schedule A-1, Schedule D and Schedule FGN-1 as outlined in OPA #159.
- ii. This amendment shall be implemented through future amendments to the Zoning By-law 8600 as discussed in Report S64/2022.
- iii. Site Plan Control shall be an additional implementation tool for this Official Plan Amendment (OPA #159).

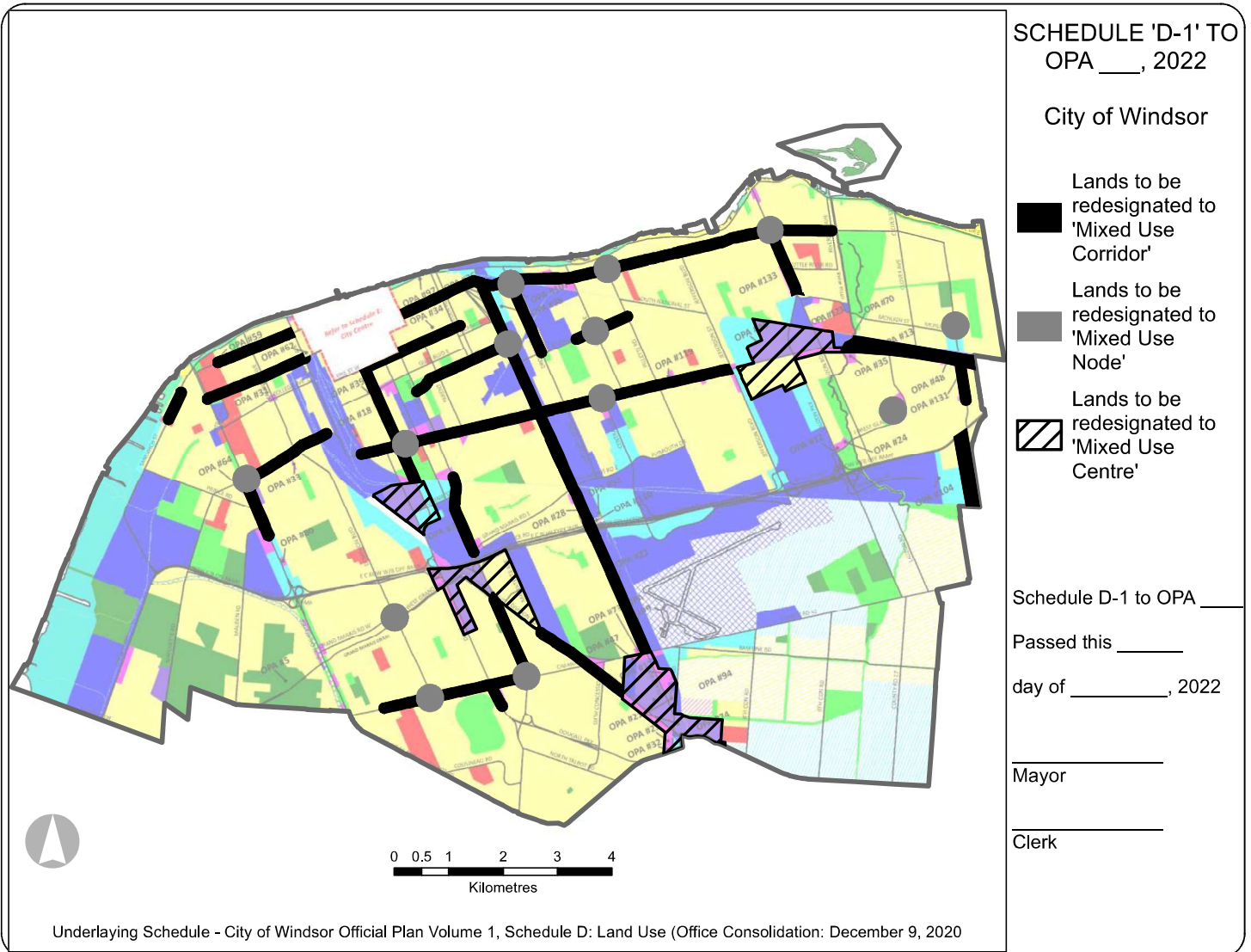
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City of Windsor Official Plan, Volume 1



Appendix B to Official Plan Amendment No 159

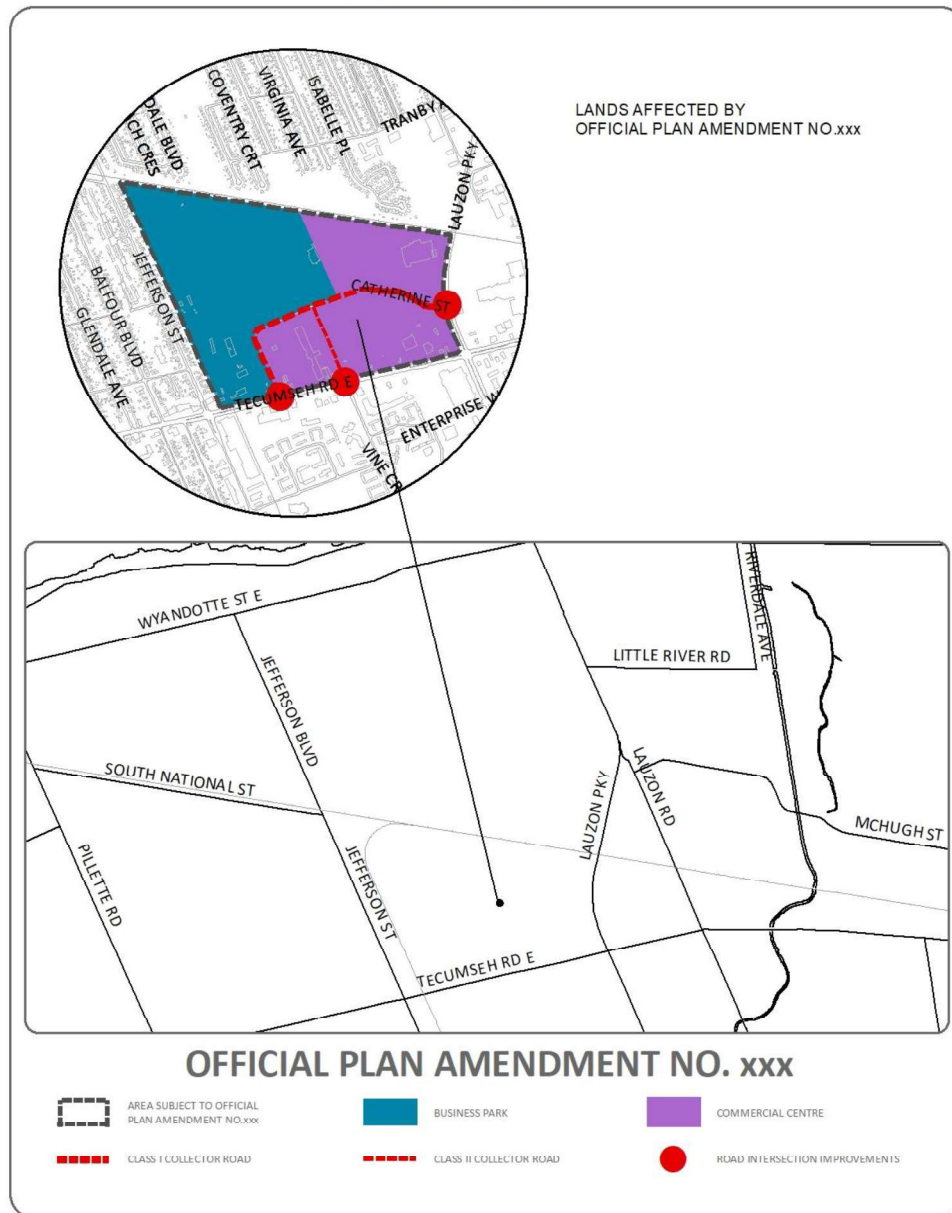
City of Windsor Official Plan, Volume 1



Appendix C to Official Plan Amendment No 159

City of Windsor Official Plan, Volume 2

SCHEDULE FGN5.2



Schedule I

The following are the results of public notification of the amendments and the outcome of public meetings. Comments relate to the Official Plan amendment and the associated rezoning.

A public meeting of the Development & Heritage Standing Committee (DHSC), the statutory meeting, was held on June 6, 2022.

A meeting of City Council was held on June 13, 2022, at which time the subject Official Plan Amendment was considered along with the accompanying Zoning By-law Amendment application (File No.:Z 019-22 [ZNG-6756]). The recommended OPA #159 was adopted by CR264/2022. An extract from the minutes of the meeting are included.

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**City Council
Decision
Monday, June 13, 2022**

Moved by: Councillor Bortolin

Seconded by: Councillor Costante

Decision Number: CR264/2022 DHSC 397

1. That the reports titled "MRICBL Background Study" prepared by Municipal Planning Consultants, dated April 2022, attached as Appendix B to Report S 64/2022 **BE ACCEPTED**.
2. That Volume 1: The Primary Plan of the City of Windsor Official Plan ("Official Plan") **BE AMENDED** as follows:
 - 2A) Change the text of the Official Plan as follows:
 - a) "Commercial Corridor" changes to "Mixed Use Corridor"
 - b) "Commercial Centre" changes to "Mixed Use Centre"
 - c) "Mixed Use" changes to "Mixed Use Node"; and

That Schedule A-1: Special Policy Areas of the Official Plan **IS AMENDED** by adding the Mature Neighbourhoods designation as shown on Schedule A-1-1 attached to this report; and,

That Schedule D: Land Use of the Official Plan **IS AMENDED** by changing the names of the designations in the Legend as follows:

- i. "Commercial Corridor" changes to "Mixed Use Corridor"
- ii. "Commercial Centre" changes to "Mixed Use Centre"
- iii. "Mixed Use" changes to "Mixed Use Node"; and

That Schedule D: Land Use of the Official Plan **IS FURTHER AMENDED** by changing the existing land use designations to the Mixed Use Corridor, Mixed Use Centre, and Mixed Use Node designations as shown on Schedule D-1 attached to this report.

2B) Add the following to the Chapter 6 – Land Use:

**RESIDENTIAL
INTENSIFICATION**
6.1.14

To direct residential intensification to those areas of the City where transportation, municipal services, community facilities and goods and services are readily available

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2C) Delete 6.3.1.3 and replace it with the following:

INTENSIFICATION, 6.3.1.3 To promote residential redevelopment, infill and
INFILL & intensification initiatives in appropriate locations in the City.
REDEVELOPMENT

2D) Delete 6.3.2.1 and replace it with the following:

PERMITTED 6.3.2.1 Uses permitted in the Residential land use designation
USES identified on Schedule D: Land Use include Low Profile
and Medium Profile dwelling units.
High Profile Residential Buildings shall be directed to
locate in the City Centre, Mixed Use Centres and Mixed
Use Corridors.

2E) Delete 6.3.2.3 and replace it with the following:

TYPES OF 6.3.2.3 For the purposes of this Plan, Low Profile housing
LOW PROFILE development is further classified as follows:
HOUSING

(a) small scale forms: single detached, semi-detached, duplex and row and multiplexes with up to 8 units.

2F) Delete 6.3.2.4 and replace it with the following:

LOCATIONAL 6.3.2.4 Residential intensification shall be directed to the Mixed
CRITERIA Use Nodes and areas generally within 200 metres of those
Nodes. Within these areas mid-profile buildings, up 4
storeys in height shall be permitted. These taller buildings
shall be designed to provide a transition in height and
massing from low-profile areas. Residential development
shall be located where:

(a) there is access to a collector or arterial road;

(b) full municipal physical services can be provided;

(c) adequate community services and open spaces are available or are planned; and

(d) public transportation service can be provided.

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2G) Delete 6.3.2.5 (c) and replace it with the following:

- (c) In existing neighbourhoods, compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and amenity areas.

In Mature Neighbourhoods as shown on Schedule A-1, compatible with the surrounding area, as noted above, and consistent with the streetscape, architectural style and materials, landscape character and setback between the buildings and streets;

2H) Delete 6.3.2.5 (f) and replace it with the following:

- (f) facilitating a gradual transition from Low Profile residential development to Medium and/or High profile development and vice versa, where appropriate. In accordance with Design Guidelines approved by Council.

2I) Delete 6.3.2.9 and replace it with the following:

NEIGHBOURHOOD 6.3.2.9
COMMERCIAL
EVALUATION
CRITERIA

Neighbourhood Commercial uses shall be encouraged to locate in Mixed Use Nodes as shown on Schedule J. Ideally these uses would form part of a multi-use building with residential uses located above or behind the non-residential uses on the street front.

At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed Neighbourhood Commercial development within a designated Residential area is:

- (a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses:
 - (i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan;

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- (ii) adjacent to sources of nuisance, such as noise, odour, vibration and dust;
 - (iii) within a site of potential or known contamination;
 - (iv) where traffic generation and distribution is a provincial or municipal concern;
 - (v) adjacent to heritage resources; and
 - (vi) where market impact is identified as a municipal concern;
- (b) in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area;
 - (c) compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and landscaped areas;
 - (d) capable of being provided with full municipal physical services and emergency services; and
 - (e) provided with adequate off-street parking.

2J) Delete 6.3.2.17 and replace it with the following:

*HERITAGE
CONSERVATION*

6.3.2.17

Council shall encourage the retention, restoration and sensitive renovation of historic and/or architecturally significant residential buildings in accordance with the Heritage Conservation chapter of this Plan.

Infill and intensification within Mature Neighbourhoods, shown on Schedule A-1, shall be consistent with the built form, height, massing, architectural and landscape of the area. Council will adopt Design Guidelines to assist in the design and review of development in these areas.

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2K) Delete 6.3.2.29 and replace it with the following:

COMPATIBLE 6.3.2.29 The creation of additional units through renovation or redevelopment in existing residential neighbourhoods shall be done in a manner that is compatible and complimentary to the character of the neighbourhood. The Zoning By-law will establish regulations for height, density, and massing that will preserve the character of stable neighbourhoods. Council will adopt Design Guidelines to assist in the design and review of development applications within existing stable neighbourhoods.

*ADDITIONAL
UNITS*

2L) Delete 6.5 and replace it with the following:

6.5 Commercial

Commercial lands provide the main locations for the purchase and sale of goods and services. In order to strengthen Windsor's economy, ensure convenient access and address compatibility concerns, Commercial land uses are provided under three designations on Schedule D: Mixed Use Centre, Mixed Use Corridor and Mixed Use Nodes.

Over the lifetime of this Plan, the Mixed Use Centres will evolve to become vibrant mixed-use commercial and residential areas. Ideally, the predominant form of new or redeveloped housing should be medium and high-density residential buildings with ground floor and possibly second floor commercial uses and upper floor residential dwellings.

The following objectives and policies establish the framework for development decisions in all Commercial areas.

2M) Add the 6.5.1.8 to the Chapter 6 – Land Use:

*RESIDENTIAL
INTENSIFICATION* 6.5.1.8 To promote residential intensification with medium and high profile buildings to meet the housing needs of the City in appropriate areas where municipal services, transit and employment are in proximity.

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2N) Delete 6.5.2.2 and replace it with the following:

RESIDENTIAL 6.5.2.2

AND

ANCILLARY

USES

Medium and high profile residential uses either as stand-alone buildings or part of a commercial-residential mixed use buildings shall be integrated within the Mixed Use Centres in a manner that creates a mixed-use community in a modern and attractive urban environment.

Institutional uses, community, cultural, recreational and entertainment facilities shall be permitted in stand-alone buildings, or in mixed-use buildings/developments. Hotels, institutional uses, community, cultural, recreational and entertainment facilities may be located on individual sites, or form part of a larger, comprehensively planned retail commercial centre.

In addition to the uses permitted above, Council may permit ancillary Open Space and Major Institutional uses in areas designated as Mixed Use Centre on Schedule D: Land Use without requiring an amendment to this Plan provided that:

- (a) the ancillary use is clearly incidental and secondary to, and complementary with, the main commercial use; and
- (b) the development satisfies the policies for the proposed land use.

2O) Add 6.5.2.6 (i) to 6.5.2.6:

- (i) Council will adopt Design Guidelines that will assist in the design and review of development applications in a manner that will ensure implementation of these policies.

2P) Delete 6.5.3 and replace it with the following:

The Mixed Use Corridor land use designation is intended for areas which are designed for vehicle oriented Mixed Use uses. Mixed Use Corridors take the form of Mixed Use strips along Arterial and Collector roads within Windsor. These Mixed Use Corridors are expected to provide people-oriented employment and to accommodate higher density/intensity development, while maintaining a broad mix of land

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- (b) Notwithstanding the identified maximum building height, the City may consider additional height, where the City is satisfied that the proposed height achieves compatible development, and where appropriate transitions to abutting lower scale development are established. Appropriate transitions may be achieved through the implementation of regulatory techniques including, but not limited to new height limitations, enhanced building setbacks and step backs, enhanced landscape buffers and planting requirements and/or the implementation of an angular plane. Permissions for taller buildings may be established through a site specific zoning By-law Amendment;
- (c) encouraged to locate the buildings at the street frontage lot line with parking accommodated at the rear of the site.

2S) Add 6.5.3.8 (f) to 6.5.3.8:

- (i) Council will adopt Design Guidelines that will assist in the design and review of development applications in a manner that will ensure

2T) Delete 6.9 and replace it with the following:

The lands designated as “Mixed Use Nodes” on Schedule D: Land Use provide the main locations for compact clusters of commercial, office, institutional, open space and residential uses. These areas are intended to serve as the focal point for the surrounding neighbourhoods, community. As such, they will be designed with a pedestrian orientation and foster a distinctive and attractive area identity.

The following objectives and policies establish the framework for development decisions in Mixed Use Nodes areas.

2U) Delete 6.9.2.2

2V) Delete 6.9.2.3 and replace it with 6.9.2.2:

LOCATIONAL 6.9.2.2 Mixed Use Nodes development shall be located where:
CRITERIA

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- (a) there is access to Class I or Class II Arterial Roads or Class I Collector Road;
- (b) full municipal physical services can be provided;
- (c) public transportation service can be provided; and
- (d) the surrounding development pattern is compatible with Mixed Use Nodes development.

2W) Delete 6.9.2.5(b) and replace it with 6.9.2.4 (b):

- (b) the mass, scale, orientation, form, and siting of the development achieves a compact urban form and a pedestrian friendly environment. Building should not exceed 4 storeys in height;

2X) Add 8.7.2.3 (j) to the Chapter 8 – Urban Design:

- (j) Council may adopt Design Guidelines that will assist in the design and review of applications for development in accordance with the policies noted above.

2Y) Add 9.3.8 to Chapter 9 – Heritage Conservation:

<p><i>RECOGNIZE</i> 9.3.8</p> <p><i>MATURE</i></p> <p><i>NEIGHBOURH</i></p> <p><i>OODS</i> AS</p> <p><i>HERITAGE</i></p> <p><i>RESOURCE</i></p>	<p>Schedule A-1 illustrates Mature Neighbourhoods in the City. These areas are not designated as Heritage Areas or Heritage Conservation Districts. However, the areas reflect the cultural heritage of the City and should be protected. When considering the development of these areas, the policies of Section 9.3.7(d) shall be applied.</p>
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3. That Zoning By-law 8600 **BE AMENDED** as follows:

3A) Delete Section 10.1.5.4 and substitute with a new Section 10.1.5.4 as follows:

					Duplex Dwelling	Semi- Detached Dwelling	Single Unit Dwelling
.4	Main Building	Height	-		9.0 m	9.0 m	9.0 m
	maximum						

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3B) Add Section 10.1.5.10 as follows:

		Duplex Dwelling	Semi- Detached Dwelling	Single Unit Dwelling
.10	Gross Floor Area - maximum	400 m ²	400 m ²	400 m ²

3C) Delete Section 10.2.5.4 and substitute with a new Section 10.2.5.4 as follows:

		Duplex Dwelling	Semi- Detached Dwelling	Single Unit Dwelling
.4	Main Building Height - maximum	9.0 m	9.0 m	9.0 m

3D) Add Section 10.2.5.10 as follows:

		Duplex Dwelling	Semi- Detached Dwelling	Single Unit Dwelling
.10	Gross Floor Area - maximum	400 m ²	400 m ²	400 m ²

3E) Delete Section 10.3.5.4 and substitute with a new Section 10.3.5.4 as follows:

		Duplex Dwelling	Semi- Detached Dwelling	Single Unit Dwelling
.4	Main Building Height - maximum	9.0 m	9.0 m	9.0 m

3F) Add Section 10.3.5.10 as follows:

		Duplex Dwelling	Semi- Detached Dwelling	Single Unit Dwelling
.10	Gross Floor Area - maximum	400 m ²	400 m ²	400 m ²

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3G) Delete Section 10.4.5.4 and substitute with a new Section 10.4.5.4 as follows:

					Duplex Dwelling	Semi- Detached Dwelling	Single Unit Dwelling
.4	Main Building	Height	-		9.0 m	9.0 m	9.0 m
	maximum						

3H) Add Section 10.4.5.10 as follows:

					Duplex Dwelling	Semi- Detached Dwelling	Single Unit Dwelling
.10	Gross Floor Area - maximum				400 m ²	400 m ²	400 m ²

3I) Delete Section 10.5.5.4 and substitute with a new Section 10.4.5.4 as follows:

.4	Main Building	Height	-	9.0 m
	maximum			

3J) Add Section 10.5.5.10 as follows:

.10	Gross Floor Area - maximum	400 m ²
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3K) Delete Section 11.1.5.4 and substitute with a new Section 11.1.5.4 as follows:

					Duplex Dwelling	Semi- Detached Dwelling	Single Unit Dwelling
.4	Main Building	Height	-		9.0 m	9.0 m	9.0 m
	maximum						

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3L) Add Section 11.1.5.10 as follows:

	Duplex Dwelling	Semi- Detached Dwelling	Single Unit Dwelling
.10 Gross Floor Area - maximum	400 m ²	400 m ²	400 m ²

3M) Delete Section 11.2.5 and substitute with a new Section 11.2.5 as follows:

11.2.5 PROVISIONS

.1 Duplex Dwelling		
.1 Lot Width – minimum		12.0 m
.2 Lot Area – minimum		360.0 m ²
.3 Lot Coverage – maximum		45.0%
.4 Main Building Height – maximum		9.0 m
.5 Front Yard Depth – minimum		6.0 m
.6 Rear Yard Depth – minimum		7.50 m
.7 Side Yard Width – minimum		1.20 m
.10 Gross Floor Area – maximum		400 m ²
.2 Semi-Detached Dwelling		
.1 Lot Width – minimum		15.0 m
.2 Lot Area – minimum		450.0 m ²
.3 Lot Coverage – maximum		45.0%
.4 Main Building Height – maximum		9.0 m
.5 Front Yard Depth – minimum		6.0 m
.6 Rear Yard Depth – minimum		7.50 m
.7 Side Yard Width – minimum		1.20 m
.10 Gross Floor Area – maximum		400 m ²
.3 Single Unit Dwelling		
.1 Lot Width – minimum		9.0 m
.2 Lot Area – minimum		270.0 m ²
.3 Lot Coverage – maximum		45.0%
.4 Main Building Height – maximum		9.0 m
.5 Front Yard Depth – minimum		6.0 m
.6 Rear Yard Depth – minimum		7.50 m
.7 Side Yard Width – minimum		1.20 m
.10 Gross Floor Area – maximum		400 m ²

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- .4 Double Duplex Dwelling or Multiple Dwelling
 - .1 Lot Width – minimum 18.0 m
 - .2 Lot Area – minimum 540.0 m²
 - .3 Lot Coverage – maximum 45.0%
 - .4 Main Building Height – maximum 9.0 m
 - .5 Front Yard Depth – minimum 6.0 m
 - .6 Rear Yard Depth – minimum 7.50 m
 - .7 Side Yard Width – minimum 1.80 m
- .5 Townhome Dwelling
 - .1 Lot Width – minimum 20.0 m
 - .2 Lot Area – per *dwelling unit* – minimum 200.0 m²
 - .3 Lot Coverage – maximum 45.0%
 - .4 Main Building Height – maximum 9.0 m
 - .5 Front Yard Depth – minimum 6.0 m
 - .6 Rear Yard Depth – minimum 7.50 m
 - .7 Side Yard Width – minimum 1.50 m

3N) Delete Section 11.3.5.4 and substitute with a new Section 11.3.5.4 as follows:

	Semi-Detached Dwelling	Single Unit Dwelling	Townhome Dwelling
.4 Main Building Height - maximum	9.0 m	9.0 m	9.0 m

3O) Add Section 11.3.5.10 as follows:

	Semi-Detached Dwelling	Single Unit Dwelling	Townhome Dwelling
.10 Gross Floor Area - maximum	400 m ²	400 m ²	400 m ²

Phone: (519)255-6211

**CITY HALL
WINDSOR, ONTARIO
N9A 6S1**

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E-mail: clerks@citywindsor.ca

WEBSITE: www.citywindsor.ca

3P) Delete Section 11.4.5.4 and substitute with a new Section 11.4.5.4 as follows:

3Q) Add
Section
11.4.5.1
0 as
follows:

						Semi- Detached Dwelling	Single Unit Dwelling
.4	Main Building	Height	-	9.0 m		9.0 m	
	maximum						

						Semi- Detached Dwelling	Single Unit Dwelling
.10	Gross Floor Area - maximum			400 m ²		400 m ²	

3R) Delete Section 5.2.20.1

3. That Interim Control By-law 103-2020 **BE REPEALED** when the amending by-laws that implement the Official Plan Amendment and Zoning By-law amendments are in force.
4. That the City of Windsor Intensification Guidelines **BE ADOPTED** as the Design Guidelines referenced in the Official Plan to evaluate Infill and Intensification development proposals.

Carried.

Report Number: SCM 149/2022 & S 64/2022

Clerk's File: Z/14384 & Z/13872 8.4

Anna Ciacelli
Deputy City Clerk

June 24, 2022

Appendix D

City of Windsor Zoning By-law Regulations

FG RESIDENCES INC.

3565 Forest Glade Drive

Planning Justification Report

City Council Agenda - April 24, 2023
December 2022 - 62-2022-0008
Page 358 of 718



SECTION 15 - COMMERCIAL DISTRICTS 2. (CD2.)

(B/L 8614 Jun 23/1986; B/L 11358 Mar 1/1993; B/L 11614 Nov1/1993; B/L 11922 Sep 23/1994; B/L 12602 Jun 17/1996; B/L 39-1998 Mar 10/1998; B/L 162-1998 Jun 24/1998; B/L 33-2001 Oct 23/2001, OMB Decision/Order No. 1716 Case No. PL010233; B/L 370-2001 Nov 15/2001; B/L 363-2002 Dec 31/2002; B/L 375-2004 Dec 21/2004; B/L 46-2005 Mar 23/2005; B/L 232-2006 Jan 18/2007; B/L 164-2010 Nov 17/2010; B/L 7-2018 Feb. 23/2018)
[ZNG/5271]

15.1 COMMERCIAL DISTRICT 2.1 (CD2.1)

15.1.1 PERMITTED USES

Bakery
Business Office
Child Care Centre
Commercial School
Confectionery
Food Outlet - Drive-Through
Food Outlet - Take-Out
Funeral Establishment
Garden Centre
Gas Bar
Medical Office
Micro-Brewery
Parking Garage
Personal Service Shop
Place of Entertainment and Recreation
Place of Worship
Professional Studio
Public Hall
Public Parking Area
Repair Shop – Light
Restaurant
Restaurant with Drive-Through
Retail Store
Temporary Outdoor Vendor's Site
Tourist Home
Veterinary Office
Wholesale Store
Existing Automobile Repair Garage
Existing Service Station

Any use accessory to any of the preceding uses. An *Outdoor Storage Yard* is prohibited, save and except, in combination with the following main uses:
Garden Centre, Temporary Outdoor Vendor's Site, Existing Automobile Repair Garage.

15.1.5 PROVISIONS

- | | | |
|-----|--|----------------------|
| .4 | Building Height – maximum | 14.0 m |
| .10 | Gross Floor Area – maximum | |
| | <i>Bakery or Confectionary</i> | 550.0 m ² |
| .26 | <i>A Temporary Outdoor Vendor's Site is prohibited in a Business Improvement Area.</i> | |

APPENDIX "I"

Sanitary Servicing Memo (November 11, 2022)

MEMO



TO: Rob Persinotti, Development Engineer, City of Windsor
FROM: Viswanath (Vish) Kammula, P. Eng.
CC:
DATE: November 11th, 2022
SUBJECT: 3565 Forest Glade Drive Multi-Residential Development - Sanitary Servicing Memo
OUR FILE: 22-3694

1 Introduction

Dillon Consulting Limited was retained by the FG Residences Inc. to provide Engineering Assistance to develop their property located at the municipal address 3565 Forest Glade Drive in the City of Windsor, Ontario. As part of the services, Dillon Consulting has prepared the following Sanitary Servicing Brief outlining existing and proposed sanitary conditions.

The subject property is ± 1.22 ha (± 3.01 acres) in total area. The property is bounded on the west limit by existing commercial developments, on the east limit by the Meadowbrook Ln, on the north limit by the lands of existing long term care facility (Revera Riverside Place) and on the south limit by the Forest Glade Drive. The subject property is currently vacant and is mostly grassed land.

The proposed development consists a nine storey multiple residential dwelling, with a total of ± 172 units. Refer to **Figure 1.0** for the conceptual development.

1.1 Reference Documents

The following documents and drawings were referenced when completing this study:

- The City of Windsor – Development Manual (Windsor, 2015);
- The City of Windsor – Official Plan- Section 10.2.7 (July 2013);
- Mappmycity (City of Windsor) – Interactive Mapping (County of Essex);
- Design Guidelines for Sewage Works (MOE, 2008);
- Record drawing received from City of Windsor – “Meadowbrook Dr. Extension to Forest Glade Dr. - Plan and Profile” by HGS Limited Consulting Engineers.

DILLON CONSULTING LIMITED

3200 Deziel Drive, Suite 608, Windsor, ON N8W 5K8 ♦ TELEPHONE: (519) 948-5000 ♦
 DIRECT TELEPHONE: (519) 948-4243 ♦ E-MAIL: windsor@dillon.ca ♦ FAX: (519) 948-5054

2 Existing Conditions

Following are the available sanitary sewers near the subject property (Refer **Figure 2.0**)

- A 600 mm sanitary sewer that flows westerly along Forest Glade Drive fronting the subject on the south side.
- A 300 mm sanitary sewer that flows southerly along Meadowbrook Ln fronting the subject property on the east side; eventually discharges into the 600 mm sanitary sewer along Forest Glade Drive.
- A 200 mm sanitary private drain connection (PDC), from the 300 mm sanitary along Meadowbrook Ln, is provided to the subject site

3 Proposed Conditions

In consultation with the municipality it has been established that the subject site is assessed into the 300 mm sanitary sewer along Meadowbrook Ln and the existing 200 mm PDC to the subject site is to be used to convey the flows from the proposed development. Refer to **Figure 2.0** for approximate location of the PDC.

3.1 Capacity Assessment of the Existing 300 mm sewer along Meadowbrook Ln

The total catchment area that contributes to the existing 300 mm sanitary sewer along Meadowbrook Ln is estimated to be ± 5.81 ha, which includes the subject site. The total catchment is subdivided into four areas as shown in **Figure 2.0**.

Area A consist the lands of the Long-Term Care facility. In consultation with the Municipality it has been established that the facility has 96 beds.

Area B is currently under development. In consultation with the Municipality it has been established that the proposed development will consist of 2-5 storey residential buildings with a total of 120 units.

Area C is subject site which consists of a mid-rise development, with a total of 172 residential dwelling units.

Area D is currently vacant. In consultation with the Municipality it has been established that the land will be rezoned with a potential future development of 2-5 storey residential buildings with a total of 120 units (same as Area B).

The ultimate design population for the total catchment area that contributes to the existing 300 mm sanitary sewer along Meadowbrook Ln is estimated to be 291 persons and the ultimate flow was estimated to be 8.24 L/s (0.00824 cu.m/sec) based on sanitary sewer criteria outlined in Table 1.0. The design criteria were generally established by the City of Windsor's Development Manual (2015).

Table 1: Sanitary Sewer Design Estimate

Item	Value
Residential Sewage Flow	0.0042 Litre/second/capita
Infiltration	0.1560 Litre/second/hectare
Residential Population Density	50 persons/ha
Total Area of Catchment	5.81 ha
Total Population	291 persons
Peaking Factor (Harmon's Formula)	6.00

However, a more stringent value of 3.0 persons per unit for areas B, C, and D and a total of 121 persons (one person per bed and 25 supporting staff) for area A has been used in the estimates. Refer to the **Sanitary Sewer Design Sheet** appended to this document. Based on this population the ultimate population is estimated to 1,357 persons and the the ultimate flow is estimated to be 35.11 L/s (0.03511 cu.m/sec). And it has been found that the existing 300 mm sanitary sewer along Meadowbrook Ln has adequate capacity to accommodate flows the from the proposed development in the subject site and the future developments in the tributary catchment area.

Furthermore, the municipality has confirmed that there are no known sanitary capacity issues in this area with the existing sanitary infrastructure.

4 Conclusion

Based on the above information and the proposed layout of the development; the development would be able to proceed as planned and the existing sanitary has adequate capacity to service the expected flows from the proposed development.

Yours sincerely,

DILLON CONSULTING LIMITED

Viswanath (Vish) Kammula P. Eng.



FG RESIDENCES INC.
3565 FOREST GLADE
MULTI-RES DEVELOPMENT

SANITARY CATCHMENT AREAS
FIGURE 2.0

- | | | | | | |
|--|------------------------------------|--|--------------------|--|-----------------------------|
| | SUBJECT AREA
(± 1,221ha) | | PROPOSED LANDSCAPE | | PROPOSED PAVEMENT |
| | PROPOSED MULTI-UNIT
RESIDENTIAL | | PROPOSED SIDEWALK | | PROPOSED DRAINAGE AREA NAME |
| | | | | | TRIBUTARY POPULATION |

- | | |
|--|------------------------------|
| | EXISTING SANITARY SEWER |
| | PROPOSED SANITARY SEWER |
| | TRIBUTARY SANITARY CATCHMENT |

SITE MATRIX
FRONT YARD DEPTH - 7.5m
BACK YARD DEPTH - 7.5m
SIDE YARD DEPTH - 6.0m
UNIT COUNT - 172 UNITS
REQUIRED PARKING - 175 spaces (1.25 per unit)
PROVIDED PARKING - 215 spaces (1.54 per unit)

FILE LOCATION:
c:\working\direct\projects\2022\fgl\3565_forest_glade_drive_concept_plan_v01.dwg
October 26, 2022 9:00 AM

MAP DRAWING INFORMATION:
THIS DRAWING IS FOR INFORMATION PURPOSES ONLY. ALL
DIMENSIONS AND BOUNDARY INFORMATION SHOULD BE
VERIFIED BY AN OLS PRIOR TO CONSTRUCTION.
CHECKED BY: JAM
DESIGNED BY: ESS

SOURCE: THE COUNTY OF ESSEX INTERACTIVE MAPPING (2021)

SCALE: 1:1000



PROJECT: 22-3994
STATUS: DRAFT
DATE: 26/10/2022

Project Name: 3665 Forest Glade Drive
Project No: 22-3694

The Peaking Factor was derived:
Using Handbook Values:
From a Table = Y N (Y or N)
Value from table = 6,000

Residential Average Daily Flow = 363 L/Cap.D
Peak Extraneous Flow = 0.156 U/Ha.S

Outlet Invert Elevation = 0.013
Mannings 'n' = 0.013
Total Area = 5,810

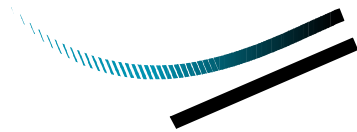
Basement Floor Elevation = 180,603
or
Hydraulic Grade Line Cover = 1.20 Cover

Ground Elevation at Outlet = 180,603
HGL at Outlet = 175,887

3665 FOREST GLADE DRIVE SANITARY SEWER DESIGN SHEET

City of Windsor			Flow Characteristics							Sewer Design Profile							Hydraulic Grade Line								
ROAD/STN	LOCATION		INDIVIDUAL POP	AREA (ha)	CUMULATIVE POP	PEAKING FACTOR	POP FLOW Q(p)	PEAK EXTR. FLOW Q(i)	PEAK DESIGN FLOW Q(i)	CAPACITY (L/s)	LENGTH (m)	PIPE DIA. (mm)	Wall Thickness (mm)	SLOPE (%)	UPPER INVERT (m)	LOWER INVERT (m)	FALL (m)	VELOCITY (m/s)	DROP IN LOWER MANHOLE (m)	Ground Elevation Upper MH	Cover @ Up MH (m)	Cover @ Low MH (m)	Hydraulic Grade Line		
	FROM MH	TO MH																					HGL Elev. vs. Gnd Elev @ Up MH	HGL Elev. vs. HGL Elev. at Up MH	HGL Elev. vs. HGL Elev. at Up MH
Meadowbrook	755085	755084	121.0	1.89	121	1.89	6,000	3,050	0.295	3.35	34.16	74.5	250	11	0.33	0.727	0.481	0.246	0.70	180,620	179,632	179,798	176,001	OKAY	OKAY
Meadowbrook	755084	755083	360.0	1.48	481	3.37	6,000	12,125	0.526	12.65	51.17	88.5	300	13	0.28	0.481	0.234	0.248	0.72	180,540	179,746	179,603	175,998	OKAY	OKAY
Meadowbrook	Slub	755083	516.0	1.38	516	1.38	6,000	13,008	0.215	13.22	32.80	18.0	200	9	1.00	0.414	0.234	0.180	1.04	180,100	179,477	179,707	176,012	OKAY	OKAY
Meadowbrook	755083	757751	360.0	1.06	1357	5.81	6,000	34,208	0.906	35.11	54.70	38.5	300	13	0.32	0.234	0.110	0.123	0.77	180,150	179,603	179,777	175,983	OKAY	OKAY
Meadowbrook	757751	755978	0.0	0.00	1357	5.81	6,000	34,208	0.906	35.11	54.70	34.5	300	13	0.32	0.110	0.000	0.110	0.77	180,200	179,777	180,290	175,932	OKAY	OKAY

APPENDIX “J”
Transportation Impact Study (December 16, 2022)



DILLON
CONSULTING

FG RESIDENCES INC.

**Residential Development at 3565
Forest Glade Drive, Windsor, ON**

Transportation Impact Study



December 16, 2022

FG Residences Inc.
29 Park Street West
Windsor, ON
N9A 5T4

Attention: Mike Sassine

**Residential Development at 3656 Forest Glade Drive, Windsor, ON
Transportation Impact Study**

Please find enclosed a copy of our Transportation Impact Study, prepared as part of the Official Plan Amendment and Zoning By-law Amendment applications for the proposed residential development at the corner of Forest Glade Drive and Meadowbrook Lane.

Should you have any questions or wish to discuss our findings, please contact me at (416) 229-4647, extension 2376, or at mwalters@dillon.ca.

Yours sincerely,

DILLON CONSULTING LIMITED

A handwritten signature in black ink, appearing to read "Mike Walters".

Mike Walters, P.Eng.
Transportation Engineer
MW:jb

Our File: 22-3694

235 Yorkland Blvd.
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Toronto, Ontario
Canada
M2J 4Y8
Telephone
(416) 229-4646
Fax
(416) 229-4692

**Dillon Consulting
Limited**

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Appendices

A	Proposed Site Plan
B	Traffic Survey Data
C	Level of Service Definitions
D	Synchro Analysis Worksheets

1.0

Introduction

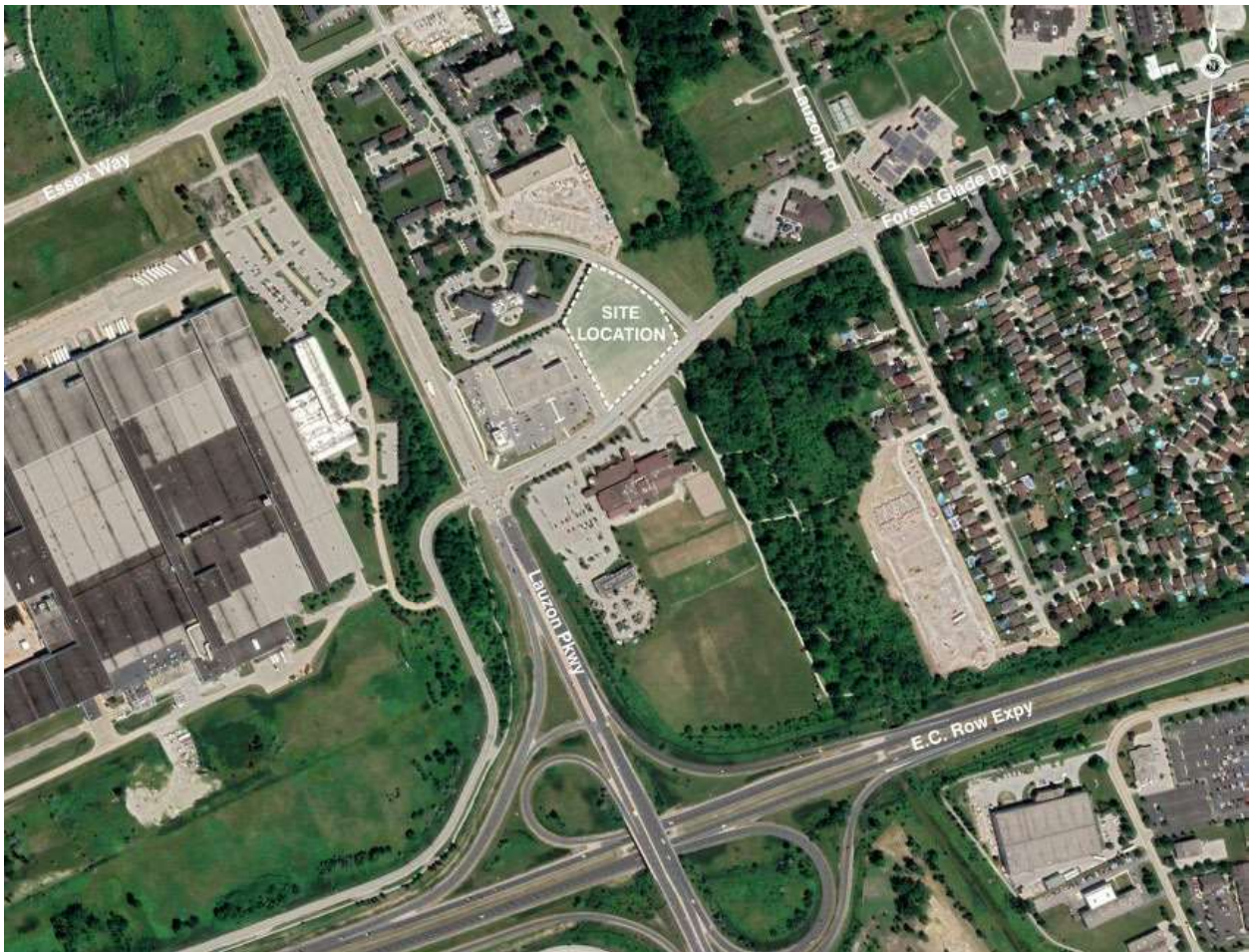
1.1

Purpose

Dillon Consulting Limited (Dillon) has been retained by FG Residences Inc. (FG Residences) to prepare a transportation impact study (TIS) to support a proposed residential development at 3565 Forest Glade Drive in the City of Windsor. The site is currently vacant and is maintained as landscaped open space, and is found to the immediate east of the former Princess Auto building. The development application seeks to permit the construction of a nine (9) storey multiple-residential building containing 172 units.

The subject lands are in the northwest quadrant of the Forest Glade Drive and Meadowbrook Lane intersection. The site location is illustrated in **Figure 1**.

Figure 1: Site Location



1.2

Proposed Development

The proposed development consists of a nine (9) storey multiple-residential building featuring 172 units and a surface parking lot with 215 parking spaces.

Three vehicular accesses (two existing and one future) are present, or will be present, at the site:

- An inbound-only driveway off Lauzon Parkway approximately 120 metres north of Forest Glade Drive (*existing*);
- A shared driveway to Forest Glade Drive approximately 150 metres east of Lauzon Parkway (*existing*); and
- A driveway to Meadowbrook Lane, approximately 120 metres north of Forest Glade Drive (*future*).

1.3

Scope of Analysis

Per scoping discussions with City of Windsor staff, it was determined that the study area would include the following three locations:

- Forest Glade Drive and Meadowbrook Lane;
- Forest Glade Drive shared driveway; and
- Lauzon Parkway driveway to adjacent property (*inbound only*).

Traffic analyses have been completed for the weekday AM and PM peak hours. Two horizon years have been assessed:

- 2025, corresponding to the anticipated build-out year; and
- 2030, corresponding to five years after the anticipated build-out year.

In addition, the following items have also been considered:

- The adequacy of sight lines at the proposed driveways; and
- The impacts of the proposed development on active transportation infrastructure.

2.0

Existing Conditions

2.1

Existing Road Network

The following describes the roadways within the study area.

Forest Glade Drive is a Class II arterial road that is under the jurisdiction of the City of Windsor. It extends easterly from Lauzon Parkway and curves to the north before terminating at Tecumseh Road East. Within the study area, it has a four lane cross-section with sidewalks on both sides of the road excluding the north side, in front of the subject site. It has a posted speed limit of 50 km/h within the study area.

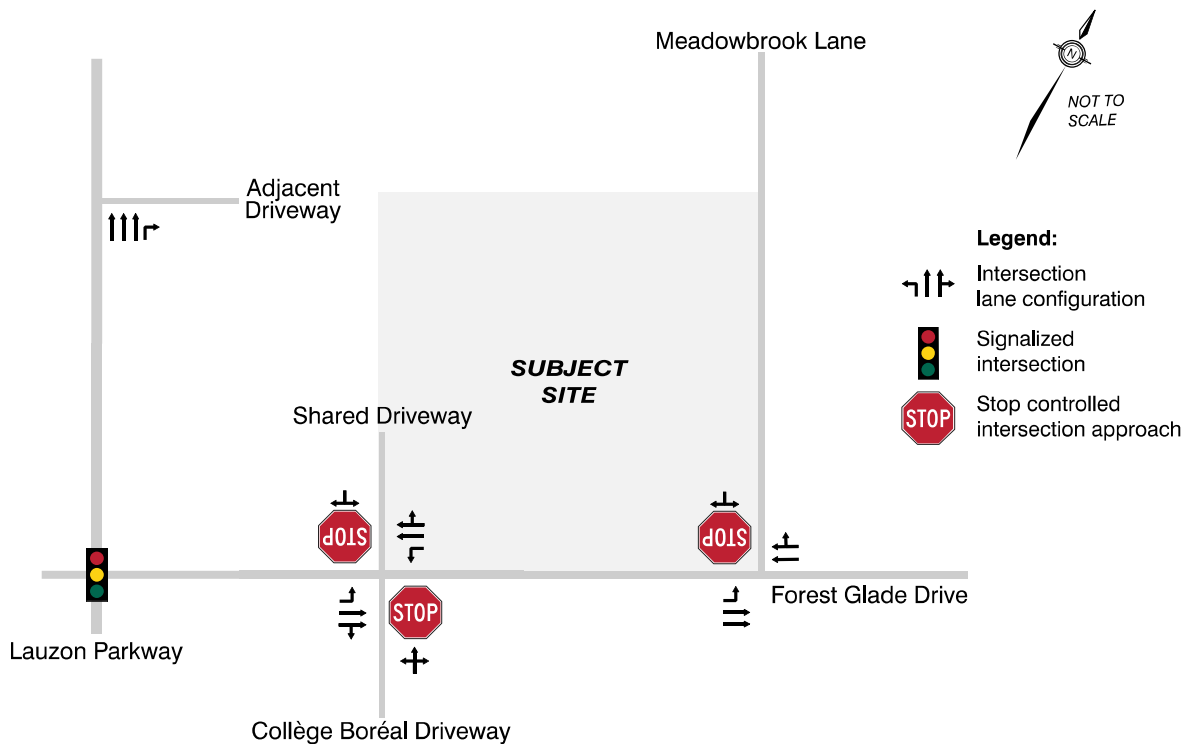
Meadowbrook Lane is a two-lane local street extending northerly from Forest Glade Drive for approximately 1.8 kilometres. It has a posted speed limit of 50 km/h and no sidewalks within the study area.

Lauzon Parkway is a north-south Class I arterial road that is under the jurisdiction of the City of Windsor. It provides access across the city of Windsor starting at County Road 42 in the south and continuing as Lauzon Road to the north, ultimately extending up to Riverside Drive East. Within the study area, it has six lanes with a raised centre median, concrete curbs, and sidewalks on both sides. It has a posted speed limit of 70 km/h within the study area.

There are no dedicated bicycle facilities within the study area.

Figure 2 illustrates the existing traffic control and lane configuration at the study area intersections.

Figure 2: Existing Intersection Geometry and Traffic Control



2.2 Existing Transit Network

Transit service in the study area is operated by Transit Windsor. There are two routes that pass through the study area:

Ottawa 4 connects the Windsor International Transit Centre with southeast Windsor. Service is provided at 30-minute headways during the day Monday through Saturday, and 45-minute headways in the early-morning and evening. Sunday and holiday service operates at 50 to 60-minute headways. The closest stop to the subject site is located at Forest Glade Drive and Lauzon Parkway.

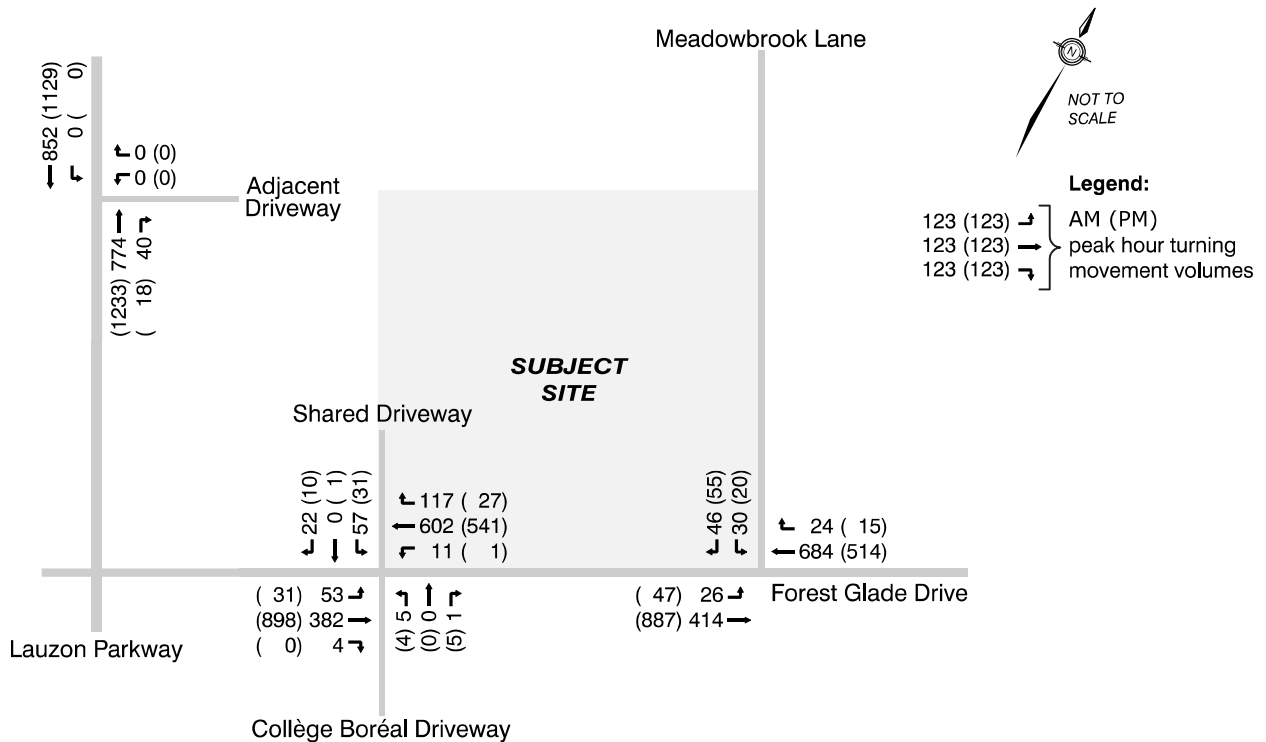
Lauzon 10 links Tecumseh Mall to Twin Oaks Drive, the WFCU Centre and St. Joseph's High School. The service operates at 35-minute headways on weekdays, and 70-minute headways on Saturdays. No service is provided on Sundays and holidays. The closest stop to the subject site is located at Forest Glade Drive and Meadowbrook Lane.

2.3 Existing Traffic Volumes

Weekday AM and PM peak hour intersection turning movement counts were undertaken at the study area intersections by Accu-Traffic Inc. The traffic data was collected on Thursday, September 15, 2022.

Figure 3 presents the existing traffic volumes in the study area.

Figure 3: Existing Traffic Volumes



2.4 Existing Pedestrian and Cycling Activity

The volume of pedestrians was recorded as part of the traffic surveys undertaken by Accu-Traffic Inc. During the traffic surveys, the number of cyclists was not recorded. **Table 1** documents the number of pedestrian crossings at each intersection during the peak hours.

Table 1: Existing Pedestrian Activity

Intersection	AM peak hour					PM peak hour				
	North leg	South leg	West leg	East leg	Total	North leg	South leg	West leg	East leg	Total
Forest Glade Drive and Meadowbrook Lane	30	-	1	0	31	2	-	0	0	2
Forest Glade Drive shared driveway	1	2	0	0	3	0	0	0	0	0
Lauzon Parkway driveway to adjacent property	0	0	-	0	0	0	0	-	3	3

A very low volume of pedestrian activity was observed at the two driveway intersections. During the AM peak hour, the intersection of Forest Glade Drive and Meadowbrook Lane had a moderate volume of pedestrian activity. The intersection has very low pedestrian activity in the PM peak hour.

3.0

Future Background Conditions

This section establishes the magnitude of traffic growth under future background conditions (i.e., traffic volumes that are forecasted without the proposed development in place).

Two horizon years have been assessed:

- 2025, corresponding to the anticipated build-out year; and
- 2030, corresponding to five years after the anticipated build-out year.

3.1

Background Traffic Growth

Future background traffic volumes were calculated by applying a background growth rate of 1% per year to the existing traffic volumes. This growth rate is being used based on previous experience in various locations within Windsor. The background growth rate was applied to through traffic at the main streets of Lauzon Parkway, Forest Glade Drive and Meadowbrook Lane, and to the turning movements at the intersection of Forest Glade Drive and Meadowbrook Lane. The background growth rate was not applied to movements turning into or out of the driveways.

3.2

Background Development Traffic

3.2.1

3100 Meadowbrook Lane

Traffic generated by a residential development which is in the midst of being constructed at 3100 Meadowbrook Lane was incorporated in the future background conditions as per direction from City staff. The weekday AM and PM peak hour traffic volumes generated by this development were obtained from the TIS prepared by Dillon for that residential development application. The resulting traffic volumes generated by this residential development resulted in eight additional trips in the AM and PM peak hours, respectively.

3.2.2

Princess Auto Vacant Building

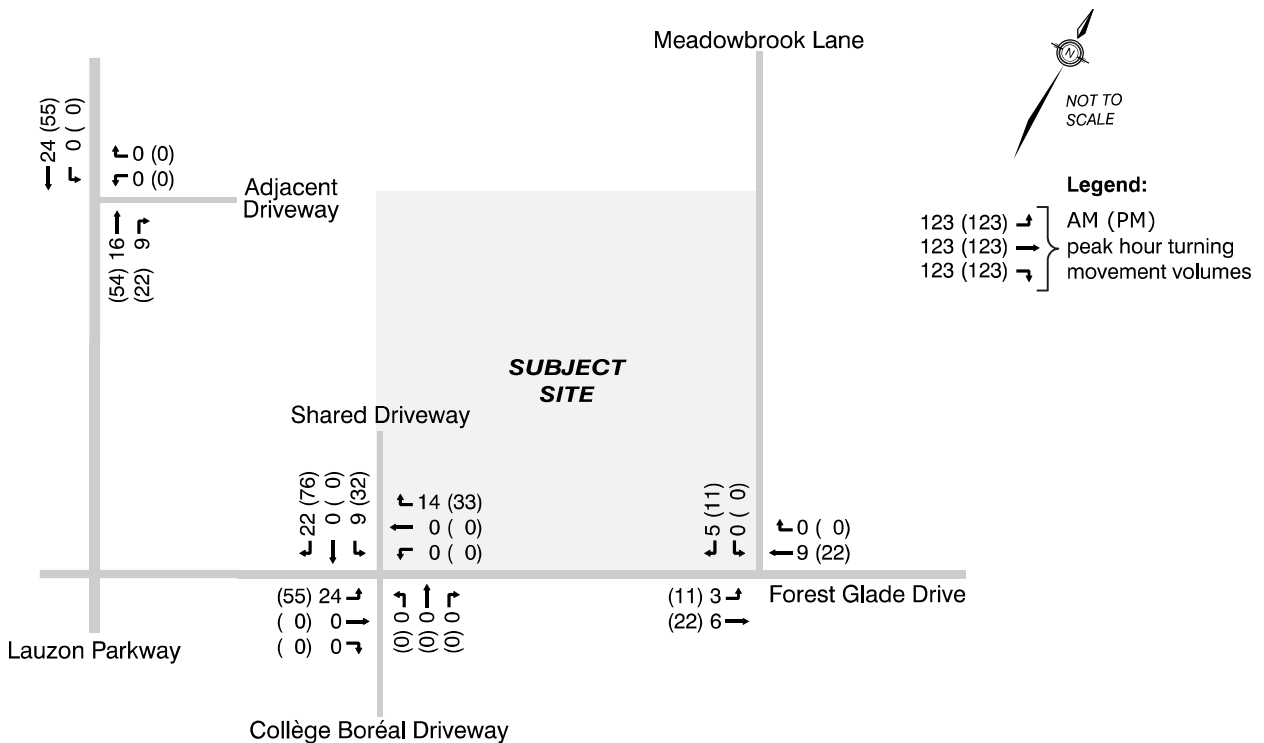
To the immediate west of the proposed multiple-residential building, there was previously a Princess Auto store which relocated within the past several years. Since then, the building has continued to remain vacant. It is anticipated that this site will be ultimately occupied by a similar commercial land use in the future. The potential number of vehicle trips generated by this building, if occupied, were estimated based on trip generation rates published by ITE in the *Trip Generation Manual*, 11th edition. Based on the nature of the former land use and tenant, ITE Land Use Code 843 ("Automobile Parts Sales") would have been applicable to the Princess Auto that was previously present on the site. This land use was compared to a more general land use – ITE Land Use Code 822 ("Strip Retail Plaza (<40k)"). **Table 2** shows the comparison of the trips generated by the two ITE land uses.

Table 2: Princess Auto Site Trip Generation

ITE Land Use / magnitude	AM peak hour					PM peak hour				
	Rate	% in/ out	Total trips	Trips in	Trips out	Rate	% in/ out	Total trips	Trips in	Trips out
Automobile Parts Sales (~33,000 sq. ft.)	2.51	55 / 45	83	46	37	4.9	48 / 52	162	78	84
Strip Retail Plaza (~33,000 sq. ft.)	2.36	60 / 40	78	47	31	6.59	50 / 50	217	109	108

To be conservative, the number of AM and PM peak hour vehicle trips as calculated within the ITE Land Use Code 822 ("Strip Retail Plaza (<40k)") was used in the future background volumes as it generated more total trips (295 vehicles versus 245 vehicles) when considering the combined volumes during the AM and PM peak hours.

Figure 4 illustrates the anticipated volumes that would be generated and distributed through the study area by this building.

Figure 4: Former Princess Auto Building - Projected Traffic Volumes

3.3

Future Background Traffic Volumes

The resulting future background traffic volumes during the 2025 and 2030 horizon years are presented in **Figure 5** and **Figure 6**, respectively.

Figure 5: Future Background Traffic Volumes (2025)

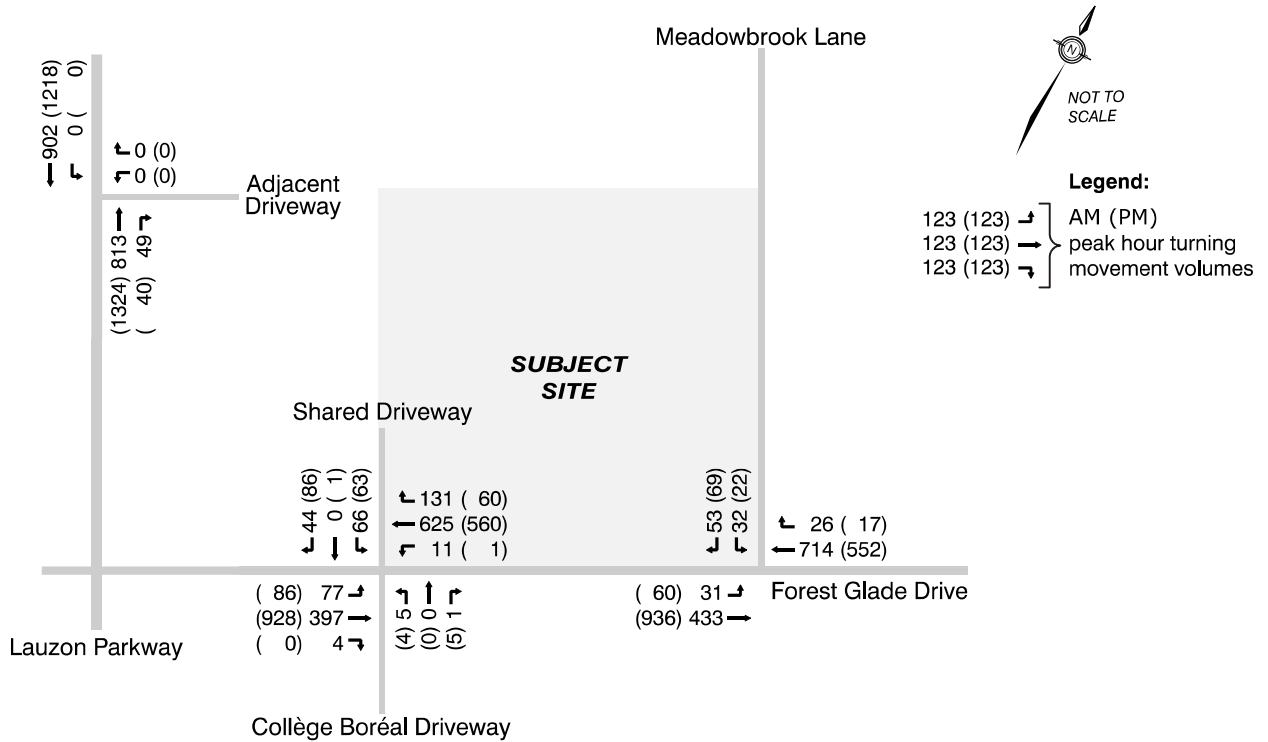
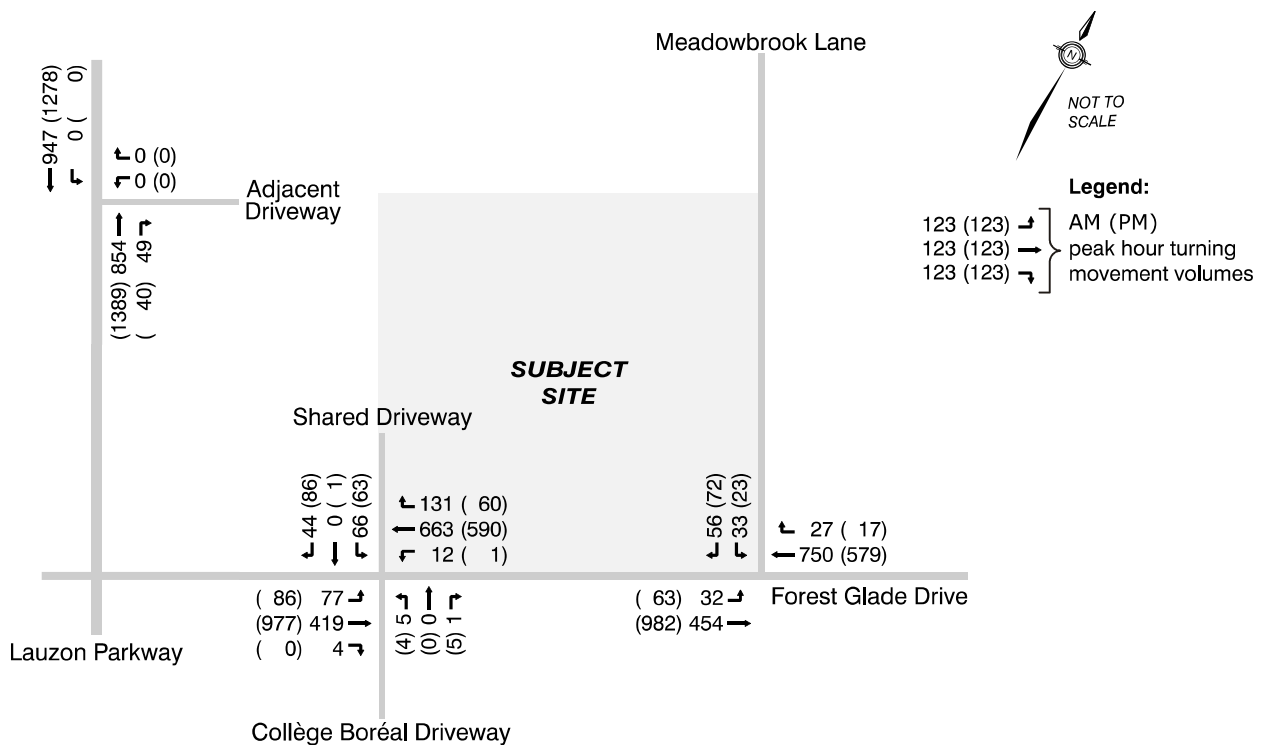


Figure 6: Future Background Traffic Volumes (2030)



4.0

Total Future Conditions

4.1

Proposed Development

The proposed development consists of a nine (9) storey multiple-residential building featuring 172 units and an associated surface parking lot with 215 spaces.

Three vehicular accesses (two existing and one future) will be present at the site:

- An inbound-only driveway off Lauzon Parkway approximately 120 metres north of Forest Glade Drive (*existing*);
- A shared two-way driveway to Forest Glade Drive approximately 150 metres east of Lauzon Parkway (*existing*); and
- A two-way driveway to Meadowbrook Lane, approximately 120 metres north of Forest Glade Drive (*future*).

4.2

Site Trip Generation

Trips generated by the proposed multiple-residential building were estimated based on trip generation rates published by ITE in the *Trip Generation Manual*, 11th edition. Trips were generated based on ITE Land Use Code 221 (“Multifamily Housing (Mid-Rise)”).

The total trips were then adjusted to reflect trips generated by non-auto modes. The ITE trip generation rates typically reflect developments in suburban environments where 5% or fewer trips are made by non-auto modes. The subject site is in the Forest Glade community of Windsor, and is in proximity to few transit routes. Using the City’s May 2019 Active Transportation Master Plan as a reference, a 14% modal split was used. To be conservative, the residential trips that were generated using the ITE rates were not reduced by the modal split. The 14% non-auto trips were added to the calculated vehicle trips.

Table 3 presents the trip generation calculations applied to the subject site.

Table 3: Site Trip Generation

Land use / magnitude	AM peak hour					PM peak hour				
	Rate	% in/ out	Total trips	Trips in	Trips out	Rate	% in/ out	Total trips	Trips in	Trips out
Residential (172 units)	0.37	23 / 77	64	15	49	0.39	61 / 39	67	41	26
Modal Split										
Non-auto trips	14%		10	2	8	14%		11	7	4
Total vehicle trips			64	15	49			67	41	26
Total person trips			74	17	57			78	48	30

The proposed multiple-residential building is anticipated to generate 64 vehicle trips (15 inbound, 49 outbound) during the AM peak hour, and 67 vehicle trips (41 inbound, 26 outbound) during the PM peak hour.

4.3 Site Traffic Distribution

The trip distribution was estimated based on the site's location in the context of the city of Windsor, an estimation of likely complementary external trip generators, the availability and attractiveness of various travel routes, and existing traffic patterns. As a result, the following trip distribution was utilized:

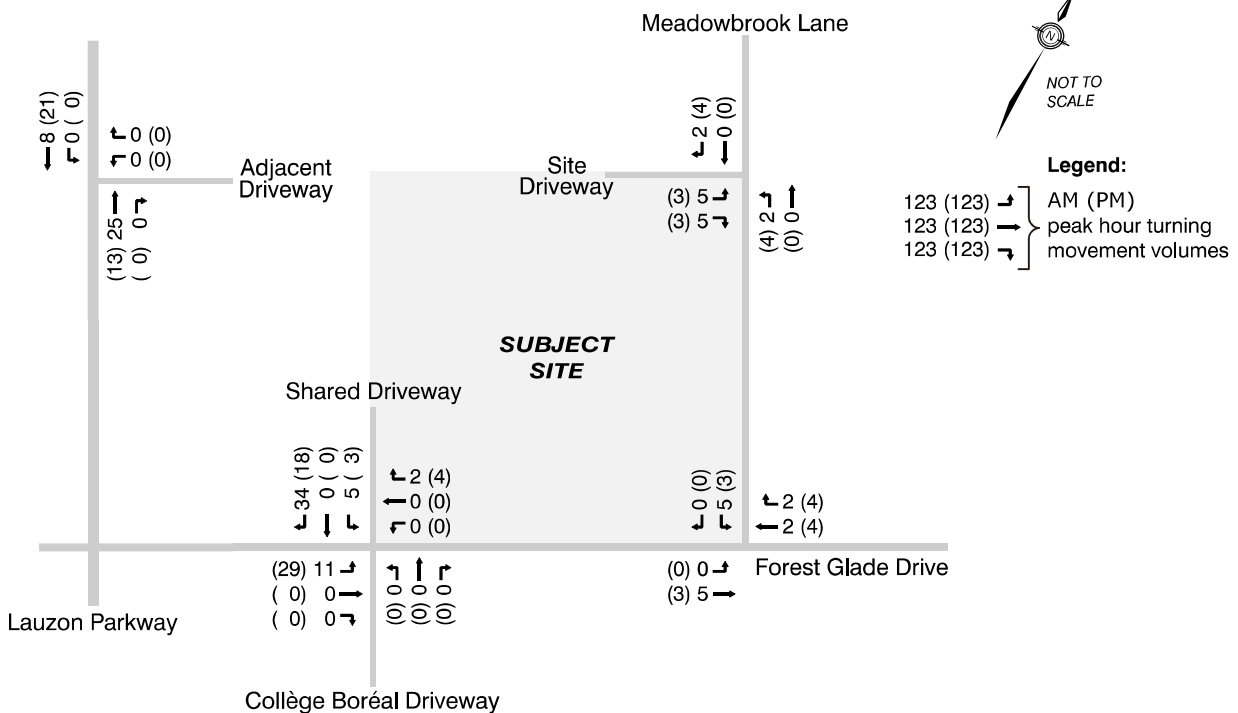
- 60% to/from the north (50% via Lauzon Parkway; 10% via Meadowbrook);
- 0% to/from the west (via Quality Way)
- 20% to/from the east (via Forest Glade Drive); and
- 20% to/from the south (via Lauzon Parkway).

4.4 Site Traffic Assignment

Trips generated by the site were assigned logically based on the available street network and the relative attractiveness of the various approach routes. The site plan indicates that there are three site accesses. Trips were assigned to these three accesses accordingly.

Figure 7 illustrates the anticipated site traffic volumes.

Figure 7: Site Traffic



4.5

Total Future Traffic Volumes

Total future traffic volumes represent conditions anticipated with the proposed development in place, and are calculated by adding the site traffic volumes to the projected future background traffic volumes.

Figure 8 and **Figure 9** illustrate the projected total future traffic volumes during the 2025 and 2030 horizon years, respectively.

Figure 8: Total Future Traffic Volumes (2025)

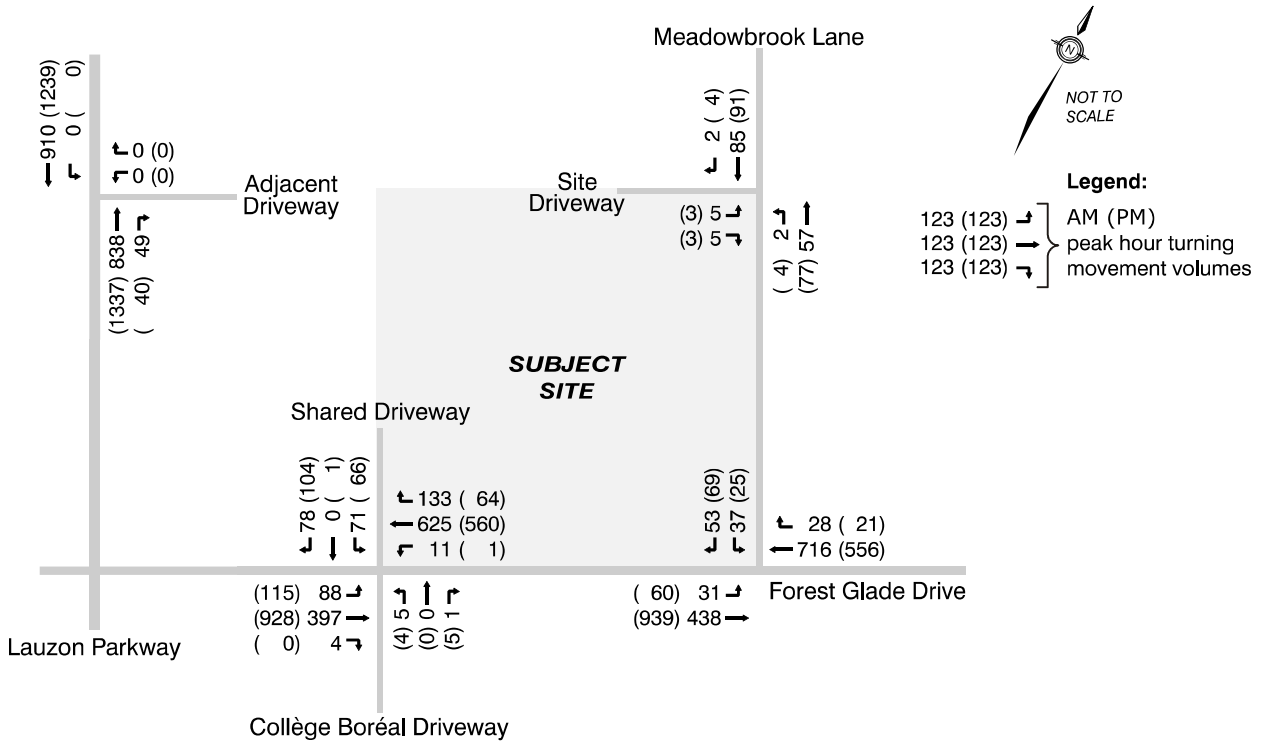
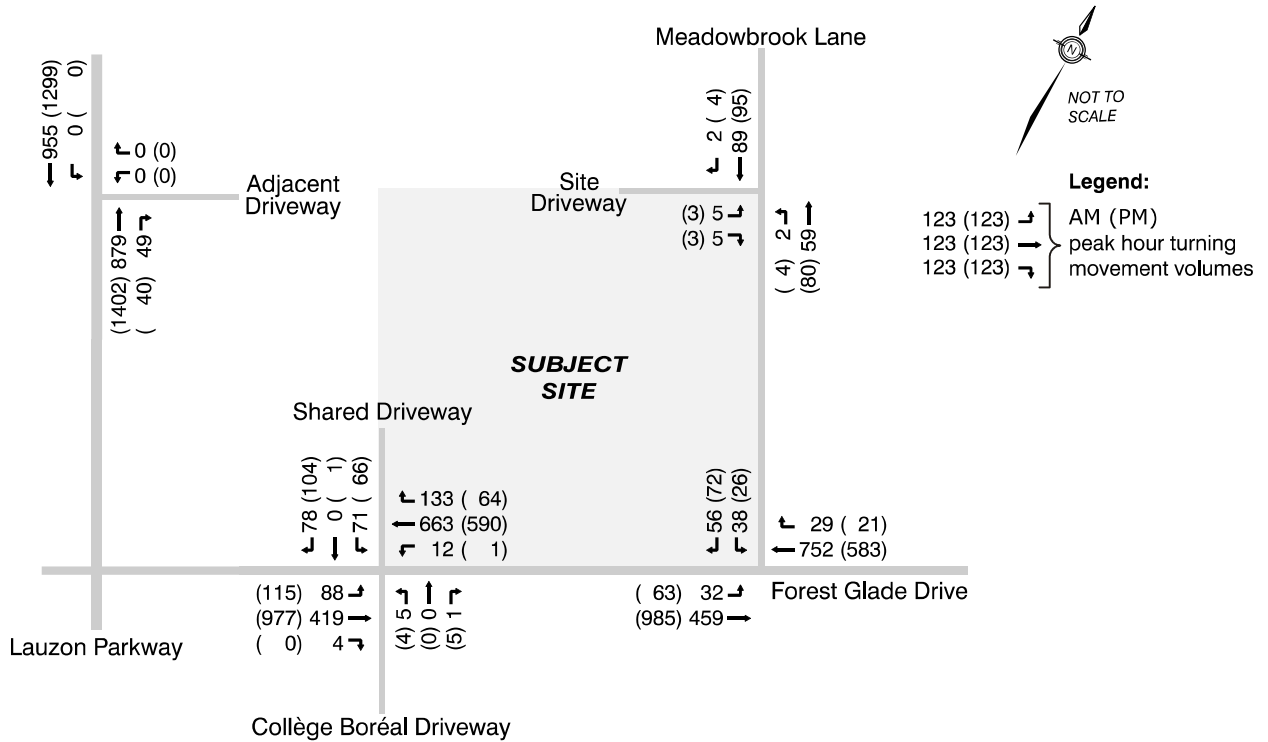


Figure 9: Total Future Traffic Volumes (2030)



5.0

Intersection Operations

Intersection operational analyses were completed for the study area intersections using Trafficware's Synchro software (version 11). The analyses reflect the existing lane configurations at each intersection and existing traffic signal timings obtained from the City of Windsor. Due to the nature of the Lauzon Parkway driveway (inbound only), and as only the northbound right-turn movement is possible, operational analysis at this location was not conducted as this movement is generally free-flow.

At the study area intersections, the volume-to-capacity (v/c) ratio, delay, level of service and 95th percentile queue were noted for any stop-controlled movements or for any movements where an exclusive left-turn lane is present. Level of service (LOS) definitions are provided in **Appendix C**. The Synchro analysis worksheets reports are provided in **Appendix D**.

At each intersection, critical movements were identified. Critical movements are defined as:

- Any individual movement at an intersection operating at a v/c ratio of 0.85 or greater;
- Any individual movement at an intersection operating at LOS F; and
- Any turning movement where the calculated 95th percentile queue exceeds the available storage length.

5.1

Forest Glade Drive at Meadowbrook Lane

Table 4 summarizes the existing and future operations for the southbound stop-control and the eastbound left-turn movement at the Forest Glade Drive and Meadowbrook Lane intersection.

Table 4: Intersection Operations, Forest Glade Drive and Meadowbrook Lane

Movement	AM peak hour				PM peak hour			
	v/c	LOS	Delay (s/veh)	95 th %ile queue (m)	v/c	LOS	Delay (s/veh)	95 th %ile queue (m)
Existing								
EB left	0.03	A	9.4	1	0.05	A	8.8	1
SB approach	0.17	B	13.6	5	0.14	B	12.2	4
Future background (2025)								
EB left	0.04	A	9.5	1	0.07	A	9.0	9
SB approach	0.19	B	14.1	6	0.18	B	12.8	13
Total future (2025)								
EB left	0.04	A	9.5	1	0.07	A	9.0	2
SB approach	0.20	B	14.5	6	0.19	B	13.0	5
Future background (2030)								
EB left	0.04	A	9.7	1	0.07	A	9.1	2
SB approach	0.21	B	14.6	6	0.19	B	13.1	6
Total future (2030)								
EB left	0.04	A	9.7	1	0.07	A	9.1	2
SB approach	0.22	C	15.0	7	0.20	B	13.4	6

All movements at this intersection are projected to operate at LOS C or better through to the 2030 horizon year and with the subject development in place. Minimal queuing and/or delay is anticipated.

5.2 Shared Driveway to Forest Glade Drive

Table 5 summarizes the operations at the shared site driveway to Forest Glade Drive.

Table 5: Intersection Operations at the Shared Driveway to Forest Glade Drive

Movement	AM peak hour				PM peak hour			
	v/c	LOS	Delay (s/veh)	95 th %ile queue (m)	v/c	LOS	Delay (s/veh)	95 th %ile queue (m)
Existing								
EB left	0.08	B	10.1	2	0.04	A	9.0	1
WB left	0.01	A	8.2	0	0.00	B	10.0	0
NB approach	0.01	B	13.6	0	0.03	C	16.1	1
SB left/through	0.18	C	18.0	5	0.10	C	16.7	3
SB right	0.04	B	11.5	1	0.02	B	10.5	0
Future background (2025)								
EB left	0.11	B	10.5	3	0.10	A	9.5	3
WB left	0.01	A	8.2	0	0.00	B	10.2	0
NB approach	0.02	C	15.0	0	0.03	C	19.0	1
SB left/through	0.23	C	19.8	7	0.24	C	21.7	7
SB right	0.09	B	12.1	2	0.15	B	11.6	4
Total future (2025)								
EB left	0.13	B	10.6	4	0.14	A	9.8	4
WB left	0.01	A	8.2	0	0.00	B	10.2	0
NB approach	0.02	C	16.2	0	0.04	C	20.5	1
SB left/through	0.25	C	20.6	8	0.28	C	24.3	9
SB right	0.15	B	12.6	4	0.18	B	11.9	5
Future background (2030)								
EB left	0.12	B	10.8	3	0.11	A	9.7	3
WB left	0.01	A	8.3	0	0.00	B	10.4	0
NB approach	0.02	C	15.5	0	0.04	C	19.9	1
SB left/through	0.24	C	21.0	8	0.25	C	22.8	8
SB right	0.09	B	12.3	2	0.15	B	11.8	4
Total future (2030)								
EB left	0.14	B	10.9	4	0.15	A	9.9	4
WB left	0.01	A	8.3	0	0.00	B	10.4	0
NB approach	0.02	C	16.8	1	0.04	C	21.7	1
SB left/through	0.26	C	21.8	8	0.30	D	25.6	10
SB right	0.16	B	12.9	5	0.18	B	12.1	5

All movements at this access location are projected to operate at LOS D or better through to the 2030 horizon year with the subject development in place. All stop-controlled movements are anticipated to operate with plenty of available capacity, with the max v/c ratio being calculated as 0.30. Minimal queuing and/or delay is expected through to the 2030 horizon year.

5.3

New Site Driveway to Meadowbrook Lane

Table 6 summarizes the operations at the new site driveway to Meadowbrook Lane.

Table 6: Intersection Operations, Meadowbrook Lane at New Site Driveway

Movement	AM peak hour				PM peak hour			
	v/c	LOS	Delay (s/veh)	95 th %ile queue (m)	v/c	LOS	Delay (s/veh)	95 th %ile queue (m)
Total future (2025)								
EB approach	0.01	A	9.1	0	0.01	A	9.2	0
Total future (2030)								
EB approach	0.01	A	9.1	0	0.01	A	9.2	0

The eastbound approach is anticipated to operate at a very good level of service (LOS A) during both peak hours through to the 2030 horizon year. Minimal queuing and/or delay is expected.

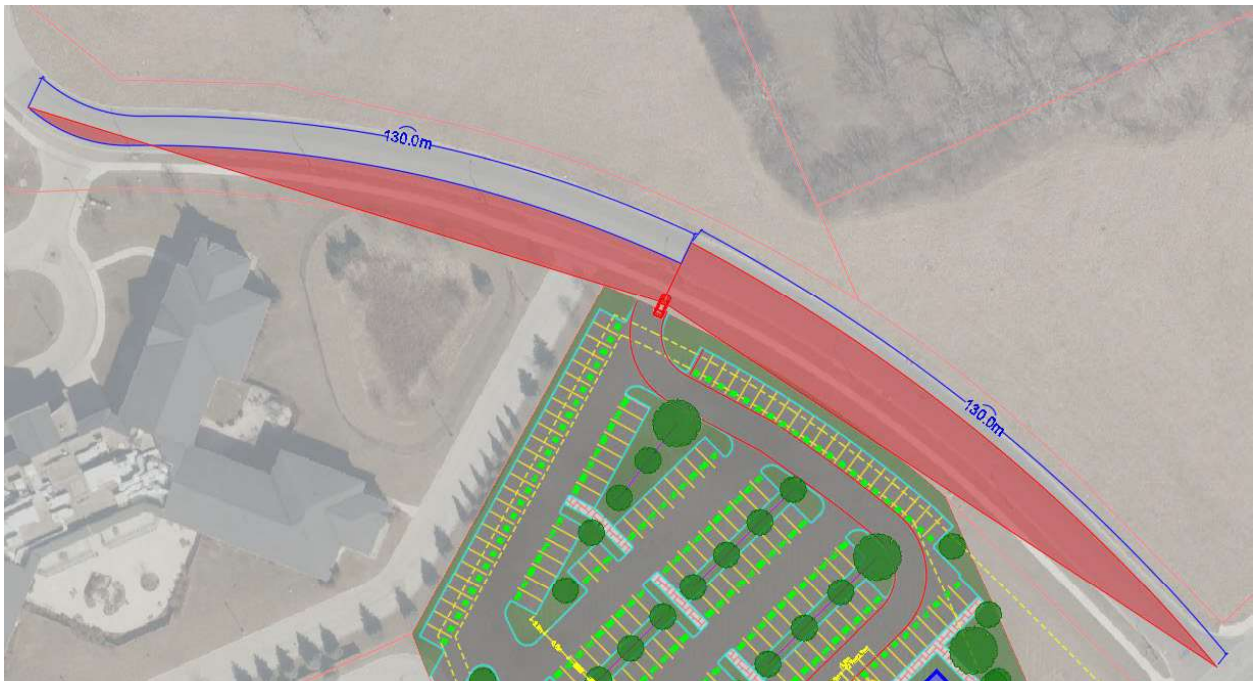
6.0 Site Plan Review

6.1 Driveway Sightlines

Due to the horizontal curves present on Meadowbrook Lane and Forest Glade Drive fronting the development parcel, a sightline assessment was conducted to determine if sightlines will be appropriate at the proposed new driveway and shared driveway. As the posted speed limit on both roads is 50 km/h, a design speed of 60 km/h was used for the sightline review. Chapter 9 of the Transportation Association of Canada's (TAC) *Geometric Design Guide for Canadian Roads* was referenced to determine the required sight distance. 'Case B1 – Left-Turn from the Minor Road' was used as the governing scenario as it requires the largest sight distance (compared to a right-turn movement). For a design speed of 60 km/h, TAC recommends a sight distance of at least 130 metres for a stopped vehicle to safely turn left out of a minor street or driveway.

Figure 10 illustrates the sight triangles at the proposed driveway on Meadowbrook Lane.

Figure 10: Meadowbrook Driveway Sightlines



The future sightlines to the north and south of the new driveway to Meadowbrook Lane are clear and should pose no issue for motorists looking to the right and left when exiting the site.

6.2

Impact on Active Transportation Infrastructure

There is an existing sidewalk along the Meadowbrook Lane frontage, with a 2.7-metre wide buffer from the curb. The Forest Glade Drive frontage does not have a sidewalk. However, immediately to the east and west of the site there are sidewalks on the north side of Forest Glade Drive. There is no dedicated cycling infrastructure in the study area.

