THE CORPORATION OF THE CITY OF WINDSOR
PROCEDURE

Service Area:	**Office of the City Solicitor**	Procedure No.:	
Department:	**Planning and Building Services**	Approval Date:	
Division:	Transportation Planning	Approved By:	
		Effective Date:	**On Approval**
Subject:	**Expedited Temporary Traffic Calming Procedure**	Policy Ref.:	Traffic Calming Policy
		Pages:	Replaces:
Prepared By:	L. Ash, Policy Analyst	6	Date:

1. PURPOSE

1.1. This procedure is intended to provide details for implementation of the Traffic Calming Policy without conducting a full traffic calming warrant review as outlined in the Permanent Traffic Calming Procedure.

2. SCOPE

2.1. This procedure provides details for expediting implementation of temporary traffic calming measures.

3. RESPONSIBILITY

3.1. Responsibility for implementing this procedure is outlined in the Traffic Calming Policy.

4. PROCEDURE

4.1. Some temporary traffic calming measures may be installed without completing the full warrant review and public consultation process outlined for permanent traffic calming measures, and may be removed quickly if negative feedback is received.

4.2. Temporary traffic calming measures may be considered:

a) at locations that have been approved (or are likely to be approved) for traffic calming through the Permanent Traffic Calming Procedure and are in the review, approval, design or construction stages;
b) if a neighbourhood is experiencing (or is expected to experience) temporary traffic issues;
c) on streets that do not qualify for (or are otherwise unsuitable for) permanent traffic calming measures but have traffic issues that remain unaddressed;
d) as an interim solution for locations that qualify for traffic calming but are identified for roadwork in the near future (e.g. road reconstruction);
e) to lower the cost of installation compared to permanent measures (not applicable with all measures); and

f) to be able to rotate through several locations so that one device can benefit multiple streets (e.g. radar speed feedback sign). This may not provide the same service level as one device at a fixed location.

4.3. Administration may respond to a traffic speed concern by offering the temporary traffic calming measures provided in **Table 1**. A cost estimate range applied to each measure is provided in **Table 2**.

Table 1: Temporary Traffic Calming Measures

Item #	Measure	Example	Description	Estimated Annual Cost Range
4.3.1	Radar Speed Feedback Trailer	Denvergov.org	A portable electronic speed display device placed at the location of a traffic speed concern to measure vehicle speeds of oncoming traffic and display the speed to nearby drivers and residents.	$ - $$
4.3.2	Lawn Signs		A lawn sign provided upon request for placement within the boulevard to identifying a local speed concern and encourage safe driving habits and lower vehicle operating speeds on neighbourhood streets.	$

4.3.1. Radar Speed Feedback Trailer

4.3.1.1. A resident may request to have the radar trailer placed at a specific location by contacting 311. Requests may also be received from a Ward Councillor or the Windsor Police Service.

4.3.1.2. Administration will review the request and place the radar trailer in the closest possible location that will capture the driver's full speed. Due to prior commitments, there may be a delay from the time the request is made to the time the radar trailer is present onsite. Other factors that may cause delays include weather and/or construction activity.

4.3.1.3. The radar trailer will typically remain at each location until two full week-days of data are collected.

4.3.1.4. The results of the radar speed detection are recorded and shared with the Windsor Police Service.

4.3.1.5. The radar trailer may be used on any road classification except expressways.

4.3.1.6. Locations are not eligible for a repeat radar trailer within 3 years.

4.3.2. Lawn signs

4.3.2.1. A resident may request a lawn sign by contacting 311 and providing their information. Signs will be available on a first-come first-served basis, subject to availability each year. Councillors will be provided with 10% of the total number of signs for distribution within their ward. Generally, one sign will be provided per dwelling unit.

4.3.2.2. Signs must be placed in the lawn at least 0.6 meters (2 feet) from the curb, sidewalk or edge of roadway.

4.3.2.3. Signs must not obstruct sidewalks, or sightlines for pedestrians, cyclists or drivers, or be placed within 3 meters of a fire hydrant, on a roadway, median, traffic island, sidewalk, bicycle path, multi-use trail, near an expressway (or expressway ramp) or anywhere that interferes with access to or operation of a drainage ditch, culvert, bridge or overpass.

4.3.2.4. Signs must be used as supplied, without further illumination or the use of reflective tape, and inserted into the ground using the wire frame only. Signs are not to be mounted on a building, structure, post, pole, tree or bush.

4.3.2.5. Signs can be reused year after year. Once received, the condition of the sign is the responsibility of the requestor.

4.3.2.6. Signs can deteriorate over time and should be safely maintained and replaced when needed. Signs that are unsafe or unable to stay anchored into the ground should be removed immediately.

4.3.2.7. Signs can be used adjacent to all roadways except expressways.

4.3.2.8. Administration may request residents who received a lawn sign to participate in a short survey regarding their use and effectiveness.

Table 2: Estimated Cost Range

Symbol	Range
$	$0 - $5,000
$$	$5,000 - $20,000
$$$	$20,000 - $50,000
$$$$	$50,000 - $100,000
$$$$$	> $100,000

4.4. Administration may install the temporary traffic calming measures provided in **Attachment A** on Local or Class II Collector roads upon direction from the Ward Councillor without the full warrant review and public consultation process outlined for permanent traffic calming.

4.5. Administration may install items 1 or 2 in Attachment A on Class I Collector roads that have no more than 2 travel lanes and a maximum posted speed limit of 50 km/h, upon the direction from the Ward Councillor and approval of the Executive Director of Operations, without the full warrant review and public consultation process outlined for permanent traffic calming.

4.6. Projects would be funded by the temporary traffic calming measures initiative on a cost recovery basis, with 10% of the total funds being allocated per ward. Administration may meet with Councillors annually to review the prioritized list of outstanding traffic calming requests and speed/volume concerns to help create a plan for each year's budget. Measures will not automatically be renewed each year; funds must be approved each year to renew certain measures (such as pavement markings that would otherwise they will be allowed to fade, flexible posts that may require removal before the winter season and would not be reinstalled without subsequent direction and funding as necessary, etc.). Councillors may choose to rotate certain measures between wards/locations at a lower cost than purchasing additional units.

4.7. Administration will continue to explore new traffic calming measures and may test different measures as pilot projects to determine if they are suitable for temporary or permanent installation.

4.8. Where a resident or Councillor requests a more thorough traffic calming review, Administration will refer to the Permanent Traffic Calming Procedure.

4.9. Where requests are received on higher classification roadways, such as Arterial roadways as defined in the City's Official Plan, Administration will refer to the Arterial Roadways Traffic Calming Procedure.

4.10. Where requests form part of a planned or existing bikeway, Administration will refer to the Bikeways Traffic Calming Procedure.

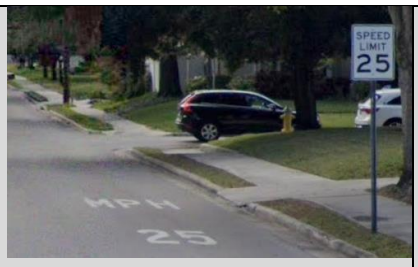
5. RECORDS, FORMS, AND ATTACHMENTS

5.1. Records for this policy shall be prepared and retained in accordance with Records Retention By-Law 21-2013, as amended.

5.2. Attachment A – Expedited Temporary Traffic Calming Toolbox

ATTACHMENT A – Expedited Temporary Traffic Calming Toolbox

Item #	Measure	Example	Description	Est. Initial Cost	Est. Annual Maint. Cost
1	Radar Speed Feedback Signs	Townofsananselmo.org	Post or pole-mounted radar speed feedback signs provide immediate feedback alerting the driver to their speed. Ideally this will encourage drivers to obey the speed limit. Additional enforcement or physical measures are encouraged to reinforce the treatment.	$$	$
2	Vehicle Activated Warning Signs	Unipartdorman.com	Solar powered electronic signs equipped with radar speed detectors alert drivers of hazards ahead when activated by speeds surpassing a programmed threshold.	$ - $$	$
3	On-Road Sign Pavement Markings	google.com/maps (Queen St. S. at Glenfern Ave., Hamilton, Ontario)	Sign pavement markings may be used to provide on-road messages, such as “MAX 50 km/h”, “Stop Ahead”, “School Ahead“, or “SLOW”.	$ - $$	$ - $$

		 google.com/maps (S. Sterling Ave., Tampa, Florida)			
4	* Flexible Posts	 City of Kalamazoo	Flexible posts anchored to the pavement to create bulb-outs or chicane.	$	$
5	* Traffic Calming Curbs	 facebook.com/MunicipalityofLeamington (Talbot St. W. at Queens Ave.) google.com/maps (McKenzie Towne Gate, Calgary) google.com/maps (Erin Woods Blvd., Calgary)	Precast concrete slabs used to create curb extensions, traffic circle centre islands, chicanes or protected bicycle lanes.	$ - $$	$ - $$

***** Will likely need to be removed during the winter season (November to April)

Appendix A – Draft Statement of Cultural Heritage Value and Interest

Gordon McGregor School (former)