Along Meadowbrook Lane, the primary impact to active transportation infrastructure is the introduction of the new driveway and site traffic crossing the sidewalk adjacent to the site.

- The geometric design of the access points provides adequate sight lines to the sidewalk when exiting the building; the interface between the driveway and the street and sidewalk is consistent with City of Windsor standards, with the sidewalk and curb being continuous across the driveway throat.
- The volume of site traffic that is anticipated to cross the sidewalk is low (a maximum of 14 vehicles during the AM and PM peak hours, respectively).

Along Forest Glade Drive, the primary impact to active transportation infrastructure is the increase in traffic crossing the sidewalk adjacent to the shared driveway and the need to introduce a sidewalk from the shared driveway east to Meadowbrook Lane.

- The volume of future background traffic crossing the sidewalk is high (an average of five vehicles per minute during the AM peak hour); the site traffic will add an additional one vehicle per minute on average during the AM peak hour.
- The level of pedestrian activity on the affected sidewalks is comparatively low (e.g., no more than 3 pedestrians per hour were observed crossing the shared driveway), although it is possible that this level of activity will increase due to foot traffic generated by the site.

Given the anticipated pedestrian volumes along Forest Glade Drive, a sidewalk should be built in front of the proposed multiple-residential building on the north side of Forest Glade Drive. This sidewalk would fill the gap between the shared driveway and Meadowbrook Lane.

7.0

Summary

This transportation impact study has been prepared as part of the application for the proposed residential development at 3565 Forest Glade Drive in Windsor. The site is currently vacant, and is adjacent to the former Princess Auto building on the northeast corner of the Forest Glade Drive and Lauzon Parkway intersection. A nine-storey multiple-residential building containing 172 residential units is proposed.

A total of 215 surface parking spaces will be provided on the site. Primary access to the site will be via driveways on Meadowbrook Lane and Forest Glade Drive. Inbound access from northbound Lauzon Parkway is also available.

The proposed multiple-residential building is anticipated to generate 64 vehicle trips during the AM peak hour, and 67 vehicle trips during the PM peak hour. A small number of trips are also anticipated to be in the form of transit, walking and/or cycling.

At the intersection of Forest Glade Drive and Meadowbrook Lane, the southbound approach operates at a good level of service (LOS B) during both peak hours and through to the 2030 horizon year. At the shared driveway on Forest Glade Drive, traffic operations for the northbound and southbound approaches operate at reasonable levels of service (LOS D or better) and well beneath capacity through to the 2030 horizon year. The new site driveway on Meadowbrook Lane is anticipated to operate at a very good level of service (LOS A) during both peak hours and through to the 2030 horizon year. No critical movements have been identified at any of the intersections, and all movements are projected to operate well below capacity (maximum v/c ratio of 0.30 for any movement).

Sight lines are adequate for motorists exiting the site via both the Meadowbrook Lane and Forest Glade Drive driveways; noting the landscaping treatment near the driveways should not include elements within the sight triangles that would block or obstruct sight lines for motorists exiting the site driveways.

A sidewalk on the north side of Forest Glade Drive should be constructed in front of the proposed multiple-residential building. This sidewalk would extend from the shared driveway east to Meadowbrook Lane and would fill in a gap in the sidewalk system along on the north side of Forest Glade Drive.



FG RESIDENCES INC.

Residential Development at 3565 Forest Glade Drive, Windsor, ON — Transportation Impact Study

December 2022 — 22-3694

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Appendix A

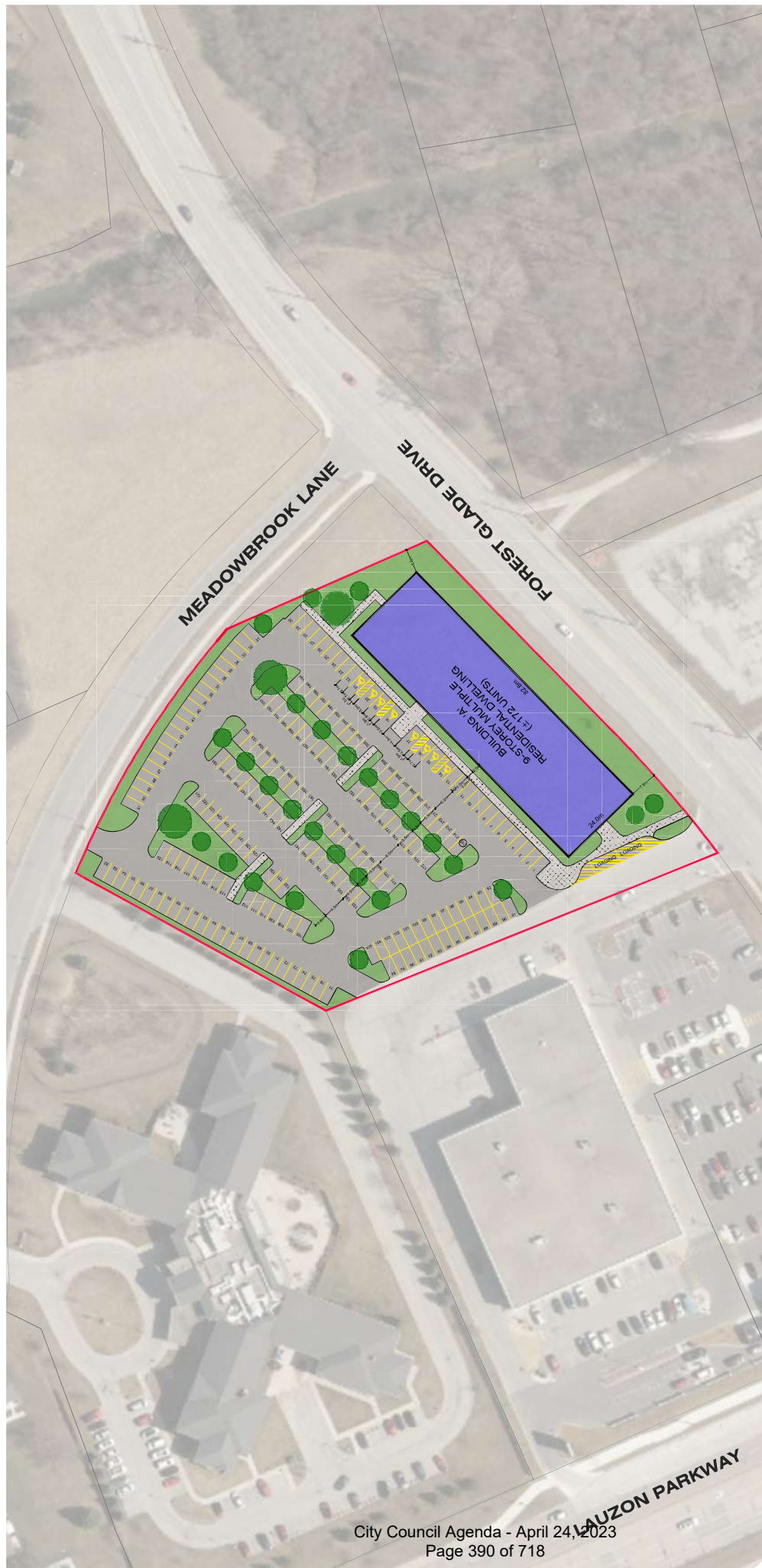
Proposed Site Plan

FG RESIDENCES INC.

*Residential Development at 3565 Forest Glade Drive, Windsor,
ON — Transportation Impact Study*

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29 ENTERTAINMENT GROUP INC.
3565 FOREST GLADE
MULTI-RES DEVELOPMENT

CONCEPT PLAN
OPTION 3

SITE MATRIX
FRONT YARD DEPTH - 7.5m
BACK YARD DEPTH - 7.5m
SIDE YARD DEPTH - 6.0m
UNIT COUNT - 172 UNITS
PROVIDED PARKING - 215 spaces (1.25 per unit)

PROPOSED PAVEMENT

PROPOSED SIDEWALK

PROPOSED LANDSCAPE

PROPOSED MULTI-UNIT
RESIDENTIAL

SUBJECT AREA
(± 1.22ha)



SCALE: 1:1000

MAP DRAWING INFORMATION:
THIS MAP IS FOR INFORMATION PURPOSES ONLY. ALL
DIMENSIONS AND BOUNDARY INFORMATION SHOULD BE
VERIFIED BY AN O.L.S. PRIOR TO CONSTRUCTION.
CENTIMETERS
CHECKED BY: KOT
DESIGNED BY: ESS

FILE LOCATION:
c:\working\directory\projects\2022\dlon_30mm\dlon_1000\25-3894-4\forest
glade drive - concept plan - option 3.dwg
October 14, 2022 11:01 AM

SOURCE: THE COUNTY OF ESSEX INTERACTIVE MAPPING (2021)



PROJECT: 25-3894
STATUS: DRAFT
DATE: 10/14/2022

Appendix B



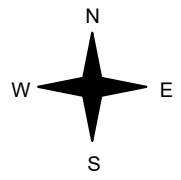

Traffic Survey Data

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<h2 style="margin: 0;">Morning Peak Diagram</h2>		Specified Period From: 7:00:00 To: 9:00:00	One Hour Peak From: 8:00:00 To: 9:00:00																																																	
Municipality: Windsor Site #: 2218000001 Intersection: Forest Glade Dr & Meadowbrook L TFR File #: 1 Count date: 15-Sep-22		Weather conditions: Person counted: Person prepared: Person checked:																																																		
** Non-Signalized Intersection **		Major Road: Forest Glade Dr runs W/E																																																		
North Leg Total: 126 North Entering: 76 North Peds: 30 Peds Cross: \bowtie	<table style="width: 100%; border-collapse: collapse;"> <tr> <td>Buses</td><td>0</td><td>1</td><td>1</td></tr> <tr> <td>Trucks</td><td>1</td><td>0</td><td>1</td></tr> <tr> <td>Cars</td><td>45</td><td>29</td><td>74</td></tr> <tr> <td>Totals</td><td>46</td><td>30</td><td></td></tr> </table>	Buses	0	1	1	Trucks	1	0	1	Cars	45	29	74	Totals	46	30			<table style="width: 100%; border-collapse: collapse;"> <tr> <td>Buses</td><td>0</td></tr> <tr> <td>Trucks</td><td>1</td></tr> <tr> <td>Cars</td><td>49</td></tr> <tr> <td>Totals</td><td>50</td></tr> </table>	Buses	0	Trucks	1	Cars	49	Totals	50	East Leg Total: 1133 East Entering: 689 East Peds: 0 Peds Cross: \bowtie																								
Buses	0	1	1																																																	
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<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: left;"> <table style="border-collapse: collapse;"> <tr> <th>Buses</th><th>Trucks</th><th>Cars</th><th>Totals</th></tr> <tr> <td>8</td><td>9</td><td>694</td><td>711</td></tr> </table> <p style="margin-top: 10px;">  Forest Glade Dr </p> <table style="border-collapse: collapse;"> <tr> <th>Buses</th><th>Trucks</th><th>Cars</th><th>Totals</th></tr> <tr> <td>0</td><td>0</td><td>26</td><td>26</td></tr> <tr> <td>9</td><td>12</td><td>393</td><td>414</td></tr> <tr> <td>9</td><td>12</td><td>419</td><td></td></tr> </table> </div> <div style="text-align: center;">  Meadowbrook Lane </div> <div style="text-align: right;"> <table style="border-collapse: collapse;"> <tr> <th>Cars</th><th>Trucks</th><th>Buses</th><th>Totals</th></tr> <tr> <td>23</td><td>1</td><td>0</td><td>24</td></tr> <tr> <td>649</td><td>8</td><td>8</td><td>665</td></tr> <tr> <td>672</td><td>9</td><td>8</td><td></td></tr> </table> <p style="margin-top: 10px;"> Forest Glade Dr  </p> <table style="border-collapse: collapse;"> <tr> <th>Cars</th><th>Trucks</th><th>Buses</th><th>Totals</th></tr> <tr> <td>422</td><td>12</td><td>10</td><td>444</td></tr> </table> </div> </div>					Buses	Trucks	Cars	Totals	8	9	694	711	Buses	Trucks	Cars	Totals	0	0	26	26	9	12	393	414	9	12	419		Cars	Trucks	Buses	Totals	23	1	0	24	649	8	8	665	672	9	8		Cars	Trucks	Buses	Totals	422	12	10	444
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422	12	10	444																																																	
Peds Cross: \bowtie West Peds: 1 West Entering: 440 West Leg Total: 1151																																																				
<h3 style="text-align: center; margin: 0;">Comments</h3>																																																				

<h2 style="margin: 0;">Mid-day Peak Diagram</h2>		Specified Period From: 11:00:00 To: 14:00:00	One Hour Peak From: 12:00:00 To: 13:00:00
Municipality: Windsor Site #: 2218000001 Intersection: Forest Glade Dr & Meadowbrook L TFR File #: 1 Count date: 15-Sep-22		Weather conditions: Person counted: Person prepared: Person checked:	
** Non-Signalized Intersection **		Major Road: Forest Glade Dr runs W/E	

North Leg Total: 89 North Entering: 47 North Peds: 1 Peds Cross:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td>Buses</td><td>0</td><td>0</td><td>0</td></tr> <tr> <td>Trucks</td><td>0</td><td>0</td><td>0</td></tr> <tr> <td>Cars</td><td>32</td><td>15</td><td>47</td></tr> <tr> <td>Totals</td><td>32</td><td>15</td><td></td></tr> </table>	Buses	0	0	0	Trucks	0	0	0	Cars	32	15	47	Totals	32	15			<table style="width: 100%; border-collapse: collapse;"> <tr> <td>Buses</td><td>0</td></tr> <tr> <td>Trucks</td><td>0</td></tr> <tr> <td>Cars</td><td>42</td></tr> <tr> <td>Totals</td><td>42</td></tr> </table>	Buses	0	Trucks	0	Cars	42	Totals	42	East Leg Total: 971 East Entering: 472 East Peds: 2 Peds Cross:
Buses	0	0	0																									
Trucks	0	0	0																									
Cars	32	15	47																									
Totals	32	15																										
Buses	0																											
Trucks	0																											
Cars	42																											
Totals	42																											

Buses	Trucks	Cars	Totals
1	9	487	497

Meadowbrook Lane

Cars	Trucks	Buses	Totals
7	0	0	7
455	9	1	465
462	9	1	

Buses	Trucks	Cars	Totals
0	0	35	35
5	12	467	484
5	12	502	

Forest Glade Dr

Cars	Trucks	Buses	Totals
482	12	5	499

Peds Cross:
West Peds: 2
West Entering: 519
West Leg Total: 1016

Comments

<h2 style="margin: 0;">Afternoon Peak Diagram</h2>		Specified Period From: 15:00:00 To: 18:00:00	One Hour Peak From: 15:45:00 To: 16:45:00																																																
Municipality: Windsor Site #: 2218000001 Intersection: Forest Glade Dr & Meadowbrook L TFR File #: 1 Count date: 15-Sep-22		Weather conditions: Person counted: Person prepared: Person checked:																																																	
** Non-Signalized Intersection **		Major Road: Forest Glade Dr runs W/E																																																	
North Leg Total: 137 North Entering: 75 North Peds: 2 Peds Cross: \bowtie	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: right;">Buses</td> <td style="text-align: right;">1</td> <td style="text-align: right;">0</td> <td style="text-align: right;">1</td> </tr> <tr> <td style="text-align: right;">Trucks</td> <td style="text-align: right;">1</td> <td style="text-align: right;">0</td> <td style="text-align: right;">1</td> </tr> <tr> <td style="text-align: right;">Cars</td> <td style="text-align: right;">53</td> <td style="text-align: right;">20</td> <td style="text-align: right;">73</td> </tr> <tr> <td style="text-align: right;">Totals</td> <td style="text-align: right;">55</td> <td style="text-align: right;">20</td> <td style="text-align: right;">75</td> </tr> </table>	Buses	1	0	1	Trucks	1	0	1	Cars	53	20	73	Totals	55	20	75		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: right;">Buses</td> <td style="text-align: right;">0</td> </tr> <tr> <td style="text-align: right;">Trucks</td> <td style="text-align: right;">0</td> </tr> <tr> <td style="text-align: right;">Cars</td> <td style="text-align: right;">62</td> </tr> <tr> <td style="text-align: right;">Totals</td> <td style="text-align: right;">62</td> </tr> </table>	Buses	0	Trucks	0	Cars	62	Totals	62	East Leg Total: 1418 East Entering: 529 East Peds: 0 Peds Cross: \bowtie																							
Buses	1	0	1																																																
Trucks	1	0	1																																																
Cars	53	20	73																																																
Totals	55	20	75																																																
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Trucks	0																																																		
Cars	62																																																		
Totals	62																																																		
<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="width: 30%;"> <table style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: right;">Buses</th> <th style="text-align: right;">Trucks</th> <th style="text-align: right;">Cars</th> <th style="text-align: right;">Totals</th> </tr> <tr> <td style="text-align: right;">7</td> <td style="text-align: right;">8</td> <td style="text-align: right;">554</td> <td style="text-align: right;">569</td> </tr> </table> </div> <div style="width: 30%; text-align: center;"> Forest Glade Dr </div> <div style="width: 30%; text-align: center;"> Meadowbrook Lane </div> <div style="width: 30%; text-align: center;"> </div> <div style="width: 30%;"> <table style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: right;">Cars</th> <th style="text-align: right;">Trucks</th> <th style="text-align: right;">Buses</th> <th style="text-align: right;">Totals</th> </tr> <tr> <td style="text-align: right;">15</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> <td style="text-align: right;">15</td> </tr> <tr> <td style="text-align: right;">501</td> <td style="text-align: right;">7</td> <td style="text-align: right;">6</td> <td style="text-align: right;">514</td> </tr> <tr> <td style="text-align: right;">516</td> <td style="text-align: right;">7</td> <td style="text-align: right;">6</td> <td></td> </tr> </table> </div> </div> <div style="display: flex; justify-content: space-between; align-items: center; margin-top: 10px;"> <div style="width: 30%;"> <table style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: right;">Buses</th> <th style="text-align: right;">Trucks</th> <th style="text-align: right;">Cars</th> <th style="text-align: right;">Totals</th> </tr> <tr> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> <td style="text-align: right;">47</td> <td style="text-align: right;">47</td> </tr> <tr> <td style="text-align: right;">6</td> <td style="text-align: right;">7</td> <td style="text-align: right;">856</td> <td style="text-align: right;">869</td> </tr> <tr> <td style="text-align: right;">6</td> <td style="text-align: right;">7</td> <td style="text-align: right;">903</td> <td></td> </tr> </table> </div> <div style="width: 30%; text-align: center;"> </div> <div style="width: 30%; text-align: center;"> Forest Glade Dr </div> <div style="width: 30%;"> <table style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: right;">Cars</th> <th style="text-align: right;">Trucks</th> <th style="text-align: right;">Buses</th> <th style="text-align: right;">Totals</th> </tr> <tr> <td style="text-align: right;">876</td> <td style="text-align: right;">7</td> <td style="text-align: right;">6</td> <td style="text-align: right;">889</td> </tr> </table> </div> </div>				Buses	Trucks	Cars	Totals	7	8	554	569	Cars	Trucks	Buses	Totals	15	0	0	15	501	7	6	514	516	7	6		Buses	Trucks	Cars	Totals	0	0	47	47	6	7	856	869	6	7	903		Cars	Trucks	Buses	Totals	876	7	6	889
Buses	Trucks	Cars	Totals																																																
7	8	554	569																																																
Cars	Trucks	Buses	Totals																																																
15	0	0	15																																																
501	7	6	514																																																
516	7	6																																																	
Buses	Trucks	Cars	Totals																																																
0	0	47	47																																																
6	7	856	869																																																
6	7	903																																																	
Cars	Trucks	Buses	Totals																																																
876	7	6	889																																																
Peds Cross: \bowtie West Peds: 0 West Entering: 916 West Leg Total: 1485																																																			
<h3 style="margin: 0;">Comments</h3>																																																			

Total Count Diagram

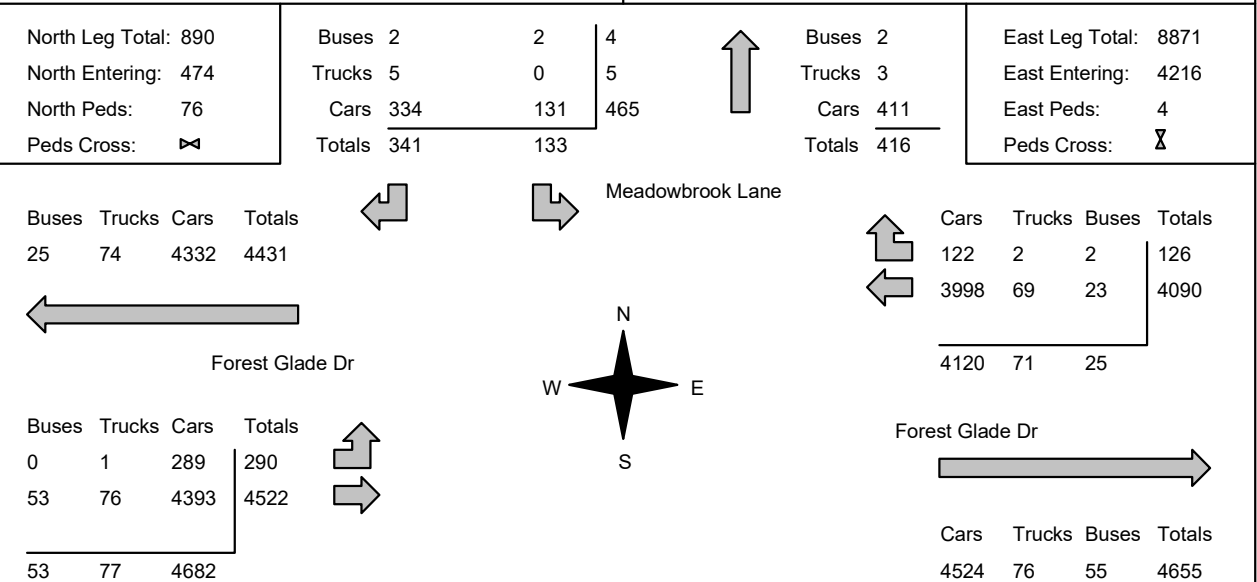
Municipality: Windsor
Site #: 2218000001
Intersection: Forest Glade Dr & Meadowbrook L
TFR File #: 1
Count date: 15-Sep-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Forest Glade Dr runs W/E



Peds Cross: ⌘
West Peds: 7
West Entering: 4812
West Leg Total: 9243

Comments

Traffic Count Summary

Intersection: Forest Glade Dr & Meadowbrook					Count Date: 15-Sep-22		Municipality: Windsor					
North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	14	0	48	62	5	62	8:00:00	0	0	0	0	0
9:00:00	30	0	46	76	30	76	9:00:00	0	0	0	0	0
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	9	0	37	46	2	46	12:00:00	0	0	0	0	0
13:00:00	15	0	32	47	1	47	13:00:00	0	0	0	0	0
14:00:00	10	0	40	50	4	50	14:00:00	0	0	0	0	0
15:00:00	0	0	0	0	0	0	15:00:00	0	0	0	0	0
16:00:00	23	0	57	80	24	80	16:00:00	0	0	0	0	0
17:00:00	18	0	47	65	3	65	17:00:00	0	0	0	0	0
18:00:00	14	0	34	48	7	48	18:00:00	0	0	0	0	0



Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 15-Sep-22 Site #: 2218000001

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Buses - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	1	1	0	0	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	8	7	0	0	35	18	0	0	0	0	0	0	0	0	0	0	0	1	1	1
8:00:00	14	6	0	0	48	13	0	0	0	0	0	0	0	0	0	0	0	0	5	4
8:15:00	25	11	0	0	58	10	0	0	0	0	0	0	1	1	0	0	0	0	9	4
8:30:00	31	6	0	0	68	10	0	0	0	0	0	0	1	0	0	0	0	0	15	6
8:45:00	39	8	0	0	79	11	0	0	0	0	0	0	1	0	0	0	0	0	31	16
9:00:00	43	4	0	0	93	14	0	0	0	0	1	1	1	0	0	0	0	0	35	4
9:15:00	43	0	0	0	93	0	0	0	0	0	1	0	1	0	0	0	0	0	35	0
9:30:00	43	0	0	0	93	0	0	0	0	0	1	0	1	0	0	0	0	0	35	0
9:45:00	44	1	0	0	104	11	0	0	0	0	1	0	1	0	0	0	0	0	35	0
10:00:00	45	1	0	0	113	9	0	0	0	0	2	1	1	0	0	0	0	0	35	0
10:15:00	48	3	0	0	121	8	0	0	0	0	2	0	1	0	0	0	0	0	36	1
10:30:00	52	4	0	0	129	8	0	0	0	0	2	0	1	0	0	0	0	0	37	1
10:45:00	55	3	0	0	139	10	0	0	0	0	2	0	1	0	0	0	0	0	37	0
11:00:00	60	5	0	0	144	5	0	0	0	0	2	0	1	0	0	0	0	0	38	1
11:15:00	63	3	0	0	153	9	0	0	0	0	2	0	1	0	0	0	0	0	38	0
11:30:00	67	4	0	0	161	8	0	0	0	0	2	0	1	0	0	0	0	0	38	0
11:45:00	71	4	0	0	170	9	0	0	0	0	2	0	1	0	0	0	0	0	40	2
12:00:00	71	0	0	0	178	8	0	0	0	0	3	1	1	0	0	0	0	0	40	0
12:15:00	76	5	0	0	191	13	0	0	0	0	3	0	1	0	0	0	0	0	40	0
12:30:00	77	1	0	0	200	9	0	0	0	0	3	0	1	0	0	0	0	0	42	2
12:45:00	77	0	0	0	200	0	0	0	0	0	3	0	1	0	0	0	0	0	42	0
13:00:00	77	0	0	0	200	0	0	0	0	0	3	0	1	0	0	0	0	0	42	0
13:15:00	86	9	0	0	213	13	0	0	0	0	3	0	2	1	0	0	0	0	62	20
13:30:00	90	4	0	0	229	16	0	0	0	0	3	0	2	0	0	0	0	0	64	2
13:45:00	95	5	0	0	239	10	0	0	0	0	3	0	2	0	0	0	0	0	66	2
14:00:00	99	4	0	0	257	18	0	0	0	0	3	0	2	0	0	0	0	0	66	0
14:15:00	105	6	0	0	270	13	0	0	0	0	4	1	2	0	0	0	1	1	67	1
14:30:00	109	4	0	0	284	14	0	0	0	0	4	0	2	0	0	0	1	0	67	0
14:45:00	115	6	0	0	292	8	0	0	0	0	4	0	2	0	0	0	1	0	68	1
15:00:00	117	2	0	0	301	9	0	0	0	0	4	0	2	0	0	0	2	1	69	1
15:15:00	120	3	0	0	308	7	0	0	0	0	5	1	2	0	0	0	2	0	70	1
15:30:00	122	2	0	0	321	13	0	0	0	0	5	0	2	0	0	0	2	0	72	2
15:45:00	123	1	0	0	327	6	0	0	0	0	5	0	2	0	0	0	2	0	73	1
16:00:00	131	8	0	0	334	7	0	0	0	0	5	0	2	0	0	0	2	0	76	3
16:15:00	131	0	0	0	334	0	0	0	0	0	5	0	2	0	0	0	2	0	76	0
16:30:00	131	0	0	0	334	0	0	0	0	0	5	0	2	0	0	0	2	0	76	0
16:45:00	131	0	0	0	334	0	0	0	0	0	5	0	2	0	0	0	2	0	76	0



Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 15-Sep-22 Site #: 2218000001

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Buses - East Approach						Pedestrians		
	Left			Thru			Right			Left			Thru			Right			East Cross		
	Cum	Incr		Cum	Incr		Cum	Incr		Cum	Incr		Cum	Incr		Cum	Incr		Cum	Incr	
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	108	108	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	250	142	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	419	169	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	577	158	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	749	172	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	883	134	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	1047	164	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	1226	179	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	1226	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00:00	0	0	0	1226	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15:00	0	0	0	1317	91	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30:00	0	0	0	1425	108	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45:00	0	0	0	1536	111	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00:00	0	0	0	1633	97	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	0	1735	102	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00	0	0	0	1840	105	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00	0	0	0	1971	131	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00:00	0	0	0	2088	117	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15:00	0	0	0	2170	82	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30:00	0	0	0	2291	121	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45:00	0	0	0	2392	101	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00:00	0	0	0	2495	103	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15:00	0	0	0	2495	0	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00:00	0	0	0	2495	0	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:00	0	0	0	2622	127	79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30:00	0	0	0	2752	130	82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45:00	0	0	0	2887	135	88	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	3028	141	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	3147	119	95	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	3268	121	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	3388	120	103	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	3492	104	108	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	3624	132	111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	3761	137	117	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	3901	140	120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	3998	97	122	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	3998	0	122	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	3998	0	122	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 15-Sep-22 Site #: 2218000001																				
Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Buses - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 15-Sep-22 Site #: 2218000001

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Buses - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	8	8	58	58	0	0	0	0	2	2	0	0	0	0	2	2	0	0	0	0
7:30:00	16	8	136	78	0	0	0	0	2	0	0	0	0	0	5	3	0	0	0	0
7:45:00	25	9	233	97	0	0	0	0	6	4	0	0	0	0	9	4	0	0	0	0
8:00:00	32	7	324	91	0	0	0	0	9	3	0	0	0	0	14	5	0	0	0	0
8:15:00	39	7	422	98	0	0	0	0	11	2	0	0	0	0	19	5	0	0	0	0
8:30:00	46	7	527	105	0	0	0	0	13	2	0	0	0	0	19	0	0	0	0	0
8:45:00	56	10	616	89	0	0	0	0	17	4	0	0	0	0	21	2	0	0	0	0
9:00:00	58	2	717	101	0	0	0	0	21	4	0	0	0	0	23	2	0	0	1	1
9:15:00	58	0	717	0	0	0	0	0	21	0	0	0	0	0	23	0	0	0	1	0
11:00:00	58	0	717	0	0	0	0	0	21	0	0	0	0	0	23	0	0	0	1	0
11:15:00	63	5	798	81	0	0	1	1	26	5	0	0	0	0	24	1	0	0	1	0
11:30:00	76	13	880	82	0	0	1	0	27	1	0	0	0	0	24	0	0	0	1	0
11:45:00	79	3	958	78	0	0	1	0	32	5	0	0	0	0	25	1	0	0	1	0
12:00:00	80	1	1069	111	0	0	1	0	35	3	0	0	0	0	26	1	0	0	1	0
12:15:00	94	14	1213	144	0	0	1	0	37	2	0	0	0	0	27	1	0	0	1	0
12:30:00	101	7	1335	122	0	0	1	0	43	6	0	0	0	0	28	1	0	0	1	0
12:45:00	109	8	1431	96	0	0	1	0	45	2	0	0	0	0	29	1	0	0	1	0
13:00:00	115	6	1536	105	0	0	1	0	47	2	0	0	0	0	31	2	0	0	3	2
13:15:00	122	7	1651	115	0	0	1	0	47	0	0	0	0	0	31	0	0	0	3	0
13:30:00	130	8	1767	116	0	0	1	0	50	3	0	0	0	0	32	1	0	0	3	0
13:45:00	142	12	1860	93	0	0	1	0	51	1	0	0	0	0	33	1	0	0	3	0
14:00:00	151	9	1952	92	0	0	1	0	53	2	0	0	0	0	35	2	0	0	3	0
14:15:00	151	0	1952	0	0	0	1	0	53	0	0	0	0	0	35	0	0	0	3	0
15:00:00	151	0	1952	0	0	0	1	0	53	0	0	0	0	0	35	0	0	0	3	0
15:15:00	160	9	2128	176	0	0	1	0	57	4	0	0	0	0	39	4	0	0	4	1
15:30:00	168	8	2315	187	0	0	1	0	60	3	0	0	0	0	41	2	0	0	4	0
15:45:00	178	10	2514	199	0	0	1	0	63	3	0	0	0	0	42	1	0	0	4	0
16:00:00	193	15	2724	210	0	0	1	0	64	1	0	0	0	0	44	2	0	0	4	0
16:15:00	203	10	2910	186	0	0	1	0	66	2	0	0	0	0	45	1	0	0	4	0
16:30:00	209	6	3143	233	0	0	1	0	68	2	0	0	0	0	46	1	0	0	4	0
16:45:00	225	16	3370	227	0	0	1	0	70	2	0	0	0	0	48	2	0	0	4	0
17:00:00	233	8	3608	238	0	0	1	0	71	1	0	0	0	0	49	1	0	0	4	0
17:15:00	248	15	3810	202	0	0	1	0	73	2	0	0	0	0	50	1	0	0	4	0
17:30:00	257	9	4027	217	0	0	1	0	73	0	0	0	0	0	51	1	0	0	4	0
17:45:00	272	15	4221	194	0	0	1	0	74	1	0	0	0	0	52	1	0	0	4	0
18:00:00	289	17	4393	172	0	0	1	0	76	2	0	0	0	0	53	1	0	0	7	3
18:15:00	289	0	4393	0	0	0	1	0	76	0	0	0	0	0	53	0	0	0	7	0
18:15:15	289	0	4393	0	0	0	1	0	76	0	0	0	0	0	53	0	0	0	7	0

<h2 style="margin: 0;">Morning Peak Diagram</h2>		Specified Period From: 7:00:00 To: 9:00:00	One Hour Peak From: 8:00:00 To: 9:00:00
Municipality: Windsor Site #: 2218000002 Intersection: Forest Glade Dr & Access to Tim H TFR File #: 1 Count date: 15-Sep-22		Weather conditions: Person counted: Person prepared: Person checked:	
** Non-Signalized Intersection **		Major Road: Forest Glade Dr runs W/E	

North Leg Total: 249 North Entering: 79 North Peds: 1 Peds Cross: \bowtie		Buses 0 Trucks 3 Cars 19 Totals 22		Buses 0 Trucks 9 Cars 161 Totals 170	East Leg Total: 1167 East Entering: 730 East Peds: 0 Peds Cross: \bowtie
--	--	---	--	---	---

<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><th>Buses</th><th>Trucks</th><th>Cars</th><th>Totals</th></tr> <tr><td>7</td><td>11</td><td>611</td><td>629</td></tr> </table>	Buses	Trucks	Cars	Totals	7	11	611	629	 	Access to Tim Hortons W N E S	 	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><th>Cars</th><th>Trucks</th><th>Buses</th><th>Totals</th></tr> <tr><td>115</td><td>2</td><td>0</td><td>117</td></tr> <tr><td>587</td><td>8</td><td>7</td><td>602</td></tr> <tr><td>11</td><td>0</td><td>0</td><td>11</td></tr> <tr><td>713</td><td>10</td><td>7</td><td></td></tr> </table>	Cars	Trucks	Buses	Totals	115	2	0	117	587	8	7	602	11	0	0	11	713	10	7		
Buses	Trucks	Cars	Totals																														
7	11	611	629																														
Cars	Trucks	Buses	Totals																														
115	2	0	117																														
587	8	7	602																														
11	0	0	11																														
713	10	7																															
Forest Glade Dr 				Forest Glade Dr 																													
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><th>Buses</th><th>Trucks</th><th>Cars</th><th>Totals</th></tr> <tr><td>0</td><td>7</td><td>46</td><td>53</td></tr> <tr><td>8</td><td>11</td><td>360</td><td>379</td></tr> <tr><td>0</td><td>0</td><td>4</td><td>4</td></tr> <tr><td>8</td><td>18</td><td>410</td><td></td></tr> </table>	Buses	Trucks	Cars	Totals	0	7	46	53	8	11	360	379	0	0	4	4	8	18	410		 												
Buses	Trucks	Cars	Totals																														
0	7	46	53																														
8	11	360	379																														
0	0	4	4																														
8	18	410																															
Peds Cross: \bowtie West Peds: 0 West Entering: 436 West Leg Total: 1065		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><th>Cars</th><th>Trucks</th><th>Buses</th><th>Totals</th></tr> <tr><td>15</td><td>0</td><td>0</td><td>15</td></tr> </table>	Cars	Trucks	Buses	Totals	15	0	0	15		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><th>Cars</th><th>Trucks</th><th>Buses</th><th>Totals</th></tr> <tr><td>5</td><td>0</td><td>0</td><td>5</td></tr> <tr><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>5</td><td>0</td><td>0</td><td>5</td></tr> </table>	Cars	Trucks	Buses	Totals	5	0	0	5	0	0	0	0	0	0	0	0	5	0	0	5	Peds Cross: \bowtie South Peds: 2 South Entering: 6 South Leg Total: 21
Cars	Trucks	Buses	Totals																														
15	0	0	15																														
Cars	Trucks	Buses	Totals																														
5	0	0	5																														
0	0	0	0																														
0	0	0	0																														
5	0	0	5																														

Comments

<h2 style="margin: 0;">Mid-day Peak Diagram</h2>		Specified Period From: 11:00:00 To: 14:00:00	One Hour Peak From: 12:00:00 To: 13:00:00
Municipality: Windsor Site #: 2218000002 Intersection: Forest Glade Dr & Access to Tim H TFR File #: 1 Count date: 15-Sep-22		Weather conditions: Person counted: Person prepared: Person checked:	
** Non-Signalized Intersection **		Major Road: Forest Glade Dr runs W/E	

North Leg Total: 134 North Entering: 46 North Peds: 0 Peds Cross: \bowtie		Buses 0 Trucks 1 Cars 15 Totals 16		Buses 0 Trucks 5 Cars 83 Totals 88	East Leg Total: 1027 East Entering: 506 East Peds: 0 Peds Cross: \bowtie
--	--	---	--	---	---

<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><th>Buses</th><th>Trucks</th><th>Cars</th><th>Totals</th></tr> <tr><td>1</td><td>10</td><td>468</td><td>479</td></tr> </table>	Buses	Trucks	Cars	Totals	1	10	468	479	 	Access to Tim Hortons	 	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><th>Cars</th><th>Trucks</th><th>Buses</th><th>Totals</th></tr> <tr><td>42</td><td>1</td><td>0</td><td>43</td></tr> <tr><td>449</td><td>9</td><td>1</td><td>459</td></tr> <tr><td>4</td><td>0</td><td>0</td><td>4</td></tr> <tr><td>495</td><td>10</td><td>1</td><td></td></tr> </table>	Cars	Trucks	Buses	Totals	42	1	0	43	449	9	1	459	4	0	0	4	495	10	1	
Buses	Trucks	Cars	Totals																													
1	10	468	479																													
Cars	Trucks	Buses	Totals																													
42	1	0	43																													
449	9	1	459																													
4	0	0	4																													
495	10	1																														
Forest Glade Dr			Forest Glade Dr																													
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><th>Buses</th><th>Trucks</th><th>Cars</th><th>Totals</th></tr> <tr><td>0</td><td>4</td><td>40</td><td>44</td></tr> <tr><td>4</td><td>11</td><td>471</td><td>486</td></tr> <tr><td>0</td><td>1</td><td>4</td><td>5</td></tr> <tr><td>4</td><td>16</td><td>515</td><td></td></tr> </table>	Buses	Trucks	Cars	Totals	0	4	40	44	4	11	471	486	0	1	4	5	4	16	515		 	driveway	 	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><th>Cars</th><th>Trucks</th><th>Buses</th><th>Totals</th></tr> <tr><td>503</td><td>14</td><td>4</td><td>521</td></tr> </table>	Cars	Trucks	Buses	Totals	503	14	4	521
Buses	Trucks	Cars	Totals																													
0	4	40	44																													
4	11	471	486																													
0	1	4	5																													
4	16	515																														
Cars	Trucks	Buses	Totals																													
503	14	4	521																													

Peds Cross: \bowtie West Peds: 0 West Entering: 535 West Leg Total: 1014		Cars 8 Trucks 1 Buses 0 Totals 9		Cars 4 Trucks 0 Buses 0 Totals 4	Cars 1 Trucks 0 Buses 0 Totals 1	Cars 4 Trucks 1 Buses 0 Totals 5	Peds Cross: \bowtie South Peds: 2 South Entering: 10 South Leg Total: 19
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Comments

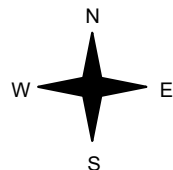
<h2 style="margin: 0;">Afternoon Peak Diagram</h2>		Specified Period From: 15:00:00 To: 18:00:00	One Hour Peak From: 16:30:00 To: 17:30:00
Municipality: Windsor Site #: 2218000002 Intersection: Forest Glade Dr & Access to Tim H TFR File #: 1 Count date: 15-Sep-22		Weather conditions: Person counted: Person prepared: Person checked:	
** Non-Signalized Intersection **		Major Road: Forest Glade Dr runs W/E	

North Leg Total: 100 North Entering: 42 North Peds: 0 Peds Cross: \bowtie	<table style="margin: auto;"> <tr> <td>Buses</td><td>1</td><td>0</td><td>0</td><td>1</td></tr> <tr> <td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr> <td>Cars</td><td>9</td><td>1</td><td>31</td><td>41</td></tr> <tr> <td>Totals</td><td>10</td><td>1</td><td>31</td><td></td></tr> </table>	Buses	1	0	0	1	Trucks	0	0	0	0	Cars	9	1	31	41	Totals	10	1	31		<table style="margin: auto;"> <tr> <td>Buses</td><td>1</td></tr> <tr> <td>Trucks</td><td>1</td></tr> <tr> <td>Cars</td><td>56</td></tr> <tr> <td>Totals</td><td>58</td></tr> </table>	Buses	1	Trucks	1	Cars	56	Totals	58	East Leg Total: 1484 East Entering: 552 East Peds: 0 Peds Cross: \bowtie
Buses	1	0	0	1																											
Trucks	0	0	0	0																											
Cars	9	1	31	41																											
Totals	10	1	31																												
Buses	1																														
Trucks	1																														
Cars	56																														
Totals	58																														

Buses	Trucks	Cars	Totals
2	6	530	538

Forest Glade Dr

Buses	Trucks	Cars	Totals
1	1	29	31
5	6	885	896
0	0	0	0
6	7	914	



N
W E
S

Access to Tim Hortons

Cars	Trucks	Buses	Totals
27	0	0	27
517	6	1	524
1	0	0	1
545	6	1	

Forest Glade Dr

Cars	Trucks	Buses	Totals
921	6	5	932

Peds Cross: \bowtie West Peds: 0 West Entering: 927 West Leg Total: 1465	<table style="margin: auto;"> <tr> <td>Cars</td><td>2</td></tr> <tr> <td>Trucks</td><td>0</td></tr> <tr> <td>Buses</td><td>0</td></tr> <tr> <td>Totals</td><td>2</td></tr> </table>	Cars	2	Trucks	0	Buses	0	Totals	2	<table style="margin: auto;"> <tr> <td>Cars</td><td>4</td><td>0</td><td>5</td><td>9</td></tr> <tr> <td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr> <td>Buses</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr> <td>Totals</td><td>4</td><td>0</td><td>5</td><td></td></tr> </table>	Cars	4	0	5	9	Trucks	0	0	0	0	Buses	0	0	0	0	Totals	4	0	5		Peds Cross: \bowtie South Peds: 0 South Entering: 9 South Leg Total: 11
Cars	2																														
Trucks	0																														
Buses	0																														
Totals	2																														
Cars	4	0	5	9																											
Trucks	0	0	0	0																											
Buses	0	0	0	0																											
Totals	4	0	5																												

Comments

Total Count Diagram

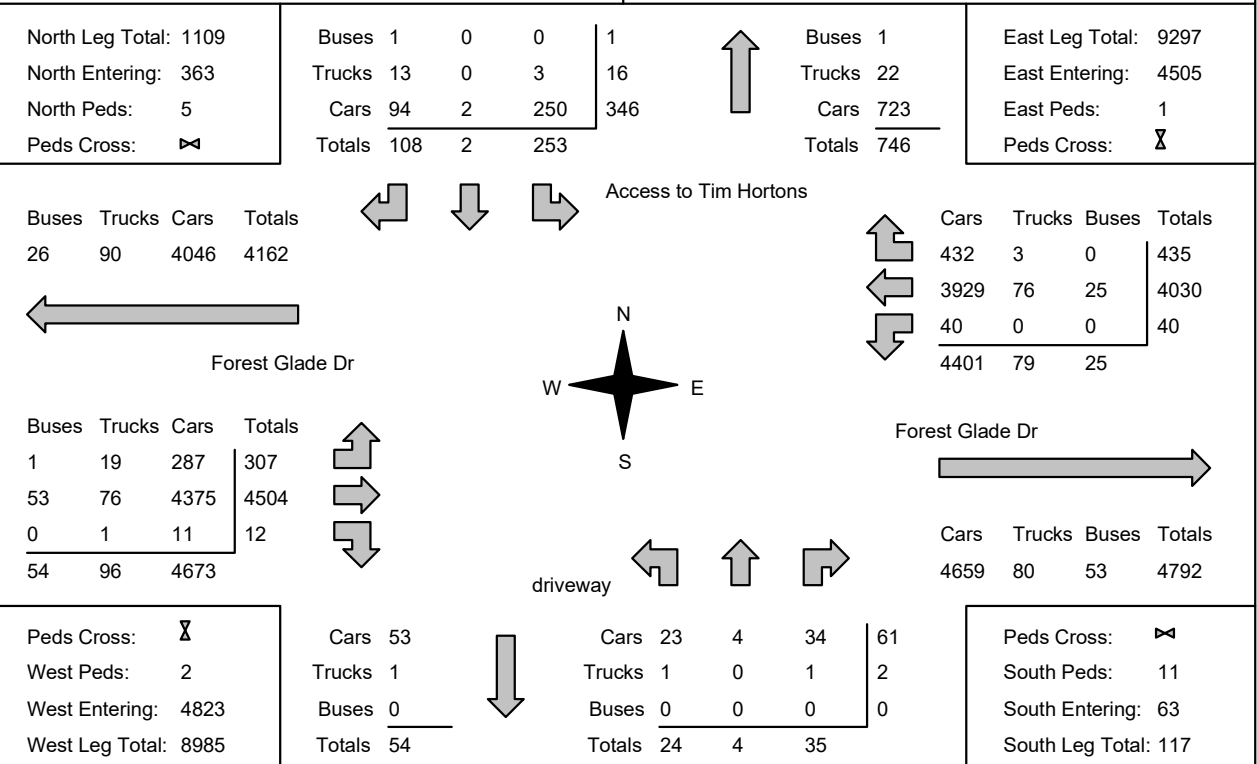
Municipality: Windsor
Site #: 2218000002
Intersection: Forest Glade Dr & Access to Tim H
TFR File #: 1
Count date: 15-Sep-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Forest Glade Dr runs W/E



Comments

Traffic Count Summary

Intersection: Forest Glade Dr & Access to Tim					Count Date: 15-Sep-22		Municipality: Windsor					
North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	33	0	12	45	0	48	8:00:00	0	1	2	3	1
9:00:00	57	0	22	79	1	85	9:00:00	5	0	1	6	2
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	26	1	12	39	1	42	12:00:00	1	0	2	3	2
13:00:00	30	0	16	46	0	56	13:00:00	4	1	5	10	2
14:00:00	26	0	15	41	1	52	14:00:00	3	0	8	11	0
15:00:00	0	0	0	0	0	0	15:00:00	0	0	0	0	0
16:00:00	27	0	17	44	0	57	16:00:00	2	1	10	13	4
17:00:00	27	1	6	34	0	43	17:00:00	4	1	4	9	0
18:00:00	27	0	8	35	2	43	18:00:00	5	0	3	8	0
Totals:						426	S Totals:	24	4	35	63	11
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	7	538	101	646	1	1020	8:00:00	31	343	0	374	0
9:00:00	11	602	117	730	0	1166	9:00:00	53	379	4	436	0
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	2	415	44	461	0	871	12:00:00	43	367	0	410	0
13:00:00	4	459	43	506	0	1041	13:00:00	44	486	5	535	0
14:00:00	7	414	44	465	0	935	14:00:00	40	429	1	470	0
15:00:00	0	0	0	0	0	0	15:00:00	0	0	0	0	0
16:00:00	5	582	29	616	0	1448	16:00:00	38	793	1	832	1
17:00:00	3	492	30	525	0	1454	17:00:00	32	896	1	929	0
18:00:00	1	528	27	556	0	1393	18:00:00	26	811	0	837	1
Totals:						9328	W Totals:	307	4504	12	4823	2
Calculated Values for Traffic Crossing Major Street												
Hours Ending:		8:00	9:00	12:00	13:00			14:00	16:00	17:00	18:00	
Crossing Values:		35	62	28	35			29	31	32	33	



Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 15-Sep-22 Site #: 2218000002

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Buses - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	3	3	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	15	12	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	27	12	0	0	6	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
8:00:00	33	6	0	0	11	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0
8:15:00	45	12	0	0	16	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0
8:30:00	63	18	0	0	21	5	0	0	0	0	3	2	0	0	0	0	0	0	0	0
8:45:00	78	15	0	0	23	2	0	0	0	0	3	0	0	0	0	0	0	0	1	1
9:00:00	90	12	0	0	30	7	0	0	0	0	4	1	0	0	0	0	0	0	1	0
9:15:00	90	0	0	0	30	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0
11:00:00	90	0	0	0	30	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0
11:15:00	96	6	1	1	30	0	1	1	0	0	4	0	0	0	0	0	0	0	1	0
11:30:00	100	4	1	0	35	5	1	0	0	0	4	0	0	0	0	0	0	0	2	1
11:45:00	107	7	1	0	37	2	1	0	0	0	6	2	0	0	0	0	0	0	2	0
12:00:00	115	8	1	0	40	3	1	0	0	0	6	0	0	0	0	0	0	0	2	0
12:15:00	124	9	1	0	43	3	1	0	0	0	6	0	0	0	0	0	0	0	2	0
12:30:00	132	8	1	0	44	1	2	1	0	0	7	1	0	0	0	0	0	0	2	0
12:45:00	139	7	1	0	51	7	3	1	0	0	7	0	0	0	0	0	0	0	2	0
13:00:00	143	4	1	0	55	4	3	0	0	0	7	0	0	0	0	0	0	0	2	0
13:15:00	148	5	1	0	57	2	3	0	0	0	7	0	0	0	0	0	0	0	3	1
13:30:00	156	8	1	0	62	5	3	0	0	0	8	1	0	0	0	0	0	0	3	0
13:45:00	162	6	1	0	64	2	3	0	0	0	10	2	0	0	0	0	0	0	3	0
14:00:00	169	7	1	0	66	2	3	0	0	0	11	1	0	0	0	0	0	0	3	0
14:15:00	169	0	1	0	66	0	3	0	0	0	11	0	0	0	0	0	0	0	3	0
15:00:00	169	0	1	0	66	0	3	0	0	0	11	0	0	0	0	0	0	0	3	0
15:15:00	175	6	1	0	69	3	3	0	0	0	11	0	0	0	0	0	0	0	3	0
15:30:00	184	9	1	0	73	4	3	0	0	0	11	0	0	0	0	0	0	0	3	0
15:45:00	193	9	1	0	76	3	3	0	0	0	12	1	0	0	0	0	0	0	3	0
16:00:00	196	3	1	0	81	5	3	0	0	0	13	1	0	0	0	0	0	0	3	0
16:15:00	199	3	1	0	82	1	3	0	0	0	13	0	0	0	0	0	0	0	3	0
16:30:00	208	9	1	0	83	1	3	0	0	0	13	0	0	0	0	0	0	0	3	0
16:45:00	217	9	2	1	86	3	3	0	0	0	13	0	0	0	0	0	0	0	3	0
17:00:00	223	6	2	0	87	1	3	0	0	0	13	0	0	0	0	0	0	0	3	0
17:15:00	230	7	2	0	89	2	3	0	0	0	13	0	0	0	0	0	1	1	3	0
17:30:00	239	9	2	0	92	3	3	0	0	0	13	0	0	0	0	0	1	0	3	0
17:45:00	247	8	2	0	94	2	3	0	0	0	13	0	0	0	0	0	1	0	3	0
18:00:00	250	3	2	0	94	0	3	0	0	0	13	0	0	0	0	0	1	0	5	2
18:15:00	250	0	2	0	94	0	3	0	0	0	13	0	0	0	0	0	1	0	5	0
18:15:15	250	0	2	0	94	0	3	0	0	0	13	0	0	0	0	0	1	0	5	0



Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 15-Sep-22 Site #: 2218000002

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Buses - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	1	1	93	93	26	26	0	0	1	1	0	0	0	0	1	1	0	0	1	1
7:30:00	2	1	214	121	53	27	0	0	1	0	0	0	0	0	1	0	0	0	1	0
7:45:00	2	0	374	160	85	32	0	0	1	0	0	0	0	0	1	0	0	0	1	0
8:00:00	7	5	532	158	101	16	0	0	5	4	0	0	0	0	1	0	0	0	1	0
8:15:00	7	0	683	151	138	37	0	0	8	3	0	0	0	0	2	1	0	0	1	0
8:30:00	8	1	811	128	157	19	0	0	11	3	0	0	0	0	3	1	0	0	1	0
8:45:00	10	2	953	142	192	35	0	0	12	1	1	1	0	0	6	3	0	0	1	0
9:00:00	18	8	1119	166	216	24	0	0	13	1	2	1	0	0	8	2	0	0	1	0
9:15:00	18	0	1119	0	216	0	0	0	13	0	2	0	0	0	8	0	0	0	1	0
11:00:00	18	0	1119	0	216	0	0	0	13	0	2	0	0	0	8	0	0	0	1	0
11:15:00	18	0	1212	93	225	9	0	0	16	3	2	0	0	0	8	0	0	0	1	0
11:30:00	18	0	1314	102	236	11	0	0	21	5	2	0	0	0	8	0	0	0	1	0
11:45:00	20	2	1424	110	247	11	0	0	24	3	2	0	0	0	8	0	0	0	1	0
12:00:00	20	0	1518	94	260	13	0	0	29	5	2	0	0	0	8	0	0	0	1	0
12:15:00	20	0	1620	102	271	11	0	0	31	2	2	0	0	0	8	0	0	0	1	0
12:30:00	21	1	1718	98	285	14	0	0	33	2	3	1	0	0	8	0	0	0	1	0
12:45:00	22	1	1851	133	292	7	0	0	36	3	3	0	0	0	9	1	0	0	1	0
13:00:00	24	2	1967	116	302	10	0	0	38	2	3	0	0	0	9	0	0	0	1	0
13:15:00	25	1	2050	83	312	10	0	0	40	2	3	0	0	0	9	0	0	0	1	0
13:30:00	28	3	2171	121	318	6	0	0	42	2	3	0	0	0	9	0	0	0	1	0
13:45:00	31	3	2274	103	330	12	0	0	44	2	3	0	0	0	9	0	0	0	1	0
14:00:00	31	0	2374	100	346	16	0	0	44	0	3	0	0	0	10	1	0	0	1	0
14:15:00	31	0	2374	0	346	0	0	0	44	0	3	0	0	0	10	0	0	0	1	0
15:00:00	31	0	2374	0	346	0	0	0	44	0	3	0	0	0	10	0	0	0	1	0
15:15:00	34	3	2503	129	355	9	0	0	44	0	3	0	0	0	11	1	0	0	1	0
15:30:00	35	1	2641	138	363	8	0	0	49	5	3	0	0	0	16	5	0	0	1	0
15:45:00	35	0	2783	142	367	4	0	0	58	9	3	0	0	0	16	0	0	0	1	0
16:00:00	36	1	2929	146	375	8	0	0	62	4	3	0	0	0	19	3	0	0	1	0
16:15:00	36	0	3053	124	384	9	0	0	66	4	3	0	0	0	23	4	0	0	1	0
16:30:00	39	3	3177	124	391	7	0	0	67	1	3	0	0	0	23	0	0	0	1	0
16:45:00	39	0	3301	124	397	6	0	0	68	1	3	0	0	0	23	0	0	0	1	0
17:00:00	39	0	3409	108	405	8	0	0	69	1	3	0	0	0	24	1	0	0	1	0
17:15:00	39	0	3543	134	414	9	0	0	70	1	3	0	0	0	24	0	0	0	1	0
17:30:00	40	1	3694	151	418	4	0	0	73	3	3	0	0	0	24	0	0	0	1	0
17:45:00	40	0	3832	138	428	10	0	0	74	1	3	0	0	0	25	1	0	0	1	0
18:00:00	40	0	3929	97	432	4	0	0	76	2	3	0	0	0	25	0	0	0	1	0
18:15:00	40	0	3929	0	432	0	0	0	76	0	3	0	0	0	25	0	0	0	1	0
18:15:15	40	0	3929	0	432	0	0	0	76	0	3	0	0	0	25	0	0	0	1	0



Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 15-Sep-22 Site #: 2218000002

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Buses - South Approach						Pedestrians		
	Left			Thru			Right			Left			Thru			Right			South Cross		
	Cum	Incr		Cum	Incr		Cum	Incr		Cum	Incr		Cum	Incr		Cum	Incr		Cum	Incr	
7:00:00	0	0		0	0		0	0		0	0		0	0		0	0		0	0	
7:15:00	0	0		0	0		0	0		0	0		0	0		0	0		0	0	
7:30:00	0	0		0	0		0	0		0	0		0	0		0	0		0	0	
7:45:00	0	0		0	0		0	0		0	0		0	0		0	0		0	0	
8:00:00	0	0		0	0		0	0		0	0		0	0		0	0		0	0	
8:15:00	1	1		1	0		2	0		0	0		0	0		0	0		1	0	
8:30:00	1	0		1	0		2	0		0	0		0	0		0	0		1	0	
8:45:00	3	2		1	0		2	0		0	0		0	0		0	0		2	1	
9:00:00	5	2		1	0		3	1		0	0		0	0		0	0		3	1	
9:15:00	5	0		1	0		3	0		0	0		0	0		0	0		3	0	
11:00:00	5	0		1	0		3	0		0	0		0	0		0	0		3	0	
11:15:00	5	0		1	0		3	0		0	0		0	0		0	0		3	0	
11:30:00	6	1		1	0		3	0		0	0		0	0		0	0		5	2	
11:45:00	6	0		1	0		3	0		0	0		0	0		0	0		5	0	
12:00:00	6	0		1	0		5	2		0	0		0	0		0	0		5	0	
12:15:00	6	0		1	0		5	0		0	0		0	0		0	0		5	0	
12:30:00	8	2		1	0		5	0		0	0		0	0		0	0		6	1	
12:45:00	9	1		1	0		7	2		0	0		0	0		0	0		6	0	
13:00:00	10	1		2	1		9	2		0	0		1	1		0	0		7	1	
13:15:00	11	1		2	0		14	5		0	0		1	0		0	0		7	0	
13:30:00	11	0		2	0		15	1		0	0		1	0		0	0		7	0	
13:45:00	12	1		2	0		16	1		1	0		1	0		0	0		7	0	
14:00:00	12	0		2	0		17	1		1	0		1	0		0	0		7	0	
14:15:00	12	0		2	0		17	0		1	0		1	0		0	0		7	0	
15:00:00	12	0		2	0		17	0		1	0		1	0		0	0		7	0	
15:15:00	12	0		2	0		21	4		1	0		1	0		0	0		9	2	
15:30:00	13	1		2	0		24	3		1	0		1	0		0	0		11	2	
15:45:00	14	1		2	0		26	2		1	0		1	0		0	0		11	0	
16:00:00	14	0		3	1		27	1		1	0		1	0		0	0		11	0	
16:15:00	14	0		3	0		28	1		1	0		1	0		0	0		11	0	
16:30:00	17	3		4	1		28	0		1	0		1	0		0	0		11	0	
16:45:00	18	1		4	0		30	2		1	0		1	0		0	0		11	0	
17:00:00	18	0		4	0		31	1		1	0		1	0		0	0		11	0	
17:15:00	19	1		4	0		32	1		1	0		1	0		0	0		11	0	
17:30:00	21	2		4	0		33	1		1	0		1	0		0	0		11	0	
17:45:00	23	2		4	0		34	1		1	0		1	0		0	0		11	0	
18:00:00	23	0		4	0		34	0		1	0		1	0		0	0		11	0	
18:15:00	23	0		4	0		34	0		1	0		1	0		0	0		11	0	
18:15:15	23	0		4	0		34	0		1	0		1	0		0	0		11	0	



Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 15-Sep-22 Site #: 2218000002

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Buses - West Approach						Pedestrians		
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross		
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15:00	6	6	63	63	0	0	0	0	2	2	0	0	0	0	3	3	0	0	0	0	
7:30:00	14	8	136	73	0	0	0	0	2	0	0	0	0	0	6	3	0	0	0	0	
7:45:00	25	11	225	89	0	0	1	1	7	5	0	0	0	0	10	4	0	0	0	0	
8:00:00	30	5	318	93	0	0	1	0	10	3	0	0	0	0	15	5	0	0	0	0	
8:15:00	43	13	408	90	1	1	1	0	13	3	0	0	0	0	19	4	0	0	0	0	
8:30:00	53	10	502	94	1	0	5	4	15	2	0	0	0	0	19	0	0	0	0	0	
8:45:00	65	12	583	81	3	2	7	2	19	4	0	0	0	0	21	2	0	0	0	0	
9:00:00	76	11	678	95	4	1	8	1	21	2	0	0	0	0	23	2	0	0	0	0	
9:15:00	76	0	678	0	4	0	8	0	21	0	0	0	0	0	23	0	0	0	0	0	
11:00:00	76	0	678	0	4	0	8	0	21	0	0	0	0	0	23	0	0	0	0	0	
11:15:00	88	12	758	80	4	0	8	0	26	5	0	0	0	0	24	1	0	0	0	0	
11:30:00	99	11	848	90	4	0	9	1	28	2	0	0	0	0	24	0	0	0	0	0	
11:45:00	108	9	925	77	4	0	9	0	32	4	0	0	0	0	25	1	0	0	0	0	
12:00:00	118	10	1028	103	4	0	9	0	35	3	0	0	0	0	26	1	0	0	0	0	
12:15:00	126	8	1181	153	4	0	11	2	37	2	0	0	0	0	27	1	0	0	0	0	
12:30:00	135	9	1299	118	6	2	13	2	42	5	0	0	0	0	28	1	0	0	0	0	
12:45:00	151	16	1394	95	7	1	13	0	44	2	1	1	0	0	29	1	0	0	0	0	
13:00:00	158	7	1499	105	8	1	13	0	46	2	1	0	0	0	30	1	0	0	0	0	
13:15:00	165	7	1609	110	9	1	13	0	47	1	1	0	0	0	30	0	0	0	0	0	
13:30:00	176	11	1725	116	9	0	14	1	49	2	1	0	0	0	31	1	0	0	0	0	
13:45:00	184	8	1825	100	9	0	16	2	50	1	1	0	0	0	32	1	0	0	0	0	
14:00:00	195	11	1918	93	9	0	16	0	52	2	1	0	0	0	34	2	0	0	0	0	
14:15:00	195	0	1918	0	9	0	16	0	52	0	1	0	0	0	34	0	0	0	0	0	
15:00:00	195	0	1918	0	9	0	16	0	52	0	1	0	0	0	34	0	0	0	0	0	
15:15:00	206	11	2095	177	9	0	16	0	56	4	1	0	0	0	38	4	0	0	0	0	
15:30:00	215	9	2278	183	9	0	17	1	60	4	1	0	0	0	40	2	0	0	0	0	
15:45:00	224	9	2475	197	10	1	18	1	62	2	1	0	0	0	42	2	0	0	0	0	
16:00:00	231	7	2690	215	10	0	18	0	63	1	1	0	0	0	44	2	0	0	1	1	
16:15:00	240	9	2886	196	10	0	18	0	65	2	1	0	0	0	45	1	0	0	1	0	
16:30:00	247	7	3111	225	11	1	18	0	67	2	1	0	0	0	46	1	0	0	1	0	
16:45:00	254	7	3337	226	11	0	18	0	68	1	1	0	0	0	48	2	0	0	1	0	
17:00:00	262	8	3574	237	11	0	18	0	70	2	1	0	0	1	49	1	0	0	1	0	
17:15:00	269	7	3780	206	11	0	19	1	72	2	1	0	0	1	50	1	0	0	1	0	
17:30:00	276	7	3996	216	11	0	19	0	73	1	1	0	0	1	51	1	0	0	1	0	
17:45:00	283	7	4194	198	11	0	19	0	74	1	1	0	0	1	52	1	0	0	2	1	
18:00:00	287	4	4375	181	11	0	19	0	76	2	1	0	0	1	53	1	0	0	2	0	
18:15:00	287	0	4375	0	11	0	19	0	76	0	1	0	0	1	53	0	0	0	2	0	
18:15:15	287	0	4375	0	11	0	19	0	76	0	1	0	0	1	53	0	0	0	2	0	

<h2 style="margin: 0;">Morning Peak Diagram</h2>		Specified Period From: 7:00:00 To: 9:00:00	One Hour Peak From: 7:45:00 To: 8:45:00
Municipality: Windsor Site #: 2218000003 Intersection: Lauzon Pkwy & Driveway TFR File #: 1 Count date: 15-Sep-22		Weather conditions: Person counted: Person prepared: Person checked:	
** Non-Signalized Intersection **		Major Road: Lauzon Pkwy runs N/S	

North Leg Total: 1626 North Entering: 852 North Peds: 0 Peds Cross: ➤	<table style="margin: auto;"> <tr> <td>Buses</td><td>13</td><td>0</td><td>13</td></tr> <tr> <td>Trucks</td><td>65</td><td>0</td><td>65</td></tr> <tr> <td>Cars</td><td>774</td><td>0</td><td>774</td></tr> <tr> <td>Totals</td><td>852</td><td>0</td><td>774</td></tr> </table>	Buses	13	0	13	Trucks	65	0	65	Cars	774	0	774	Totals	852	0	774	 Lauzon Pkwy	<table style="margin: auto;"> <tr> <td>Buses</td><td>9</td></tr> <tr> <td>Trucks</td><td>58</td></tr> <tr> <td>Cars</td><td>707</td></tr> <tr> <td>Totals</td><td>774</td></tr> </table>	Buses	9	Trucks	58	Cars	707	Totals	774	East Leg Total: 40 East Entering: 0 East Peds: 0 Peds Cross: ➤
Buses	13	0	13																									
Trucks	65	0	65																									
Cars	774	0	774																									
Totals	852	0	774																									
Buses	9																											
Trucks	58																											
Cars	707																											
Totals	774																											

Lauzon Pkwy		<table style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: left;">Cars</th> <th style="text-align: left;">Trucks</th> <th style="text-align: left;">Buses</th> <th style="text-align: left;">Totals</th> </tr> <tr> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> </table>	Cars	Trucks	Buses	Totals	0	0	0	0	0	0	0	0	0	0	0	0
Cars	Trucks	Buses	Totals															
0	0	0	0															
0	0	0	0															
0	0	0	0															

Driveway

Lauzon Pkwy		<table style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: left;">Cars</th> <th style="text-align: left;">Trucks</th> <th style="text-align: left;">Buses</th> <th style="text-align: left;">Totals</th> </tr> <tr> <td>39</td> <td>1</td> <td>0</td> <td>40</td> </tr> </table>	Cars	Trucks	Buses	Totals	39	1	0	40
Cars	Trucks	Buses	Totals							
39	1	0	40							



<table style="margin: auto;"> <tr> <td>Cars</td><td>774</td></tr> <tr> <td>Trucks</td><td>65</td></tr> <tr> <td>Buses</td><td>13</td></tr> <tr> <td>Totals</td><td>852</td></tr> </table>	Cars	774	Trucks	65	Buses	13	Totals	852		<table style="margin: auto;"> <tr> <td>Cars</td><td>707</td><td>39</td><td>746</td></tr> <tr> <td>Trucks</td><td>58</td><td>1</td><td>59</td></tr> <tr> <td>Buses</td><td>9</td><td>0</td><td>9</td></tr> <tr> <td>Totals</td><td>774</td><td>40</td><td>814</td></tr> </table>	Cars	707	39	746	Trucks	58	1	59	Buses	9	0	9	Totals	774	40	814
Cars	774																									
Trucks	65																									
Buses	13																									
Totals	852																									
Cars	707	39	746																							
Trucks	58	1	59																							
Buses	9	0	9																							
Totals	774	40	814																							

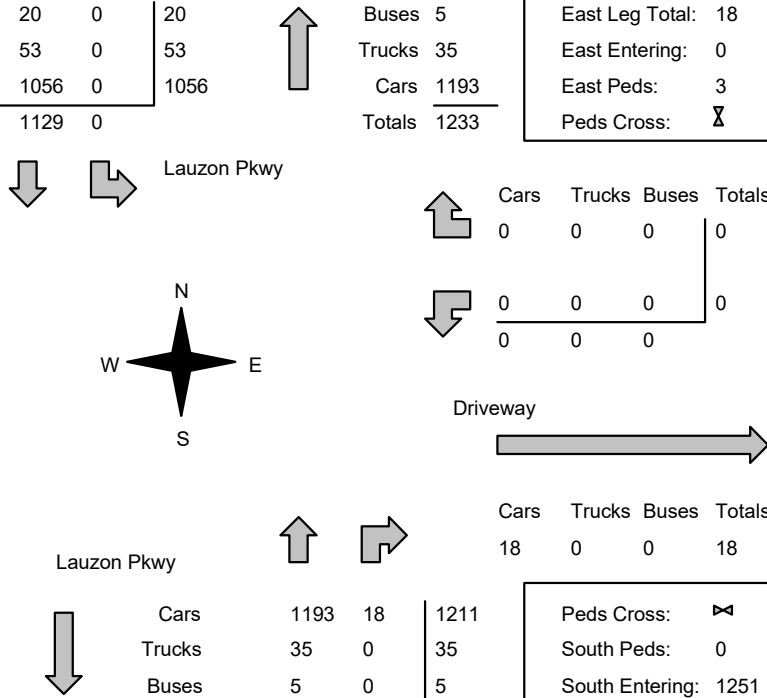
Peds Cross: ➤
 South Peds: 0
 South Entering: 814
 South Leg Total: 1666


Comments

<h2 style="margin: 0;">Mid-day Peak Diagram</h2>		Specified Period From: 11:00:00 To: 14:00:00	One Hour Peak From: 12:00:00 To: 13:00:00																								
Municipality: Windsor Site #: 2218000003 Intersection: Lauzon Pkwy & Driveway TFR File #: 1 Count date: 15-Sep-22		Weather conditions: Person counted: Person prepared: Person checked:																									
** Non-Signalized Intersection **		Major Road: Lauzon Pkwy runs N/S																									
North Leg Total: 1775 North Entering: 860 North Peds: 0 Peds Cross:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%; border-right: 1px solid black; padding: 5px;"> Buses 8 Trucks 55 Cars 797 Totals 860 </td> <td style="width: 10%; text-align: center; padding: 5px;"> 0 0 0 0 </td> <td style="width: 10%; border-right: 1px solid black; padding: 5px;"> 8 55 797 860 </td> <td style="width: 10%; text-align: center; padding: 5px;"> </td> <td style="width: 30%; padding: 5px;"> Buses 3 Trucks 51 Cars 861 Totals 915 </td> </tr> </table> <div style="text-align: center; margin: 10px 0;"> Lauzon Pkwy </div> <div style="text-align: center; margin: 10px 0;"> </div> <div style="text-align: center; margin: 10px 0;"> Lauzon Pkwy </div> <table style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <tr> <td style="width: 30%; border-right: 1px solid black; padding: 5px;"> Cars 797 Trucks 55 Buses 8 Totals 860 </td> <td style="width: 10%; text-align: center; padding: 5px;"> 0 0 0 0 </td> <td style="width: 10%; border-right: 1px solid black; padding: 5px;"> 861 51 3 915 </td> <td style="width: 10%; text-align: center; padding: 5px;"> 28 0 0 28 </td> <td style="width: 30%; padding: 5px;"> 889 51 3 943 </td> </tr> </table> <div style="text-align: center; margin-top: 10px;"> Driveway </div> <div style="text-align: center; margin-top: 10px;"> </div>			Buses 8 Trucks 55 Cars 797 Totals 860	0 0 0 0	8 55 797 860	 	Buses 3 Trucks 51 Cars 861 Totals 915	Cars 797 Trucks 55 Buses 8 Totals 860	0 0 0 0	861 51 3 915	28 0 0 28	889 51 3 943														
Buses 8 Trucks 55 Cars 797 Totals 860	0 0 0 0	8 55 797 860	 	Buses 3 Trucks 51 Cars 861 Totals 915																							
Cars 797 Trucks 55 Buses 8 Totals 860	0 0 0 0	861 51 3 915	28 0 0 28	889 51 3 943																							
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> East Leg Total: 28 East Entering: 0 East Peds: 5 Peds Cross: </div> <div style="width: 45%;"> <table style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: left; padding: 5px;">Cars</th> <th style="text-align: left; padding: 5px;">Trucks</th> <th style="text-align: left; padding: 5px;">Buses</th> <th style="text-align: left; padding: 5px;">Totals</th> </tr> <tr> <td style="padding: 5px;">0</td> <td style="padding: 5px;">0</td> <td style="padding: 5px;">0</td> <td style="padding: 5px;">0</td> </tr> <tr> <td style="padding: 5px;">0</td> <td style="padding: 5px;">0</td> <td style="padding: 5px;">0</td> <td style="padding: 5px;">0</td> </tr> <tr> <td style="padding: 5px;">0</td> <td style="padding: 5px;">0</td> <td style="padding: 5px;">0</td> <td style="padding: 5px;">0</td> </tr> </table> </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="width: 45%;"> South Leg Total: 1803 South Entering: 943 South Peds: 0 Peds Cross: </div> <div style="width: 45%;"> <table style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: left; padding: 5px;">Cars</th> <th style="text-align: left; padding: 5px;">Trucks</th> <th style="text-align: left; padding: 5px;">Buses</th> <th style="text-align: left; padding: 5px;">Totals</th> </tr> <tr> <td style="padding: 5px;">28</td> <td style="padding: 5px;">0</td> <td style="padding: 5px;">0</td> <td style="padding: 5px;">28</td> </tr> </table> </div> </div>				Cars	Trucks	Buses	Totals	0	0	0	0	0	0	0	0	0	0	0	0	Cars	Trucks	Buses	Totals	28	0	0	28
Cars	Trucks	Buses	Totals																								
0	0	0	0																								
0	0	0	0																								
0	0	0	0																								
Cars	Trucks	Buses	Totals																								
28	0	0	28																								
<h3 style="text-align: center; margin: 0;">Comments</h3>																											

<h2 style="margin: 0;">Afternoon Peak Diagram</h2>		Specified Period From: 15:00:00 To: 18:00:00	One Hour Peak From: 15:30:00 To: 16:30:00
Municipality: Windsor Site #: 2218000003 Intersection: Lauzon Pkwy & Driveway TFR File #: 1 Count date: 15-Sep-22		Weather conditions: Person counted: Person prepared: Person checked:	
** Non-Signalized Intersection **		Major Road: Lauzon Pkwy runs N/S	

North Leg Total: 2362 North Entering: 1129 North Peds: 0 Peds Cross: 	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">Buses</td> <td style="width: 10%;">20</td> <td style="width: 10%;">0</td> <td style="width: 10%; border-left: 1px solid black;">20</td> </tr> <tr> <td>Trucks</td> <td>53</td> <td>0</td> <td style="border-left: 1px solid black;">53</td> </tr> <tr> <td>Cars</td> <td>1056</td> <td>0</td> <td style="border-left: 1px solid black;">1056</td> </tr> <tr> <td>Totals</td> <td>1129</td> <td>0</td> <td style="border-left: 1px solid black;">1129</td> </tr> </table>	Buses	20	0	20	Trucks	53	0	53	Cars	1056	0	1056	Totals	1129	0	1129	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">Buses</td> <td style="width: 10%;">5</td> <td style="width: 10%; border-left: 1px solid black;">5</td> </tr> <tr> <td>Trucks</td> <td>35</td> <td style="border-left: 1px solid black;">35</td> </tr> <tr> <td>Cars</td> <td>1193</td> <td style="border-left: 1px solid black;">1193</td> </tr> <tr> <td>Totals</td> <td>1233</td> <td style="border-left: 1px solid black;">1233</td> </tr> </table>	Buses	5	5	Trucks	35	35	Cars	1193	1193	Totals	1233	1233	East Leg Total: 18 East Entering: 0 East Peds: 3 Peds Cross: 
Buses	20	0	20																												
Trucks	53	0	53																												
Cars	1056	0	1056																												
Totals	1129	0	1129																												
Buses	5	5																													
Trucks	35	35																													
Cars	1193	1193																													
Totals	1233	1233																													



<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">Cars</td> <td style="width: 10%;">1056</td> <td style="width: 10%; border-left: 1px solid black;">1056</td> </tr> <tr> <td>Trucks</td> <td>53</td> <td style="border-left: 1px solid black;">53</td> </tr> <tr> <td>Buses</td> <td>20</td> <td style="border-left: 1px solid black;">20</td> </tr> <tr> <td>Totals</td> <td>1129</td> <td style="border-left: 1px solid black;">1129</td> </tr> </table>	Cars	1056	1056	Trucks	53	53	Buses	20	20	Totals	1129	1129	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">Cars</td> <td style="width: 10%;">1193</td> <td style="width: 10%;">18</td> <td style="width: 10%; border-left: 1px solid black;">1211</td> </tr> <tr> <td>Trucks</td> <td>35</td> <td>0</td> <td style="border-left: 1px solid black;">35</td> </tr> <tr> <td>Buses</td> <td>5</td> <td>0</td> <td style="border-left: 1px solid black;">5</td> </tr> <tr> <td>Totals</td> <td>1233</td> <td>18</td> <td style="border-left: 1px solid black;">1251</td> </tr> </table>	Cars	1193	18	1211	Trucks	35	0	35	Buses	5	0	5	Totals	1233	18	1251	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">Cars</td> <td style="width: 10%;">Trucks</td> <td style="width: 10%;">Buses</td> <td style="width: 10%; border-left: 1px solid black;">Totals</td> </tr> <tr> <td>0</td> <td>0</td> <td>0</td> <td style="border-left: 1px solid black;">0</td> </tr> <tr> <td>0</td> <td>0</td> <td>0</td> <td style="border-left: 1px solid black;">0</td> </tr> <tr> <td>0</td> <td>0</td> <td>0</td> <td style="border-left: 1px solid black;">0</td> </tr> </table> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">Cars</td> <td style="width: 10%;">Trucks</td> <td style="width: 10%;">Buses</td> <td style="width: 10%; border-left: 1px solid black;">Totals</td> </tr> <tr> <td>18</td> <td>0</td> <td>0</td> <td style="border-left: 1px solid black;">18</td> </tr> </table> <div style="border: 1px solid black; padding: 5px;"> Peds Cross:  South Peds: 0 South Entering: 1251 South Leg Total: 2380 </div>	Cars	Trucks	Buses	Totals	0	0	0	0	0	0	0	0	0	0	0	0	Cars	Trucks	Buses	Totals	18	0	0	18
Cars	1056	1056																																																				
Trucks	53	53																																																				
Buses	20	20																																																				
Totals	1129	1129																																																				
Cars	1193	18	1211																																																			
Trucks	35	0	35																																																			
Buses	5	0	5																																																			
Totals	1233	18	1251																																																			
Cars	Trucks	Buses	Totals																																																			
0	0	0	0																																																			
0	0	0	0																																																			
0	0	0	0																																																			
Cars	Trucks	Buses	Totals																																																			
18	0	0	18																																																			

Comments

Total Count Diagram

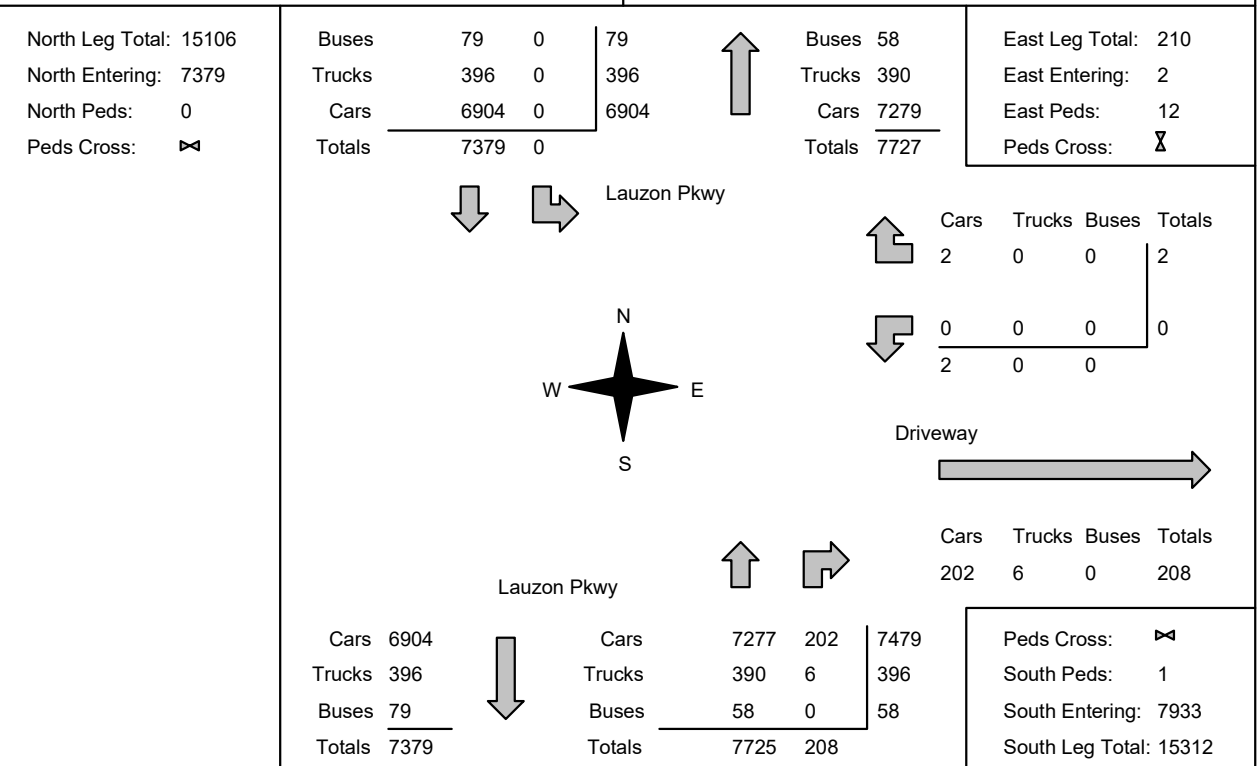
Municipality: Windsor
Site #: 2218000003
Intersection: Lauzon Pkwy & Driveway
TFR File #: 1
Count date: 15-Sep-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Lauzon Pkwy runs N/S



Comments

Traffic Count Summary

Intersection: Lauzon Pkwy & Driveway					Count Date: 15-Sep-22			Municipality: Windsor				
North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	0	808	0	808	0	1569	8:00:00	0	711	50	761	1
9:00:00	0	802	0	802	0	1605	9:00:00	0	766	37	803	0
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	0	807	0	807	0	1682	12:00:00	0	855	20	875	0
13:00:00	0	860	0	860	0	1803	13:00:00	0	915	28	943	0
14:00:00	0	848	0	848	0	1724	14:00:00	0	857	19	876	0
15:00:00	0	0	0	0	0	0	15:00:00	0	0	0	0	0
16:00:00	0	1125	0	1125	0	2335	16:00:00	0	1190	20	1210	0
17:00:00	0	1099	0	1099	0	2312	17:00:00	0	1196	17	1213	0
18:00:00	0	1030	0	1030	0	2282	18:00:00	0	1235	17	1252	0
Totals:	0	7379	0	7379	0	15312	S Totals:	0	7725	208	7933	1
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	0	0	0	0	0	0	8:00:00	0	0	0	0	0
9:00:00	0	0	0	0	0	0	9:00:00	0	0	0	0	0
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	0	0	0	0	3	0	12:00:00	0	0	0	0	0
13:00:00	0	0	0	0	5	0	13:00:00	0	0	0	0	0
14:00:00	0	0	1	1	0	1	14:00:00	0	0	0	0	0
15:00:00	0	0	0	0	0	0	15:00:00	0	0	0	0	0
16:00:00	0	0	1	1	3	1	16:00:00	0	0	0	0	0
17:00:00	0	0	0	0	0	0	17:00:00	0	0	0	0	0
18:00:00	0	0	0	0	1	0	18:00:00	0	0	0	0	0
Totals:	0	0	2	2	12	2	W Totals:	0	0	0	0	0
Calculated Values for Traffic Crossing Major Street												
Hours Ending:	7:00	8:00	9:00	11:00			12:00	13:00	14:00	15:00		
Crossing Values:	0	1	0	0			0	0	0	0		



Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 15-Sep-22 Site #: 2218000003

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Buses - North Approach						Pedestrians	
	Left			Right			Left			Right			Left			Right			North Cross	
	Cum	Incr	Thru	Cum	Incr	Thru	Cum	Incr	Thru	Cum	Incr	Thru	Cum	Incr	Thru	Cum	Incr	Thru	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	161	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	332	0	0	11	0	0	6	0	0	0	0	0	0	3	0	0	0	0
7:45:00	0	0	545	0	0	21	0	0	10	0	0	4	0	0	0	4	0	0	0	0
8:00:00	0	0	765	0	0	37	0	0	16	0	0	6	0	0	0	6	0	0	0	0
8:15:00	0	0	960	0	0	47	0	0	10	0	0	11	0	0	0	11	0	0	0	0
8:30:00	0	0	1135	0	0	73	0	0	26	0	0	15	0	0	0	15	0	0	0	0
8:45:00	0	0	1319	0	0	86	0	0	13	0	0	17	0	0	0	17	0	0	0	0
9:00:00	0	0	1493	0	0	98	0	0	12	0	0	19	0	0	0	19	0	0	0	0
9:15:00	0	0	1493	0	0	98	0	0	0	0	0	19	0	0	0	19	0	0	0	0
11:00:00	0	0	1493	0	0	98	0	0	0	0	0	19	0	0	0	19	0	0	0	0
11:15:00	0	0	1664	0	0	106	0	0	8	0	0	20	0	0	0	20	0	0	0	0
11:30:00	0	0	1855	0	0	125	0	0	19	0	0	21	0	0	0	21	0	0	0	0
11:45:00	0	0	2031	0	0	149	0	0	24	0	0	24	0	0	0	24	0	0	0	0
12:00:00	0	0	2225	0	0	167	0	0	18	0	0	25	0	0	0	25	0	0	0	0
12:15:00	0	0	2428	0	0	186	0	0	19	0	0	28	0	0	0	28	0	0	0	0
12:30:00	0	0	2627	0	0	193	0	0	7	0	0	29	0	0	0	29	0	0	0	0
12:45:00	0	0	2839	0	0	207	0	0	14	0	0	32	0	0	0	32	0	0	0	0
13:00:00	0	0	3022	0	0	222	0	0	15	0	0	33	0	0	0	33	0	0	0	0
13:15:00	0	0	3208	0	0	233	0	0	11	0	0	35	0	0	0	35	0	0	0	0
13:30:00	0	0	3407	0	0	249	0	0	16	0	0	36	0	0	0	36	0	0	0	0
13:45:00	0	0	3619	0	0	266	0	0	17	0	0	38	0	0	0	38	0	0	0	0
14:00:00	0	0	3803	0	0	282	0	0	16	0	0	40	0	0	0	40	0	0	0	0
14:15:00	0	0	3803	0	0	282	0	0	0	0	0	40	0	0	0	40	0	0	0	0
15:00:00	0	0	3803	0	0	282	0	0	0	0	0	40	0	0	0	40	0	0	0	0
15:15:00	0	0	4094	0	0	295	0	0	13	0	0	43	0	0	0	43	0	0	0	0
15:30:00	0	0	4347	0	0	302	0	0	7	0	0	44	0	0	0	44	0	0	0	0
15:45:00	0	0	4616	0	0	313	0	0	11	0	0	50	0	0	0	50	0	0	0	0
16:00:00	0	0	4863	0	0	333	0	0	20	0	0	54	0	0	0	54	0	0	0	0
16:15:00	0	0	5140	0	0	345	0	0	12	0	0	60	0	0	0	60	0	0	0	0
16:30:00	0	0	5403	0	0	355	0	0	10	0	0	64	0	0	0	64	0	0	0	0
16:45:00	0	0	5667	0	0	362	0	0	7	0	0	68	0	0	0	68	0	0	0	0
17:00:00	0	0	5905	0	0	372	0	0	10	0	0	72	0	0	0	72	0	0	0	0
17:15:00	0	0	6181	0	0	382	0	0	10	0	0	73	0	0	0	73	0	0	0	0
17:30:00	0	0	6420	0	0	384	0	0	2	0	0	76	0	0	0	76	0	0	0	0
17:45:00	0	0	6657	0	0	389	0	0	5	0	0	76	0	0	0	76	0	0	0	0
18:00:00	0	0	6904	0	0	396	0	0	7	0	0	79	0	0	0	79	0	0	0	0
18:15:00	0	0	6904	0	0	396	0	0	0	0	0	79	0	0	0	79	0	0	0	0
18:15:15	0	0	6904	0	0	396	0	0	0	0	0	79	0	0	0	79	0	0	0	0



Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 15-Sep-22 Site #: 2218000003

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Buses - East Approach						Pedestrians	
	Left			Thru			Right			Left			Thru			Right			East Cross	
	Cum	Incr		Cum	Incr		Cum	Incr		Cum	Incr		Cum	Incr		Cum	Incr		Cum	Incr
7:00:00	0	0		0	0		0	0		0	0		0	0		0	0		0	0
7:15:00	0	0		0	0		0	0		0	0		0	0		0	0		0	0
7:30:00	0	0		0	0		0	0		0	0		0	0		0	0		0	0
7:45:00	0	0		0	0		0	0		0	0		0	0		0	0		0	0
8:00:00	0	0		0	0		0	0		0	0		0	0		0	0		0	0
8:15:00	0	0		0	0		0	0		0	0		0	0		0	0		0	0
8:30:00	0	0		0	0		0	0		0	0		0	0		0	0		0	0
8:45:00	0	0		0	0		0	0		0	0		0	0		0	0		0	0
9:00:00	0	0		0	0		0	0		0	0		0	0		0	0		0	0
9:15:00	0	0		0	0		0	0		0	0		0	0		0	0		0	0
11:00:00	0	0		0	0		0	0		0	0		0	0		0	0		0	0
11:15:00	0	0		0	0		0	0		0	0		0	0		0	0		0	0
11:30:00	0	0		0	0		0	0		0	0		0	0		0	0		1	1
11:45:00	0	0		0	0		0	0		0	0		0	0		0	0		2	1
12:00:00	0	0		0	0		0	0		0	0		0	0		0	0		3	1
12:15:00	0	0		0	0		0	0		0	0		0	0		0	0		3	0
12:30:00	0	0		0	0		0	0		0	0		0	0		0	0		5	2
12:45:00	0	0		0	0		0	0		0	0		0	0		0	0		5	0
13:00:00	0	0		0	0		0	0		0	0		0	0		0	0		8	3
13:15:00	0	0		0	0		0	0		0	0		0	0		0	0		8	0
13:30:00	0	0		0	0		0	0		0	0		0	0		0	0		8	0
13:45:00	0	0		0	0		0	0		0	0		0	0		0	0		8	0
14:00:00	0	0		0	0		1	0		0	0		0	0		0	0		8	0
14:15:00	0	0		0	0		1	0		0	0		0	0		0	0		8	0
15:00:00	0	0		0	0		1	0		0	0		0	0		0	0		8	0
15:15:00	0	0		0	0		1	0		0	0		0	0		0	0		8	0
15:30:00	0	0		0	0		2	1		0	0		0	0		0	0		8	0
15:45:00	0	0		0	0		2	0		0	0		0	0		0	0		8	0
16:00:00	0	0		0	0		2	0		0	0		0	0		0	0		8	0
16:15:00	0	0		0	0		2	0		0	0		0	0		0	0		11	3
16:30:00	0	0		0	0		2	0		0	0		0	0		0	0		11	0
16:45:00	0	0		0	0		2	0		0	0		0	0		0	0		11	0
17:00:00	0	0		0	0		2	0		0	0		0	0		0	0		11	0
17:15:00	0	0		0	0		2	0		0	0		0	0		0	0		11	0
17:30:00	0	0		0	0		2	0		0	0		0	0		0	0		11	0
17:45:00	0	0		0	0		2	0		0	0		0	0		0	0		12	1
18:00:00	0	0		0	0		2	0		0	0		0	0		0	0		12	0
18:15:00	0	0		0	0		2	0		0	0		0	0		0	0		12	0
18:15:15	0	0		0	0		2	0		0	0		0	0		0	0		12	0



Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 15-Sep-22 Site #: 2218000003

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Buses - South Approach						Pedestrians	
	Left			Right			Left			Right			Left			Thru			Right	
	Cum	Incr		Cum	Incr		Cum	Incr		Cum	Incr		Cum	Incr		Cum	Incr		Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	124	15	15	0	0	0	0	9	9	1	0	0	0	2	2	0	0	0
7:30:00	0	0	278	31	16	0	0	0	0	17	8	1	0	0	0	13	11	0	0	0
7:45:00	0	0	422	39	8	0	0	0	0	40	23	1	0	0	0	19	6	0	0	1
8:00:00	0	0	629	48	9	0	0	0	0	57	17	2	1	0	0	25	6	0	0	0
8:15:00	0	0	786	58	10	0	0	0	0	66	9	2	0	0	0	26	1	0	0	0
8:30:00	0	0	940	74	16	0	0	0	0	80	14	2	0	0	0	27	1	0	0	0
8:45:00	0	0	1129	78	4	0	0	0	0	98	18	2	0	0	0	28	1	0	0	0
9:00:00	0	0	1330	85	7	0	0	0	0	117	19	2	0	0	0	30	2	0	0	0
9:15:00	0	0	1330	0	0	0	0	0	0	117	0	2	0	0	0	30	0	0	0	0
11:00:00	0	0	1330	0	0	0	0	0	0	117	0	2	0	0	0	30	0	0	0	0
11:15:00	0	0	1531	85	0	0	0	0	0	137	20	2	0	0	0	31	1	0	0	0
11:30:00	0	0	1714	92	7	0	0	0	0	154	17	2	0	0	0	31	0	0	0	0
11:45:00	0	0	1915	96	4	0	0	0	0	165	11	4	2	0	0	31	0	0	0	0
12:00:00	0	0	2121	103	7	0	0	0	0	179	14	4	0	0	0	32	1	0	0	0
12:15:00	0	0	2330	116	13	0	0	0	0	192	13	4	0	0	0	33	1	0	0	0
12:30:00	0	0	2534	117	1	0	0	0	0	210	18	4	0	0	0	34	1	0	0	0
12:45:00	0	0	2743	125	8	0	0	0	0	220	10	4	0	0	0	35	1	0	0	0
13:00:00	0	0	2982	131	6	0	0	0	0	230	10	4	0	0	0	35	0	0	0	0
13:15:00	0	0	3173	137	6	0	0	0	0	240	10	5	1	0	0	37	2	0	0	0
13:30:00	0	0	3380	138	1	0	0	0	0	258	18	5	0	0	0	37	0	0	0	0
13:45:00	0	0	3580	142	4	0	0	0	0	272	14	6	1	0	0	40	3	0	0	0
14:00:00	0	0	3777	148	6	0	0	0	0	281	9	6	0	0	0	46	6	0	0	0
14:15:00	0	0	3777	0	0	0	0	0	0	281	0	6	0	0	0	46	0	0	0	0
15:00:00	0	0	3777	0	0	0	0	0	0	281	0	6	0	0	0	46	0	0	0	0
15:15:00	0	0	4055	157	9	0	0	0	0	302	21	6	0	0	0	47	1	0	0	0
15:30:00	0	0	4319	160	3	0	0	0	0	315	13	6	0	0	0	48	1	0	0	0
15:45:00	0	0	4595	164	4	0	0	0	0	329	14	6	0	0	0	49	1	0	0	0
16:00:00	0	0	4905	168	4	0	0	0	0	337	8	6	0	0	0	52	3	0	0	0
16:15:00	0	0	5211	174	6	0	0	0	0	346	9	6	0	0	0	53	1	0	0	0
16:30:00	0	0	5512	178	4	0	0	0	0	350	4	6	0	0	0	53	0	0	0	0
16:45:00	0	0	5779	182	4	0	0	0	0	360	10	6	0	0	0	55	2	0	0	0
17:00:00	0	0	6069	185	3	0	0	0	0	366	6	6	0	0	0	55	0	0	0	0
17:15:00	0	0	6421	191	6	0	0	0	0	372	6	6	0	0	0	56	1	0	0	0
17:30:00	0	0	6752	196	5	0	0	0	0	377	5	6	0	0	0	56	0	0	0	0
17:45:00	0	0	7053	200	4	0	0	0	0	385	8	6	0	0	0	57	1	0	0	0
18:00:00	0	0	7277	202	2	0	0	0	0	390	5	6	0	0	0	58	1	0	0	0
18:15:00	0	0	7277	0	0	0	0	0	0	390	0	6	0	0	0	58	0	0	0	0
18:15:15	0	0	7277	0	0	0	0	0	0	390	0	6	0	0	0	58	0	0	0	0



Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 15-Sep-22 Site #: 2218000003																					
Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Buses - West Approach						Pedestrians		
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross		
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Appendix C

Level of Service Definitions

FG RESIDENCES INC.