1646 Alexis Road

Description of Historic Place

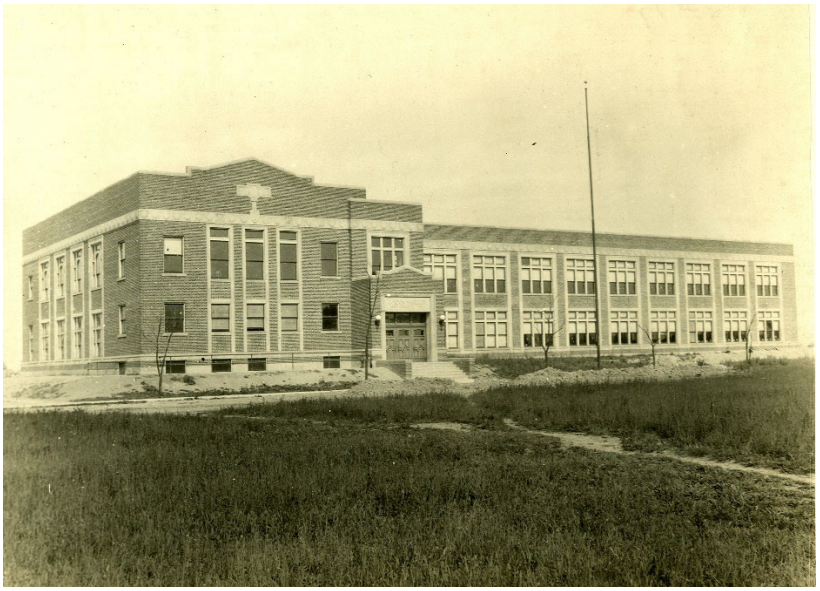
The former Gordon McGregor Public School is located at 1642 Alexis Road, within the former boundary of Ford City, (East Windsor). The red-brick, two-storey plus basement school constructed in 1924, was originally designed with an asymmetrical facade, a protruding Northwest block and front entrance with carved oak doors flanked by brick masonry. Prominent in the design is a horizontal decorative stone banding with low relief medallions above the second story window, as well as two storey stone surrounds around the glazing. The building is one of the oldest remaining public elementary school buildings. It is a significant neighbourhood landmark at the southeastern boundary of the former Town of Ford City, reflecting the early phases of the town's development and its demands for public educational facilities.

Design/Physical value:

The former Gordon McGregor School exhibits elements of Art Deco architecture popularized between 1910 to 1940. Known for its vertical and geometric form with design motifs, Art Deco architecture is often also recognized by its flat roofs, glass plate windows, center or side entrances with motif detailing and its smooth facades. [1]

The Gordon McGregor School is a two-story building with a partial basement constructed in 1924. Designed by the locally significant architectural firm Nichols & Sheppard, the collaboration between Nichols, Sheppard, and Masson were then responsible for the addition in 1927 just two years after the initial construction. Travelling South on Alexis Road, the generous set back and landscaped main entrance provides visitors with an unhindered views of the school building.

[1] Heritage Resource Center. *Ontario Architectural Style Guide.* Retrieved from https://www.therealtydeal.com/wp-content/uploads/2018/06/Heritage-Resource-Centre-Achitectural-Styles-Guide.pdf.

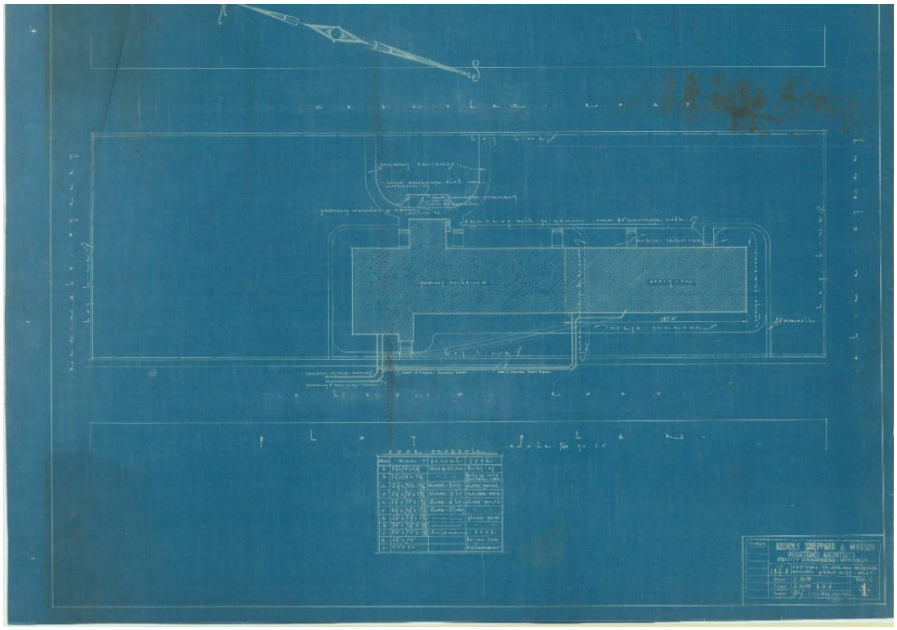


Historical Photo of the Former Gordon McGregor School [2]

The building is currently identified by its asymmetrical variegated red brick façade constructed using common bond brick with a stone parapet. In addition, the elongated rectangular massing and its simple, streamlined design further accentuates the building's overall linearity, drawing vertical emphasis on the façade through the utilization of clean straight lines (through the stone surrounds at glazing) and minimal decorations that are often found in Art Deco architecture. [3] The same architects were responsible for the 1927 addition, incorporating the same uniform design for the 19 room expansion.

[2] Windsor Public Library. (1924). *Gordon McGregor School*. *PC-CD105.*

[3] RIBA. *Art Deco*. Retrieved July 5, 2023, from https://www.architecture.com/explore-architecture/art-deco



Blueprint depicting the original and addition to the Gordon McGregor School[4]

The building has a protruding front entrance on the Northwest block accented by a stone frame, with a stepped front concrete stairwell flanked by brick masonry side walls. The entrance was decorated with a pair of sconces, and featured the words “Gordon McGregor" and "ad. School. 1924" inscribed onto the stone panel overhead, and formerly a triple set of decorated carved wooden doors (since replaced). The Northwest protruding block of the building also houses the school’s gymnasium.

The Northwest block was originally designed with a stepped (peaked) parapet roof capped with stone/concrete while the rectangular back portion of the building is complimented by a flat roof. The Northwest block’s peak was removed and now features a flat roof in correspondence to the rest of the building. The smooth surface of the building’s façade is enhanced by a decorative stone banding with low relief medallion designs below the roofline, while simple stone banding below the first-floor windows can also be seen surrounding the exterior of the back building block. Slightly below the roofline on the Northwest block is a shield and sword crest that seamlessly merges into the horizontal decorative stone banding on the façade. Two distinguishable low-relief medallions can be found on the same stone banding, one with a symbol of two keys crossing while the other pictures a symbol of a tree. A tall squared brick chimney with chamfered corners is located also at the northwest block, towards the back.

Uniformly repeated rectangular bay windows with classical stone frames and window sills are found on the front protruding block, whereas 22 bays of windows with banding can be seen spanning the entire front facade. The original windows were double hung with sashes or fixed windows. Contrasting stone and brick vertical banding around the windows emphasizes the building’s verticality. A typical brick panel featuring variety of header and stretcher brickwork is found between the floors of the windows.

[4] Windsor Municipal Archives. (1926). *Blueprint of the Gordon McGregor School Addition.*

The back, east facade of the building resembles the design on the front facade, where four back entrances each with an overhead stones inscribed with 'Boys' and 'Girls' are located in intervals, between 19 sets of bay windows but unlike the front facade, unaccompanied by stone surrounds. In place of the stones surrounds, header, stretcher, soldier and rowlock brickwork emphasize the openings.

It was noted that a 12' by 45' addition was made in 1956, of which is deduced to be an enhancement to the existing back entrance located northeast of the school building.

The tree-lined landscape character along the west property line was introduced through original young samplings of American Elm which were planted along Alexis Road when the building was first constructed. These trees were likely replaced by the current Norway Maple trees as a result of Dutch Elm Disease which was rampant throughout the region in the 1970s. The mature Maples are in similar location to the original trees. (The deciduous trees stationed right by the school's Northwest entrance have since been removed.) The tree-lined landscape is part of the original design intent of the property. Parks (Forestry) Department has confirmed that the trees are shared trees and would be maintained by the City.

The school building is a representative display of simple elements of Art Deco architecture from the 20th Century, in an institutional context in Windsor.

Historical/Associative Value

The construction of the Gordon McGregor Public School has direct associations to the emergence of Ford City and its roots in the Canadian automotive industry. Constructed in 1924, the school honored the late Gordon McGregor, founder of the Ford Motor Company of Canada. Gordon McGregor was one of the most prominent figures involved in the establishment of Windsor in the 20th Century.