*Residential Development at 3565 Forest Glade Drive, Windsor,
ON — Transportation Impact Study*

December 2022 - February 2023
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LEVEL OF SERVICE¹

Level of Service (LOS) is defined as a qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers. This concept was introduced in the 1965 *Highway Capacity Manual* as a criteria for interrupted flow conditions. The 2000 *Highway Capacity Manual* changed the basis for measuring Level of Service at intersections to control delay².

Six Levels of Service are defined with LOS A representing the best operating conditions, and LOS F the worst (briefly described below). It should be noted that there is often significant variability in the amount of delay experienced by individual drivers.

- LOS A:** This Level of Service describes the highest quality of traffic flow and is referred to as free flow. The approach appears open, turning movements are easily made and drivers have freedom of operation. Control delay is less than 10 seconds/vehicle.
- LOS B:** This Level of Service is referred to as a stable flow. Drivers feel somewhat restricted and occasionally may have to wait to complete the minor movement. Control delay is 10-15 seconds/vehicle for unsignalized intersections and 10-20 seconds/vehicle for signalized intersections.
- LOS C:** At this level, the operation is stable. Drivers feel more restricted and may have to wait, with queues developing for short periods. Control delay is 15-25 seconds/vehicle at unsignalized intersections and 20-35 seconds/vehicle at signalized intersections.
- LOS D:** At this level, traffic is approaching unstable flow. The motorist experiences increasing restriction and instability of flow. There are substantial delays to approaching vehicles during short peaks within the peak period, but there are enough gaps to lower demand to permit occasional clearance of developing queues and prevent excessive back-ups. Control delay is 25-35 seconds/vehicle at unsignalized intersections and 35-55 seconds/vehicle at signalized intersections.
- LOS E:** At this level capacity occurs. Long queues of vehicles exist and delays to vehicles may extend. Control delay is 35-50 seconds/vehicle at unsignalized intersections and 55-80 seconds/vehicle at signalized intersections.
- LOS F:** At this Level of Service, the intersection has failed. Capacity of the intersection has been exceeded. Control delay exceeds 50 seconds/vehicle at unsignalized intersections and exceeds 80 seconds/vehicle at signalized intersections.

¹ Transportation Research Board: *Highway Capacity Manual* 1965, 2000

² Control delay is defined as the component of delay that results when a control signal causes a lane group to reduce speed or to stop; it is measured by comparison with the uncontrolled condition.

Appendix D

Synchro Analysis Worksheets

FG RESIDENCES INC.

*Residential Development at 3565 Forest Glade Drive, Windsor,
ON — Transportation Impact Study*

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HCM Unsignalized Intersection Capacity Analysis

120: Forest Glade Drive & Meadowbrook Lane

AM Peak Hour
Existing Volumes






















Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	26	414	684	24	30	46
Future Volume (Veh/h)	26	414	684	24	30	46
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	450	743	26	33	50
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLT	None			
Median storage veh		2				
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	769				1037	384
vC1, stage 1 conf vol					756	
vC2, stage 2 conf vol					281	
vCu, unblocked vol	769				1037	384
tC, single (s)	4.1				6.9	6.9
tC, 2 stage (s)					5.9	
tF (s)	2.2				3.5	3.3
p0 queue free %	97				92	92
cM capacity (veh/h)	854				391	614
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	28	225	225	495	274	83
Volume Left	28	0	0	0	0	33
Volume Right	0	0	0	0	26	50
cSH	854	1700	1700	1700	1700	500
Volume to Capacity	0.03	0.13	0.13	0.29	0.16	0.17
Queue Length 95th (m)	0.8	0.0	0.0	0.0	0.0	4.7
Control Delay (s)	9.4	0.0	0.0	0.0	0.0	13.6
Lane LOS	A					B
Approach Delay (s)	0.5			0.0		13.6
Approach LOS						B
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			32.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

220: Forest Glade Drive & Shared Driveway

AM Peak Hour
Existing Volumes

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	53	382	4	11	602	117	5	0	1	57	0	22	
Future Volume (Veh/h)	53	382	4	11	602	117	5	0	1	57	0	22	
Sign Control	Free		Free		Stop		Stop						
Grade	0%		0%		0%		0%						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	58	415	4	12	654	127	5	0	1	62	0	24	
Pedestrians													
Lane Width (m)													
Walking Speed (m/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None			TWLTL									
Median storage veh	2												
Upstream signal (m)													
pX, platoon unblocked													
vC, conflicting volume	781			419			908	1338	210	1066	1276	390	
vC1, stage 1 conf vol							533	533		742	742		
vC2, stage 2 conf vol							375	805		324	535		
vCu, unblocked vol	781			419			908	1338	210	1066	1276	390	
tC, single (s)	4.4			4.1			7.5	6.5	6.9	7.5	6.5	7.2	
tC, 2 stage (s)							6.5	5.5		6.5	5.5		
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.4	
p0 queue free %	92			99			99	100	100	82	100	96	
cM capacity (veh/h)	764			1151			390	296	802	339	340	575	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2				
Volume Total	58	277	142	12	436	345	6	62	24				
Volume Left	58	0	0	12	0	0	5	62	0				
Volume Right	0	0	4	0	0	127	1	0	24				
cSH	764	1700	1700	1151	1700	1700	426	339	575				
Volume to Capacity	0.08	0.16	0.08	0.01	0.26	0.20	0.01	0.18	0.04				
Queue Length 95th (m)	2.0	0.0	0.0	0.3	0.0	0.0	0.3	5.3	1.0				
Control Delay (s)	10.1	0.0	0.0	8.2	0.0	0.0	13.6	18.0	11.5				
Lane LOS	B			A			B	C	B				
Approach Delay (s)	1.2			0.1			13.6	16.2					
Approach LOS							B	C					
Intersection Summary													
Average Delay				1.6									
Intersection Capacity Utilization				38.2%	ICU Level of Service				A				
Analysis Period (min)				15									

HCM Unsignalized Intersection Capacity Analysis

120: Forest Glade Drive & Meadowbrook Lane

PM Peak Hour
Existing Volumes






















Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	47	887	514	15	20	55
Future Volume (Veh/h)	47	887	514	15	20	55
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	51	964	559	16	22	60
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLT	None			
Median storage veh		2				
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	575				1151	288
vC1, stage 1 conf vol					567	
vC2, stage 2 conf vol					584	
vCu, unblocked vol	575				1151	288
tC, single (s)	4.1				6.8	7.0
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	95				94	91
cM capacity (veh/h)	1008				396	703
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	51	482	482	373	202	82
Volume Left	51	0	0	0	0	22
Volume Right	0	0	0	0	16	60
cSH	1008	1700	1700	1700	1700	582
Volume to Capacity	0.05	0.28	0.28	0.22	0.12	0.14
Queue Length 95th (m)	1.3	0.0	0.0	0.0	0.0	3.9
Control Delay (s)	8.8	0.0	0.0	0.0	0.0	12.2
Lane LOS	A					B
Approach Delay (s)	0.4			0.0		12.2
Approach LOS						B
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			35.7%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

220: Forest Glade Drive & Shared Driveway

PM Peak Hour
Existing Volumes

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	898	0	1	541	27	4	0	5	31	1	10
Future Volume (Veh/h)	31	898	0	1	541	27	4	0	5	31	1	10
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	34	976	0	1	588	29	4	0	5	34	1	11
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			TWLTL								
Median storage veh				2								
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	617			976			1352	1663	488	1166	1648	308
vC1, stage 1 conf vol							1044	1044		604	604	
vC2, stage 2 conf vol							308	619		561	1044	
vCu, unblocked vol	617			976			1352	1663	488	1166	1648	308
tC, single (s)	4.2			4.1			7.5	6.5	6.9	7.5	6.5	7.1
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	96			100			98	100	99	90	100	98
cM capacity (veh/h)	932			715			227	256	531	346	261	664
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2			
Volume Total	34	651	325	1	392	225	9	35	11			
Volume Left	34	0	0	1	0	0	4	34	0			
Volume Right	0	0	0	0	0	29	5	0	11			
cSH	932	1700	1700	715	1700	1700	333	343	664			
Volume to Capacity	0.04	0.38	0.19	0.00	0.23	0.13	0.03	0.10	0.02			
Queue Length 95th (m)	0.9	0.0	0.0	0.0	0.0	0.0	0.7	2.7	0.4			
Control Delay (s)	9.0	0.0	0.0	10.0	0.0	0.0	16.1	16.7	10.5			
Lane LOS	A			B			C	C	B			
Approach Delay (s)	0.3			0.0			16.1	15.2				
Approach LOS							C	C				
Intersection Summary												
Average Delay	0.7											
Intersection Capacity Utilization	36.6%			ICU Level of Service					A			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

120: Forest Glade Drive & Meadowbrook Lane

AM Peak Hour
2025 Future Background Volumes






















Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	31	433	714	26	32	53
Future Volume (Veh/h)	31	433	714	26	32	53
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	34	471	776	28	35	58
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLT	None			
Median storage veh		2				
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	804				1094	402
vC1, stage 1 conf vol					790	
vC2, stage 2 conf vol					304	
vCu, unblocked vol	804				1094	402
tC, single (s)	4.1				6.9	6.9
tC, 2 stage (s)					5.9	
tF (s)	2.2				3.5	3.3
p0 queue free %	96				91	90
cM capacity (veh/h)	829				373	598
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	34	236	236	517	287	93
Volume Left	34	0	0	0	0	35
Volume Right	0	0	0	0	28	58
cSH	829	1700	1700	1700	1700	487
Volume to Capacity	0.04	0.14	0.14	0.30	0.17	0.19
Queue Length 95th (m)	1.0	0.0	0.0	0.0	0.0	5.6
Control Delay (s)	9.5	0.0	0.0	0.0	0.0	14.1
Lane LOS	A					B
Approach Delay (s)	0.6			0.0		14.1
Approach LOS						B
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			37.5%		ICU Level of Service	A
Analysis Period (min)			15			

Synchro 11 Report

HCM Unsignalized Intersection Capacity Analysis

220: Forest Glade Drive & Shared Driveway

AM Peak Hour
2025 Future Background Volumes

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	397	4	11	625	131	5	0	1	66	0	44
Future Volume (Veh/h)	77	397	4	11	625	131	5	0	1	66	0	44
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	84	432	4	12	679	142	5	0	1	72	0	48
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			TWLTL								
Median storage veh	2											
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	821			436			1014	1447	218	1159	1378	410
vC1, stage 1 conf vol							602	602		774	774	
vC2, stage 2 conf vol							412	845		385	604	
vCu, unblocked vol	821			436			1014	1447	218	1159	1378	410
tC, single (s)	4.4			4.1			7.5	6.5	6.9	7.5	6.5	7.2
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	89			99			98	100	100	77	100	91
cM capacity (veh/h)	737			1134			330	258	792	314	312	558
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2			
Volume Total	84	288	148	12	453	368	6	72	48			
Volume Left	84	0	0	12	0	0	5	72	0			
Volume Right	0	0	4	0	0	142	1	0	48			
cSH	737	1700	1700	1134	1700	1700	366	314	558			
Volume to Capacity	0.11	0.17	0.09	0.01	0.27	0.22	0.02	0.23	0.09			
Queue Length 95th (m)	3.1	0.0	0.0	0.3	0.0	0.0	0.4	6.9	2.2			
Control Delay (s)	10.5	0.0	0.0	8.2	0.0	0.0	15.0	19.8	12.1			
Lane LOS	B			A			C	C	B			
Approach Delay (s)	1.7			0.1			15.0	16.7				
Approach LOS							C	C				
Intersection Summary												
Average Delay	2.1											
Intersection Capacity Utilization	40.2%			ICU Level of Service					A			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

120: Forest Glade Drive & Meadowbrook Lane

PM Peak Hour
2025 Future Background Volumes






















Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	60	936	552	17	22	69
Future Volume (Veh/h)	60	936	552	17	22	69
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	65	1017	600	18	24	75
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLT	None			
Median storage veh		2				
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	618				1248	309
vC1, stage 1 conf vol					609	
vC2, stage 2 conf vol					638	
vCu, unblocked vol	618				1248	309
tC, single (s)	4.1				6.8	7.0
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	93				93	89
cM capacity (veh/h)	972				366	681
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	65	508	508	400	218	99
Volume Left	65	0	0	0	0	24
Volume Right	0	0	0	0	18	75
cSH	972	1700	1700	1700	1700	563
Volume to Capacity	0.07	0.30	0.30	0.24	0.13	0.18
Queue Length 95th (m)	1.7	0.0	0.0	0.0	0.0	5.1
Control Delay (s)	9.0	0.0	0.0	0.0	0.0	12.8
Lane LOS	A					B
Approach Delay (s)	0.5			0.0		12.8
Approach LOS						B
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			38.0%		ICU Level of Service	A
Analysis Period (min)			15			

Synchro 11 Report

HCM Unsignalized Intersection Capacity Analysis

220: Forest Glade Drive & Shared Driveway

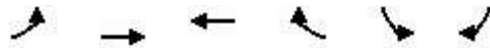
PM Peak Hour
2025 Future Background Volumes

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	86	928	0	1	560	60	4	0	5	63	1	86	
Future Volume (Veh/h)	86	928	0	1	560	60	4	0	5	63	1	86	
Sign Control	Free			Free			Stop			Stop			
Grade	0%			0%			0%			0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	93	1009	0	1	609	65	4	0	5	68	1	93	
Pedestrians													
Lane Width (m)													
Walking Speed (m/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None			TWLTL									
Median storage veh				2									
Upstream signal (m)													
pX, platoon unblocked													
vC, conflicting volume	674			1009			1595	1871	504	1339	1838	337	
vC1, stage 1 conf vol							1195	1195		644	644		
vC2, stage 2 conf vol							400	676		696	1195		
vCu, unblocked vol	674			1009			1595	1871	504	1339	1838	337	
tC, single (s)	4.2			4.1			7.5	6.5	6.9	7.5	6.5	7.1	
tC, 2 stage (s)							6.5	5.5		6.5	5.5		
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.4	
p0 queue free %	90			100			98	100	99	76	100	85	
cM capacity (veh/h)	887			695			166	201	518	286	211	636	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2				
Volume Total	93	673	336	1	406	268	9	69	93				
Volume Left	93	0	0	1	0	0	4	68	0				
Volume Right	0	0	0	0	0	65	5	0	93				
cSH	887	1700	1700	695	1700	1700	267	284	636				
Volume to Capacity	0.10	0.40	0.20	0.00	0.24	0.16	0.03	0.24	0.15				
Queue Length 95th (m)	2.8	0.0	0.0	0.0	0.0	0.0	0.8	7.4	4.1				
Control Delay (s)	9.5	0.0	0.0	10.2	0.0	0.0	19.0	21.7	11.6				
Lane LOS	A			B			C	C	B				
Approach Delay (s)	0.8			0.0			19.0	15.9					
Approach LOS							C	C					
Intersection Summary													
Average Delay				1.9									
Intersection Capacity Utilization				45.8%	ICU Level of Service				A				
Analysis Period (min)				15									

HCM Unsignalized Intersection Capacity Analysis

120: Forest Glade Drive & Meadowbrook Lane

AM Peak Hour
2025 Total Future Volumes



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	31	438	716	28	37	53
Future Volume (Veh/h)	31	438	716	28	37	53
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	34	476	778	30	40	58
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLT	None			
Median storage veh		2				
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	808				1099	404
vC1, stage 1 conf vol					793	
vC2, stage 2 conf vol					306	
vCu, unblocked vol	808				1099	404
tC, single (s)	4.1				6.9	6.9
tC, 2 stage (s)					5.9	
tF (s)	2.2				3.5	3.3
p0 queue free %	96				89	90
cM capacity (veh/h)	826				372	596
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	34	238	238	519	289	98
Volume Left	34	0	0	0	0	40
Volume Right	0	0	0	0	30	58
cSH	826	1700	1700	1700	1700	478
Volume to Capacity	0.04	0.14	0.14	0.31	0.17	0.20
Queue Length 95th (m)	1.0	0.0	0.0	0.0	0.0	6.1
Control Delay (s)	9.5	0.0	0.0	0.0	0.0	14.5
Lane LOS	A					B
Approach Delay (s)	0.6			0.0		14.5
Approach LOS						B
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			37.7%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

210: Meadowbrook Lane & New Site Driveway

AM Peak Hour
2025 Total Future Volumes






















Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	5	2	57	85	2
Future Volume (Veh/h)	5	5	2	57	85	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	5	2	62	92	2
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	159	93	94			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	159	93	94			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	99	100			
cM capacity (veh/h)	836	970	1513			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	10	64	94			
Volume Left	5	2	0			
Volume Right	5	0	2			
cSH	898	1513	1700			
Volume to Capacity	0.01	0.00	0.06			
Queue Length 95th (m)	0.3	0.0	0.0			
Control Delay (s)	9.1	0.2	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.1	0.2	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			14.6%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

220: Forest Glade Drive & Shared Driveway

AM Peak Hour
2025 Total Future Volumes

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	88	397	4	11	625	133	5	0	1	71	0	78	
Future Volume (Veh/h)	88	397	4	11	625	133	5	0	1	71	0	78	
Sign Control	Free			Free			Stop			Stop			
Grade	0%			0%			0%			0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	96	432	4	12	679	145	5	0	1	77	0	85	
Pedestrians													
Lane Width (m)													
Walking Speed (m/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None			TWLTL									
Median storage veh				2									
Upstream signal (m)													
pX, platoon unblocked													
vC, conflicting volume	824			436			1074	1474	218	1184	1404	412	
vC1, stage 1 conf vol							626	626		776	776		
vC2, stage 2 conf vol							448	848		409	628		
vCu, unblocked vol	824			436			1074	1474	218	1184	1404	412	
tC, single (s)	4.4			4.1			7.5	6.5	6.9	7.5	6.5	7.2	
tC, 2 stage (s)							6.5	5.5		6.5	5.5		
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.4	
p0 queue free %	87			99			98	100	100	75	100	85	
cM capacity (veh/h)	735			1134			292	246	792	308	303	557	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2				
Volume Total	96	288	148	12	453	371	6	77	85				
Volume Left	96	0	0	12	0	0	5	77	0				
Volume Right	0	0	4	0	0	145	1	0	85				
cSH	735	1700	1700	1134	1700	1700	326	308	557				
Volume to Capacity	0.13	0.17	0.09	0.01	0.27	0.22	0.02	0.25	0.15				
Queue Length 95th (m)	3.6	0.0	0.0	0.3	0.0	0.0	0.4	7.7	4.3				
Control Delay (s)	10.6	0.0	0.0	8.2	0.0	0.0	16.2	20.6	12.6				
Lane LOS	B			A			C	C	B				
Approach Delay (s)	1.9			0.1			16.2	16.4					
Approach LOS							C	C					
Intersection Summary													
Average Delay				2.5									
Intersection Capacity Utilization				40.9%	ICU Level of Service				A				
Analysis Period (min)				15									

HCM Unsignalized Intersection Capacity Analysis

120: Forest Glade Drive & Meadowbrook Lane

PM Peak Hour
2025 Total Future Volumes












Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	60	939	556	21	25	69
Future Volume (Veh/h)	60	939	556	21	25	69
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	65	1021	604	23	27	75
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLT	None			
Median storage veh		2				
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	627				1256	314
vC1, stage 1 conf vol					616	
vC2, stage 2 conf vol					640	
vCu, unblocked vol	627				1256	314
tC, single (s)	4.1				6.8	7.0
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	93				93	89
cM capacity (veh/h)	965				363	676
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	65	510	510	403	224	102
Volume Left	65	0	0	0	0	27
Volume Right	0	0	0	0	23	75
cSH	965	1700	1700	1700	1700	551
Volume to Capacity	0.07	0.30	0.30	0.24	0.13	0.19
Queue Length 95th (m)	1.7	0.0	0.0	0.0	0.0	5.4
Control Delay (s)	9.0	0.0	0.0	0.0	0.0	13.0
Lane LOS	A					B
Approach Delay (s)	0.5			0.0		13.0
Approach LOS						B
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			38.3%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

210: Meadowbrook Lane & New Site Driveway




















PM Peak Hour
2025 Total Future Volumes

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	3	4	77	91	4
Future Volume (Veh/h)	3	3	4	77	91	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	3	4	84	99	4
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	193	101	103			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	193	101	103			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	798	960	1502			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	6	88	103			
Volume Left	3	4	0			
Volume Right	3	0	4			
cSH	872	1502	1700			
Volume to Capacity	0.01	0.00	0.06			
Queue Length 95th (m)	0.2	0.1	0.0			
Control Delay (s)	9.2	0.4	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.2	0.4	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		0.4				
Intersection Capacity Utilization		17.3%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

220: Forest Glade Drive & Shared Driveway

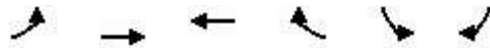
PM Peak Hour
2025 Total Future Volumes

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	928	0	1	560	64	4	0	5	66	1	104
Future Volume (Veh/h)	115	928	0	1	560	64	4	0	5	66	1	104
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	125	1009	0	1	609	70	4	0	5	72	1	113
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			TWLTL								
Median storage veh	2											
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	679			1009			1679	1940	504	1406	1905	340
vC1, stage 1 conf vol							1259	1259		646	646	
vC2, stage 2 conf vol							420	681		760	1259	
vCu, unblocked vol	679			1009			1679	1940	504	1406	1905	340
tC, single (s)	4.2			4.1			7.5	6.5	6.9	7.5	6.5	7.1
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	86			100			97	100	99	72	99	82
cM capacity (veh/h)	883			695			144	179	518	260	191	634
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2			
Volume Total	125	673	336	1	406	273	9	73	113			
Volume Left	125	0	0	1	0	0	4	72	0			
Volume Right	0	0	0	0	0	70	5	0	113			
cSH	883	1700	1700	695	1700	1700	241	259	634			
Volume to Capacity	0.14	0.40	0.20	0.00	0.24	0.16	0.04	0.28	0.18			
Queue Length 95th (m)	3.9	0.0	0.0	0.0	0.0	0.0	0.9	9.0	5.2			
Control Delay (s)	9.8	0.0	0.0	10.2	0.0	0.0	20.5	24.3	11.9			
Lane LOS	A			B			C	C	B			
Approach Delay (s)	1.1			0.0			20.5	16.8				
Approach LOS							C	C				
Intersection Summary												
Average Delay	2.3											
Intersection Capacity Utilization	46.2%			ICU Level of Service					A			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

120: Forest Glade Drive & Meadowbrook Lane

AM Peak Hour
2030 Future Background Volumes






















Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	32	454	750	27	33	56
Future Volume (Veh/h)	32	454	750	27	33	56
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	35	493	815	29	36	61
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLT	None			
Median storage veh		2				
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	844				1146	422
vC1, stage 1 conf vol					830	
vC2, stage 2 conf vol					316	
vCu, unblocked vol	844				1146	422
tC, single (s)	4.1				6.9	6.9
tC, 2 stage (s)					5.9	
tF (s)	2.2				3.5	3.3
p0 queue free %	96				90	89
cM capacity (veh/h)	801				356	580
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	35	246	246	543	301	97
Volume Left	35	0	0	0	0	36
Volume Right	0	0	0	0	29	61
cSH	801	1700	1700	1700	1700	470
Volume to Capacity	0.04	0.14	0.14	0.32	0.18	0.21
Queue Length 95th (m)	1.1	0.0	0.0	0.0	0.0	6.1
Control Delay (s)	9.7	0.0	0.0	0.0	0.0	14.6
Lane LOS	A					B
Approach Delay (s)	0.6			0.0		14.6
Approach LOS						B
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			38.5%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

220: Forest Glade Drive & Shared Driveway

AM Peak Hour
2030 Future Background Volumes

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	419	4	12	663	131	5	0	1	66	0	44
Future Volume (Veh/h)	77	419	4	12	663	131	5	0	1	66	0	44
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	84	455	4	13	721	142	5	0	1	72	0	48
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			TWLTL								
Median storage veh				2								
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	863			459			1060	1514	230	1214	1445	432
vC1, stage 1 conf vol							625	625		818	818	
vC2, stage 2 conf vol							434	889		396	627	
vCu, unblocked vol	863			459			1060	1514	230	1214	1445	432
tC, single (s)	4.4			4.1			7.5	6.5	6.9	7.5	6.5	7.2
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	88			99			98	100	100	76	100	91
cM capacity (veh/h)	709			1113			316	243	779	296	297	540
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2			
Volume Total	84	303	156	13	481	382	6	72	48			
Volume Left	84	0	0	13	0	0	5	72	0			
Volume Right	0	0	4	0	0	142	1	0	48			
cSH	709	1700	1700	1113	1700	1700	350	296	540			
Volume to Capacity	0.12	0.18	0.09	0.01	0.28	0.22	0.02	0.24	0.09			
Queue Length 95th (m)	3.2	0.0	0.0	0.3	0.0	0.0	0.4	7.5	2.3			
Control Delay (s)	10.8	0.0	0.0	8.3	0.0	0.0	15.5	21.0	12.3			
Lane LOS	B			A			C	C	B			
Approach Delay (s)	1.7			0.1			15.5	17.5				
Approach LOS							C	C				
Intersection Summary												
Average Delay	2.1											
Intersection Capacity Utilization	41.2%			ICU Level of Service					A			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

120: Forest Glade Drive & Meadowbrook Lane

PM Peak Hour
2030 Future Background Volumes






















Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	63	982	579	17	23	72
Future Volume (Veh/h)	63	982	579	17	23	72
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	68	1067	629	18	25	78
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLT	None			
Median storage veh		2				
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	647				1308	324
vC1, stage 1 conf vol					638	
vC2, stage 2 conf vol					670	
vCu, unblocked vol	647				1308	324
tC, single (s)	4.1				6.8	7.0
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	93				93	88
cM capacity (veh/h)	948				349	666
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	68	534	534	419	228	103
Volume Left	68	0	0	0	0	25
Volume Right	0	0	0	0	18	78
cSH	948	1700	1700	1700	1700	546
Volume to Capacity	0.07	0.31	0.31	0.25	0.13	0.19
Queue Length 95th (m)	1.9	0.0	0.0	0.0	0.0	5.5
Control Delay (s)	9.1	0.0	0.0	0.0	0.0	13.1
Lane LOS	A					B
Approach Delay (s)	0.5			0.0		13.1
Approach LOS						B
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			39.5%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

220: Forest Glade Drive & Shared Driveway

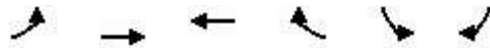
PM Peak Hour
2030 Future Background Volumes

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	977	0	1	590	60	4	0	5	63	1	86
Future Volume (Veh/h)	86	977	0	1	590	60	4	0	5	63	1	86
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	93	1062	0	1	641	65	4	0	5	68	1	93
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			TWLTL								
Median storage veh	2											
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	706			1062			1664	1956	531	1398	1924	353
vC1, stage 1 conf vol							1248	1248		676	676	
vC2, stage 2 conf vol							416	708		722	1248	
vCu, unblocked vol	706			1062			1664	1956	531	1398	1924	353
tC, single (s)	4.2			4.1			7.5	6.5	6.9	7.5	6.5	7.1
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	89			100			97	100	99	75	99	85
cM capacity (veh/h)	862			664			154	188	498	272	198	621
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2			
Volume Total	93	708	354	1	427	279	9	69	93			
Volume Left	93	0	0	1	0	0	4	68	0			
Volume Right	0	0	0	0	0	65	5	0	93			
cSH	862	1700	1700	664	1700	1700	250	271	621			
Volume to Capacity	0.11	0.42	0.21	0.00	0.25	0.16	0.04	0.25	0.15			
Queue Length 95th (m)	2.9	0.0	0.0	0.0	0.0	0.0	0.9	7.9	4.2			
Control Delay (s)	9.7	0.0	0.0	10.4	0.0	0.0	19.9	22.8	11.8			
Lane LOS	A			B			C	C	B			
Approach Delay (s)	0.8			0.0			19.9	16.5				
Approach LOS							C	C				
Intersection Summary												
Average Delay				1.8								
Intersection Capacity Utilization				47.2%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

120: Forest Glade Drive & Meadowbrook Lane

AM Peak Hour
2030 Total Future Volumes



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	32	459	752	29	38	56
Future Volume (Veh/h)	32	459	752	29	38	56
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	35	499	817	32	41	61
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLT	None			
Median storage veh		2				
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	849				1152	424
vC1, stage 1 conf vol					833	
vC2, stage 2 conf vol					320	
vCu, unblocked vol	849				1152	424
tC, single (s)	4.1				6.9	6.9
tC, 2 stage (s)					5.9	
tF (s)	2.2				3.5	3.3
p0 queue free %	96				88	89
cM capacity (veh/h)	798				354	578
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	35	250	250	545	304	102
Volume Left	35	0	0	0	0	41
Volume Right	0	0	0	0	32	61
cSH	798	1700	1700	1700	1700	461
Volume to Capacity	0.04	0.15	0.15	0.32	0.18	0.22
Queue Length 95th (m)	1.1	0.0	0.0	0.0	0.0	6.7
Control Delay (s)	9.7	0.0	0.0	0.0	0.0	15.0
Lane LOS	A					C
Approach Delay (s)	0.6			0.0		15.0
Approach LOS						C
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization			38.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

210: Meadowbrook Lane & New Site Driveway

AM Peak Hour
2030 Total Future Volumes






















Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Volume (veh/h)	5	5	2	59	89	2
Future Volume (Veh/h)	5	5	2	59	89	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	5	2	64	97	2
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	166	98	99			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	166	98	99			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	99	100			
cM capacity (veh/h)	828	963	1507			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	10	66	99			
Volume Left	5	2	0			
Volume Right	5	0	2			
cSH	891	1507	1700			
Volume to Capacity	0.01	0.00	0.06			
Queue Length 95th (m)	0.3	0.0	0.0			
Control Delay (s)	9.1	0.2	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.1	0.2	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			14.8%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

220: Forest Glade Drive & Shared Driveway

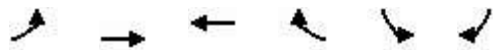
AM Peak Hour
2030 Total Future Volumes

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	88	419	4	12	663	133	5	0	1	71	0	78	
Future Volume (Veh/h)	88	419	4	12	663	133	5	0	1	71	0	78	
Sign Control	Free			Free			Stop			Stop			
Grade	0%			0%			0%			0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	96	455	4	13	721	145	5	0	1	77	0	85	
Pedestrians													
Lane Width (m)													
Walking Speed (m/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None			TWLTL									
Median storage veh				2									
Upstream signal (m)													
pX, platoon unblocked													
vC, conflicting volume	866			459			1120	1541	230	1240	1470	433	
vC1, stage 1 conf vol							649	649		820	820		
vC2, stage 2 conf vol							472	892		420	651		
vCu, unblocked vol	866			459			1120	1541	230	1240	1470	433	
tC, single (s)	4.4			4.1			7.5	6.5	6.9	7.5	6.5	7.2	
tC, 2 stage (s)							6.5	5.5		6.5	5.5		
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.4	
p0 queue free %	86			99			98	100	100	74	100	84	
cM capacity (veh/h)	707			1113			278	232	779	291	289	539	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2				
Volume Total	96	303	156	13	481	385	6	77	85				
Volume Left	96	0	0	13	0	0	5	77	0				
Volume Right	0	0	4	0	0	145	1	0	85				
cSH	707	1700	1700	1113	1700	1700	311	291	539				
Volume to Capacity	0.14	0.18	0.09	0.01	0.28	0.23	0.02	0.26	0.16				
Queue Length 95th (m)	3.7	0.0	0.0	0.3	0.0	0.0	0.5	8.3	4.5				
Control Delay (s)	10.9	0.0	0.0	8.3	0.0	0.0	16.8	21.8	12.9				
Lane LOS	B			A			C	C	B				
Approach Delay (s)	1.9			0.1			16.8	17.1					
Approach LOS							C	C					
Intersection Summary													
Average Delay				2.5									
Intersection Capacity Utilization				41.9%	ICU Level of Service				A				
Analysis Period (min)				15									

HCM Unsignalized Intersection Capacity Analysis

120: Forest Glade Drive & Meadowbrook Lane

PM Peak Hour
2030 Total Future Volumes



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	63	985	583	21	26	72
Future Volume (Veh/h)	63	985	583	21	26	72
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	68	1071	634	23	28	78
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLT	None			
Median storage veh		2				
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	657				1317	328
vC1, stage 1 conf vol					646	
vC2, stage 2 conf vol					672	
vCu, unblocked vol	657				1317	328
tC, single (s)	4.1				6.8	7.0
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	93				92	88
cM capacity (veh/h)	940				347	661
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	68	536	536	423	234	106
Volume Left	68	0	0	0	0	28
Volume Right	0	0	0	0	23	78
cSH	940	1700	1700	1700	1700	534
Volume to Capacity	0.07	0.32	0.32	0.25	0.14	0.20
Queue Length 95th (m)	1.9	0.0	0.0	0.0	0.0	5.9
Control Delay (s)	9.1	0.0	0.0	0.0	0.0	13.4
Lane LOS	A					B
Approach Delay (s)	0.5			0.0		13.4
Approach LOS						B
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			39.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

210: Meadowbrook Lane & New Site Driveway

PM Peak Hour
2030 Total Future Volumes






















Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			T	T	R
Traffic Volume (veh/h)	3	3	4	80	95	4
Future Volume (Veh/h)	3	3	4	80	95	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	3	4	87	103	4
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	200	105	107			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	200	105	107			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	791	955	1497			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	6	91	107			
Volume Left	3	4	0			
Volume Right	3	0	4			
cSH	865	1497	1700			
Volume to Capacity	0.01	0.00	0.06			
Queue Length 95th (m)	0.2	0.1	0.0			
Control Delay (s)	9.2	0.3	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.2	0.3	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			17.5%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

220: Forest Glade Drive & Shared Driveway

PM Peak Hour
2030 Total Future Volumes

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	977	0	1	590	64	4	0	5	66	1	104
Future Volume (Veh/h)	115	977	0	1	590	64	4	0	5	66	1	104
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	125	1062	0	1	641	70	4	0	5	72	1	113
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			TWLTL								
Median storage veh	2											
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	711			1062			1748	2025	531	1464	1990	356
vC1, stage 1 conf vol							1312	1312		678	678	
vC2, stage 2 conf vol							436	713		786	1312	
vCu, unblocked vol	711			1062			1748	2025	531	1464	1990	356
tC, single (s)	4.2			4.1			7.5	6.5	6.9	7.5	6.5	7.1
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	85			100			97	100	99	71	99	82
cM capacity (veh/h)	858			664			134	168	498	248	179	618
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2			
Volume Total	125	708	354	1	427	284	9	73	113			
Volume Left	125	0	0	1	0	0	4	72	0			
Volume Right	0	0	0	0	0	70	5	0	113			
cSH	858	1700	1700	664	1700	1700	225	247	618			
Volume to Capacity	0.15	0.42	0.21	0.00	0.25	0.17	0.04	0.30	0.18			
Queue Length 95th (m)	4.1	0.0	0.0	0.0	0.0	0.0	1.0	9.6	5.3			
Control Delay (s)	9.9	0.0	0.0	10.4	0.0	0.0	21.7	25.6	12.1			
Lane LOS	A			B			C	D	B			
Approach Delay (s)	1.0			0.0			21.7	17.4				
Approach LOS							C	C				
Intersection Summary												
Average Delay	2.2											
Intersection Capacity Utilization	47.5%			ICU Level of Service					A			
Analysis Period (min)	15											

APPENDIX “K” Draft Amending By-law

B Y - L A W N U M B E R -2023

A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600
CITED AS THE "CITY OF WINDSOR ZONING BY-LAW"

Passed the day of , 2023.

WHEREAS it is deemed expedient to further amend By-law Number 8600 of the Council of The Corporation of the City of Windsor, cited as the "City of Windsor Zoning By-law" passed the 31st day of March, 1986, as heretofore amended:

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

1. That subsection 2 of Section 20, of said by-law, is amended by adding the following clause:

67. NORTH SIDE OF FOREST GLADE DRIVE, BETWEEN LAUZON PARKWAY AND MEADOWBROOK LANE

- (1) For the lands comprising of Part of Lots 125 & 126, Concession 2, Parts 1 to 12, 30 & 31, Reference Plan 12R-22621, known municipally as 3575 Forest Glade Drive (PIN No. 01381-0106 & Roll No. 070-740-00110) and 3585 Forest Glade Drive (PIN No. 01381-0104 & Roll No. 070-740-00120), a *Motor Vehicle Dealership* shall be an additional permitted use.
- (2) For the lands comprising of Part of Lots 125 & 126, Concession 2; Parts 15 to 28, Reference Plan 12R-22621, known municipally as 3565 Forest Glade Drive (PIN No. 01381-0103 & Roll No. 070-740-00100), a *Multiple Dwelling* shall be an additional permitted use and the following additional provisions shall apply:
 - a) Lot Coverage - maximum 35.0% of lot area
 - b) Main Building Height - minimum 4 storeys
 - c) Main Building Height - maximum 30.0 m
 - d) Accessory Building Height - maximum 5.50 m
 - e) Building Setback from 0.30 m reserve abutting Forest Glade Drive 6.0 m
 - f) Building Setback - minimum
 - i. From north interior lot line abutting 3181 Meadowbrook Lane (P.I.N. No. 01381-0094) 70.0 m
 - ii. From east interior lot line abutting 0 Forest Glade Drive (P.I.N. No. 01381-0051) 3.0 m
 - iii. From west interior lot line abutting 3575 Forest Glade Drive 13.0 m
 - g) Landscaped Open Space Yard - minimum 25.0% of lot area

- h) Notwithstanding Section 24.40.1.5: Table 24.40.1.5, the required number of Loading Spaces for a Multiple Dwelling with a Gross Floor Area Over 15,000 m² to 22,500 m² shall be two (2).
- i) Notwithstanding Section .3 of Section 25.5.20.1: Table 25.5.20.1 - Parking Area Separation, the minimum separation from the north interior lot line abutting 3181 Meadowbrook Lane (P.I.N. No. 01381-0094) shall be a minimum of 3.00 metres.
- j) A minimum *Parking Area Separation* of 3.00 metres shall be provided between *Parking Space* rows, save and except a *Parking Space* row that is accessed from 3575 Forest Glade Drive.
- k) A *Parking Area*, *Parking Space* and *Loading Space* shall be prohibited from being located between a *Main Building* wall and Forest Glade Drive and a *Main Building* wall and the Meadowbrook Lane.

[ZDM 15; ZNG/6943]

DREW DILKENS, MAYOR

CLERK

First Reading	-	, 2023
Second Reading	-	, 2023
Third Reading	-	, 2023

SCHEDULE 2

1. By-law _____ has the following purpose and effect:

To amend the zoning of Lots 125 & 126, Concession 2; Parts 15 to 28, Reference Plan 12R-22621, known municipally as 3565 Forest Glade Drive, (Roll No. 070-740-00100; PIN 01381-0103), by removing a *Motor Vehicle Dealership* and adding a *Multiple Dwelling* as an additional permitted use with the following site specific provisions:

- a) Lot Coverage - maximum 35.0% of lot area
- b) Main Building Height - minimum 4 storeys
- c) Main Building Height - maximum 30.0 m
- d) Accessory Building Height - maximum 5.50 m
- e) Building Setback from 0.30 m reserve abutting Forest Glade Drive 6.0 m
- f) Building Setback - minimum
 - i. From north interior lot line abutting 3181 Meadowbrook Lane (P.I.N. No. 01381-0094) 70.0 m
 - ii. From east interior lot line abutting 0 Forest Glade Drive (P.I.N. No. 01381-0051) 3.0 m
 - iii. From west interior lot line abutting 3575 Forest Glade Drive 13.0 m
- g) Landscaped Open Space Yard - minimum 25.0% of lot area
- h) Notwithstanding Section 24.40.1.5: Table 24.40.1.5, the required number of Loading Spaces for a Multiple Dwelling with a Gross Floor Area Over 15,000 m² to 22,500 m² shall be two (2).
- i) Notwithstanding Section .3 of Section 25.5.20.1: Table 25.5.20.1 - Parking Area Separation, the minimum separation from the north interior lot line abutting 3181 Meadowbrook Lane (P.I.N. No. 01381-0094) shall be a minimum of 3.00 metres.
- j) A minimum *Parking Area Separation* of 3.00 metres shall be provided between *Parking Space* rows, save and except a *Parking Space* row that is accessed from 3575 Forest Glade Drive.
- k) A *Parking Area*, *Parking Space* and *Loading Space* shall be prohibited from being located between a *Main Building* wall and Forest Glade Drive and a *Main Building* wall and the Meadowbrook Lane.

2. Key map showing the location of the lands to which By-law _____ applies.



Subject: Zoning By-Law Amendment – 1000023127 Ontario Inc. – 1985 Westcott Road & 3740-3790 Tecumseh Road East - Z 035/22 [ZNG-6871] - Ward 5

Moved by: Councillor Kieran McKenzie

Seconded by: Councillor Angelo Marignani

Decision Number: **DHSC 490**

- I. THAT Zoning By-law 8600 **BE AMENDED** by changing the zoning of Lot 426 & E Pt Lot 425, Registered Plan 1071; Pt Lots 365 to 367, Registered Plan 961 (known municipally as 1985 Westcott Road & 3740-3790 Tecumseh Road East; Roll No. 010-370-15900-0000), by adding a site specific provision to Section 20(1) as follows:

4XX. NORTHWEST CORNER OF TECUMSEH RD. E. AND WESTCOTT ROAD

For the lands comprising of Lot 426 & E Pt Lot 425, Registered Plan 1071; Pt Lots 365 to 367, Registered Plan 961, a *Multiple-Dwelling* with a maximum of 24 *dwelling units* shall be permitted in addition to the following site specific provisions:

- | | |
|--|------------------|
| a) Parking Area Separation from a building wall containing a habitable room window | Minimum – 1.53 m |
| b) Parking Area Separation from an Alley | Minimum – 0.0 m |
| c) Parking Aisle Width | Minimum – 5.50 m |
| d) Required Number of Parking Spaces | Minimum – 8 |
| e) Required Number of Visitor Parking Spaces | Minimum – 0 |

[ZDM11; ZNG/6871]

- II. THAT the Site Plan Approval Officer **BE DIRECTED**:

- a) To incorporate the Requirements of the City of Windsor – Engineering Department – Right-Of-Way Division in Appendix D to Report S 34/2023 into an approved site plan and executed and registered site plan agreement.
- b) To review and consider the comments from municipal departments and external agencies in Appendix D to Report S 34/2023.

Carried.

Clerk's Note:

1. The recommendation of the Development & Heritage Standing Committee and Administration are the same.
2. Please refer to Item 7.2 from the Development & Heritage Standing Committee held on April 5, 2023.
3. To view the stream of this Standing Committee meeting, please refer to:
<http://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20230405/-1/9402>

Subject: Zoning By-Law Amendment – 1000023127 Ontario Inc. – 1985 Westcott Road & 3740-3790 Tecumseh Road East - Z 035/22 [ZNG-6871] - Ward 5

Reference:

Date to Council: April 5, 2023

Author:

Pablo Golob, MCIP, RPP

Planner II – Development Review

pgolob@citywindsor.ca

519-255-6543 x6918

Planning & Building Services

Report Date: March 7, 2023

Clerk's File #: Z/14488

To: Mayor and Members of City Council

Recommendation:

- I. THAT Zoning By-law 8600 **BE AMENDED** by changing the zoning of Lot 426 & E Pt Lot 425, Registered Plan 1071; Pt Lots 365 to 367, Registered Plan 961 (known municipally as 1985 Westcott Road & 3740-3790 Tecumseh Road East; Roll No. 010-370-15900-0000), by adding a site specific exception to Section 20(1) as follows:

4XX. NORTHWEST CORNER OF TECUMSEH RD. E. AND WESTCOTT ROAD

For the lands comprising of Lot 426 & E Pt Lot 425, Registered Plan 1071; Pt Lots 365 to 367, Registered Plan 961, a *Multiple-Dwelling* with a maximum of 24 *dwelling units* shall be permitted in addition to the following site specific provisions:

- | | |
|--|------------------|
| a) Parking Area Separation from a building wall containing a habitable room window | Minimum – 1.53 m |
| b) Parking Area Separation from an Alley | Minimum – 0.0 m |
| c) Parking Aisle Width | Minimum – 5.50 m |
| d) Required Number of Parking Spaces | Minimum – 8 |
| e) Required Number of Visitor Parking Spaces | Minimum – 0 |

[ZDM11; ZNG/6871]

II. THAT the Site Plan Approval Officer **BE DIRECTED**:

- a) To incorporate the Requirements of the City of Windsor – Engineering Department – Right-Of-Way Division in Appendix D to Report S 34/2023 into an approved site plan and executed and registered site plan agreement.
- b) To review and consider the comments from municipal departments and external agencies in Appendix D to Report S 34/2023.

Executive Summary:

N/A

Background:

Application Information:

Location: 1985 Westcott Road & 3740-3790 Tecumseh Road East
Lot 426 & E Pt Lot 425, Registered Plan 1071; Pt Lots 365 to 367,
Registered Plan 961
North side of Tecumseh Road, West side of Westcott Road
Roll No.: 010-370-15900-0000

Ward: 5 **Planning District:** East Windsor **Zoning District Map:** 11

Applicant / Owner: 1000023127 Ontario Inc.

Agent: Joel Gerber, Joel Gerber Architect Inc.

Proposal:

The Applicant is requesting an amendment to Zoning By-law 8600 to permit the conversion of an existing mixed-use building into a *Multiple-Dwelling* with a maximum of 24 dwelling units and site-specific provisions. The proposal is limited to the conversion of 6 existing ground floor commercial units into 8 residential dwelling units. To facilitate the proposal and enable planned modifications to landscaped areas, site access, and parking areas, the applicant is requesting site-specific exceptions to the provision for: minimum parking area separation from a building wall containing a habitable room window; minimum parking area separation from an alley; minimum parking aisle width; minimum number of parking spaces; and minimum number of visitor parking spaces.

Vehicular access to the development is proposed via Tecumseh Road East and Westcott Road through the abutting alley to the north of the property. The abutting alley is to be paved and remain open as a means for accessing parking spaces. Proposed site modifications, including removal of non-compliant parking along Tecumseh Road East, increase of landscaped open space area, and paving of abutting alley, will improve access and safety for residents. No additions to the existing building are proposed. See Appendix A for Conceptual Site Plan

Submitted Material: ZBL Amendment Application Form, Conceptual Site Plan

Site Information:

OFFICIAL PLAN	ZONING	CURRENT USE	PREVIOUS USE
Mixed Use Node	Commercial District 2.1 (CD2.1)	Mixed Use Building	N/A
LOT FRONTAGE	LOT DEPTH	LOT AREA	LOT SHAPE
49.08 m	Irregular	1,483.2 sq. m	Irregular
161.03 ft	Irregular	15,965 sq. ft.	
All measurements are approximate and are for information purposes only.			

Neighbourhood Description and Amenities:

The subject lands are located in an established area comprised of an assortment of commercial and residential uses. To the north are low-density residential areas and institutional uses, including W.F. Herman Secondary School and Ford City Elementary School. To the east are various commercial uses along Tecumseh Rd. E., as well as low to medium density residential uses. To the south the assortment of commercial uses continues along Tecumseh Rd. E., with low and medium density residential uses beyond. To the west are additional commercial uses along the Tecumseh Rd. E. corridor, coupled with institutional and residential uses. Institutional uses include St. Teresa Elementary School and several places of worship.

Nearby significant uses include a motor vehicle assembly plant (Stellantis / Chrysler) about 815 m to the west, Grand Central business park, about 1.3 km to the south east, and the Central Mall commercial centre across the street to the south. Schools and municipal parks are located within 750 m of the subject parcel. Ford Test Track Park, which has several sports fields and other recreational facilities is just over 500 m to the northwest.

Tecumseh Road East is classified as a Class I Arterial Road with curbs and sidewalks on both sides. On-street parking is prohibited. Westcott Road is classified as a local road with curbs and sidewalks on both sides. On-street parking is permitted. Transit Windsor operates the Transway 1C and Central 3 bus routes along Tecumseh Road, with stops adjacent to the subject site. The Transit Master Plan recommends maintaining these existing transit services.

Storm and sanitary sewers are located in the Tecumseh Road East and Westcott Road right-of-ways. No municipal infrastructure or service deficiencies have been identified.

Figure 1: Key Map



KEY MAP - Z-035/22, ZNG-6871

● SUBJECT LANDS

APPLICANT: 1000023127 ONTARIO INC

ADDRESS: 1985 WESTCOTT ROAD & 3740-3790 TECUMSEH ROAD EAST



Figure 2: Subject Parcel - Rezoning

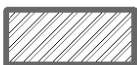


PART OF ZONING DISTRICT MAP 11

N.T.S.

REZONING

APPLICANT: 1000023127 ONTARIO INC



SUBJECT LANDS

PLANNING & BUILDING DEPARTMENT



DATE : NOVEMBER 2022
FILE NO. : Z-035/22, ZNG-6871

Figure 3: Neighborhood Map



NEIGHBOURHOOD MAP - Z-035/22, ZNG-6871



SUBJECT LANDS

APPLICANT: 1000023127 ONTARIO INC

ADDRESS: 1985 WESTCOTT ROAD & 3740-3790 TECUMSEH ROAD EAST



Discussion:

Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development and sets the policy foundation for regulating the development and use of land in Ontario.

The vision of the PPS focuses growth and development within urban settlement areas, that land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns. Planning authorities are encouraged to permit and facilitate a range of housing options, including residential intensification, to respond to current and future needs. Land use patterns should promote a mix of housing, including affordable housing.

In regards to Policies 1.1.1, 1.1.2 & 1.1.3, the subject proposal is an efficient development which promotes a land use pattern that sustains the financial well being of the municipality and accommodates an appropriate market-based residential type that meets long-term needs. No environmental or public health concerns have been noted.

The proposed multiple dwelling is considered intensification and is located well within the settlement area and within walking distance of a bus route, making it a transit-supportive development that optimizes transit investments and an appropriate location for intensification. The proposed development will make use of existing infrastructure such as roads, sewers and watermains to achieve a cost-effective development pattern and minimize land consumption and servicing costs.

Secondary and Elementary schools, as well as municipal parks, are located within the neighbourhood. No deficiencies in infrastructure and public service facilities have been identified. A detailed storm water study will be reviewed during site plan control, during which climate change measures, such as stormwater management, may be incorporated.

The proposed development utilizes land within the settlement area through intensification & redevelopment, provides a density and a use that makes efficient use of land & resources and is appropriate for available infrastructure avoiding the need for any unjustified or uneconomical expansion. It minimizes negative impacts to air quality by allowing residents to use alternative transportations means such as walking, cycling or public transit, and allows for the inclusion of current engineering standards and best practices to deal with climate change impacts.

The proposed zoning amendment is consistent with Policies 1.1.1, 1.1.2, and 1.1.3.

Regarding Policy 1.4, the proposed development allows the City to accommodate residential growth through residential intensification, and directs development to where appropriate levels of infrastructure and public service facilities exist.

The proposed amendment to Zoning By-law 8600 is consistent with Policy 1.4.

Policy 1.6 provides direction on infrastructure and public service facilities. Policy 1.6.3 a) states that *“the use of existing infrastructure and public service facilities should be optimized”* and Policy 1.6.6.2 states that for *“existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services”*. The proposed amendment promotes

intensification and redevelopment – multiple dwelling with a total of 24 dwelling units – that will optimize the use of existing infrastructure. Per Policy 1.6.6.7, stormwater management has been integrated into this process and will be further refined during the site plan control process.

Given the availability of existing roads, public transit, and cycling facilities nearby, the proposed multiple dwellings allow for the efficient use of existing transportation infrastructure, minimizes the number and length of vehicle trips, and supports the use of transit and active transportation. This is consistent with Policy 1.6.6.7.

The proposed amendment to Zoning By-law 8600 is consistent with Policy 1.6.

Policy 1.7 promotes long-term economic prosperity. The proposed development is responding to market-based needs and will provide an increase to the housing supply that optimizes the use of land, resources, infrastructure, and public service facilities.

The proposed amendment to Zoning By-law 8600 is consistent with Policy 1.7.

Policy 1.8 provides direction on energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate. The proposed multiple dwelling represents a compact form, promotes the use of active transportation and transit and a form of intensification that will improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion. Existing trees will be protected and landscaping will be greatly enhanced.

The proposed multiple dwelling is consistent with Policy 1.8.

The proposed multiple dwelling and the amendment to Zoning By-law 8600 are consistent with the PPS.

Official Plan:

Relevant excerpts from the Official Plan are attached as Appendix B. The subject parcel is located within the East Windsor Planning District and is designated *Mixed Use Node* on Schedule D: Land Use of the City of Windsor Official Plan.

Chapter 6 – Land Use provides policy direction on the land use designations on Schedules D and E in the Official Plan. The preamble states that Chapter 6 “*promotes a compact urban form and directs compatible development to appropriate locations within existing and future neighbourhoods*”.

Applicable goals include 6.1.1 - Safe, caring and diverse neighbourhoods, 6.1.2 - Environmentally sustainable urban development, 6.1.3 - Housing suited to the needs of Windsor’s residents, and 6.1.14 – Residential Intensification. The proposed multiple dwelling expands on a housing type that creates a diverse neighbourhood, creates an environmentally sustainable development by redeveloping an existing building within the settlement area, provides housing that is in demand, and is located in close proximity to transportation, essential services, and community facilities. The proposed development conforms to the Goals in Section 6.1.

The proposed development conforms to the objectives of the Mixed Use Node designation, particularly by proposing a compact and compatible residential use which promotes the use of alternative transportation modes, and ensures the long term

viability of the Tecumseh Road East and Central Avenue Mixed Use Node (Objectives 6.9.1.1 through 6.9.1.7). The proposed *multiple dwelling* conversion is a use permitted in the Mixed Use Node land use designation (Section 6.9.2.1).

Objective 6.3.2.4 of the Official Plan stipulates the locational criteria for residential intensification and directs such intensification to Mixed Use Nodes and areas in proximity to those Nodes. As noted above, the subject lands are located with the Mixed Use Node of the Tecumseh Road East and Central Avenue intersection, which provides for a range of neighbourhood commercial uses and transportation options. The subject lands also have direct access to a Class I Arterial Road, public transportation services, and are compatible with the surrounding development pattern. Full municipal services are located adjacent the subject lands on the Tecumseh Road East and Westcott Road right-of-ways. As such, the zoning amendment satisfies the location criteria policies for Mixed Use Nodes set out in Section 6.9.2.3 of the Official Plan.

The proposed development also conforms to the evaluation criteria policies in the Official Plan. The proposed development is capable of being provided with full municipal services and emergency services (Section 6.9.2.4 (c)), is designed to be pedestrian oriented (Section 6.9.2.4 (e)), and is compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, and parking (Section 6.9.2.4 (f)). The proposed development is to be undertaken within an existing medium profile building, which facilitates a gradual transition from the abutting Low Profile residential uses to the north, in accordance with the Official Plan Urban Design policies and recently adopted Design Guidelines (Section 6.9.2.5 (a)). The proposed development also achieves a compact urban form and pedestrian friendly environment (Section 6.9.2.5 (b)). In this regard, the proposed zoning amendment conforms to the policies in Section 6.9.2.5 of the Official Plan.

The proposed zoning amendment conforms to the Zoning Amendment Policies, Section 11.6.3.1 and 11.6.3.3, of the Official Plan.

The proposed change to Zoning By-law 8600 conforms to the general policy direction of the Official Plan.

Zoning By-Law:

Relevant excerpts from Zoning By-law 8600 are attached as Appendix C to this report. The subject lands are zoned Commercial District 2.1 (CD2.1) which permits for a range of commercial uses.

The applicant is requesting a site-specific zoning amendment to permit the use of a multiple dwelling. A total of 24 dwelling units, 8 parking spaces (including one accessible parking space), one loading space, and 12 bicycle parking spaces are proposed. To facilitate the proposal and enable planned modifications to the landscaped areas, site access, and parking areas, the applicant is also requesting site-specific exceptions to the provision for: minimum parking area separation from a building wall containing a habitable room window; minimum parking area separation from an alley; minimum parking aisle width; minimum number of parking spaces; and minimum number of visitor parking spaces.

The subject proposal went through several administrative reviews and internal discussions, where it was understood that the proposed conversion to a *Multiple Dwelling* building would result in parking deficiencies. Given the applicant's willingness to address administrative concerns for removal of non-compliant parking spaces along Tecumseh Road East, increasing the amount of landscaped open space yard, and improving overall access and safety, a reduction to the number of required parking spaces is being supported by Administration. To help mitigate the proposed parking deficiencies, the applicant is providing bicycle parking spaces in excess of by-law requirements. Existing site constraints prohibit the applicant from meeting the provisions for minimum parking area separation from a building wall containing a habitable room window, minimum parking area separation from an alley, and minimum parking aisle width. Administration is in support of site-specific exemptions to address these deficiencies given the proposed enhancements to the site, including pedestrian walkways and restoration of the boulevard.

Maintaining the Commercial District 2.1 (CD2.1) zoning category is appropriate for the proposed development as it maintains the compatibility of the existing building within the context of the neighbourhood and the abutting commercial corridor. Vehicular access is proposed via realigned and reconfigured access points along both Tecumseh Road East and Westcott Road. With the exception of the above noted site-specific provisions, the applicant proposes to construct the modified access points and parking areas in compliance with City of Windsor Engineering best practices. The applicant will be required to pave and drain the abutting alley in compliance with City of Windsor Engineering best practices, at their own expense. The applicant will also be required to enter into an Encroachment Agreement with the City for maintenance of the paved alley. No additions to the existing building are proposed, and no additional zoning deficiencies have been identified.

Site Plan Control

Site plan control will apply to the proposed development. Design issues will be considered during site plan review. Recommendation 2 provides further direction to the Site Plan Approval Officer.

Risk Analysis:

N/A

Climate Change Risks

Climate Change Mitigation:

The proposed development minimizes the impact on community greenhouse gas emissions as the utilization of currently available infrastructure, such as sewers, sidewalks, and public transit, is proposed.

Climate Change Adaptation:

The proposed development will provide opportunities to increase resiliency for the development and surrounding area, including improved stormwater management.

Financial Matters:

N/A

Consultations:

Comments received from municipal departments and external agencies are attached as Appendix D.

Public Notice: Statutory notice will be advertised in the Windsor Star, a local daily newspaper. A courtesy notice will be mailed to property owners and residents within 120m of the subject parcel. The Development & Heritage Standing Committee is the public meeting as required by the Planning Act.

Planner's Opinion:

The *Planning Act* requires that a decision of Council in respect of the exercise of any authority that affects a planning matter, "*shall be consistent with*" Provincial Policy Statement 2020. The zoning amendment has been evaluated for consistency with the Provincial Policy Statement 2020 and conformity with the policies of the Official Plan.

Based on the information submitted by the applicant, the comments received from municipal departments and external agencies, and the analysis presented in this report, it is my opinion that the requested amendment to Zoning By-law 8600 is consistent with the PPS 2020, is in conformity with the City of Windsor Official Plan, and constitutes good planning.

The staff recommendation will permit the conversion of an existing mixed-use building into a multiple dwelling development that is able to coexist with existing land uses in the surrounding area. Proposed enhancements to the site will improve access and safety for residents.

The proposed development is an appropriate form of intensification and expands the range of dwelling types in an area dominated by single unit dwellings. It provides an opportunity for residents to age in place and allows new residents to locate within an established area. It allows for future residents to use alternative and active transportation modes such as walking, cycling and public transit.

Existing infrastructure, such as roads, sidewalks, watermain, sewers and public transit, is being utilized, avoiding the need for any unjustified or uneconomical expansion of that infrastructure. The proposed development will be subject to current engineering standards and best practices to mitigate stormwater and climate change concerns. Site plan control is the appropriate tool by which to incorporate the requirements and consider the concerns of municipal departments and external agencies.

It is my opinion that the proposed multiple dwelling development is compatible with existing land uses and that the recommendation to amend Zoning By-law 8600 constitutes good planning.

Conclusion:

Staff recommend approval of the requested amendment to Zoning By-law 8600 to add *Multiple Dwelling* as a permitted use, as well as site-specific exceptions for the provision of minimum parking area separation from a building wall containing a habitable room

window, minimum parking area separation from an alley, minimum parking aisle width, minimum number of parking spaces, and minimum number of visitor parking spaces.

Planning Act Matters:

I concur with the above comments and opinion of the Registered Professional Planner.

Neil Robertson, MCIP, RPP
Manager of Urban Design

Thom Hunt, MCIP, RPP
City Planner

I am not a registered Planner and have reviewed as a Corporate Team Leader

JP *OC*

Approvals:

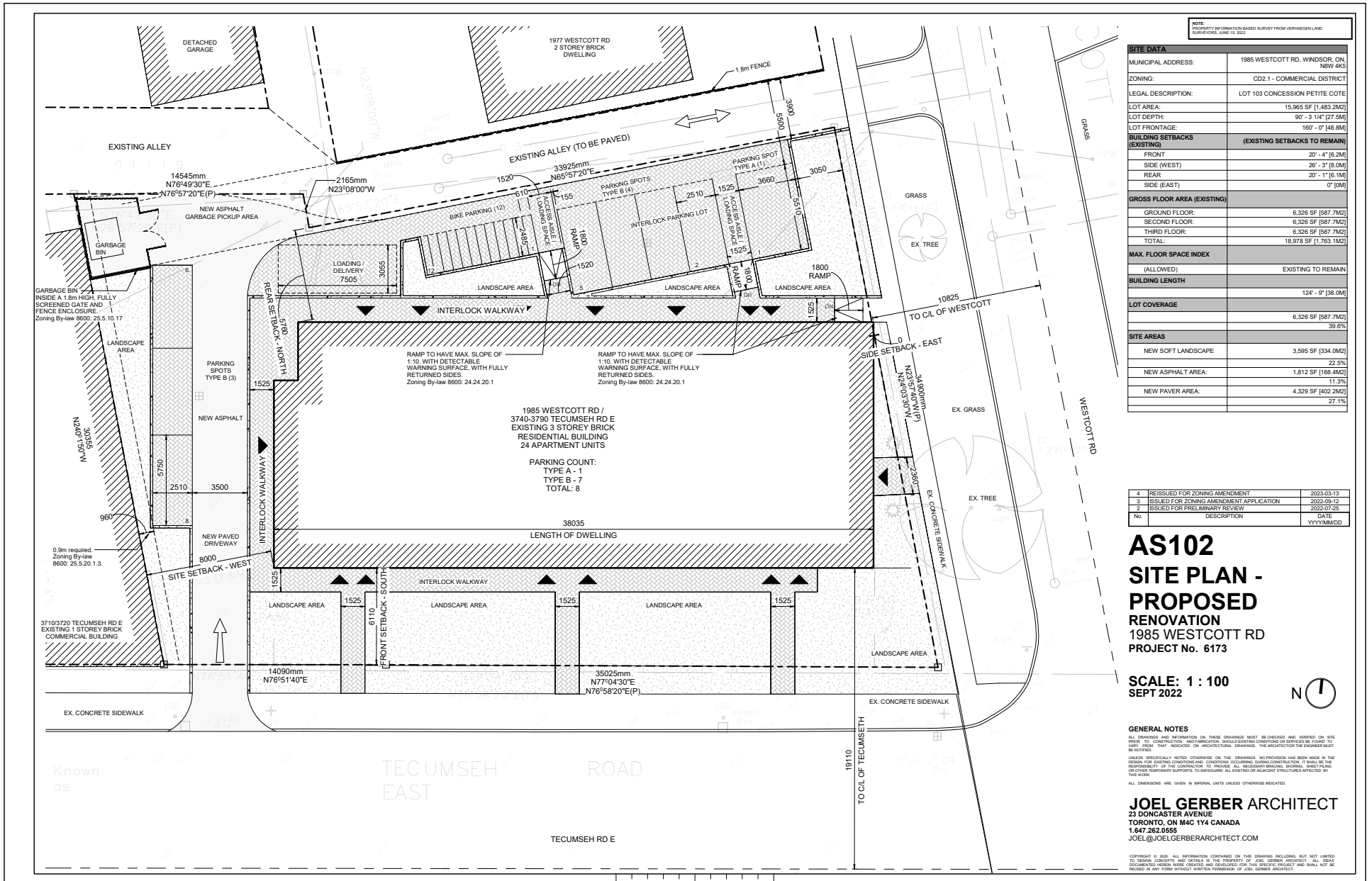
Name	Title
Neil Robertson	Manager of Urban Design / Deputy City Planner
Thom Hunt	City Planner / Executive Director, Planning & Development Services
Wira Vendrasco	Deputy City Solicitor, Legal Services & Real Estate
Jelena Payne	Commissioner, Economic Development & Innovation
Onorio Colucci	Chief Administration Officer

Notifications:

Name	Address	Email
1000023127 Ontario Inc. ATTN: David Hulshof	775 King Road Burlington, ON L7T 3K7	dave@elevationrealty.ca
Joel Gerber Architect Inc. ATTN: Joel Gerber	23 Doncaster Avenue Toronto, ON M4C 1Y4	joel@joelgerberarchitect.com
Councillor Sleiman (Ward 5)		
Property owners and tenants within 120 m of the subject parcel		

Appendices:

- 1 Appendix A – Conceptual Site Plan
- 2 Appendix B – Excerpts from Official Plan
- 3 Appendix C – Excerpts from Zoning By-law 8600
- 4 Appendix D – Comments



APPENDIX C - Extracts from City of Windsor Official Plan

VOLUME I – LAND USE

6.1 Goals

<i>NEIGHBOURHOODS</i>	6.1.1	Safe, caring and diverse neighbourhoods.
<i>ENVIRONMENTALLY SUSTAINABLE</i>	6.1.2	Environmentally sustainable urban development.
<i>RESIDENTIAL</i>	6.1.3	Housing suited to the needs of Windsor's residents.
<i>RESIDENTIAL INTENSIFICATION</i>	6.1.14	To direct residential intensification to those areas of the City where transportation, municipal services, community facilities, and goods and services are readily available.

6.3 Residential

<i>LOCATIONAL CRITERIA</i>	6.3.2.4	Residential intensification shall be directed to the Mixed Use Nodes and areas in proximity to those Nodes. Within these areas Medium Profile buildings, up to 4 storeys in height shall be permitted. These taller buildings shall be designed to provide a transition in height and massing from low-profile areas.
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6.9 Mixed Use Nodes

The lands designated as “Mixed Use Nodes” on Schedule D: Land Use provide the main locations for compact clusters of commercial, office, institutional, open space and residential uses. These areas are generally located within 100 metres of intersections of arterial and collector roads however the size and scale of these Nodes range throughout the City and are defined by the proximity of the non-residential uses to the intersection. Mixed Use Nodes are intended to serve as the focal point for the surrounding neighbourhoods, community or community. As such, they will be designed with a pedestrian orientation and foster a distinctive and attractive area identity.

The following objectives and policies establish the framework for development decisions in Mixed Use Nodes areas.

6.9.1 Objectives

<i>MULTI-FUNCTIONAL AREAS</i>	6.9.1.1	To encourage multi-functional areas which integrate compatible commercial, institutional, open space and residential uses.
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<i>COMPACT FORM</i>	6.9.1.2	To encourage a compact form of mixed use development.
<i>SPECIAL IDENTITIES</i>	6.9.1.3	To provide opportunities to create and maintain special area identities and focal points within Windsor.
<i>STRATEGIC LOCATIONS</i>	6.9.1.4	To identify strategic locations which are highly visible and accessible for mixed use development..
<i>VIABLE AREAS</i>	6.9.1.5	To ensure the long term viability of Mixed Use Nodes areas.
<i>PUBLIC SPACES</i>	6.9.1.6	To provide public places for strolling, recreation, conversation and entertainment.
<i>TRANSPORTATION MODES</i>	6.9.1.7	To increase the use of walking, cycling and public transportation within the designated Mixed Use Node area by fostering a strong livework-shopping-recreation relationship.

6.9.2 Policies

<i>PERMITTED USES</i>	6.9.2.1	Uses permitted in the Mixed Use Nodes land use designation include retail and service commercial establishments, offices, cultural, recreation and entertainment uses, and institutional, open space and residential uses of up to four stories in height.
<i>FORM OF MIXED USE AREAS</i>	6.9.2.2	Intentionally Deleted
<i>LOCATIONAL CRITERIA</i>	6.9.2.3	<p>Mixed Use Nodes development shall be located where:</p> <ul style="list-style-type: none"> (a) there is access to a Controlled Access Highway, Class I or Class II Arterial Roads or Class I Collector Road; (b) full municipal physical services can be provided; (c) public transportation service can be provided; and (d) the surrounding development pattern is compatible with Mixed Use development
<i>EVALUATION CRITERIA</i>	6.9.2.4	<p>At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed Mixed Use Node development is:</p> <ul style="list-style-type: none"> (a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses: <ul style="list-style-type: none"> (i) within or adjacent to any area identified on Schedule C:

Development Constraint Areas and described in the Environment chapter of this Plan;

- (ii) within a site of potential or known contamination;
 - (iii) where traffic generation and distribution is a provincial or municipal concern; and
 - (iv) adjacent to sensitive land uses and/or heritage resources.
- (b) in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area;
 - (c) capable of being provided with full municipal physical services and emergency services;
 - (d) provided with adequate off street parking;
 - (e) pedestrian oriented;
 - (f) compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and landscaped areas; and.
 - (g) ~~compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and landscaped areas; and.~~

DESIGN
GUIDELINES

6.9.2.5

The following guidelines shall be considered when evaluating the proposed design of a Mixed Use development:

- (a) the ability to achieve the associated policies as outlined in the Urban Design chapter of this Plan;
- (b) the mass, scale, orientation, form, and siting of the development achieves a compact urban form and a pedestrian friendly environment;
- (c) at least one building wall should be located on an exterior lot line and oriented to the street to afford direct sidewalk pedestrian access from the public right-of-way;
- (d) permanent loading, service and parking areas should be located so as not to significantly interrupt the pedestrian circulation or traffic flow on the public right-of-way or within a Mixed Use area;
- (e) mid-block vehicular access to properties is generally discouraged and is encouraged via a rear yard service road or alley;
- (f) parking areas shall be encouraged at the rear of buildings;
- (g) safe and convenient pedestrian access between buildings and public transportation stops, parking areas and other

buildings and facilities should be provided;

- (h) the development is designed to foster distinctive and attractive area identity;
- (i) the public rights-of-way are designed to foster distinctive and attractive area identity and to provide for vehicle use, regular public transportation service as well as pedestrian and cycling travel; and
- (j) integration of the development with the surrounding uses to contribute to the unique character of the area.

VOLUME I – TOOLS

11.6.3 Zoning By-law Amendment Policies

AMENDMENTS MUST CONFORM

- 11.6.3.1 All amendments to the Zoning By-law(s) shall conform with this Plan. The Municipality will, on each occasion of approval of a change to the zoning by-law(s), specify that conformity with the Official Plan is maintained or that the change will be in conformity upon the coming into effect of an amendment to the Official Plan.

EVALUATION CRITERIA

- 11.6.3.3 When considering applications for Zoning By-law amendments, Council shall consider the policies of this Plan and will, without limiting the generality of the foregoing, consider such matters as the following:
- (a) The relevant evaluation criteria contained in the Land Use Chapter of this Plan, Volume II: Secondary Plans & Special Policy Areas and other relevant standards and guidelines;
 - (b) Relevant support studies;
 - (c) The comments and recommendations from municipal staff and circularized agencies;
 - (d) Relevant provincial legislation, policies and appropriate guidelines; and
 - (e) The ramifications of the decision on the use of adjacent or similar lands.

APPENDIX C - Extracts from Zoning By-law 8600

SECTION 3 – DEFINITIONS

3.10 DEFINITIONS

DWELLING means a *building* or *structure* that is occupied for the purpose of human habitation. A *correctional institution, hotel, motor home, recreational vehicle, tent, tent trailer, or travel trailer* is not a *dwelling*.

MULTIPLE DWELLING means one *dwelling* containing a *minimum* of three *dwelling units*. A *double duplex dwelling, semi-detached dwelling, stacked dwelling, or townhome dwelling* is not a *multiple dwelling*.

DWELLING UNIT means a unit that consists of a self-contained set of rooms located in a *building* or *structure*, that is used or intended for use as residential premises, and that contains kitchen and bathroom facilities that are intended for the use of the unit only.

YARD means an open space, which is located on the same *lot* as a *building* or other *structure*, and is unoccupied and unobstructed from ground to sky except for any encroachments not prohibited by this by-law.

LANDSCAPED OPEN SPACE YARD means a *yard* used for *landscaped open space, patios, terraces, decks and pedestrian walkways*.

SECTION 15 - COMMERCIAL DISTRICTS 2. (CD2.)

15.1 COMMERCIAL DISTRICT 2.1 (CD2.1)

15.1.1 PERMITTED USES

Bakery

Business Office

Child Care Centre

Commercial School

Confectionery

Food Outlet - Drive-Through

Food Outlet - Take-Out

Funeral Establishment

Garden Centre

Gas Bar

Medical Office

Micro-Brewery

Parking Garage

Personal Service Shop

Place of Entertainment and Recreation

Place of Worship

Professional Studio

Public Hall

Public Parking Area

Repair Shop – Light

Restaurant

Restaurant with Drive-Through

Retail Store

Temporary Outdoor Vendor's Site

Tourist Home

Veterinary Office

Wholesale Store

Existing Automobile Repair Garage

Existing Service Station

Any use accessory to any of the preceding uses. An *Outdoor Storage Yard* is prohibited, save and except, in combination with the following main uses:

Garden Centre, Temporary Outdoor Vendor's Site, Existing Automobile Repair Garage.

15.1.5 PROVISIONS

.4 Building Height – maximum 14.0 m

.10 Gross Floor Area – maximum

Bakery or Confectionary 550.0 m²

.26 A *Temporary Outdoor Vendor's Site* is prohibited in a *Business Improvement Area*.

SECTION 24 – PARKING, LOADING AND STACKING PROVISIONS

24.20 PARKING SPACE PROVISIONS

TABLE 24.20.5.1 - REQUIRED PARKING SPACES	
USE	PARKING RATE - MINIMUM
Multiple Dwelling containing a minimum of 5 Dwelling units	1.25 for each dwelling unit

24.22 VISITOR PARKING SPACE PROVISIONS

24.22.1 REQUIRED VISITOR PARKING SPACES

.1 For a Townhome Dwelling without an attached garage or carport, Multiple Dwelling with a minimum of five dwelling units, or Dwelling Units in a Combined Use Building, a minimum of 15 percent of parking spaces shall be marked as visitor parking.

.5 If the calculation of the number of visitor parking spaces results in a number containing a fraction, the number shall be rounded DOWN to the nearest whole number, but in no case shall there be less than one visitor parking space and one required parking space.

24.30 BICYCLE PARKING SPACE PROVISIONS

24.30.1 REQUIRED BICYCLE PARKING SPACES

TABLE 24.30.1 - REQUIRED BICYCLE PARKING SPACES	
TOTAL NUMBER OF PARKING SPACES IN PARKING AREA	REQUIRED NUMBER OF BICYCLE PARKING SPACES - MINIMUM
1 to 9	0
10 to 19	2
20 or more	2 for the first 19 spaces plus 1 for each additional 20 parking spaces

SECTION 25 - PARKING AREA PROVISIONS

25.5.20 PARKING AREA SEPARATION

TABLE 25.5.20.1- PARKING AREA SEPARATION		
PARKING AREA FROM		MINIMUM SEPARATION
.3	An interior lot line or alley	0.90 m
.6	A building wall containing a habitable room window or containing both a main pedestrian entrance and a habitable room window facing the parking area where the building is located on the same lot as the parking area	4.50 m

25.5.50 PARKING AISLE

.2 A parking aisle located, in whole or in part, within an alley shall have a minimum width in conformity with Table 25.5.50.3. Where a parking aisle is not located, in whole or in part, within an alley, the parking aisle shall be designed to prevent any motor vehicle that utilizes the parking aisle from entering upon the alley except by way of an access area.

.3 The minimum width of a parking aisle shall be as follows:

TABLE 25.5.50.3- MINIMUM PARKING AISLE WIDTH		
ANGLE OF PARKING SPACE RELATIVE TO THE PARKING AISLE (IN DEGREES)		MINIMUM WIDTH OF A PARKING AISLE
.4	90.0°	6.00 meters

APPENDIX D – COMMENTS

Anne Marie Albidone – Environmental Services

No concerns from Environmental Services.

Bruno Desando – Canada Post

This development, as described, falls within our centralized mail policy.

I will specify the condition which I request to be added for Canada Post Corporation's purposes.

- a) Canada Post's multi-unit policy, which requires that the owner/developer provide the centralized mail facility (front loading lockbox assembly or rear-loading mailroom [mandatory for 100 units or more]), at their own expense, will be in effect for buildings and complexes with a common lobby, common indoor or sheltered space.

Should the description of the project change, I would appreciate an update in order to assess the impact of the change on mail service.

If you have any questions or concerns regarding these conditions, please contact me. I appreciate the opportunity to comment on this project.

Jackie Cabral – Site Plan Control

The development proposal is subject to Site Plan Control pursuant to the Planning Act and City of Windsor By-law 1-2004. Where preceding development applications are required, inclusive of Official Plan and Zoning By-law Amendments, request for Site Plan Control Pre-Consultation may be made following completion of the requisite Development and Heritage Standing Committee meeting at <https://ca.cloudpermit.com/login>.

Enbridge – Windsor Mapping

After reviewing the provided drawing at 1985 Westcott Rd and consulting our mapping system, please note that Enbridge Gas has active infrastructure in the proposed area. A PDF drawing has been attached for reference.

Please Note:

1. The shown piping locations are approximate and for information purposes only
2. The drawings are not to scale
3. This drawing does not replace field locates. Please contact Ontario One Call for onsite locates prior to excavating, digging, etc

Enbridge Gas requires a minimum separation of 0.6m horizontal and 0.3m vertical from all of our plant less than NPS 16 and a minimum separation 1.0m horizontal and 0.6m vertical between any CER-regulated and vital pipelines. For all pipelines (including vital pipelines), when drilling parallel to the pipeline, a minimum horizontal clearance measured from the edge of the pipeline to the edge of the final bore hole of 1 m (3.3 ft) is required. Please ensure that this minimum separation requirement is maintained, and that the contractor obtains locates prior to performing any work and utilizes safe excavation practices while performing any work in the vicinity.

Also, please note the following should you find any abandoned infrastructure in the area:

- Any pipe that is excavated, please assume that it is live
- If during the course of any job, any pipe is found that is not on the locate sheet and is in conflict with your work, please call our emergency number (1-877-969-0999), and one of our Union Gas representatives will respond to determine if that plant is in fact live or dead

- Please note that our Enbridge Gas representative will respond to the live or dead call within 1-4 hours, so please plan your work accordingly

Transit Windsor

Transit Windsor has no objections to this development. The closest existing transit routes to this property are with the Transway 1C and Central 3. The closest existing bus stop to this property is directly across the street on Tecumseh at Westcott Northeast Corner providing direct transit access. This will be maintained with our Council approved Transit Master Plan.

Sherif Barsom – Parks D&D

No comment

Stefan Fediuk – Landscape Architect

Pursuant to the application for a zoning amendment (**Z 035/22**) to permit a multiple dwelling and establish site-specific provisions to enable proposed site reconfigurations on the subject, please also note the following comments:

Zoning Provisions for Parking Setback:

The proposed site plan provided by the applicant demonstrates a suitable response for the requested variances to the Zoning Bylaw, to offset any concerns from a landscape architectural or urban design perspective.

Tree Preservation:

N/A

Urban Design & Climate Change:

The application will be subject to Site Plan Control where all landscape comments related to climate change adaptation and mitigation will be made. The applicants consideration for climate change adaptation and sensitivity towards creating enhanced quasi-public spaces is demonstrated in the proposed site plan, with the restoration of landscape areas along the Tecumseh Rd frontage as well as throughout the site.

Parkland Dedication:

All Parkland Dedication (i.e. cash-in-lieu) requirements will be determined at the time a Site Plan application is received; payable at the time of building permit.

Tracy Tang – Heritage Planning

No supporting information required.

There is no apparent built heritage concern with this property and it is located on an area of low archaeological potential.

Nevertheless, the Applicant should be notified of the following archaeological precaution.

1. Should archaeological resources be found during grading, construction or soil removal activities, all work in the area must stop immediately and the City's Planning & Building Department, the City's Manager of Culture and Events, and the Ontario Ministry of Citizenship and Multiculturalism must be notified and confirm satisfaction of any archaeological requirements before work can recommence.
2. In the event that human remains are encountered during grading, construction or soil removal activities, all work in that area must be stopped immediately and the site secured. The local police or coroner must be contacted to determine whether or not the skeletal remains are human, and whether the remains constitute a part of a crime scene. The Local police or coroner will then notify the Ontario Ministry of Citizenship and Multiculturalism and

the Registrar at the Ministry of Government and Consumer Services if needed, and notification and satisfactory confirmation be given by the Ministry of Citizenship and Multiculturalism.

Contacts:

Windsor Planning & Building Department:

519-255-6543 x6179, ktang@citywindsor.ca, planningdept@citywindsor.ca

Windsor Manager of Culture and Events (A):

Michelle Staaedegaard, (O) 519-253-2300x2726, (C) 519-816-0711, mstaaedegaard@citywindsor.ca

Ontario Ministry of Citizenship and Multiculturalism

Archaeology Programs Unit, 1-416-212-8886, Archaeology@ontario.ca

Windsor Police: 911

Ontario Ministry of Government & Consumer Services

A/Registrar of Burial Sites, War Graves, Abandoned Cemeteries and Cemetery Closures, 1-416-212-7499, Crystal.Forrest@ontario.ca

Yemi Adeyeye – City Forester

City has 2 large trees on the boulevard along Westcott to the East side. The plan presently indicates no impact on these trees.

Forestry requires placements of high-viz Fencing as protection zones around the 2 city trees in the BLVD to ensure no storage, parking or driving of vehicles during work operations impact the trees.

Shannon Deehan – Transportation Planning

- Tecumseh Rd E is classified as a Class II Arterial road with a required right-of-way width of 27 metres per Schedule X. The current right-of-way width is insufficient, however, we are not requesting a conveyance at this time.
- Westcott Rd is classified as a Local road with a required right-of-way width of 20 metres per the Official Plan. The current right-of-way width is sufficient, therefore, a land conveyance is not required.
- A 4.6 meter corner cut off is required at the corner of Tecumseh Rd E and Westcott Rd per the Official Plan and AS-230.
- The parking as shown on the site plan does not comply with Zoning By-Law 8600, therefore, a parking study is required.
- All new exterior paths of travel must meet the requirements of the Accessibility for Ontarians with Disabilities Act (AODA).
- All new accesses shall conform to the TAC Geometric Design Guide for Canadian Roads and the City of Windsor Standard Engineering Drawings AS-204/AS-203.
- A signage and pavement marking plan should be provided.

Barbara Rusan – Policy & Regulatory Services

Comments from the City of Windsor, Building Department relating to the subject line matter are as follows:

The Building Code Act, Section 8.(1) requires that a building permit be issued by the Chief Building Official for construction or demolition of a building.

The building permit review process occurs after a development application receives approval and once a building permit application has been submitted to the Building Department and deemed a complete application.

Due to the limited Ontario Building Code related information received, review of the proposed project for compliance to the Ontario Building Code has not yet been conducted.

It is strongly recommended that the owner and/or applicant contact the Building Department to determine building permit needs for the proposed project prior to building permit submission.

The City of Windsor Building Department can be reached by phoning 519-255-6267 or, through email at buildingdept@citywindsor.ca

Further to the above, A Record of Site Condition, registered on file with the Ministry, may be a pre-requisite to Building Permit issuance.

ENWIN Utilities

HYDRO ENGINEERING:

No objection provided adequate clearances are achieved and maintained.

ENWIN has existing overhead primary conductor at 16kV on the north side of the property in the back alley

ENWIN has existing overhead secondary conductor at 120/240 Volts on the north side of the property running east-west

ENWIN has existing overhead secondary conductor at 347/600 Volts on the north side of the property running east-west

ENWIN has existing overhead secondary conductor at 120/208 Volts connecting to the building on the north side of the property

Prior to working in these areas, we suggest notifying your contractor and referring to the Occupational Health and Safety Act and Regulations for Construction Projects to confirm clearance requirements during construction. Also, we suggest referring to the Ontario Building Code for required clearances for New Building Construction.

Thomas Huynh – Engineering Department – Right-Of-Way Division

We have reviewed the subject rezoning application and have the following comments:

SEWERS – The site may be serviced by a 150mm polyvinyl chloride (PVC) storm sewer located +/- 1.10m north of centerline of rear alley and a 200mm PVC Sanitary Sewer +/- 1m within the centerline of the rear alley. The applicant will be required to submit site servicing drawings showing the existing and proposed site servicing.

RIGHT-OF-WAY – The Official Plan classifies Tecumseh Rd E as a Class II Arterial Road with a required right-of-way wide of 27m, as per Schedule X of the City's Official Plan. The current right-of-way width is insufficient but we are not requesting a land conveyance at this time. Westcott Rd is classified as a Local road with a required right-of-way width of 20m, as per Schedule X of the City's Official Plan. The current right-of-way width is sufficient, therefore, a land conveyance is not required. A corner cut-off in the amount of 4.6 meters shall be conveyed to the Corporation at the south east corner of Tecumseh Rd E and Westcott Rd. The north alley does not appear to serve any municipal purpose and is required to be closed by the applicant. A 6 meter wide easement in favour of the City will be required over the municipal storm and sanitary sewers, also an easement in favour of Enwin for hydro lines may be required.

Right-of-Way Permits will be required for all new proposed driveways, the replacement and removal of any existing driveways and any other work that may be required in the right-of-way. All driveways are to be constructed as per AS-221 or AS-222 and BP2.2.2. Raised curbs on Tecumseh Rd E approach are not permitted.

In summary we have no objection to the proposed rezoning, subject to the following requirements (Requirements can be enforced during Building and Right-of-Way permitting):

Right-of-Way Permits – The owner agrees to obtain right-of-way permits for sewer taps, drain taps, flatworks, landscaping, curb cuts, and driveway approaches from the City Engineer, prior to commencement of any construction on the public highway.

Corner Cut-Off – The owner(s) agree, prior to the issuance of a Construction permit, to gratuitously convey a [4.6m x 4.6m (15' x 15')] corner cut-off at the intersection of Tecumseh Rd E and Westcott Rd in accordance with the City of Windsor Standard Drawing AS-230.

Encroachment Agreement – The owner agrees to submit application for and execute an agreement with the Corporation for the proposed encroachment into the right-of-way to the satisfaction of the City Engineer.

Alley Paving – The owner shall agree to drain and pave at their entire expense, the alley abutting the subject lands. The minimum acceptable cross-section will be 230mm Granular "A" and 75mm surface course asphalt in accordance with Standard City of Windsor Specifications, Selected Granular Base Course (S4) and Hot Mix, Hot Laid Asphaltic Concrete (S-10). The geometrics of the placement shall comply with City of Windsor Standard Drawings A-201. All work shall be to the satisfaction of the City Engineer.

Sewer Easement – Prior to the issuance of a construction permit, the owner shall gratuitously convey to the Corporation a 6m wide easement in the rear alley for the purposes of construction and/or maintenance.

If you have any further questions or concerns, please contact Thomas Huynh, of this department at thuynh@citywindsor.ca

Item No. 8.8



Committee Matters: SCM 119/2023

Subject: OPA & Rezoning – University Residential Land Corp. – 0 Huron Church - OPA 157 OPA/6737 Z-014/21 ZNG/6736 – Ward 2

Moved by: Councillor Kieran McKenzie

Seconded by: Councillor Mark McKenzie

Decision Number: **DHSC 491**

1. THAT Schedule “A” of Volume 1: The Primary Plan of the City of Windsor Official Plan **BE AMENDED** by applying a Specific Policy Area to Pt Lot 63 & 64, Concession 1, being Parts 1& 2, Plan 12R-14334, known municipally as 0 Huron Church Road (Roll No. 050-370-15400), situated on the east side of Huron Church Road, immediately northeast of the corner of Huron Church Road and Tecumseh Road West.
2. THAT Section 1 of Volume 2: Secondary Plans & Special Policy Areas of the City of Windsor Official Plan **BE AMENDED** by adding a Special Policy Area as follows:
 - 1.X East side of Huron Church Road, situated immediately northeast of the corner of Huron Church Road and Tecumseh Road West (0 Huron Church Road);
 - 1.X.1 The property described as Pt Lot 63 & 64, Concession 1, being Parts 1& 2, Plan 12R-14334, known municipally as 0 Huron Church Road (Roll No. 050-370-15400), situated on the east side of Huron Church Road, immediately northeast of the corner of Huron Church Road and Tecumseh Road West, is designated on Schedule A: Planning Districts and Policy Areas in Volume I: The Primary Plan;
 - 1.X.2 Notwithstanding the “Mixed Use Node” designation of the subject land on Schedule D: Land Use in Volume I: The Primary Plan, residential uses in excess of four stories in height shall be permitted;
 - 1.X.3 Notwithstanding Section 7.2.6.4(b)(iv) in Volume I – The Primary Plan, two direct right-in / right-out vehicular access points to Huron Church Road shall be permitted.
3. THAT Zoning By-law 8600 **BE AMENDED** by changing the zoning of Pt Lot 63 & 64, Concession 1, being Parts 1& 2, Plan 12R-14334, known municipally as 0 Huron Church Road (Roll No. 050-370-15400), situated on the east side of Huron Church Road, immediately northeast of the corner of Huron Church Road and Tecumseh Road West, by adding site specific exceptions to Section 20(1) as follows:
- 4XX. EAST SIDE OF HURON CHURCH ROAD, SITUATED IMMEDIATELY NORTHEAST OF THE CORNER OF HURON CHURCH ROAD AND TECUMSEH ROAD WEST**

For the lands comprising of Pt Lot 63 & 64, Concession 1, being Parts 1& 2, Plan 12R-14334, known municipally as 0 Huron Church Road:

- a) A *Combined Use Building* and *Multiple Dwelling* shall be additional permitted uses.
- b) Notwithstanding Section 24.20.5.1, for a *Combined Use Building – Dwelling Units*, or *Multiple Dwelling containing a minimum of 5 Dwelling Units*, a *Parking Rate* of 1.15 parking space for each *dwelling unit* shall be permitted.
- c) Notwithstanding Section 24.40.1.3, for a *Combined Use Building* with 9 or more *dwelling units*, the total number of required *loading spaces* shall be 2
- d) Notwithstanding Section 24.40.1.5, for a *Multiple Dwelling* with 9 or more *dwelling units*, the total number of required *loading spaces* shall be 2

4XX. For the lands comprising of Pt Lot 63 & 64, Concession 1, being Parts 1& 2, Plan 12R-14334, known municipally as 0 Huron Church Road, identified as Parcel “A”, as shown on Schedule “A” of this by-law, despite the regulations of the Commercial District 3.3 (CD3.3) zone category, the following regulations shall apply:

- a) Building Height – maximum - 46.0 m

4XX. For the lands comprising of Pt Lot 63 & 64, Concession 1, being Parts 1& 2, Plan 12R-14334 (known municipally as 0 Huron Church Road), identified as Parcel “B”, as shown on Schedule “A” of this by-law, despite the regulations of the Commercial District 3.3 (CD3.3) zone category, the following regulations shall apply:

- a) Building Height – maximum - 37.0 m

4XX. For the lands comprising of Pt Lot 63 & 64, Concession 1, being Parts 1& 2, Plan 12R-14334 (known municipally as 0 Huron Church Road), identified as Parcel “C”, as shown on Schedule “A” of this by-law, despite the regulations of the Commercial District 3.3 (CD3.3) zone category, the following regulations shall apply:

- a) Building Height – maximum - 34.0 m

4XX. For the lands comprising of Pt Lot 63 & 64, Concession 1, being Parts 1& 2, Plan 12R-14334 (known municipally as 0 Huron Church Road), identified as Parcel “D”, as shown on Schedule “A” of this by-law, despite the regulations of the Commercial District 3.3 (CD3.3) zone category, the following regulations shall apply:

- a) Building Height – maximum - 28.0 m

[ZDM 4; ZNG/6736]

4. THAT, at the discretion of the City Planner, the following **BE SUBMITTED** either prior to, or with, an application for site plan approval:

- a) Updated documents, reports, or studies, including any addendum or memorandum, submitted in support of the applications for amendments to the Official Plan and Zoning By-law 8600 to reflect the site plan for which approval is being sought;
- b) Detailed tree survey to the satisfaction of the City Forester;
- c) Detailed Landscape Plan to the satisfaction of the Landscape Architect;
- d) Archaeological Assessment – Entered Into Register verification letter from the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries, to the satisfaction of the Heritage Planner.

5. THAT the Site Plan Approval Officer **BE DIRECTED**:

a) To incorporate the following, subject to any updated information, into an approved site plan and executed and registered site plan agreement:

- 1) Noise mitigation measures identified in Section 5 of the Acoustical Report, prepared by Baird AE and dated February 24, 2023, subject to the approval of the City Planner;
- 2) Measures identified in the Stormwater Management and Sanitary Sewer Study prepared by Baird AE and dated March 29, 2022, subject to the approval of the City Planner and City Engineer;
- 3) Transportation Impact Study requirements of the City of Windsor Transportation Planning Division, contained in Appendix E of this report, and measures identified in Section 6 of the Traffic Impact Study prepared by Baird AE and dated February 24, 2023, subject to the approval of the City Planner, City Engineer, or Transportation Planning Senior Engineer;
- 4) Requirements of the City of Windsor – Engineering Department – Right-Of-Way Division contained in Appendix F of this report, including an easement for access across the abutting lands to the south, subject to the approval of the City Engineer

b) To review and consider the comments from municipal departments and external agencies in Appendix E to Report S 35/2023.

6. THAT Zoning By-law 8600 **BE AMENDED** by placing an “H” holding symbol on the subject parcel that shall be removed when the following conditions have been satisfied:

- a) The owner submits an application to remove the “H” holding symbol;

- b) The owner registers an access agreement on title of the subject lands and the commercial plaza property for the provision of access easements across the abutting commercial plaza to the south for the benefit of the subject lands, to the satisfaction of the City Planner. [ZDM 4; ZNG/6736]

Carried.

Report Number: S 35/2023

Clerk's File: Z/10891

Clerk's Note:

1. The recommendation of the Development & Heritage Standing Committee and Administration are **not** the same.
2. Please refer to Item 7.3 from the Development & Heritage Standing Committee held on April 5, 2023.
3. To view the stream of this Standing Committee meeting, please refer to:
<http://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20230405/-1/9402>

Subject: OPA & Rezoning – University Residential Land Corp. – 0 Huron Church - OPA 157 OPA/6737 Z-014/21 ZNG/6736 – Ward 2

Reference:

Date to Council: April 5, 2023
Author: Pablo Golob, MCIP, RPP
Planner II
519-255-6543 x6918
pgolob@citywindsor.ca
Planning & Building Services
Report Date: March 7, 2023
Clerk's File #: Z/10891

To: Mayor and Members of City Council

Recommendation:

1. THAT Schedule "A" of Volume 1: The Primary Plan of the City of Windsor Official Plan **BE AMENDED** by applying a Specific Policy Area to Pt Lot 63 & 64, Concession 1, being Parts 1& 2, Plan 12R-14334, known municipally as 0 Huron Church Road (Roll No. 050-370-15400), situated on the east side of Huron Church Road, immediately northeast of the corner of Huron Church Road and Tecumseh Road West.
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 - 1.X.2 Notwithstanding the "Mixed Use Node" designation of the subject land on Schedule D: Land Use in Volume I: The Primary Plan, residential uses in excess of four stories in height shall be permitted;
 - 1.X.3 Notwithstanding Section 7.2.6.4(b)(iv) in Volume I – The Primary Plan, two direct right-in / right-out vehicular access points to Huron Church Road shall be permitted.

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[ZDM 4; ZNG/6736]

4. THAT, at the discretion of the City Planner, the following **BE SUBMITTED** either prior to, or with, an application for site plan approval:

- a) Updated documents, reports, or studies, including any addendum or memorandum, submitted in support of the applications for amendments to the Official Plan and Zoning By-law 8600 to reflect the site plan for which approval is being sought;
- b) Detailed tree survey to the satisfaction of the City Forester;
- c) Detailed Landscape Plan to the satisfaction of the Landscape Architect;
- d) Archaeological Assessment – Entered Into Register verification letter from the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries, to the satisfaction of the Heritage Planner.

5. THAT the Site Plan Approval Officer **BE DIRECTED**:

- a) To incorporate the following, subject to any updated information, into an approved site plan and executed and registered site plan agreement:
 - 1) Noise mitigation measures identified in Section 5 of the Acoustical Report, prepared by Baird AE and dated February 24, 2023, subject to the approval of the City Planner;
 - 2) Measures identified in the Stormwater Management and Sanitary Sewer Study prepared by Baird AE and dated March 29, 2022, subject to the approval of the City Planner and City Engineer;
 - 3) Transportation Impact Study requirements of the City of Windsor Transportation Planning Division, contained in Appendix E of this report, and measures identified in Section 6 of the Traffic Impact Study prepared by Baird AE and dated February 24, 2023, subject to the approval of the City Planner, City Engineer, or Transportation Planning Senior Engineer;
 - 4) Requirements of the City of Windsor – Engineering Department – Right-Of-Way Division contained in Appendix F of this report, including an easement for access across the abutting lands to the south, subject to the approval of the City Engineer
- b) To review and consider the comments from municipal departments and external agencies in Appendix E to Report S 35/2023.

Executive Summary:

N/A

Background:

Application Information:

Location: 0 Huron Church Road; east side of Huron Church Road, situated immediately northeast of the corner of Huron Church Road and Tecumseh Road West, Roll No. 050-370-15400

Ward: 2 **Planning District:** University **Zoning District Map:** 4

Applicant: University Residential Land Corp. (David Traher)

Agent: Storey Samways Planning Ltd. (David French)

Submitted Documents:

Applications - Official Plan Amendment & Zoning By-law Amendment
Conceptual Site Plan and Renderings (attached as Appendix A)
Planning Rational Report (Revised) (attached as Appendix B)
Stormwater Management and Sanitary Sewer Study
Transportation Impact Study
Parking Brief
Stage 1 & 2 Archaeological Assessment
Species-at-Risk Screening
Shadow Study
Urban Design Study
Acoustical Report

Proposal:

The applicant is proposing to construct three (3) multiple dwelling buildings and one (1) combined use building across the subject parcel, each building with varying height and number of dwelling units. Two (2) additional stand-alone commercial use buildings are proposed on the lands fronting Huron Church Road.

The proposal includes a total of 640 dwelling units, 8 commercial retail units with a combined GFA of 966 m², 779 parking spaces, 9 loading spaces, and 55 bicycle parking spaces. Vehicular access is proposed from Huron Church Road via two new access points, and from Tecumseh Road West via an access road through the abutting University Shopping Centre. Associated parking is provided on the subject site, located within the proposed multiple dwelling and combined use buildings, and adjacent surface parking areas. The proposed development is subject to site plan control.

Site Information:

OFFICIAL PLAN	ZONING	CURRENT USE	PREVIOUS USE
Mixed Use Node (Schedule D) Huron Church Road Corridor (Schedule A)	Commercial District 3.3 (CD3.3), S.20(1)278	Vacant	Vacant
LOT FRONTAGE HURON CHURCH RD	LOT DEPTH	LOT AREA	LOT SHAPE
143.35 m	266.8 m	3.83 ha	Rectangular
470.3 ft	875.3 ft	9.46 ac	
All measurements are provided by the applicant and are approximate.			

Neighbourhood Description:

The subject parcel is comprised of vacant lands located on the east side of Huron Church Road, immediately northeast of the corner of Huron Church Road and Tecumseh Road West.

To the north is Assumption College Catholic High School and University of Windsor lands, including the St. Denis Athletic and Community Centre. To the east is the Westview Freedom Academy, vacant lands owned by the University of Windsor, and low density residential uses.

To the south are the Huron Church Road and Tecumseh Road West commercial corridors, which include a mix of established and newly constructed commercial uses, including big box retail at the abutting University Shopping Centre. To the west are low to medium density residential uses, coupled with institutional uses, including Marlborough Public School.

Nearby significant uses include the University of Windsor main campus, located about 670 m to the north, Hotel-Dieu Grace Healthcare about 630 m to the south-west, and the Ambassador Bridge, approximately 950 m to the north.

Various schools and municipal parks are located within 750 m of the subject parcel. Mic Mac Park, which has an outdoor swimming pool, splash pad, various sports fields and other recreational facilities, is just over 850m to the west.

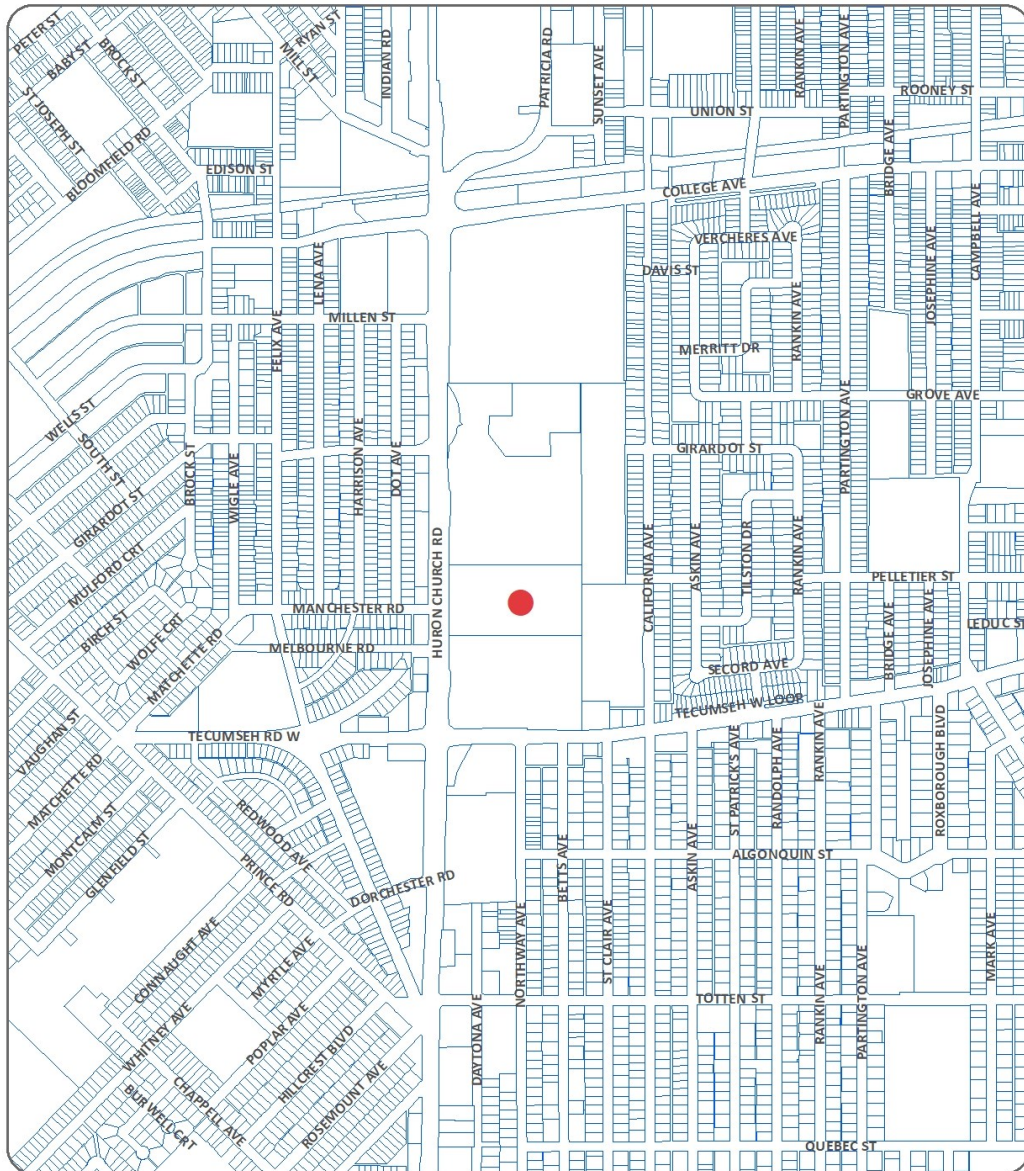
Per Schedule F: Roads and Bikeways in the City of Windsor Official Plan, Huron Church Road is a Class I Arterial Road with an eight-lane urban cross-section with sidewalks on

both sides. Tecumseh Road West is a Class II Collector with a six-lane cross section with sidewalks on both sides. The intersection of Huron Church Road and Tecumseh Road West is signalized with left turn lanes. The intersections of Tecumseh Road West and Northway Avenue, and Tecumseh Road West and California Avenue are also signalized.

Public transit is available via the Central 3 bus. The closest existing stop is located on Tecumseh Rd. W. at northwest corner of Northway Ave., about 350 m away. This will be maintained in the Council approved Transit Master Plan.

Existing water mains, storm sewers, and sanitary sewers are available.

Figure 1: Key Map



KEY MAP - Z 014-22, ZNG-6736 & OPA 157, OPA-6737

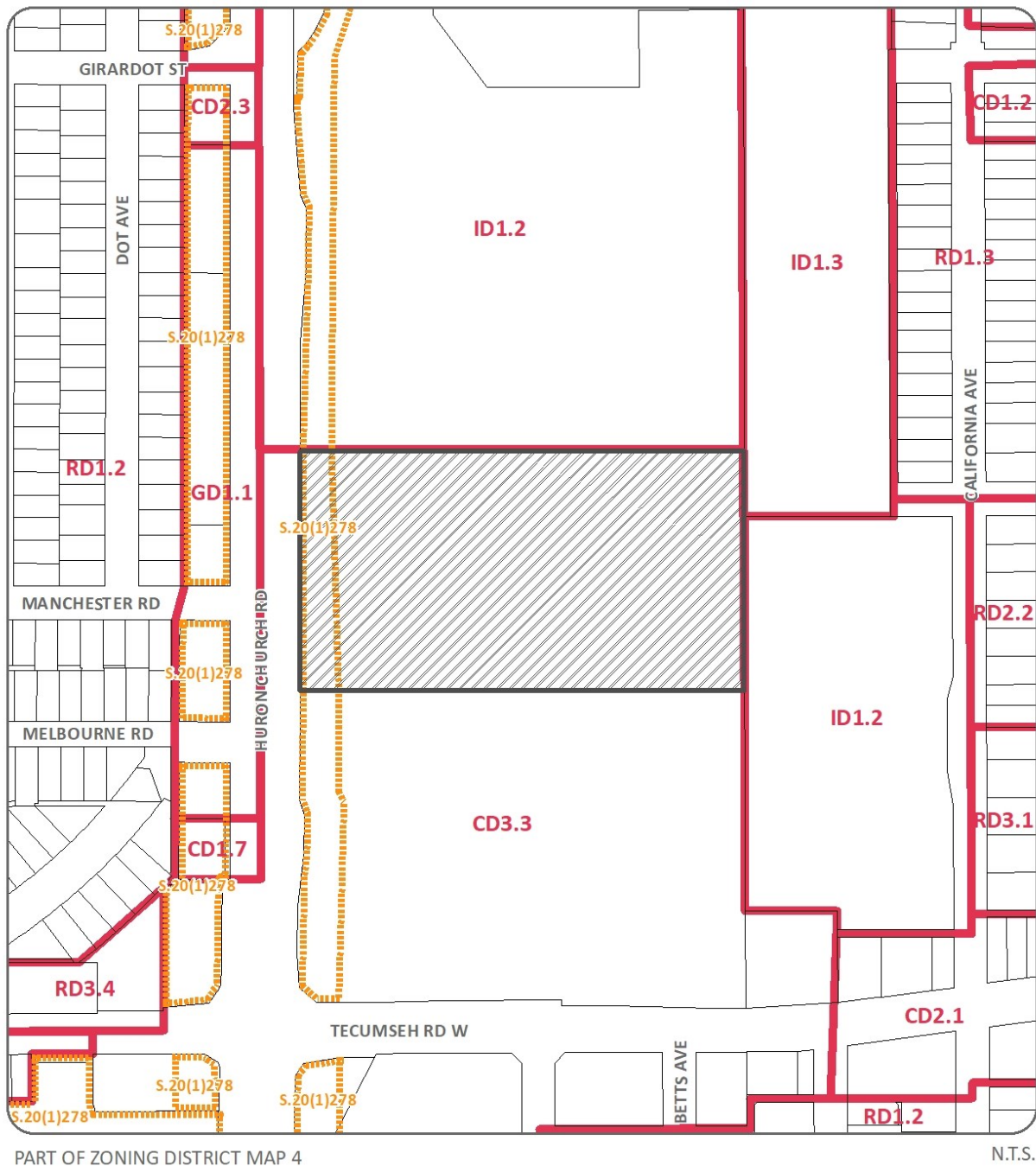


● SUBJECT LANDS

APPLICANT: WESTDELL DEVELOPMENT CORP

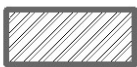
ADDRESS: 0 HURON CHURCH ROAD

Figure 2: Subject Parcel - Rezoning



REZONING

Applicant: Westdell Development Corp



SUBJECT LANDS

PLANNING & BUILDING DEPARTMENT



DATE : JUNE 2022
FILE NO. : Z-014/22, ZNG-6736

Figure 3: Neighbourhood Map



NEIGHBOURHOOD MAP - Z 014-22, ZNG-6736 & OPA 157, OPA-6737



SUBJECT LANDS

APPLICANT: WESTDELL DEVELOPMENT CORP

ADDRESS: 0 HURON CHURCH ROAD



Discussion:

Planning Rationale Report (PRR) - Storey Samways Planning Ltd., David French, BA, CPT - 8 June 2022 (See Appendix B to Report S 35/2023)

The PRR provides a description of the site, surrounding land uses, proposed development, and corresponding amendments. The PRR speaks to a development proposal (four 10-storey towers) which has since been modified, however remains accurate in scope. A planning analysis of the Provincial Policy Statement 2020, the City of Windsor Official Plan and Zoning By-law 8600 are provided.

The PRR concludes that the proposed development “will allow for the most efficient build out of the site, while making use of the available local servicing capacities, without producing any negative impacts to either the future residents of the buildings, or the adjacent residential, institutional, and commercial neighbours.” The PRR also notes that the proposal “will make efficient use of a vacant and under-utilized parcel of land without requiring the need of public investment or tax-payer funded upgrades to existing infrastructure and service facilities”.

It is the professional opinion of Mr. French that the proposed development

- “1) is consistent with, and implements, the relevant policies of the Provincial Policy Statement;*
- 2) conforms to important Provincial and municipal policies;*
- 3) represents sound planning”*

The Planning Department generally concurs with the planning commentary in the PRR.

Acoustical Report - Baird AE - Shurjeel Tunio, P. Eng. – 24 February 2023

The Acoustical Report notes that *“traffic noise from Huron Church Road will have an impact on the building facades. Mitigation measures, such as warning clauses, air conditioning, building components and forced air heating, are therefore required.”*

Traffic noise sources were evaluated with predicted sound levels exceeding the noise limits in NPC 300 “Environmental Noise Guideline, Stationary and Transportation Sources—Approval and Planning” – Ministry of the Environment and Climate Change (MOECC). Section 5 of the report identifies the specific mitigation measures proposed for the development. As the development proposal has been modified since submission, a revised Acoustical Report reflecting the current development proposal will be required with an application for site plan control. Specific mitigation measures will be further refined during the site plan control process.

Traffic Impact Study (TIS) – Baird AE - Shurjeel Tunio, P. Eng. – 24 February 2023

The TIS concludes that *“the proposed development is expected to have a minimal impact on the conditions at the intersections of Tecumseh Road West with Huron Church Road and California Avenue”*. The TIS also notes that *“the access from Huron Church Road...will not affect mobility of northbound traffic”*. TIS recommendations include *“an increment in timing of protective eastbound left”* at the intersection of Tecumseh Road West and Northway Avenue /University Plaza Access, *“a protective*

eastbound left turning phase” at the intersection of Tecumseh Road West and California Avenue, and an “exclusive right-turn lane for southbound traffic at the intersection of Tecumseh Road West with University Shopping Centre Access 2”.

Transportation Planning notes that the proposed amendments are viable for the subject site, however revisions and additional analysis to the TIS are required to accurately determine the scope of necessary offsite improvements. A revised TIS which addresses the comments of Transportation Planning will be required with an application for site plan control. The specific parameters of offsite improvements will be further refined and implemented during the site plan control process.

Parking Brief – Baird AE - Shurjeel Tunio, P. Eng. – 24 February 2023

A parking brief was prepared in support of a proposed reduction to the parking space requirements of Zoning By-Law 8600. The report concludes that *“in order to support the proposed reduced parking, several provisions have been made in the proposal”,* including enhancements to pedestrian connections, bicycle parking, and walkability.

Stormwater Management and Sanitary Sewer Study – Baird EA - Shurjeel Tunio, P. Eng. – 29 March 2022

The preliminary stormwater management study notes that *“outflow from the site to the existing storm sewer shall be restricted to the 5-year flow”* and concludes that *“the ponding depth and freeboard required during 100-year event is satisfied as per Windsor Essex Standards manual”.* Stormwater management will be achieved through *“temporary excess run-off storage in underground ADS chamber and parking lot surfaces.”*

The Sanitary Sewer Study states that the existing 375 mm dia. sanitary sewer *“will be operating at 52.48% capacity”* with the addition of the proposed development and concludes that *“the “sanitary sewer has sufficient capacity to accommodate the proposed development flow”.*

As the development proposal has been modified since submission, a revised Stormwater Management Report reflecting the current development proposal will be required with an application for site plan control. The specific measures identified in the report will be implemented during the site plan control process and subsequent permitting process.

Species at Risk Clearance - Goodban Ecological Consulting Inc. – Anthony Goodban, Ecologist – 26 January 2023

The applicant provided clearance from the Ministry of the Environment, Conservation and Parks (MECP) for species at risk (SAR) screening. Per the MECP clearance, *“the ministry’s review of the project documentation and information that has been provided. the conclusions that neither section 9 (species protection) nor section 10 (habitat protection) of the ESA 2007 will be contravened for endangered and threatened SAR – as long as the proposed mitigation measures are implemented – appear reasonable and valid. There are no known occurrences of endangered or threatened SAR at the project location or general area. Therefore, authorization under the ESA 2007 is not*

required for this project.” The SAR clearance from MECP will remain valid so long as the site continue to be maintained in its current state.

Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development and sets the policy foundation for regulating the development and use of land in Ontario.

The vision of the PPS focuses growth and development within urban settlement areas, that land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns. Planning authorities are encouraged to permit and facilitate a range of housing options, including residential intensification, to respond to current and future needs. Land use patterns should promote a mix of housing, including affordable housing.

Section 6.1 in the Planning Rationale Report contains a list of relevant PPS policies and a response to those policies. The Planning Department generally concurs with the PPS analysis in the PRR.

Regarding Policies 1.1.1, 1.1.2 & 1.1.3, the proposed combined use building and multiple dwellings are an efficient development and promote a land use pattern that sustain the financial well being of the municipality and accommodates an appropriate market-based residential type that meets long-term needs. No environmental or public health concerns were noted.

The combined use building and multiple dwellings are considered infill and intensification and are located well within the settlement area, and within walking distance of a bus route, making it a transit-supportive development that optimizes transit investments and an appropriate location for intensification. The proposed development will make use of existing infrastructure such as roads, sewers and watermains to achieve a cost-effective development pattern and minimize land consumption and servicing costs.

No deficiencies in infrastructure and public service facilities have been identified. The Traffic Impact Study notes that the intersections in the study areas will operate at acceptable levels of service, pending implementation of offsite improvements. Elementary, Secondary, and post-secondary educational institutions, as well as municipal parks, are located within the neighbourhood. The preliminary sanitary and storm sewer studies note no issues. A final storm water study will be reviewed during site plan control.

The proposed development represents an opportunity to incorporate climate change measures such as stormwater management to control the flow of rain water into the stormwater system and the use of building materials and devices to mitigate heating, cooling and water use concerns.

The proposed development utilizes land within the settlement area through intensification & redevelopment, provides a density and a use that makes efficient use of land & resources and is appropriate for available infrastructure avoiding the need for

Page 12 of 22

any unjustified or uneconomical expansion. It minimizes negative impacts to air quality by allowing residents to use alternative transportation means such as walking, cycling or public transit, and allows for the inclusion of modern building materials & construction methods to promote energy efficiency and deal with climate change impacts.

The proposed zoning amendment is consistent with Policies 1.1.1, 1.1.2, and 1.1.3.

Regarding Policy 1.4, the proposed development allows the City to accommodate residential growth through residential intensification, and directs development to where appropriate levels of infrastructure and public service facilities exist.

The proposed amendment to Zoning By-law 8600 is consistent with Policy 1.4.

Policy 1.6 provides direction on infrastructure and public service facilities. Policy 1.6.3 a) states that “*the use of existing infrastructure and public service facilities should be optimized*” and Policy 1.6.6.2 states that for “*existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services*”. The proposed amendment promotes intensification and redevelopment – three multiple dwellings and one combined use building with a total of 640 dwelling units – that will optimize the use of existing infrastructure. Per Policy 1.6.6.7, stormwater management has been integrated into this process and will be further refined during the site plan control process.

Given the availability of existing roads, public transit, and cycling facilities nearby, the proposed combined use building and multiple dwellings allow for the efficient use of existing transportation infrastructure, minimizes the number and length of vehicle trips, and supports the use of transit and active transportation. This is consistent with Policy 1.6.6.7.

The proposed amendment to Zoning By-law 8600 is consistent with Policy 1.6.

Policy 1.7 promotes long-term economic prosperity. The proposed development is responding to market-based needs and will provide a housing supply and options for a diverse workforce that optimizes the use of land, resources, infrastructure, and public service facilities, and that through modern construction and building materials, will promote energy conservation and minimize the impacts of climate change.

The proposed amendment to Zoning By-law 8600 is consistent with Policy 1.7.

Policy 1.8 provides direction on energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate. The proposed development represents a compact form, promotes the use of active transportation and transit and a form of intensification that will improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion. Existing trees will be protected where viable and landscaping will be enhanced.

The proposed combined use building and multiple dwellings are consistent with Policy 1.8.

The proposed development, amendments to the Official Plan, and the amendments to Zoning By-law 8600, are consistent with the PPS.

City of Windsor Official Plan:

Section 6.2 in the Planning Rationale Report contains a list of relevant Official Plan (OP) policies and a response to those policies. Since the submission of the PRR, the MRICBL amending by-laws for the OP and Zoning By-law 8600 have come into effect (OPA 159), altering the OP designation of the subject parcel from *Mixed Use* to *Mixed Use Node*. While the PRR speaks to the policies of the previous OP designation, the Planning Department generally concurs with the OP analysis in the PRR. Further analysis on the current OP designation is provided below.

The parcel is located within the University Planning District and is designated Mixed Use Node on Schedule D: Land Use of the OP. Relevant excerpts from the Official Plan are attached as Appendix C to this report.

Regarding the Safe, Caring and Diverse Community component (Section 3.2.1) of the Development Strategy in Chapter 3, the proposed development expands the variety of housing types and provides an opportunity for area residents to live in their neighbourhoods as they pass through the various stages of their lives.

The proposed development conforms to the policy direction of Section 3.2.1.

Chapter 4 provides policy direction on creating a healthy and liveable city, a high quality of life, a strong sense of community and community empowerment. Section 4.2.1.5 encourages a mix of housing types and services to allow people to remain in their neighbourhoods as they age. The proposed development provides an opportunity for people to move from other dwellings but remain in the neighbourhood. The proposed development conforms to Section 4.2.3 - Quality of Life, in that it recognizes the shelter needs of the community and represents an appropriate range and mix of housing.

Through the applicant's open house, the forthcoming public meeting (as required by the Planning Act) at the Development & Heritage Standing Committee and future Council meeting, the public has had the opportunity to be involved in this planning process. Notice has been provided in the Windsor Star newspaper and through the mail to tenants and property owners within 120 m of the subject lands. This conforms to Section 4.2.5

The proposed development conforms to the policy direction of Chapter 4.

Chapter 6 – Land Use provides policy direction on the land use designations on Schedules D and E in the Official Plan. The preamble states that Chapter 6 “*promotes a compact urban form and directs compatible development to appropriate locations within existing and future neighbourhoods*”.

Applicable goals include 6.1.1 - Safe, caring and diverse neighbourhoods, 6.1.2 - Environmentally sustainable urban development, 6.1.3 - Housing suited to the needs of Windsor's residents, 6.1.10 – Pedestrian oriented clusters of residential, commercial, employment and institutional uses, and 6.1.14 – direction of residential intensification to areas where transportation, municipal services, community facilities and goods and services are readily available. The proposed development introduces a cluster of uses

that creates and supports a diverse neighbourhood, creates an environmentally sustainable development by redeveloping a serviced vacant parcel within the settlement area, and provides residential intensification with a housing form that is in demand.

The proposed development conforms to the Goals in Section 6.1.

The subject parcel is designated Mixed Use Node on Schedule D: Land Use in Volume I: The Primary Plan. The preface for the recently adopted Mixed Use Node designation states that these lands are to *“provide for compact clusters of commercial, office, institutional, open space, and residential uses... Mixed Use Nodes are intended to serve as the focal point for the surrounding neighbourhoods, community, or region. As such, they will be designed with a pedestrian orientation and foster a distinctive and attractive area identity”*.

Applicable objectives of the Mixed Use Node designation include Section 6.9.1.1 – To encourage multi-functional areas which integrate compatible commercial, institutional, open space and residential uses, Section 6.9.1.2 - To encourage a compact form of mixed use development, Section 6.9.1.5 – To ensure the long term viability of Mixed Use areas, and Section 6.9.1.7 - To increase the use of walking, cycling and public transportation within the designated Mixed Use area by fostering a strong live/work-shopping-recreation relationship.

The development proposal represents a compact mix of high profile residential uses integrated with compatible commercial uses which promote utilization of alternative transportation modes, create an attractive mixed-use community, and ensure the long term viability of the Huron Church Road and Tecumseh Road West Mixed Use Node.

The proposed development conforms to the Objectives in Section 6.9.1.

Section 6.9.2 lists policies of the Mixed Use Nodes land use designation. Per Section 6.9.2.1, *“uses permitted in the Mixed Use Nodes land use designation include retail and service commercial establishments, offices, cultural, recreation and entertainment uses, and institutional, open space and residential uses of up to four stories in height”*. While the uses of the proposed development are permitted, the height of the proposed combined use and multiple dwelling buildings is not. In this regard, the applicants are requesting an amendment to permit buildings in excess of four stories.

The proposed development seeks to exploit its location along Huron Church Road and proximity to abutting commercial areas through the provision of three high profile multiple dwelling buildings and one combined use building, ranging from 8 to 14 stories in height. In consultation with administration, the applicants have devised a development proposal in which proposed building heights achieve compatibility and appropriate transition to abutting lower scale development. The transitions are achieved through reductions to height limitations from the Huron Church Road frontage towards the east end of the parcel. Building step backs and landscape buffers further enhance compatibility.

Proposed building height provisions are to be established through site specific Zoning By-Law Amendments. Specific design elements will be implemented during the site plan control process and subsequent building permitting process.

Locational criteria in Section 6.9.2.3 include access to a highway, arterial or collector road, provision of full municipal physical services, provision of public transit, and compatibility with surrounding development pattern.

Huron Church Road is a Class I Arterial Road, with public transportation services available within 350 m. No deficiencies in physical municipal services have been identified. The density and combination of uses in the proposed development is anticipated to supplement the surrounding development pattern, and serve to strengthen the intersection as a focal point for the surrounding neighbourhood.

Section 6.9.2.4 lists evaluation criteria for Mixed Use Nodes development. The subject parcel is not within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of the Official Plan and is not within a site of potential or known contamination. A Traffic Impact Study has been submitted by the proponents with regard to traffic generation and distribution. A Stage 1 & 2 Archaeological Report has been submitted to demonstrate the absence of heritage resources. The proposal adheres to the provisions of the Huron Church Road Corridor Special Policy Area. The proposed development is capable of being provided with full municipal services and emergency services, is designed to be pedestrian oriented, and is designed to coexist with existing land uses and be compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, and parking.

Compatible does not mean the proposed development needs to be identical to or even similar to existing development in an area. A development should be able to coexist with existing land uses. The proposed development is compatible with existing land uses.

The proposed development conforms to the Locational Criteria in Section 6.9.2.3 and the Evaluation Criteria in Section 6.9.2.4.

Section 6.9.2.5 lists design guidelines for Mixed Use Nodes development. With the exception of height limitations (discussed above), and provisions stemming from the Huron Church Road Corridor Special Policy Area, the proposed development achieves the associated design policies and guidelines. The proposal was designed to integrate with the abutting commercial uses, which in turn cultivates a compact urban form and pedestrian friendly environment. The design layout helps to foster a distinctive and attractive area identity, contributing to the unique character of the abutting Mixed Use Node. Detailed implementation of design policies and guidelines is to be further refined during the site plan control process.

The proposed development conforms to the Design Guidelines in Section 6.9.2.5. and Site Plan Control criteria in Section 6.9.2.6.

Per Section 6.9.2.7, Council may establish a reduced parking standard to reflect the public transportation supportive design of a Mixed Use Node development. The subject

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development proposal seeks to reduce standard parking and loading space parking requirements for dwelling units, while meeting or exceeding the requirements for accessible parking spaces and bicycle parking spaces. 15 percent of provided parking spaces are to be designated as visitor parking. Proposed parking reductions are to be established through site specific Zoning By-Law Amendments

The proposed development and amendments conform to the policies in Chapter 6 – Land Use.

Chapter 7 provides policy direction on Infrastructure, which includes transportation systems such as pedestrians, transit and roads, and physical services such as sewers.

Applicable goals in Section 7.1 include safe, sustainable, effective and efficient infrastructure (7.1.1), optimal use of infrastructure (7.1.2), and accessible, affordable and available transportation system (7.1.3).

Applicable objectives in Section 7.2.1 include making efficient use of existing transportation infrastructure (7.2.1.2), promoting a land use pattern, density and mix of uses that reduces vehicle trips and supports alternative transportation modes including public transit (7.2.1.5), minimize conflicts within the transportation system (7.2.1.11), and maintaining a safe and efficient road network (7.2.1.15).

Section 7.2.2 provides general policy direction on Infrastructure. Applicable policies include promoting development patterns that support an increase in walking, cycling and public transportation (7.2.2.5), providing for a more compact urban form to reduce the growth in home based trip making (7.2.2.6 (b)), requiring bicycle spaces (7.2.2.17), and focusing high density residential development in areas which have access to transit and pedestrian amenities (7.2.2.18 (a)).

The proposed development makes use of the existing road network and public transit services and represents a density that reduces vehicle trips and supports alternative transportation modes. The Traffic Impact Study notes no issue with anticipated traffic volumes, pending implementation of necessary offsite improvements. No issues with municipal sanitary or storm sewers have been identified. Opportunities for direct pedestrian access to abutting commercial uses are proposed.

The proposed development conforms to the Goals in Section 7.1, the Objectives in Section 7.2.1, and the General Policies in Section 7.2.2.

Section 7.2.6 describes the classification of, and provides general policy direction on, the Road Network within the City of Windsor. Per Schedule F: Roads and Bikeways in the City of Windsor Official Plan, Huron Church Road is a Class I Arterial Road with an eight-lane urban cross-section with sidewalks on both sides. Under the operational and design characteristics of Class I Arterial Roads, direct property access to Class I Arterial Roads is not permitted (7.2.6.4 b) iv). As the subject parcel has no existing road access, the applicants are requesting an amendment to the Official Plan for an exemption from this policy to permit two new right-in/right-out accesses onto Huron Church Road.

Policy 7.2.6.4 b) IV) is intended to protect the functionality of major transportation corridors in the City. In consultation with Transportation Planning, the proposed new access points will have no adverse impacts on the functionality of the Huron Church

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Road corridor and will protect the intended use of the corridor. The requirements of the Huron Church Road Corridor Special Policy Area will not be affected by this amendment.

Additional access will be provided across the east end of the lands to the south by way of an access easement at the time of site plan approval.

The proposed development and amendments conform to the policies of Section 7 – Infrastructure.

The requested official plan amendments conform to policies of Section 11.2.2 of the Official Plan.

The requested zoning amendments conform to the Zoning Amendment Policies, Section 11.6.3.1 and 11.6.3.3, of the Official Plan.

The proposed amendments conform to the general policy direction of the Official Plan.

Zoning By-Law:

Relevant excerpts from Zoning By-law 8600 are attached as Appendix D to this report. The subject lands are zoned Commercial District 3.3 (CD3.3) which permits for a range of commercial uses with a maximum building height of 20.0 m.

The applicant is requesting a site-specific zoning amendment to permit the use of a *Combined Use Building* and a *Multiple Dwelling*. A total of 640 dwelling units, 8 commercial retail units with a combined GFA of 966 m², 779 parking spaces, 9 loading spaces, and 55 bicycle parking spaces are proposed. To facilitate the development and enable the proposed design layout, the applicant is also requesting site-specific exceptions to the provision of minimum number of parking spaces, minimum number of loading spaces, and maximum permitted building height.

Per Zoning By-Law 8600, the minimum parking rate for residential dwelling units is 1.25 spaces per unit. The applicant is seeking a site-specific exception to enable a minimum parking rate of 1.15 spaces per unit. The applicant is also seeking a site-specific exception to enable a minimum of 2 loading spaces per *Combined Use Building* or *Multiple Dwelling*. Parking rates for the proposed commercial uses are to be compliant with Zoning By-Law Provisions. The result is a proposed deficiency of 66 parking spaces for the development.

A parking brief was prepared in support of the proposed reductions to the parking space requirements of Zoning By-Law 8600. The report concludes that “*in order to support the proposed reduced parking, several provisions have been made in the proposal*”, including enhancements to pedestrian connections, and the provision of bicycle parking spaces in excess of by-law requirements. Given the applicant's desire to maximize the landscaped open space yard area and adhere to the provisions of the Huron Church Road Corridor Special Policy Area, the proposed site-specific parking exemptions are being supported by Administration

The CD3.3 zone permits a maximum building height of 20.0 m. The development proposal includes the provision of three high profile multiple dwelling buildings and one combined use building, ranging from 8 to 14 stories in height. As such, the applicant is

seeking site-specific exceptions to enable proposed building heights ranging from 28.0 m to 46.0 m.

The subject development went through several revisions and administrative reviews in an attempt to achieve a proposal that would meet the mutual interests of the applicant and the City. The applicants have devised a development proposal (in consultation with administration) that achieves compatibility and appropriate transition to abutting lower scale development. The transition is achieved through alternating building height limitations, building step backs, and landscape buffers. The alternating building height provisions (exceptions) are to be established through site specific Zoning By-Law Amendments, depicted in Schedule "A" (attached as Appendix E in this report).

Specific design elements will be implemented during the site plan control process and subsequent building permitting process. As discussed in the Official Plan section, the proposed development is compatible in terms of scale, massing, siting, height, orientation, setbacks, and parking. The proposed zoning provisions achieve that compatibility. With the exception of the above noted site-specific provisions, the proposed development is in compliance with the provisions of Zoning By-law 8600. No additional zoning deficiencies have been identified.

Site Plan Control:

Site plan control will apply to the proposed development. Design issues will be considered during site plan review. Recommendation 5 provides further direction to the Site Plan Approval Officer.

Risk Analysis:

N/A

Climate Change Risks

Climate Change Mitigation:

In general, infill intensification will minimize the impacts on community greenhouse gas emissions as these developments create complete communities and neighbourhoods while using currently available infrastructure such as parks, sewers, sidewalks, streets, schools and public transit.

Climate Change Adaptation:

The proposed development will provide many opportunities to increase resiliency for the development and surrounding area, including improved stormwater management.

Financial Matters:

N/A

Consultations:

Public Open House: The applicant held an informal virtual public open house on March

9, 2022. A total of 60 properties were provided notice, representing a 120 m radius of the Site. In addition to the Planning Consultant (Agent) and Applicant, a total of 5 members of the public attended. Section 5.0 in the Applicant's Planning Rationale Report provides a summary of the comments received and responses made at the open house.

Comments received from municipal departments and external agencies are attached as Appendix E.

Public Notice: Statutory notice will be advertised in the Windsor Star, a local daily newspaper. A courtesy notice will be mailed to property owners and residents within 120m of the subject parcel. The Development & Heritage Standing Committee is the public meeting as required by the Planning Act.

Planner's Opinion:

The *Planning Act* requires that a decision of Council in respect of the exercise of any authority that affects a planning matter, "*shall be consistent with*" Provincial Policy Statement 2020. The amendments have been evaluated for consistency with the PPS and conformity with the policies of the Official Plan.

Based on the documents submitted by the applicant, the comments received from municipal departments and external agencies, and the analysis presented in this report, it is my opinion that the requested amendments to the Official Plan and Zoning By-law 8600 are consistent with the PPS 2020 and are in conformity with the City of Windsor Official Plan.

The staff recommendation will permit a significant development consisting of a mix of high profile residential uses integrated with commercial uses that are able to coexist with existing land uses in the surrounding area.

The proposed development is an appropriate form of intensification and expands the range of dwelling types in an area predominately dominated by single unit dwellings. It provides residential intensification with a housing form that is in demand, introduces a cluster of uses that creates and supports a diverse neighbourhood, allows new residents to locate within an established area, and allows for residents to utilize alternative and active transportation modes.

Modern construction methods and building materials will allow the development to mitigate stormwater and climate change concerns. Existing infrastructure, such as roads, sidewalks, watermain, sewers, and public transit is being utilized, avoiding the need for any unjustified or uneconomical expansion of that infrastructure. Site plan control is the appropriate tool to incorporate the requirements and consider the concerns of municipal departments and external agencies.

It is my opinion that the proposed development is compatible with existing land uses and that the recommendations to amend the Official Plan and Zoning By-law 8600 constitutes good planning.

Conclusion:

Staff recommend approval of the requested amendments to the Official Plan to permit residential uses in excess of four stories in height, and direct property access to a Class I Arterial Road. Staff recommend approval of the requested amendments to Zoning By-law 8600 to add *Combined Use Building* and *Multiple Dwelling* as permitted uses, as well as site-specific exceptions for the provision of minimum number of parking spaces, minimum number of loading spaces, and maximum permitted building height.

Planning Act Matters:

I concur with the above comments and opinion of the Registered Professional Planner.

Neil Robertson, MCIP, RPP
Manager of Urban Design

Thom Hunt, MCIP, RPP
City Planner

I am not a registered Planner and have reviewed as a Corporate Team Leader

JP

OC

Approvals:

Name	Title
Neil Robertson	Manager of Urban Design / Deputy City Planner
Thom Hunt	City Planner / Executive Director, Planning & Development Services
Wira Vendrasco	Deputy City Solicitor, Legal Services & Real Estate
Jelena Payne	Commissioner, Economic Development & Innovation
Onorio Colucci	Chief Administration Officer

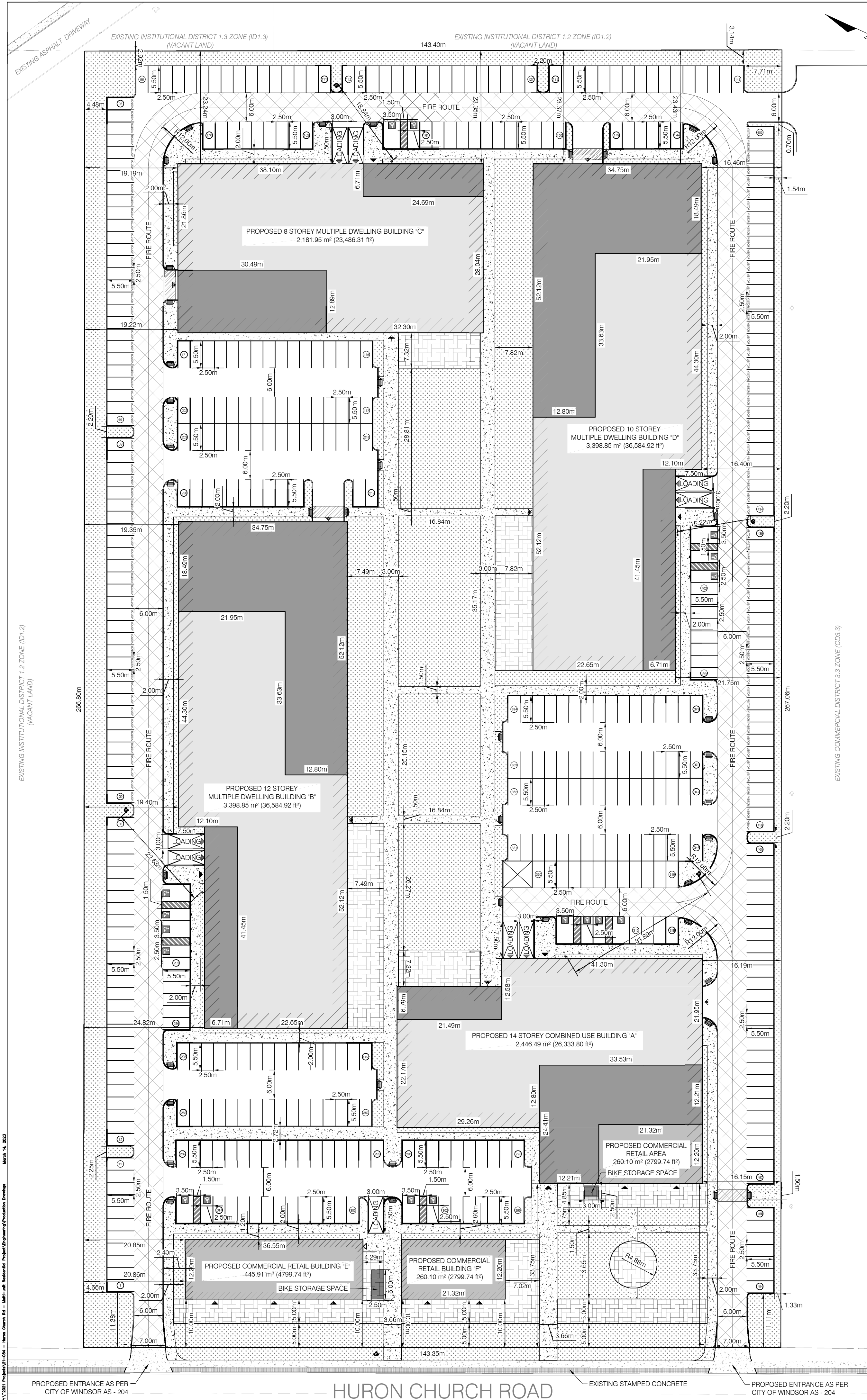
Notifications:

Name	Address	Email
University Residential Land Corp. (David Traher)	1701 Richmond Street, Unit 3B London ON N5X 3Y2	dtraher@westdellcorp.com
Storey Samways Planning Ltd. (David French)	55 Forest Street, Suite N Chatham ON N7L 1Z9	davidf@storeysamways.ca
Councillor Costante (Ward 2)		
Property owners and residents within 120 m of the subject lands		

Appendices:

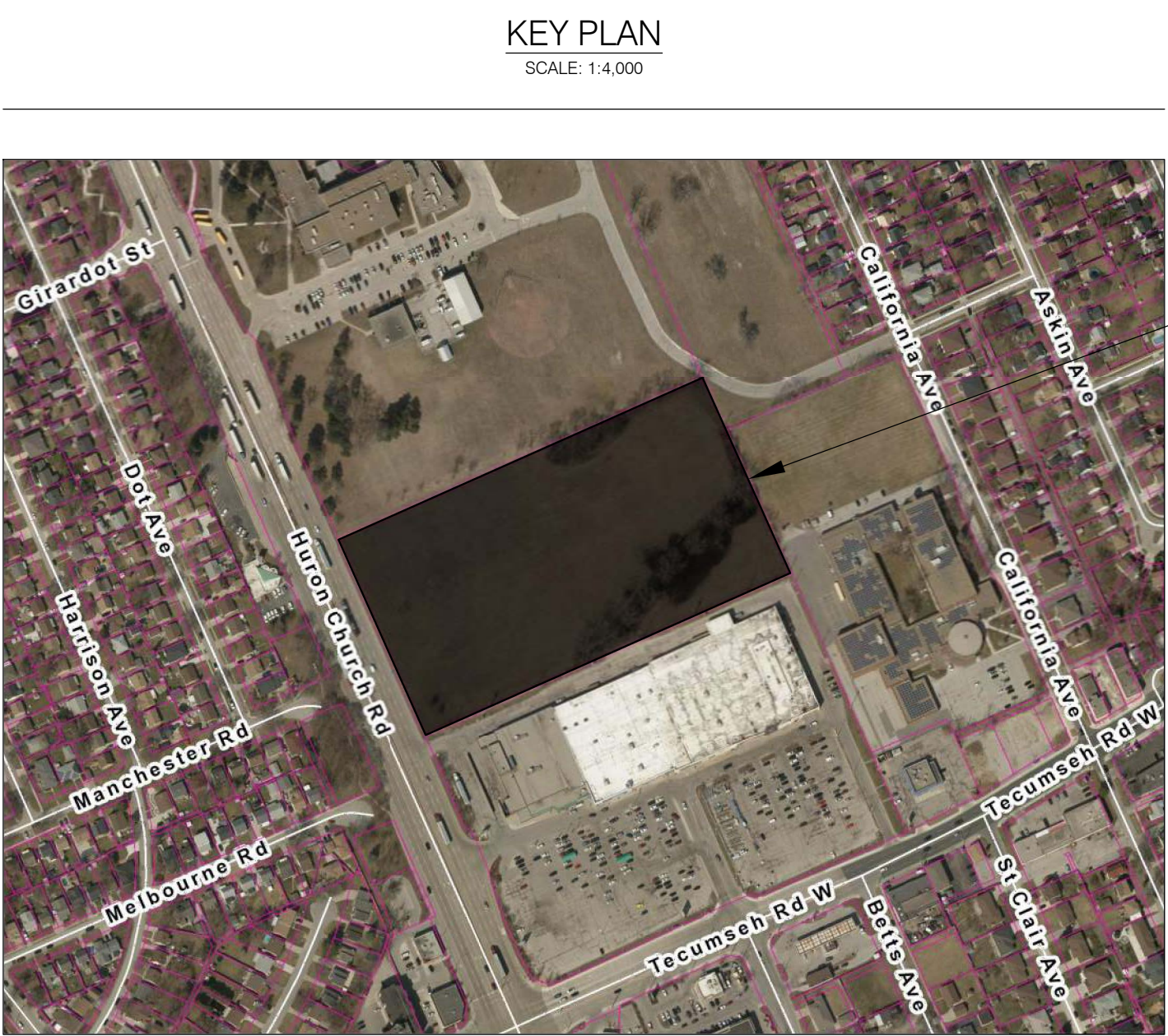
1. Appendix A - Conceptual Site Plan and Elevations
2. Appendix B - Planning Rationale Report
3. Appendix C - Extracts from Official Plan

4. Appendix D - Extracts from Zoning By-law 8600
5. Appendix E - Proposed Zoning
6. Appendix F - Comments



SITE DATA:			
EXISTING SITE ZONING:	COMMERCIAL DISTRICT 3.3 SITE SPECIFIC EXCEPTION S.20(1)278 (CD 3.3 - S.20(1)278) ZONE		
PROPOSED SITE ZONING:	COMMERCIAL DISTRICT 3.3 SITE SPECIFIC EXCEPTION S.20(1)278 (CD 3.3 - S.20(1)278) ZONE		
PERMITTED USE:	RETAIL STORE, COMBINED USE BUILDING AND MULTIPLE DWELLING BUILDING AMONGST OTHER USES PERMITTED WITHIN THE CD 3.3 - S.20(1)278 ZONE		
PROPOSED USE:	RETAIL STORE, COMBINED USE BUILDING AND RESIDENTIAL BUILDING		
DESCRIPTION:	REQUIRED:	PROVIDED:	ZONING COMPLIANCE:
MIN. LOT AREA:	N/A	38,270.92 m ² (411,944.75 sq. ft.) 3.83 ha (9.46 ac)	COMPLIES
MIN. FRONTAGE:	N/A	143.35 m (470.31 ft)	COMPLIES
MAX. BUILDING HEIGHT:	20 m (65.62 ft)	BUILDING 'A': 45.72 m (150 ft) BUILDING 'B': 36.62 m (120 ft) BUILDING 'C': 27.43 m (90 ft) BUILDING 'D': 33.53 m (110 ft) BUILDING 'E': 5.79 m (19 ft) BUILDING 'F': 5.79 m (19 ft)	RELIEF REQUESTED
MIN. FRONT YARD SETBACK (WEST):	N/A	10 m (32.81 ft)	COMPLIES
MIN. INTERIOR YARD SETBACK (SOUTH):	N/A	16.15 m (52.99 ft)	COMPLIES
MIN. REAR YARD SETBACK (EAST):	N/A	23.24 m (76.25 ft)	COMPLIES
MIN. INTERIOR YARD SETBACK (NORTH):	N/A	19.19 m (62.96 ft)	COMPLIES
MIN. LANDSCAPED OPEN SPACE YARD SETBACK (ABUTTING HURON CHURCH ROAD) (WEST):	10 m (32.81 ft)	10 m (32.81 ft)	COMPLIES
LOT COVERAGE:	N/A	31.70 % (12,132.15 m ² , 130,589.38 ft ²)	COMPLIES
LANDSCAPE OPEN SPACE:	N/A	23.66 % (9,054.34 m ² , 97,460.10 ft ²)	COMPLIES
RESIDENTIAL PARKING CALCULATED BASED ON DWELLING UNIT:	1.25 SPACES PER UNIT OF TOTAL 640 UNITS = 800 SPACES	1.15 SPACES PER UNIT OF TOTAL 640 UNITS = 736 SPACES	RELIEF REQUESTED
PARKING CALCULATED FOR RETAIL STORE BASED ON GFA:	1 SPACE PER 22.5 m ² GFA OF TOTAL 966.11 m ² GFA = 43 SPACES	43 SPACES	COMPLIES
ACCESSIBLE PARKING:	TYPE 'A'	0.5 SPACE PLUS 1% OF PARKING SPACES = 8 SPACES	COMPLIES
	TYPE 'B'	1 SPACE PLUS 1% OF PARKING SPACES = 9 SPACES	COMPLIES
VISITOR PARKING SPACES:		MIN. 15% OF 736 PARKING SPACES SHALL BE MARKED FOR VISITOR PARKING = 111 SPACES	COMPLIES
BICYCLE PARKING:		2 FOR THE FIRST 19 SPACES PLUS 1 FOR EACH ADDITIONAL 20 SPACES = 40 SPACES	COMPLIES
LOADING SPACES:	COMBINED USE BUILDING 'A' (RESIDENTIAL)	3 SPACE REQ. WHEN GFA IS BETWEEN 15,000 m ² AND 22,500 m ² = 3 SPACES	RELIEF REQUESTED
	COMBINED USE BUILDING 'A' (RETAIL)	0 SPACE REQ. WHEN GFA IS 275 m ² OR LESS = 0 SPACE	COMPLIES
	MULTIPLE DWELLING BUILDING 'B'	4 SPACE REQ. WHEN GFA IS OVER 22,500 m ² = 4 SPACES	RELIEF REQUESTED
	MULTIPLE DWELLING BUILDING 'C'	2 SPACE REQ. WHEN GFA IS BETWEEN 7,500 m ² AND 15,000 m ² = 2 SPACES	COMPLIES
	MULTIPLE DWELLING BUILDING 'D'	3 SPACE REQ. WHEN GFA IS BETWEEN 15,000 m ² AND 22,500 m ² = 3 SPACES	RELIEF REQUESTED
	COMMERCIAL RETAIL BUILDING 'E'	1 SPACE REQ. WHEN GFA IS BETWEEN 275 m ² AND 2,500 m ² = 1 SPACE	COMPLIES
	COMMERCIAL RETAIL BUILDING 'F'	0 SPACE REQ. WHEN GFA IS 275 m ² OR LESS = 0 SPACE	COMPLIES

LOT/BUILDING INFO.					
TOTAL LOT AREA:	38,270.92 m ² (411,944.75 sq. ft.) 3.83 ha (9.46 ac)				
PROPOSED BUILDING:	FOOTPRINT AREA	GROSS FLOOR AREA	HEIGHT / NO. OF STOREY	PARKING SPACES WITHIN BUILDING	UNITS
COMBINED USE BUILDING 'A'	2,446.49 m ² (26,333.80 ft ²)	RESIDENTIAL: 21,455.82 m ² (230,948.52 ft ²)	45.72 m (150 ft) / 14 STOREY	36 SPACES	182 DWELLING UNITS 2 RETAIL UNITS
		COMMERCIAL: 260.10 m ² (2,799.74 ft ²)			
MULTIPLE DWELLING BUILDING 'B'	3,398.85 m ² (36,584.92 ft ²)	25,924.25 m ² (279,046.30 ft ²)	36.62 m (120 ft) / 12 STOREY	91 SPACES	198 DWELLING UNITS
MULTIPLE DWELLING BUILDING 'C'	2,181.95 m ² (23,486.31 ft ²)	13,545.46 m ² (145,802.12 ft ²)	27.43 m (90 ft) / 8 STOREY	50 SPACES	98 DWELLING UNITS
MULTIPLE DWELLING BUILDING 'D'	3,398.85 m ² (36,584.92 ft ²)	21,828.73 m ² (234,962.49 ft ²)	33.53 m (110 ft) / 10 STOREY	91 SPACES	162 DWELLING UNITS
COMMERCIAL RETAIL BUILDING 'E'	445.91 m ² (4,799.74 ft ²)	445.91 m ² (4,799.74 ft ²)	5.79 m (19 ft) / 1 STOREY	-	3 RETAIL UNITS
COMMERCIAL RETAIL BUILDING 'F'	260.10 m ² (2,799.74 ft ²)	260.10 m ² (2,799.74 ft ²)	5.79 m (19 ft) / 1 STOREY	-	2 RETAIL UNITS
TOTAL	12,132.15 m ² (130,589.43 ft ²)	83,720.37 m ² (901,158.56 ft ²)	-	268 SPACES	640 DWELLING UNITS 8 RETAIL UNITS
TOTAL PARKING SPACES:	779 SPACES 268 STANDARD SURFACE PARKING SPACES WITHIN BUILDINGS 494 STANDARD SURFACE PARKING SPACES 8 TYPE 'A' ACCESSIBLE PARKING SPACES 9 TYPE 'B' ACCESSIBLE PARKING SPACES				
LENGTH OF CURBING:	2,096.07 m (6,876.87 ft)				
BUILDING USE AND OCCUPANCY:	RESIDENTIAL GROUP 'C' AND MERCANTILE GROUP 'E'				



LEGEND			
①	NUMBERED PARKING SPACES	⚡	BARRIER FREE SPACE SYMBOL
RB-93	RB-93 (BARRIER FREE) SIGN	RB-93T	RB-93T (ACCESSIBLE VAN) SIGN
EXISTING SIDEWALK	EXISTING FIRE HYDRANT	PROPOSED CONCRETE SIDEWALK	PROPOSED FIRE HYDRANT
PROPOSED FIRE ROUTE	PROPOSED PATIO AREA (PAVERS BLOCK)	PROPERTY LINE	PROPOSED ASPHALT
PROPOSED RA-1 STOP SIGN AND RB-12 NO LEFT TURN SIGN	PROPOSED ACCESSIBLE CURB CUT RAMP	LANDSCAPE OPEN SPACE	PRINCIPLE ENTRANCE
PARKING GARAGE ENTRANCE	SIAMESE CONNECTION FOR FIRE DEPARTMENT	SECONDARY ENTRANCE	PROPOSED COMMERCIAL RETAIL BUILDING
1-STOREY COMPONENT OF THE BUILDING	MULTI-STOREY COMPONENT OF THE BUILDING	PROPOSED BUILDING FOOTPRINT	OVERHANG DOOR

- NOTES:
- ALL FIRE DEPARTMENT SIGNAGE TO BE COMPLETED AFTER CONSTRUCTION IN COORDINATION WITH FIRE DEPARTMENT
 - ALL LIGHTING TO BE SHROUDED AND DARK SKY COMPLIANT
 - ALL ACCESSIBLE PARKING SPACES TO HAVE RB-93 SIGNS INSTALLED
 - ALL ACCESSIBLE VAN PARKING SPACES TO HAVE RB-93T SIGNS INSTALLED
 - ALL MAIL WILL BE CENTRALIZED INSIDE OF BUILDINGS
 - PROVIDE FIRE DEPARTMENT LOCKBOX
 - ALL EXTERIOR PATHS OF TRAVEL SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 80.23 OF ONTARIO REGULATION 191/11 TO THE ACCESSIBILITY FOR ONTARIANS WITH DISABILITIES ACT AND SECTIONS 3.8.1.3 AND 3.8.3.2 OF THE ONTARIO BUILDING CODE
 - ALL CURB RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 80.26(1) OF THE ONTARIO REGULATION 191/11 TO THE ACCESSIBILITY FOR ONTARIANS WITH DISABILITIES ACT AND SECTION 3.8.3.18 OF THE ONTARIO BUILDING CODE

SITE



PARTNER / CONSULTANTS

Date Revision
MAR 14, 2023 CITY COMMENTS

DATE: FEBRUARY 24, 2023
SCALE: 1:500
DRN BY: K.P.
CHK BY: B.P.

PROJECT TITLE
HURON CHURCH ROAD - MIXED USE DEVELOPMENT
JOB NUMBER
21-084
SHEET NUMBER
01



HURON CHURCH ROAD MIXED-USE DEVELOPMENT

VIEW FROM SOUTH ENTRANCE



HURON CHURCH ROAD MIXED-USE DEVELOPMENT

VIEW FROM SOUTH ENTRANCE - COMMERCIAL BOULEVARD



55 FOREST STREET, SUITE N • CHATHAM • ON • N7L 1Z9 • 519-354-4351
WWW.STOREYSAMWAYS.CA

TO: David Traher, Vice-President, Planning / Development
Westdell Development Corp.
1701 Richmond Street, Suite 3B,
London ON N5X 3Y2

FROM: David French, BA, CPT, Storey Samways Planning Ltd.

DATE: March 3, 2022 (Revised June 8, 2022)

SUBJECT: Planning Rationale Report Regarding Proposed four, 160-Unit Multiple
Unit Dwellings, Huron Church Road (No Address), City of Windsor

1.0 GENERAL FILE INFORMATION

Applications: Applications for Official Plan Amendment, Zoning By-law Amendment
and Site Plan Approval

Owner: University Residential Land Corp., c/o Westdell Development Corp.

Subject Property: 0 Huron Church Road
Part of Lots 63 & 64, Concession 1, Sandwich West, Parts 1 & 2,
RP 12R-14334
City of Windsor

2.0 INTRODUCTION

The purpose of this report is to determine the appropriateness of an official plan amendment application, zoning by-law amendment application and site plan approval application to support the development of four, 160-unit, 10-storey multiple unit dwellings (rental tenure), along with ancillary parking and landscaped areas, on a 3.83 ha (9.46 ac.) vacant parcel that is currently known as 0 Huron Church Road in the City of Windsor. **Please refer to Appendix A.**

Through the City of Windsor's required pre-consultation process for the current applications, the owner was informed that a required component of the Complete Application Package was the provision of a Planning Rationale Report to support the

development. This document is intended to serve that purpose, and as such, the proposal will be reviewed against the applicable Provincial and City of Windsor policies to determine whether the proposed multiple -unit dwelling development is consistent with the Provincial Policy Statement (PPS), in conformity with the City of Windsor Official Plan (OP), and ultimately represents good planning.

Current Proposal

The current proposal calls for the development of four, 10-storey, 160-unit, multiple unit dwellings, providing for a total of 640 dwelling units (density = 167.1 units / hectare), together with ancillary landscaped, and parking areas providing a total of 764 parking spaces across the overall site. Main access / egress to the site will be provided through two points from / to Huron Church Road, however, a permanent right-of-way through the abutting University Mall property, along its eastern edge, is proposed, and will provide access to Tecumseh Road West. **Please refer to Site Plan attached as Appendix “B”.**

It is noted that although it still has to be confirmed by the developer, it is anticipated that the two buildings furthest from Huron Church Road will be constructed first, followed by the two to closet to Huron Church Road.

In order to support the proposed development, the following Planning Act applications are required:

1. Official Plan Amendment – to permit direct access to / from Huron Church Road, to reduce the required landscape strip abutting Huron Church Road from 30 metres to 16 metres, and to permit parking in the front yard setback;
2. Zoning By-Law Amendment – to add, as an additional permitted use, the proposed residential use and establish site-specific zone performance standards for the proposed buildings; to permit parking in the front yard setback;
3. Site Plan Control – to ensure the final build-out is in compliance with the applicable zone provisions and technical documents.
4. ICBL Repeal

3.0 BACKGROUND

The site subject of this report, is located on the east side of Huron Church Road, just north of Tecumseh Road, and more specifically, it is located between Assumption College to the north and University Mall to the south.

Schedule D, Land Use, of the Windsor Official Plan designates the subject parcel as Mixed Use (**please refer to Appendix “C”**), which permits the proposed residential use

and buildings. The Windsor Zoning By-law classifies the parcel as Commercial District 3.3 (CD 3.3) (**please refer to Appendix "D"**), which does not permit the residential use. Discussions on the OP and ZBL appear in sections 6.2, and 6.3, respectively, below, in this document.

4.0 NEIGHBOURHOOD CONTEXT

As indicated above, the subject site is located on the east side of Huron Church Road, just north of Tecumseh Road West, and is currently vacant with generally flat topography.

Directly to the north is a substantial tract of land which contains Assumption College Catholic High School and Assumption College Catholic Middle School facility, and beyond that is the University of Windsor St. Denis Centre athletic complex; to the south is University Mall, beyond that is Tecumseh Road West with a mix of retail commercial and restaurant uses beyond that. To the west is Huron Church Road, a divided 4-6 lane roadway, with commercial and residential uses beyond that; and to the east, are commercial uses fronting on Tecumseh Road West, and residential uses fronting on California Avenue.

5.0 CONSULTATION ACTIVITIES

In the course of preparing this report, the following activities were undertaken by various members of the development team:

- Participation in required City of Windsor Pre-Submission process and review/consideration of administration and agency comments
- Discussions and email exchanges with City of Windsor planning administration (Greg Atkinson)
- Review of the Provincial Policy Statement (PPS), City of Windsor Official Plan, and the City of Windsor Zoning By-law
- Developer-led Public Information Centre (PIC) – March 9, 2022

Any correspondence and/or permits received to this point from consulting agencies have been, or will be, provided to the City as stand-alone documents, filed in conjunction with these Planning Act applications. Further, the following supporting studies / documents, identified to be required through the Pre-Submission process, will be submitted concurrently with this report:

- Copy of Deed
- Sketch of subject parcel

- Site Plan (SP)
- Transportation Impact Study (TIS)
- Noise Study (NS)
- Sanitary Sewer Study (SSS)
- Storm Water Retention Scheme (SWRS)
- Archaeological Report
- Energy Strategy
- Species-at-Risk Screening
- Natural Site Feature Inventory and Preservation Study

Public Information Centre

A developer-led, virtual (Zoom platform) Public Information Centre (PIC) was held on Wednesday, March 9, 2022, with invitations mailed out to approximately 60 neighbouring landowners on February 23, 2022. It is noted that the invitation notification list was provided by the City of Windsor and was based on the 120-metre buffer required by the Planning Act for Official Plan Amendments and Zoning By-law Amendments.

Of those invited, five members of the public attended the March 9th PIC, and an overview of comments received at that meeting is provided below:

- Concerned about existing drainage issue on neighbouring lands being compounded by new development;
- Questioned whether existing trees would remain, and/or if new landscaping was proposed;
- Noted the abutting mall property appears as a mapped “hot spot” in a municipal report regarding areas of Windsor that absorb/retain/emit solar energy in the form of heat, and whether or not light-coloured materials and/or green roofs would be used in the development;
- Questioned if all buildings were going to be constructed at once in a single phase, or if built in multiple phases.

Responses were provided by appropriate members of the development team to the above noted comments and questions – all to the satisfaction of those present. It is noted that no one in attendance provided any comments which would indicate any type of opposition to the four-building proposal. It is also noted that a Planner with the City of Windsor attended and observed the meeting.

6.0 ANALYSIS

6.1 Provincial Policy Statement, 2020 (PPS)

"The Provincial Policy Statement provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the Provincial Policy Statement sets the policy foundation for regulating the development and use of land. It also supports the provincial goal to enhance the quality of life for all Ontarians.

The Provincial Policy Statement provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The Provincial Policy Statement supports improved land use planning and management, which contributes to a more effective and efficient land use planning system..."

As such, when considering and promoting a change in land use it is both important and required to consider the Provincial Policy Statement (PPS) to ensure that both the long-term interests of the Province, and municipal interests, are met.

In this case there are multiple sections of the PPS which are relevant and these are identified below, along with comment.

Part IV: Vision for Ontario's Land Use Planning System

"...The Provincial Policy Statement focuses growth and development within urban and rural settlement areas while supporting the viability of rural areas. It recognizes that the wise management of land use change may involve directing, promoting or sustaining development. Land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns and avoiding significant or sensitive resources and areas which may pose a risk to public health and safety. Planning authorities are encouraged to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs.

Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel..."

Comment: The four proposed 160-unit, multiple unit dwellings will make efficient use of a vacant and under-utilized parcel of land without requiring the need of public investment or tax-payer funded upgrades to existing infrastructure and service facilities.

1.0 Building Strong Healthy Communities

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*

Comment: use of existing, under-utilized land inventory promotes efficient development, and in this case, due to the existing servicing infrastructure being able to accommodate the proposed development, the financial well-being of the Province and the City is not negatively impacted.

- b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*

Comment: this project proposes the development of four, 160-unit multiple dwellings (total of 640 dwelling units). Further, it is anticipated that the dwelling units will be of a rental tenure.

- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*

Comment: as accepted best practices are followed for the design, it is not anticipated that the proposed multiple unit dwelling development will cause environmental or public health and safety concerns.

- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*

Comment: development on the subject parcel is a clear example of infill development, in that it is an existing parcel of record serviced by an existing road network, and existing services at the road. As such, the proposed development provides for a cost-effective and efficient use of land and municipal roadways and other infrastructure.

1.1.3 Settlement Areas

1.1.3.1 Settlement areas shall be the focus of growth and development.

Comment: the proposed development is located in the City of Windsor, which is an identified settlement area.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed; and*
- g) are freight-supportive.*

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

Comment: as evidenced by the discussion throughout this section on PPS, it can be said that the proposed development meets the above criteria.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Comment: no publicly funded upgrades to either the transit or servicing systems are anticipated or required.

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Comment: as indicated above, the proposal calls to develop an existing vacant urban parcel for multiple unit dwellings for residential purposes

without requiring upgrades to the existing public service facilities. It is an excellent example of intensification and avoids risks to public health and safety.

1.4 Housing

1.4.3(b) permitting and facilitating:

1. all forms of housing required to meet the social, health and well-being requirements of current and future residents,...

2. all forms of residential intensification,..., and redevelopment in accordance with policy 1.1.3.3;

1.4.3(c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

1.4.3 (d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed, ...

Comment: the proposed multiple unit dwelling development both promotes and implements the important housing policies found in the PPS through the efficient use of an underutilized parcel with access to full municipal servicing and other public service facilities.

1.7 Long-Term Economic Prosperity

1.7.1(a) promoting opportunities for economic development and community investment readiness;

1.7.1(b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;

1.7.1(c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;

1.7.1(d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;

Comment: by making use of an existing underutilized parcel, and the servicing infrastructure already present, the project assists in keeping the

settlement area boundary as compact as possible ensuring that availability of land and resources is not compromised for the long-term benefit of both the City of Windsor and Province of Ontario. The subject lands are located on a main transportation corridor, as well as being in close proximity to shopping and restaurant services, and to public transportation and park systems, thus providing easy and efficient access to the services provided in the immediate area.

In consideration of the above PPS policy discussion, it is my opinion that the proposed multiple unit dwelling development is consistent with, and implements, the relevant policies of the Provincial Policy Statement. Further to this, the proposed development does not offend the remaining policies and directions of the Provincial Policy Statement.

6.2 City of Windsor Official Plan (OP)

While the entire Official Plan is applicable, there are certain sections which contain policies that it is prudent to provide reference and comments. These sections are:

Volume 1

- Section 3.3, Urban Structure policies
- Section 4, Healthy Communities policies
- Section 6.9, Mixed Use policies
- Section 8.7, Built Form Urban Design Policies

Volume 2

- Section 1.2, Special Policy Areas – Huron Church Road Corridor

Section 3.3, Urban Structure Policies

3.3.1 Nodes

3.3.1.2(a) Regional Commercial Centres are a type of Major Activity Centre where commercial services are provided to residents across the city and region. This type of node also provides the location for serving the daily and weekly shopping needs of residents living within or near the node. Regional Commercial Centres may also function as employment centres providing population serving offices, retail, personal services and local institutions.

In the future these nodes should function as vibrant mixed-use commercial-residential neighbourhoods serving a higher density of population. Ideally, the predominant form of new or redeveloped housing should be medium and

high-density residential buildings with ground floor and possibly second floor commercial uses and upper floor residential dwellings.

Comment: as per Schedule J, Urban Structure Plan, the Huron Church Road and Tecumseh Road West intersection is designated as a Regional Commercial Centre. It is noteworthy in that the Schedule J does not delineate actual property lines, so there is no indication as to whether or not the Regional Commercial Centre policies actually apply to the subject property.

However, I would consider it a valuable exercise to consider the policy above and provide comments which support the proposed high-density (>80 units/hectare) residential use in the context of a Regional Commercial Centre node.

In my view, the existing commercial and service-type uses that exist within the abutting University Mall, and Ambassador Mall on the south side of Tecumseh Road West, clearly identify the boundary of the commercial node. However, I note that there are defined residential neighbourhoods abutting this commercial area, and it is safe to say that the people that live in the residential neighbourhoods support the commercial uses, and likewise, the commercial uses support the residential neighbours – a symbiotic relationship.