Following his father William McGregor's death, Gordon McGregor assumed president of the company Walkersville Wagon Works, which was going through a slump upon his succession.[5] Eventually, McGregor partnered with Henry Ford of Detroit who saw his company as a gateway to the proliferation of his products in the Canadian market. Thus, the Ford Motor Company of Canada was founded in 1904 with McGregor as Managing Secretary. [5] McGregor passed in 1922 due to internal injuries he sustained in a previous railroad accident. [6] Following his death, the Gordon McGregor Public School in Ford City was named after him both due to contributions, and because his brother, William Donald McGregor, who was the chairman of the Ford City Planning Board at the time. [7]

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[5] David Roberts, "McGREGOR, GORDON MORTON," in Dictionary of Canadian Biography, vol. 15, University of Toronto/Université Laval, 2003–, Retrieved, July 2, 2023, from http://www.biographi.ca/en/bio/mcgregor_gordon_morton_15E.html

[6] The Border Cities' Star. (1922, March 11). *Gordon M'Gregor Fails to Rally from Effects of Operation in Montreal Hospital*, pp. 1. ProQuest

[7] Roberts, D. (2006). *In the shadow of detroit: Gordon M. McGregor, Ford of Canada, and motoropolis*. p.261. Wayne State University Press.

With its beginnings as a Village in 1913, Ford City achieved Town status by 1915 and grew alongside the Ford Windsor Engine Plant. By 1928-29, the Village was incorporated into the City of East Windsor, with over 16,000 residents, many originating from Central European countries to join the Ford work force. [8] Eventually, Ford City was amalgamated into the City of Windsor in 1935 and is now a well-recognised part of Windsor's history.

As more young families surged into town for employment in shops and factories, the Ford City population accompanied by the demand for schools soared. Between 1921 to 1924, there was a 300% increase in the demand for schools as the Bell Isle School (now demolished) constructed in 1917, was the only public school available in Ford City and was nearing its maximum capacity. [9] Furthermore, this demand for schools was also apparent in the emergence of bungalow-styled schools used to temporarily curb congestions in schools across the city. [9] Eventually, the Ontario Street School (now demolished) constructed in 1923 was also at its maximum with even the auditorium being used for classes. [10]

And so, the Gordon McGregor Public school was planned in 1923 by the Public-School Board of Ford City and opened on November 11, 1924, with a capacity of 470 students and an occupancy of 11 elementary classes. [11] This 19-classroom building was designed by the renowned architectural firm Nichols & Sheppard. Mr. K.C. Hortop served as the school's first principal from 1924 to 1955, followed by his time serving on the Windsor Board of Education in 1964. [12] It was noted that the school expanded after only two years of opening to accommodate the extensive growth of Ford City. The addition was built in 1926 and opened in February 1927, where architects Nichols, Sheppard, and Masson were once again responsible for the design. In 1927, the building was known to be the largest school in Ford City in addition to being the largest Elementary Educational Institution in the Windsor Region following the construction of its 18 new classrooms.[13] Despite all, the architects were met with criticism in 1927 when the School Board claimed that the finishing on the school was unsatisfactory, alongside the inconsistent brickwork and wainscoting on the school walls. [14]

Initially constructed as an elementary school, the Gordon McGregor School began offering Grade 9 classes in 1931, marking the introduction of Secondary education in East Windsor. [11] At the school's most glorious days, enrollment peaked in 1934 with 1,327 students, ranging from kindergarten to Grade 10, all cumulatively attending the Gordon

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[8] Windsor Architectural Conservation Advisory Committee 1996-1997. *The Village/ Town of Ford City Windsor, Ontario, Canada.* City of Windsor. Retrieved from, https://www.citywindsor.ca/residents/historyofwindsor/documents/ford city walking tour.pdf

[9] The Border Cities' Star. (1925, December 31). *Border School Attendance Figures Jump Over 2,000 - Caring for Ever Increasing Number, Problem of Boards*, pp. 24. ProQuest

[10] The Border Cities' Star. (1924, July 5). *Ford Schools Grow Rapidly*, pp. 16. ProQuest

[11] Norris, B. History of Windsor Public Schools. *Gordon McGregor Public School 1924 – Present*. Retrieved from Windsor Public Library. Local History Centre

[12] Drouillard Place. *Ford City Historic Walking Tour*. Retrieved From, http://drouillardplace.ca/wp-content/uploads/2017/04/Ford-City-Historic-Walking-Tour2015.pdf

[13] The Border Cities' Star. (1927, December 31). *Public and Separate Schools Rapidly Expanding*, pp. 41. ProQuest

[14] The Border Cities' Star. (1927, September 29). *Say School Poorly Built*, pp. 7. ProQuest

McGregor School.[15] The Gordon McGregor school would go on to serve the neighborhood youths for just under a century, marking the closure of the Ford City neighborhood's longest remaining Public School constructed during the early 1920's.

In recent decades, decreases in school enrollment and consolidations resulted in closures of many public schools throughout the early 2000s. This was no different for the Gordon McGregor School, as the school continued its operation until 2016 when it officially closed due to dwindling student populations. The existing students were then transferred to the neighboring Percy P. McCallum, which was renamed W.F. Herman Academy following an amalgamation with the former W.F. Herman Secondary School during the same year.[16] After the school's official closure, the City of Windsor purchased the east section of the property, incorporating it into the Ford Test Track Park before it was listed for sale at $899,990.[17]

Throughout its 92-year history, the Gordon McGregor Public School was well recognized as a neighborhood landmark serving young students in the community. Dedicated to the founder of Ford Canada, Gordon McGregor's local success as both a leading businessman and charitable individual contributed much to the significant growth of Ford City and the City of Windsor itself. The need for the Gordon McGregor Public School was a direct outcome of the thriving motor enterprise and the associated population boom of the early 20th century.

The property is currently listed under the Windsor Municipal Heritage Register due to its design by locally significant architects David W.F. Nichols and Hugh P. Sheppard in 1924, with Nichols, Sheppard, and George Y. Masson responsible for the addition in 1926. In 1925, Masson was invited to join the existing partnership between Nichols and Sheppard, thus forming what was considered the most successful collaborations in the Windsor area.[18] The Nichols, Sheppard & Masson collaboration were credited with the design of over thirty institutional, educational, and commercial buildings, with some of the significant commissions being the John Campbell School, the Dr. Charles W. Hoare Residence, and the former Y.M.C.A. building, that are all designated heritage properties.

CONTEXTUAL VALUE

The subject property is located on Alexis Road, South of Reginald Street, North of Alice Street, and in proximity of the Drouillard Road Main Street that marked the center of Ford City. The former Ford Test Track (now municipal park) is located adjacent to the school property where physical education and races were once held at. When the school building was first constructed in 1924, the immediate surroundings were minimally inhabited. This is shown in the 1924 Fire Insurance Map, where houses are shown

[15] Windsor Star. (2016, July 7). *Doors Close, But Memories Live On*, pp. 1. ProQuest

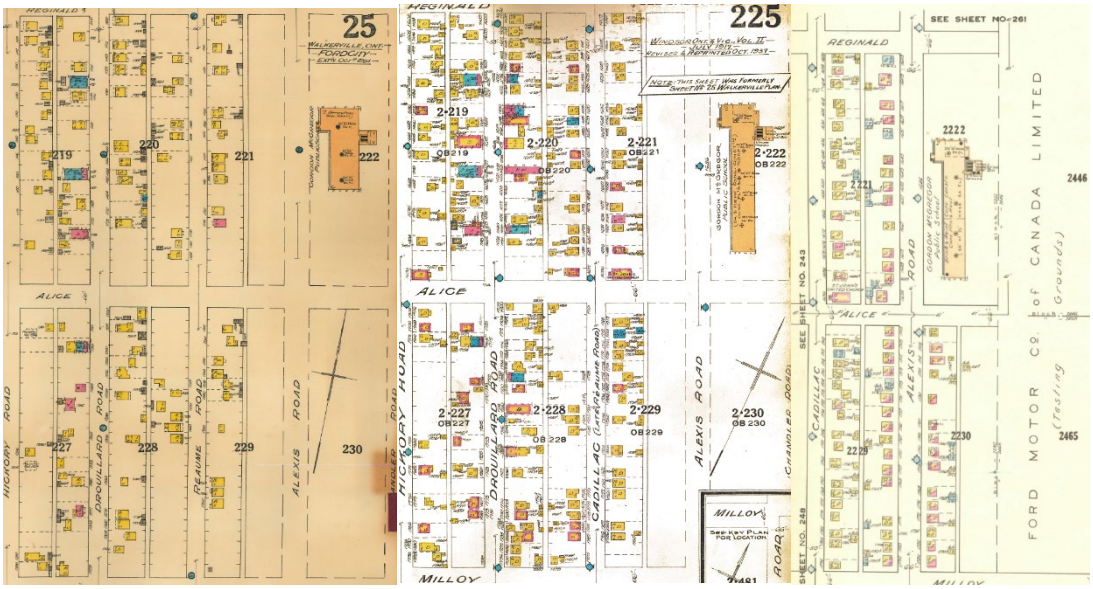
[16] Schmidt, D. (2016, June 18). *Students bid farewell to Gordon McGregor, vow to take school spirit with them*. Windsor Star. Retrieved July 2, 2023, from https://windsorstar.com/news/local-news/students-bid-farewell-to-gordon-mcgregor-vow-to-take-school-spirit-with-them

[17] Cross, B. (2019, April 28). *Former Gordon McGregor school listed for sale at $899,900*. Windsor Star. Retrieved July 2, 2023, from https://windsorstar.com/news/local-news/former-gordon-mcgregor-school-listed-for-sale-at-899900

[18] Hill, R. G. (n.d.). Masson, George Yule. Biographical Dictionary of Architects in Canada. Retrieved July 2, 2023, from http://dictionaryofarchitectsincanada.org/node/2171

sparsely scattered in the area. Furthermore, there were no paved roads between Tecumseh Road, Pillette Road, Seminole Street, and Alexis Road for young students to travel on for short cuts when the school was first built.[19]

As families continued to populate the city, new dwellings began to emerge around the school property as indicated by the rise of home advertisements in the local newspaper. Reflected in the 1937 Fire Insurance Map is the new addition made to the school building. By 1953, it was evident that significant development had occurred in the neighborhood as the once existing empty parcels had become progressively filled.



Fire Insurance Maps from 1924 (left), 1937 (middle), and 1953 (right)

The Gordon McGregor School is historically linked to its surrounding, with the demand for the school originating directly from the early growth of the Ford City neighborhood and the City of Windsor. At the time, the former Ontario Street School (now demolished) was reaching its peak capacity which resulted in the relocation of students to the Gordon McGregor School over a mile away.[19] Many parents were unsatisfied with the arrangement as young students would have to travel long distances away from their homes in the Pillette Village area.[19] This was coupled by the fact that the area surrounding the Gordon McGregor School was heavily unpopulated and underdeveloped, as evident in the fire insurance maps above. However, the increase from 490 to over 1,327 students in 1934 serves as sufficient indication of the valuable educational support the Gordon McGregor School provided as subsequent development occurred throughout the neighborhood.

The residential neighborhood is now characterized by its low-density single-detached dwellings. However, the school property was the first development in the neighbourhood and is visually distinguished from the surroundings. The Gordon McGregor building is a long-standing and significant landmark in the neighbourhood.

[19] The Border Cities' Star. (1927, September 7). *Parents Rap School Rule*, pp. 5. ProQuest

Heritage Attributes:

Exterior attributes that contribute to the design/physical value of Gordon McGregor School:

- 1924 and 1927 two-story plus basement building constructed with elements of Art Deco architectural style
- Generous landscape setback to school building (on west from Alexis Road)
- Elongated rectangular massing with sleek, streamlined design and minimal decoration
- Variegated red brick facade constructed in common bond with stone parapet, base stone and stone banding
- Northwest portions feature:
    - Stepped front concrete stairs at front entrance flanked by masonry side walls
    - Originally featuring triple set decorated carved wooden doors with scones, and stone panel inscription with the words “Gordon McGregor" and "ad. School. 1924".
    - Two distinguishable low-relief medallions on the same stone banding, one with a symbol of two keys crossing and one with a symbol of a tree
    - Shield and sword crest merging into the horizontal decorative stone banding on the facade
    - Originally peaked parapet now stepped parapet roof capped with stone/concrete, with back building block featuring flat roof
    - Tall squared brick chimney with chamfered corners at back
- Decorative stone banding throughout school building, with low relief medallion designs below the roofline on the north and west elevations
- Stone surrounds around the windows spanning first and second floors on the north, west and south elevations, emphasizing the building’s verticality
- Brick panel featuring variety of header and stretcher brickwork found between the floors of the windows
- Variety of window openings: Original windows were hung windows in triple sets at the west elevation
- East entrances with stones inscribed ‘Boys’ and ‘Girls’ between window bays
- Stone sills and Header, stretcher, soldier and rowlock brickwork emphasizing openings on the east elevation
- Tree-lined landscape character along west property line

Attributes that contribute to the historical or associative value of Gordon McGregor School:

- School was built in honour of Gordon McGregor, founder of the Ford Motor Company of Canada who contributed to the establishment of Windsor.
- Addressed demands for public education as families joined the local workforce in shops and factories
- The largest school in Ford City in addition to being the largest Elementary Educational Institution in the Windsor Region during 1927

- Direct association with the rapid growth of the Ford City area
- Direct association with the history of public elementary schools in the Ford City area
- Early (1924) and long-time service (92 years) to former Ford City (East Windsor) and Sandwich East community as a public elementary school
- Oldest remaining former public elementary school building in Ford City
- Remnant of the early phases of the former Ford City's development and the growing demands for public educational space
- Designed by locally significant architects Nichols & Sheppard, with Nichols, Sheppard, and Masson responsible for the addition in 1927

Attributes that contribute to the contextual value of Gordon McGregor School:

- Located in proximity of the Ford Motor Windsor Engine Plant that employed many workers while the school addressed needs for education as more families moved into the neighbourhood
- Provided public education to young students in the immediate neighbourhood
- Contributed to the development of residences and construction of paved roads in the area
- Longstanding landmark in the neighbourhood

APPENDIX F - CONSULTATIONS
(Comments from Municipal Departments & External Agencies)

Assessment Management Officer - Jose Mejalli

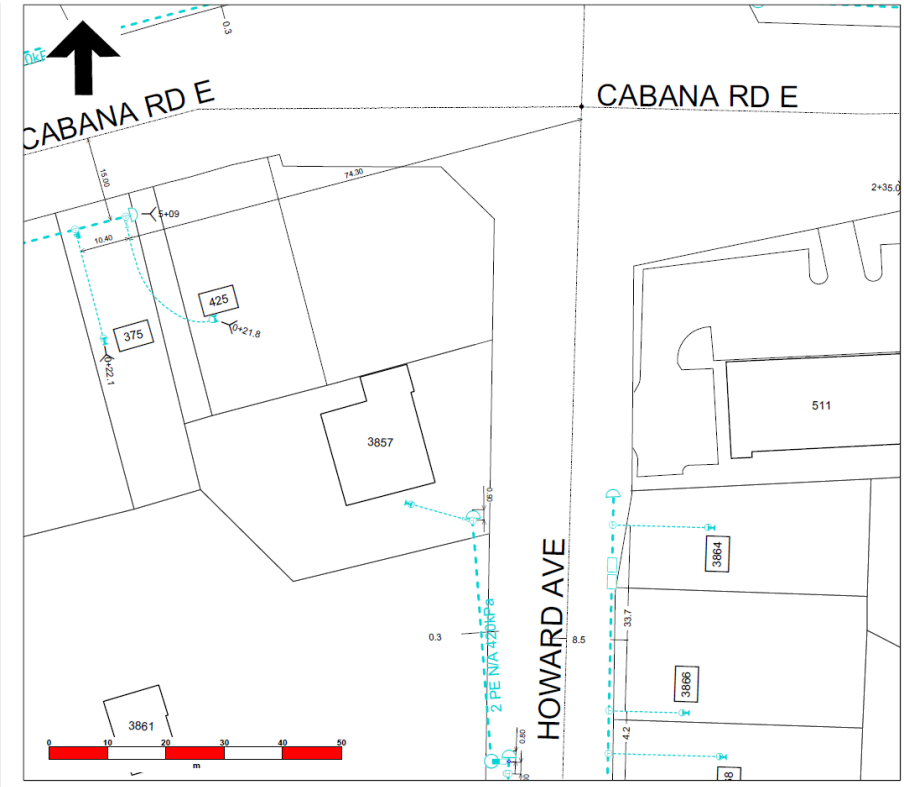
No objection to the zoning amendment from CD2.1 to CD2.2 to allow residential and commercial uses within a proposed combined use building on the subject land.

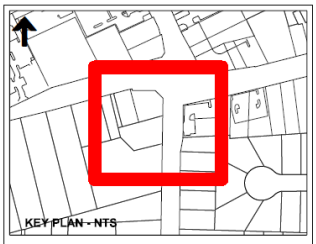
Enbridge – Gord Joynson

After reviewing the provided drawing at Howard Ave & Cabana Rd E. 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





SOURCE DOCUMENT INFORMATION

REVISIONS

ENBRIDGE

AS - Built

Howard Ave & Cabana Rd E

Howard Ave & Cabana Rd E

WINDSOR

WINDSOR

GCJOYNS

2023/05/12

1:500

JOBNO40005

Drawing Number 1 OF 1

Transit Windsor – Jason Scott

Transit Windsor has no objections to this development. The closest existing transit routes to this property are the Dougall 6 & South Windsor 7. The closest existing bus stop is directly adjacent to this property on Cabana at Howard Southwest Corner providing direct transit access. This will be maintained with our City Council approved Transit Master Plan. If the bus stop on Cabana at Howard Southwest Corner needs to be temporarily closed due to construction, Transit Windsor requires a minimum of 2 weeks notice. If the bus stop needs to temporarily be closed for more than 2 weeks in duration, the property owner will be responsible for the costs of the signage required to inform passengers on where to go to get on and off the bus. Transit Windsor is pleased to see the building along the road front as this helps to promote active transportation, such as transit, by reducing the walking distance required to get on the bus and not have to walk through a parking lot.