As such, the proposed high-density residential use will also support the abutting and adjacent commercial uses, and vice versa – providing a true example of the intent of the Regional Commercial Centre concept.

It is important to note the written language above regarding the location of dwelling units in future residential development being above commercial uses – the word “should” is used, and not “shall”. So in that, while it may be preferred that residential uses be located above commercial uses, the policy wording indicates that residential uses are not prohibited at grade, and therefore are permitted.

3.3.2.1 (City Corridors) ...Residential development may include high profile (26 to 58 metres in height), medium profile (14 to 26 metres in height) and residential over retail at street, as well as row housing and lofts.

Comment: Schedule J, Urban Structure Plan, designates Huron Church Road as a City Corridor. As per the above policy, the proposed high-profile residential development is contemplated at this location. The Mixed-Use (land use) policies discussed below in this report echo the planned function of this site to include high-profile residential development.

Section 4, Healthy Communities Policies

Section 4, Healthy Communities

4.1.Goals

In keeping with..., Council's healthy community goals are to achieve:

- 4.1.1 Windsor's full potential as a healthy and liveable city.*
- 4.1.3 A high quality of life in Windsor.*
- 4.1.6 Economic opportunities throughout Windsor.*
- 4.1.7 A safe environment throughout Windsor.*

4.2 Objectives

- 4.2.1.5 To encourage a mix of housing types and services to allow people to stay in their neighbourhoods as they age.*
- 4.2.1.6 To provide for pedestrian scale neighbourhood centres that serve the day-to-day needs of the local residents.*
- 4.2.2.1 To consider the environment in the planning and design of Windsor.*
- 4.2.2.3 To encourage community planning, design and development that is sustainable.*
- 4.2.2.4 To promote development that meets human needs and is compatible with the natural environment.*
- 4.2.2.5 To reduce environmental impacts.*
- 4.2.3.1 To encourage a mix of uses.*
- 4.2.3.2 To encourage the location of basic goods and services close to where people live and work.*
- 4.2.3.4 To accommodate the appropriate range and mix of housing.*
- 4.2.4.1 To encourage development which fosters social interactions.*
- 4.2.4.2 To encourage development that fosters the integration of all residents into the community.*

4.2.4.3 *To encourage developments that adapt to changing resident needs.*

4.2.6.1 *To provide for a wide range of employment opportunities at appropriate locations throughout Windsor.*

4.2.6.2 *To encourage a range of economic development opportunities to reach full employment.*

Comment: In my opinion, the proposed development meets the above objectives and will assist the City of Windsor in providing a visibly-needed boost to the City's housing stock, on an undeveloped lot in an area that is ideal for its development due to its strategic location along a major roadway, and due to its close proximity to commercial, recreational and educational facilities and amenities.

While the proposed dwelling units will not be marketed to any specific demographic or group, it is recognized that the subject parcel is in close proximity to the University of Windsor campus, and such, it is anticipated that University of Windsor students may reside at this location.

Further, while this development will not ultimately provide a fixed employment resource, its construction-phase will provide for a sizable number of high-paying local construction and skilled-trades jobs, and from a longer-term economic perspective, will eventually contribute to the City's tax assessment base.

Section 6.9, Mixed Use Policies

The subject property is designated Mixed Use by Schedule "D", Land Use, of the City of Windsor OP (please refer to Appendix "C"). As indicated above, Mixed Use designation, as found in Section 6.9, permits the proposed residential use.

Although a residential use is permitted at an OP level in this location, certain policies contained in Section 10, dealing with site access to Huron Church Road, need to be addressed to permit access to / from Huron Church Road. This is discussed further below.

Section 6.9 Mixed Use

The lands designated as "Mixed Use" on Schedule D: Land Use provide the main locations for compact clusters of commercial, office, institutional, open

space and residential uses. These areas are intended to serve as the focal point for the surrounding neighbourhoods, community or region. As such, they will be designed with a pedestrian orientation and foster a distinctive and attractive area identity.

The following objectives and policies establish the framework for development decisions in Mixed Use areas.

6.9.1 Objectives

6.9.1.1 To encourage multi-functional areas which integrate compatible commercial, institutional, open space and residential uses.

6.9.1.2 To encourage a compact form of mixed use development.

6.9.1.3 To provide opportunities to create and maintain special area identities and focal points within Windsor.

6.9.1.4 To identify strategic locations which are highly visible and accessible for mixed use development.

6.9.1.5 To ensure the long term viability of Mixed Use areas.

6.9.1.6 To provide public places for strolling, recreation, conversation and entertainment.

6.9.1.7 To increase the use of walking, cycling and public transportation within the designated Mixed Use area by fostering a strong livework-shopping-recreation relationship.

Comment: the proposed residential use at this location meets the above objectives in that additional people living in the immediate area will make use of the nearby institutional, recreational and commercial opportunities, and in turn will support and strengthen and assist in ensuring the long-term sustainability of all components. A synergistic effect.

6.9.2 Policies

6.9.2.1 Uses permitted in the Mixed Use land use designation include retail and service commercial establishments, offices, cultural, recreation and entertainment uses, and institutional, open space and residential uses, exclusive of small scale Low Profile residential development.

Comment: the proposed 10-storey residential apartment buildings are not considered to be small scale Low Profile residential and are a permitted use.

6.9.2.2 *For the purpose of this Plan, Mixed Use development is further classified as follows:*

(a) Mixed Use Corridors which occupy linear street frontages with commercial, institutional and open space uses located immediately adjacent to the public right-of-way and residential uses located above grade; and

(b) Mixed Use Centres which are large sites developed according to a comprehensive development plan or nodal developments at the intersection of Controlled Access Highways and/or Arterial roads. This type of Mixed Use development provides a regional, community or neighbourhood focal point with a pedestrian oriented design.

Comment: in consideration of the context of the existing built-out adjacent area, I would suggest that this specific area (Huron Church Road / Tecumseh Road West intersection), which also includes the subject parcel, is considered to be a Mixed Use Centre, as per the description provided in Section 6.9.2.2(b), above.

It is noted that 6.9.2.2(b) doesn't specifically provide a list of permitted uses, or where the uses are to be located (such as 6.9.2.2(a) speaking to residential uses being located above grade). In this regard I reference 6.9.2.1, as above, which states:

6.9.2.1 *Uses permitted in the Mixed Use land use designation include retail and service commercial establishments, offices, cultural, recreation and entertainment uses, and institutional, open space and residential uses, exclusive of small scale Low Profile residential development.* [my emphasis]

It is my opinion that the provision of new high profile dwelling units is supported at this location by the above policies. Further, it is my opinion that the proposed residential development will supplement the existing institutional and commercial uses located within this Mixed Use Centre, and with strengthen the focal point notion and highlight the importance of this specific intersection at all levels – regional, community and neighbourhood.

6.9.2.3 Mixed Use development shall be located where:

(a) there is access to a Controlled Access Highway, Class I or Class II Arterial Roads or Class I Collector Road;

Comment: access to Huron Church Road, a Class I Arterial Road, is provided. Access to Tecumseh Road West, also a Class 1 Arterial Road, is also provided by way of a proposed right-of-way over the abutting University Mall lands.

(b) full municipal physical services can be provided;

Comment: full municipal services can be provided.

(c) public transportation service can be provided; and

Comment: public transportation service is available within walking distance of the subject lands.

(d) the surrounding development pattern is compatible with Mixed Use development.

Comment: the proposed residential use and buildings are compatible with adjacent lands uses.

6.9.2.4 At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed Mixed Use development is:

(a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses:

(i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan;

Comment: the development is not adjacent to any Development Constraint Areas which are identified on Schedule C.

(ii) within a site of potential or known contamination;

Comment: the site is not known to be contaminated.

(iii) where traffic generation and distribution is a provincial or municipal concern; and

Comment: a Traffic Impact Study, which supports the project, was prepared by a professional traffic engineer.

(iv) adjacent to sensitive land uses and/or heritage resources.

Comment: the subject site is adjacent to Assumption College which is an identified heritage resource. It is not anticipated that the project will have a negative effect on the heritage building next door, and at the request of City administration, elevations and shadow modeling will be provided to the municipal heritage planner for review and consideration.

(b) in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area;

(c) capable of being provided with full municipal physical services and emergency services;

(d) provided with adequate off street parking;

(e) pedestrian oriented;

(f) compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and landscaped areas; and

(g) acceptable in terms of the proposal's market impacts on other commercial areas (see Procedures chapter).

6.9.2.5 *The following guidelines shall be considered when evaluating the proposed design of a Mixed Use development:*

(a) the ability to achieve the associated policies as outlined in the Urban Design chapter of this Plan;

b) the mass, scale, orientation, form, and siting of the development achieves a compact urban form and a pedestrian friendly environment;

(c) at least one building wall should be located on an exterior lot line and oriented to the street to afford direct sidewalk pedestrian access from the public right-of-way;

(d) permanent loading, service and parking areas should be located so as not to significantly interrupt the pedestrian circulation or traffic flow on the public right-of-way or within a Mixed Use area;

(e) mid-block vehicular access to properties is generally discouraged and is encouraged via a rear yard service road or alley;

(f) parking areas shall be encouraged at the rear of buildings;

(g) safe and convenient pedestrian access between buildings and public transportation stops, parking areas and other buildings and facilities should be provided;

(h) the development is designed to foster distinctive and attractive area identity;

(i) the public rights-of-way are designed to foster distinctive and attractive area identity and to provide for vehicle use, regular public transportation service as well as pedestrian and cycling travel; and

(j) integration of the development with the surrounding uses to contribute to the unique character of the area.

Comment: the above policies were regarded in that they helped lead the design of the buildings and the site itself where appropriate and feasible. An Urban Design Study, discussed further below in this report, was prepared, which also speaks to a number of the policies above.

Speaking specifically to item (c) above, due to the required setback from Huron Church Road, it is not possible to locate an exterior wall abutting the public right-of-way and provide direct pedestrian access to the building from the right-of-way. However, in order to respect the intent of this policy, sidewalks and landscaping features are proposed to guide pedestrians from the ROW to the buildings entrances and shared courtyard, and vice versa.

And, speaking to item (f) above, the setback constraints imposed on the site, and the subsequent movement of the building envelope to toward the rear of the site, effectively remove usable space from the site that would normally be used for parking. In this regard, a modest number of parking spaces in the front yard are required to support the proposed buildings, which, are viewed by the owner as the highest and best use of the site.

To that, rather than seek an extreme reduction in required parking, and affect the operation of the site, relief is being sought, through both official plan and zoning amendments, to permit parking in the front yard so as not negatively impact the residential use and its needs.

From the owner:

The challenge with removing the parking along Huron Church will affect our ability to lease the apartments out. While we do feel there will be tenants from the University of Windsor, we do not expect that they will account for very many. We fully anticipate our tenants to be ones who will benefit from the proximity to the Ambassador bridge and to the 401 Highway as part of their daily lives. We feel this will be made up of not only single person families, but also primarily young working couples who both may have a commute for work.

The city has a by-law of 1.25 cars per unit for reasons just like this, and that is why we feel the need to maximize the parking, as close as possible to the requirement of the by-law.

The site also boasts a landscaping ratio of over 20% already, and has a great internal "central park" feature, so we really don't understand the need for even more landscaping. The current landscaping can be enhanced along Huron Church, but with all the traffic on Huron Church Road, we do not anticipate residents using that space when they can use the space internal to the site.

6.9.2.6 *Council will require all development within areas designated Mixed Use to be subject to site plan control.*

Comment: an application for site plan control is to be submitted concurrently with the OPA and ZBA applications.

6.9.2.7 Council may establish off street parking standards to reflect public transportation supportive designs or shared parking arrangements in Mixed Use developments.

Comment: A reduction in required parking is being sought through the rezoning application (discussed further below in this report).

Section 7, Infrastructure

7.2.3 Pedestrian Network Policies

7.2.3.1 Council shall require all proposed developments and infrastructure undertakings to provide facilities for pedestrian movements wherever appropriate by:

(a) Requiring safe, barrier free, convenient and direct walking conditions for persons of all ages and abilities;

(b) Ensuring that all residents have access to basic community amenities and services and public transit facilities without dependence on car ownership; and

(c) Providing a walking environment within public rights-of-ways that encourages people to walk to work or school, for travel, exercise, recreation and social interaction.

Comment: the proposed residential development is strategically located in an area that provides ease of pedestrian access to shopping (University Mall), recreational (St. Denis Athletic & Community Centre) and educational centres (University of Windsor, Assumption College Catholic Middle and High Schools, Westview Freedom Academy). Further, all of these destinations are currently serviced by an improved municipal sidewalk system.

7.2.6 Road Network Policies

7.2.6.4 Council shall provide for Class I Arterial Roads as follows:

(a) Class I Arterial Roads shall be designated on Schedule 'F' and in any secondary plan or master plan where appropriate.

(b) Operational and design characteristics:

(iv) Direct property access shall not be permitted to Class I Arterial Roads;

Comment: Huron Church Road is designated as a Class 1 Arterial Road by Schedule "F". It is noted that direct access to Huron Church Road is shown on the proposed site plan, and therefore relief from 7.2.6.4(b) is required. This is discussed further below in the report under Official Plan Amendment Application.

7.2.6.19 All proponents of development may be required to complete a Traffic Impact Study to support the feasibility of a proposal, and if feasible, identify appropriate traffic management measures, in accordance with the Procedures chapter of this Plan.

Comment: A Traffic Impact Study has been prepared which supports the proposed development, and indicates appropriate traffic management measures where applicable. This study was identified as a requirement for a complete application and will be submitted as a stand-alone document along with the applications.

Section 8, Urban Design Policies

Section 8 Urban Design

8.1 Goals

In keeping with the Strategic Directions, Council's urban design goals are to achieve:

8.1.1 A memorable image of Windsor as an attractive and livable city.

8.1.2 Human scale development throughout Windsor.

8.1.3 Pedestrian access to all developments.

8.1.6 A high standard of design throughout Windsor.

8.1.10 A functional and attractive streetscape.

8.1.12 Excellence in exterior building design, site design and right-of-ways.

8.1.13 Efficient use of resources and energy that are integrated with the built form.

8.1.14 Integrated design for the needs or persons of all ages and abilities.

8.3 Design for People

8.3.2.1 Council will encourage building and spaces to be designed to accommodate interpersonal communication and observation.

8.3.2.2 Council will encourage buildings and spaces that establish a pedestrian scale by promoting:

- (a) The placement of continuous horizontal features on the first two storeys adjacent to the road;*
- (b) The repetition of landscaping elements, such as trees, shrubs or paving modules; and*
- (c) The use of familiar sized architectural elements such as doorways and windows.*

8.4 Pedestrian Access

8.4.1.1 To integrate barrier-free pedestrian routes in the design of urban spaces.

8.5 Ecological Design

8.5.2.5 Council will encourage the use of landscaping to:

- (a) Promote human scale;*
- (b) Promote defined public spaces;*
- (c) Accentuate or screen adjacent building forms;*
- (d) Frame desired views or focal objects;*
- (e) Visually reinforce a location;*
- (f) Direct pedestrian movement;*
- (g) Demarcate various functions within a development;*
- (h) Provide seasonal variation in form, colour, texture and representation;*
- (i) Assist in energy conservation;*
- (j) Mitigate effects of inclement weather.*

8.5.2.9 Council will encourage development to include features that reduce, control or treat site-runoff, use water efficiently and reuse or recycle water for on-site use when feasible.

8.6 Micro-climate

8.6.2.1 Council may encourage design measures such as awnings, canopies, arcades, or recessed ground floor facades to offer pedestrian protection from inclement weather.

8.6.2.2 Council will encourage the provision of landscaping to modify the extremes of air temperature in public spaces.

8.6.2.3 Council may require shadow studies of Medium, High and Very High Profile development proposals to evaluate the impact of the shadow cast and to determine the appropriate design measures to reduce or mitigate any undesirable shadow conditions.

8.6.2.6 Council will maintain access to skylight in public spaces by controlling the height, setback and massing of a proposed development or infrastructure undertaking.

8.7 Built Form

8.7.1 Objectives

8.7.1.1 To achieve a varied development pattern which supports and enhances the urban experience.

8.7.1.2 To achieve a complimentary design relationship between new and existing development, while accommodating an evolution of urban design styles.

8.7.1.3 To maximize the variety and visual appeal of building architecture.

8.7.1.4 To integrate art and landscaping within the built form.

8.7.1.7 To achieve external building designs that reflect high standards of character, appearance, design and sustainable features.

8.7.2 Policies

8.7.2.1 Council will ensure that the design of new development:

(a) Is complimentary to adjacent development in terms of its overall massing, orientation, setback and exterior design, particularly character, scale and appearance;

(b) Provides links with pedestrian, cycle, public transportation and road networks.

8.7.2.4 Council will ensure a transition among Very High, High, Medium and Low Profile developments through the application of such urban design measures as incremental changes in building height, massing, space separation or landscape buffer.

8.7.2.6 Council will encourage the buildings facades to be visually interesting through extensive use of street level entrances and windows. Functions which do not directly serve the public, such as loading bays and blank walls, should not be located directly facing the street.

8.7.2.7 Council shall encourage all Medium, High and Very High Profile developments to setback additional storeys above the third (3) storey away from the road frontage to provide sunlight access, manage wind conditions and enhance the pedestrian scale.

8.7.2.8 Council will ensure that main entrances to buildings are street oriented and clearly visible from principal pedestrian approaches.

Comment: from the very initial planning stages of this development, the above Urban Design polices were regarded, and adhered to, to the greatest extent possible. The overall design is functional from a social (people) perspective, and also from a municipal perspective in that it takes advantage of the existing social and hard infrastructure systems in the area without causing any undue stress on these existing systems, or on the adjacent properties and/or residents.

From an aesthetics perspective, the design is functional, relevant and, most importantly from a marketing perspective, not something that exists elsewhere in the Windsor market due to the design, attention to resident detail, and amenities it provides.

Although not required by the City, an urban design brief is attached as **Appendix E**, prepared by the project architect, outlines the design philosophies and ultimately supports the notion that this project is respectful of the intent of the Urban Design policies noted immediately above.

From the architect:

The main entrances are located off of the garden sides of the buildings with connecting through-entrances along the north and south parking area sides of the buildings. The garden entrances are connected by wide pedestrian walkways to the sidewalk at Huron Church Rd. Since the area is far from being a true urban environment the intention is to have pedestrians pass through the deep area of landscaping from the sidewalk to separate

their approach to the garden entrances to the building from the noise and traffic of the highway.

It is noted that 8.7.2.8, above, speaks to street-oriented main entrances, however due to various policy and zoning constraints affecting the location and orientation of the buildings (i.e., required landscape buffer along Huron Church Road), application of this requirement is not reasonable, as no sides of the building(s) abut a street.

However, as provided earlier in this report, sidewalks and landscaping connecting the Huron Church Road ROW to the various buildings' entrances are provided.

Volume II

1.2 Huron Church Road Corridor

1.2.1 The Huron Church Road Corridor designated on Schedule A: Planning Districts & Policy Areas in the Primary Plan is comprised of the area along the east and west sides of Huron Church Road from the Ambassador Bridge to Highway #3.

Comment: the subject parcel lies within the designated Huron Church Road Corridor.

1.2.2 Notwithstanding the general policies contained in the Primary Plan, the following policy shall apply to all development along the Huron Church Road Corridor:

(a) to create a uniform appearance along Huron Church Road and in keeping with its status as an international gateway route, any new development adjacent to Huron Church Road shall be required to provide a landscaped setback abutting the road. Specific land use requirements shall be as follows:

(ii) where residential development is proposed adjacent to Huron Church Road a Public Open Space corridor having a minimum width of 30 metres shall be provided as shown on Schedule D: Land Use; save and except...

Comment: the proposed site plan shows a landscaped open space corridor of 16.89 metres, and therefore an amendment to this the Official Plan is required to reduce this requirement, and is discussed immediately below under Official Plan Amendment Application.

Official Plan Amendment Application

In order to permit the proposed four-building, 640-unit residential development, an official plan amendment is required to:

1. Permit direct access to the site from Huron Church Road, a designated Class I Arterial Road, as per Section 7.2.6.4(b)(iv);

Comment: enforcement of this policy would effectively render an existing, substantial, lot-of-record, undevelopable, which, in my opinion, goes against the overall intent of an official plan – to provide, on balance, a safe, viable and relevant community, and a strong economy.

There is evidence along the length of Huron Church Road of numerous direct access points, and I am aware of a recently approved official plan amendment affecting lands in the southwest corner of the intersection of Huron Church and Tecumseh Road West to permit direct access to Huron Church.

Further, the attached Traffic Impact Study does not find any negative aspects associated, from either functional or safety perspectives, with the proposed two accesses as shown on the site plan, to Huron Church Road. It is noted that for convenience purposes, and for potential emergency response purposes, an addition access through the abutting University Mall property is to be provided through a deeded right-of-way.

It is further my opinion that this policy is designed to prohibit as-of-right access to Huron Church Road, and so that any future proposed accesses are fully, and carefully, vetted through the appropriate municipal channels, so as to ensure the access points are needed, safe and properly located.

2. Reduce the minimum required Public Open Space corridor for a residential use from 30 metres to 16 metres, as per Section 1.2.2(a)(ii), Volume II, Huron Church Road Corridor, and to permit parking a minimum of 16 metres from the Huron Church Road right-of-way;

Comment: in my review, the intent of the 30-metre landscape setback is to provide a sound buffer between the traffic noise on Huron Church and the residential uses. Every attempt was made to site the apartment buildings a minimum of 30 metres from Huron Church (34.51 m provided), while still maintaining an efficient and attractive site design. However, in meeting this required setback, two rows of parking, and a parking aisle, are located within the required 30-metre setback.

To that end, the site plan shows a proposed setback of 16.89 metres from the parking lot to the Huron Church right-of-way. As such an OPA to permit this setback is requested.

To assist with the provision of a pleasing streetscape, in that the vehicles in this parking area are hidden from view from Huron Church Road, I suggest that the Windsor Site Plan Approval Officer work with the developer to ensure that appropriate landscaping and fencing is provided in this regard.

Conceptual 3-D renderings depicting landscape features which will assist in creating a pleasing, natural, streetscape is provided as **Appendix F**.

6.3 City of Windsor Zoning By-law 8600

As described earlier in this report, the subject parcel is currently zoned Commercial District 3.3 (CD3.3), which does not permit the stand-alone residential apartment buildings. Therefore, a zoning by-law amendment is required to permit the multiple residential use, and establish appropriate performance standards for residential apartment buildings on the site.

Zoning By-law Amendment Application

Residential uses, as identified in the Regional Commercial Centre discussion above (Section 3, Urban Structure), are both an important and integral component of this specific node type.

It is proposed that the site be rezoned to an appropriate, site-specific Commercial District 3.3 zone, which will add, as an additional permitted use, the residential use and the proposed high-density multiple residential dwellings, and establish site-specific zone performance standards which apply to this development. It is important for the owner to maintain the ability to continue to permit the existing commercial uses normally associated with the CD3.3 zone, so as to be able to adjust to the variable residential and commercial markets as needed.

In order to permit the proposed development, it is proposed the subject site be rezoned to a site-specific CD3.3-### zone to:

- Permit the residential use;
- Establish a minimum 30-metre front yard setback for all structures;
- Establish a 16-metre minimum front yard landscape buffer;
- Permit parking in the front yard setback as per the site plan;
- Reduce the required parking from 1.25 spaces per unit to 1.20 spaces per unit;
- Permit a maximum building height of 32 metres;
- Require a minimum landscaped open space of 20%;

- Require a minimum setback of 1 metre from a parking space to a wall containing a dwelling unit.

Comment: the above-noted requested site-specific zone provisions, in my opinion, will allow for the most efficient buildout of the site, while making use of the available local servicing capacities, without producing any negative impacts to either the future residents of the buildings, the adjacent residential, institutional, and commercial neighbours. This intensification on the site is supported by the various supporting studies attached to this report.

6.4 Required Studies

Traffic Impact Study

Due to the size of the document, the Traffic Impact Study will be submitted as a stand-alone document within the application package. However, it is important to note from the conclusion of the that report:

...The Official Plan Amendment is required to permit property access from Huron Church Road. Based on the analysis results, the access from Huron Church Road should be permitted and will not affect mobility of northbound through traffic.

Based on the evaluation and findings contained within this report, the proposed development is expected to have a minimal impact on the conditions at the intersections of Tecumseh Road West with Huron Church Road and California Avenue.

The Traffic Impact Study supports the proposed development.

Noise Study

A Noise Study, a required submission component of the City, has been prepared and will be submitted as a stand-alone document. But in summary, from that document:

RECOMMENDATIONS

As demonstrated in this report, mitigation measures are required to bring residential units within the development into compliance with MOECC criteria. With the inclusion of these measures, MOECC noise criteria will be satisfied.

Recommendation #1

Due to the exceedance of the MOECC criteria for daytime and nighttime acoustical levels from the surrounding roadway, the dwellings shall include a warning clause as described in Section 5.1.1.

Recommendation #2 (Building Components)

Due to exposure to noise, some units require special building components for areas of sensitive use (i.e., bedroom, common area, dining room etc.). As for building facades facing roadway will have no bedroom, kitchen or living room windows. An apartment staircase will be provided as a buffer between the apartment units and roadway noise. The following STC value is required for building components:

Window Requirements: All windows leading to a sensitive living area are to have a minimum sound transmission class (STC) as per Sheet 1 – Noise Information Plan in order to meet the MOECC indoor noise level criteria.

Door Requirements: All doors leading to sensitive living areas are to have a minimum sound transmission class (STC) as per Sheet 1 – Noise Information Plan in order to meet the MOECC indoor noise level criteria.

Wall Requirements: All walls leading to sensitive living areas are to have a minimum sound transmission class (STC) as per Sheet 1 – Noise Information Plan. Also, acoustic privacy between units in a multi-tenant building, the inter-unit wall, should meet or exceed STC-50. Wall separation between noisy spaces, such as refuse chutes or elevator shafts, and suites should meet or exceed STC-55. Further, a setback of 30m is provided between buildings and Huron Church Road right-of-way in order to meet the Windsor Office Plan requirement and to create a noise buffer.

Recommendation #3 (All units within the development)

Prior to the issuance of building permits it is recommended that an acoustical consultant review the sound transmission class (STC) for the proposed development's walls, windows and doors to ensure they conform to the recommendations outlined in this report. Building components are shown in Sheet 1 – Noise Information Plan. 7.

SUMMARY

We conclude that this development can, with the implementation of the above-described mitigation measures, be designed to address impacts from the surrounding noise source

The Noise Study supports the development.

Stormwater Management Plan and Sanitary Sewer Study

A Stormwater Management Plan and Sanitary Sewer Study was undertaken and will be submitted with the application. In summary:

According to the analysis summarized herein, and as provided in the attached documentation, the City of Windsor development standards have been met in the design proposed herein.

Therefore, Baird AE is recommending the approval of the proposed development by the City of Windsor and all other applicable authorities.

Shadow Study

A Shadow Study was prepared and is attached as **Appendix "G"** to this report.

Energy Strategy

An Energy Strategy was prepared and is attached as **Appendix "H"** to this report.

6.5 Site Plan

An application for site plan approval shall be submitted concurrently with the application for zoning by-law amendment. The site plan, **attached as Appendix "B"**, details the proposed four, 160-unit, multiple dwellings, landscaped and amenity space, and parking areas. Further, the proposed site plan shows the following ancillary features:

- 764 parking spaces, which includes 20 AODA (accessible) parking spaces, in a series of interconnected at-grade parking areas
- Three dedicated loading spaces per building (total 12)
- Two points of ingress / egress are provided from/to Huron Church Road
- One point of ingress / egress is provided through the abutting University Mall property to Lauzon Road to/from Tecumseh Road West.
- Central courtyard/park areas for residents
- Interconnected onsite pedestrian walkways

- A 16-metre landscaped strip between Huron Church Road and the front-face of the buildings
- Sidewalks and landscaping features connecting the Huron Church Road ROW to the central courtyard and building entrances

7.0 INTERIM CONTROL BY-LAW – RESIDENTIAL DWELLINGS

In July of 2020, Council passed a city-wide Interim Control By-law (ICBL) which effectively placed prohibitions on certain types of residential development throughout the City of Windsor, which included, development of multiple dwelling buildings under most situations, while a housing study was being completed. A complete report on this topic was prepared by Thom Hunt, City Planner, and was presented to Council on July 13, 2020. This report can be found in the City's Planning Department.

During the Westdell pre-consultation process, it was identified by Administration that the ICBL did in fact apply to the subject lands, and in essence would prohibit the proposed apartment buildings. Administration also indicated that the ICBL two-year time limit would come to an end on July 13, 2022 and must be repealed.

It is noted that the Planning Act does allow Council to grant exceptions to the ICBL in that a landowner can apply to have the ICBL repealed on a site-specific basis. As such, the Windsor Planning Department provided a set of general criteria, consisting of five points, with which to evaluate such a site-specific request. The five points, and comments follow:

- 1. Consistency with the Official Plan – whether the proposed development is consistent with the land use designation and general policy direction of the Official Plan.*

Comment: As evidenced by the discussion above, it is my opinion that the proposed residential development is consistent with the Mixed Use land use designation.

- 2. Compliance with the Zoning By-law – whether the proposed development is a permitted use and complies with the provisions, including any approval from the Committee of Adjustment.*

Comment: Upon a successful rezoning application, the proposed residential use will comply with the Windsor Zoning By-law.

3. *Distance to Nearby Services and Amenities – whether residents have access to services and amenities such as a grocery store, a community or recreation facility, or other uses that meet their daily needs within a 1 km or less walk.*

Comment: the proposed residential development is located within 100-300 metres of two full-service shopping malls which provide groceries and other necessary items and services. Further, the proposed residential development is located approximately 600 metres from the St. Denis Athletic and Community Centre which provides recreation opportunities.

4. *Distance to Public Transit – whether residents have access to current and future public transit with a 1 km or less walk.*

Comment: the proposed residential development is located approximately 200 metres from a city transit (Central 3 route) pick-up / drop-off point on the north side of Tecumseh Road West. Therefore, this criteria is met.

5. *Potential Impact on the Land Use Study – this criterion considers if approval of the exemption may prejudice the Land Use Study. Typically, if the proposed development is consistent with the Official Plan, complies with the Zoning By-law, is within an acceptable distance of nearby services and amenities, and is, or will be, with an acceptable distance of public transit, there should be no impact on the Land Use Study.*

Comment: based on the discussion immediately above, and throughout this document, no potential impact to the Land Use Study is anticipated. All applications and supporting documents submitted justify the proposed four-building development.

8.0 CONCLUSION

Based on the above analysis of Provincial and municipal policies, it is my opinion that the proposed applications to permit four, 160-unit, multiple unit dwellings is consistent with, and conforms to important Provincial and municipal policies surrounding the economy, housing and intensification in identified settlement areas.

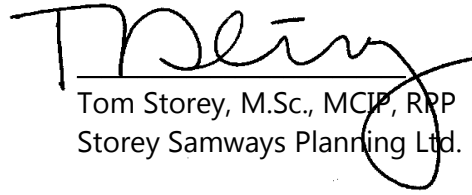
In conclusion the proposed multiple unit residential use at this location represents sound planning for the reasons contained within this report.

Prepared by:



David French, BA, CPT
Storey Samways Planning Ltd.

Reviewed by:



Tom Storey, M.Sc., MCIP, RPP
Storey Samways Planning Ltd.

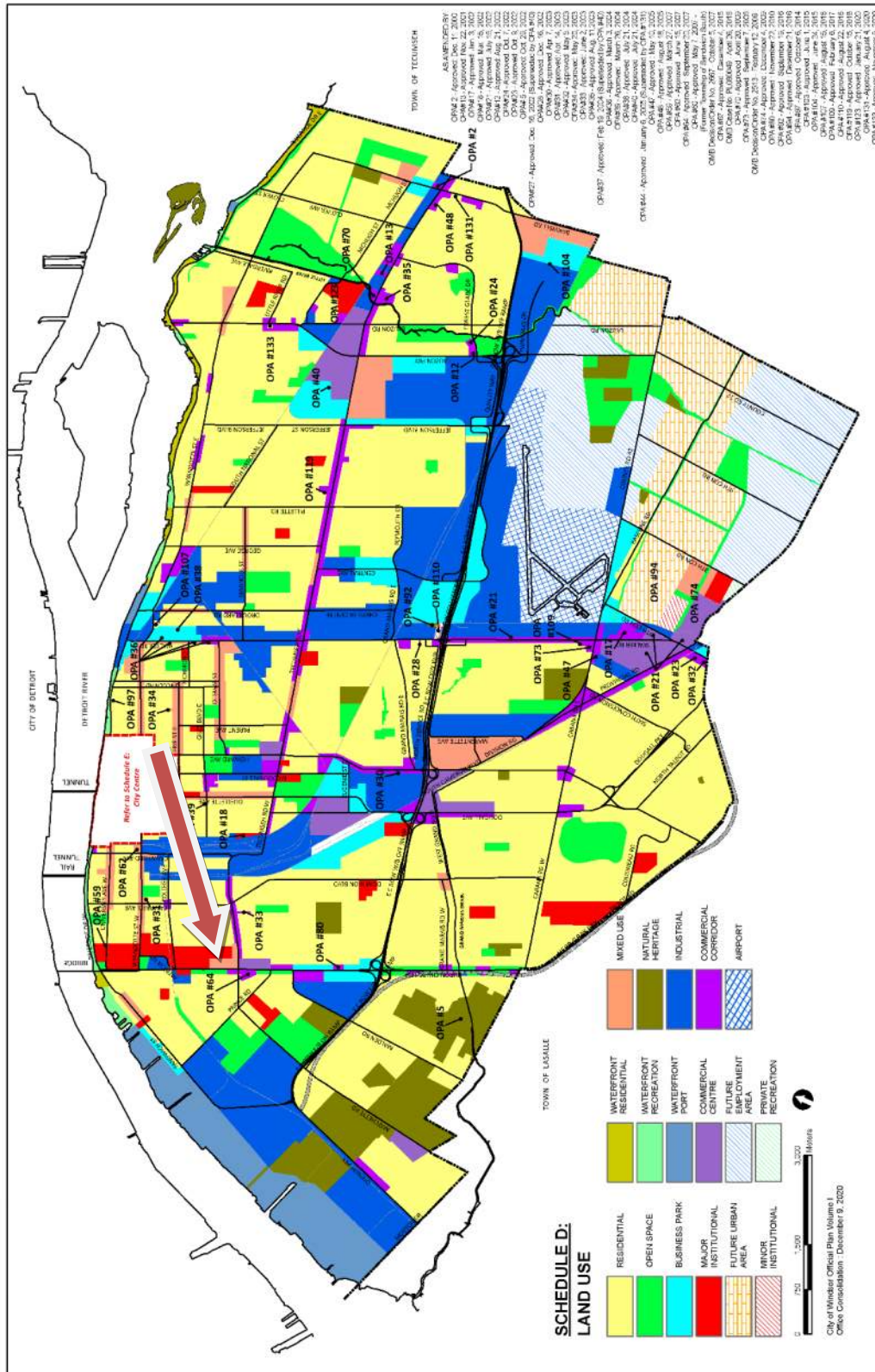
Attachments:

- Appendix "A" – Key Map
- Appendix "B" – Site Plan
- Appendix "C" – Windsor Official Plan Map Schedule D
- Appendix "D" – Windsor Zoning By-law Zoning District Map 14
- Appendix "E" – Urban Design Brief
- Appendix "F" – Streetscape Renderings
- Appendix "G" – Shadow Study
- Appendix "H" – Energy Strategy

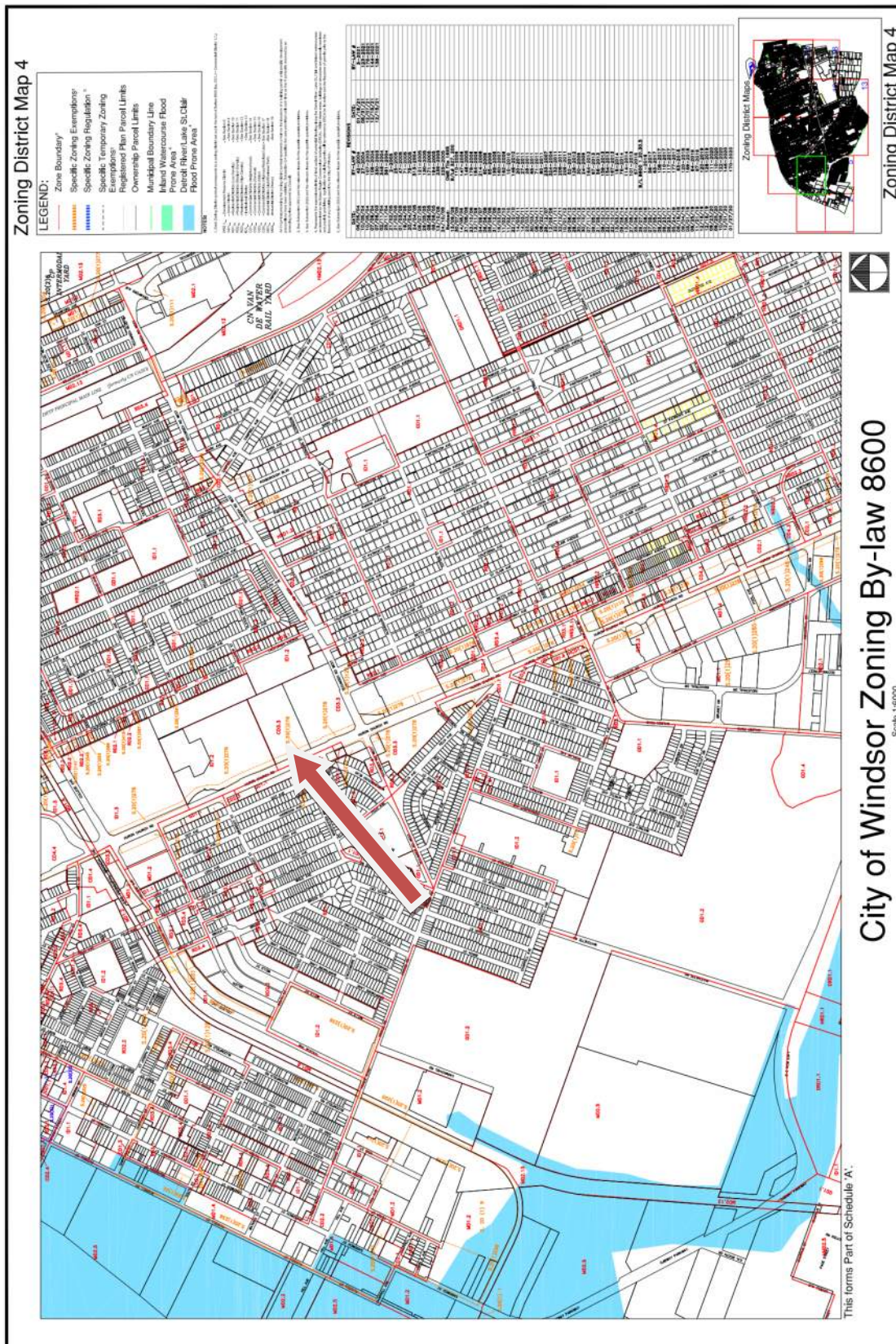
APPENDIX "A" – KEY MAP



APPENDIX "C" – CITY OF WINDSOR OFFICIAL PLAN MAP SCHEDULE D



APPENDIX "D" – CITY OF WINDSOR ZONING BY-LAW PLANNING DISTRICT MAP 4



APPENDIX "E" – URBAN DESIGN BRIEF



URBAN DESIGN BRIEF

Multi-Unit Apartment Development – Huron Church Rd, Windsor, ON

The first design consideration for the four multi-unit apartment buildings was their relative situation on the site based on the site itself, the current surroundings and context, and the highest and best use of the site for the owner. The buildings are weighted towards the middle of the site to reduce the possibility of shadowing adjacent properties and also to create a common park area communal to all four of the buildings.

The two western-most structures are located 30 metres from the Huron Church Rd property line both to satisfy the requirements of the OP and also to minimize sound issues for the tenants. This setback allows for a significant [close to 60' deep] landscaped area along the highway masking additional required parking there. In addition, the buildings are oriented east/west in the long axis to also minimize sound from the highway and to focus views away from the road traffic.

The main entrances are located off of the garden sides of the buildings with connecting through-entrances along the north and south parking area sides of the buildings. The garden entrances are connected by wide pedestrian walkways to the sidewalk at Huron Church Rd. Since the area is far from being a true urban environment the intention is to have pedestrians pass through the deep area of landscaping from the sidewalk to separate their approach to the garden entrances to the building from the noise and traffic of the highway.

The main floor of the buildings is given over to common spaces/amenities [lobby, community room, fitness room, lounge] as well as major building service areas. The exterior of the first floor of the building is clad in brick which switches to stucco on the second level to give a pedestrian scale to this face. Large continuous balconies run almost the entirety of the north and south sides of the buildings providing significant private open space to the tenants, animating the façade of the building with activities and also increasing the connectivity to the city beyond.

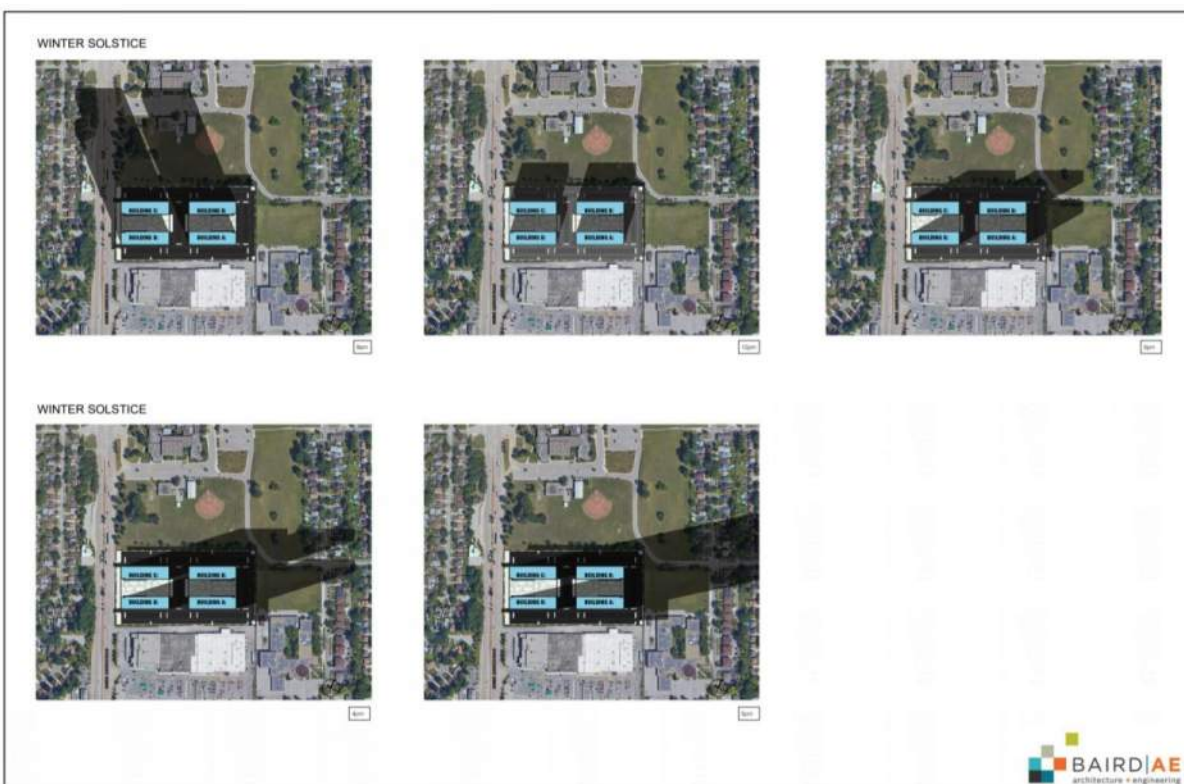
The entire building is Barrier-free Accessible and interior as well as exterior bicycle parking/storage is provided with immediate access to public sidewalks and thoroughfares. Tenants can take advantage of numerous interior amenities but are also provided with a large common park to enjoy during pleasant weather.

APPENDIX "F" – STREETSCAPE RENDERINGS





APPENDIX "G" – SHADOW STUDY



APPENDIX "H" – ENERGY STRATEGY



ENERGY STRATEGY

Multi-Unit Apartment Development – Huron Church Rd, Windsor, ON

Our approach to achieving sustainability goals for the new development focuses on both the individual buildings and the overall site.

Building Design

The building design addresses resource efficiency, responsible materials choices, improved indoor environment and efficient building envelope and building systems. To address water consumption, high-performing water efficient plumbing fixtures are to be included in the design. Energy performance will be optimized through a well-designed building envelope and efficient electrical and mechanical systems. The buildings are intended to be fully metered to allow for energy management. Building design and construction teams will ensure high levels of recycled content, regional materials and FSC certified wood are incorporated into the building. In addition to HVAC systems designed to ensure high levels of indoor air quality and occupant comfort, low-emitting materials will be used in order to preserve indoor air quality.

Site Design

The proposed site has excellent local public transportation access as well as being within walking distance of the University and shopping areas. The design incorporates infrastructure for cyclists and a pedestrian access to California St to the east is being pursued for easier access to the site on foot. The site addresses stormwater management to control both the quantity exiting the site as well as reducing contaminants in the run-off. Strategies will be utilized to reduce the heat island effect and similarly, in order to reduce light pollution in this urban area, site lighting will be designed to minimize light trespass. Water for irrigation will also be reduced through drought-tolerant species and efficient irrigation systems.

APPENDIX C - Extracts from City of Windsor Official Plan

VOLUME I – DEVELOPMENT STRATEGY

3.2.1 Safe, Caring and Diverse Community

<i>NEIGHBOURHOOD CENTRES</i>	3.2.1.1	Windsorites want to be a part of neighbourhoods that meet their needs as places to live, shop and play. Each neighbourhood will have a central area that provides a focus for activities and is within a convenient walking distance. Here, people will find shops, jobs, neighbourhood based services, public places that are safe and inviting, and a place to meet with neighbours and join in community life. The neighbourhood centre will provide a variety of housing types for all ages and incomes.
<i>NEIGHBOURHOOD HOUSING VARIETY</i>	3.2.1.2	Encouraging a range of housing types will ensure that people have an opportunity to live in their neighbourhoods as they pass through the various stages of their lives. Residents will have a voice in how this new housing fits within their neighbourhood. As the city grows, more housing opportunities will mean less sprawl onto agricultural and natural lands.
<i>DISTINCTIVE NEIGHBOURHOOD CHARACTER</i>	3.2.1.3	Windsor will keep much of what gives its existing neighbourhoods their character – trees and greenery, heritage structures and spaces, distinctive area identities, parks, and generally low profile development outside the City Centre. Around the neighbourhood centres, the existing character of the neighbourhood will be retained and enhanced. Newly developing areas will be planned to foster their own unique neighbourhood identities with a mixture of homes, amenities and services.
<i>COMMUNITY DESIGN</i>	3.2.1.4	The design of buildings and spaces will respect and enhance the character of their surroundings, incorporating natural features and creating interesting and comfortable places. Streets, open spaces and the greenway system will serve as public amenities connecting and defining neighbourhoods and contributing to Windsor's image. New development in Windsor will accommodate the needs of pedestrians, cyclists and other recreational activities.

VOLUME I – HEALTHY COMMUNITY

4.2 Objectives

4.2.1 - Healthy and Liveable City

<i>AGING IN PLACE</i>	4.2.1.5	To encourage a mix of housing types and services to allow people to remain in their neighbourhoods as they age.
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4.2.3 - Quality of Life

<i>MIX OF USES</i>	4.2.3.1	To encourage a mix of uses.
<i>PROXIMITY OF BASIC SERVICES</i>	4.2.3.2	To encourage the location of basic goods and services close to where people live and work.
<i>COMMUNITY NEEDS</i>	4.2.3.3	To recognize the needs of the community in terms of shelter, support services, accessibility and mobility.
<i>HOUSING MIX</i>	4.2.3.4	To accommodate the appropriate range and mix of housing.

4.2.5 – Community Empowerment

<i>PUBLIC INVOLVEMENT</i>	4.2.5.2	To encourage and facilitate public involvement in planning and development initiatives.
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VOLUME I – LAND USE

6.1 Goals

<i>NEIGHBOURHOODS</i>	6.1.1	Safe, caring and diverse neighbourhoods.
<i>ENVIRONMENTALLY SUSTAINABLE</i>	6.1.2	Environmentally sustainable urban development.
<i>RESIDENTIAL</i>	6.1.3	Housing suited to the needs of Windsor's residents.
<i>MIXED USE</i>	6.1.10	Pedestrian oriented clusters of residential, commercial, employment and institutional uses.
<i>RESIDENTIAL INTENSIFICATION</i>	6.1.14	To direct residential intensification to those areas of the City where transportation, municipal services, community facilities, and goods and services are readily available.

6.3 Residential

<i>LOCATIONAL CRITERIA</i>	6.3.2.4	Residential intensification shall be directed to the Mixed Use Nodes and areas in proximity to those Nodes. Within these areas Medium Profile buildings, up to 4 storeys in height shall be permitted. These taller buildings shall be designed to provide a transition in height and massing from low-profile areas.
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6.9 Mixed Use Nodes

The lands designated as “Mixed Use Nodes” on Schedule D: Land Use provide the main locations for compact clusters of commercial, office, institutional, open space and residential uses. These areas are generally located within 100 metres of intersections of arterial and collector roads however the size and scale of these Nodes range throughout the City and are defined by the proximity of the non-residential uses to the intersection. Mixed Use Nodes are intended to serve as the focal point for the surrounding neighbourhoods, community or community. As such, they will be designed with a pedestrian orientation and foster a distinctive and attractive area identity.

The following objectives and policies establish the framework for development decisions in Mixed Use Nodes areas.

6.9.1 Objectives

<i>MULTI-FUNCTIONAL AREAS</i>	6.9.1.1	To encourage multi-functional areas which integrate compatible commercial, institutional, open space and residential uses.
<i>COMPACT FORM</i>	6.9.1.2	To encourage a compact form of mixed use development.
<i>SPECIAL IDENTITIES</i>	6.9.1.3	To provide opportunities to create and maintain special area identities and focal points within Windsor.
<i>STRATEGIC LOCATIONS</i>	6.9.1.4	To identify strategic locations which are highly visible and accessible for mixed use development..
<i>VIALE AREAS</i>	6.9.1.5	To ensure the long term viability of Mixed Use Nodes areas.
<i>PUBLIC SPACES</i>	6.9.1.6	To provide public places for strolling, recreation, conversation and entertainment.
<i>TRANSPORTATION MODES</i>	6.9.1.7	To increase the use of walking, cycling and public transportation within the designated Mixed Use Node area by fostering a strong livework-shopping-recreation relationship.

6.9.2 Policies

<i>PERMITTED USES</i>	6.9.2.1	Uses permitted in the Mixed Use Nodes land use designation include retail and service commercial establishments, offices, cultural, recreation and entertainment uses, and institutional, open space and residential uses of up to four stories in height.
<i>FORM OF MIXED USE AREAS</i>	6.9.2.2	Intentionally Deleted
<i>LOCATIONAL CRITERIA</i>	6.9.2.3	Mixed Use Nodes development shall be located where: (a) there is access to a Controlled Access Highway, Class I or

Class II Arterial Roads or Class I Collector Road;

(b) full municipal physical services can be provided;

(c) public transportation service can be provided; and

(d) the surrounding development pattern is compatible with Mixed Use development

*EVALUATION
CRITERIA*

6.9.2.4

At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed Mixed Use Node development is:

- (a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses:
 - (i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan;
 - (ii) within a site of potential or known contamination;
 - (iii) where traffic generation and distribution is a provincial or municipal concern; and
 - (iv) adjacent to sensitive land uses and/or heritage resources.
- (b) in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area;
- (c) capable of being provided with full municipal physical services and emergency services;
- (d) provided with adequate off street parking;
- (e) pedestrian oriented;
- (f) compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and landscaped areas; and.
- (g) ~~compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and landscaped areas; and.~~
~~compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and landscaped areas; and.~~
 acceptable with the proposed development's market impact on the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and landscaped areas; and.

*DESIGN
GUIDELINES*

6.9.2.5

The following guidelines shall be considered when evaluating the proposed design of a Mixed Use development:

- (a) the ability to achieve the associated policies as outlined in the Urban Design chapter of this Plan and Design Guidelines adopted by Council;

- (b) the mass, scale, orientation, form, and siting of the development achieves a compact urban form and a pedestrian friendly environment. Buildings should not exceed 4 storeys in height;
- (c) at least one building wall should be located on an exterior lot line and oriented to the street to afford direct sidewalk pedestrian access from the public right-of-way;
- (d) permanent loading, service and parking areas should be located so as not to significantly interrupt the pedestrian circulation or traffic flow on the public right-of-way or within a Mixed Use area;
- (e) mid-block vehicular access to properties is generally discouraged and is encouraged via a rear yard service road or alley;
- (f) parking areas shall be encouraged at the rear of buildings;
- (g) safe and convenient pedestrian access between buildings and public transportation stops, parking areas and other buildings and facilities should be provided;
- (h) the development is designed to foster distinctive and attractive area identity;
- (i) the public rights-of-way are designed to foster distinctive and attractive area identity and to provide for vehicle use, regular public transportation service as well as pedestrian and cycling travel; and
- (j) integration of the development with the surrounding uses to contribute to the unique character of the area.

<i>SITE PLAN CONTROL</i>	6.9.2.6	Council will require all development within areas designated Mixed Use to be subject to site plan control.
<i>REDUCED PARKING REQUIREMENT</i>	6.9.2.7	Council may establish off street parking standards to reflect public transportation supportive designs or shared parking arrangements in Mixed Use developments.

VOLUME I – INFRASTRUCTURE

7.1 Goals

<i>SUSTAINABLE INFRASTRUCTURE</i>	7.1.1	Safe, sustainable, effective and efficient infrastructure.
<i>OPTIMAL USE</i>	7.1.2	Optimal use of existing infrastructure
<i>COMMUNITY TRANSPORTATION</i>	7.1.3	An accessible, affordable and available transportation system.

7.2 Transportation System

7.2.1 Objectives

<i>EFFICIENT USE</i>	7.2.1.2	To make efficient use of existing and planned transportation infrastructure.
<i>LAND USE, DENSITY AND MIX</i>	7.2.1.5	To promote a land use pattern, density and mix of uses that reduces vehicle trips and supports alternative transportation modes including public transit.
<i>MINIMIZE CONFLICTS</i>	7.2.1.11	To minimize conflicts within the transportation system.
<i>ROADS</i>	7.2.1.15	To establish and maintain a safe and efficient road network.

7.2.1 General Policies

<i>ALTERNATIVE DEVELOPMENT PATTERNS</i>	7.2.2.5	Council shall promote development patterns that support an increase in walking, cycling and public transportation in accordance with the Land Use and Urban Design chapters of this Plan.
<i>BALANCED TRANSPORTATION SYSTEM</i>	7.2.2.6	Council shall develop a balanced transportation system by: b) Implementing the land use policies of this Plan that provide for a more compact urban form and are intended to reduce the growth in home based trip making
<i>BICYCLE PARKING</i>	7.2.2.17	Council shall make provision for bicycle parking spaces by requiring bicycle spaces at all developments.
<i>LAND USE AND TRANSPORTATION</i>	7.2.2.18	Council shall recognize the link between land use and transportation systems by a) Focusing office development and high-density employment and high density residential in areas which have access to transit and pedestrian amenities.

7.2.6 Road Network Policies

<i>CLASS I ARTERIAL ROADS</i>	7.2.6.4	Council shall provide for Class I Arterial Roads as follows: b) Operational and design characteristics: iv) Direct property access shall not be permitted to Class I Arterial Roads
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VOLUME I – TOOLS

11.2.2 Special Policy Areas Policies

<i>AREAS FOR SPECIAL POLICY</i>	11.2.2.1	Special Policy Areas may be created as needed for areas or corridors of Windsor where more detailed direction is required beyond the policies of Volume I: The Primary Plan.
<i>CONFORM TO OFFICIAL PLAN</i>	11.2.2.2	Special Policy Areas shall be prepared to implement this Plan and may amend it as necessary. In the event of a conflict between a Special Policy Area provision and this Plan, the Special Policy Area shall prevail and take precedence provided the general goals and objectives of the Plan are maintained.
<i>ADOPTION, NOTIFICATION & APPEAL</i>	11.2.2.3	Special Policy Areas shall be adopted as amendments to this Plan and the provisions of this Plan and the Planning Act regarding adoption, notification and appeal of amendments shall apply.
<i>REVIEW & UPDATE</i>	11.2.2.4	Special Policy Areas shall be reviewed and updated in accordance with the monitoring and review provisions of this Plan (refer to section 10.8).

11.6.3 Zoning By-law Amendment Policies

<i>AMENDMENTS MUST CONFORM</i>	11.6.3.1	All amendments to the Zoning By-law(s) shall conform with this Plan. The Municipality will, on each occasion of approval of a change to the zoning by-law(s), specify that conformity with the Official Plan is maintained or that the change will be in conformity upon the coming into effect of an amendment to the Official Plan.
<i>EVALUATION CRITERIA</i>	11.6.3.3	<p>When considering applications for Zoning By-law amendments, Council shall consider the policies of this Plan and will, without limiting the generality of the foregoing, consider such matters as the following:</p> <ul style="list-style-type: none"> (a) The relevant evaluation criteria contained in the Land Use Chapter of this Plan, Volume II: Secondary Plans & Special Policy Areas and other relevant standards and guidelines; (b) Relevant support studies; (c) The comments and recommendations from municipal staff and circularized agencies; (d) Relevant provincial legislation, policies and appropriate guidelines; and (e) The ramifications of the decision on the use of adjacent or similar lands.

APPENDIX D - Extracts from Zoning By-law 8600

SECTION 3 – DEFINITIONS

3.10 DEFINITIONS

BUILDING means a *structure*, consisting of a wall, roof and floor, or any one or more of them, or a structural system serving the function thereof, including all the works, fixtures and service systems appurtenant thereto, but does not include the following: access area, collector aisle, driveway, parking aisle or parking space not in a parking garage; fence; patio; sign as defined by the Windsor Sign By-law.

COMBINED USE BUILDING means a *building* having, as *main uses*, at least one *dwelling unit* and at least one non-residential *use*.

BUILDING HEIGHT means:

1. For any *building* with a flat roof, a roof having a slope of less than 20.0 degrees, or a roof with at least two contiguous slopes, where the lowest slope is greater than the uppermost slope, the vertical distance in metres between the *grade* and the highest point of the roof.

Where a *building height* provision is expressed in storeys, the *building height* in metres shall be the number of storeys permitted multiplied by 4.0 m.

Example: If the minimum building height is 2 storeys and the maximum building height is 3 storeys, multiplying 2 storeys by 4.0 m results in a minimum building height of 8.0 m and multiplying 3 storeys by 4.0 m results in a maximum building height of 12.0 m.

DWELLING means a *building* or *structure* that is occupied for the purpose of human habitation. A *correctional institution, hotel, motor home, recreational vehicle, tent, tent trailer, or travel trailer* is not a *dwelling*.

MULTIPLE DWELLING means one *dwelling* containing a *minimum* of three *dwelling units*. A *double duplex dwelling, semi-detached dwelling, stacked dwelling, or townhome dwelling* is not a *multiple dwelling*.

DWELLING UNIT means a unit that consists of a self-contained set of rooms located in a *building* or *structure*, that is used or intended for use as residential premises, and that contains kitchen and bathroom facilities that are intended for the use of the unit only.

YARD means an open space, which is located on the same *lot* as a *building* or other *structure*, and is unoccupied and unobstructed from ground to sky except for any encroachments not prohibited by this by-law.

LANDSCAPED OPEN SPACE YARD means a *yard* used for *landscaped open space*, patios, terraces, decks and pedestrian walkways.

SECTION 16 - COMMERCIAL DISTRICTS 3. (CD3.)

16.3 COMMERCIAL DISTRICT 3.3 (CD3.3)

16.3.1 PERMITTED USES

Ambulance Service
Automobile Repair Garage
Bakery
Business Office
Child Care Centre
Commercial School
Confectionery
Food Outlet - Drive-Through
Food Outlet - Take-Out
Funeral Home
Garden Centre
Gas Bar
Hotel
Medical Appliance Facility
Medical Office
Micro-Brewery
Parking Garage
Personal Service Shop
Place of Entertainment and Recreation
Place Of Worship
Print Shop
Professional Studio
Public Hall
Public Parking Area
Repair Shop - Light
Restaurant
Restaurant with Drive-Through
Retail Store
Service Station
Temporary Outdoor Vendor's Site
Veterinary Office
Warehouse
Wholesale Store
Workshop
Existing Automobile Collision Shop
Existing Industrial Use
Existing Motor Vehicle Dealership

Any use accessory to any of the above uses. An *Outdoor Storage Yard* is prohibited, save and except with the following main uses: *Ambulance Service, Garden Centre, Temporary Outdoor Vendor's Site, Existing Automobile Collision Shop, Existing Industrial Use, Existing Motor Vehicle Dealership.*

16.3.5 PROVISIONS

- .4 Building Height – maximum 20.0 m
- .10 Gross Floor Area – maximum
 - a) *Bakery or Confectionary* 550.0 m²
 - b) *Workshop* – Percent of the *gross floor area* of the *Retail Store* or *Wholesale Store* 200.0%
- .26 A *Temporary Outdoor Vendor's Site* is prohibited in a *Business Improvement Area*.

SECTION 24 – PARKING, LOADING AND STACKING PROVISIONS**24.20 PARKING SPACE PROVISIONS****24.20.5 REQUIRED PARKING SPACES – ALL OTHER AREAS AND USES NOT LISTED IN TABLES 24.20.1.1 AND 24.20.3.**

- .1 The required minimum number of parking spaces shall be as shown opposite the respective use as shown in Table 24.20.5.1:

TABLE 24.20.5.1 - REQUIRED PARKING SPACES	
USE	PARKING RATE - MINIMUM
Combined Use Building – Dwelling Units	1.25 for each dwelling unit
Multiple Dwelling containing a minimum of 5 Dwelling units	1.25 for each dwelling unit
Retail Store	1 for each 22.5 m ² GFA

24.30 BICYCLE PARKING SPACE PROVISIONS

24.30.1 REQUIRED BICYCLE PARKING SPACES

TABLE 24.30.1 - REQUIRED BICYCLE PARKING SPACES	
TOTAL NUMBER OF PARKING SPACES IN PARKING AREA	REQUIRED NUMBER OF BICYCLE PARKING SPACES - MINIMUM
1 to 9	0
10 to 19	2
20 or more	2 for the first 19 spaces plus 1 for each additional 20 parking spaces

24.40 LOADING SPACE PROVISIONS (AMENDED BY B/L 95-2019, SEPT. 27/2019)

24.40.1 REQUIRED LOADING SPACES

- .1 When calculating the required number of *loading spaces*, the gross floor area used for an *access area*, *bicycle parking space*, *loading space*, *parking area*, or *parking space*, all located within or on a *building*, shall be excluded.
- .3 For a *Combined Use Building* with 9 or more *dwelling units*, the required number of *loading spaces* for the *dwelling units* shall be calculated using the *gross floor area* of that part of the *building* occupied by all the *dwelling units* and Table 24.40.1.5.

For any *Combined Use Building*, the required number of *loading spaces* for the area not occupied by any *dwelling unit* shall be calculated using the *gross floor area* of that part of the *building* not occupied by any *dwelling unit* and Table 24.40.1.9.

The total number of required *loading spaces* shall not exceed four.

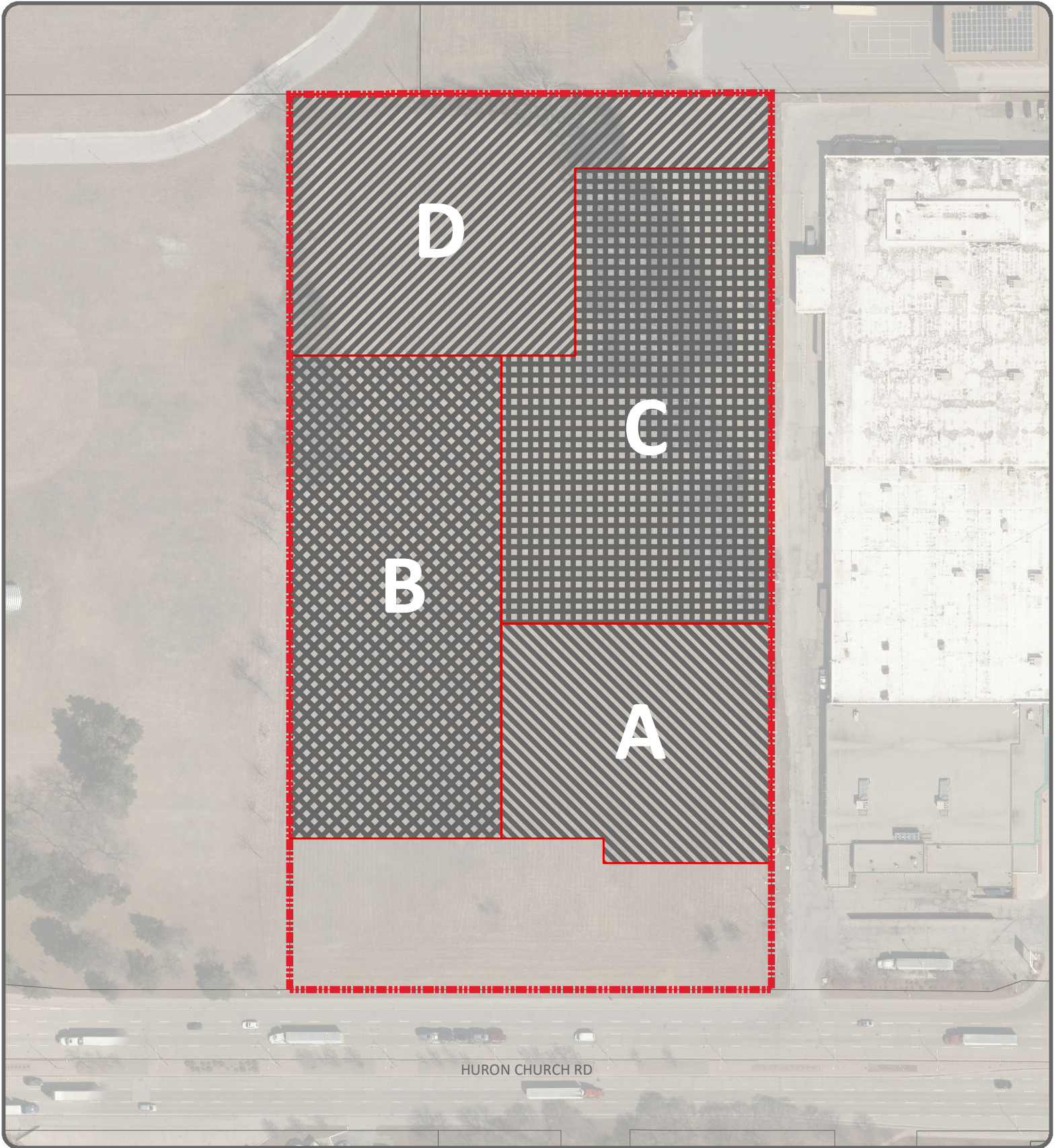
- .5 For a *Multiple Dwelling* with 9 or more *dwelling units* or a *Residential Care Facility*, the number of *loading spaces* shall be as shown in Table 24.50.1.5:

TABLE 24.40.1.5	
GROSS FLOOR AREA	REQUIRED NUMBER OF LOADING SPACES
1,000 m ² or less	0
Over 1,000 m ² to 7,500 m ²	1

Over 7,500 m ² to 15,000 m ²	2
Over 15,000 m ² to 22,500 m ²	3
Over 22,500 m ²	4

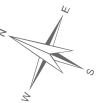
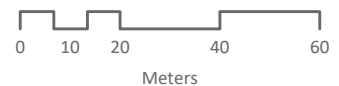
- .7 A *Power Generation Facility* or a *Self-storage Facility* shall require one *loading space*.
- .9 For any other non-residential *building*, the number of *loading spaces* shall be as show in Table 24.40.1.9:

TABLE 24.40.1.9	
GROSS FLOOR AREA	REQUIRED NUMBER OF LOADING SPACES
275 m ² or less	0
Over 275m ² to 2,500 m ²	1
Over 2,500 m ² to 7,500 m ²	2
Over 7,500 m ² to 15,000 m ²	3
Over 15,000 m ²	4



PROPOSED ZONING

APPLICANT : UNIVERSITY RESIDENTIAL LAND CORP



SUBJECT AREA
To be zoned CD3.3, S.20(1)4XX



PARCEL A
To be zoned CD3.3, S.20(1)4XX



PARCEL B
To be zoned CD3.3, S.20(1)4XX



PARCEL C
To be zoned CD3.3, S.20(1)4XX



PARCEL D
To be zoned CD3.3, S.20(1)4XX
City Council Agenda - April 24, 2023
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APPENDIX F – COMMENTS

Anne Marie Albidone – Environmental Services

No concerns from Environmental Services

Canada Post

This development, as described, falls within our centralized mail policy.

I will specify the condition which I request to be added for Canada Post Corporation's purposes.

- a) Canada Post's multi-unit policy, which requires that the owner/developer provide the centralized mail facility (front loading lockbox assembly or rear-loading mailroom [mandatory for 100 units or more]), at their own expense, will be in effect for buildings and complexes with a common lobby, common indoor or sheltered space.

Should the description of the project change, I would appreciate an update in order to assess the impact of the change on mail service.

Sherif Barsom – Parks D&D

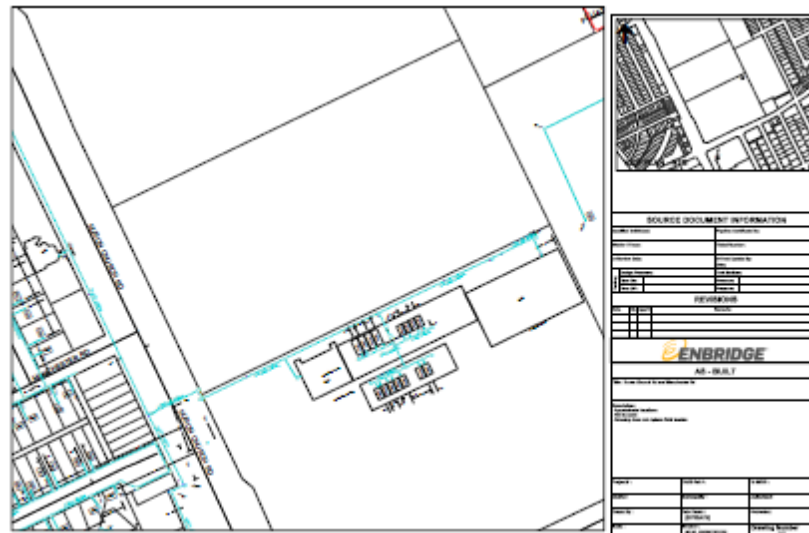
Please note that Parks Development has NO comments for the LIAISON: Z-014/22 [ZNG/6736] & OPA 157 [OPA/6737] - University Residential Land Corp - 0 Huron Church Rd

Jennifer Nantais – Environmental & Sustainability Coordinator

The Environmental Sustainability and Climate Change team look forward to reviewing the energy strategy that was requested in 2021 and mentioned in the attached justification report.

Enbridge – Windsor Mapping

After reviewing the provided drawing at 0 Huron Church Rd and consulting our mapping system, please note that Enbridge Gas has no active infrastructure in the proposed area. A PDF drawing has been attached for reference.



Also, please note the following should you find any abandoned infrastructure in the area:

- Any pipe that is excavated, please assume that it is live

- If during the course of any job, any pipe is found that is not on the locate sheet and is in conflict with your work, please call our emergency number (1-877-969-0999), and one of our Union Gas representatives will respond to determine if that plant is in fact live or dead
- Please note that our Enbridge Gas representative will respond to the live or dead call within 1-4 hours, so please plan your work accordingly

Stefan Fediuk – Landscape Architect

Pursuant to the application for a zoning amendment (Z 014-22 [ZNG-6736] & OPA 157 [OPA-6737]) to amendment to the Official Plan to permit direct access to Huron Church Road, to reduce the minimum required Public Open Space corridor from 30m to 16m, and to permit parking in the front yard setback on the subject, please note no objections. Please also note the following comments:

Zoning Provisions for Parking Setback:

Huron Church is a Civic Way according to the O.P. (Schedule G: Civic Image, and Sub-section 8.11.2.12 and 8.11.2.13). The 30m setback from Huron Church was established as part of the Huron Church Road Corridor as found in the O.P. for development to contribute to the enhancement of that gateway corridor.

To date, the eastern side of the Huron Church Corridor has not been able to be fully achieved with previous applications due to development constraints. Precedence has been established for development to provide added landscape enhancements in lieu of providing the required 30m setback, to achieve the policies found in the O.P. related to Theme Streets and Civic Ways, of which Huron Church Corridor is one. For example, the University of Windsor Stadium, situated at the corner of Huron Church and College Avenue, provided an earth berm along the Huron Church frontage, as added buffer between the heavy traffic along this main corridor to the Ambassador Bridge.

Therefore, it is recommended that a site-specific clause be included in addition to the amendment to reduce the setback from Huron Church to require that the owner provide a 3.0m high vegetative earth berm to establish the necessary screening of the Huron Church traffic and the proposed residential development.

Additionally, substantial tree planting would also mediate between the scale of the proposed development and the scale of the surrounding residential properties.

The application has proposed two access points to Huron Church Road. The proposed development shows access to the University Plaza property at the eastern end as one access point. It is possible additional access point could be achieved through reciprocal access agreements to the existing access to Huron Church Road at the north end of the University Plaza. Therefore, it is further recommended that the access to Huron Church be reconsidered especially as two additional points are being proposed. The applicant in the Planning Rationale emphasizes that the landscape space proposed along Huron Church is a pedestrian environment, however, each additional access point for vehicles is in contradiction to that premise.

Tree Preservation:

N/A

Climate Change:

The proposed central landscape areas should provide a green refuge from the extensive asphalt and concrete paving found along Huron Church Road as a major arterial road and the hard surface parking being proposed. The applicant has indicated in the Planning Rationale

that the central areas are to provide refuge, however, approximately 50% has been covered in hard surface paving through a criss-crossing of pathways, leaving little to no area for vegetative green space as relief from the buildings, and the intensive areas of parking. While a concept of some pathway to interconnect the buildings and the parking areas is encouraged, the primary area of landscape open space should be intended for greenspace, trees and grassed areas to help reduce the heat island effect of the area caused by the development and the traffic along Huron Church Road.

Therefore, it is recommended that as part of the Site Plan Control application process, the owner is to provide a Landscape Plan prepared by a Landscape Architect (OLA), demonstrating how the central courtyards are to provide shade, adequate amenity areas for the residents, complete with, plant material, grading, and hard surface materials and site furnishings that help to reduce the impact of climate change while provide a variety of amenities for the residents of the development.

Parkland Dedication:

Require a parkland dedication representing 5% of the subject lands, to the satisfaction of the Executive Director of Parks, as per By-law 12780 and the Planning Act. All requirements will be determined at the time a Site Plan application is received.

Jason Scott – Transit Windsor

Transit Windsor has no objections to this development. The closest existing transit route to this property is with the Central 3. The closest existing bus stop to this property is located on Tecumseh at Northway Northwest Corner. This bus stop is approximately 350 metres from this property falling within our 400 metre walking distance guideline to a bus stop. This will be maintained with our Council approved Transit Master Plan.

Barbara Rusan – Building Dept

The Building Code Act, Section 8.(1) requires that a building permit be issued by the Chief Building Official for construction or demolition of a building.

The building permit review process occurs after a development application receives approval and once a building permit application has been submitted to the Building Department and deemed a complete application.

Due to the limited Ontario Building Code related information received, review of the proposed project for compliance to the Ontario Building Code has not yet been conducted.

It is strongly recommended that the owner and/or applicant contact the Building Department to determine building permit needs for the proposed project prior to building permit submission.

The City of Windsor Building Department can be reach by phoning 519-255-6267 or, through email at buildingdept@citywindsor.ca

In addition to the above this development would require a Record of Site Condition (i.e. proposed change to a more sensitive land use – residential from previous commercial use).

Michael Coste – Windsor Fire

Based on the drawings I see no Fire Route. Need FDC locations hydrant locations and routes.

Enwin

HYDRO ENGINEERING: No Objection, provided adequate clearances are achieved and maintained.

ENWIN has existing overhead pole lines along the south limits with 27,600 volt primary hydro distribution and 120/208 volt and 347/600 volt underground services.

ENWIN has existing overhead pole lines along the east limits with 27,600 volt primary hydro distribution and 27,600 volt primary service to 1375 California.

Prior to working in these areas, we would suggest notifying your contractor and referring to the Occupational Health and Safety Act and Regulations for Construction Projects to confirm clearance requirements during construction.

Also, we suggest referring to the Ontario Building Code for permanent required clearances for New Building Construction.

WATER ENGINEERING: Water Engineering has no objections.

Yemi Adeyeye – City Forester

This property does not hold any city owned trees at this time. But the aerial images show that there are 2 significant areas on the property for either large trees or brush. The larger swale looks to contain at least a dozen large trees. In view of preserving Canopy Cover and protecting endangered species, we should request for a complete property inventory and assessment for trees, shrubs and plants and general habitat conditions. This inventory should:

- 1) Be undertaken by a Certified Arborist or Professional forester
- 2) Include species data, diameter measurements and a health/physical form assessment for each individual tree.
- 3) Assessment of habitat as related to possible endangered species, plant and animal, in this region
- 4) Presence of rare and endangered plant and animal species

Karen Cedar should be consulted on this site to advise and assess for possible habitat impacts. We will need to review the inventory and assessment conducted.

Additionally, the development plan calls for a significant number of tree plantings in the greenspaces and the road side buffer along Huron Church. Forestry should be consulted regarding the species composition for the planting plan in order to limit use of potentially undesirable species and maximize opportunities. Moreover, plantings along the Huron Church side are likely to be in-part located on the City Right of Way and these plantings would automatically become City owned trees.

Jackie Cabral – Site Plan Control

The development proposal is subject to Site Plan Control pursuant to the Planning Act and City of Windsor By-law 1-2004. Where preceding development applications are required, inclusive of Official Plan and Zoning By-law Amendments, request for Site Plan Control Pre-Consultation may be made following completion of the requisite Development and Heritage Standing Committee meeting at <https://ca.cloudpermit.com/login>.

Tracy Tang – Heritage Planning

Supporting information required:

- Final Stage 1 Archaeological Assessment Report; and
- Associated Entered Into Register Letter from the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries

Built Heritage

Please be advised that the subject property is located adjacent to a property listed on the Windsor Municipal Heritage Register (1100 Huron Church Rd- Chapel, Assumption College High School- c1957- Arch. G.A. McElroy; Basilian educators- Sandwich).

Archaeology

The subject property is located within an area of high archaeological potential. A Stage 1 archaeological assessment and any further recommended assessments are required to be entered into the Ontario Public Register of Archaeological Reports to the satisfaction of the City of Windsor and the Ontario Ministry of Heritage, Sport, Tourism, and Culture Industries, prior to any additional land disturbances. A final copy of these relevant archaeological reports must also be submitted to the City of Windsor.

We require both the final Stage 1 Archaeological Assessment report along with the Entered Into Register Letter from the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries for review. Please provide these two materials in future re-submission packages.

Jeff Hagan – Transportation Planning Senior Engineer

1. No analysis is provided for unsignalized intersections. The report should be revised to include all site driveways, including all existing University Avenue Plaza driveways that would experience site traffic from the proposed development.
 - a. To gain an understanding of whether this omission was critical, we did a trial Synchro analysis of the Tecumseh/University Mall Access 2 intersection using the 2024 total traffic weekday AM peak hour turning volumes provided in Figure 1.4. This trial analysis indicated that operations at this driveway would fail (southbound level of service F and v/c of 1.0).
2. Comparing background and total traffic figures (e.g. Figure 1.2 and Figure 1.4), it appears that no background traffic has been assumed to use University Mall Access 2. Since this is an existing driveway, background traffic volumes – based on a turning movement count of the driveway – should be included.
3. No site traffic has been assigned to University Mall Access 1. The traffic forecast should be updated to include a reasonable amount of site traffic on this driveway. Alternately, justification should be provided for the assumption of no site traffic.
4. The MTO right turn lane warrant – noted in Section 5.4 – appears to have been misapplied in the case of University Mall Access 2. This warrant is for free-flowing right turns from the major street, not for stop-controlled right turns.
5. Signal timings in the Synchro worksheets do not reflect the actual signal timings. It appears that the signal timing plans may have been misinterpreted.
6. The report identifies mitigation measures (increased eastbound left time at Tecumseh & Northway, addition of a protected left turn phase at Tecumseh & California), but does not provide any analysis to confirm that the proposed mitigation would address the identified concerns. This analysis should be provided for any proposed mitigation.

- a. Please note: the addition of a new protected left turn phase would require physical changes to traffic signal hardware (e.g. installation of signal heads with an additional lens) that would have an associated cost. Once the TIS has been resubmitted and the required off-site improvements are confirmed, we can work with Traffic Operations to provide a cost estimate for any off-site improvements that the revised TIS recommends.

Sandy Mio - Engineering Department – Right-of-Way Division

The subject lands are located at 0 Huron Church Road, designated Commercial by the City of Windsor Official Plan and zoned Commercial District 3.3 (CD 3.3) by Zoning By-Law 8600, with site-specific zoning provision S.20(1)278. The applicant is requesting a zoning by-law amendment from Commercial to Residential.

SEWERS – The site may be serviced by a 375mm PVC sanitary sewer, and a 675mm reinforced concrete pipe storm sewer located in the Huron Church Road right-of-way. A stormwater management report will be required and completed in accordance with the Windsor/Essex Region Stormwater Standards Manual. Existing private drain connections should be utilized if possible in order to minimize work within the right-of-way. Redundant private drain connections shall be abandoned or reused as per Engineering Best Practices B.P.1.3.3.

RIGHT-OF-WAY – The Official Plan classifies Huron Church Road as a Class I Arterial road with a required right-of-way width of 46.0 meters. Huron Church currently has a right-of-way width of 42.0 meters, therefore a conveyance of 2 meters is required. The applicant will be required to obtain a Street Opening Permit for any curb cut and construction of the driveway approaches.

Driveways will be constructed of concrete as per the City of Windsor Standard Engineering Drawing AS-204 and are to be constructed with a straight flare and no raised curb within the right-of-way. Any proposed driveway entrance shall have a minimum 1-metre separation from any hydro poles. The applicant is required to enter into a reciprocal access agreement with the adjoining lands 0 Huron Church.

In summary we have no objection to the proposed rezoning, subject to the following requirements (requirements will be enforced at the time of Site Plan Control):

Site Plan Control Agreement - The applicant enters into an agreement with the City of Windsor for all requirements under the General Provisions of the Site Plan Control Agreement for the Engineering Department.

Land Conveyance – Prior to the issuance of a construction permit, the owner shall agree to gratuitously convey to the Corporation, land sufficient to create a 46.0 meter wide right-of-way on Huron Church Road. This conveyance shall be 2.0 meters in magnitude along the entire Huron Church Road frontage of the property.

Reciprocal Access – The applicant shall agree to enter into a reciprocal agreement with the abutting property to the southeast for access.

Ryan Langlois - Engineering Department – Storm & wastewater

Storm Review:

- Consultant is to assess the impact of eliminating the existing swale through the site and upstream external drainage.
- Section 2.2: Consultant to review Section A-3.7.7.4 in the Windsor-Essex SWM Standards Manual and revise the hydrologic calculations based on the noted limitations of the SCS Curve Number method. The standard SCS hydrologic analysis method is currently not acceptable due to its over-estimation of infiltration and ultimately under-estimation of peak flow off the site.
- Section 2.4: Consultant to control post-development flows up to and including the Urban Stress Test (UST) event to the set allowable release rate.
- Section 2.4.1: Consultant to account for the impact of tailwater conditions from the municipal system against the proposed orifice plate and use this restricted release rate based on the head differential to calculate the required quantity control storage respective HWL elevations for the governing storm events. The 1:100 year max. HGL at Storm MH 5R3376 from the City Master Plan model is 181.82 m respectively. If required, the City can provide the dynamic time-elevation curve for the 100 year storm at this maintenance hole.
- Section 2.4.1: Consultant to confirm that surface ponding within the site during the UST event is maintained below minimum building openings.
- Section 2.4.2: Consultant to confirm and state in the report if the OGS unit meets the water quality control requirements set out in the Windsor-Essex SWM Standards Manual for particle size distribution, rainfall intensity and Quality Storm Event (32mm) flows.

Sanitary Review

- Section 3.0: Consultant to provide the number of units proposed for the development, if known.
- Section 3.0: Consultant to show in a table the sanitary design parameters used for the proposed development.

Appendix B:

- Consultant to review the pre-development time of concentration calculations. A two year precipitation is used in the sheet flow calculation, when 1:5 year allowable is identified within the report.
- Consultant to reference Section 3.7.3 of the Windsor-Essex SWM Standards Manual to determine time of concentration.
- Total travel time for all storm simulations seem high for this size of development under both pre and post-development conditions. Consultant to review and revise accordingly.
- Total Storage Used in the Hydrograph Summary Reports for the Reservoir is shown as higher than the provided 3,100 cu.m of storage. Please review and revise accordingly.
- Hydrograph Report(s): Consultant to have a minimum basin slope of 1% or average slope of the existing lands and proposed development. Current model analysis has this value at 0%.
- Consultant to consider the required limb ratio if using the SCS Curve Number method or use an alternative form of hydrologic analysis (as stated above in comments for Section 2.2).

Appendix D:

- Consultant to show the proposed development site as a separate line item within the sanitary sewer design sheet with the estimated design population.
- The population density for the development is to be 2.5 ppl/unit (if the # of units are known) for multi-residential or 50 ppl/ha of building footprint (if units are unknown at this time).

- Consultant to update the sanitary analysis and site sewer design based on a 1 L/s/ha infiltration rate, as per the recommendations from the City of Windsor Sewer Master Plan.

**Subject: Additional Information Memo to Report S35/2023, OPA 157
[OPA/6737] & Z-014/21 [ZNG/6736] – Ward 2**

Reference:

Date to Council: April 5, 2023
Author: Pablo Golob, MCIP, RPP
Planner II – Development Review
519-255-6543 x6918
pgolob@citywindsor.ca

Planning & Building Services
Report Date: March 24, 2023
Clerk's File #: Z/10891

To: Mayor and Members of City Council

Additional Information:

The subject development is proposed to have direct (Right-In / Right-Out) vehicular access onto Huron Church Road, and onto Tecumseh Road West via an access road that passes through the abutting commercial plaza to the south (University Shopping Centre). The Tecumseh Rd. W. access is a vital component of the development proposal as it ensures a secondary means of access to handle traffic movements beyond the capacity of the Huron Church Road access points.

To enable the proposed Tecumseh Rd. W. access, the owner of the subject parcel will require an access agreement with the abutting commercial plaza. The placement of an "H" holding symbol on the zoning category of the subject parcel is the means by which to implement the requirement. In this regard, we request that the following recommendation be added in the comprehensive list of recommendations within Report S 35/2023:

6. THAT Zoning By-law 8600 **BE AMENDED** by placing an "H" holding symbol on the subject parcel that shall be removed when the following conditions have been satisfied:
 - a) The owner submits an application to remove the "H" holding symbol;
 - b) The owner registers an access agreement on title of the subject lands and the commercial plaza property for the provision of access easements across the abutting commercial plaza to the south for the benefit of the subject lands, to the satisfaction of the City Planner.