Canada Post – Bruno Desando

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

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:
  - Residential compartments must be at least 12.5 x 13.5 cm
  - Commercial compartments at least 13.5 x 30.5 cm
  - 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.

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.

ENWIN

HYDRO ENGINEERING:

No Objection, with respect to the following:

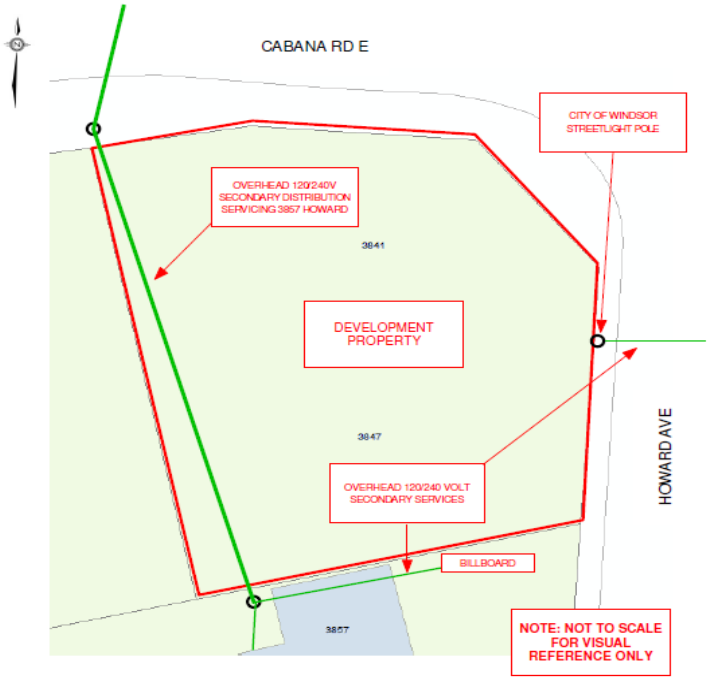
Please note that ENWIN has existing 120/240 volt secondary hydro distribution crossing the West side of the development property and proposed development, servicing the adjacent address at 3857 Howard Ave.
ENWIN also has a 120/240 volt secondary hydro service South of the property for the billboard South-East of the development.

Additionally, please note there is a City of Windsor streetlight pole located on the East side of the development property with a 120/240 volt secondary hydro service crossing Howard Ave.

The customer will burden any costs associated with the relocation of existing plant conflicting with the development. Depending on the relocation requirements, the customer would be responsible for coordinating with the adjacent property owner for any re-work needed if an overhead service to their existing service mast is not feasible. The same applies to the billboard owner for its service.

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:

Water Engineering has no objections.

Engineering Department – Andrew Boroski

Sewers:
The site may be serviced by a 250mm RCP sanitary sewer and a 900mm RCP storm sewer located within the Howard Avenue right-of-way and a 250mm PVC sanitary sewer located within the Cabana Road East right-of-way. If possible existing connections should be utilized. Any redundant connections shall be abandoned in accordance with the City of Windsor Engineering Best Practice B.P 1.3.3. The applicant will be required to submit site servicing drawings.

Right-of-Way:
Cabana Road East is classified as a Class II Arterial Road with a required right-of-way width of 32 meters per Schedule X. The current right-of-way width is not sufficient; however, a land conveyance is not required as per the Cabana Road Environmental Assessment (EA). Howard Ave is classified as a Class II Arterial Road with a required right-of-way width of 32 meters per Schedule X. The current right-of-way width is not sufficient; however, a land conveyance is not required as per the Howard Avenue Environmental Assessment (EA). It should be noted, sidewalk must continue through driveway approach

as per AS-204, raised curbs are not permitted within the right-of-way. Driveway to be constructed as per BP2.1.1 and AS-204. Proposed driveway on Howard Ave should be 35 meters from the crossroad (Cabana Rd E), as a guideline. It is recommended that the distance from the driveway to the crossroad be maximized as much as possible.

In summary we have no objection to the proposed development, subject to the following requirements:

Sanitary 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 analyze the sanitary flow from the proposed development and recommend mitigation measures and implementation of those measures.

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 reach by phoning 519-255-6267 or, through email at buildingdept@citywindsor.ca

Landscape Architect – Sherif Barsom

No Objections or comments from Parks D&D.

Landscape & Urban Design – Stefan Fediuk

Pursuant to the application for a zoning amendment **(Z 040/22)** to permit a 4-storey mixed use building with 18 dwelling units and a business office on the subject with reduced parking, please note no objections. Please also note the following comments:

Zoning Provisions for Parking Setback:
There are no provisions for parking setbacks for landscaping in the proposed zoning.

The applicant is to be aware that there is an existing billboard on the abutting property immediately south, which appears to be encroaching onto the subject lands. This billboard as situated currently will impact the southeastern most dwelling units.

Tree Preservation:
N/A

Climate Change:
The application is addressing climate change adaptation through a canopy over the common area to provide thermal comfort.

Urban Design:
The applicant is to commended for proposing a development that has considered interesting materials for the facade treatment. These materials and their details will help to enhance the corner and establish a sense of space.

Parkland Dedication:
There are no parkland implications beyond the usual requirement for cash-in-lieu of 5% parkland dedication for residential and 2% for commercial. Detailed landscape requirements will be provided at the time of site plan review.

Transportation Planning = Clare Amicarelli

- The Official Plan classifies Howard Ave as a Class 2 Arterial with a required right-of-way width of 32 metres per Schedule X. The current right-of-way width is not sufficient; however, a land conveyance is not required per the Howard Avenue Environmental Assessment (EA).

- The Official Plan classifies Cabana Rd E as a Class 2 Arterial with a required right-of-way width of 32 metres per Schedule X. The current right-of-way width is not sufficient; however, a land conveyance is not required per the Cabana Road Environmental Assessment (EA).

- Transportation Planning has reviewed the Parking Study/Sight Line Analysis titled, "3841-3847 Howard Avenue Windsor ON" conducted by RC Spencer Associates in March 2023. Transportation Planning has the following comments:
    - As stated in the study, the peak parking demands for the mid-rise residential building and the office space, are different. Transportation Planning suggests the shared use of visitor and commercial spaces, in order to accommodate the peak demands for each use.
    - As stated in the Sight Line Analysis, there is approximately 86 metres of available sight distance for egress from the proposed site access, which is 22m short of the recommended distance for a right turn from stop condition. The TAC estimates stopping sight distance to be approximately 85m. Since the recommended intersection sight distance for a right turn from stop condition cannot be met, it is recommended that the option of relocating the driveway further south be explored.
    - Type A accessible spaces must meet the minimum width of 3.5 metres

- All exterior paths of travel must meet the requirements of the Accessibility for Ontarians with Disabilities Act (AODA).

- All accesses shall conform to the TAC Geometric Design Guide for Canadian Roads and the City of Windsor Standard Engineering Drawings.

    - Curved flares not permitted
    - Raised curbs not permitted within the right-of-way
    - Driveway proposed must be 7-9 metres total at the property line (minimum 3.5m/lane, maximum 4.5m/lane) unless proper justification can be provided.
    - Driveway proposed on Howard Ave should be 35 metres from the crossroad (Cabana Rd E), as a guideline. It is recommended that the distance from the driveway to the crossroad be maximized as much as practical.

APPENDIX F - RESULTS OF CIRCULATION – Z-003/23 ZNG/6949

CANADA POST – BRUNO DESANDO

Thank you for contacting Canada Post regarding plans for a proposed new multi-unit residential development in the City of Windsor. Please see Canada Post's feedback regarding the proposal, below.

Service type and location

1. Canada Post will provide mail delivery service to the subdivision through centralized Community Mail Boxes (CMBs).
2. If the development includes plans for (a) multi-unit building(s) with a common indoor entrance, the developer must supply, install and maintain the mail delivery equipment within these buildings to Canada Post's specifications.

Municipal requirements

1. Please update our office if the project description changes so that we may determine the impact (if any).
2. Should this subdivision application be approved, please provide notification of the new civic addresses as soon as possible.

Developer timeline and installation

1. Please provide Canada Post with the excavation date for the first foundation/first phase as well as the date development work is scheduled to begin. Finally, please provide the expected installation date(s) for the CMB(s).

Additional Developer Requirements:

- The developer will consult with Canada Post to determine suitable permanent locations for the Community Mail Boxes. The developer will then indicate these locations on the appropriate servicing plans.
- The developer agrees, prior to offering any units for sale, to display a map on the wall of the sales office in a place readily accessible to potential homeowners that indicates the location of all Community Mail Boxes within the development, as approved by Canada Post.
- The developer agrees to include in all offers of purchase and sale a statement which advises the purchaser that mail will be delivered via Community Mail Box. The developer also agrees to note the locations of all Community Mail Boxes within the development, and to notify affected homeowners of any established easements granted to Canada Post to permit access to the Community Mail Box.
- The developer will provide a suitable and safe temporary site for a Community Mail Box until curbs, sidewalks and final grading are completed at the permanent Community Mail Box locations. Canada Post will provide mail delivery to new residents as soon as the homes are occupied.
- The developer agrees to provide the following for each Community Mail Box site and to include these requirements on the appropriate servicing plans:
    - Any required walkway across the boulevard, per municipal standards
    - Any required curb depressions for wheelchair access, with an opening of at least two metres (consult Canada Post for detailed specifications)
    - A Community Mailbox concrete base pad per Canada Post specifications.

APPENDIX F - RESULTS OF CIRCULATION – Z-003/23 ZNG/6949

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 reach by phoning 519-255-6267 or, through email at buildingdept@citywindsor.ca

CITY OF WINDSOR – ENGINEERING - SHANNON MILLS

Sewers - The site may be serviced by a 525mm sanitary sewer and a 1050mm storm sewer located within the Howard Ave right-of-way. If possible existing connections should be utilized. Any redundant connections shall be abandoned in accordance with the City of Windsor Engineering Best Practice B.P 1.3.3.

A Sanitary Sewer Memo submitted with this application confirms that the proposed medium-density residential development sewage flow rates will not have a negative impact to the existing sanitary sewer system. A sanitary sampling manhole is required at the property line to the satisfaction of the City Engineer, if one does not already exist.

The applicant will be required to submit site servicing drawings and storm detention calculations restricting storm water runoff to pre-development levels, as per the Windsor Essex Regional Stormwater Management Standards Manual. A Storm Sewer Memo submitted with this application confirms the pre-development release rate to be 33L/s.

https://essexregionconservation.ca/wp-content/uploads/2018/12/WE-Region-SWM-Standards-Manual.pdf.

Right-of-Way - Howard Ave is classified as a Class II Arterial Road with a required right-of-way width of 23 meters per Howard Avenue Environmental Assessment (EA). The existing right-of-way along the frontage of the subject property is sufficient, therefore, a land conveyance is not required. A 0.3m reserve is required along the Lochmoor Street frontage of the subject property.

Currently, Howard Avenue is lacking curb and gutter as well as sidewalk along both sides of Howard Avenue. The owner shall agree to contribute $7,010.00 towards the construction of sidewalks within the right-of-way, as well as contribute $3,660.00 towards the future construction of curb and gutter along Howard Avenue.

In summary we have no objection to the proposed development, subject to the following requirements:

Site Plan Control Agreement - The applicant enter 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 F - RESULTS OF CIRCULATION – Z-003/23 ZNG/6949

Curb & Gutters – The Owner further agrees to pay to the Corporation, prior to the issuance of a construction permit, the sum of $3,660.00 being the Owner's contribution towards the future construction of concrete curb and gutter on the frontage of the subject lands.

Reserves – The owner covenants and agrees that dead-ended highways shall terminate in 0.3 metre reserve blocks. The owner further agrees to gratuitously convey to the Corporation those 0.3 metre reserves in fee simple and without encumbrance and *prior to the issuance of any construction permits*, in order that the Corporation may hold the aforesaid reserve blocks, until required for future highway purposes or for development of adjacent lands.

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.

Sidewalks –The owner(s) agrees, to pay to the Corporation, prior to the issuance of a Building Permit, the sum of $7,010.00 being the Owner's contribution towards the future construction of a concrete sidewalk on the Howard Avenue frontage of the subject lands.

If you have any further questions or concerns, please contact Shannon Mills at smills@citywindsor.ca

CITY OF WINDSOR – PARKS & FACILITIES – CITY FORESTER – YEMI ADEYEYE

Forestry is in agreement with Stefan Fediuk's feedback.

CITY OF WINDSOR – PARKS & FACILITIES – LANDSCAPE ARCHITECT – BARSOM SHERIF

After reviewing the submitted concept plans, layout, Planning Rationale Report that covers the points of 4.3.5 Urban design and point 4.3.6 Biology as for the SARS, Parks Development & Design has no issue or comments.

CITY OF WINDSOR – PLANNING DEPARTMENT – HERITAGE PLANNING - TRACEY TANG

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 note 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.

APPENDIX F - RESULTS OF CIRCULATION – Z-003/23 ZNG/6949

Contacts:

Windsor Planning 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

CITY OF WINDSOR – PLANNING DEPARTMENT – LANDSCAPE ARCHITECT & URBAN DESIGN – STEFAN FEDIUK

Pursuant to the application for a zoning amendment Z 003/23 to rezone to RD2.2 to permit development consisting of 11 multiple dwellings on the subject, please note lease also note the following comments:

Zoning Provisions for Parking Setback: The proposed development respects the setback requirements for the proposed zoning. Therefore, no additional landscape requirements are requested.

Climate Change and Tree & Natural Features Preservation: The applicant has provided a Natural Heritage Evaluation and Tree Preservation Study prepared by Insight Environmental Solutions Inc. which, identifies no evidence of SARS Flora but that presence of a provincially significant S3 plant (*Euonymus atropurpureus*) Eastern Burning-Bush which is vulnerable due to its fairly restricted range as it rarely occurs outside of Essex Region.

The report identifies 53 existing trees on site of varying species, size and structure. It further recommends that nine trees within/adjacent to the municipal drain or buffer, near the south-west corner of the property, be preserved and protected. The proposed site plan however does not identify these trees and indicates five different trees that may or may not be able to be preserved due their proximity to the proposed building and/or paved areas. The proposed development is reducing a significant amount green field, which are considered a means to mitigate storm water runoff from hard surfaces. Preservation of and addition to the urban tree canopy will help to continue the sustainability of this site and reduce the amount of stormwater from reaching the city's sewers.

Any loss to the urban tree canopy is to be compensated at a rate of caliper-to-caliper based on the NHETP provided. It is calculated that there is 2710 cm of tree on the property, with 271.5 cm recommended to be retained for a net loss of 2438.5cm. Compensation would be 49 at 50 cm caliper trees to be planted in addition to the minimum requirements for Site Plan Approval, or cash-in-lieu to the satisfaction of the City Forester at the rate of 1 tree per 50cm tree as found in the Schedule of Fees at the time of a building permit being issued.

The NHETP makes several recommendations related to project which are supported by the Landscape Architect from a healthy urban design perspective. These Include:

5.1.1. Timing for clearing to align with the Migratory Birds Convention Act 1994.

5.1.2. Clearing to be kept to a minimum especially along the civic drain to reduce any potential amphibian breeding habitat destruction.

5.1.3. Contaminant and Spill Mitigation.

5.1.4. Operation of Machinery to reduce any soil contamination and habitat destruction.

In addition, the recommended tree preservation techniques and recommendations found in section 6.5 of the report are supported.

Urban Design: The proposed facades on the development retain a suburban character and are supported. It is recommended however that the colour variation between the lower brickwork and the vertical siding be increased to provide better visual cues for persons with visual disabilities. Darker brickwork would also aid in temperature modification from a climate change perspective.

Parkland Dedication: All requirements will be determined at the time a Site Plan application is received.

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 – TRANSPORTATION PLANNING – CLARE AMICARELLI

- Howard Ave is classified as a Class II Arterial Road with a required right-of-way width of 23 meters per Howard Avenue Environmental Assessment (EA). The existing right-of-way along the frontage of the subject property is sufficient, therefore, a land conveyance is not required.
- Per the Official Plan, a sidewalk is required on two sides of an Arterial Road. Engineering Right-of-Way to determine if a contribution or construction is required.
- The updated Traffic Impact Statement conducted by RC Spencer Associates Inc. dated April 2023 was reviewed and Transportation Planning has the following comments:
    - Report states the intersection of the proposed site access at Howard Ave will perform satisfactorily in the both AM and PM peak hours.
    - Report states, “a “slip-by” lane (ie. paved shoulder) should be integrated into the site access design as an interim measure until Howard Avenue is reconstructed to a four-lane cross section (in accordance with the May 2003 Environmental Assessment).” This offsite improvement should be provided at the time of development and should be provided at the developer’s cost. This can be addressed at time of Site Plan Control.
    - Report states sight lines at the site access appear to be unobstructed.

- If development is significantly different at time of site plan, such as number of units or driveway location, supplementary view may be required at time of Site Plan Control.