[ZDM 4; ZNG/6736]

The above recommendation will ensure that an access agreement is in place before any development potential is realized on the subject parcel. The owner will be required to submit a *Removal of the Holding Symbol Application* prior to submitting an application for Site Plan Control and obtaining a building permit.

Approvals:

Name	Title
Neil Robertson	Manager of Urban Design / Deputy City Planner
Thom Hunt	City Planner / Executive Director, Planning & Development Services
Wira Vendrasco	Deputy City Solicitor, Legal Services & Real Estate
Jelena Payne	Commissioner, Economic Development & Innovation
Onorio Colucci	Chief Administration Officer

Appendices:



Committee Matters: SCM 120/2023

Subject: Rezoning – Lusi Lorini - 921 Ellrose Avenue - Z-038/22 ZNG/6900 - Ward 5

Moved by: Councillor Angelo Marignani

Seconded by: Member Anthony Arbour

Decision Number: **DHSC 492**

THAT Zoning By-law 8600 **BE AMENDED** by changing the zoning of Lot 64, Registered Plan 531 (known municipally as 921 Ellrose Avenue; Roll No. 010-030-02400), situated on the west side of Ellrose Avenue, south of Ontario Street, changing the zoning by adding a site specific exception to Section 20(1) as follows:

458. WEST SIDE OF ELLROSE AVENUE, SOUTH OF ONTARIO STREET

For the lands comprising of Lot 64, Registered Plan 531, one *duplex dwelling* shall be an additional permitted use and a *duplex dwelling* or a *single unit dwelling* shall be subject to the appropriate provisions in Section 10.2.5 and the following additional provisions:

- | | |
|-----------------------------|----------------------|
| a) Lot Width – minimum | 9.0 m |
| b) Lot Area – minimum | 270.0 m ² |
| c) Parking Spaces – minimum | 1 |
- [ZDM 10; ZNG/6900]

Carried.

Report Number: S 140/2022
Clerk's File: Z/14507

Clerk's Note:

1. The recommendation of the Development & Heritage Standing Committee and Administration are the same.
2. Please refer to Item 7.4 from the Development & Heritage Standing Committee held on April 5, 2023.
3. To view the stream of this Standing Committee meeting, please refer to:
<http://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20230405/-1/9402>

**Subject: Rezoning – Lusi Lorini - 921 Ellrose Avenue - Z-038/22
ZNG/6900 - Ward 5**

Reference:

Date to Council: April 5, 2023
Author: Adam Szymczak, MCIP, RPP
Senior Planner
519-255-6543 x6250
aszymczak@citywindsor.ca

Planning & Building Services
Report Date: November 28, 2022
Clerk's File #: Z/14507

To: Mayor and Members of City Council

Recommendation:

THAT Zoning By-law 8600 **BE AMENDED** by changing the zoning of Lot 64, Registered Plan 531 (known municipally as 921 Ellrose Avenue; Roll No. 010-030-02400), situated on the west side of Ellrose Avenue, south of Ontario Street, changing the zoning by adding a site specific exception to Section 20(1) as follows:

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- | | |
|-----------------------------|----------------------|
| a) Lot Width – minimum | 9.0 m |
| b) Lot Area – minimum | 270.0 m ² |
| c) Parking Spaces – minimum | 1 |

[ZDM 10; ZNG/6900]

Executive Summary:

N/A

Background:**Application Information:**

Location: 921 Ellrose Avenue; Lot 64, Registered Plan 531
(West side of Ellrose Ave, south of Ontario Street; 010-030-02400)

Ward: 5 **Planning District:** East Windsor **Zoning District Map:** 10

Applicant: Lusi Lorini (Lusi Lorini/ Mario Lorini)

Owner: Lusi Lorini (Lusi Lorini/ Mario Lorini)

Agent: Architecttura Inc. (Dan Amicone)

Proposal:

The applicant is requesting an amendment to Zoning By-law 8600 changing the zoning by adding a site specific exception to allow a duplex dwelling with a building height of 7.93 m with two floors on a lot having a width of 9.0 m, a depth of 30.4 m, and an area of 278 m². One parking space in the front yard accessible from Ellrose Avenue is proposed.

For the proposed duplex dwelling, the applicant is requesting a minimum lot width of 9.0m, a minimum lot area of 270.0 m² and that only one parking space be required. A duplex dwelling is not subject to site plan control.

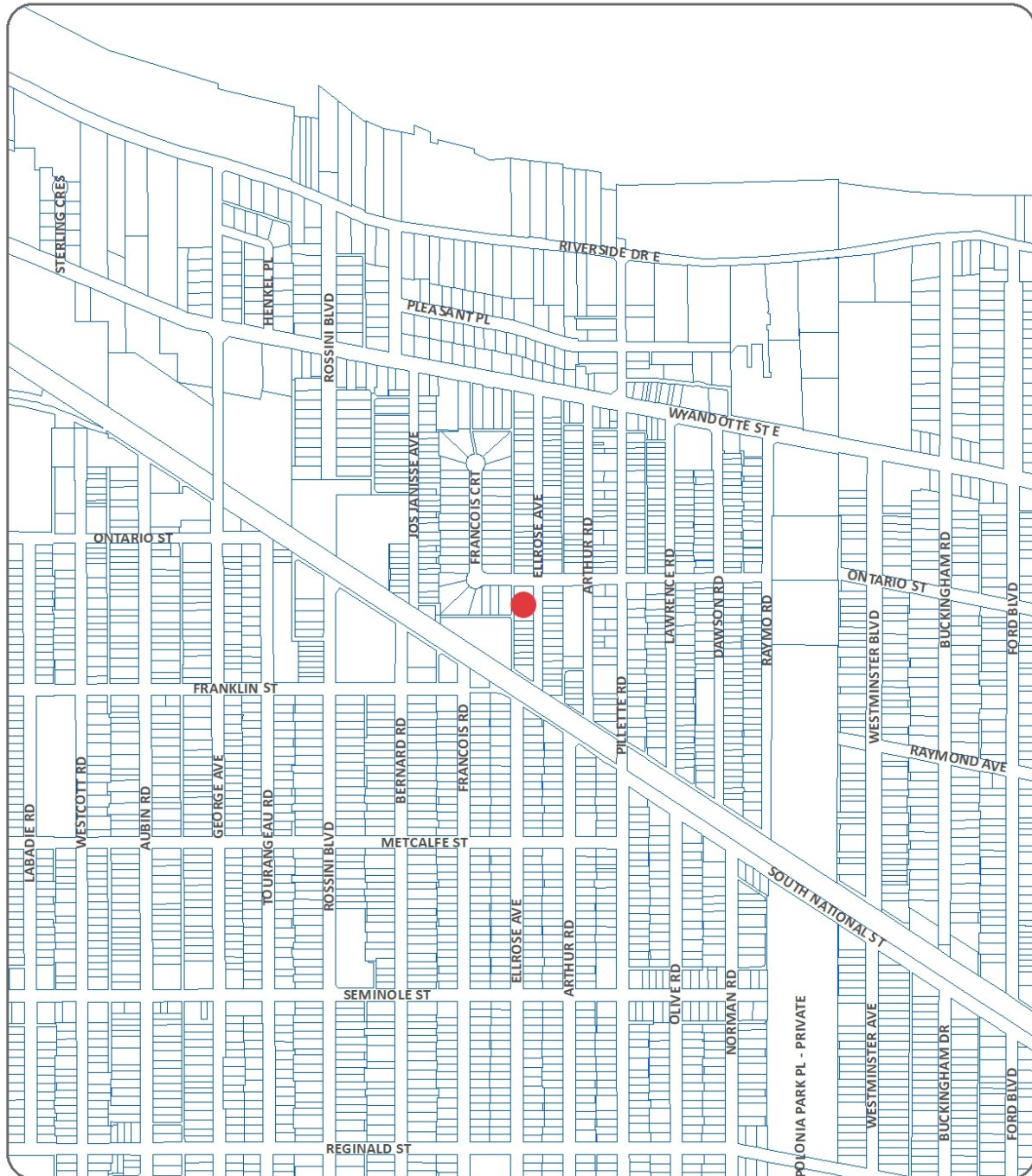
Applicant Submissions:

Zoning By-law Amendment Application Revised, Conceptual Drawings Revised (see Appendix A), Planning Opinion – Reduction in Required Parking (see Appendix B)

Site Information:

OFFICIAL PLAN	ZONING	CURRENT USE	PREVIOUS USE
Residential	Residential District 1.2 (RD1.2)	Vacant Land since 2006/2007	Single Unit Dwelling
LOT WIDTH	LOT DEPTH	LOT AREA	LOT SHAPE
9.14 m	30.48 m	278.58 sq. m	Rectangular
30.0 ft	100.0 ft	3,000.0 sq. ft.	
All measurements are approximate and are for information purposes only.			

Figure 1: Key Map



KEY MAP - Z-038/22, ZNG-6900



● SUBJECT LANDS

Figure 2: Subject Parcel - Rezoning

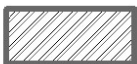


PART OF ZONING DISTRICT MAP 10

N.T.S.

REQUESTED ZONING AMENDMENT

Applicant: Lusi Lorini



SUBJECT LANDS

PLANNING & BUILDING DEPARTMENT



DATE : NOVEMBER, 2022
FILE NO. : Z-038/22, ZNG/6900

Figure 3: Neighborhood Map



NEIGHBOURHOOD MAP - Z-038/22, ZNG/6900



SUBJECT LANDS

Neighbourhood:

The subject parcel is located in a residential area consisting of low to medium density dwellings. See Appendix C for site images. A mix of commercial and residential uses are located along Wyandotte Street to the north including the Pillette Village Business Improvement Area which contains a mix of commercial uses (restaurants, medical office, retail store) to serve the day-to-day needs of residents in the surrounding area.

Francois Court Park is located to the west, behind the subject parcel, with access from Ontario Street and Ellrose Avenue. George Avenue Park is located approximately 525 m to the west at the southeast corner of Wyandotte Street East and George Avenue. Goose Bay Park and Reaume Park (Coventry Gardens) along the Detroit River, are located about 700 m to the north. FJ Brennan Catholic High School and Corpus Christi Catholic Middle School are located just over 400 m to the east at Ontario Street and Raymo Road.

Ellrose Avenue is classified as a Local Road, and has sidewalks on both sides and on-street parking on one side. Wyandotte Street East to the north and Pillette Road to the east, are classified as a Class II Arterial Road.

Transit Windsor operates the Crosstown 2 bus route on Wyandotte Street East, with stops at Wyandotte at Pillette and Wyandotte at Jos Janisse, and the Ottawa 4 bus route on Pillette Road with stops at Pillette Road at Ontario Street and Wyandotte at Jos Janisse. The Transit Master Plan recommends similar transit service in the future.

Ellrose Avenue is serviced by sanitary and storm sewers.

Discussion:

Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development and sets the policy foundation for regulating the development and use of land in Ontario.

Policy 1.1.1 of the PPS states:

“Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;”*

The duplex dwelling represents an efficient development that will have no adverse impact on the financial well-being of the City, land consumption, and servicing costs, accommodates an appropriate range of residential uses, and optimizes investments in transit. The zoning amendment is consistent with Policy 1.1.1.

Policy 1.1.3.1 of the PPS states:

“Settlement areas shall be the focus of growth and development.”

Policy 1.1.3.2 of the PPS states:

“Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed;”*

The parcel is located within the settlement area. The zoning amendment promotes a land use that makes efficient use of land and existing infrastructure. Transit services and existing/planned active transportation options are located near the parcel. The zoning amendment is consistent with PPS Policies 1.1.3.1 and 1.1.3.2. The proposed amendment to Zoning By-law 8600 is consistent with the PPS.

Official Plan:

The subject property is located within the East Windsor Planning District and is designated Residential on Schedule D: Land Use of the City of Windsor Official Plan.

Objective 6.3.1.1 supports a complementary range of housing forms and tenures in all neighbourhoods. Objective 6.3.1.2 promotes compact neighbourhoods and balanced transportation systems. Objective 6.3.1.3 promotes residential redevelopment, infill and intensification initiatives. The duplex dwelling is a complementary and compact form of housing and intensification that is near sources of transportation. The zoning amendment satisfies the objectives in Section 6.5.1 of the Official Plan.

The proposed duplex dwelling is classified as a small-scale Low Profile housing development under Section 6.3.2.3 (a) and is a permitted use in the Residential land use designation (Section 6.3.2.1). The proposed development is compatible with the surrounding land uses (Section 6.3.2.5 (c)) and no deficiencies in municipal physical services and emergency services have been identified (Section 6.3.2.5 (e)). The zoning amendment conforms to the policies in Sections 6.3.2.1 and 6.3.2.5 of the Official Plan.

The zoning amendment conforms to the Zoning Amendment Policies, Section 11.6.3.1 and 11.6.3.3, of the Official Plan. The proposed change to Zoning By-law 8600 conforms to the general policy direction of the Official Plan.

Zoning By-Law:

The parcel is zoned Residential District 1.2 (RD1.2) which permits a single unit dwelling on a lot having a minimum width of 12.0 m and a minimum area of 360.0 m². An existing duplex dwelling and an existing semi-detached dwelling are also permitted. For the RD1.2 zoning, the maximum lot coverage is 45%, maximum building height is 9.0 m, minimum front yard depth is 6.0 m, minimum rear yard depth is 7.50 m, minimum side yard width is 1.80 m and maximum gross floor area is 400.0 m².

A site specific provision is required to allow a duplex dwelling on a lot having a minimum width of 9m and a minimum area of 270.0 m². The reductions in minimum lot width and minimum lot area are for the lot as existing, however, the building envelope (building height, yard setbacks and coverage) remains the same.

The reduction from two parking spaces to one parking space will have minimal impact on the neighbourhood. Transit is available nearby and on-street parking is an option. The Planning Department concurs with the Planning Opinion (attached as Appendix B) provided by Paul Bezaire OALA, RPP, MCIP, Partner, of Bezaire Partners, dated February 9, 2023.

The applicant requested an amendment from RD1.2 to RD2.1, a zoning category that permits one single unit dwelling, one semi-detached dwelling, and one duplex dwelling. However, a site specific exception is still required regardless of the zoning district. To avoid confusion on the zoning maps, Planning recommends maintaining the RD1.2 zoning, and adding a site specific exception that allows one duplex dwelling as an additional permitted use and that applies the appropriate provisions in RD1.2 to either a duplex dwelling or single unit dwelling with additional provisions for lot width, lot area and required parking.

No other relief from the zoning provisions has been requested. The proposed duplex dwelling is not subject to site plan control.

Risk Analysis:

N/A

Climate Change Risks

Climate Change Mitigation:

In general, residential intensification minimizes the impact on the Community greenhouse gas emissions as these developments create complete communities and neighbourhoods while using currently available infrastructure such as sewers, sidewalks, and public transit.

Climate Change Adaptation:

The proposed construction of a new dwelling provides an opportunity to increase resiliency for the development and surrounding area.

Financial Matters:

N/A

Consultations:

Comments received from municipal departments and external agencies are attached as Appendix D.

Public Notice: Statutory notice was advertised in the Windsor Star, a local daily newspaper. A courtesy notice was mailed to property owners and residents within 120m of the subject parcel.

Planner's Opinion:

The *Planning Act* requires that a decision of Council in respect of the exercise of any authority that affects a planning matter, "*shall be consistent with*" Provincial Policy Statement 2020. The requested zoning amendment has been evaluated for consistency with the Provincial Policy Statement 2020 and conformity with the policies of the City of Windsor Official Plan.

Based on the information presented in this report and documents submitted by the applicant, it is my opinion that an amendment to Zoning By-law 8600 to rezone the subject parcel to allow the proposed duplex dwelling is consistent with the PPS 2020, is in conformity with the City of Windsor Official Plan, and constitutes good planning.

Conclusion:

Staff recommend that Zoning By-law 8600 be amended to permit a rezoning of the subject parcel adding a site specific exception to permit a duplex dwelling subject to the additional provisions contained in the site specific exception.

Planning Act Matters:

I concur with the above comments and opinion of the Registered Professional Planner.

Neil Robertson, MCIP, RPP

Thom Hunt, MCIP, RPP

Manager of Urban Design

City Planner

I am not a registered Planner and have reviewed as a Corporate Team Leader

JP

OC

Approvals:

Name	Title
Neil Robertson	Manager of Urban Design / Deputy City Planner
Thom Hunt	City Planner / Executive Director, Planning & Development Services
Wira Vendrasco	Deputy City Solicitor, Legal Services & Real Estate
Jelena Payne	Commissioner, Economic Development & Innovation
Onorio Colucci	Chief Administration Officer

Notifications:

Name	Address	Email
Lusi Lorini/ Mario Lorini	150 Allen Street, Suite 406 Oakville, ON L6J 3N8	mario.tecnico@hotmail.com
Dan Amicone Architettura Inc.	180 Eugenie Street West Windsor, ON N8X 2X6	dan@architettura.com
Councillor Sleiman		
Property owners and tenants within 120 m of the subject parcel		

Appendices:

- 1 Appendix A - Conceptual Drawings Revised
- 2 Appendix B - Planning Opinion - Reduction in Required Parking
- 3 Appendix C - Site Images
- 4 Appendix D - Comments

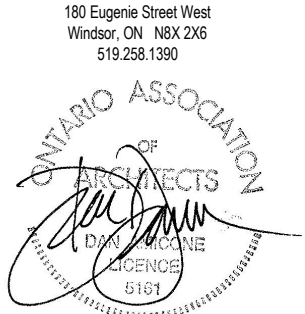
LUSI & MARIO LORINI
PROPOSED DUPLEX DWELLING

921 ELLROSE AVE., WINDSOR ON

Project No. 2252

ARCHITECTURAL SHEETS

No.	SHEET NAME
A000	COVER SHEET
A101	ARCHITECTURAL SITE PLAN
A201	FLOOR PLAN
A204	FOUNDATION PLAN & FRAMING PLAN
A401	EXTERIOR ELEVATIONS
A501	BUILDING SECTIONS
A601	WALL SECTIONS
A602	SECTION DETAILS
A801	DOOR / WINDOW DETAILS & SCHEDULES



This drawing is not to be used for construction unless it is countersigned by the Project Architect.

Issued For (YYYY.MM.DD)
Pre-Submission 2022.07.05
ZBA 2022.09.08

Date

Revision Schedule
Description

No.

Sheet Name
COVER SHEET

LUSI & MARIO LORINI
PROPOSED DUPLEX DWELLING
921 ELLROSE AVE., WINDSOR ON

Drawn By Ai Checked By Ai
Project No 2252
Sheet No

A000








BUILDING INFORMATION	SEMI DETACHED DWELLING
BUILDING CLASSIFICATION	GROUP C
FACING STREET(S)	1
PRINCIPAL ENTRY	SEE PLAN
PRIMARY FIREFIGHTER'S ENTRY	SEE PLAN
BARRIER FREE ENTRY	SEE PLAN

BUILDING AREA	
BASEMENT	N/A
FIRST FLOOR (FOOTPRINT)	112.80m ² (1214.19ft ²)
SECOND FLOOR	112.80m ² (1214.19ft ²)
TOTAL BUILDING	225.60m ² (2,428.38 ²)

SITE INFORMATION

CURRENT ZONING	RD 1.2
PROPOSED USE	Site Specific Residential District 2.1 (RD2.1)

LEGEND

	LANDSCAPING (SEE LANDSCAPE DRAWINGS)		ASPHALT SURFACE
	CONCRETE SURFACE		NEW BUILDING COVERAGE
	EXISTING BUILDING COVERAGE	 PROPERTY LINE	
		 PROPERTY SETBACK	

NOTES:

1. REFER TO CIVIL DRAWINGS FOR ALL PAVEMENT MATERIAL PROFILES AND BASE MATERIALS

2. REFER TO LANDSCAPE PLAN FOR LANDSCAPE INFORMATION.

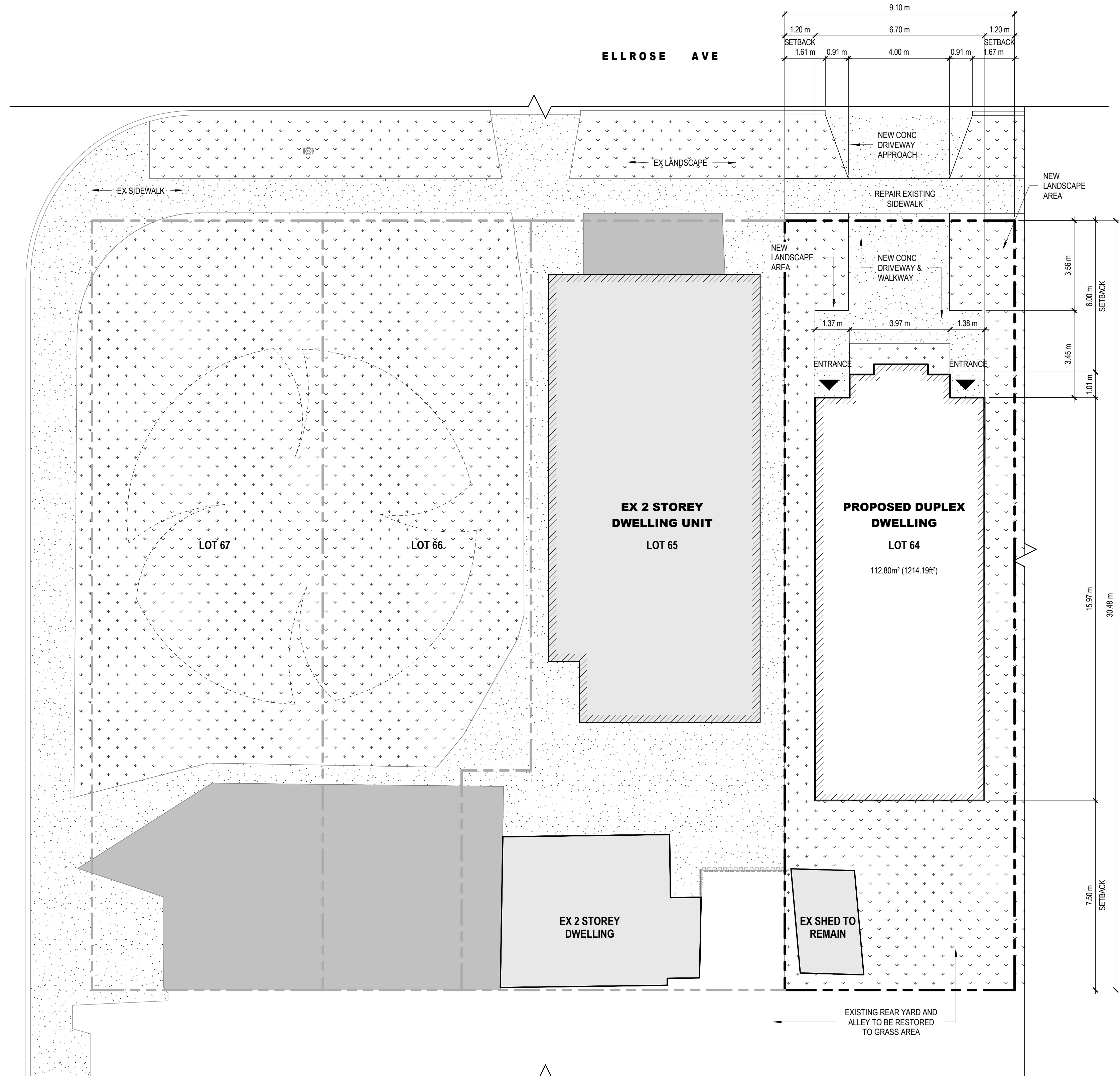
3. REFER TO CIVIL DRAWINGS FOR ALL PROPOSED GRADES.

4. ALL CONCRETE APRONS AT EXTERIOR DOOR OPENINGS TO MEET FLUSH (BARRIER FREE).

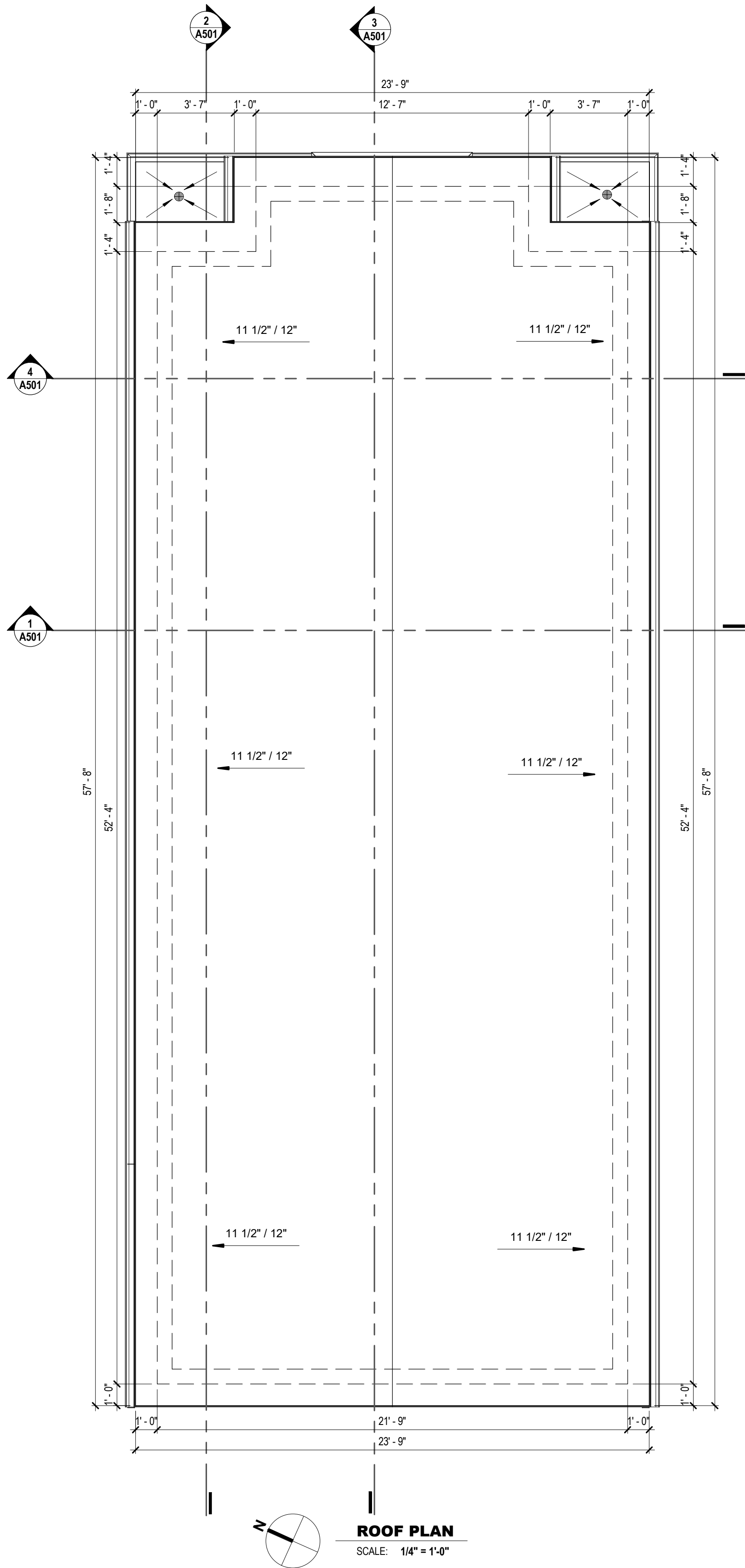
5. PROVIDE BARRIER FREE

CURB DROPS WHERE SIDEWALKS MEET ASPHALT PAVEMENT

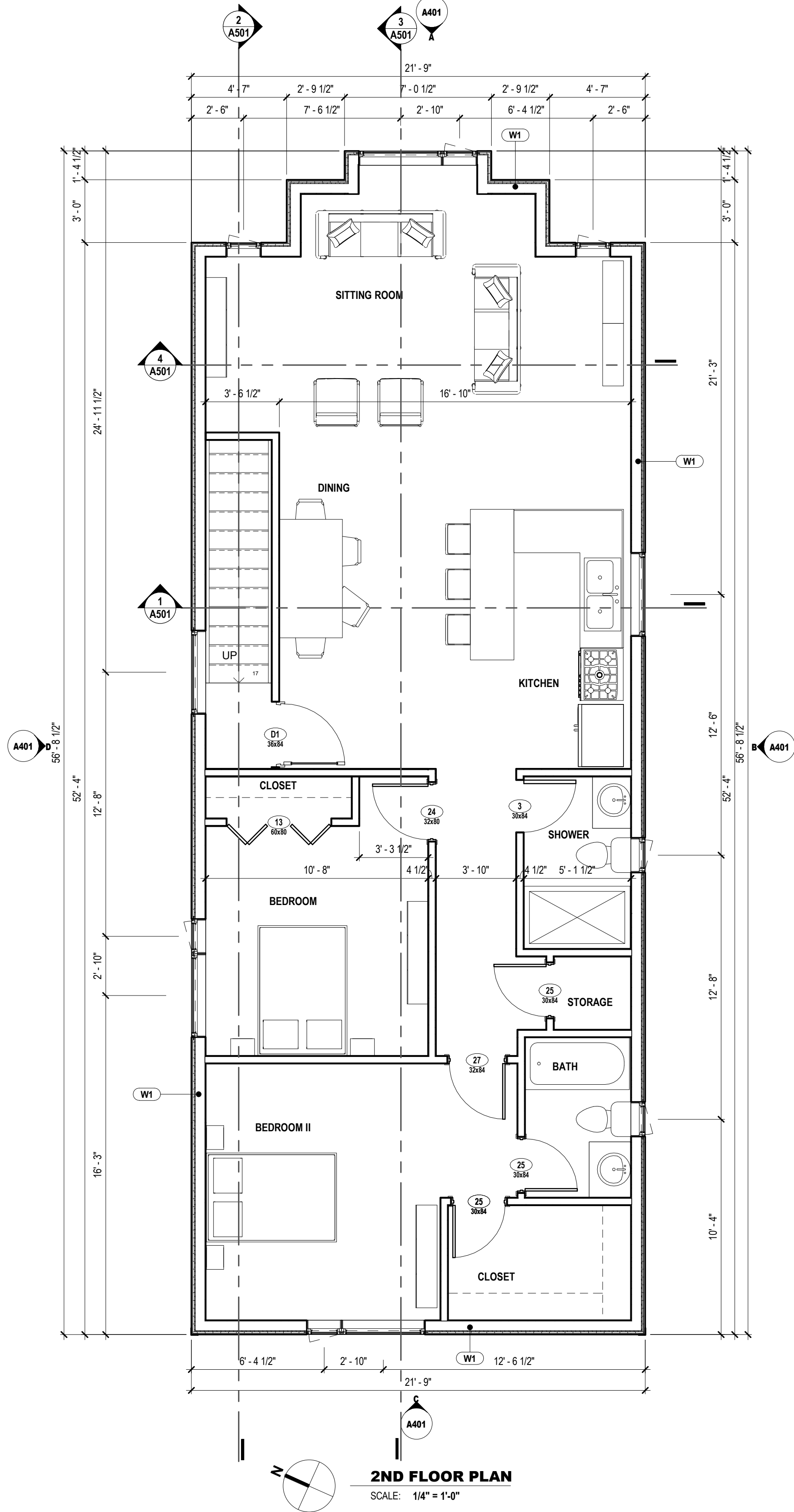
No.	DESCRIPTION	REQUIRED	PROVIDED	BY-LAW REF.	ADDITIONAL NOTES
1.	ZONING CLASSIFICATION	RD1.2	SITE SPECIFIC RESIDENTIAL DISTRICT 2.1 (RD2.1)		
2.	PERMITTED USE	EX. DUPLEX OR SEMI-DETACHED DWELLING ONE SINGLE UNIT DWELLING	DUPLEX DWELLING	10.2.1	
3.	MINIMUM LOT AREA	360.0m ²	278.58m ² (3000ft ²)	N/A	
4.	MINIMUM LOT WIDTH	12.0m (49.21ft)	9.10m (29.85ft)	10.2.5.1	
5.	MINIMUM LOT FRONTAGE	N/A	N/A	N/A	NOT REQUIRED IN ZONING RE
6.	SETBACK - FRONT YARD	6.0m (19.68ft)	6.0m (19.68ft)	10.2.5.5	
7.	SETBACK - REAR YARD	7.5m (24.60ft)	7.5m (24.60ft)	10.2.5.6	
8.	SETBACK - SIDE YARD	1.2m (4.92ft)	1.2m (4.92ft)	10.2.5.7	
9.	LOT COVERAGE	45% (Max.)	40%	11.2.5.5.3	
10.	BUILDING HEIGHT	10m (32.80ft) (Max.)	7.93m (26.01ft)	10.2.5.4	
11.	PARKING SPACE - COUNT	2	1		



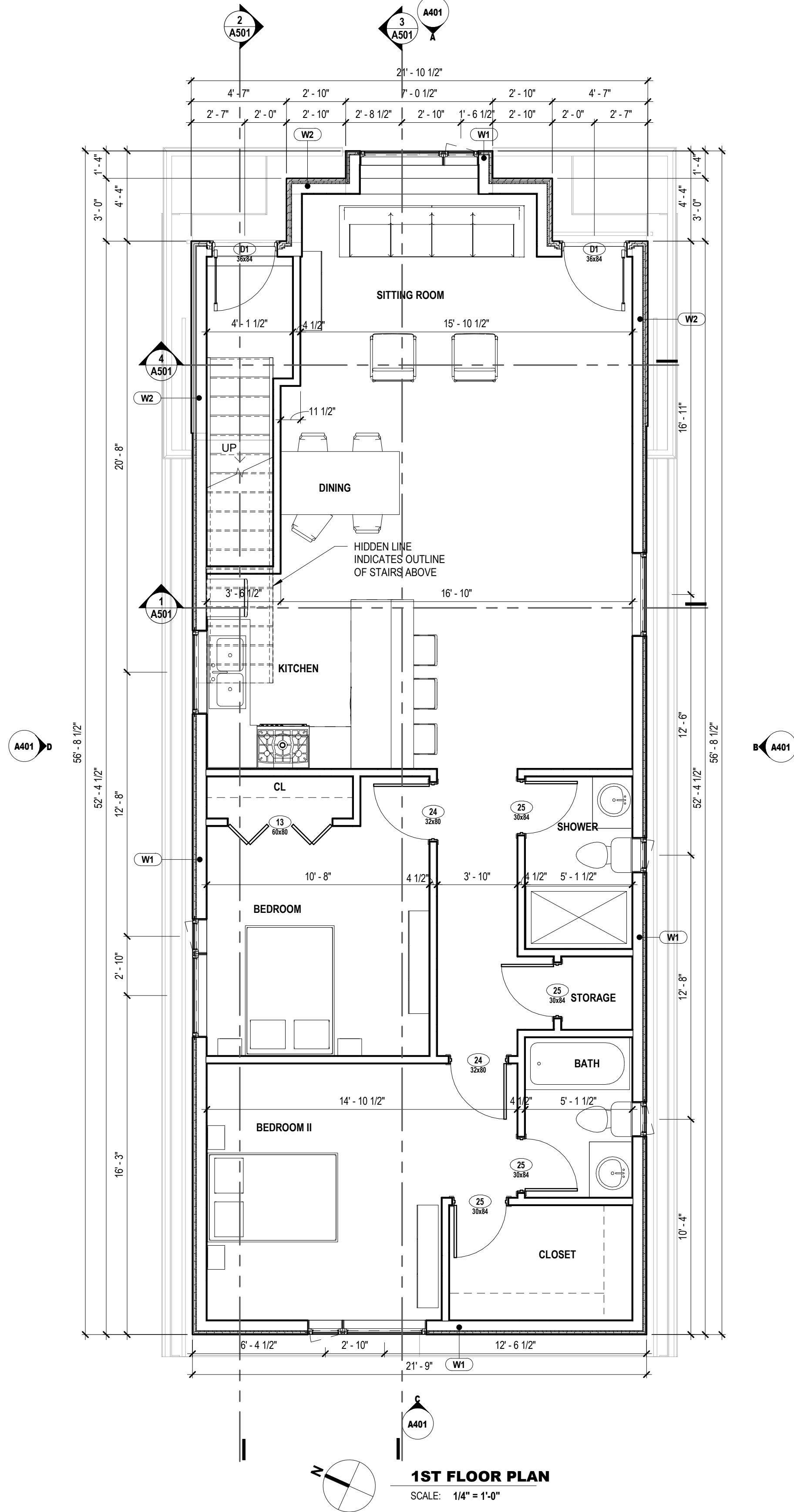
2023-02-15 11:53:53 AM C:\REVIT LOCAL FILES\2252 Duplex ARCH_1.dan@architectura.com.rvt ARCHITECTURA INC. ARCHITECTS IS RESPONSIBLE ONLY FOR INFORMATION SHOWN ON A MECHANICAL REPRODUCTION OF THIS DRAWING FILE THAT HAS BEEN SIGNED AND SEALED BY A REGISTERED ARCHITECT EMPLOYED BY THE FIRM. THE INFORMATION INCLUDED IN THIS ELECTRONIC DRAWING FILE IS PROTECTED BY COPYRIGHT. UNAUTHORIZED USE OF THIS FILE WITHOUT THE WRITTEN PERMISSION OF ARCHITECTURA INC. ARCHITECTS IS PROHIBITED.



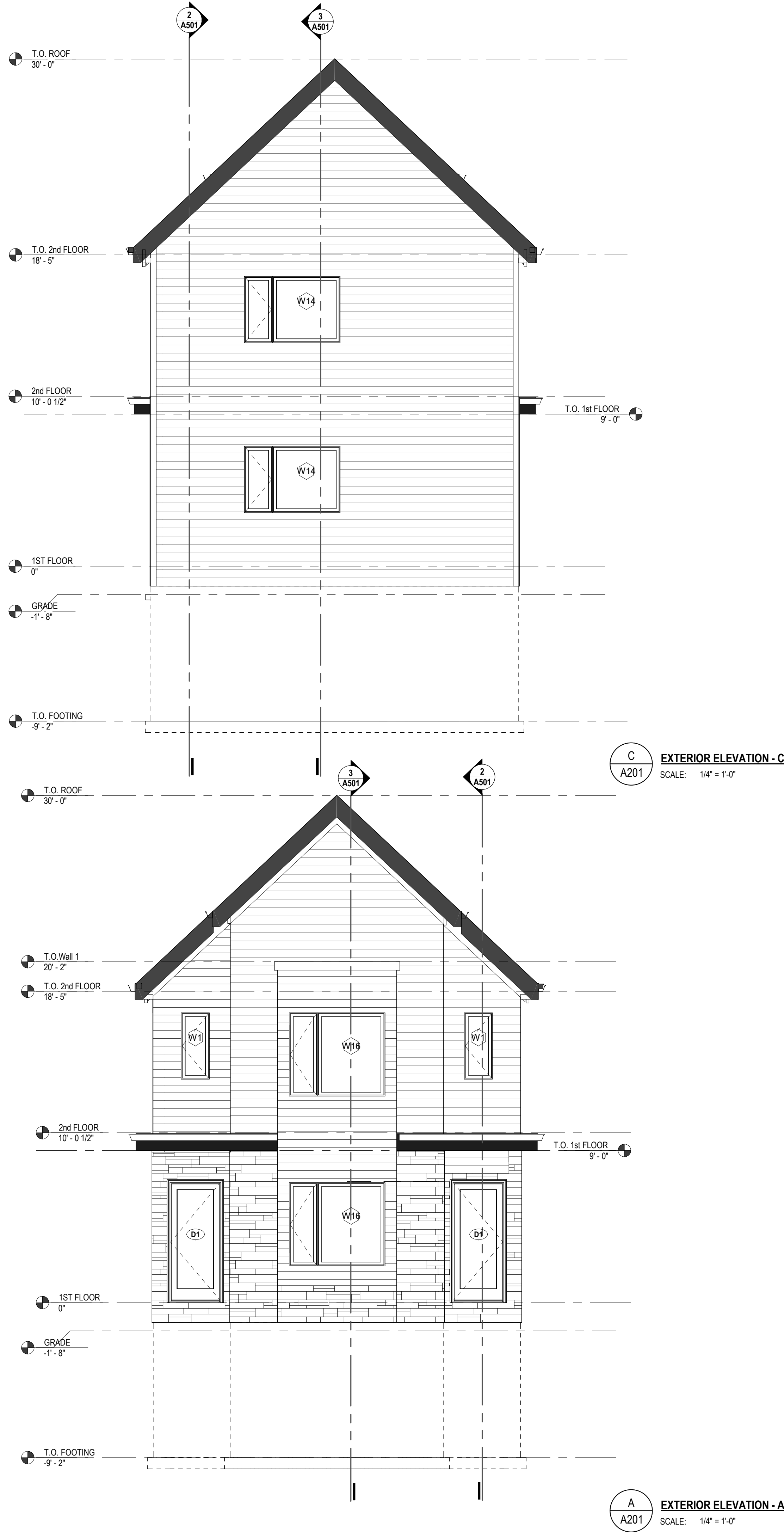
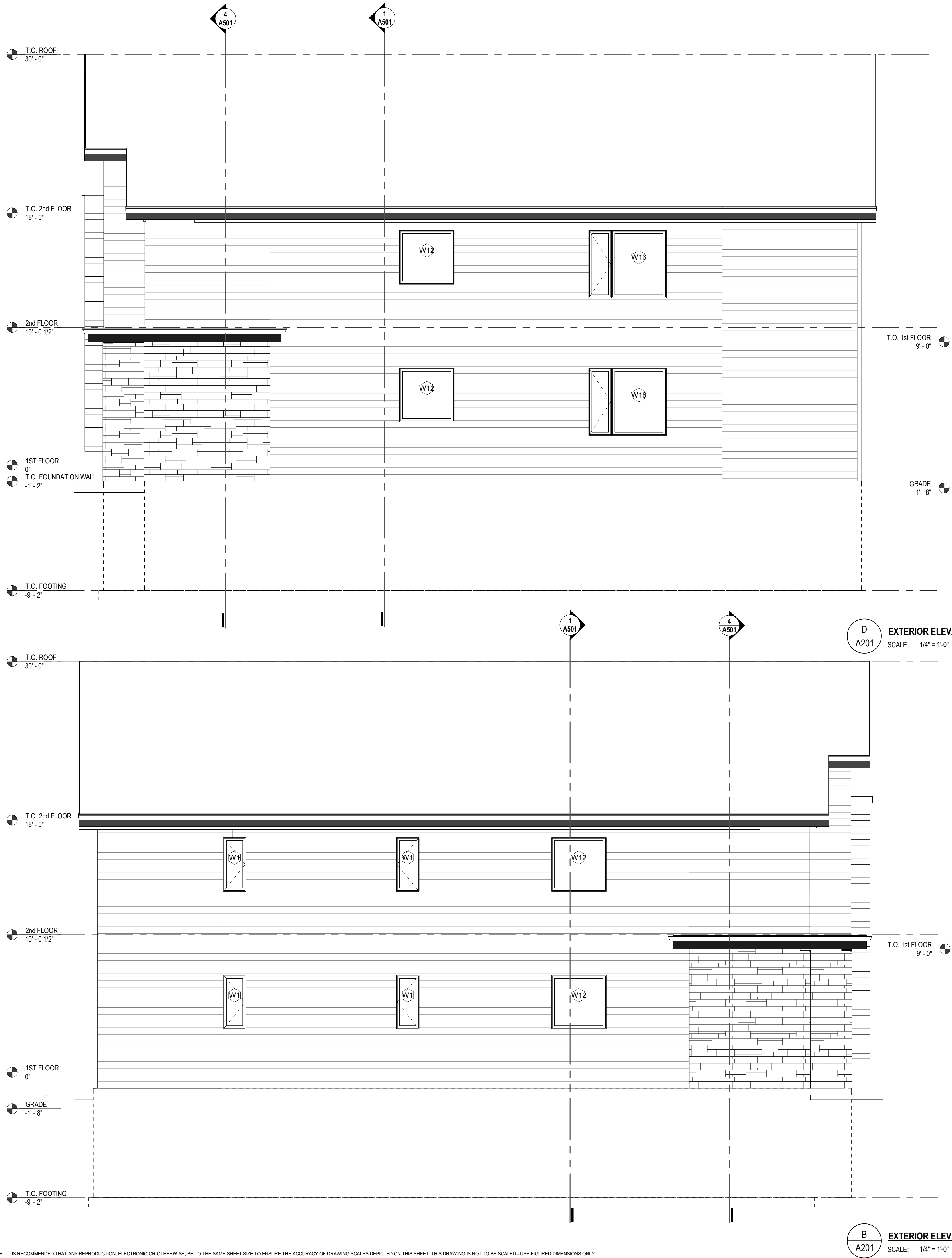
ROOF PLAN
SCALE: 1/4" = 1'-0"



2ND FLOOR PLAN
SCALE: 1/4" = 1'-0"



1ST FLOOR PLAN
SCALE: 1/4" = 1'-0"



EXTERIOR ELEVATIONS

LUSI & MARIO LORINI
PROPOSED DUPLEX DWELLING

921 ELLROSE AVE., WINDSOR ON

Drawn By
Ai

Checked By
Ai

Project No
2252

Sheet No

A401

Date

Revision Schedule
Description

No.



Bezaire Partners

Urban Planners, Landscape Architects,
Planning & Construction Mediation, Public Consultation, Project Management,
Environmental Impact Studies, Park and Recreation Planning

302-180 Eugenie Street West, Windsor ON N8X 2X6
C 519 816 6844 | V 519 966 6844 | E: pbezaire@bezaire.ca

9 February 2023

Architecttura Architects and Engineers
180 Eugenie St. West
Windsor ON N8X 2X6

Att: Mr. Dan Amicone OAA MRAIC AIA

Dear Dan:

Re: Z 038-22 Luis Lorini 921 Ellrose Ave. – Planning Letter

This refers to a residential property at 921 Ellrose Ave. in the City of Windsor. The purpose of this letter is to examine the possibility of reducing the parking requirement for the site from two spaces to one space thereby permitting the development of a duplex on the site.

SITE INFORMATION

OFFICIAL PLAN	ZONING	CURRENT USE	PREVIOUS USE
Residential	By-law 8600 – RD 1.2 (21(3), 21(4), 21(8A) 22(4), 22(7)	Vacant	Residential
FRONTAGE	DEPTH	AREA	SHAPE
30 ft. /9.14m	100 ft. /30.48m	3000 sq.ft. /278.70m²	Rectangular
MUN. ADDRESS	LEGAL DESCRIPTION	PARKING REQUIREMENT	
921 Ellrose Ave.	Plan 531; Lot 64	Bylaw 8600 Section 24.20.5 Duplex – 2 spaces	
Ward	ROLL NUMBER	Transit Windsor Route	
5	3739-010-030-02400-0000	Crosstown 2 and Ottawa 4	
All measurements are approximate			

The site is a vacant residential lot suitable for the construction of a single or duplex unit. The front of the site is fenced (See Photo No. 2). The rear of the property is paved with what appears to be alley access from Ontario St. (See Photo No. 1). The City of Windsor Engineering Department advises that the alley is open but unimproved. It has been paved without a permit.



PHOTO 1 AERIAL VIEW OF 921 ELLROSE AVE. FROM REAR OF PROPERTY. NOTE ALLEY ACCESS AND PARKING



PHOTO 2 Front View of 921 Ellrose Ave. Note: Extended Curb Cut and Pavement

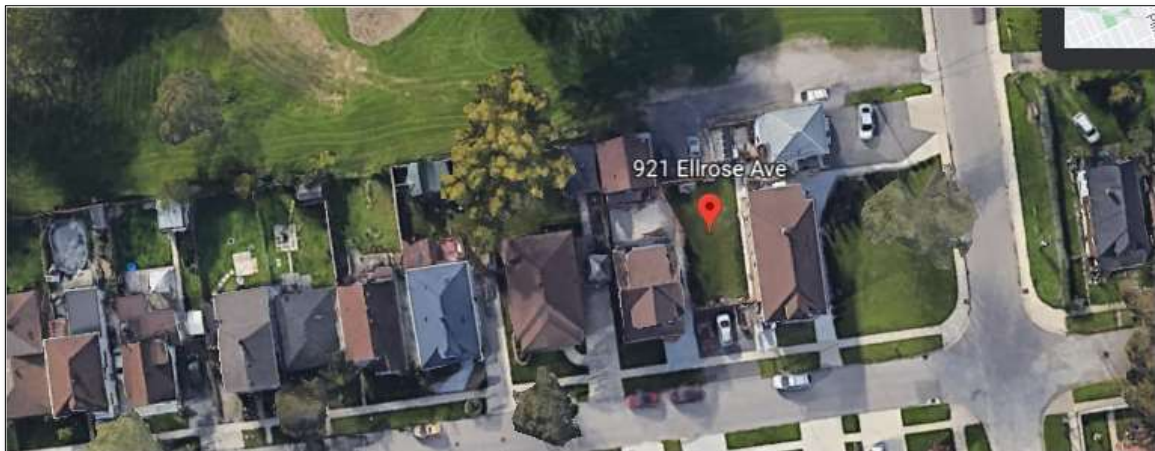
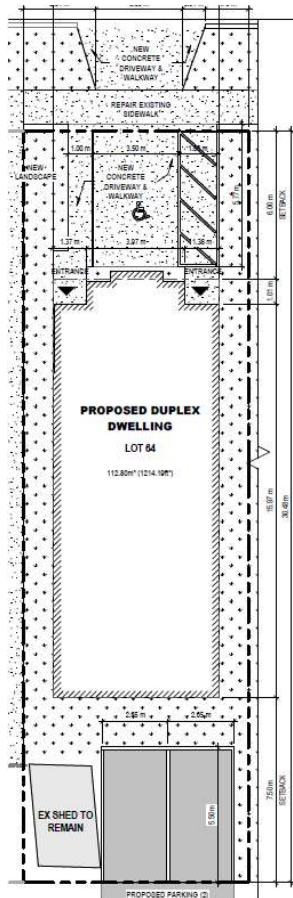


PHOTO 3 Air Photo of Neighbourhood around 921 Ellrose Ave. Note: On Street Parking on one side.

**Proposed Site Plan**

The municipality noted two options available:

1. Revise and resubmit the conceptual site plan and the application indicating only one parking space will be provided. In such case a written justification report would be required
2. Acquire the alley and install a private driveway to the rear of the subject lands.

The owner has decided on the first option and will be seeking a reduction in the parking requirement from two spaces to one space with access from Ellrose Ave.

COMMENT:

One looks to the municipalities Official Plan and the Provincial Policy Statement 2022 to find whether any particular change can be supported. In this case, I suggest two areas of review: Is Active Transportation (walking and transit) supported in the planning documents and is intensification a principal that should be considered desirable. Support for either of these would support the reduction of parking especially since that reduction would result in the construction of a duplex rather than a single dwelling.

BACKGROUND

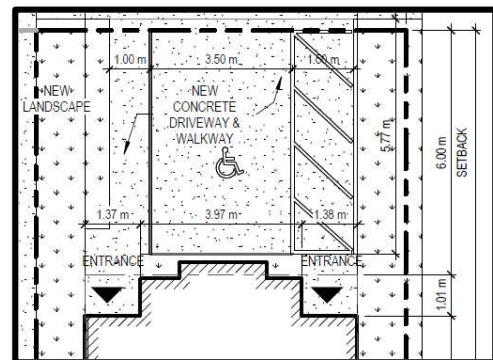
The owner proposes to construct a duplex on the subject property. The building will consist of 1,214 sq. ft./112.8m². The original development proposal included use of the existing paved alley behind the property and pavement at the rear of the lot to meet the municipal parking requirement of two parking spaces.

The Engineering department commented as follows:

- The proposed rear yard parking will not be supported.
- the owner is required to remove the portion of the alley which was paved without permit and return to the original grass condition.
- The owner is also required to apply it to the street and alley closing committee to close the existing alley adjacent to the subject property.
- A right-of-way permit would be required to restore the curb, gutter and boulevard fronting on Ellrose Ave. as well as the alley to grass.

The municipality advised that there was **a Public Works Order to Comply** on the property for the removal of the asphalt paving in front of the property as well as the asphalt paving in the alley at the rear of the property.

These comments have the effect of eliminating the possibility of rear yard parking as was originally proposed as well as the possibility of parking two vehicles in the front yard.

**Partial Site Plan Showing Proposed Parking**

1. SUPPORT FOR ACTIVE TRANSPORTATION

Official Plan Policies

3.2.3.1 Transportation System: Windsor will work toward achieving a sustainable transportation system where all modes of transportation can play a more balanced role. The creation of mixed-use in an employment area centre will allow businesses and services to be closer to homes and allow greater opportunities for walking cycling and transit.

10.2.8.2 (e): Describe and recommend specific site design practices to ensure priority is given two sustainable modes of transportation over vehicle use.

10.2.8.2 (k): Evaluate the proportion of development that is in close proximity of existing or planned transit stops along transit routes

7.1 Balanced System: In keeping with the strategic directions, council's infrastructure goals are to achieve:

7.1.4 An environment in which all modes of transportation can play a balanced role

7.2.3.2 Pedestrian Network: Council show make pedestrian movement safer and more convenient by:

- a) requiring the provision of sidewalks in new developments as follows ...
- b) giving priority to the completion of the pedestrian network in areas where there is significant vehicular and pedestrian traffic ...
- d) maintaining the structural integrity of all existing pedestrian network and walkway connections in neighborhoods.

7.2.5 Public Transportation Policies: Council should require all proposed developments in infrastructure undertakings to provide facilities for public transportation wherever appropriate.

7.2.5.3 d(h): Encourage transit stops to be located within a 400 meter walking distance of high density residential development

Provincial Policy Statement (PPS 2020)

1.1.3.2: Land use patterns which within settlement areas shall be based on densities of a mix of fine uses which ...

- e)** support active transportation
- f)** are transit supportive where transit is planned exists or may be developed

When taken together, the above noted policies contained in both the Windsor Official plan and the Provincial Policy Statement provide strong support for a well-balanced transportation system which includes the potential for pedestrian access. While these policies are intended for the design of communities, they speak to developments that are being added to existing neighborhoods.

2 Support for Intensification

Windsor Official Plan

7.3.3.1 Infilling Given Priority Council shall encourage the development of existing serviced, underutilized or undeveloped lands within Windsor prior to the extension of municipally owned/operated infrastructure to vacant areas within Windsor.

Provincial Policy Statement 2020

1.1.3.3: Planning authorities shall identify appropriate locations and promote opportunities for transit supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas...

1.1.3.4: Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

1.1.3.5: Planning authority shall establish and implement minimum targets for intensification and redevelopment within built up areas based on local conditions. However where provincial targets are established through provincial plans the provincial targets will represent the minimum target for all affected areas

There is support in both the Windsor Official Plan and the Provincial Policy Statement for policies that permit and encourage the development of lands within the existing settlement area. Reducing the parking requirement in this case, allows for a more intensive use of the subject site as a duplex dwelling rather than a single unit. While a minor impact overall, it's clear that the concept of intensified use is supported.

3 Practical/Operational Considerations

Availability of Alternative Parking: Generally speaking, for a municipality to agree to a reduced parking requirement, there should be an alternative available. For example, if at any given time two vehicles associated with this property required parking, there should be an alternative place for that vehicle to park within a reasonable distance. The availability of an alternative reduces the negative impact of having less parking on the site.

We know that street parking is available on the west side of Ellrose Ave. Many of the properties within the same block have sufficient parking. Street parking then, would be used primarily by visitors and so should be easily available to a second vehicle connected with this property. On the day that I visited the site, there was only one vehicle parked on the street for the entire block.



EXCERPT FROM TRANSIT WINDSOR ROUTE

Availability of Municipal Transit: Another factor that could reduce the impact of a parking reduction is the availability of municipal transit near the site. Easily available transit services increase the likelihood that one or more of the residents of the duplex will not own a car. It is also more likely that visitors to the site may utilize transit services to get there.

We examined the transit route map for the area and determined that transit services were available.

The **Crosstown 2** is a primary route providing Weekday service every 20 minutes from 6:05am until 1:06am, Saturdays, every 30 minutes from 6:07am until 1:07am and Sundays every 40 minutes from

7:32am until 7:57am. The nearest stop is on Wyandotte just East of Arthur Rd., about 435 meters from the site. (6-minute walk)

The **Ottawa 4** a secondary route providing service approximately every 20 minutes from 6:27am until 12:59am, Saturdays every 40 minutes from 6:58am until 12:23am, and Sundays from 9:58am until 8:28pm. The nearest transit stop is at the intersection of Jos Janise and Wyandotte, approximately 541 meters from the site. (8-minute walk).

Municipal sidewalks are available on both sides of Ellrose Ave. between the site and Wyandotte, and along Wyandotte to the Transit stops. The use of sidewalks on each side of the street is a specific design method intended to encourage pedestrian transportation as well as transit use.

ANALYSIS

It is clear that both the City of Windsor Official Plan and the Provincial Policy Statement have policies which, when taken together, provide support for pedestrian oriented active transportation. While those policies focus on the design of new communities, their effect can be applied to existing neighborhoods.

Both the Official Plan and the Provincial Policy Statement also show significant support for intensification, that is, development in existing neighborhoods utilizing existing services rather than extending services to new areas. It also can mean increasing the density of a particular development. In this case, reducing the parking requirement supports the development of a duplex rather than a single detached home thereby in a small way, increasing the density of the area.

When considering the reduction of a particular criteria, one practical consideration is to determine the potential for negative impact resulting from the decision. In this case, any negative impact resulting from the reduced requirement, will be mitigated by the following practical considerations:

The reduction of a single parking space in a large residential community where many of the houses within the block already have sufficient parking, is likely to have no negative impact resulting from that reduction.

In addition, the negative impact is likely to be further mitigated because of the presence of good and affordable municipal transit. In this case, the site is served by two permanent transit Windsor routes with transit stops located 6 to 8 minutes from the subject site.

PLANNING CONCLUSIONS

Given the foregoing assessment and our evaluation of the proposal in relation to the Provincial Policy Statement 2020 and the City of Windsor Official Plan, in my opinion the proposed reduction in the parking requirement is consistent with policies contained therein.

In addition, it is my opinion that the proposed reduction of the parking requirement is appropriate and desirable within this policy framework as it will facilitate development of site utilizing existing infrastructure.

It is for these reasons, that it is my professional planning opinion that the proposed reduction of the parking requirement from two spaces to one space should be supported on the basis of "good planning".

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'PB' followed by a stylized flourish.

Paul Bezaire OALA, RPP MCIP
Partner

Z-038/22 ZNG/6900 - APPENDIX C - SITE IMAGES

IMAGE 1



Subject Parcel – 921 Ellrose Avenue - Looking west

IMAGE 2



**Looking north on Ellrose Avenue towards Ontario Street
Subject parcel on left side (where vehicles are parked)**

Z-038/22 ZNG/6900 - APPENDIX C - SITE IMAGES

IMAGE 3



**Looking east on Ellrose Avenue, across from subject parcel
(L to R - 914, 920, 926, 932 Ellrose)**

IMAGE 4



**Looking south on Ellrose Avenue (from Ontario Street)
Subject parcel on right side (where vehicles are parked)**

Z-038/22 ZNG/6900 - APPENDIX C - SITE IMAGES

IMAGE 5



Rear of Subject Parcel (where blue vehicle is parked)

Building on left is rear of 909-917 Ellrose

Red building in middle is rear of 925-927 Ellrose

Grassy area is part of Francois Court Park

APPENDIX D – COMMENTS

Anne Marie Albidone – Environmental Services

No concerns from Environmental Services.

Bruno Desando – Canada Post

This development, as described, falls within our centralized mail policy.

I will specify the condition which I request to be added for Canada Post Corporation's purposes.

- a) Canada Post's multi-unit policy, which requires that the owner/developer provide the centralized mail facility (front loading lockbox assembly or rear-loading mailroom [mandatory for 100 units or more]), at their own expense, will be in effect for buildings and complexes with a common lobby, common indoor or sheltered space.

Should the description of the project change, I would appreciate an update in order to assess the impact of the change on mail service.

If you have any questions or concerns regarding these conditions, please contact me. I appreciate the opportunity to comment on this project.

Jackie Cabral – Site Plan Control

The development proposal is subject to Site Plan Control pursuant to the Planning Act and City of Windsor By-law 1-2004. Where preceding development applications are required, inclusive of Official Plan and Zoning By-law Amendments, request for Site Plan Control Pre-Consultation may be made following completion of the requisite Development and Heritage Standing Committee meeting at <https://ca.cloudpermit.com/login>.

Enbridge – Windsor Mapping

After reviewing the provided drawing at 1985 Westcott Rd and consulting our mapping system, please note that Enbridge Gas has active infrastructure in the proposed area. A PDF drawing has been attached for reference.

Please Note:

1. The shown piping locations are approximate and for information purposes only
2. The drawings are not to scale
3. This drawing does not replace field locates. Please contact Ontario One Call for onsite locates prior to excavating, digging, etc

Enbridge Gas requires a minimum separation of 0.6m horizontal and 0.3m vertical from all of our plant less than NPS 16 and a minimum separation 1.0m horizontal and 0.6m vertical between any CER-regulated and vital pipelines. For all pipelines (including vital pipelines), when drilling parallel to the pipeline, a minimum horizontal clearance measured from the edge of the pipeline to the edge of the final bore hole of 1 m (3.3 ft) is required. Please ensure that this minimum separation requirement is maintained, and that the contractor obtains locates prior to performing any work and utilizes safe excavation practices while performing any work in the vicinity.

Also, please note the following should you find any abandoned infrastructure in the area:

- Any pipe that is excavated, please assume that it is live
- If during the course of any job, any pipe is found that is not on the locate sheet and is in conflict with your work, please call our emergency number (1-877-969-0999), and one of our Union Gas representatives will respond to determine if that plant is in fact live or dead

- Please note that our Enbridge Gas representative will respond to the live or dead call within 1-4 hours, so please plan your work accordingly

Transit Windsor

Transit Windsor has no objections to this development. The closest existing transit routes to this property are with the Transway 1C and Central 3. The closest existing bus stop to this property is directly across the street on Tecumseh at Westcott Northeast Corner providing direct transit access. This will be maintained with our Council approved Transit Master Plan.

Sherif Barsom – Parks D&D

No comment

Stefan Fediuk – Landscape Architect

Pursuant to the application for a zoning amendment (**Z 035/22**) to permit a multiple dwelling and establish site-specific provisions to enable proposed site reconfigurations on the subject, please also note the following comments:

Zoning Provisions for Parking Setback:

The proposed site plan provided by the applicant demonstrates a suitable response for the requested variances to the Zoning Bylaw, to offset any concerns from a landscape architectural or urban design perspective.

Tree Preservation:

N/A

Urban Design & Climate Change:

The application will be subject to Site Plan Control where all landscape comments related to climate change adaptation and mitigation will be made. The applicants consideration for climate change adaptation and sensitivity towards creating enhanced quasi-public spaces is demonstrated in the proposed site plan, with the restoration of landscape areas along the Tecumseh Rd frontage as well as throughout the site.

Parkland Dedication:

All Parkland Dedication (i.e. cash-in-lieu) requirements will be determined at the time a Site Plan application is received; payable at the time of building permit.

Tracy Tang – Heritage Planning

No supporting information required.

There is no apparent built heritage concern with this property and it is located on an area of low archaeological potential.

Nevertheless, the Applicant should be notified of the following archaeological precaution.

1. Should archaeological resources be found during grading, construction or soil removal activities, all work in the area must stop immediately and the City's Planning & Building Department, the City's Manager of Culture and Events, and the Ontario Ministry of Citizenship and Multiculturalism must be notified and confirm satisfaction of any archaeological requirements before work can recommence.
2. In the event that human remains are encountered during grading, construction or soil removal activities, all work in that area must be stopped immediately and the site secured. The local police or coroner must be contacted to determine whether or not the skeletal remains are human, and whether the remains constitute a part of a crime scene. The Local police or coroner will then notify the Ontario Ministry of Citizenship and Multiculturalism and

the Registrar at the Ministry of Government and Consumer Services if needed, and notification and satisfactory confirmation be given by the Ministry of Citizenship and Multiculturalism.

Contacts:

Windsor Planning & Building Department:

519-255-6543 x6179, ktang@citywindsor.ca, planningdept@citywindsor.ca

Windsor Manager of Culture and Events (A):

Michelle Staadegaard, (O) 519-253-2300x2726, (C) 519-816-0711, mstaadegaard@citywindsor.ca

Ontario Ministry of Citizenship and Multiculturalism

Archaeology Programs Unit, 1-416-212-8886, Archaeology@ontario.ca

Windsor Police: 911

Ontario Ministry of Government & Consumer Services

A/Registrar of Burial Sites, War Graves, Abandoned Cemeteries and Cemetery Closures, 1-416-212-7499, Crystal.Forrest@ontario.ca

Yemi Adeyeye – City Forester

City has 2 large trees on the boulevard along Westcott to the East side. The plan presently indicates no impact on these trees.

Forestry requires placements of high-viz Fencing as protection zones around the 2 city trees in the BLVD to ensure no storage, parking or driving of vehicles during work operations impact the trees.

Shannon Deehan – Transportation Planning

- Tecumseh Rd E is classified as a Class II Arterial road with a required right-of-way width of 27 metres per Schedule X. The current right-of-way width is insufficient, however, we are not requesting a conveyance at this time.
- Westcott Rd is classified as a Local road with a required right-of-way width of 20 metres per the Official Plan. The current right-of-way width is sufficient, therefore, a land conveyance is not required.
- A 4.6 meter corner cut off is required at the corner of Tecumseh Rd E and Westcott Rd per the Official Plan and AS-230.
- The parking as shown on the site plan does not comply with Zoning By-Law 8600, therefore, a parking study is required.
- All new exterior paths of travel must meet the requirements of the Accessibility for Ontarians with Disabilities Act (AODA).
- All new accesses shall conform to the TAC Geometric Design Guide for Canadian Roads and the City of Windsor Standard Engineering Drawings AS-204/AS-203.
- A signage and pavement marking plan should be provided.

Barbara Rusan – Policy & Regulatory Services

Comments from the City of Windsor, Building Department relating to the subject line matter are as follows:

The Building Code Act, Section 8.(1) requires that a building permit be issued by the Chief Building Official for construction or demolition of a building.

The building permit review process occurs after a development application receives approval and once a building permit application has been submitted to the Building Department and deemed a complete application.

Due to the limited Ontario Building Code related information received, review of the proposed project for compliance to the Ontario Building Code has not yet been conducted.

It is strongly recommended that the owner and/or applicant contact the Building Department to determine building permit needs for the proposed project prior to building permit submission.

The City of Windsor Building Department can be reached by phoning 519-255-6267 or, through email at buildingdept@citywindsor.ca

Further to the above, A Record of Site Condition, registered on file with the Ministry, may be a pre-requisite to Building Permit issuance.

ENWIN Utilities

HYDRO ENGINEERING:

No objection provided adequate clearances are achieved and maintained.

ENWIN has existing overhead primary conductor at 16kV on the north side of the property in the back alley

ENWIN has existing overhead secondary conductor at 120/240 Volts on the north side of the property running east-west

ENWIN has existing overhead secondary conductor at 347/600 Volts on the north side of the property running east-west

ENWIN has existing overhead secondary conductor at 120/208 Volts connecting to the building on the north side of the property

Prior to working in these areas, we suggest notifying your contractor and referring to the Occupational Health and Safety Act and Regulations for Construction Projects to confirm clearance requirements during construction. Also, we suggest referring to the Ontario Building Code for required clearances for New Building Construction.

Thomas Huynh – Engineering Department – Right-Of-Way Division

We have reviewed the subject rezoning application and have the following comments:

SEWERS – The site may be serviced by a 150mm polyvinyl chloride (PVC) storm sewer located +/- 1.10m north of centerline of rear alley and a 200mm PVC Sanitary Sewer +/- 1m within the centerline of the rear alley. The applicant will be required to submit site servicing drawings showing the existing and proposed site servicing.

RIGHT-OF-WAY – The Official Plan classifies Tecumseh Rd E as a Class II Arterial Road with a required right-of-way wide of 27m, as per Schedule X of the City's Official Plan. The current right-of-way width is insufficient but we are not requesting a land conveyance at this time. Westcott Rd is classified as a Local road with a required right-of-way width of 20m, as per Schedule X of the City's Official Plan. The current right-of-way width is sufficient, therefore, a land conveyance is not required. A corner cut-off in the amount of 4.6 meters shall be conveyed to the Corporation at the south east corner of Tecumseh Rd E and Westcott Rd. The north alley does not appear to serve any municipal purpose and is required to be closed by the applicant. A 6 meter wide easement in favour of the City will be required over the municipal storm and sanitary sewers, also an easement in favour of Enwin for hydro lines may be required.

Right-of-Way Permits will be required for all new proposed driveways, the replacement and removal of any existing driveways and any other work that may be required in the right-of-way. All driveways are to be constructed as per AS-221 or AS-222 and BP2.2.2. Raised curbs on Tecumseh Rd E approach are not permitted.

In summary we have no objection to the proposed rezoning, subject to the following requirements (Requirements can be enforced during Building and Right-of-Way permitting):

Right-of-Way Permits – The owner agrees to obtain right-of-way permits for sewer taps, drain taps, flatworks, landscaping, curb cuts, and driveway approaches from the City Engineer, prior to commencement of any construction on the public highway.

Corner Cut-Off – The owner(s) agree, prior to the issuance of a Construction permit, to gratuitously convey a [4.6m x 4.6m (15' x 15')] corner cut-off at the intersection of Tecumseh Rd E and Westcott Rd in accordance with the City of Windsor Standard Drawing AS-230.

Encroachment Agreement – The owner agrees to submit application for and execute an agreement with the Corporation for the proposed encroachment into the right-of-way to the satisfaction of the City Engineer.

Alley Paving – The owner shall agree to drain and pave at their entire expense, the alley abutting the subject lands. The minimum acceptable cross-section will be 230mm Granular "A" and 75mm surface course asphalt in accordance with Standard City of Windsor Specifications, Selected Granular Base Course (S4) and Hot Mix, Hot Laid Asphaltic Concrete (S-10). The geometrics of the placement shall comply with City of Windsor Standard Drawings A-201. All work shall be to the satisfaction of the City Engineer.

Sewer Easement – Prior to the issuance of a construction permit, the owner shall gratuitously convey to the Corporation a 6m wide easement in the rear alley for the purposes of construction and/or maintenance.

If you have any further questions or concerns, please contact Thomas Huynh, of this department at thuynh@citywindsor.ca



**Subject: Rezoning – JBM Capital Inc – 2601 Lauzon Parkway - Z-011/23 ZNG/6993
- Ward 8**

Moved by: Councillor Angelo Marignani

Seconded by: Member Robert Polewski

Decision Number: **DHSC 493**

1. THAT Zoning By-law 8600 **BE AMENDED** by changing the zoning of Part Farm Lot 124, Concession 2, designated as Part Block A, Registered Plan 1644, Parts 5 & 6 Plan 12R-10031 and Parts 3 to 5, Plan 12R-27242 (part of municipal address 2601 Lauzon Parkway; Roll No. 070-670-56925), situated on the east side of Enterprise Way, north of Hawthorne Drive, changing the zoning by deleting and replacing Section 20(1)448 as follows:

448. EAST SIDE OF ENTERPRISE WAY, NORTH OF HAWTHORNE DRIVE

For the lands comprising Part of Block A, Registered Plan 1644, designated as Part 3 and Part 4 on Reference Plan 12R27242, the following additional provisions shall apply:

1. For a *multiple dwelling*, Section 20(1)97(i) shall not apply to a *multiple dwelling*; and the minimum front yard depth shall be 6.0 m.
2. A *townhome dwelling* shall be an additional permitted use and the following additional provisions shall apply to a *townhome dwelling*:
 - a) Sections 12.2.5.8, 12.2.5.13, and 20(1)97 shall not apply
 - b) Lot Frontage – minimum 20.0 m
 - c) Lot Area – per dwelling unit – minimum 200.0 m²
 - d) Lot Coverage – maximum 45.0%
 - e) Main Building Height – maximum 18.0 m
 - f) Building Setback from any *lot line* - minimum 6.0 m

[ZDM 15; ZNG/6660; ZNG/6993]

2. THAT a Transportation Impact Statement and Servicing Study **BE SUBMITTED** by the applicant, along with any other required support studies, at Site Plan Control; and,

3. THAT the Site Plan Approval Officer **BE DIRECTED** to incorporate the following, if required, in the site plan approval and site plan agreement for the proposed development:
- a) Easement requests from Utility Companies, as noted in Appendix D to report S 77/2022;
 - b) Enbridge Gas minimum separation requirements, as noted in Appendix D to report S 77/2022;

- c) Reciprocal Access and Services Agreement;
- d) Parkland Conveyance; and
- e) Record of Site Condition.

Carried.

Report Number: S 36/2023
Clerk's File: Z/14545

Clerk's Note:

1. The recommendation of the Development & Heritage Standing Committee and Administration are the same.
2. Please refer to Item 7.5 from the Development & Heritage Standing Committee held on April 5, 2023.
3. To view the stream of this Standing Committee meeting, please refer to:
<http://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20230405/-1/9402>

**Subject: Rezoning – JBM Capital Inc – 2601 Lauzon Parkway - Z-011/23
ZNG/6993 - Ward 8**

Reference:

Date to Council: April 5, 2023
Author: Adam Szymczak, MCIP, RPP
Senior Planner
519-255-6543 x6250
aszymczak@citywindsor.ca

Planning & Building Services
Report Date: March 14, 2023
Clerk's File #: Z/14545

To: Mayor and Members of City Council

Recommendation:

1. THAT Zoning By-law 8600 **BE AMENDED** by changing the zoning of Part Farm Lot 124, Concession 2, designated as Part Block A, Registered Plan 1644, Parts 5 & 6 Plan 12R-10031 and Parts 3 to 5, Plan 12R-27242 (part of municipal address 2601 Lauzon Parkway; Roll No. 070-670-56925), situated on the east side of Enterprise Way, north of Hawthorne Drive, changing the zoning by deleting and replacing Section 20(1)448 as follows:

448. EAST SIDE OF ENTERPRISE WAY, NORTH OF HAWTHORNE DRIVE

For the lands comprising Part of Block A, Registered Plan 1644, designated as Part 3 and Part 4 on Reference Plan 12R27242, the following additional provisions shall apply:

1. For a *multiple dwelling*, Section 20(1)97(i) shall not apply to a *multiple dwelling*; and the minimum front yard depth shall be 6.0 m.
2. A *townhome dwelling* shall be an additional permitted use and the following additional provisions shall apply to a *townhome dwelling*:
 - a) Sections 12.2.5.8, 12.2.5.13, and 20(1)97 shall not apply
 - b) Lot Frontage – minimum 20.0 m
 - c) Lot Area – per dwelling unit – minimum 200.0 m²
 - d) Lot Coverage – maximum 45.0%
 - e) Main Building Height – maximum 18.0 m
 - f) Building Setback from any *lot line* - minimum 6.0 m

[ZDM 15; ZNG/6660; ZNG/6993]

2. THAT a Transportation Impact Statement and Servicing Study **BE SUBMITTED** by the applicant, along with any other required support studies, at Site Plan Control; and,
3. THAT the Site Plan Approval Officer **BE DIRECTED** to incorporate the following, if required, in the site plan approval and site plan agreement for the proposed development:
 - a) Easement requests from Utility Companies, as noted in Appendix D to report S 77/2022;
 - b) Enbridge Gas minimum separation requirements, as noted in Appendix D to report S 77/2022;
 - c) Reciprocal Access and Services Agreement;
 - d) Parkland Conveyance; and
 - e) Record of Site Condition.

Executive Summary:

N/A

Background:**Application Information:**

Location: 2601 Lauzon Parkway; East side of Enterprise Way, north of Hawthorne Con 2; Part Lot 124; RP 1644, Part Block A; RP 12R-10031, Parts 5 & 6; RP 12R- 27242, Parts 3 to 5; Roll No. 070-670-56925

Ward: 8 **Planning District:** **Zoning District Map:** 15

Applicant: JBM Capital Inc. (Joe Mikhail) **Owner:** JBM Capital Inc. (Joe Mikhail)

Agent: Bezair Partners (Paul Bezair)

Proposal:

The applicant is requesting an amendment to Zoning By-law 8600 changing the zoning by adding a site specific exception to allow a townhome dwelling development consisting of 44 dwelling units, each with a garage, grouped into 5 buildings with parking space per unit and one barrier free parking space with a private road. The proposed townhome development has direct vehicular access to Enterprise Way to the west and provides a connection with the commercial plaza to the north.

Two types of townhome buildings are proposed: Type-A consisting of 2 storeys and Type-B consisting of 3 storeys. The buildings have a flat roof. The applicant is requesting variances in maximum building height from 9.0 m to 18.0 m, and minimum rear yard depth from 7.5 m to 6.0 m.

The proposed townhome dwelling development is subject to site plan control.

Applicant Submissions:

Zoning By-law Amendment Application, Planning Letter, Site Plan, Elevation & Floor Plans, Colour Elevation Drawings, Building Sections

Site Information:

OFFICIAL PLAN	ZONING	CURRENT USE	PREVIOUS USE
Mixed Use Centre	Residential District 3.2 (RD3.2); S.20(1)97 S.20(1)448	Subject Land: Vacant; Remainder -Commercial	Vacant
LOT FRONTAGE	LOT DEPTH	LOT AREA	LOT SHAPE
153.5 m	176.88 m	10,911 sq. m	Irregular
503.6 ft	580.3 ft	2.69 ac	
All measurements are approximate and are for information purposes only.			

Figure 1: Key Map



KEY MAP - Z-011/23, ZNG-6993

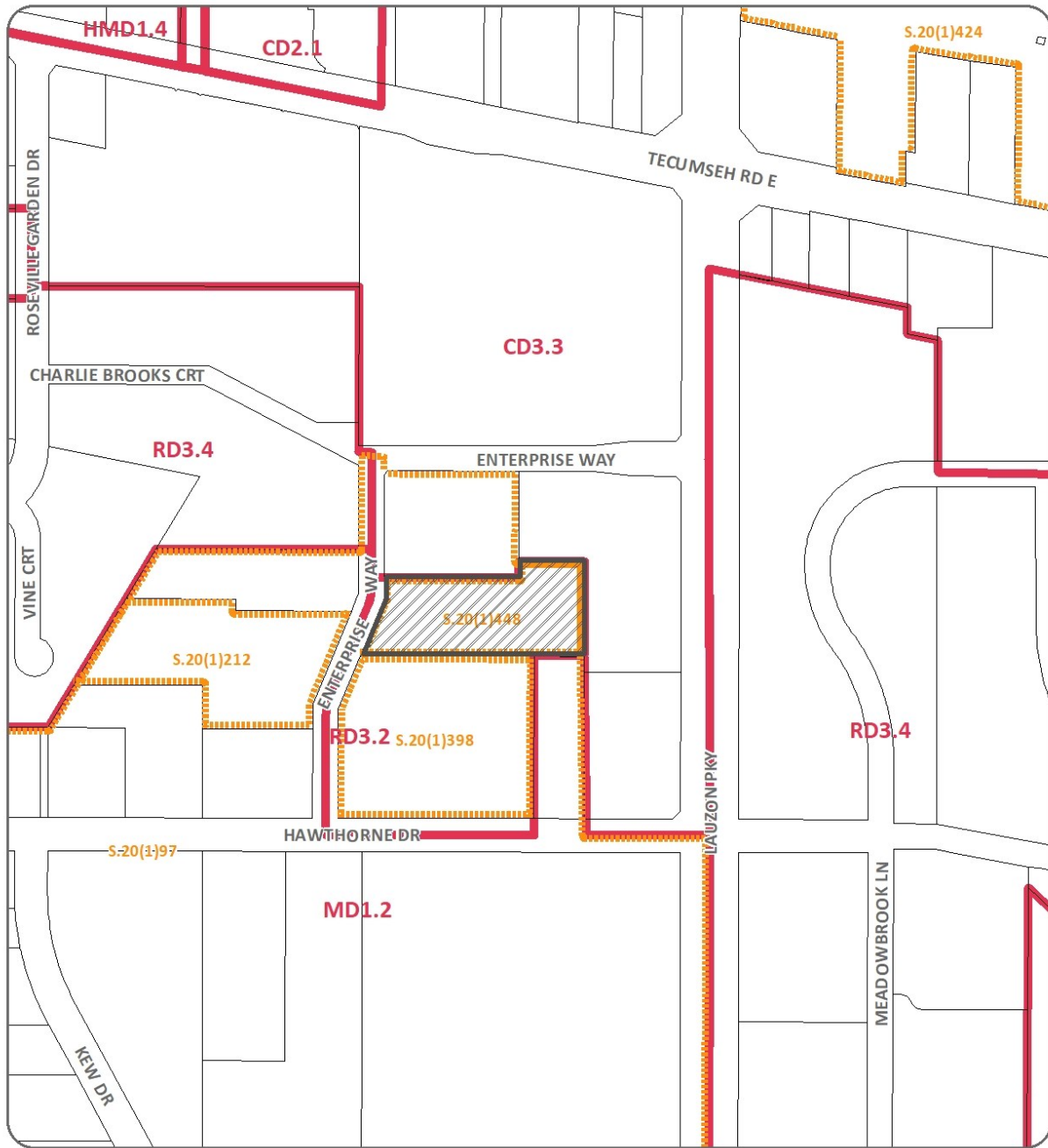
● SUBJECT LANDS

APPLICANT: JBM CAPITAL INC.

ADDRESS: 2601 LAUZON PARKWAY



Figure 2: Subject Parcel - Rezoning

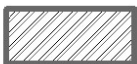


PART OF ZONING DISTRICT MAP 15

N.T.S.

REZONING

APPLICANT: JBM CAPITAL INC.



SUBJECT LANDS

PLANNING & BUILDING DEPARTMENT



DATE : MARCH 2023
FILE NO. : Z-011/23, ZNG-6993

Figure 3: Neighborhood Map



NEIGHBOURHOOD MAP - Z-011/23, ZNG-6993



SUBJECT LANDS

APPLICANT: JBM CAPITAL INC.

ADDRESS: 2601 LAUZON PARKWAY

Neighbourhood:

The subject parcel is located in an area with a mix of commercial, institutional, industrial and residential uses. To the north is a health studio, and a major commercial centre with a grocery store, retail stores and take out food outlet. To the northeast and east are business offices, medical offices, restaurant and retail store. East of Lauzon Parkway is a low profile residential development consisting of apartments and townhouses.

To the south and southeast is a mix of commercial and industrial uses including business offices, medical office and service station / repair garage. To the west is a business office, place of worship and a medical office. To the northwest are residential uses. Roseville Park and Roseville Public School are located about 800 metres to the west on Rose-Ville Garden Drive.

Enterprise Way is classified as a Local Road and has a sidewalk on the west/north side. Lauzon Parkway is a Class I Arterial Road with a sidewalk on the west side and a multi-use trail on the east side. Off street bike lanes were recently constructed on Hawthorne Drive between Kew Drive and Lauzon Road, providing a connection to the multi-use trail on Lauzon Parkway.

Transit Windsor operates Transway 1C, Ottawa 5 and Route 518 in the surrounding area. The Transit Master Plan recommends similar transit service in the future. Enterprise Way is serviced by sanitary and storm sewers.

Discussion:

2022 Rezoning Application (Z-005/22 ZNG/6660)

A rezoning application by the Applicant was accepted on March 1, 2022. It requested an amendment to Zoning By-law 8600 to change the zoning from Commercial District 3.3 (CD3.3) and S.20(1)97 to Residential District 3.2 (RD3.2), S.20(1)97 and S.20(1)448 to allow the construction of 3 Multiple Dwelling buildings with 23 dwelling units on four storeys and 88 parking spaces (including 15 visitor parking spaces and 6 barrier-free spaces), 9 bicycle spaces, and 3 loading spaces.

The proposed Multiple Dwelling development was interconnected with the existing commercial plaza to the north and had direct vehicular access to Enterprise Way to the west. The Applicant submitted a Zoning By-law Amendment Application, Easement Schedule, Enlarged Site Plan, and Planning Rationale Report & Addendum (PRR).

Staff recommended approval of the application subject to submission of various studies at Site Plan Control and directed the Site Plan Approval Officer to incorporate various requirements, requests and other matters noted in Appendix D to Report S 77/2022.

The rezoning application and the Council Report were considered by the Development & Heritage Standing Committee (DHSC) on July 4, 2022. DHSC recommended approval (SCM 192/2022 Clerk's File: Z/14313 8.6).

On July 25, 2022, Council approved the rezoning application (CR318/2022 DHSC 411). Amending By-law 131-2022 was passed by Council on September 6, 2022. No appeals were filed.

Proposed Townhome Development (Current Rezoning Application)

After that rezoning was approved, the Applicant perceived a shift in the market and reconsidered their plans for the Multiple Dwelling development and changed their proposal to a townhome dwelling development in December 2022. That development is the subject of this rezoning application (Z-011/23 ZNG/6993).

The Planning Department considered the Applicant's request in January 2023 and concluded that, in general, the Planning Rationale Report & Addendum submitted with the first rezoning application was generally valid for the townhome development. Accordingly, a Pre-Submission Application was not required provided the Applicant obtained a planning opinion from a third-party that the proposed townhome development is consistent with the Provincial Policy Statement and conforms to the Official Plan, referring to the PRR as required.

The Applicant submitted a Planning Letter (attached as Appendix D) prepared by Paul Bezaire OALA, RPP, MCIP, Partner, of Bezaire Partners, dated February 28, 2023.

Mr. Bezaire concludes that his evaluation of the proposal in relation to the Provincial Policy Statement 2020 and the City of Windsor Official Plan, it is his *"opinion the proposed addition of Townhome Dwelling as an additional permitted use on a site specific basis is consistent with policies contained therein. It is for these reasons, that it is my professional planning opinion that the proposed amendment to By-law 8600 represents "good planning"*.

The Planning Department concurs with the Planning Letter.

Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development and sets the policy foundation for regulating the development and use of land in Ontario.

Policy 1.1.1 of the PPS states:

"Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;"*

The townhome dwelling represents an efficient development that will have no adverse impact on the financial well-being of the City, land consumption, and servicing costs, accommodates an appropriate range of residential uses, and optimizes investments in transit. The zoning amendment is consistent with Policy 1.1.1.

Policy 1.1.3.1 of the PPS states:

“Settlement areas shall be the focus of growth and development.”

Policy 1.1.3.2 of the PPS states:

“Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed;”*

The parcel is located within the settlement area. The zoning amendment promotes a land use that makes efficient use of land and existing infrastructure. Transit services and existing/planned active transportation options are located near the parcel. The zoning amendment is consistent with PPS Policies 1.1.3.1 and 1.1.3.2. The proposed amendment to Zoning By-law 8600 is consistent with the PPS.

Official Plan:

The subject property is located within the Forest Glade Planning District and is designated Mixed Use Centre on Schedule D: Land Use of the City of Windsor Official Plan (as modified by OPA 159).

Goal 6.1.2 is to achieve environmentally sustainable urban development. Goal 6.1.3 is to achieve housing suited to the needs of Windsor’s residents. Goal 6.1.10 is to achieve pedestrian orientated clusters of residential, commercial. Employment and institutional uses. The proposed townhome development makes use of existing roads, trails and infrastructure which will allow for sustainable development, meets the need for new housing, and is part of an area with a mix of uses. The proposed townhome development is consistent with the goals of Section 6.1.

Applicable objectives include orderly development (6.5.1.1), stabilize and improve existing mixed use centres (6.5.1.3), and locate activities in areas with sufficient and convenient access to all modes of transportation (6.5.1.4). The proposed townhome development is subject to site plan control and is located on serviced lands, which will result in an orderly development, will improve the mixed use centre by expanding the range and type of housing, and has access to roads, transit and active transportation. Further, the proposed development is an appropriate form of residential intensification and is consistent with the objectives of Section 6.5.1.

The zoning amendment conforms to the Zoning Amendment Policies, Section 11.6.3.1 and 11.6.3.3, of the Official Plan. The proposed change to Zoning By-law 8600 conforms to the general policy direction of the Official Plan.