- All parking must comply with ZBL 8600, otherwise a parking study may be required.
- 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

After reviewing the provided drawing at 3623-3631-3637 Howard Ave 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

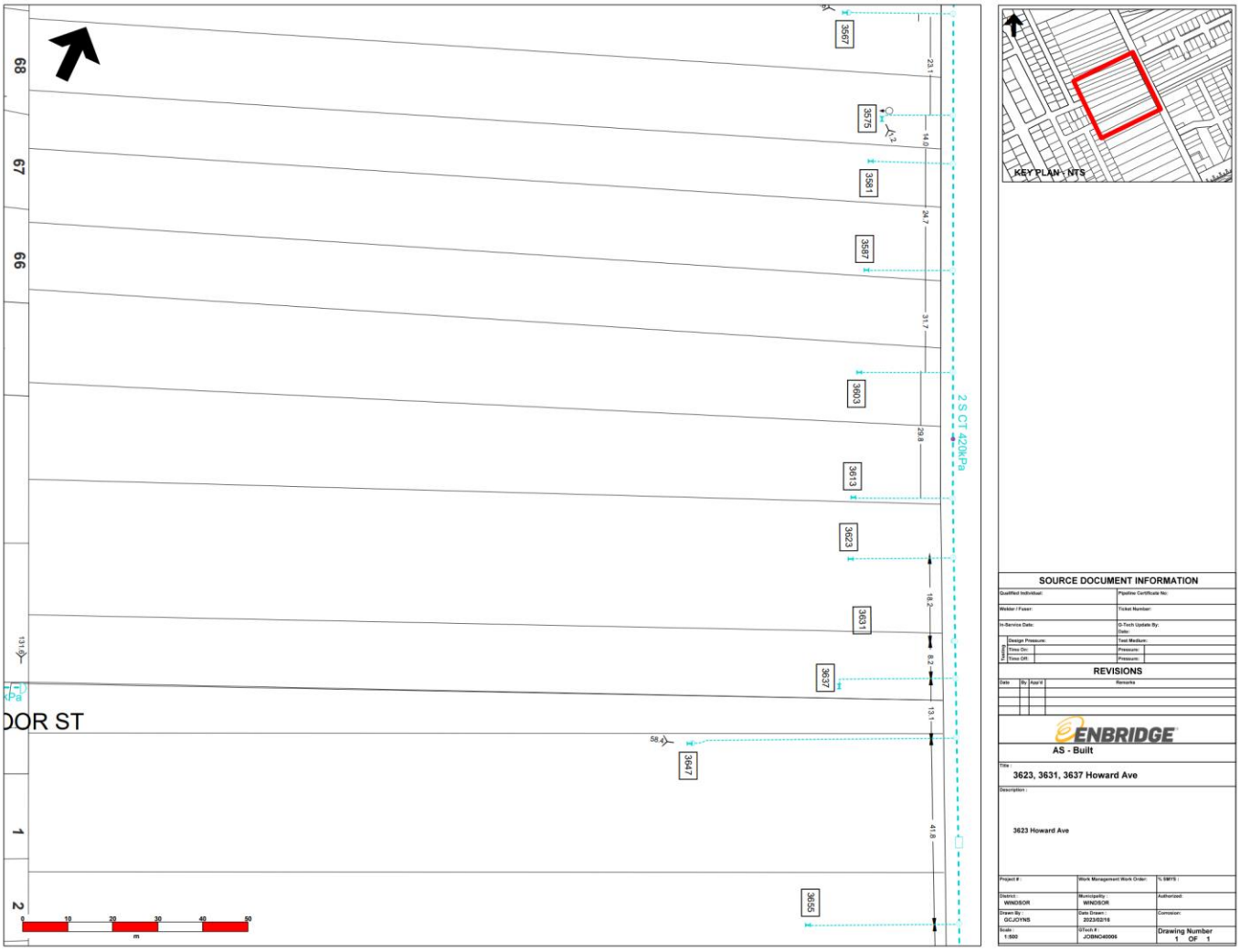
Enbridge Gas requires a minimum separation of 0.6m horizontal and 0.3m vertical from all of our plant less than NPS 16 and a minimum separation 1.0m horizontal and 0.6m vertical between any CER-regulated and vital pipelines. For all pipelines (including vital pipelines), when drilling parallel to the 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

Please contact me if you have any further questions or concerns.

APPENDIX F - RESULTS OF CIRCULATION – Z-003/23 ZNG/6949



ENWIN

Hydro Engineering: An easement named to Enwin Utilities Ltd may be required to accommodate the existing overhead 120/240 volt secondary service to the adjacent property at 3613 Howard Ave across the North-East corner of the development property.

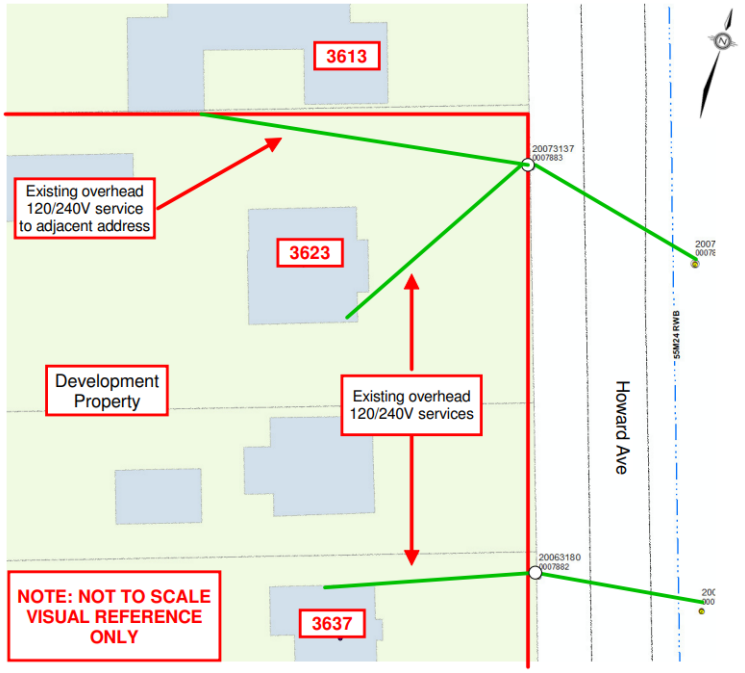
Additionally, ENWIN has existing overhead 120/240 volt secondary services to 3623 & 3637 Howard Ave from the East side of the development property. For disconnection and removal of existing services for planned demolition, please contact our Technical Services for arrangement.

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.

Sketch attached for reference only. This attachment does not replace the need for utility locates.

APPENDIX F - RESULTS OF CIRCULATION – Z-003/23 ZNG/6949



Water Engineering: Water Engineering has no objections.

TRANSIT WINDSOR - JASON SCOTT

Transit Windsor has no objections to this development. The closest existing transit route to this property is with the South Windsor 7. The closest existing bus stop is directly in front of this property on Howard at Maguire Southwest Corner providing direct transit service. This will remain unchanged with our Council approved Transit Master Plan. Transit Windsor has no immediate or future plans on relocating the bus stop directly adjacent to this property. If the bus stop needs to temporarily be closed due to construction, Transit Windsor requires a minimum of 2 weeks notice.

APPENDIX "C"
Excerpts from Official Plan Volume I

3 Development Strategy

This chapter was amended as part of Official Plan Amendments #76 and #79 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. Official Plan Amendment #79 was approved by the Ministry of Municipal Affairs and Housing on 06/05/2012.

3.2 Growth Concept

3.2.1 Safe, Caring and Diverse Community

NEIGHBOURHOOD HOUSING VARIETY

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.

3.3 Urban Structure Plan

The Urban Structure Plan identifies the key structural elements within the municipality. These key structural elements and the linkages between these elements establish the strategic framework within which more detailed land use designations can be established.

3.3.3 Neighbourhoods

Neighbourhoods are the most basic component of Windsor's urban structure and occupy the greatest proportion of the City. Neighbourhoods are stable, low-to-medium-density residential areas and are comprised of local streets, parks, open spaces, schools, minor institutions and neighbourhood and convenience scale retail services.

The three dominant types of dwellings in Windsor's neighbourhoods are single detached, semi-detached and townhouses. The density range for Windsor's neighbourhoods is between 20 to 35 units per net hectare. This density range provides for low and some medium-density intensification to occur in existing neighbourhoods. Multiple dwelling buildings with medium and high-densities are encouraged at nodes identified in the Urban Structure Plan.

6. Land Use

6.1 Goals

In keeping with the Strategic Directions, Council's land use goals are to achieve:

RESIDENTIAL 6.1.3 Housing suited to the needs of Windsor's residents.

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.

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

RANGE OF FORMS & TENURES 6.3.1.1 To support a complementary range of housing forms and tenures in all neighbourhoods.

INTENSIFICATION, INFILL AND REHABILITATION 6.3.1.3 To promote residential redevelopment, infill and intensification initiatives in locations in accordance with this plan.

6.3.2 Policies

In order to facilitate the orderly development and integration of housing in Windsor, the following policies shall apply.

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:

(ii) adjacent to sources of nuisance, such as noise, odour, vibration and dust;

(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;

7 Infrastructure

This chapter was amended as part of Official Plan Amendments #81 as part of a 5-year review of the Official Plan. Official Plan Amendment #81 was approved by the Ministry of Municipal Affairs and Housing on 09/07/2012.