Zoning By-Law:

The subject land is zoned Residential District 3.2 (RD3.2) which permits a Lodging House, Multiple Dwelling, Religious Residence & Residential Care Facility, S.20(1)97

which further regulates front, rear and side yards and building height and setback, and S.20(1)448 which sets a different front yard depth for a multiple dwelling.

The Planning Department recommends that the existing S.20(1)448 be revised by keeping the front yard depth provision for the multiple dwelling and by adding a second paragraph that permits a townhome dwelling as an additional permitted use subject to the additional provisions in that paragraph.

The revised S.20(1)448 site specific exception is consistent with the policy direction of the Official Plan, and is compatible with existing and permitted uses in the surrounding area. No other relief from the zoning provisions has been requested. The proposed development is subject to site plan control. Recommendation 2 and 3 regarding site plan control are based on Council direction in CR318/2022 to the original rezoning application and they remain applicable to the proposed townhome development.

Risk Analysis:

N/A

Climate Change Risks

Climate Change Mitigation:

In general, residential intensification minimizes the impact on the Community greenhouse gas emissions as these developments create complete communities and neighbourhoods while using currently available infrastructure such as sewers, sidewalks, and public transit. It promotes active transportation via pedestrian and cycling connections.

Climate Change Adaptation:

The proposed construction of new dwellings provides an opportunity to increase resiliency for the development and surrounding area.

Financial Matters:

N/A

Consultations:

Comments received from municipal departments and external agencies are attached as Appendix E. Also included in Appendix E are comments from the 2022 rezoning application (referred to as Appendix D to Report S 77/2022) as they remain relevant and applicable for the proposed townhome development.

Public Notice: Statutory notice was advertised in the Windsor Star, a local newspaper. A courtesy notice was mailed to property owners and residents within 120m of the parcel.

Planner's Opinion:

The *Planning Act* requires that a decision of Council in respect of the exercise of any authority that affects a planning matter, "*shall be consistent with*" Provincial Policy Statement 2020. The requested zoning amendment has been evaluated for consistency with the Provincial Policy Statement 2020 and conformity with the policies of the City of Windsor Official Plan.

Based on the information presented in this report and documents submitted by the applicant, it is my opinion that an amendment to Zoning By-law 8600 to rezone the subject parcel to allow the proposed townhome dwelling development is consistent with the PPS 2020, is in conformity with the City of Windsor Official Plan, and constitutes good planning.

Conclusion:

Staff recommend that Zoning By-law 8600 be amended to permit a rezoning of the subject parcel adding a site specific exception to permit a townhome dwelling as an additional permitted use subject to the additional provisions contained in the site specific exception.

Planning Act Matters:

I concur with the above comments and opinion of the Registered Professional Planner.

Neil Robertson, MCIP, RPP
Manager of Urban Design

Thom Hunt, MCIP, RPP
City Planner

I am not a registered Planner and have reviewed as a Corporate Team Leader

JP *OC*

Approvals:

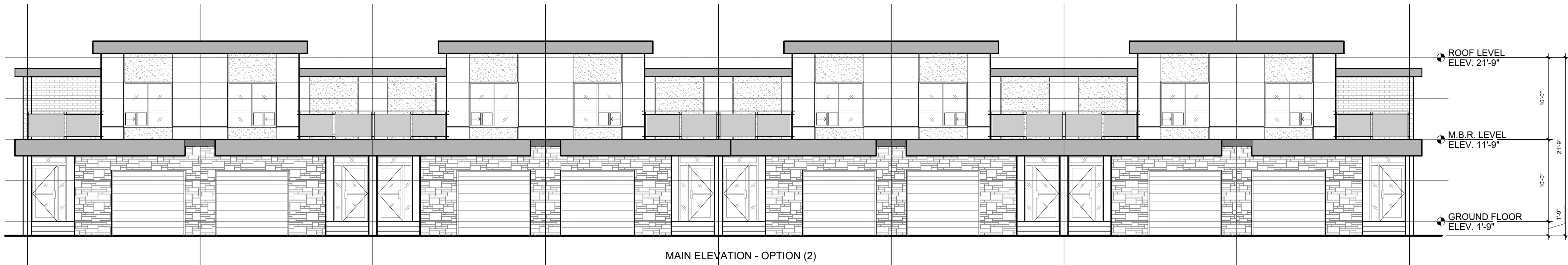
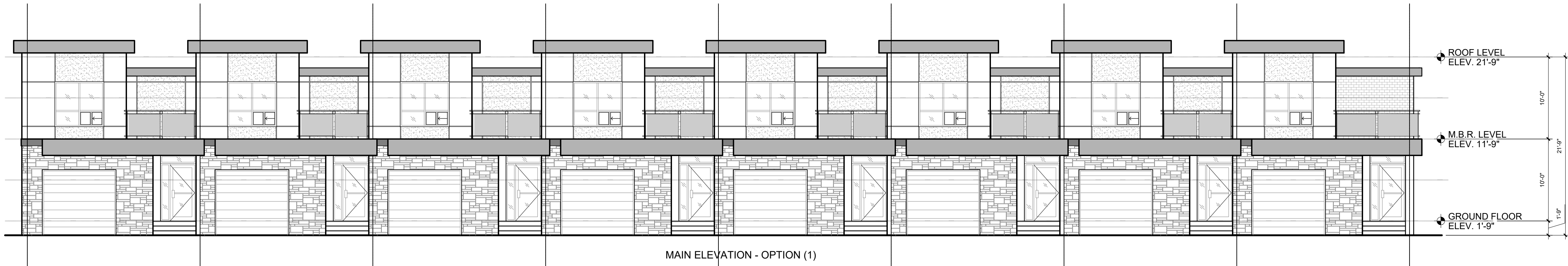
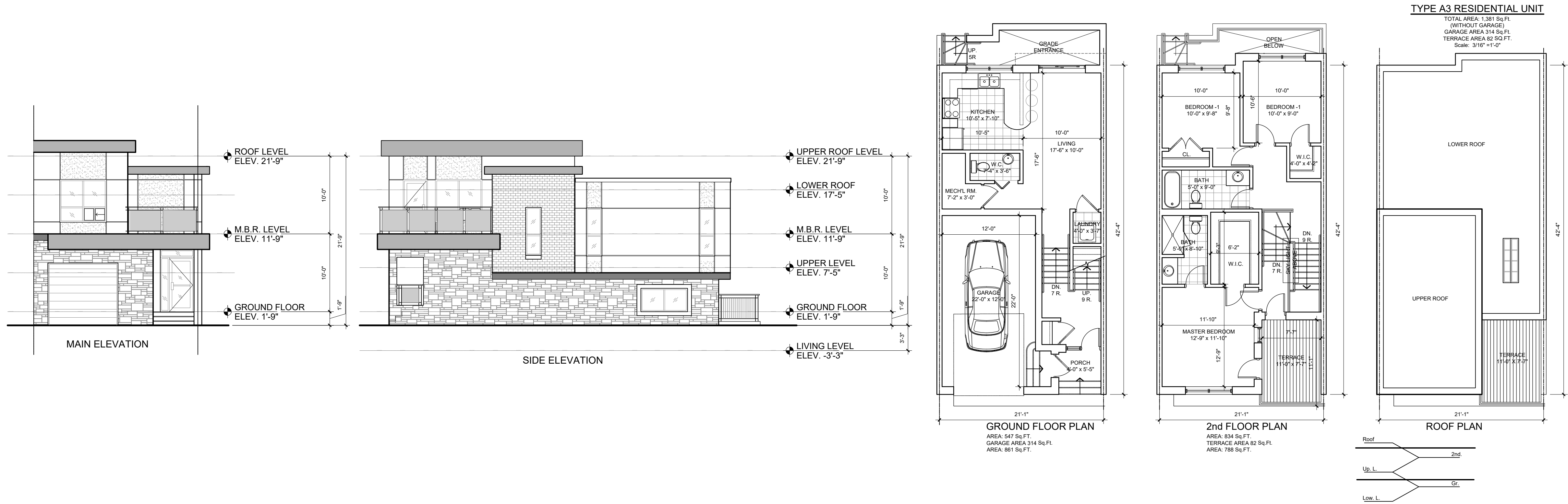
Name	Title
Neil Robertson	Manager of Urban Design / Deputy City Planner
Thom Hunt	City Planner / Executive Director, Planning & Development Services
Wira Vendrasco	Deputy City Solicitor, Legal Services & Real Estate
Jelena Payne	Commissioner, Economic Development & Innovation
Onorio Colucci	Chief Administration Officer

Notifications:

Name	Address	Email
JBM Capital Inc. (Joe Mikhail)	100 Ouellette Avenue, Unit 700 Windsor ON N9A 6T3	jbm@mikhailholdings.com
Paul Bezaire – Bezaire Partners	302-180 Eugenie Street West Windsor, ON N8X 2X6	pbezaire@bezaire.ca
Councillor Gary Kaschak		
Property owners and tenants within 120 m of the subject parcel		

Appendices:

- 1 Appendix A - Floor Plans and Elevations Type A
- 2 Appendix B - Floor Plans and Elevations Type B
- 3 Appendix C - Conceptual Site Plan
- 4 Appendix D - Planning Letter
- 5 Appendix E - Comments



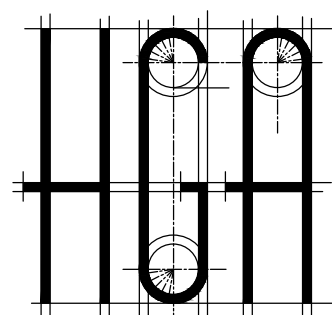
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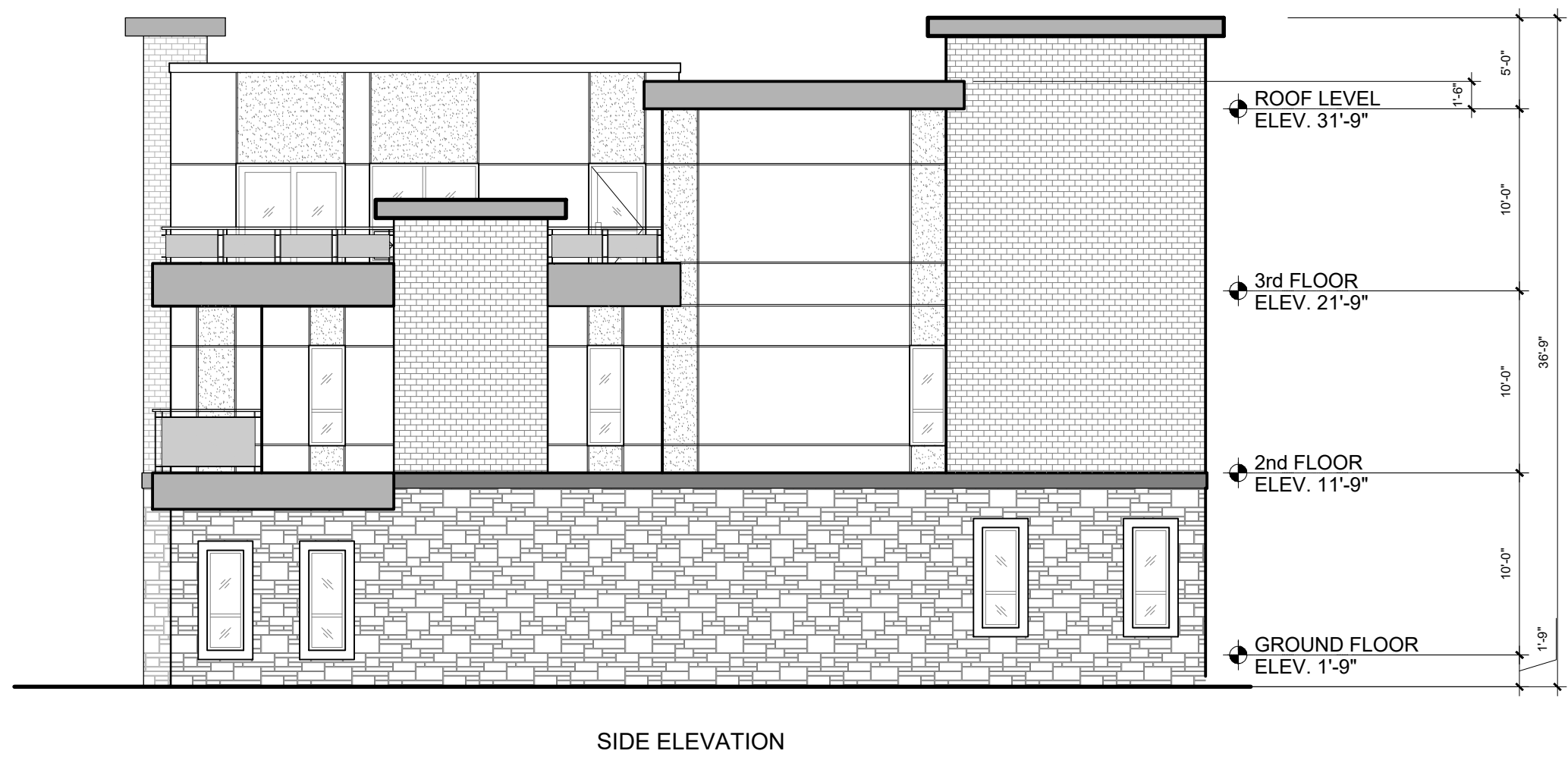
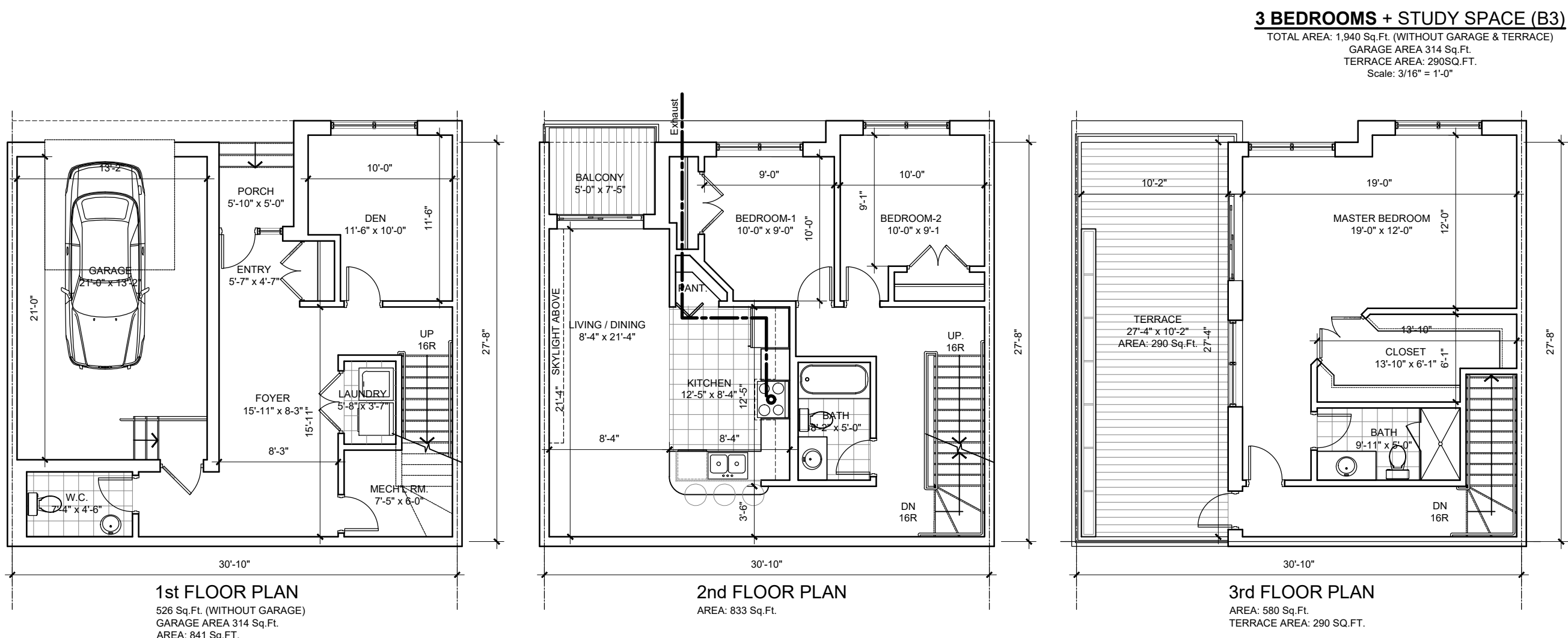
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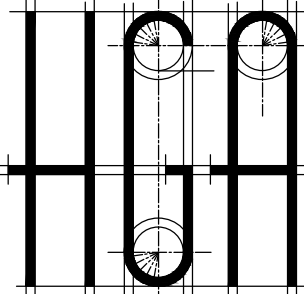
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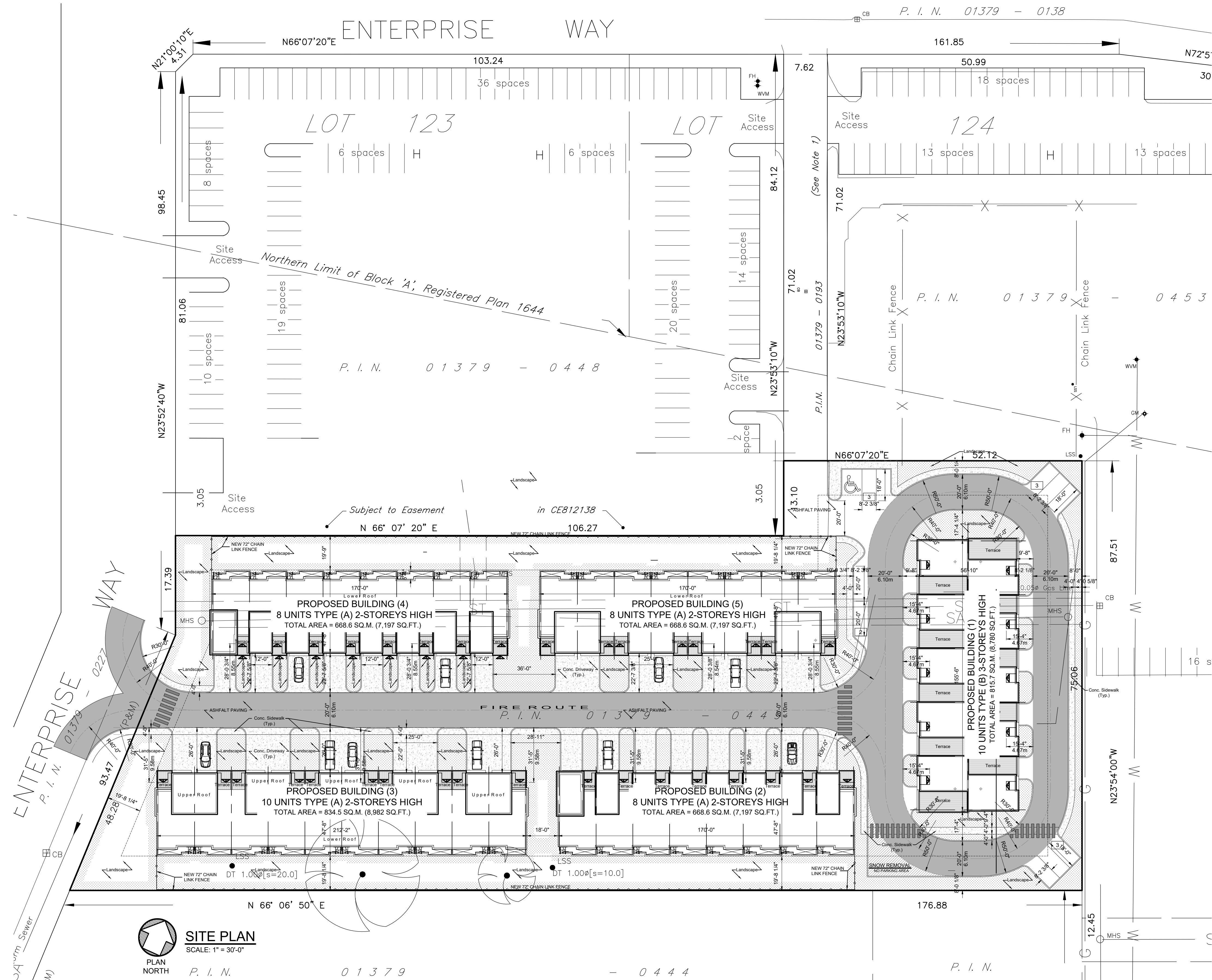
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Project:	ENTERPRISE TOWNHOUSE BUILDINGS
3385 FOREST GLADE DRIVE	WINDSOR ONTARIO
FLOOR PLANS & ELEVATIONS (TYPE-A)	

Project No.:	20-0431
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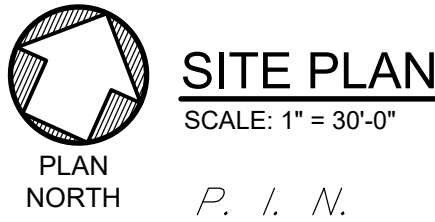
Item	Site Data Matrix				OBC Reference	
	Project Description: NEW TOWNHOUSES 2 AND 3 BEDROOMS UNITS ARE DIVIDED INTO 5 BUILDINGS AS FOLLOWING. BLD. (1): 10 UNITS BLD. (2): 8 UNITS BLD. (3): 10 UNITS BLD. (4): 10 UNITS BLD. (5): 8 UNITS				<input checked="" type="checkbox"/> New <input type="checkbox"/> Addition <input type="checkbox"/> Alteration <input type="checkbox"/> Change of Use	
1					<input checked="" type="checkbox"/> Part 3 <input type="checkbox"/> Part 9 <input type="checkbox"/> Part 11	
2	Zoning Designation:				RESIDENTIAL DISTRICT (RD3.2) AND 20(1)448	
3	Existing Land Use:				VACATED	
4	Major Occupancy(s):				RESIDENTIAL OCCUPANCY	
5	Building Classification:				Group (c) Division () 3.2.2. (46) * SEE NOTE BELOW	
6	Site Area		Building Area		Gross Area	
	Existing:		Existing:		Existing:	
	Proposed:		Proposed:		Proposed:	
	Total:		Total:		Total:	
7	Lot Coverage		Minimum Lot Width		Building Height	
	Maximum:		Required:		Maximum:	
	Provided:		Provided:		Provided:	
	Total:		Total:		Total:	
8	Minimum Front Yard Depth		Minimum Rear yard Depth		Minimum Side Yard Depth	
	Required:		Required:		Required:	
	Provided:		Provided:		Provided:	
	Total:		Total:		Total:	
9	Parking		Bicycle Spaces		Loading Spaces	
	Use Classification:		Existing:		Existing:	
	Existing:		Proposed:		Proposed:	
	Proposed:		Required:		Required:	
10	Landscaped Area		Curbing Length		Screening Fence Length	
	Existing:		Existing:		Existing:	
	Proposed:		Proposed:		Proposed:	
	Total:		Total:		Total:	

(*) NOTE: BUILDING -1 IS FACING 2 STREETS BUILDINGS (27374 AND 5) ARE FACING 1 STREET
Should archaeological deposits be found during construction activities, all work in the area must stop immediately and the City's Manager of Cultural Affairs and the Ontario Ministry of Tourism, Culture and Sport must be notified, and clearance given by the Ministry.

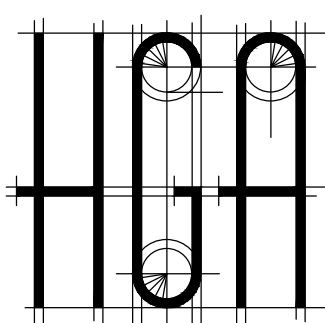
In the event that human remains are encountered during construction, all work in that area must be stopped immediately and the site secured. The local police or coroner must be contacted to determine whether or not the skeletal remains are human, and whether the remains constitute a part of a crime scene. The Ontario Ministry of Tourism, Culture and Sport and the Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer Services must then be notified, and clearance be given by the Ministry of Tourism, Culture and Sport.

A building shall not be located beneath existing above ground electrical conductors. Where a building is to be constructed in proximity to above ground electrical conductors, horizontal clearances between buildings and conductors shall comply with Subsection 3.1.19. of the Ontario Building Code.

SITE MATRIX
SCALE: 1" = 30'-0"



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Date: OCTOBER 2021
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Drawn By:
Checked By:

Project: PROPOSED NEW
ENTERPRISE TOWNHOUSE BUILDINGS
3385 FOREST GLADE DRIVE WINDSOR ONTARIO

Project No.: 21-0431



Bezaire Partners

Urban Planners, Landscape Architects,
Planning & Construction Mediation, Public Consultation, Project Management,
Environmental Impact Studies, Park and Recreation Planning

302-180 Eugenie Street West, Windsor ON N8X 2X6
C 519 816 6844 | V 519 966 6844 | E: pbezaire@bezaire.ca

28 February 2023

JBM Capital Inc.
100 Ouellette Unit 700
Windsor ON N9A 6T3

Att: Mr. Joe Mikhail

Dear Mr. Mikhail:

Re: Z 005/22 Proposed Townhome Development – Planning Letter

This refers to a residential property at 2601 Lauzon Parkway in the City of Windsor. The purpose of this letter is to examine the possibility of including Townhome Dwellings as an additional permitted use under RD3.2 of Zoning By-law 8600.

SITE INFORMATION – TABLE NO. 1

OFFICIAL PLAN	ZONING	CURRENT USE	PREVIOUS USE
Mixed Use	By-law 8600 – RD3.2 20(1)448	Vacant	Unknown
FRONTAGE	DEPTH	AREA	SHAPE
153.52m	176.88m	10,911sq.m. (Development Area)	Rectangular
MUN. ADDRESS	LEGAL DESCRIPTION	PARKING REQUIREMENT	
2601 Lauzon Parkway	CON 2; PT LOT 124; RP 1644; PY BLOCK A; RP 12R10031; PARTS 5 & 6, RP 12R27242; PARTS 3 TO 5	Townhome with Garage - 1 space per unit	
Ward	ROLL NUMBER	Transit Windsor Route	
8	3739-070-670-56925-0000	Transway 1C, Ottawa 4, Route 518X	
All measurements are approximate			

The site is a vacant residential property suitable for the construction of multi-unit residential and/or townhome dwellings.

BACKGROUND

The owner proposes to construct 44 townhome dwellings, each with a garage, and grouped into 5 buildings with one parking space per unit and one barrier free space.

A recent rezoning amended By-law 8600 by changing the zoning from a commercial zone to accommodate multi-unit residential see - Z-005/22. Unfortunately, the owner

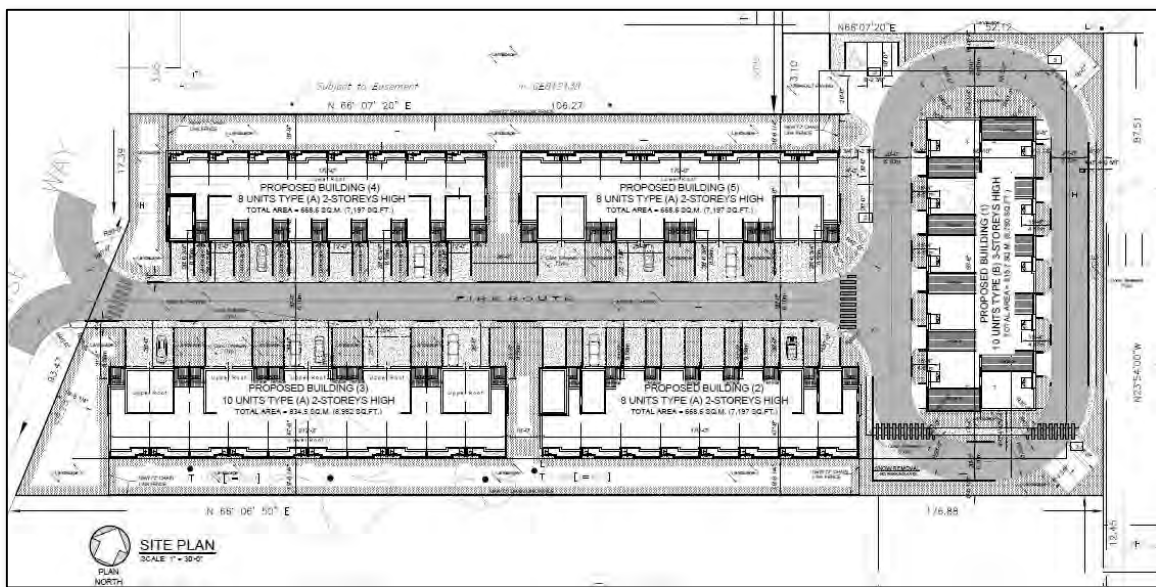
perceives a shift in the market and now prefers to construct townhomes. Townhomes is not a permitted use.

A planning justification report prepared by the planner, Tracey Pilon and submitted with the first application has been reviewed relative to this application. The municipal planner advised as follows:

"I reviewed the Planning Rationale Report (Revised and Addendum) (PRR) prepared by Tracey Pilon-Abbs for Z-005/22 ZNG/6660 - JBM Capital Inc - 2601 Lauzon Pkwy for the previously proposed multiple dwelling development. It is my opinion that the PRR remains generally valid for the proposed Townhome development."

It is the purpose of this report to outline the new development proposal and demonstrate that it is consistent with the Provincial Policy Statement (PPS) and conforms to the City of Windsor Official Plan (OP).

The proposed site plan is shown below. Two building designs are being used. Four of the five buildings will utilize a two-storey structure and the fifth will be based on three-storeys. Table No. 2 describes the characteristics of each of the buildings.



Proposed Site Plan

BUILDING CHARACTERISTICS - TABLE NO. 2

Building No.	# Units	#Storeys	Area (sq.m.)
1	10	3	815.7
2	8	2	668.6
3	10	2	834.5
4	8	2	668.6
5	8	2	668.6



Proposed Building Elevations – Building A Nos. 2, 3, 4 & 5 (2 storey) and Building B No. 1 (3 storey)

In order to permit the development to proceed, we propose to add Townhouse Dwelling as a site specific additional permitted use within the existing RD3.2 zoning. The Provisions set out for Townhome Dwellings will be similar to that found in Section 11.1.5 under RD2.2 with two small modifications:

Maximum Building Height: A small increase in the maximum building height to accommodate the three storey buildings. – 10.5m instead of 9.0m. This applies mostly to the three-storey units in Building No. 1. The measurement in that case goes to the top of the proposed flat roof.

Minimum Rear Yard Depth: Reduced to 6.0m from 7.5m to accommodate the shape of the subject parcel and the proposed site design. Note however that this is only a precaution since the actual rear depth measured from the unit closest to the back of the site and the rear property line is 9.04m. It is actually the side yard width which happens to be at the rear of the units that is 6.0m and as such complies with the bylaw.

In the original rezoning (Z-005/2022) parts of site specific zoning 20(1)97 were modified for multiple dwellings by site specific zoning 20(1)448.

97. For all lands generally bounded on the north by Enterprise Way, on the south by Quality Way, on the west by the Canadian National Railway right-of-way and on the east by Lauzon Parkway, being more specifically delineated on Zoning District Maps 11 and 15, the following regulations shall apply:

- | | | | |
|-------|--|---|---|
| (i) | Minimum front yard depth | - | 9 metres; a required front yard shall be maintained exclusively as a landscaped open space yard; |
| (ii) | Minimum side yard depth | - | 6 metres; provided that, a minimum set back of 9 metres shall be required for any side yard abutting a street; |
| (iii) | Minimum rear yard depth | - | 6 metres; |
| (iv) | Maximum building height | - | 14.5 metres for any building or structure within 150 metres of a residential district, otherwise no height limit shall apply; |
| (v) | Minimum building set back | - | 70 metres from Lauzon Parkway |
| (vi) | An access area may cross a landscaped open space yard; | | |
| (vii) | No off-street loading or truck storage area shall be permitted in any yard abutting Lauzon Parkway. (ZDM 11, 15) | | |

448. EAST SIDE OF ENTERPRISE WAY, NORTH OF HAWTHORNE DRIVE

For the lands comprising Part of Block A, Registered Plan 1644, and designated as Part 3 and Part 4 on Reference Plan 12R27242, the minimum front yard depth provision in section 20(1)97(i) of By-law 8600 shall not apply to a multiple dwelling on the subject land and, the following additional provision shall apply to a multiple dwelling:

- a) Front Yard Depth - minimum - 6 metres.
[ZDM 15; ZNG/6660]"

(ADDED by B/L 131-2022, September 6, 2022)

Since we are now proposing Townhouses, 20(1)448 is revised as follows:

448. East Side of Enterprise Way, North of Hawthorne Drive

For the lands comprising Part of Block A, Registered Plan 1644, and designated Part 3 and Part 4 on Reference Plan 12R27242, the provisions of section 20(1)97 shall not apply to a Townhouse dwelling on the subject land and, the following additional provision shall apply to a Townhouse Dwelling:

- | | | |
|----|--|-------------------------|
| .1 | Lot Width - minimum | 20m |
| .2 | Lot Area – per dwelling unit - minimum | 200 sq.m. (8,800 sq.m.) |

.3	Lot Coverage - maximum	45%
.4	Main Building Height - maximum	10.5m
.5	Front Yard Depth - minimum	6.0m
.6	Rear Yard Depth -minimum	6.0m
.7	Side Yard Width - minimum 1.5m	6.0 m

The following table compares the proposed By-law provisions against what is actually provided in the proposal:

ZONING PROVISIONS – TABLE NO. 3

	Provision	Proposed Requirement	Provided
.1	Lot Width - minimum	20m	33.79m
.2	Lot Area – per dwelling unit - minimum	200 sq.m. (8,800 sq.m.)	10,911 sq.m.
.3	Lot Coverage - maximum	45%	34%
.4	Main Building Height - maximum	10.5m*	10.5m
.5	Front Yard Depth - minimum	6.0m	6.0m
.6	Rear Yard Depth -minimum	6.0m*	9.04m
.7	Side Yard Width - minimum	6.0m	6.0m

Note: Zoning bylaw provisions are similar to By-law 8600, Section 11.2.5.5 Townhome Dwelling for RD2.2 with the following exceptions: Rear Yard Depth is reduced from 7.5m to 6.0m and Building Height is increased from 9.0m to 10.0m



AIR PHOTO SHOWING DIVERSE HOUSING TYPES

COMMENT:

One looks to the municipalities Official Plan and the Provincial Policy Statement 2022 to find whether any particular change can be supported.

1 Windsor Official Plan

6.2.1.2 Types of Development Profile: For the purpose of this Plan, Development Profile refers to the height of a building or structure. Accordingly, the following Development Profiles apply to all land use designations on Schedule D: Land Use unless specifically provided elsewhere in this plan:

(a) Low Profile developments are buildings or structures generally no greater than three (3) storeys in height.

- ***This proposal is considered a low profile development consisting of two to three storeys.***

6.3.1.1 Range of Forms & Tenures: To support a complementary range of housing forms and tenures in all neighbourhoods.

6.2.2.3 Types of Low Profile Housing: For the purposes of this Plan, Low Profile housing development is further classified as follows:

(a) small scale forms: single detached, duplex and row and multiplexes with up to 8 units.

(b) large scale forms: buildings with more than 8 units.

6.3.2.5: Evaluation Criteria for a Neighbourhood Development Pattern: At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed residential development within an area having a Neighbourhood development pattern is:

(a) feasible having regard to the other provisions of this plan, provincial legislation, policies and appropriate guidelines and support studies for uses:

(b) in keeping with the goals objectives and policies of any secondary plan or guideline plan affecting the surrounding area

(c) compatible with the surrounding area in terms of scale massing heights sighting orientation setbacks parking in amenity areas

➤ ***Proposal is similar in nature to the residential areas north and south of the proposed site***

(d) provided with adequate off-street parking

➤ ***Proposal meets the parking requirement for Townhouse Dwellings.***

(e) capable of being provided with full municipal physical services and emergency services and

➤ ***Full municipal services are available.***

(f) facilitated gradual transition from low profile residential development to medium and or high-profile development and vice versa where appropriate.

6.3.2.16 Tenure Variety: Council shall encourage the provision of a variety of housing tenures which recognize the diverse needs of Windsor's residents.

6.3.2.17 Protect Rental Housing: Council shall protect the existing supply of rental housing from conversion in keeping with the Rental Housing Conversion to Condominium policies detailed in Section 11.5.4.

➤ ***Proposal provides for rental housing***

Provincial Policy Statement 2020

1.4.1: To provide for an appropriate range in mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

1.4.3: Planning authorities shall provide for an appropriate range and mix of housing options in densities to meet projected market based in affordable housing needs of current and future residents of the regional market area by:

b) permitting and facilitating:

1. all housing options required to meet the social, health, economic, and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes in employment opportunities and
2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3

c) directing the development have new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

➤ ***Proposal makes use of existing infrastructure.***

d) promoting densities of new housing which efficiently used land, resources, infrastructure in public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed

➤ ***Proposal makes use of existing infrastructure and transit.***

ANALYSIS

It is clear that both the City of Windsor Official Plan and the Provincial Policy Statement 2020 have policies which, when taken together, provide support for a variety of housing types, densities and tenures. The provision of townhomes on this site provides for density that is between the density of single unit detached and multiple unit/ multi-storey apartments. This diversity of housing options is desirable for the community.

The site-specific zoning 20(1) 448 sets out provisions for setback and lot coverage that are similar to provisions for Townhouse Dwellings that are already in the By-law.

PLANNING CONCLUSIONS

Given the foregoing assessment and our evaluation of the proposal in relation to the Provincial Policy Statement 2020 and the City of Windsor Official Plan, in my opinion the proposed addition of Townhome Dwelling as an additional permitted use on a site-specific basis is consistent with policies contained therein.

It is for these reasons, that it is my professional planning opinion that the proposed amendment to By-law 8600 represents “good planning”.

Respectfully submitted,



Paul Bezaire OALA, RPP MCIP
Partner

APPENDIX E - COMMENTS

CITY OF WINDSOR – BUILDING DEPARTMENT - BARBARA RUSAN

The Building Code Act, Section 8.(1) requires that a building permit be issued by the Chief Building Official for construction or demolition of a building. The building permit review process occurs after a development application receives approval and once a building permit application has been submitted to the Building Department and deemed a complete application.

Due to the limited Ontario Building Code related information received, review of the proposed project for compliance to the Ontario Building Code has not yet been conducted. It is strongly recommended that the owner and/or applicant contact the Building Department to determine building permit needs for the proposed project prior to building permit submission.

The City of Windsor Building Department can be reached by phoning 519-255-6267 or email at buildingdept@citywindsor.ca

In addition to the above this development would require a Record of Site Condition (i.e. proposed change to a more sensitive land use – residential from previous commercial use).

CITY OF WINDSOR – PLANNING DEPARTMENT – LANDSCAPE & URBAN DESIGN - STEFAN FEDIUK

Previous comments from 2022 for Z 005/22 remain valid (see below).

CITY OF WINDSOR – PLANNING DEPARTMENT – SITE PLAN CONTROL - JACQUELINE CABRAL

The development proposal is subject to Site Plan Control pursuant to the Planning Act and City of Windsor By-law 1-2004. Where preceding development applications are required, inclusive of Official Plan and Zoning By-law Amendments, request for Site Plan Control Pre-Consultation may be made following completion of the requisite Development and Heritage Standing Committee meeting at <https://ca.cloudpermit.com/login>.

CITY OF WINDSOR – PLANNING DEPARTMENT – ZONING COORDINATOR - CONNOR COWAN

- Minimum Landscaped Open Space Coverage: 12.2.5.8
 - 35.0% (Required)
 - 27.4% (Provided)
- Access Aisles: 24.24.15
 - To be provided
- Curb Cut or Ramp for Accessible Parking Space: 24.24.20
 - To be provided
- Parking Area Separation from an interior lot line: 25.5.20.1.3
 - 0.9m required

APPENDIX E - COMMENTS

CITY OF WINDSOR - TRANSPORTATION PLANNING - CLARE AMICARELLI

- As noted during the Zoning Application Z-005-22, a Traffic Impact Statement is required for this development which reviews and speaks to sight lines at the proposed access.
- Lauzon Parkway is classified as a Class I Arterial with a required right-of-way width of 46 meters. The current right-of-way width is sufficient and this road has recently been reconstructed; therefore, no conveyance is required.
- Enterprise Way is classified as a Local Industrial Road with a required right-of-way width of 20 meters. The current right-of-way width is sufficient; therefore, no conveyance is required.
- All parking must comply with Zoning By-Law 8600, otherwise, a Parking Study may be required.
 - o Revised site plan is required to include the 1 parking space, 1 accessible space, 4 bicycle spaces, and 2 loading spaces that the parking is currently deficient in
- All accesses shall conform to the TAC Geometric Design Guide for Canadian Roads and the City of Windsor Standard Engineering Drawings.
 - o No raised curbs for driveways on the Right-of-Way; raised curb must end 300mm before the sidewalk starts
 - o Curved flares not permitted
- All exterior paths of travel must meet the requirements of the Accessibility for Ontarians with Disabilities Act (AODA).

TRANSIT WINDSOR - JASON SCOTT

Transit Windsor has no objections to this development. The closest existing transit routes to this property are with the Transway 1C & Ottawa 4. The closest existing bus stop to this property is located on Tecumseh at Walmart. This bus stop is approximately 460 metres away from this property falling outside of our 400 metre walking distance guideline to a bus stop. This will be improved with our City Council approved Transit Master Plan as a new local route is proposed to be on Enterprise Way with proposed bus stops in very close proximity to this property providing direct transit access.

APPENDIX E - COMMENTS

COMMENTS FROM REZONING Z-005/22 (“Appendix D to Report S 7/2022”)

The following comments / consultation were received from municipal departments and external agencies in response to rezoning application Z-005/22 and were included as Appendix D to Report S 7/2022. They are included here as they are relevant, as amended by the specific municipal department and external agency, for the proposed townhome development.

CITY OF WINDSOR – BUILDING DEPARTMENT – BARBARA RUSAN

The Building Code Act, Section 8.(1) requires that a building permit be issued by the Chief Building Official for construction or demolition of a building. The building permit review process occurs after a development application receives approval and once a building permit application has been submitted to the Building Department and deemed a complete application.

Due to the limited Ontario Building Code related information received, review of the proposed project for compliance to the Ontario Building Code has not yet been conducted. It is strongly recommended that the owner and/or applicant contact the Building Department to determine building permit needs for the proposed project prior to building permit submission.

The City of Windsor Building Department can be reached by phoning 519-255-6267 or, through email at buildingdept@citywindsor.ca

In addition to the above this development would require a Record of Site Condition (i.e. proposed change to a more sensitive land use – residential from previous commercial use).

CITY OF WINDSOR – ENGINEERING & ROW - ROBERT PERISSINOTTI

The subject lands are located at 2601 Lauzon Parkway. The applicant is proposing to construct three 4-storey residential buildings, each with 23 units, for a total of 69 units with associated parking. The lands are currently zoned Commercial District 3.3 (CD3.3) by Zoning By-Law 8600. The applicant is requesting an amendment to Zoning By-law 8600 to rezone the site to Residential District 2.5 (RD2.5). Relief is also being requested to decrease the minimum front yard depth from the required 9.0m to 6.0m.

SEWERS - The site may be serviced by a 250mm PVC sanitary sewer, 300mm PVC sanitary sewer, 575mm reinforced concrete pipe storm sewer and a 900mm reinforced concrete pipe storm sewer located in the Enterprise Way right-of-way. A sewer servicing study is required to demonstrate that there is adequate capacity in the municipal sanitary and storm sewer networks. It must be demonstrated that no negative impacts will be realized by existing areas adjacent to the proposed development. This study must be completed in accordance with the City of Windsor Development Manual and the Windsor/Essex Region Stormwater Management Standards Manual. Approved site servicing drawing(s), lot grading plan(s), and a stormwater management plan are required.

RIGHT-OF-WAY – The Official Plan classifies Enterprise Way as a local industrial road, requiring a right-of-way width of 20.0m. The current right-of-way width is 20.10m, therefore a land conveyance is not required. A reciprocal access and service agreement is required.

Driveways are to be constructed as per AS-221 or AS-222, complete with straight flares and no raised curbs within the right-of-way. Redundant curb cuts and sidewalks shall be removed and restored in accordance with City Standards to the satisfaction of the City Engineer.

In summary we have no objection to the proposed rezoning, subject to the following requirements (Requirements can be enforced prior to issuance of Building Permits):

Site Plan Control Agreement - The applicant enters into an agreement with the City of Windsor for all requirements under the General Provisions of the Site Plan Control Agreement for the Engineering Department.

APPENDIX E - COMMENTS

Servicing Study - The owner agrees, at its own expense, to retain a Consulting Engineer to provide a detailed servicing study report on the impact of the increased flow to the existing municipal sewer system, satisfactory in content to the City Engineer and prior to the issuance of a construction permit. The study shall review the proposed impact and recommend mitigating measures and implementation of those measures.

Reciprocal Access & Services – The owner agrees to enter into a reciprocal agreement with the abutting property to the north for access and services.

CITY OF WINDSOR – ENVIRONMENTAL SERVICES - ANNE MARIE ALBIDONE

No concerns from Environmental Services.

CITY OF WINDSOR – PLANNING DEPARTMENT – HERITAGE PLANNER

No supporting information required. There is no apparent built heritage concern with this property and it is located on an area of low archaeological potential. Nevertheless, the Applicant should be notified of the following archaeological precaution.

1. Should archaeological resources be found during grading, construction or soil removal activities, all work in the area must stop immediately and the City's Planning & Building Department, the City's Manager of Culture and Events, and the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries must be notified and confirm satisfaction of any archaeological requirements before work can recommence.
2. In the event that human remains are encountered during grading, construction or soil removal activities, all work in that area must be stopped immediately and the site secured. The local police or coroner must be contacted to determine whether or not the skeletal remains are human, and whether the remains constitute a part of a crime scene. The Local police or coroner will then notify the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries and the Registrar at the Ministry of Government and Consumer Services if needed, and notification and satisfactory confirmation be given by the Ministry of Heritage, Sport, Tourism and Culture Industries.

Contacts:

Windsor Planning & Building Department:

519-255-6543 x6179, ktang@citywindsor.ca, planningdept@citywindsor.ca

Windsor Manager of Culture and Events (A):

Michelle Staaedegaard, (O) 519-253-2300x2726, (C) 519-816-0711,
mstaaedegaard@citywindsor.ca

Ontario Ministry of Heritage, Sport, Tourism and Culture Industries

Archaeology Programs Unit, 1-416-212-8886, Archaeology@ontario.ca

Windsor Police: 911

Ontario Ministry of Government & Consumer Services

A/Registrar of Burial Sites, War Graves, Abandoned Cemeteries and Cemetery
Closures, 1-416-212-7499, Crystal.Forrest@ontario.ca

APPENDIX E - COMMENTS

CITY OF WINDSOR – PLANNING DEPARTMENT – LANDSCAPE ARCHITECT - STEFAN FEDIUK

Pursuant to the application for a zoning amendment (Z 005/22) to permit Residential District 3.2 (RD3.2) with Site Specific zoning on Parts 3 & 4 of the subject, please note no objections. Please note the following comments:

Zoning Provisions for Parking Setback - The landscape setbacks and areas are appropriate to the proposed type of development. Therefore there are no additional requirements at this time. The site will be subject to Site Plan Control where detailed landscape comments, including screening and resilience to climate change will be made.

Tree Preservation - Applicant has identified two existing mature trees to be preserved along the south boundary of the site. The preservation of these two trees will be considered in the tree planting requirements at Site Plan Control.

Parkland Dedication - Require a parkland dedication representing 5% of the subject lands, to the satisfaction of the Executive Director of Parks, as per By-law 12780 and the Planning Act. All requirements will be determined at the time a Site Plan application is received.

CITY OF WINDSOR – PLANNING DEPARTMENT - POLICY & SPECIAL STUDIES – FRANK GARARDO

Schedule	Title	Designation
Schedule 'A'	Planning Districts & Policy Areas	Forest Glade
Schedule 'A-1'	Special Policy Areas	N/A
Schedule 'B'	Greenway System	"recreationways" within vicinity
Schedule 'C'	Development Constraint Areas	N/A
Schedule 'C-1'	Development Constraint Areas: Archaeological Potential	Low Archaeological Potential
Schedule 'D'	Land Use	<p><i>"Mixed Use",</i></p> <p><u>OP policies</u></p> <p><i>Permitted uses</i></p> <p><i>6.9 Mixed Use The lands designated as "Mixed Use" on Schedule D: Land Use provide the main locations for compact clusters of commercial, office, institutional, open space and residential uses. These areas are intended to serve as the focal point for the surrounding neighbourhoods, community or region. As such, they will be designed with a pedestrian orientation and foster a distinctive and attractive area identity.</i></p> <p><i>6.9.2.1 Uses permitted in the Mixed Use land use designation include retail and service commercial establishments, offices, cultural, recreation and entertainment uses, and institutional, open space and</i></p>

APPENDIX E - COMMENTS

		<i>residential uses, exclusive of small scale Low Profile residential development.</i> <i>6.9.2.2 For the purpose of this Plan, Mixed Use development is further classified as follows: (a) Mixed Use Corridors which occupy linear street frontages with commercial, institutional and open space uses located immediately adjacent to the public right-of-way and residential uses located above grade; and....</i>
Schedule 'E'	N/A	N/A
Schedule 'F'	Roads & Bikeways	Class 1 Arterial
Schedule 'F1'	Railways	N/A
Schedule 'G'	Civic Image	Lauzon Pky "civic way"
Schedule 'H'	Baseplan Development Phasing	N/A
Schedule 'J'	Urban Structure Plan	Neighbouring Regional Commercial Centre within vicinity

CITY OF WINDSOR – PLANNING DEPARTMENT – ZONING COORDINATOR - ZAID ZWAYYED

1. The applicant needs to verify the height of dwellings and comply with the site-specific height requirements if a height limit is enforced during the ongoing amendment process.
2. The proposed front yard depth of 6.0 m is less than the required front yard depth per section 20 (1) 97 of 9.0 m. The applicant requested to obtain relief from this requirement and the proposal will be reviewed once a decision about the request is made.
3. Bicycle spaces on walkways need to be 2.0 m (6.56') away from an entrance or an accessible parking per section 24.30.20.3.1. Moreover, the dimensions of bicycle spaces need to be shown to ensure compliance with section 24.30.10.1.
4. The access area from Enterprise Way is 6.0 m wide and does not comply with the minimum access area width requirement of 7.0 m per section 25.5.30.4.
5. Clearance from Enwin may be required since there are hydro poles and possibly an electrical transformer on site.
6. The applicant needs to provide details on refuse bin enclosure and verify the height of the enclosure to ensure compliance with section 25.5.10.17

CITY OF WINDSOR – TRANSPORTATION PLANNING SERVICES

- As noted during the Pre-Submission Application, a Traffic Impact Statement is required for this development which reviews and speaks to sight lines at the proposed access.
- Lauzon Parkway is classified as a Class I Arterial with a required right-of-way width of 46 meters. The current right-of-way width is sufficient and this road has recently been reconstructed, therefore no conveyance is required.
- Enterprise Way is classified as a Local Road with a required right-of-way width of 20 meters.

APPENDIX E - COMMENTS

The current right-of-way width is sufficient and therefore no conveyance is required.

- Vehicle and bicycle parking must comply with Zoning By-Law 8600.
- All accesses shall conform to the TAC Geometric Design Guide for Canadian Roads and the City of Windsor Standard Engineering Drawings.
- All exterior paths of travel must meet the requirements of the Accessibility for Ontarians with Disabilities Act (AODA).

ENBRIDGE - ONTARIO LANDS

Thank you for your correspondence with regard to the proposed Site Plan Application. Enbridge Gas Inc, (formerly Union Gas Ltd.), does have service lines running within the area which may or may not be affected by the proposed Site Plan.

Should the proposed site plan impact these services, it may be necessary to terminate the gas service and relocate the line according to the new property boundaries. Any Service relocation required would be at the cost of the property owner.

If there is any work (i.e. underground infrastructure rebuild or grading changes...) at our easement and on/near any of our existing facilities, please contact us as early as possible (1 month in advance at least) so we can exercise engineering assessment of your work. The purpose is to ensure the integrity of our main is maintained and protected.

Confirmation of the location of our natural gas pipeline should be made through Ontario One Call 1-800-400-2255 for locates prior to any activity.

ENBRIDGE – WINDSOR MAPPING

After reviewing the provided drawing at 2601 Lauzon Pkwy and consulting our mapping system, please note that Enbridge Gas has active infrastructure in the proposed area. A PDF drawing has been attached for reference.

Please Note:

1. The shown piping locations are approximate and for information purposes only
2. The drawings are not to scale
3. This drawing does not replace field locates. Please contact Ontario One Call for onsite locates prior to excavating, digging, etc

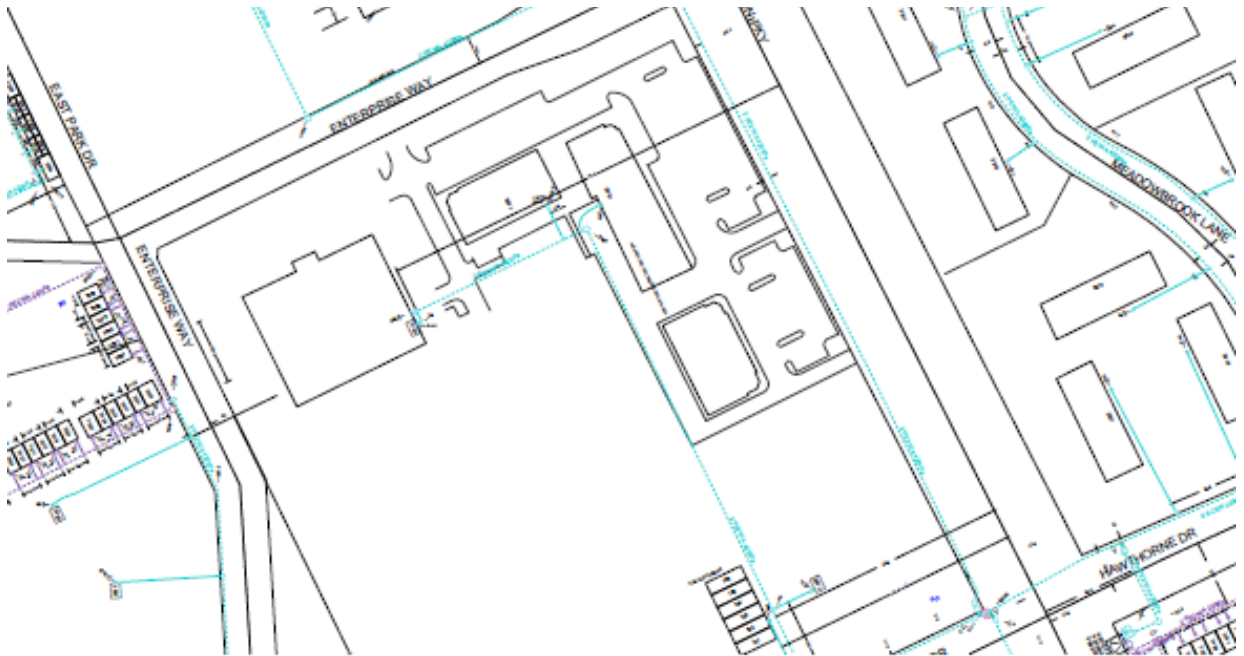
Enbridge Gas requires a minimum separation of 0.6m horizontal and 0.3m vertical from all of our plant less than NPS 16 and a minimum separation 1.0m horizontal and 0.6m vertical between any CER-regulated and vital pipelines. For all pipelines (including vital pipelines), when drilling parallel to the pipeline, a minimum horizontal clearance measured from the edge of the pipeline to the edge of the final bore hole of 1 m (3.3 ft) is required. Please ensure that this minimum separation requirement is maintained, and that the contractor obtains locates prior to performing any work and utilizes safe excavation practices while performing any work in the vicinity.

Also, please note the following should you find any abandoned infrastructure in the area:

- Any pipe that is excavated, please assume that it is live
- If during the course of any job, any pipe is found that is not on the locate sheet and is in conflict with your work, please call our emergency number (1-877-969-0999), and one of our Union Gas representatives will respond to determine if that plant is in fact live or dead

APPENDIX E - COMMENTS

- Please note that our Enbridge Gas representative will respond to the live or dead call within 1-4 hours, so please plan your work accordingly



APPENDIX E - COMMENTS

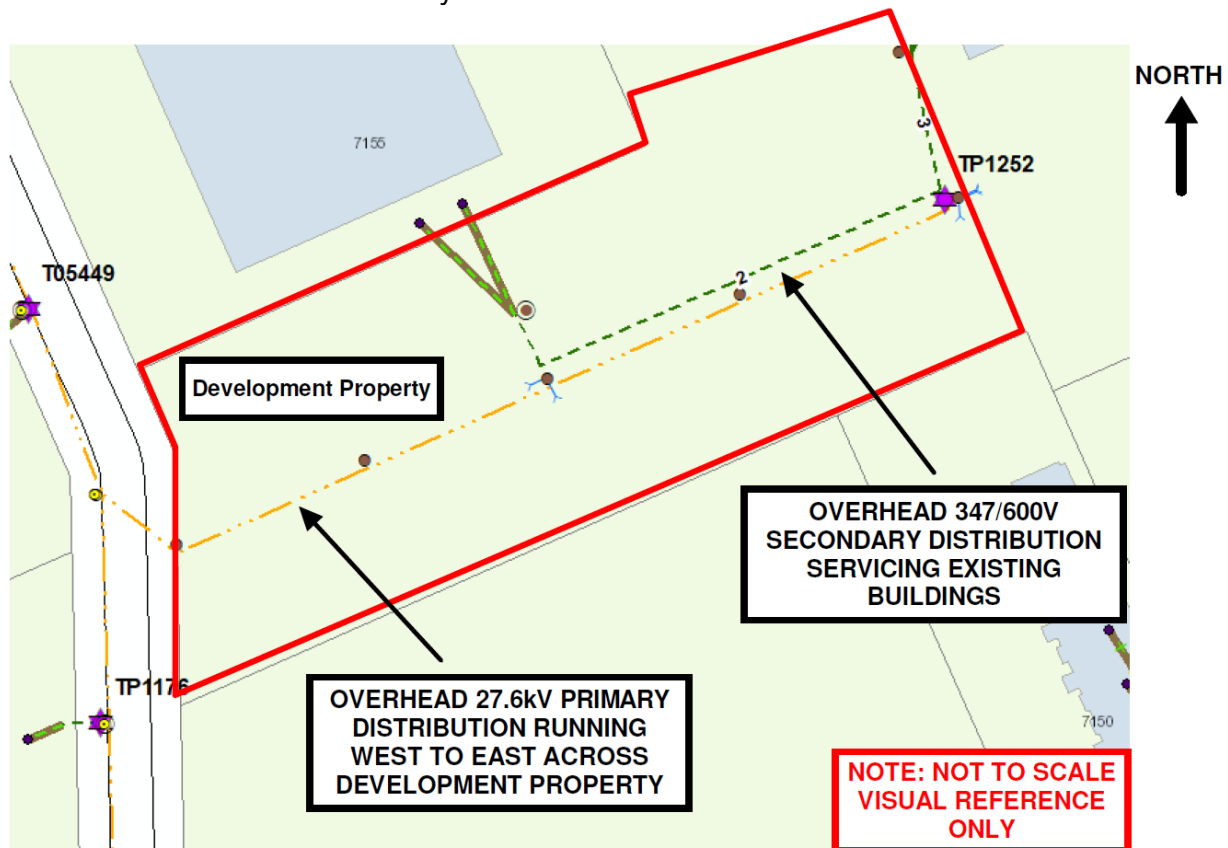
ENWIN

Hydro Engineering: ENWIN has existing overhead 27.6kV primary hydro distribution on a pole line directly through the development property. ENWIN also has overhead 600/347V hydro distribution servicing the building North of the development property and the buildings North-East of the development property via private dip poles.

Should the customer proceed with the development, ENWIN would need to be contacted to relocate the existing plant at a considerable cost to the customer.

Please refer to the Ontario Building Code for adequate clearance requirements. Also, we recommend referring to the Occupational Health & Safety Act for the minimum safe limits of approach during construction.

Sketch attached for reference only:



Water Engineering: No objections.



Committee Matters: SCM 124/2023

Subject: Minutes of the International Relations Committee of its meeting held March 8, 2023

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

Decision Number: **DHSC 494**

That the minutes of the International Relations Committee of its meeting held March 8, 2023 **BE ADOPTED** as presented.

Carried.

Report Number: SCM 94/2023
Clerk's File: MB2023

Clerk's Note:

1. The recommendation of the Development & Heritage Standing Committee and Advisory Committee are the same.
2. Please refer to Item 12.1 from the Development & Heritage Standing Committee held on April 5, 2023.
3. To view the stream of this Standing Committee meeting, please refer to:
<http://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20230405/-1/9402>



Committee Matters: SCM 94/2023

Subject: Minutes of the International Relations Committee of its meeting held

March 8, 2023

International Relations Committee

Meeting held March 8, 2023

A meeting of the International Relations Committee is held this day commencing at 3:30 o'clock p.m. via Zoom video conference, there being present the following members:

Councillor Angelo Marignani, Chair
Councillor Renaldo Agostino (arrives at 3:58 p.m.)
Councillor Fred Francis
Councillor Ed Sleiman
Saiful Bhuiyan
Lubna Barakat
Ronnie Haidar
William Ma
L. T. Zhao

Regrets received from:

Jerry Barycki

Also present are the following resource personnel:

Sandra Gebauer, Council Assistant
Karen Kadour, Committee Coordinator

1. Call to Order

The Committee Coordinator calls the meeting to order at 3:30 o'clock p.m. and the Committee considers the Agenda being Schedule A attached hereto, matters which are dealt with as follows:

2. Election of Chair

The Committee Coordinator calls for nominations from the floor for the position of Chair. Councillor Fred Francis nominates Councillor Angelo Marignani seconded by Councillor Ed Sleiman for the position of Chair. The Committee Coordinator asks if there are further nominations from the floor for the position of Chair. Seeing none, the Committee Coordinator asks Councillor Angelo Marignani if he accepts. Councillor Angelo Marignani accepts and assumes the Chair.

3. Declaration of Conflict

None disclosed.

4. Adoption of the Minutes

Moved by Councillor Fred Francis, seconded by Councillor Ed Sleiman,
That the minutes of the International Relations Committee of its meeting held
November 23, 2022 **BE ADOPTED** as presented.
Carried.

5. Presentation – City of Windsor’s Participation in the Garden of Twin Cities, Mannheim, Germany

Wanda Letourneau, Manager Horticulture provides a Presentation entitled
“Garden of Twin Cities Mannheim – open Access”, **attached** as Appendix “A”. The
highlights of the presentation are as follows:

- In October 2021, she represented the City of Windsor and participated in a virtual Garden of the Twin Cities program organized by the City of Mannheim.
- Each of Mannheim’s twin cities was asked to provide a representation of their respective city to be included in the Garden.
- Coventry Gardens was chosen as the best representation of the City of Windsor.
- Communication by the twin cities to Mannheim was done through a virtual “palette”.
- A rock garden design reminiscent of Coventry Gardens that includes some shrubs along with perennials and grasses was presented.
- The design was accepted and two horticulture students from St. Clair College travelled to Mannheim and had an opportunity to work on the gardens.
- She asks the IRC to select the sign that will be displayed in the Garden of Twin Cities.

Moved by Councillor Ed Sleiman, seconded by L.T. Zhao,
That the Presentation entitled “City of Windsor’s Participation in the Garden of Twin Cities, Mannheim, Germany” provided by the Manager Horticulture **BE RECEIVED**.
Carried.

Moved by Councillor Fred Francis, seconded by L.T. Zhao,
That the signage that displays the City of Windsor W Logo along with a rose that identifies Windsor as the Rose City **BE APPROVED** and further, that the Canadian flag **BE ADDED** to the signage.
Carried.

6. Business Items

6.1 Invitation to Mayor Drew Dilkens regarding the Ceremonial Opening of the Garden of Twin Cities and the International Conference of Twin Cities in Mannheim on May 5-6, 2023

S. Gebauer provides an update noting that the City of Mannheim has been working on this project for the past two years and developed the Garden of Twin Cities with contributions from all twelve of their twin cities. In May 2023, Mannheim will be unveiling their garden and invited members from all of the twin cities to attend. The City of Mannheim has invited a maximum of three (3) delegates to attend, including Wanda Letourneau as the person responsible for the design of the City of Windsor's contribution to the garden. The City of Mannheim will be providing all local transportation along with meals and accommodations, while the IRC is responsible for the flights. She adds it is the decision of the Committee to approve the participation of Wanda Letourneau; a political representative and a member of the IRC.

Councillor Fred Francis remarks that typically the Chair of the IRC attends the twin city events.

In response to a question asked by Councillor Fred Francis regarding if there is interest from Committee members to go to Mannheim, Councillor Renaldo Agostino, S. Bhuiyan and R. Haidar express an interest. S. Gebauer asks that interested members send an e-mail to her.

Moved by Councillor Fred Francis, seconded by L.T. Zhao,

That the invitation extended by Mannheim, Germany for the Chair, the Manager of Horticulture and one representative from the International Relations Committee to attend the Ceremonial Opening of the Garden of Twin Cities and the International Conference of Twin Cities in Mannheim from May 4-7, 2023 at a upset limit of \$10,000 **BE APPROVED**, and further, that interested members of the IRC enter their names into a draw which will be held virtually.

Carried.

6.2 International Mother Language Plaza (Martyr's Monument)

Clerk's Note: The IRC Committee of its meeting held November 23, 2022 approved the following motion:

Moved by Councillor Kaschak, seconded by Councillor Sleiman,

“That the International Mother Language Plaza (Martyr’s Monument) request for funding BE DEFERRED to the next meeting of the newly appointed International Relations Committee.”

Carried.

S. Bhuiyan states that he is the Ex-President of the Bangladesh-Canada Association and is aware of the International Mother Language Plaza initiative. He indicates that in 1999 UNESCO declared International Mother Language Day and cities and all over the world have erected monuments. He asks that the IRC provide funding towards this initiative.

S. Gebauer reports that prior to the November 23, 2022 IRC meeting, she was asked to provide information relating to this matter. She adds that benchmarking was conducted with other municipalities that have similar international committees and questioned the parameters around their budgets. The City of Windsor’s IRC Committee Mandate does not prohibit providing funding to non-twin cities, however, this would set a precedent. The only time where funding was provided to an organization not associated with a twin city, was for the purchase of tickets for a South-Asian dinner event.

Councillor Fred Francis advises that as the IRC does not have a twin city relationship with Bangladesh, he suggests that City Council decide if they wish to provide funding. He adds that this matter should be not on the IRC Agenda.

Moved by Councillor Fred Francis, seconded by W. Ma,
That the request for funding for the International Mother Language Plaza (Martyr’s Monument) **BE REFERRED** to City Council for their review and consideration for funding as this matter is not germane to the International Relations Committee.
Carried.

6.3 International Relations Committee – 2022 Annual Report

Moved by Councillor Fred Francis, seconded by R. Haidar,
That the International Relations Committee 2022 Annual Report **BE APPROVED**.
Carried.

7. Communications

Moved by Councillor Ed Sleiman, seconded by Councillor Renaldo Agostino,
That the following Communications **BE RECEIVED**:

7.1 Twin Cities and Date of Twinning

7.4 Nicolaus Copernicus Jubilee

7.5 Happy 550th Birthday, Mr. Copernicus

Carried.

7.2 Request from Arlington, Texas for a Sister City Agreement

Councillor Fred Francis advises that the City of Windsor does not currently have a Twin City in the United States.

Moved by Councillor Francis, seconded by L.T. Zhao,
That Administration **BE REQUESTED** to explore and report back on the feasibility of potentially twinning with Arlington, Texas.

Carried.

7.3 Request for Sister City Agreement with Turkey

Councillor Fred Francis remarks that the request for a Sister City agreement with Turkey makes no reference to a specific city.

Moved by Councillor Fred Francis, seconded by Councillor Ed Sleiman,
That the request for a Sister City agreement with Turkey **BE RECEIVED**.
Carried.

8. Confirm & Ratify E-mail Polls

That the following motion sent via E-mail Poll on October 18, 2022 **BE CONFIRMED AND RATIFIED**:

Moved by W. Ma, seconded by R. Haidar,

That the following motions sent via E-mail Poll on October 18, 2022 regarding that approval be given to an expenditure in the upset amount of \$4,000 for costs associated with the delegation from Lublin, Poland to visit the City of Windsor from November 17, 2022 to November 20, 2022” and that approval be given to an expenditure in the upset amount of \$400 for the purchase of four (4) tickets (1 ticket for Mayor Dilkens) for the 25th Annual Polish-Canadian Business Society Dinner to be held on November 18, 2022 at the Caboto Hall, 2175 Parent Avenue.

Carried.

S. Bhuiyan asks what is the process for twinning with Dhaka, Bangladesh.

Councillor Francis responds that Administration will provide the Twinning Policy to S. Bhuiyan and adds that twinning with a city is community driven and formal letters are sent from the respective mayor for that city. Generally, there are similarities with the potential twinning with the City of Windsor.

9. Date of Next Meeting

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

10. Adjournment

There being no further business, the meeting is adjourned at 4:25 o'clock p.m.

CHAIR

COMMITTEE COORDINATOR

Garden of Twin Cities Mannheim - open access

planning workshop

PIA SCHANNE OCT 12, 2021 09:34AM UTC

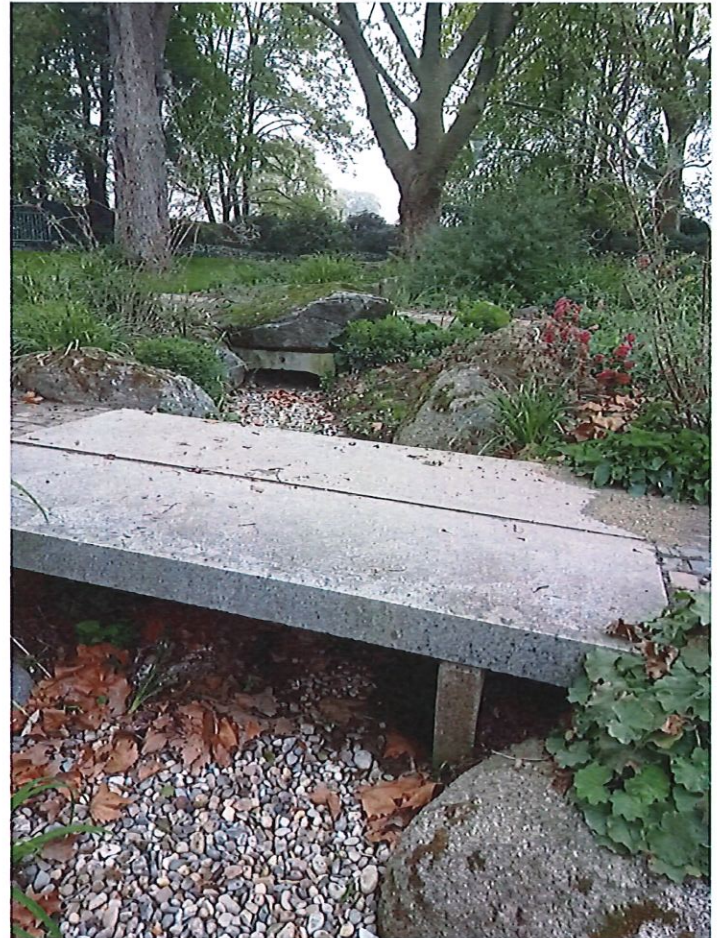
News and insights into the gardening process 2022

Summertime video

Mediathek

Internationales Sommercamp in Mannheim vom 10.-17. Juli 2022. Bau des Gartens der Partnerstädte im Luisenpark Mannheim mit jungen Gärtner*innen, Auszubildenden und Freiwilligen aus Mannheim und seinen Partnerstädten Berlin Charlottenburg-Wilmersdorf, Bydgoszcz - Polen, Chişinău - Republik Moldau, H...

MANNHEIM.DE

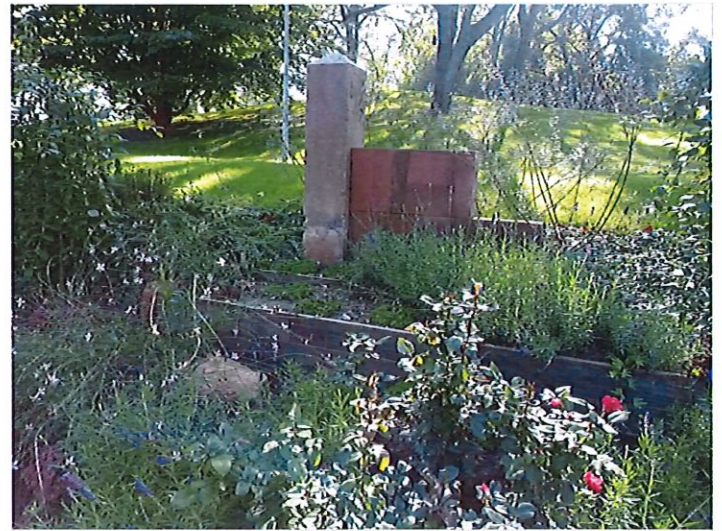


Zhenjiang

This bridge is to be redesigned.

Zhenjiang

A stream will lead to the lake coming from the giant bonsai.



Windsor

Here will also be a bear made of plants. The fountain needs some kind of friendly fence so that no children go to climb there.



Klaipeda

We would like to put typical signs for fishing boats on flagpoles.

Toulon

Mediterranean vegetation will be exhibited here. Perhaps we can integrate a photo of the cable car to Mont Faron.



Riesa

The theme is monastery and herb garden. A small work of art made of metal could complete the garden.



Czernowitz / Chernivtsi

The willow will be decorated as a symbol of peace.



Haifa

The sukkah will be equipped with seating.



Chisinau

An exhibition theme will be viticulture and wickerwork.

Qingdao

The colors of the painting are to be continued in the planting.



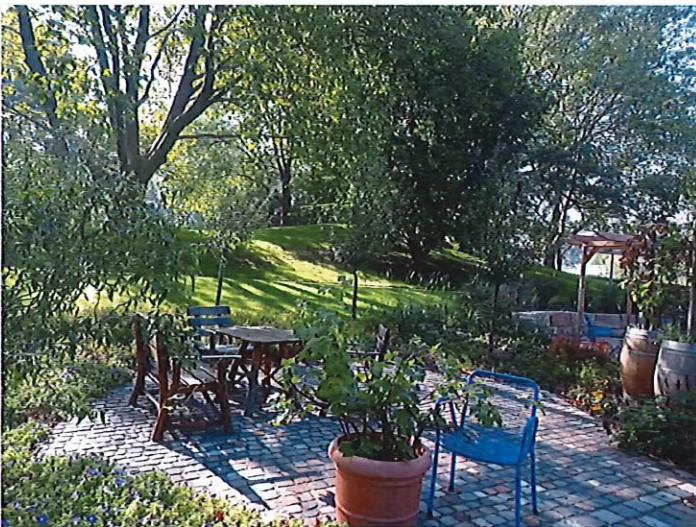
Berlin



General information

German National Garden Show (BUGA)

Chisinau



Bydgoszcz



Pr_sentation_Ausstellungsplanung.pdf

PDF document

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plan_of_BUGA_english.pdf

PDF document

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Welcome to Mannheim

Here you see some impressions of the city.



Mannheim - Grüne Stadt am Fluss

by Visit Mannheim

YOUTUBE

German National Garden Show - information sheet

What we want to do (Garden Concept in english)

In addition please find the garden concept in your language at the column of your city!

Project outline for the Garden of Twin Cities

A contribution to the BUGA exhibition

The city of Mannheim is twinned with a number of cities worldwide: Bydgoszcz (Poland), Berlin Charlottenburg-Wilmersdorf and Riesa (Germany), Chisinau (Republic of Moldova), Klaipėda (Lithuania), Toulon (France), Windsor (Canada), Zhenjiang and Qingdao (China), Haifa (Israel) and Swansea (Wales, UK).

Together with colleagues from Mannheim, representatives from these twin cities are planning a garden for the Federal Garden Show in Mannheim (BUGA 23). The "Garden of Twin Cities" is a long-term project and will live beyond BUGA 23. It will be maintained as part of "Luisenpark" and can be used as a focal point for international activities in Mannheim.

The planning workshop will take place online in October 2021 due to pandemic-related travel obstacles.

Task:

The "Garden of Twin Cities" is intended to mirror the diversity of Mannheim's twin cities, at the same time focusing on what these cities have in common and what makes them different.

Garden_Concept_english.pdf

PDF document

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Bundesgartenschau - Infolyer



BUGA 23 - BESTE AUSSICHTEN

Bundesgartenschau 2023 in Mannheim wird neue Maßstäbe. Mit über 100 Hektar Fläche wird die BUGA 23 nicht nur eine der größten Bundesgartenschauen. Sie wird - und das ist neu in der Geschichte - ein Experimentierfeld für innovative Ideen und Forschungsansätze zu den vier Leitthemen Klima-Umwelt, Energie und Nahrungsgewinnung eröffnen.

Die BUGA 23 wird sich über das Mittelland der Spinnerei und des Lustgartens erstrecken, einem Veranstaltungsort der BUGA 1975. Ein Highlight wird die Seilbahn sein, die beide BUGA-Gelände miteinander verbindet.

Mehr Infos finden Sie unter BUGA23.de

Plan_der_BUGA_dt.pdf
PDF document
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German National Garden Show (Bundesgartenschau - BUGA 2023)

This film gives an impression of the planning for the German National Garden Show in Mannheim and the idea of a green corridor to improve the climate of the city.

Please click the small "rectangle button" at the bottom right of the film to activate the subtitles. The next button ("wheel-button") will let you select an automatic translation into your language.



Grünzug Nordost und Bundesgartenschau Mannheim 2023
by BUGA 23
YOUTUBE

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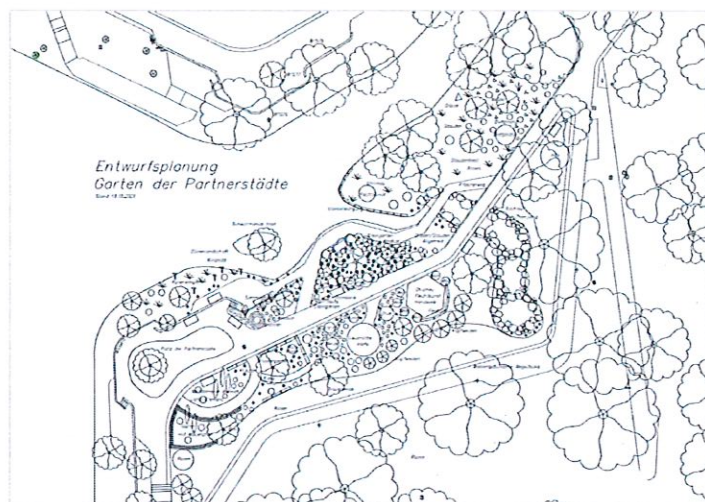
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Workshop notes

Garden of Twin Cities - design



GartenderPartnerst_dte29_1.pdf
PDF document
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Final presentation

Garden of Twin Cities

Results of the planning-workshop
October 4 -12, 2021
Design planning for BUGA23 Mannheim
and permanent exposition in the Luisenpark Mannheim

Präsentation 13.10.2021-E-1

PDF document

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Garden of Twin Cities - Planning Workshop

Thursday, October 7

11:00-11:15 UTC	Hello - General Information
11:15-11:45 UTC	Work in subgroups
11:45-12:00 UTC	Pause
12:00-12:30 UTC	Plenary
12:30-13:00 UTC	Arrangements
	Preview Monday

October 7

PDF document

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Timeslots for individual consultation October 11

Individual consultation

Monday, October 11 (meeting via webex <https://help.webex.com/en-US/article/nrbgeodt/Jo>)

UTC		local time
07:00-07:30	Zhenjiang	15:00-15:30
07:45-08:15	Haifa	10:45-11:15
08:30-09:00	Chişinău	11:30-12:00
10:00-10:30	Klaipėda	13:00-13:30
10:45-11:15	Riesa	12:45-13:15
11:30-12:00	Toulon	13:30-14:00
13:00-13:30	Windsor	09:00-09:30
Tuesday, 12	Bydgoszcz	08:30-09:00

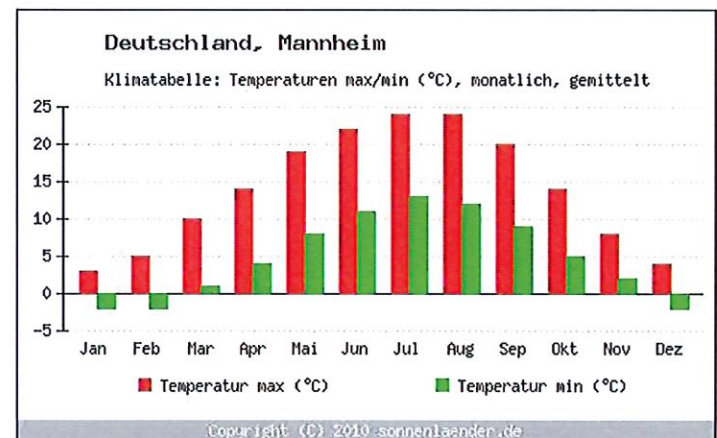
Individual consultations

PDF document

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Temperatures in Mannheim

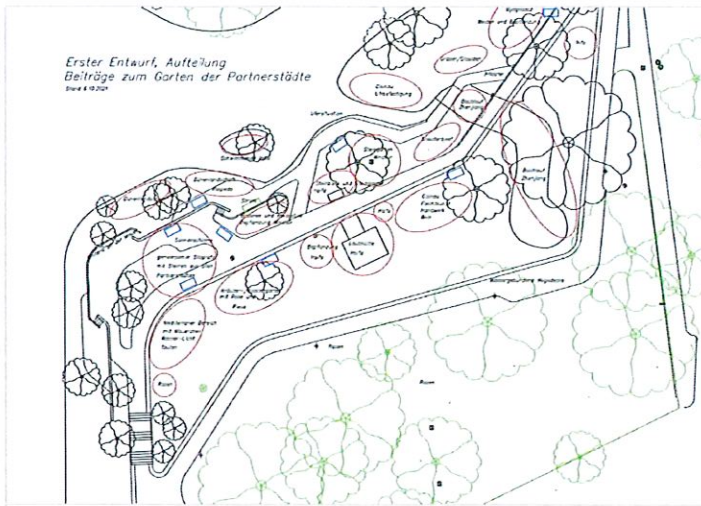
The sprinkler system makes us independent of rain.



First draft

More comments and some English translation in the document
"Results Wednesday, October 6"

Results October 7



GartenderPartnerst_dte15.pdf
PDF document
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Even more Questions

- Plants in tubs
- Rock gardens
- Typical planting arrangement and typical colors
- Typical use of plants
- Stories, events, symbolism, mysticism related to plants
- Stones and floor coverings
- "Weichzeichner"
- Typical sculptures, furniture, works of regional artists, coats of arms
- Presentations typical for the city (feast activities), which can take place in the garden during BUGA



Even more questions
PDF document
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Results Wednesday, October 6

MANNHEIM

Garden of Twin Cities - Planning Workshop

Wednesday, October 6

11:00-12:00 UTC	Presentation of key results and discussion
12:00-12:20 UTC	First priorities
12:20-12:40 UTC	Break
12:40-13:00 UTC	Arrangements for Thursday

October_6.pdf
PDF document
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Garden site - video 4



Mannheim Luisenpark International Garden 4
by Stadt Mannheim
YOUTUBE

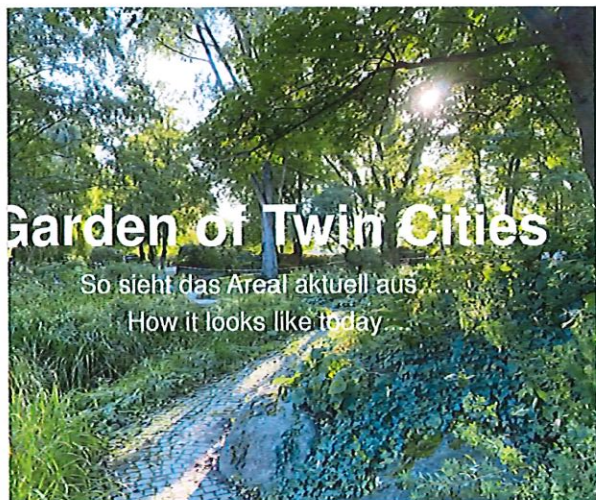
Garden site - video 3



YOUTUBE

YOUTUBE

Skizze.pptx
Powerpoint presentation
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


Garden_Area_photos.pdf

PDF document

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September 30, 2021 => 11 UTC

Twin City	UTC	Local time
Bydgoszcz	UTC + 2	13:00
 Toulon	UTC + 2	13:00
 Riesa	UTC + 2	13:00
 Mannheim	UTC + 2	13:00
 Haifa	UTC + 3	14:00
 Klaipėda	UTC + 3	14:00
 Chisinau	UTC + 3	14:00

Technical_check.UTC.pdf

PDF document

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Guiding questions

These questions will guide the planning steps....

Planning workshop for the "Garden of Twin Cities"

The city of Mannheim and the Luisenpark invite representatives of the twin cities to an online planning workshop from October 4 to 13, 2021. They will work together with experts from the Luisenpark with the aim of developing the horticultural concept for a "Garden of the Twin Cities".

The following questions will guide the planning steps:

Question 1: Basic theme "Willow":

The tree species willow is the connecting element of the Garden of the Twin Cities. The aim is to create a willow garden which represents all the cities involved.

- Which willow species is most common in the twin city or in the vicinity? Or has the willow disappeared from the city, possibly because it cannot thrive there?
- Are there any typical willow plantings in the twin city?
- Is there a willow species used for certain purposes? (Construction, basket or fence)

Guiding_questions_engl_.pdf

PDF document

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Bydgoszcz

Bydgoszcz, Poland

Bogna Rybacka

Head of Greenery and Nature Conservation Department

Municipality of Bydgoszcz, Poland

e-mail: bogna.rybacka@um.bydgoszcz.pl

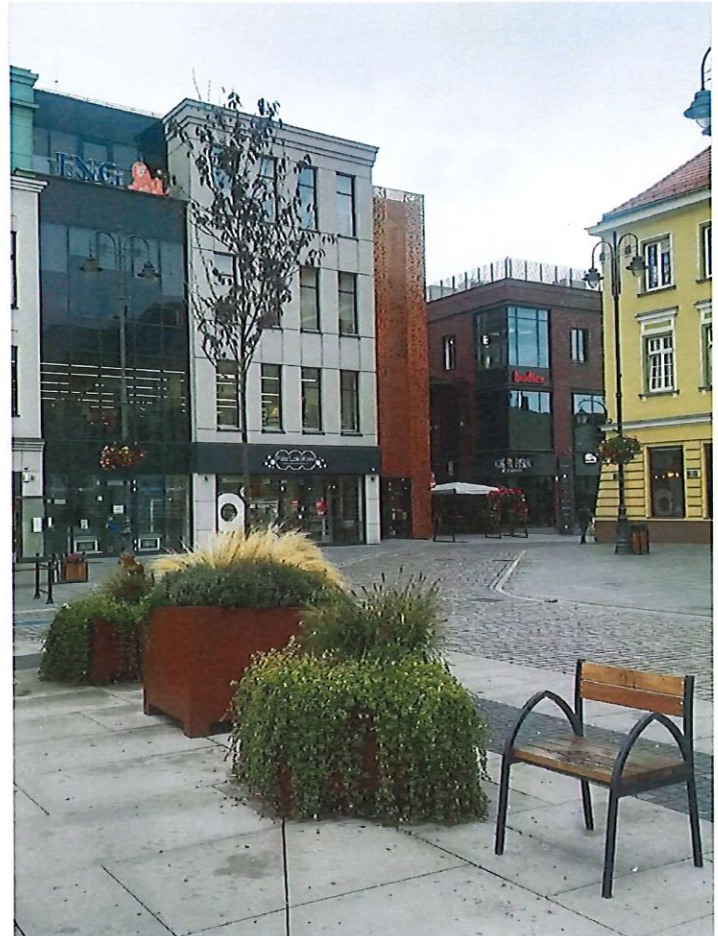


Bydgoszcz City symbols



Old Market Square in Bydgoszcz and a modern Corten "flower pot".

Old Market Square in Bydgoszcz - modern Corten "pot" and a bench inspired by historic old granaries.



The City symbol



Bydgoszcz Flower Market

Installation for a padlock for lovers, inspired by three old granaries in Bydgoszcz.



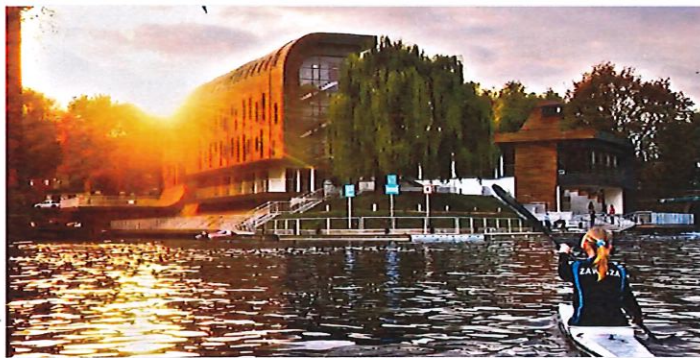
Old Market Square in Bydgoszcz

Bench and flower pots inspired by old granaries in Bydgoszcz.

Spichrze_k_dki_Wizualizacja.pdf

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Greenery in Bydgoszcz - selected photos.



Bydgoszcz_greenery.pdf

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Bydgoszcz - our plants

Willows and other plants in Bydgoszcz

1. Natural habitats – *Salix alba* (the most popular), *Salix caprea*, *Salix cinerea*, *Salix fragilis*,
2. Introduced, etc. – *Salix alba* Tristis (most popular), *Salix purpurea* Nana, *Salix integra* Hakuro Nishiki

Other plant species (characteristic and the most popular)

1. Natural habitats:

- trees: *Quercus robur*, *Acer platanoides*, *Acer pseudoplatanus*, *Tilia cordata*, *Ulmus laevis*, *Alnus glutinosa*, *Populus xcanescens*, *Populus nigra*

- shrubs: *Prunus spinosa*, *Sambucus nigra*

2. Introduced, etc

- trees: *Aesculus hippocastanum* sp, *Aesculus x carnea* sp, *Crataegus laevigata* Paul's Scarlet, *Prunus serrulata* Kanzan, *Ukon*, *Ginkgo biloba*, *Quercus palustris*, *Platanus acerifolia*, *Salix alba* Tristis,

- shrubs: *Rhododendron* sp., *Syringa vulgaris* sp, *Syringa meyeri* sp., *Spiraea japonica*, *cineraea* sp, *Hydrangea* sp., *rosa Marathon*

- perennial: *Sedum spectabile*, sp., *Paeony* sp, *Salvia nemorosa* sp., *Hemerocallis* sp., *Hosta* sp.,

- grass: *Carex* sp., *Deschampsia caespitosa* sp., *Penissetum* sp., *Hakonechloa* sp., *Stipa* sp.,

3. Spring blossom bulbs flowers (many botanic species of *Crocus*, *Narcissus*, *Tulipa*, *Hyacinthus*, *Scilla*, *Puschkinia*, etc.)



Bydgoszcz_natural_river_habitat.pdf

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Brda riverside



Garden Concept polska

Koncepcja BUGA - wkład w wystawę Ogród Miast Partnerskich

Mannheim jest miastem partnerskim z Bydgoszczą (Polska), Berlinem Charlottenburgiem-Wilmersdorfem i Riesz (Niemcy), Kiszyniowem (Republika Mołdawii), Kłajpedą (Litwa), Tulonem (Francja), Windsor (Kanada), Zhenjiang i Qingdao (Chiny), Hajfą (Izrael) oraz Swansea (Włoka, Wielka Brytania).

Przedstawiciele miast partnerskich wspólnie z kolegami z Mannheim planują ogród na Federalną Wystawę Ogrodniczą (BUGA 23) w Mannheim. Ten "Ogród Miast Partnerskich" zostanie po BUGA 23. Zostanie utrzymany w parku Luisenpark i będzie mógł być w każdej chwili wykorzystany jako punkt kontaktowy w temacie miast partnerskich w mieście Mannheim.

Planowanie w październiku 2021 r. odbędzie się online ze względu na utrudnienia w podróży związane z pandemią.

Działalność zaradania

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Guiding questions pol

These questions will guide the planning steps....

- Jak może wyglądać typowy widok na wierzby z terenu miasta partnerskiego? Ktore wierzby dobrze kojarzą się z typowymi zadrzewieniami w mieście?
- Co miasto partnerskie może wnieść do tematu wierzbowych ogrodów? - Nie zawsze musi to być duże drzewo. Niewielkie krzewy i krzaki, wiklinowy plot, rzeźba z wierzby lub podobne są również możliwe.
- Dostawy roślin: Czy wierzby z miast partnerskich mogą być dostarczone i przesadzone? Wierzby te mogą być wysyłane w każdej wielkości jako drzewa i krzewy przez firmę spedycyjną aż do sadzonek/drewna w butelkach.

Kwestia 2: Zaprojektowanie tematu podstawowego - nasadzenia w połączeniu z wierzbami

Temat podstawowy "Wierzba" stanowi strukturę, element łączący ogrodu. Kolejnym etapem planowania jest wypełnienie tych obszarów propozycjami projektowymi z miast partnerskich.

- Czy istnieją typowe, rozpoznawalne propozycje projektowe i rośliny dla ogrodu miast partnerskich, które możemy skojarzyć z wierzbą?

1

Guiding_questions_pol.pdf

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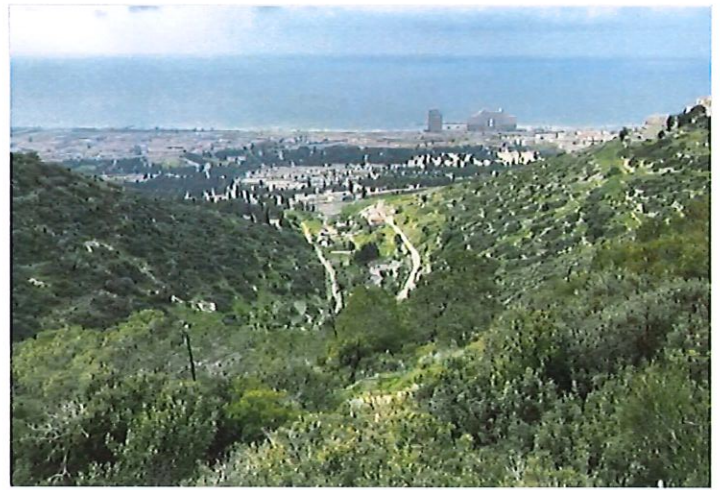
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Haifa

Hifa, Israel

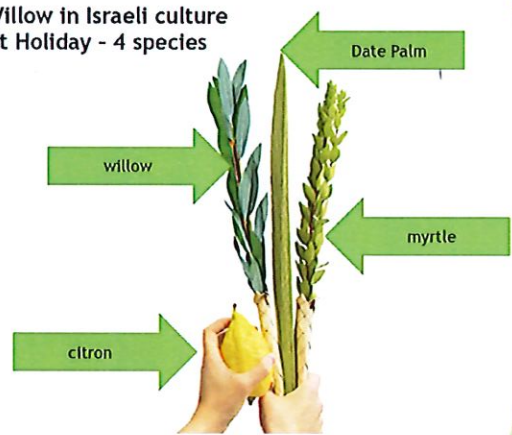
Netta Talmor, Head of Landscape Planning Department - Haifa Municipality

e-mail: netat@haifa.muni.il



Design Workshop Preliminary Ideas

The Willow in Israeli culture
Sukkot Holiday - 4 species

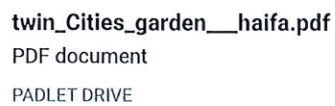


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Powerpoint presentation

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Twin Cities Garden - Haifa

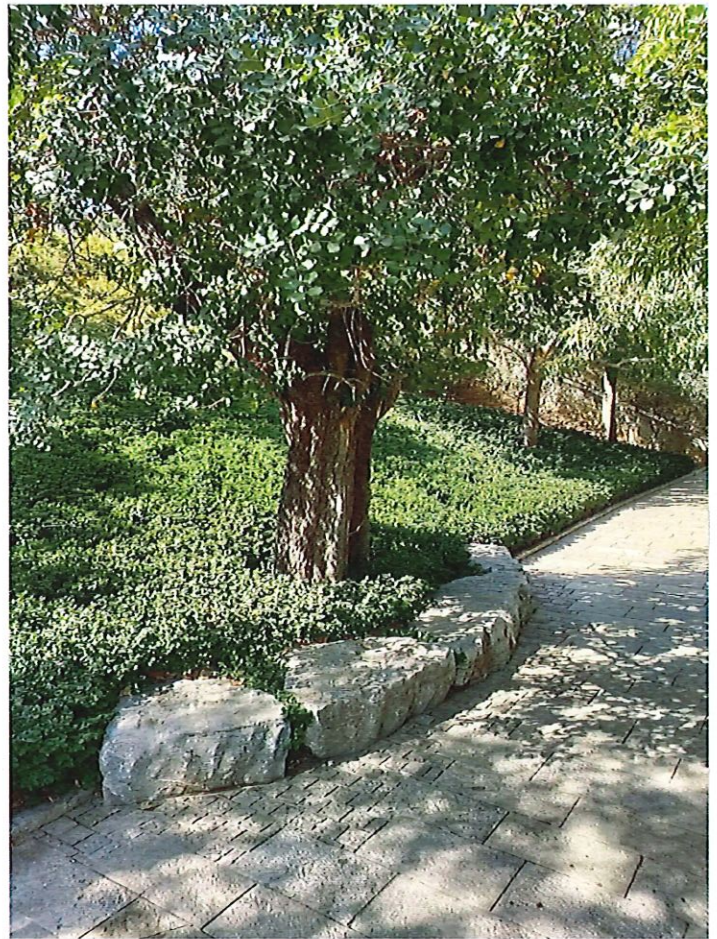


A photograph of a wooden pergola structure in a garden. The pergola has a flat roof made of horizontal wooden slats and is supported by four vertical wooden posts. It is situated on a paved patio area. In the background, there is a brick wall and various green plants and shrubs. A house is partially visible on the right side of the image.

A photograph of a winding stone path in a garden. The path is made of irregular, flat stones and is bordered by low, manicured hedges. In the background, there are trees, including a large tree on the left and a palm tree in the distance. The scene is brightly lit, suggesting a sunny day.



Sitting Rocks



Citron Trees in Pots



Myrtus



Date Palm Tree



Large Pots for Citron Trees



Olive Tree



Garden Concept hebrew

קונספט לתרומת תערוכת BUGA לגן הערים התאומות

העיר מאנהיים שיתפה ערים עם בידוש' (פולין), ברלין שרלוטנברג-וילמרסדורף וריסה (גרמניה), צ'סינאו (רפובליקת מולדובה), קליפדה (ליטא), טולין (צרפת), וינדזור (קנדה), ג'נ'אנג וצ'ינגדאו (סין), חיפה (ישראל) וסוויסי (וילס, בריטניה).

נציגי הערים השתתפות מתכננים מ לתערוכת הגנות הפדרלית (BUGA 23) במנהיים יחד עם עמיתים ממנהיים. "גן הערים התאומות" יישמר לאחר BUGA 23. הוא מתחזק בתוך פארק לאיסנפארק ויכול לשמש בכל עת כנקודת מפגש בנושא ערי השותפים במנהיים.

התכנון לאוקטובר 2021 יתקיים באופן מקוון עקב ממשלי נסיעה שנגרמו כתוצאה מהמגיפה.

משימה:

"גן הערים התאומות" נועד לתאר את מנון הערים התאומות של מנהיים ובמקביל להיות מוכר כפרויקט המתמקד במשותף ובמה שמחבר אותן. אסור שהיו שורות של גנות. במקום זאת, נועדה הבנה אמיתית של גינה משותפת שכל עיר תאומה מזדה את עצמה.

Garden_Concept_heb.pdf

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Guiding questions hebrew

These questions will guide the planning steps....

Cyclamen



Rosmarinus Officinalis

סדנה לתכנון הגן המשותף של הערים התאומות

העיר מנהיים ולאסנפארק מזמינים אתכם לסדנת תכנון מקוונת בין התאריכים 4 עד 13 באוקטובר 2021. נציג הערים התאומות עובדים יחד עם מומחים מלאסנפארק כדי לפתח את הרעיון הגנני ל"גן הערים התאומות".

השאלות הבאות ינחו את שלבי התכנון:

שאלה 1: מושא בסיסי "מרעה"

ערכת מני העצים היא המרכיב המקשר של הגן של הערים התאומות. יש ליצור גינת ערבה משותפת

- איזה סוג ערבה גדול בתדירות הגבוהה ביותר בעיר התאומה או בסביבה או שהוא משמש למטרות מסוימות?
- האם יש קשרים מסוימים בין העיר התאומה למרעה? יכול להיות גם שהמרעה בעיר התאומה לצעיר כבר אינו זמן או אנו יכול לשקשש שם מסיבות מסוימות.
- כיצד יכולה להראות תרומה אופיינית למרעה מהאזור שמסביב לעיר התאומה? אילו מרעה יכול להיות קשר היטב לשתי הערים?
- מה יכולה עיר התאומים לתרום למשא גינת המרעה? - זה לא תמיד חייב להיות העץ הנדל. שיהיה

Guiding_questions_he.pdf

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Garden of Twin Cities Mannheim

Dune landscape and Floating island



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Sala ir kopa

PDF document

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Klaipėda

Klaipėda, Lithuania

Aurelija Jankauskaitė-Bukantienė

LANDSCAPE ARCHITECT OF URBANISM AND ARCHITECTURE DEPARTMENT

e-mail: aurelija.jankauskaite@klaipeda.lt



Presentation of Klaipėda city greenery

Includes additional public space information (video, links and photos), a list of the most popular plants and examples of public space infrastructure.

Garden of Twin Cities Mannheim



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willow_in_the_Klaip_da.pdf

PDF document

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Garden Concept Lietuviškas

Dune landscape and floating island

Includes information on the dunes and the floating artificial island.

Manheimo miesto ir Luisenparko bendro planavimo seminaras vyks 2021 m. spalio 4-13 kvėčiama į nuotolinį planavimo seminarą. Miestų-partnerių atstovai kartu su Luisenparko kvalifikuotais specialistais parengs „Miestų-partnerių sodo“ sodininkystės koncepciją.

Dėl pandemijos sukeltų kėlavimo apribojimų, planavimo darbai 2021 m. spalį vyks nuotoliniu būdu.

Užduočių nustatymas

Projekto „Miestų-partnerių sodas“ tikslas – parodyti Manheimo miestų-partnerių įvairovę, tuo pačiu pabrėžiant jų bendrumą ir tai, kas jungia. Tai neturi būti sodų eilė. Pagrindinė mintis – bendrame sode įkūnyti jungtinį darbą taip, kad kiekvienas miestas-partneris galėtų atpažinti save.

Planuojamo sodo bendra tema – gluosnis. Visame pasaulyje yra paplitusios įvairios gluosnių rūšys, todėl yra daroma prielaida, kad šią temą galės pritaikyti visi miestai-partneriai.

Tikimasi, kad bus sukurtas bendras gluosnių sodas, kurį miestai-partneriai užpildys jų šaliai būdingais atributais. Gali būti naudojami tipiniai augalai ir jų sodinimo būdai, regioninės medžiagos, vaizdo įrašai, nuotraukos, meniniai eksponatai ir kt.

Planavimo seminaro metu bus nubrėžtos pagrindinės gairės, kaip viename sode apjungti visų bendrą indėlį. 2023 m. Federalinės sodininkystės ekspozicijos metu (ir vėliau) kiekvieną miestų-partnerių turį pristatyti šaliai būdingi augalai arba ypatingas dizaino elementas.

Garden_Concept_lietuvi_kas.pdf

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Guiding questions lietuviskas

These questions will guide the planning steps....

Miestų-partnerių bendro sodo planavimo seminaras

Manheimo miestas ir Luisenparkas 2021 m. spalio 4–13 kvėčiama į nuotolinį planavimo seminarą. Miestų-partnerių atstovai kartu su Luisenparko kvalifikuotais specialistais parengs „Miestų-partnerių sodo“ sodininkystės koncepciją.

Toliau pateikti klausimai padės planuoti darbo etapus.

1 klausimas: pagrindinė tema – „Gluosnis“

Turi būti sukurtas bendras gluosnių sodas, kuriame gluosnis taps miestų-partnerių sodą apjungiančiu elementu.

- Kokia gluosnių rūšis daugiausiai paplitusi mieste-partnerijoje ar jo apylinkėse ir (arba) yra naudojama konkrečiam tikslui?
- Ar miestas-partneris turi konkrečių sąsajų su gluosniu? Gali būti ir taip, kad mieste-partnerijoje gluosnių nėra arba dėl tam tikrų priežasčių jie ten neauga.
- Kokį indėlį gluosniams galėtų padaryti miestas-partneris ir jo apylinkės? Kokius gluosnius galima puikiai derinti su tipiniu miesto apželdinimu?
- Kaip miestas-partneris galėtų prisidėti prie gluosnių sodo temos? Gluosnis ne visada

Guiding_questions_lietuviskas.pdf

PDF document

PADLET DRIVE

Windsor

Windsor, Ontario

Wanda Letourneau, City of Windsor Parks- Horticulture Manager,
1149 Giles Blvd East, Windsor, Ontario, N9A 4G5, 1- 519-818-4909.

email

wletourneau@citywindsor.ca



[Windsor Parks in Bloom \(Part One\) - YouTube](#)

[Windsor Parks in Bloom \(Part Two\) - YouTube](#)

[Riverfront and Parks: City of Windsor Community Videos 2019 - YouTube](#)

[Mayor's Welcome: City of Windsor Community Videos - YouTube](#)



Windsor Parks in Bloom (Part Two)

by cityofwindsor

YOUTUBE

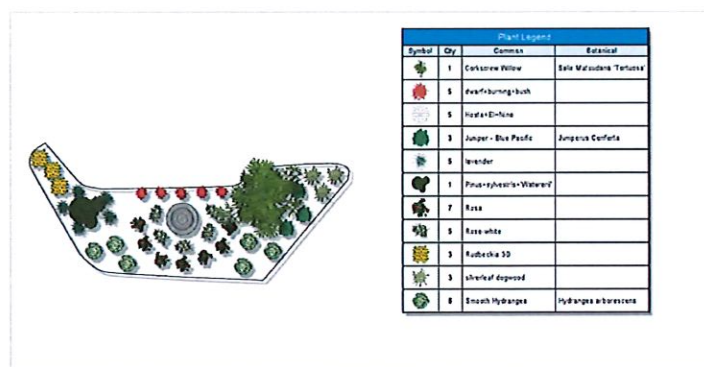
Purposed rock garden for Luisenpark



Purposed rock garden for the Luisenpark



Purposed fountain/ topiary plant list



Topiaries

Word document

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<https://www.citywindsor.ca/residents/parksandforestry/Commemorative-Programs/Pages/Commemorative-Bench-Program.aspx>

Bench

Word document

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Waste Management

Windsor Ontario

The City of Windsor makes use of a variety of in-ground Garbage and Recycle containers. Depending on use, these containers can be emptied daily, weekly, monthly or longer.



Waste Management

PDF document

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City of Windsor Rose

Windsor Ontario

The City of Windsor Is known as "The City of Roses".

The City of Windsor Rose is a Nell rose that produces deep red strongly fragrant blooms.



Rose

PDF document

PADLET DRIVE

erment in 1757, it was recommended by a special committee of botanists to the Ontario Horticultural Association. In a British botanical work published in 1760 there is a reference to the trilliums as "the herb True Love of Canada."



Found in the forests and woodlands of Ontario, the white trillium blooms in late April and May. The blooms are very sensitive to light, and the white flowers usually bend toward the sun as it moves

White Trillium

PDF document

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Raised Rock Walls

PDF document

PADLET DRIVE



Maple Leaf

PDF document

PADLET DRIVE



Animal Topiaries

PDF document

PADLET DRIVE

Local Native Plants to Essex County, Windsor, Ontario

Plants Height	Bloom
1 Big bluestem- <i>Andropogon gerardii</i> 3-5' flowers 6-10'	July-Oct
2 Blackeyed Susan- <i>Rudbeckia hirta</i> 2-3'	June-Oct
3 Blue flag iris- <i>Iris versicolor</i> 2-2.5'	May-July
4 Blue vervain- <i>Verbena hastata</i> 2-6'	July-Sept
5 Boneset- <i>Eupatorium perfoliatum</i> 4-6'	July-Oct
6 Butterfly weed- <i>Asclepias tuberosa</i> 1-2.5'	June-Sept
7 Common milkweed- <i>Asclepias syriaca</i> 3-6'	June-Aug
8 Compass plant- <i>Silphium laciniatum</i> 3-9'	July-Sept
9 Culver's root- <i>Veronicastrum virginicum</i>	June-Sept

Local Native Plants to Essex County

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Planters

PDF document

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Twin Cities plant list from Coventry Park

Plants that are highlighted

Yellow - are unique to the Park
Green - unique for creeping habit
Blue - attract butterflies
Purple - drought tolerant

Achy Breaky Heart Grass- *Calamagrostis brachytricha*
Amaranthus
Anerium Wisteria
Anise Hyssop- *Agastache foeniculum*
Apple Mint- *Mentha suaveolens*
Arctic dwarf bush- *Betula nana*
Bald Cypress- *Taxodium distichum*
Balloon Plant- *Platyodon grandiflorus*
Basket of Gold- *Aureo-amoena*
Bear's Breaches- *Acanthus*
Bears Breeches
Beeblossom- *Gaura lindheimeri*
Bergenia- *Bergenia cruenata*
Black Cohosh- *Actaea racemosa*
Black Coral- *Stachys multiflora*
Blackberry Lily- *Iris domestica*
Bloody Cranesbill- *Geranium sanguineum*
Blue False Indigo- *Baptisia australis*
Blue Oat Grass- *Helictotrichon sempervirens*
Blue Spurge Euphorbia- *Euphorbia characias 'Glacier Blue'*
Bluebeard- *Caryopteris*
Borage- *Borago officinalis*
Bronze Fennel- *Foeniculum vulgare 'Purpureum'*
Bunchberry
Burnweed- *Salvia sessilis*
Candytuft- *Iberis sempervirens*
Canna Lily- *Lemon, Canna Yellow*
Cardinal Flower- *Lobelia cardinalis*
Chadron Tree- *Viburnum acerifolium*

Coventry Park

Word document

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Guiding questions

These questions will guide the planning steps....

Planning workshop for the "Garden of Twin Cities"

The city of Mannheim and the Luisenpark invite representatives of the twin cities to an online planning workshop from October 4 to 13, 2021. They will work together with experts from the Luisenpark with the aim of developing the horticultural concept for a "Garden of the Twin Cities".

The following questions will guide the planning steps:

Question 1: Basic theme "Willow":

The tree species willow is the connecting element of the Garden of the Twin Cities. The aim is to create a willow garden which represents all the cities involved.

- Which willow species is most common in the twin city or in the vicinity? Or has the willow disappeared from the city, possibly because it cannot thrive there?
- Are there any typical willow plantings in the twin city?
- Is there a willow species used for certain purposes? (Construction, basket or fence)

Guiding_questions_engl_.pdf

PDF document

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Garden Concept

Project outline for the Garden of Twin Cities

A contribution to the BUGA exhibition

The city of Mannheim is twinned with a number of cities worldwide: Bydgoszcz (Poland), Berlin Charlottenburg-Wilmersdorf and Riesa (Germany), Chisinau (Republic of Moldova), Klaipeda (Lithuania), Toulon (France), Windsor (Canada), Zhenjiang and Qingdao (China), Haifa (Israel) and Swansea (Wales, UK).

Together with colleagues from Mannheim, representatives from these twin cities are planning a garden for the Federal Garden Show in Mannheim (BUGA 23). The "Garden of Twin Cities" is a long-term project and will live beyond BUGA 23. It will be maintained as part of "Luisenpark" and can be used as a focal point for international activities in Mannheim.

The planning workshop will take place online in October 2021 due to pandemic-related travel obstacles.

Task:

The "Garden of Twin Cities" is intended to mirror the diversity of Mannheim's twin cities, at the same time focusing on what these cities have in common and what makes them different.

Garden_Concept_english.pdf

PDF document

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Zhenjiang

China Zhenjiang International Economic and Technical Cooperation co, Ltd

Li Jingkai

General manager of CZICC

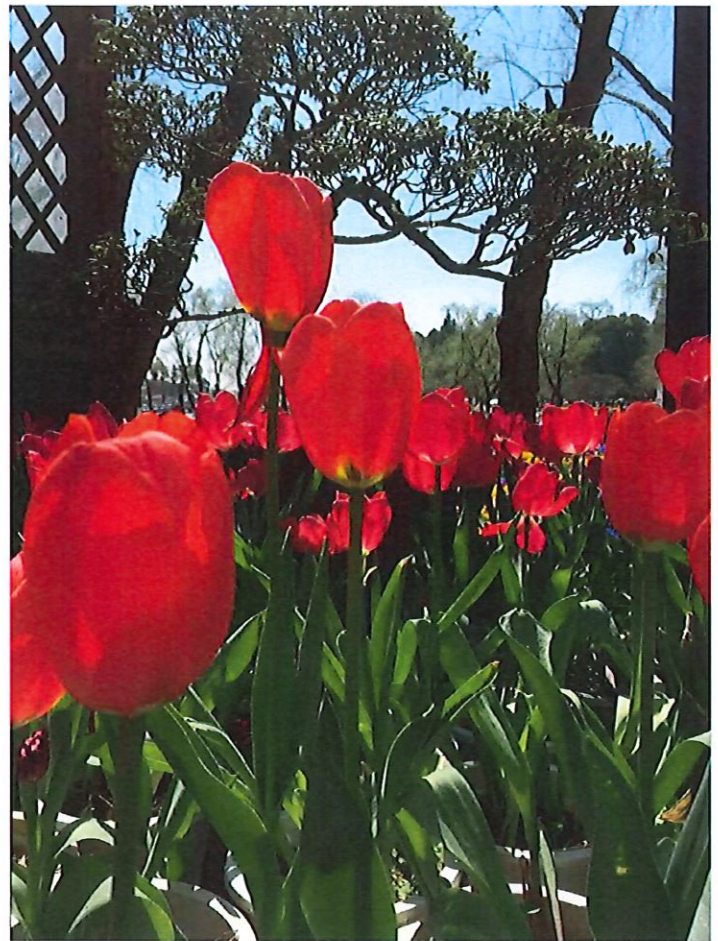
212004 nanshan Road.61 Zhenjiang,China

jingkai-li@czicc.com



Rhododendron

The city flower of Zhenjiang







Willow



The most common willow species in China is **weeping willow**.

In China, where there are willows, there must be water, so we usually like to plant willows by the river or lake

Pr_sentation_Zhenjiang.pdf

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课题1：基本主题“柳树”

“柳树科”是友好城市花园的连接元素。应该设计一个共同的柳树花园。

- 哪种柳树最常生长在友好城市或者其周边，又或者用于特定用途？
- 友好城市和柳树是否有特定的联系？也有可能，在友好城市已经不再有柳树或者那里由于特定的原因柳树无法再茁壮生长。
- 如何从友好城市的环境中看出柳树的典型贡献？哪些柳树可以和各城市的典型种植很好地联系在一起？
- 友好城市可以对柳树花园主题有哪些表现？-不一定总是大的树木，可以设想小灌木林、矮林、篱笆、柳树雕像等等。
- 植物运输：可以运输和移植来自友好城市的柳树吗？这些柳树可以作为树木或者灌木以各种大小通过转发机构寄送，或者插条/插枝通过瓶装邮寄。

课题2：基本设计主题—和柳树相关的种植

Guiding_questions_chin.pdf

PDF document

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Garden Concept 中文

由于疫情导致旅行受限，2021年10月的规划过程将在网上进行。

任务设置

“友好城市花园”旨在描绘曼海姆友好城市的多样性，同时也是一个突出共同性和关联性的项目。它不应该是成排连接的多个花园，而是一个真正意义上的共同花园，在其中每个友好城市都能找到自己。

设定了一个共同的主题作为花园设计的框架：柳树类在世界各地都很常见。因此柳树主题对于所有友好城市都是可行的。

设计一个共同的柳树花园，由友好城市添加具有地区典型的内容。典型的植物和植物设计、地区材料、视频、图画、艺术装置等都可以占据一席之地。

设计研讨会旨在突出基本不同之处，从而将所有贡献聚集在一个有各自特性的共同花园中。每个友好城市都要展示植物的典型使用或者关于联邦园艺博览会2023的独特设计元素。

Garden_Concept_.pdf

PDF document

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Chisinau

Chişinău, Republic of Moldova

Andrei GRAFOV

DEPUTY DIRECTOR GREEN SPACES MANAGEMENT Municipal Enterprise

E-mail: grafovandrei22@gmail.com



examples of stone foundations

(pictures from google.com)

Guiding questions

These questions will guide the planning steps...



Arrangement with handicrafts in Chisinau



Arrangement with handicrafts in Chisinau



Arrangement with handicrafts in Chisinau



Arrangement with handicrafts in Chisinau



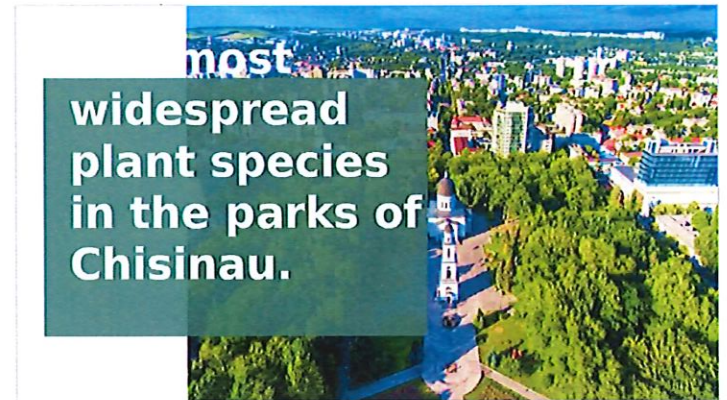
Arrangement with handicrafts in Chisinau



Arrangement with handicrafts in Chisinau

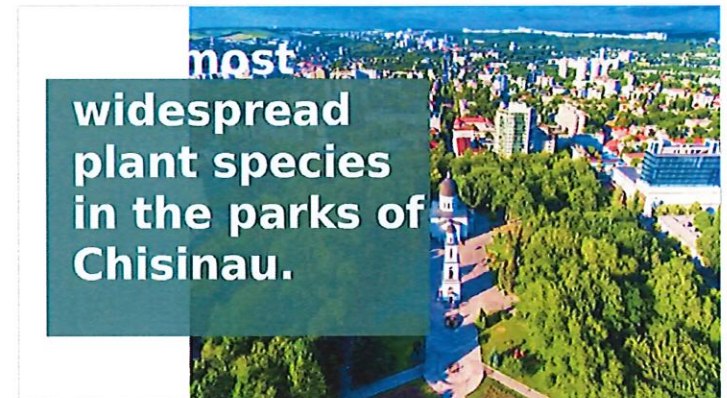


The most widespread plant species in the parks of Chisinau.



The_most_widespread_plant_species_in_the_parks_of_Chisinau_.pp
Powerpoint presentation
PADLET DRIVE

The most widespread plant species in the parks of Chisinau.



The_most_widespread_plant_species_in_the_parks_of_Chisinau_.pp
Powerpoint presentation
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(Chişinău-pictures from google.com)



Chişinău-(pictures from google.com)



Willow in the Republic of Moldova




Republic of Moldova
CHISINAU CITY HALL
M. E. „ Green Spaces Management ”

Willow / Salix alba L.

Chişinău 2021

Willow_1_.pptx
Powerpoint presentation
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Garden Concept Românesc

„Valley of the Roses" Park, Chişinău

Arrangement with traditional elements. Willow fence.

Atribuirea sarcinilor:

„Grădina orașelor înfrățite” trebuie să înfățișeze diversitatea orașelor înfrățite cu Mannheim și, în același timp, să fie recunoscută ca un proiect, care se concentrează pe ceea ce este comun și ceea ce le unește. Nu ar trebui să existe o succesiune de grădini. Mai degrabă, se intenționează un acord real cu privire la o grădină comună, în care fiecare oraș înfrățit să se recunoască.

Drept cadru pentru planificarea grădinii este dată o temă comună: specia de arbori, salcia. Speciele de salcie sunt răspândite în toată lumea. Se presupune că tema salciei poate fi realizată pentru toate orașele înfrățite.

Se creează o grădină comună cu sălcii, pe care orașele înfrățite o vor umple cu conținut tipic țării. Plantele tipice și planurile de plantare, materialele regionale, videoclipurile, imaginile, împrumuturile artistice etc. pot juca un rol.

Atelierul de planificare trebuie să stabilească cursul principal pentru a uni toate contribuțiile într-o grădină comună identificabilă. Fiecare oraș înfrățit ar trebui să fie prezentat cu o utilizare tipică a plantelor sau cu un element de design special pentru expoziția federală de horticultură 2023 și nu numai.

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Guiding questions ro

These questions will guide the planning steps...

Atelier de planificare a grădinii comune a orașelor înfrățite

Orașul Mannheim și Luisenpark vă invită la un atelier de planificare online în perioada 4 - 13 octombrie 2021. Reprezentanții orașelor înfrățite lucrează împreună cu specialiștii din Luisenpark, pentru a dezvolta conceptul horticol pentru o „grădină a orașelor înfrățite”.

Următoarele întrebări vor ghida etapele de proiectare:

Întrebare 1: Tema de bază „Salcia”

Salcia este elementul de legătură al grădinii orașelor înfrățite. Trebuie creată o grădină comună de sălcii

- Ce tip de salcie crește cel mai frecvent în orașul înfrățit sau în zona înconjurătoare sau este utilizat în anumite scopuri?
- Există anumite legături între orașul înfrățit și salcie? Ar putea exista și varianta în care salcia să nu existe în orașul înfrățit sau să nu poată crește acolo din anumite motive.
- Cum poate arăta o contribuție tipică din zona orașului înfrățit la tema Salcia? Ce sălcii pot fi asociate bine cu plantarea tipic urbană?
- Cu ce poate contribui orașul înfrățit la tema grădina de sălcii? - Nu trebuie să fie

Guiding_questions_ro.pdf

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Riesa

Ina Nicolai, Amtsleiterin Stadtbauamt

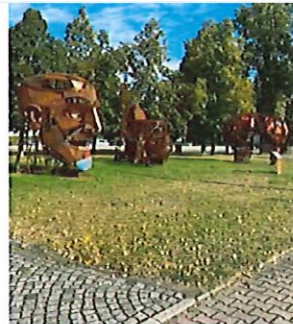
01589 Riesa, Rathausplatz 1

Tel: 0049 3525/700290

ina.nicolai@stadt-riesa.de

www.riesa.de

Kloster mit Kräuterbeeten



20.09. - 17.10.2021 2. Metallbildhauersymposium in Riesa:



Metallbildhauersymposium_in_Riesa.docx

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hohler Lerchensporn

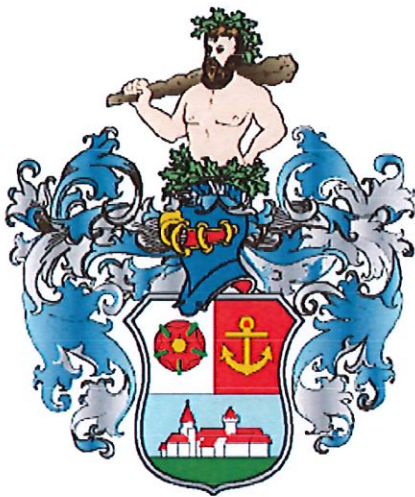




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Stadtwappen Riesa



Stadtpark



Ginkgo in Jahnishausen

Erste Gedanken aus Riesa

Erste Gedanken aus Riesa

Die Stadt Riesa wird landschaftlich durch die Elbe und ihre Zulaufe Dölnitz und Jähna geprägt. Entsprechende Unterschutzstellungen als Landschaftsschutzgebiete sichern den Fortbestand der vorhandenen Restauwälder.

Dabei spielt die Weide als Baumart keine Rolle, da es sich um Hartholzauwälder mit den Leitarten Steleiche, Ulmen, Gemeine Esche und Berg-Ahorn handelt. Diese Arten benötigen bzw. vertragen die Wechselfeuchte der immer wiederkehrenden Hochwasser der Elbe und ihrer Nebenflüsse.

Aus den Farben des Riesaer Stadtwappens heraus (blau, weiß) lassen sich bestimmt Unterpflanzungen aus der Strauch- und Staudenschicht finden. Frühblüher Aspekte treten hier insbesondere durch das Buschwindröschen und die Märzenbecherblüte auf.

In einem besonderen Parkteil an der Jähnaue steht der Nationalerbebaum Nr. 2 von Deutschland, ein Ginkgo biloba (ca. 300 Jahre alt).

Ein ausgeprägt schönes Beispiel in Riesa ist in der Blüte der Glyzinie (Wisteria sinensis), an der gesamten Fassade des Riesaer Rathauses zu sehen, sowohl in aller Fülle vor dem Laubaustrieb, als auch in einer zweiten nachfolgenden Blüte im Laub. Dieser Blauregenbestand ist bereits über 100 Jahre alt.

Geht man nach dem Riesaer Stadtwappen, ist hier auch eine rote Rose zu sehen, die an den Freiherrn von Welk, den letzten privaten Besitzer des Rittergutes (heute Rathaus) erinnert. Natürlich wird in der Wappendarstellung ebenso an das Riesa Kloster erinnert, dem Ursprungsort von unserer Stadt mit dem Gründungsjahr 1119.

So konnte Riesa im Jahr 2019 sein 900-jähriges Bestehen feiern. Aus diesem Anlass wurden auch die Riesaer Partnerstädte mit einer Skulptur gewürdigt – Riesen (aus dem Stadtwappen), die eine Erdkugel tragen. Hier können Einwohner und Besucher von Riesa an einer Stele die Partnerstädte auswählen, diese sind dann durch einen Lichteffekt auf der Erdkugel sichtbar und zukünftig erhält man durch eine integrierte Sprachausgabe auch Informationen zu hören.

Aus den vielen Aspekten lassen sich sicher gemeinsam ein paar Anregungen für den Garten der Partnerstädte finden.

Riesa__Beschreibung_BUGA_Mannheim.docx

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Aufgabenstellung:

Der „Garten der Partnerstädte“ soll die Vielfalt der Mannheimer Partnerstädte abbilden und gleichzeitig erkennbar ein Projekt sein, welches das Gemeinsame und Verbindende in den Vordergrund stellt. Es soll keine Aneinanderreihung von Gärten entstehen. Vielmehr ist eine echte Verständigung auf einen gemeinsamen Garten, in dem sich jede Partnerstadt wiedererkennen, intendiert.

Als Rahmen für die Gartenplanung wird ein gemeinsames Thema vorgegeben: die Baumart Weide. Weidenarten sind weltweit verbreitet. Es wird davon ausgegangen, dass das Thema Weide für alle Partnerstädte umsetzbar ist.

Es entsteht ein gemeinsamer Weidengarten, den die Partnerstädte mit landestypischen Inhalten füllen. Typische Pflanzen und Pflanzpläne, regionale Materialien, Videos, Bilder, künstlerische Leihgaben etc. können eine Rolle spielen.

Der Planungsworkshop soll die wesentlichen Weichen stellen, um alle Beiträge in einem erkennbar gemeinsamen Garten zusammenzufügen. Jede Partnerstadt soll mit einer typischen Pflanzenverwendung oder einem besonderen Gestaltungselement zur Bundesgartenschau 2023 und darüber hinaus präsentiert sein.

1

Gartenkonzept.pdf

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Guiding questions / Leitfragen

Diese Fragen werden uns durch den Workshop führen....

Fragestellung 1: Grundthema „Weide“

Die Baumart Weide ist das verbindende Element des Gartens der Partnerstädte. Es soll ein gemeinsamer Weidengarten entstehen

- Welche Weidenart wächst in der Partnerstadt oder in der Umgebung am häufigsten oder wird für bestimmte Zwecke verwendet?
- Gibt es bestimmte Verbindungen der Partnerstadt zur Weide? Es könnte auch der Fall sein, dass die Weide in der Partnerstadt leider nicht mehr vorhanden ist oder dort aus bestimmten Gründen nicht gedeihen kann.
- Wie kann aus der Gegend der Partnerstadt ein typischer Beitrag zur Weide aussehen? Welche Weiden lassen sich mit der städte typischen Bepflanzung gut in Verbindung bringen?
- Was kann die Partnerstadt zum Thema Weidengarten beitragen? - Es muss nicht immer der große Baum sein. Denkbar sind auch kleine Sträucher und Büsche, ein Flechtzaun, eine Weidenkulptur o.ä.
- Pflanzenlieferungen: Können Weiden aus den Partnerstädten geliefert und verpflanzt werden? Diese Weiden können in allen Größen als Bäume und Sträucher per Spedition bis hin zum Steckling/Steckholz per Flaschenpost verschickt werden.

Fragestellung 2: Das Grundthema ausgestalten - Pflanzungen in Verbindung mit Weiden

Garden_of_Twin_Cities_Leitfragen.pdf

PDF document

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Toulon

Toulon, France

Olivier BADIE

Directeur

Direction des Espaces Verts

Métropole Toulon Provence Méditerranée

obadie@metropoletpm.fr

06 89 49 45 44

put in 1 photo of typical planting and explain



Gartenkonzept



Présentation projets Ville de Toulon

put in 1 photo of typical planting and explain



Manheim_toulon_buga_2023.pptx
Powerpoint presentation
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Tâche :

Le "Jardin des villes jumelées" doit représenter la diversité des villes jumelées de Mannheim et, en même temps, être un projet reconnaissable qui se concentre sur ce qu'elles ont en commun et ce qui les unit. L'idée n'est pas de créer une série de jardins. L'intention est plutôt de parvenir à une véritable compréhension d'un jardin commun dans lequel chaque ville jumelle se reconnaît.

Un thème commun sert de cadre à l'aménagement du jardin : l'espèce d'arbre qu'est le saule. Les espèces de saule sont présentes dans le monde entier. On suppose que le thème du saule est réalisable pour toutes les villes jumelées.

Un jardin commun de saules sera créé, que les villes jumelées rempliront de contenus typiques de leur pays. Les plantes typiques et les plans de plantation, le matériel régional, les vidéos, les photos, les prêts artistiques, etc. peuvent jouer un rôle.

L'atelier de planification doit fixer le cap essentiel pour rassembler toutes les contributions dans un jardin commun reconnaissable. Chaque ville partenaire devrait se voir présenter une utilisation typique des plantes ou un élément de conception particulier pour l'Exposition horticole fédérale 2023 et au-delà.

Conception_Garden_of_the_Twin_Cities_frz.pdf

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PADLET DRIVE

Guiding questions

- Quelle est l'espèce de saule qui pousse le plus fréquemment dans la ville jumelle ou dans les environs ou qui est utilisée à certaines fins ?
- Y a-t-il certains liens entre la ville jumelle et le saule ? Il se peut également que le saule ne soit malheureusement plus présent dans la ville jumelle ou qu'il ne puisse y prospérer pour certaines raisons.
- Quelle pourrait être une contribution typique au saule de la région de la ville jumelle ? Quels saules peuvent être bien associés à la plantation typique en ville ?
- Que peut apporter la ville jumelle au jardin des saules ? - Il n'est pas nécessaire que ce soit toujours le grand arbre. De petits arbustes et buissons, une clôture en osier, une sculpture en saule ou autre sont également envisageables.
- Fournitures pour plantes : Les saules des villes jumelles peuvent-ils être livrés et transplantés ? Ces saules peuvent être envoyés dans toutes les tailles en tant qu'arbres et arbustes par le transporteur jusqu'aux boutures/bois en bouteilles.

Question 2 : Conception du thème de base - plantations en rapport avec les saules

Le thème de base "Saule" fournit la structure, l'élément de liaison du jardin.

La prochaine étape de la planification consistera à remplir les zones avec les propositions de design des villes jumelées.

- Existe-t-il des propositions d'aménagement et des plantes typiques et reconnaissables pour le jardin des villes jumelées qui nous ouvrent des idées ?

Guiding_questions_fr.pdf

PDF document

PADLET DRIVE

Mannheim

Team Luisenpark

Garden Concept français



Team Luisenpark

Ellen Oswald

Gardening manager Luisenpark, Mannheim



Pr_sentation_Luisenpark_English_gek_rzt.pdf

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Impressions of Luisenpark



Pr_sentation_Luisenpark.pdf

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Team International Office

Stefanie Miller

Pia Schanne

Jana Garbrecht

Sarah Uphoff

David Linse, Head of Department



Luisenpark_engl

Town Twinning Association Mannheim

Rüdiger Finke

Alexa Kilchling

http://partnerstadt-mannheim.de/de_DE/

FVSP Mannheim

Willkommen auf der Homepage des
Fördervereins Städtepartnerschaften
Mannheim e. V.

PARTNERSTADT-MANNHEIM



BUGA

Team Landscape Architecture and Exhibition Concept



Typical plantation

Perennials in Luisenpark Mannheim



Typical plantation

Perennials in Luisenpark Mannheim



Typical plantation

Perennials in Luisenpark Mannheim



Typical plantation

Perennials in Luisenpark Mannheim



※※※※※

Item No. 8.12



Committee Matters: SCM 125/2023

Subject: Report No. 49 of the International Relations Committee - IRC Delegation going to Mannheim, Germany - Garden of Twin Cities

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

Decision Number: **DHSC 495**

That Report No. 49 of the International Relations Committee – IRC Delegation going to Mannheim, Germany – Garden of Twin Cities indicating:

That the invitation extended by Mannheim, Germany for the Chair, the Manager of Horticulture and one representative from the International Relations Committee to attend the Ceremonial Opening of the Garden of Twin Cities and the International Conference of Twin Cities in Mannheim from May 4-7, 2023 at an upset limit of \$10,000 from the IRC operating budget BE APPROVED, and further, that interested members of the IRC enter their names into a draw which will be held virtually **BE APPROVED**.
Carried.

Report Number: SCM 97/2023
Clerk's File: MB2023

Clerk's Note:

1. The recommendation of the Development & Heritage Standing Committee and Advisory Committee are the same.
2. Please refer to Item 12.2 from the Development & Heritage Standing Committee held on April 5, 2023.
3. To view the stream of this Standing Committee meeting, please refer to:
<http://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20230405/-1/9402>



Committee Matters: SCM 97/2023

Subject: Report No. 49 of the International Relations Committee - IRC Delegation going to Mannheim, Germany - Garden of Twin Cities



Committee Matters: SCM 123/2023

Subject: Report No. 50 of the International Relations Committee - International Mother Language Plaza (Martyr's Monument)

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

Decision Number: **DHSC 496**

That Report No. 50 of the International Relations Committee – International Mother Language Plaza (Martyr's Monument) indicating:

That the request for funding for the International Mother Language Plaza (Martyr's Monument) BE REFERRED to City Council for their review and consideration for funding as this matter is not germane to the International Relations Committee BE APPROVED
Carried.

Report Number: SCM 98/2023
Clerk's File: MB2023

Clerk's Note:

1. The recommendation of the Development & Heritage Standing Committee and Advisory Committee are the same.
2. Please refer to Item 12.3 from the Development & Heritage Standing Committee held on April 5, 2023.
3. To view the stream of this Standing Committee meeting, please refer to:
<http://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20230405/-1/9402>



Committee Matters: SCM 98/2023

Subject: Report No. 50 of the International Relations Committee - International Mother Language Plaza (Martyr's Monument)

April 3, 2023

REPORT NO. 50
of the
INTERNATIONAL RELATIONS COMMITTEE (IRC)
Meeting held March 8, 2023

Present: Councillor Angelo Marignani, Chair
Councillor Renaldo Agostino
Councillor Fred Francis
Councillor Ed Sleiman
Lubna Barakat
Saiful Bhuiyan
Ronnie Haidar
William Ma
L.T. Zhao

Your Committee submits the following recommendation:

Moved by Councillor Fred Francis, seconded by William Ma,
That the request for funding for the International Mother Language Plaza
(Martyr's Monument) **BE REFERRED** to City Council for their review and
consideration for funding as this matter is not germane to the International
Relations Committee.
Carried.

CHAIR

Committee Coordinator

NOTIFICATION		
International Relations Committee	On file	



Committee Matters: SCM 126/2023

Subject: International Relations Committee 2022 Annual Report

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

Decision Number: **DHSC 497**

That the International Relations Committee 2022 Annual Report **BE APPROVED.**
Carried.

Report Number: SCM 77/2023
Clerk's File: MB2023

Clerk's Note:

1. The recommendation of the Development & Heritage Standing Committee and Advisory Committee are the same.
2. Please refer to Item 12.4 from the Development & Heritage Standing Committee held on April 5, 2023.
3. To view the stream of this Standing Committee meeting, please refer to:
<http://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20230405/-1/9402>



Committee Matters: SCM 77/2023

Subject: International Relations Committee 2022 Annual Report



International Relations Committee – 2022 Annual Report

Membership

Councillor Fred Francis, Chairperson
Councillor Fabio Costante
Councillor Gary Kaschak
Councillor Ed Sleiman
Mr. Daniel Ableser
Ms. Maria Belenkova
Mr. Jerry Barycki
Mr. Scott Despina
Mr. Ronnie Haidar
Mr. William Ma
Mr. Steven Spagnuolo
Mr. L.T. Zhao

Mandate

- Support the efforts of the Mayor and Council in the enhancement of Windsor's international image
- Promote and enhance our relationship with current twin cities
- Support international education, cultural, sport and economic initiatives

The International Relations Committee (IRC) continues to promote Windsor's international interests and image through its focus on strengthening the current community based twin city relationships both abroad and in the local community. This is achieved through the committee's continued support towards educational, cultural, social and economic based exchanges. The committee also devotes its energies towards the exploration of potential new or emerging twin city relationships where there is a desire to twin based on a strong local community commitment, and where long term, valuable exchanges are realized.

The IRC met four (4) times in 2022. After a two-year hiatus due to the Covid-19 pandemic, members of the IRC had the opportunity to take part in events, as evidenced in the following report.

Support for our twin city of Lublin, Poland

In March 2022, the IRC contributed \$5,000 from the Committee's operating budget to support our twin city of Lublin, Poland as well as relief agencies operating in Lublin in their humanitarian efforts to support refugees from Ukraine fleeing the war. Being that Lublin is approximately 100 kilometers from the border with Ukraine and is the largest major city in Poland near the Ukraine border, it has become the host community and point of first refuge for many refugees fleeing the ongoing war in Ukraine.

Study Tour to Windsor from Mannheim Germany

On April 4-6, 2022, the City of Windsor welcomed a small group from our twin city of Mannheim as part of the Study Tour for the International Urban Regional Cooperation (IURC) program, where Windsor and Mannheim were matched and are cooperating in the field of sustainable transformation. The IRC sponsored a lunch for the group on Monday, April 4th, 2022. Additionally, members of the IRC participated in the Networking Mingle at the St. Clair Centre for the Arts, organized by Karina Richters, Supervisor, Environmental Sustainability and Climate Change at the City of Windsor and her team, on Tuesday, April 5th 2022.

Misono Jogakuin High School, Fujisawa, Japan - Exchange Students



The IRC once again welcomed a group of students from Windsor's twin city of Fujisawa, Japan. The group from the Misono Jogakuin High School, which included 19 exchange students, 2 teachers and 3 escorts, were in Windsor from July 22th through August 2nd, 2022. On Tuesday, July 26th, they were greeted in Council Chambers by Mayor Drew Dilkens and Ontario's Minister of Citizenship and Multiculturalism, Michael Ford as well as some members of the IRC. After some welcoming remarks, several photos, a gift exchange and a cake to celebrate their visit, the group explored the grounds at

City Hall and took some pictures next to the tree that was planted by the very first Misono School Group that visited in 2009. During their two-week stay, the group will also have the opportunity to explore Windsor-Essex as a group as well as with their host families.



6th Annual Children's Art Exhibition

After being held virtually for the past 2 years, the IRC held the City of Windsor's sixth Children's Art Exhibition, which included art from children between the ages of 6-12 years old from Windsor as well as children from our twin cities of Changchun, China, Fujisawa, Japan, Gunsan, South Korea and Saltillo, Mexico, Lublin, Poland and Mannheim, Germany. The art was displayed from November 17th through November 27th in the lobby of Windsor's City Hall with the assistance of Salina Larocque, Cultural Development Coordinator and her team. The Exhibition was extremely successful and well received by all.



Visiting Delegation from Lublin, Poland

From November 17-20, 2022, the City of Windsor and the IRC hosted Mr. Krzysztof Stanowski, Director, International Cooperation Centre of the City of Lublin, who visited on behalf of the Mayor of Lublin, Mayor Zuk. Also visiting during this time were Mr. Witold Dzielski, Ambassador of the Republic of Poland to Canada; Mr. Janusz Tomczak, President, Canadian Polish Congress and Mr. Dominic Roszak, Vice President, Canadian Polish Congress, and Vice Chair World Polonia Council. The delegates were invited to City Hall to meet with Mayor Dilkens and to participate in the opening of the 6th Annual children's Art Exhibition at City Hall. During their stay, the delegation toured the University of Windsor and had a productive meeting with President and Vice Chancellor Robert Gordon, met with Stephen Mackenzie, President and CEO of Invest WindsorEssex and his team, where they

also had the opportunity to participate in a demonstration of the Virtual Reality Cave at the Automobility and Innovation Centre and met with Mark Galvin, President and CEO of Your Quick Gateway (YQG), where they were able to tour of Windsor Airport. The group attended the 25th Annual Polish-Canadian Society Dinner and also met with representatives of the Polonia Centre. An Official dinner was held at Willistead Manor to commemorate the 20th Anniversary of our twinning relationship, which was delayed due to the pandemic.



Children's Art Exchange - Gunsan

Our twin city of Gunsan, South Korea held their Children's Art Exchange, which opened on December 19th at the Gunsan Arts Centre. The City of Windsor once again participated in this wonderful event sending drawings from local children for display.

Letter Chamber of Commerce

In 2022 a letter was sent to the City of Windsor's twin cities from the International Relations Committee and the Windsor-Essex Region Chamber of Commerce regarding an initiative that would propose an arrangement allowing the Windsor-Essex Chamber of Commerce to extend its membership benefits to members of the City of Windsor's twin cities, encouraging them to consider expanding their businesses in our region.

Additional Information

On November 17th, 2022, some members of the IRC attended the 25th Annual Polish-Canadian Society Dinner.

The City of Windsor had three milestone twinning anniversaries in 2022:

1. Changchun, China: 30 years
2. Las Vuletas, El Salvador: 35 years
3. Fujisawa, Japan: 35 years

Milestone anniversaries in 2023 included:

1. Coventry, England: 60 years
2. St. Etienne, France: 60 years

As a result, the committee anticipates the potential for both in-bound and out-bound delegations to and from these cities to celebrate these anniversaries.

The City of Windsor is currently participating in “Garden of Twin Cities” project, in Mannheim, Germany, where they are creating a beautiful garden that will include some aspect of each of their twin cities. Wanda Letourneau, Manager of Horticulture has been participating virtually in this program and has replicated Coventry Gardens, which will be incorporated into the final garden that will be unveiled in May 2023. Additionally, in July of 2022, two students from St. Clair College’s Horticulture Program travelled to Mannheim, on behalf of the City of Windsor, to work on this project. A delegation will be invited to attend the unveiling of this wonderful project.



Subject: Local Improvement (Resident Initiated) - Proposed Construction of Storm Sewer and Curb and Gutter on Clemenceau Boulevard from the Canadian National Railway (CNR) Tracks to North Service Road East - Ward 8

Reference:

Date to Council: 2023-04-24
Author: Joseph Bressan
Engineer I
(519) 255-6100 Ext. 6890
jbressan@citywindsor.ca
Public Works - Operations
Report Date: 2023-04-06
Clerk's File #: SL2023

To: Mayor and Members of City Council

Recommendation:

- I. THAT Council **APPROVE** the construction of storm sewer and curb and gutter on Clemenceau Boulevard between the CNR Tracks and North Service Road East, as shown on attached Drawing C-3564 as a local improvement under the provisions of O. Reg. 586/06 under the Municipal Act, with a repayment term not to exceed 10 years at an interest rate deemed appropriate by Administration, and that Notice of Intention to pass a Local Improvement Charges By-Law **BE GIVEN** to the public and affected owners under section 6 of O. Reg. 586/06 for approval to undertake the work as a local improvement, in accordance with the attached Local Improvement Report.
- II. THAT the City's share of the costs of approximately \$2,102,741.00 **BE FUNDED** from Project ID #7221039 – Clemenceau Road Local Improvement.
- III. THAT 30 days after giving Notice of Intention to Pass a Local Improvement By-law, Council **PASS** a By-law for the construction of storm sewer and curb and gutter on Clemenceau Boulevard from the CNR Tracks to North Service Road East as a local improvement in accordance with Section 5 of O. Reg. 586/06.

Executive Summary:

N/A

Background:

Administration received a request by Councillor Kaschak to begin a Local Improvement for the 3200 block of Clemenceau Boulevard from the CNR Tracks to North Service Road East. This request was accompanied by a sufficiently signed LIP petition from residents living on 3200 block of Clemenceau Boulevard.

According to the City's Road Condition Rating System, Clemenceau Boulevard from the CNR Tracks to North Service Road East is rated as "54" (now deficient). This road has a rural cross section and a pavement width of approximately 5.6 meters. Based on review of the existing conditions, the current sanitary sewer installed in approximately 1980 is in good condition and does not require replacement.

At its meeting of August 24, 2020, Council passed Council Resolution CR431/2020, which approved updates to the policy entitled "Local Improvement Policy Consolidation" (the 2020 Policy). S.3.7.2 of the 2020 Policy indicates that "All existing local improvements will be governed by the policy in place at the time of their approval".

Prior to the 2020 Policy, under Council Resolution CR292/2003, a uniform flat rate of \$99.00 per metre of frontage was used on all petitions prepared for the construction of a storm sewer when only one sewer was being constructed.

Discussion:

This report is required to satisfy the requirements of O. Reg. 586/06: Local Improvement Charges to provide notice of the intent to pass a local improvement by-law, and to pass this by-law required to allow collection of funds from those benefiting from the proposed improvements.

The work for this Local Improvement includes placement of curb and gutter and storm sewer.

Any property owner who wishes to add a new private drain connection and cleanout where one did not exist prior to construction, will be provided with an opportunity prior to construction to purchase a new connection and cleanout.

Section 5.2 of Zoning By-law 8600 prohibits the erection of a building on a lot unless a paved street, municipal storm water outlet, municipal sanitary sewer, municipal electrical service, and municipal water service is available. As such, any property

fronting on Clemenceau Boulevard cannot develop further unless these municipal services are available. Construction of a storm sewer on Clemenceau Boulevard may provide development opportunities through the creation of new lots through severances.

Risk Analysis:

Local improvement work is consistent with the requirements set forth by O. Reg. 586/06 under the Municipal Act. As such, associated risks to the Corporation are considered minimal.

Risks to the Corporation resulting from undertaking a local improvement project include risks typical of a construction project, such as bodily injury, property damage, and matters arising from the Occupational Health and Safety Act. These risks will be transferred to the successful proponent, through the contract that the City and the successful bidder enter into. As part of the contract with the successful bidder, there will be sufficient insurances in place to cover the Corporation for the potential damage and claims that may arise from their work during or after construction in the maintenance period. As with any procurement, failure to follow the process prescribed in the Purchasing By-law could lead to liability for the Municipality. These risks are managed by ensuring the Purchasing By-law is followed and that the prescribed insurances are in place to cover the Corporation.

Climate Change Risks

Climate Change Mitigation:

Construction will result in GHG emissions that are accounted for within the annual Community GHG emissions inventory. However, construction emissions in general will be offset by improved drivability and functionality of the infrastructure.

Climate Change Adaptation:

The Sewer and Coastal Flood Protection Master Plan modelling identifies this section of Clemenceau with a basement flooding risk area under a 1:25 year storm under existing conditions. Basement flooding has been reported in this area under previous extreme precipitation events including reports of ditches over capacity.

The installation of curb and gutter should improve road drainage. With the installation of a storm sewer, each property will be provided an opportunity to connect to the storm sewer via a private drain connection. Residents on the street are encouraged to utilize the Basement Flooding Subsidy Program including sump pump installation with overflow and downspout disconnection to reduce storm water entering the system.

Financial Matters:

The City's Local Improvement Policy Consolidation states that abutting property owners will be assessed for the full approved cost, per metre of frontage, for the placement of curb and gutter along the property frontage. The residents will also be charged the approved rate for storm sewer placement. The City will pay for the remainder of the cost for the installation of the curb and gutter at intersections, in front of city owned properties/alleys (if present), the remainder of the cost of storm sewers, and for road drainage.

As the petition was successfully received in 2019, Administration recommends applying the local improvement rates approved at that time. The previous policy had a fixed rate of \$99.00 per meter. The current policy updates the cost from year to year under the user fees schedule to reflect current construction cost. Applying the current policy fees would result in a higher cost than what was presented to the property owners in the petition.

Enwin – Water has plans to replace the existing watermain and service connections on Clemenceau Boulevard. Combining this work with the local improvement project will create efficiencies in both projects.

Enwin – Water will reimburse the City the full cost of the watermain portion of the work plus an administration fee for engineering and contract administration related to the watermain.

The estimated costs for the **local improvement portion of the work only** (placement of storm sewer, and curb and gutter) are outlined in attached Schedule 'A'. The abutting lots will be assessed for the costs of the construction based on a rate per meter of frontage.

The total estimated cost of the work on Clemenceau Boulevard is detailed in the table below.

Description	Estimated Amount
EXPENSES	
Construction (installation of storm sewer and private drain connections, installation of new curb and gutter, pavement, street lighting, boulevard restoration, and contingency)	\$1,806,933.00
Engineering / Project Administration (Incl. Survey, Inspection, Geotechnical, Geomatics & CCTV)	\$361,387.00

<i>Subtotal</i>	<i>\$2,168,320.00</i>
Non Recoverable Tax	\$31,806.00
<i>Total Expenses</i>	<i>\$2,200,126.00</i>
REVENUES	
Property Assessment – Local Improvement Roll(including tax)	\$97,385.00
<i>Total Revenue</i>	<i>\$97,385.00</i>
ESTIMATED CITY SHARE	\$2,102,741.00

FPA of Engineering has confirmed that there is currently sufficient funding in the Clemenceau Road Local Improvement project (Project ID# 7221039) to undertake the city portion of the work.

Consultations:

Adam Mourad – Engineer II

Karina Richters – Supervisor Environmental Sustainability and Climate Change

Wira Vendrasco – Deputy City Solicitor

Linda Mancina – Financial Planning Administrator

Conclusion:

Administration recommends the initiation of the above referenced work as a local improvement under the provisions of O. Reg. 586/06.

Planning Act Matters:

N/A

Approvals:

Name	Title
Fahd Mikhael	Manager of Design

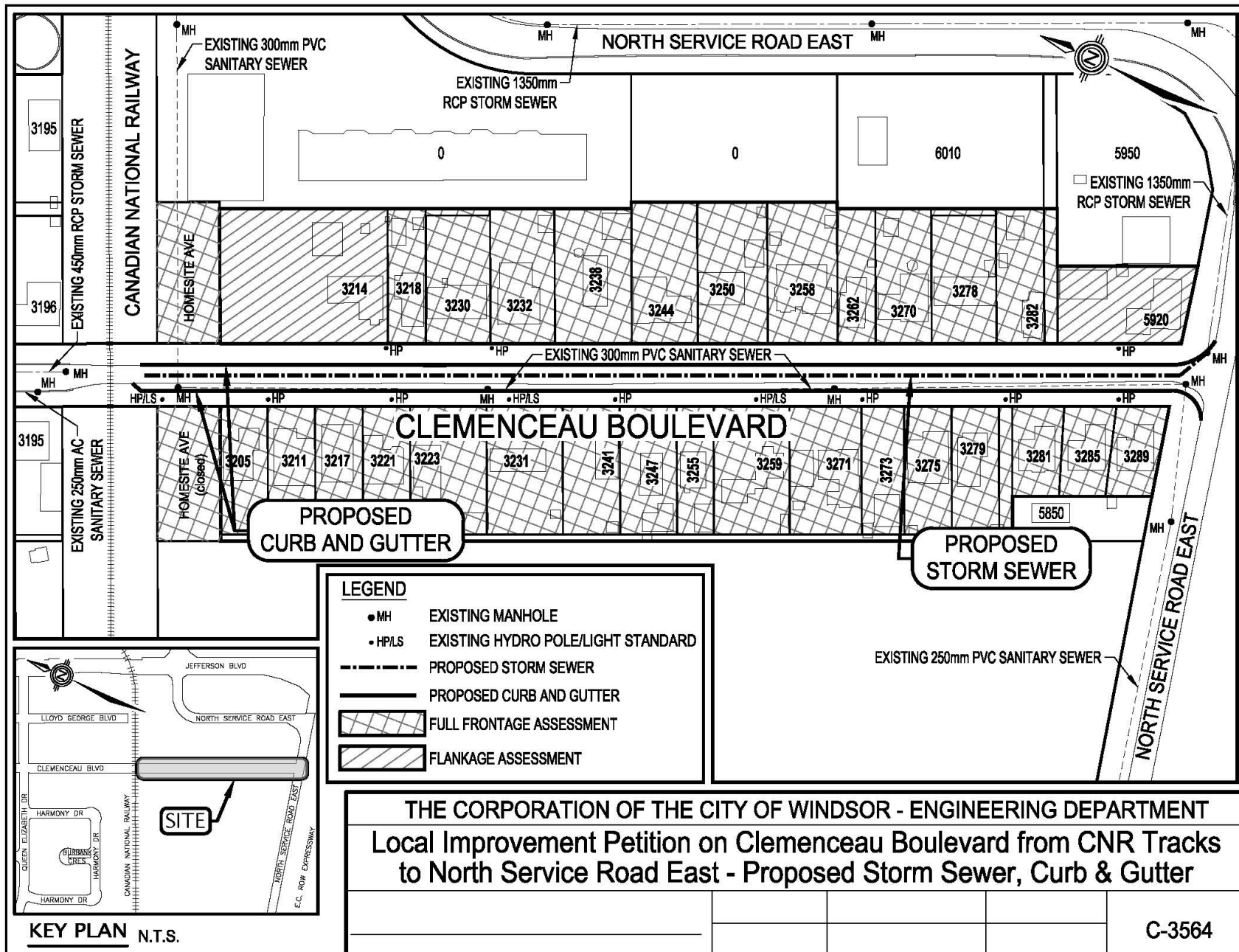
France Isabelle-Tunks	Executive Director of Engineering / Deputy City Engineer
Chris Nepszy	Commissioner, Infrastructure Services
Shelby Askin Hager	Commissioner, Legal & Legislative Services
Joe Mancina	Commissioner, Corporate Services CFO/City Treasurer
Onorio Colucci	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:

- 1 Drawing C-3564
- 2 Clemenceau - Local Improvement Memo
- 3 Clemenceau - Schedule A



Local Improvement Memo

DATE: April 5, 2023

SUBJECT: Proposed Construction of Storm Sewer, and Curb and Gutter on Clemenceau Boulevard from Canadian National Railway (CNR) Tracks to North Service Road East

The following is a report for the construction of storm sewer, and curb and gutter on Clemenceau Boulevard from the CNR Tracks to North Service Road East prepared under the new proposed Local Improvement Consolidation Policy. It is proposed to carry out this work under the provisions of Ontario Regulation 586/06, made under the Municipal Act 2001 by applying to the Local Planning Appeal Tribunal to undertake the proposed work as local improvement.

A City by-law to undertake the work as a local improvement under Section 5 of Ontario Regulation 586/06 will be recommended to Council for approval, 30 days after the notice of the City's intention to pass the by-law is given to the public and to the affected property owners.

The estimated cost of the local improvement portion of the work is \$707,570.00, for the storm sewer and curb and gutter. The total estimated cost for the Clemenceau Boulevard reconstruction is \$2,200,126.00, not including watermain work. Watermain construction costs will be recovered by Enwin – Water Division and the balance of the cost of reconstruction work here within noted will be charged to the City's Capital Works Budget.

A portion of the local improvement cost thereof will be assessed against the abutting properties detailed as follows:

REGISTERED PLAN	LOTS
1153	LOTS 182 TO 185 INCLUSIVE LOTS 187 TO 190 INCLUSIVE LOTS 193 TO 196 INCLUSIVE

The properties to be assessed are registered under assessment roll numbers:

070-640-02002-0000	070-640-01040-0000
070-640-02001-0000	070-640-01020-0000
070-640-01901-0000	070-640-02800-0000
070-640-01900-0000	070-640-02700-0000
070-640-01800-0000	070-640-02600-0000
070-640-01700-0000	070-640-02505-0000
070-640-01600-0000	070-640-02500-0000
070-640-01500-0000	070-640-02405-0000
070-640-01400-0000	070-640-02400-0000
070-640-01300-0000	070-640-02305-0000
070-640-01200-0000	070-640-02300-0000
070-640-01201-0000	070-640-02301-0000
070-640-01100-0000	070-640-02302-0000
070-640-01101-0000	070-640-02200-0000
070-640-01060-0000	070-640-02100-0000

Assessment Information:

The total frontage is 619.56 meters from which 77.74 meters are being deducted from the road right-of-way and previously serviced properties, leaving a total abutting frontage of 541.82 metres, which is equal to the assessable frontage.

The estimated cost to the abutting landowners is \$97,385.00. The estimated single payment rate per meter of frontage is \$179.74. while the annual special charges rate per meter of frontage for ten (10) years at 5.92% interest is \$24.33. The property owners have the right to select either a single payment or the annual special charges over the period of ten years.

The estimated total cost to the Corporation is \$2,200,126.00, with \$97,385.00 of this amount to be recovered from homeowners. The remaining estimated total local improvement portion of the works assessed to the City is \$601,185.00.

The estimated lifetime of the complete work is not less than ten (10) years.

JB/sl

SCHEDULE "A"

CONSTRUCTION OF STORM SEWER, AND CURB AND GUTTER ON:

CLEMENCEAU BOULEVARD FROM CANADIAN NATIONAL RAILWAY (CNR) TRACKS TO NORTH SERVICE ROAD EAST

Ontario Regulation 586/06 Local Improvement Special Charges – Cost Breakdown

DESCRIPTION	TOTAL ESTIMATED LOCAL IMPROVEMENT COST *	OWNER'S COST *	CITY'S COST *	COMMUNTED COST PER METRE OF ASSESSABLE FRONTAGE	ANNUAL COST PER METRE FOR TEN YEARS **
Construction of storm sewer, and curb and gutter on Clemenceau Boulevard from CNR Tracks to North Service Road East	\$707,570.00	\$97,385.00	\$610,185.00	\$179.74	\$24.33

*Local Improvement component only. Total estimated cost of the work is \$2,200,126.00, which includes the construction of storm sewers, curb and gutter, street lighting, road work, road drainage, and boulevard restoration. The cost above includes all construction costs (with contingency), engineering, field survey, inspection, geomatics, and CCTV.

The balance for the cost for the above noted reconstruction will be charged to Project ID # 7221039

** 5.92% interest rate is applied over a ten (10) year annual payment period.



**Subject: Municipality of Leamington - Transit Service Agreement
Renewal - City Wide**

Reference:

Date to Council: April 24, 2023
Author: Tyson Cragg, Executive Director
Transit Windsor
519-944-4141 ext 2232
tcragg@citywindsor.ca

Transit Windsor
Report Date: April 6, 2023
Clerk's File #: MT2023

To: Mayor and Members of City Council

Recommendation:

That the Environment, Transportation and Public Safety Standing Committee, sitting as the Transit Windsor Board of Directors and City Council **RECEIVE**, for information, the update on transit services to the Municipality of Leamington; and,

That Transit Windsor **BE AUTHORIZED** to update and renew the existing Agreement to a further two-year term (April 1, 2023 – March 31, 2025) with the Municipality of Leamington to continue to provide a transit route that services the Town of Essex, the Town of Kingsville, and the Municipality of Leamington with a connection to Transit Windsor services at St. Clair College; and,

That the Chief Administrative Officer and City Clerk **BE AUTHORIZED** to sign the Agreement with the Municipality of Leamington, satisfactory in form to the Commissioner of Legal and Legislative Services, in financial content to the Commissioner of Corporate Services, and in technical content to the Commissioner of Infrastructure Services and the Executive Director of Transit Windsor.

Executive Summary:

N/A.

Background:

In 2019, City Council approved Transit Windsor's recommendation outlined in report S83/2019 as follows:

1. That the Environment, Transportation and Public Safety Standing Committee, sitting as the Transit Windsor Board of Directors, and City Council **RECEIVE** for information the update regarding negotiations for transit service with the Municipality of Leamington; and,
2. That Administration **BE AUTHORIZED** to enter into a pilot project agreement (2019 – 2023) with the Municipality of Leamington to provide a transit route that services the Town of Essex, the Town of Kingsville and The Municipality of Leamington with a connection to Transit Windsor services at St. Clair College; and,
3. That the Chief Administrative Officer and the City Clerk of the City of Windsor **BE AUTHORIZED** to sign the resulting contract with the Municipality of Leamington, satisfactory in form to the City Solicitor, in financial content to the City Treasurer, and in technical content to the Office of the City Engineer and the Executive Director of Transit Windsor.

This report is seeking approval from the Transit Windsor Board of Directors and City Council to authorize Transit Windsor to enter into a further two-year agreement (April 1, 2023 – March 31, 2025) with the Municipality of Leamington.

Discussion:

Service to Leamington began in 2019 as a 5-year pilot program. The Municipality of Leamington (Leamington) had received a 5-year grant from the Ontario government to establish a pilot program to implement transit service. While the Community Transportation Grant Program was recognized as a 5-year program, implementation delays at the Provincial level shortened the program, and it was still required to be completed by the original end date of March 31, 2023 (approximately 45 months of transit service).

Recently, Leamington Council approved a report to enter into a Transfer Payment Agreement with the Province of Ontario for a two-year extension of the Community Transportation Grant Program, as well as authorizing the entering into an agreement with Transit Windsor to provide transit services for the extension of the Leamington to Windsor transit initiative.

The Leamington to Windsor transit route offers transit service from Leamington (Leamington Kinsmen Recreation Complex), to Windsor (St. Clair College), with a stop in Kingsville and Essex at their respective recreation facilities.

The service operates three round trips per day, five days per week, Monday through Friday, and two trips per day on Saturday. Trips are provided in the morning, midday and evening on weekdays to accommodate full day needs for school and employment, as well as a half-day trip for shorter visits.

The service is available to the general public. Fares are available for purchase for one-way trips, round trips, and through 30-day pass cards. Fares for the service are \$10 for a one-way trip or \$15 for a round trip. 30-day passes are also available for \$250 per month. Other options for fare payment such as mobile ticketing will also be considered

by Transit Windsor. All revenue from the Leamington route will be provided to the Municipality of Leamington to offset the hourly service costs.

The Transit Windsor and Leamington Agreement is based on the costing model used in the Transit Windsor and the Towns of LaSalle and Amherstburg Transit Service Agreements. Transit Windsor will provide the service to Leamington on a full cost-recovery basis for the hours of service provided. The hourly cost is based on, but not limited to wages and benefits, insurance, maintenance rates, technology costs and administrative costs. As in the case with the LaSalle and Amherstburg agreements, fuel will be billed independently using a monthly average cost experienced by Transit Windsor, along with an annual capital contribution.

Risk Analysis:

Leamington has been an excellent partner in the deployment of regional transit services to surrounding communities in Essex County, and has been the catalyst for the successful establishment and discussions of implementation in other communities in Essex County. The risk of not renewing Leamington's transit contract is multi-fold: loss of ridership from passengers being fed to the Transit Windsor system, and the loss of regional linkages and synergies facilitated by transit service being provided by a single carrier. The relationship between Transit Windsor and The Municipality of Leamington has been successful in this regard, and to end the service now would place post-pandemic ridership recovery in jeopardy, as well as future transit agreements with other municipalities.

Climate Change Risks

Climate Change Mitigation:

Transit Windsor operations account for 22% of the City of Windsor's corporate greenhouse gas (GHG) emissions and 72% of the corporate fleet GHG emissions. However, Transit Windsor provides an overall benefit in community GHG emissions as public transportation supports the reduction in single occupancy vehicle trips.

As the buses that support the Leamington service are City assets, they are included in the City's Corporate GHG inventory.

Climate Change Adaptation:

Transit Windsor is recognized as an important asset in the City's Climate Change Adaptation Plan. There are no climate change adaptation risks associated with continuing this agreement.

Financial Matters:

The existing Agreement between the Corporation and the Municipality did not allow for a renewal. The new proposed Agreement has been set at a rate of \$65.34 for 2023 and is to be calculated annually based upon the formula as outlined below.

The revenue received on the Leamington route is credited to the Municipality of Leamington and Transit Windsor charges the Municipality of Leamington based on the hourly rate, along with actual fuel consumption and an annual capital contribution. The fuel charge is based on the average rack rate for diesel fuel.

With the current agreement expiring March 31, 2023, the new hourly rate for 2023 and starting on April 1, 2023 is \$65.34.

This represents a 9.3% increase from the existing 2023 contracted rate and takes into consideration increasing cost factors such as CPI, salary and benefit increase as per collective agreement, direct administration costs, maintenance costs, etc.

Thereafter, the annual rate for future years will be the higher of annual calculated increase of 2.71% or Consumer Price Index (CPI) of the preceding year applied to the existing rate for the year. CPI will be based on *CPI Table 18-10-0006-01-All Items, excluding Food & Energy*.

There is no capital cost billing in the existing contract. In the new contract, The Town of Amherstburg will be invoiced separately for the annual capital costs of the transit service, in the amount of \$61,200. This was calculated based on service seven days per week at an estimated 2,726 hours. This reflects recent contracts with other Regional Partners.

An additional clause has further been added to the new proposed contract as a way of protecting the City from future uncontrollable costs. In the event that there are any unexpected or uncontrollable costs incurred by the City, that are not covered by senior levels of government funding, the Municipality will be notified and will be billed, over and above the hourly rate, for the additional costs. Examples include future pandemics, pandemic related cleaning, long-term construction detours, etc.

The impact on future budgets will be considered in light the terms of the contract and expenditures.

Consultations:

Tony Ardovini, Deputy Treasurer Financial Planning, City of Windsor

Poorvangi Raval, Financial Planning Administrator, Transit Windsor

Jason Scott, Manager, Transit Planning, Transit Windsor

Conclusion:

Based on the ridership reports that have been gathered during the first five (5) years, the ridership over the first contract period was positive and supports the need for Transit Windsor to continue to provide transit service to the Municipality of Leamington. This business model has proven to be successful and Transit Administration strongly recommends the approval of the recommendations as detailed within this report so that we may continue to maintain the existing partnership.

Planning Act Matters:

N/A.

Approvals:

Name	Title
Tyson Cragg	Executive Director, Transit Windsor
Christopher Nepszy	Commissioner, Infrastructure Services
Joe Mancina	Commissioner, Corporate Services CFO/City Treasurer
Onorio Colucci	Acting Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:

Item No. 12.2



Committee Matters: SCM 106/2023

Subject: Minutes of the Windsor Licensing Commission of its meeting held

March 29, 2023

Windsor Licensing Commission

Meeting held March 29, 2023

A meeting of the Windsor Licensing Commission is held this day commencing at 9:30 o'clock a.m. in the Council Chambers, City Hall, 350 City Hall Square West, there being present the following members:

Councillor Ed Sleiman, Chair
Councillor Renaldo Agostino
Councillor Angelo Marignani
Sharon Strosberg

Absent:

Harbinder Gill

Delegations in attendance:

Walter Bezzina, Project Manager Vets Cab, Javanshir Abdoulrahmanpour, Owner, Checker Cab, Marwan Abouzeeni, President of Unifor Local 195 regarding *Item 8 (a)*.

Also present are the following resource personnel:

Steve Vlachodimos, City Clerk & Licence Commissioner
Craig Robertson, Deputy Licence Commissioner
Janna Tetler, Senior Licence Issuer
Sandy Hansen, Licence Issuer
Karen Kadour, Committee Coordinator

1. Call to Order

Steve Vlachodimos, City Clerk & Licence Commissioner calls the meeting to order at 9:30 o'clock a.m. and the Windsor Licensing Commission considers the Agenda being Schedule A attached hereto, matters which are dealt with as follows:

The newly appointed Windsor Licensing Commission members for the 2022-2026 term and administration provide introductions.

Election of Chair

The Committee Coordinator calls for nominations from the floor for the position of Chair. Councillor Renaldo Agostino nominates Councillor Ed Sleiman seconded by

Councillor Angelo Marignani. The Committee Coordinator asks if there are further nominations from the floor for the position of Chair. Seeing none, the Committee Coordinator asks Councillor Sleiman if he accepts. Councillor Sleiman accepts and assumes the Chair.

2. Adoption of the Minutes

Moved by Councillor Angelo Marignani, seconded by Councillor Renaldo Agostino, That the minutes of the Windsor Licensing Commission of its meeting held November 23, 2022 **BE ADOPTED** as presented.

Carried.

3. Disclosures of Interest

None disclosed.

4. Request for Deferrals, Referrals or Withdrawals

None.

5. Communications

None.

6. Licence Transfers

6.(a) Transfer of Taxicab Plate #219

Mr. Mohammed Akhtar, Transferor and Mr. Nasr Al-Shaibie, Transferee appear before the Windsor Licensing Commission.

Moved by Councillor Renaldo Agostino, seconded by Councillor Angelo Marignani, **WLC 8/2023** That the transfer of Taxicab Plate #219 from Mr. Mohammed Akhtar to Mr. Nasr Al-Shaibie **BE APPROVED** with the following conditions:

- i. Mr. Al-Shaibie be given thirty (30) days from the date of the approval to submit a vehicle for inspection that complies with Schedule 5 to By-law 137-2007 (amended by By-law 150-2018) including a valid safety standards certificate.
- ii. Mr. Al-Shaibie be given thirty (30) days from the date of the approval to submit a Taxicab Plate Holder application and pay the associated fee.

- iii. Mr. Al-Shaibie be given thirty (30) days from the date of the approval to provide verification that full compensation has been made to Mr. Mohammed Akhtar in consideration of the transfer of Taxicab plate #219.
- iv. Mr. Al-Shaibie shall not lease Taxicab plate #219 for a one year period as stated in Schedule 5, Section 21.3 of Licensing By-law 137-2007 (amended by By-law 150-2018).

Carried.

7. Applications/Hearings

None.

8. Reports & Administrative Matters

(a) Taxicab Industry's Proposal for Meter Increase – City Wide

Walter Bezzina, General Manager, Vets Cab, Javanshir Abdoullrahmanpour, Owner, Checker Cab, and Marwan Abouzeeni, President of Unifor appear before the Windsor Licensing Commission.

Craig Robertson provides the following background information regarding the taxicab meter tariffs:

- On July 18, 2022, Licensing Administration received a proposal from Vets Cab and Unifor Local 195 requesting an increase to the City's taxicab meter rate and tariffs charged to the consumer.
- Section 151 subsection 156(1) of the *Municipal Act* 2001 provides that a local municipality under section 151 (Licensing Powers) of the Act with respect to the owners and drivers of taxicabs, may:
 - Establish the rates or fares to be charged for the conveyance of property or passengers either wholly within the municipality or from any point in the municipality to any point outside the municipality outside the municipality;
 - Provide for the collection of the rates or fares charged for the conveyance, and
 - Limit the number of taxicabs or any class of them.
- Requests to review or increase municipal taxicab meter rates is traditionally initiated by taxicab industries as a result of increased operating costs to provide public transportation services.
- It should be noted that the last increase to the City of Windsor's taxicab meter rates was in 2015.
- The Management of Vets Cab and Unifor Local 195 submitted a proposal to review the current taxicab meter rate and to consider amending Windsor's current

licensing by-law due to rising operating costs to provide public transportation to the community.

- Based on the stakeholder submission, the taxicab industry experienced an operational impact of 24% to date since the last meter rate increase in 2015. The taxicab industry has recognized that a 24% increase to the meter rate and tariffs would be detrimental to taxicab operations and the consumer, therefore a proposal for a 12% increase to the meter rate has been submitted for consideration.
- Administration reviewed the proposal and conducted a review of comparable municipalities and determined that the City of Windsor's current taxicab rates are on the lower end of the spectrum and that the proposed increase is reasonable compared to the municipalities researched.
- The City's taxicab meter rates and tariffs have not been reviewed or increased since 2015. Based on the taxicab industry's submission, Administration supports an increase to the taxi meter rate and tariffs being proposed and amending By-law No. 137-2007 (as amended by By-law No. 150-2018).

Walter Bezzina, Project Manager Vet's Cab appears before the Windsor Licensing Commission and refers to the "Taxicab Industry's Proposal for Meter Increase" document **attached** as Additional Information. He advises that as of January 1, 2023 the Cross Boarder Toll Rates increased from \$16.00 to \$18.50 for the Ambassador Bridge and as of January 15, 2023 increased from \$11.00 to \$13.50 for the Detroit Windsor Tunnel.

Javanshir Abdoulrahmanpour "Jay", Owner Checker Cab appears before the Windsor Licensing Commission and indicates that the large amount of traffic in the bridge/tunnel causes long wait times to traverse through to Canada. He adds that many drivers refuse to go to Detroit for these reasons.

Sharon Strosberg asks if the taxicab and the passenger pays the cost for the toll when they travel to Detroit. Jay Abdoulrahmanpour responds that the passenger pays the toll.

Moved by Councillor Angelo Marignani, seconded by Councillor Renaldo Agostino,

WLC 9/2023 THAT the existing taxicab meter rate and tariffs **BE INCREASED** based on the proposal submitted by Vets Cab and Unifor Local 195 to the following:

Drop Rate - \$4.25; and

Distance Increment - \$0.25 cents 142 meters; and

Waiting Time (passenger conveyance) \$30.00/hour; and

Waiting Time (services for board of education) - \$2.50; and

Cross Border Fees – meter rate plus \$12.00 CAD or \$9.00 USD plus tolls between Windsor and Detroit; and further,

THAT Appendix “A” of Schedule 5 to Public Vehicle Licensing by-law No. 137-2007 (as amended by By-law No. 150-2018) **BE AMENDED** accordingly if there are changes to the City’s current taxicab meter rate and tariffs.

Carried.

(b) Expired Applications(s) for Business Licence

In response to a question asked by Councillor Angelo Marignani, regarding the status of the businesses outlined in Item 8 (b), Craig Robertson responds that they issue licences under the by-law and there are certain requirements that the applicant has to satisfy including city inspections. He advises that some of the businesses noted in the report have closed, however some may be operating but have not satisfied their application requirement. This report is provided to the Commission for information purposes.

Moved by Councillor Angelo Marignani, seconded by Councillor Renaldo Agostino,
That the report of the Deputy Licence Commissioner dated March 3, 2023 entitled
“Expired Application(s) for Business Licence **BE RECEIVED.**

Carried.

9. In Camera

No In Camera session is held.

10. Date of Next Meeting

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

11. Adjournment

There being no further business, the meeting is adjourned at 10:07 o’clock a.m.

CHAIR

COMMITTEE COORDINATOR