7.3.2 General Policies

NEW DEVELOPMENT

7.3.2.3 Council shall require all new developments to have full municipal infrastructure available, or agreements in place to provide such infrastructure, as a condition of approving a development proposal.

NEW INDIVIDUAL ON-SITE SEWAGE SERVICES

7.3.2.5 Council shall not permit the installation of individual on-site sewage services in new developments.

11 Tools

This chapter was amended as part of Official Plan Amendments #84 as part of a 5-year review of the Official Plan. Official Plan Amendment #84 was approved by the Ministry of Municipal Affairs and Housing on 07/09/2012.

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

11.6.1.1 To provide for the establishment of a zoning by-law.

11.6.1.2 To ensure compatibility between land uses.

11.6.3 Zoning By-law Amendment Policies

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.

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**

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;

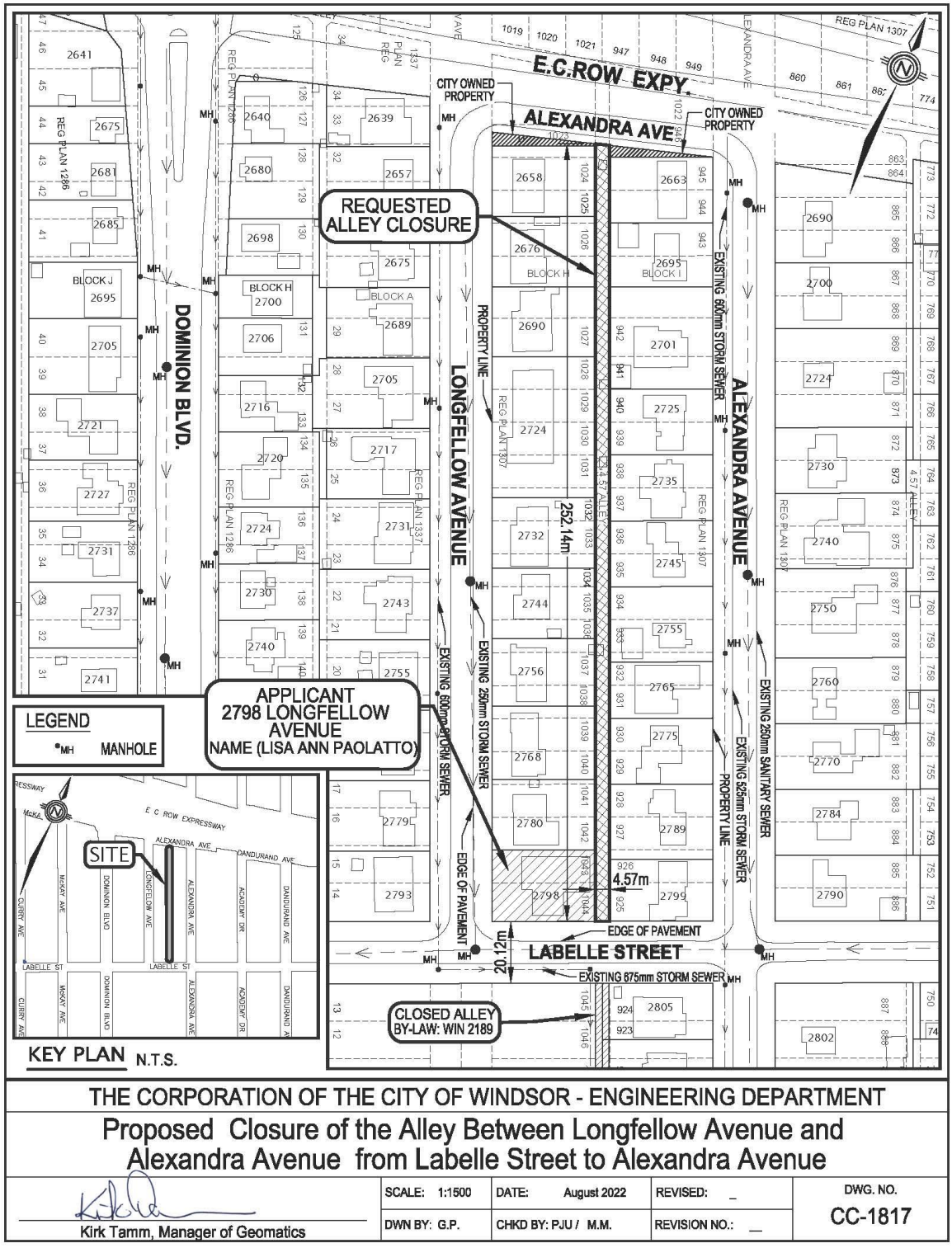
(b) Relevant support studies;

(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 "A"
Drawing No. CC-1817



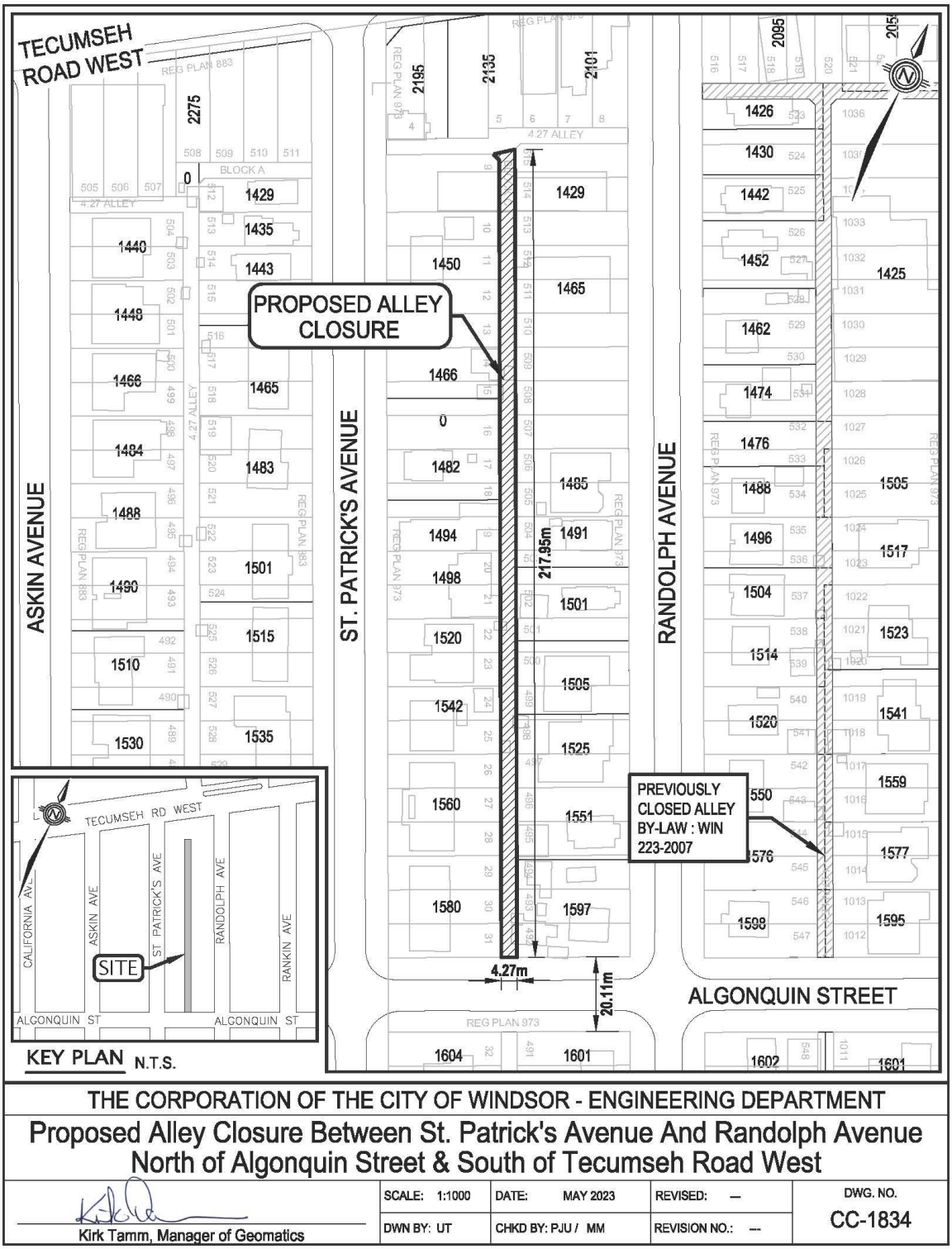
THE CORPORATION OF THE CITY OF WINDSOR - ENGINEERING DEPARTMENT

Proposed Closure of the Alley Between Longfellow Avenue and Alexandra Avenue from Labelle Street to Alexandra Avenue

Kirk Tamm, Manager of Geomatics

SCALE: 1:1500	DATE: August 2022	REVISED: _	DWG. NO.
DWN BY: G.P.	CHKD BY: PJU / M.M.	REVISION NO.: _	CC-1817

APPENDIX "A"
Drawing No. CC-1834



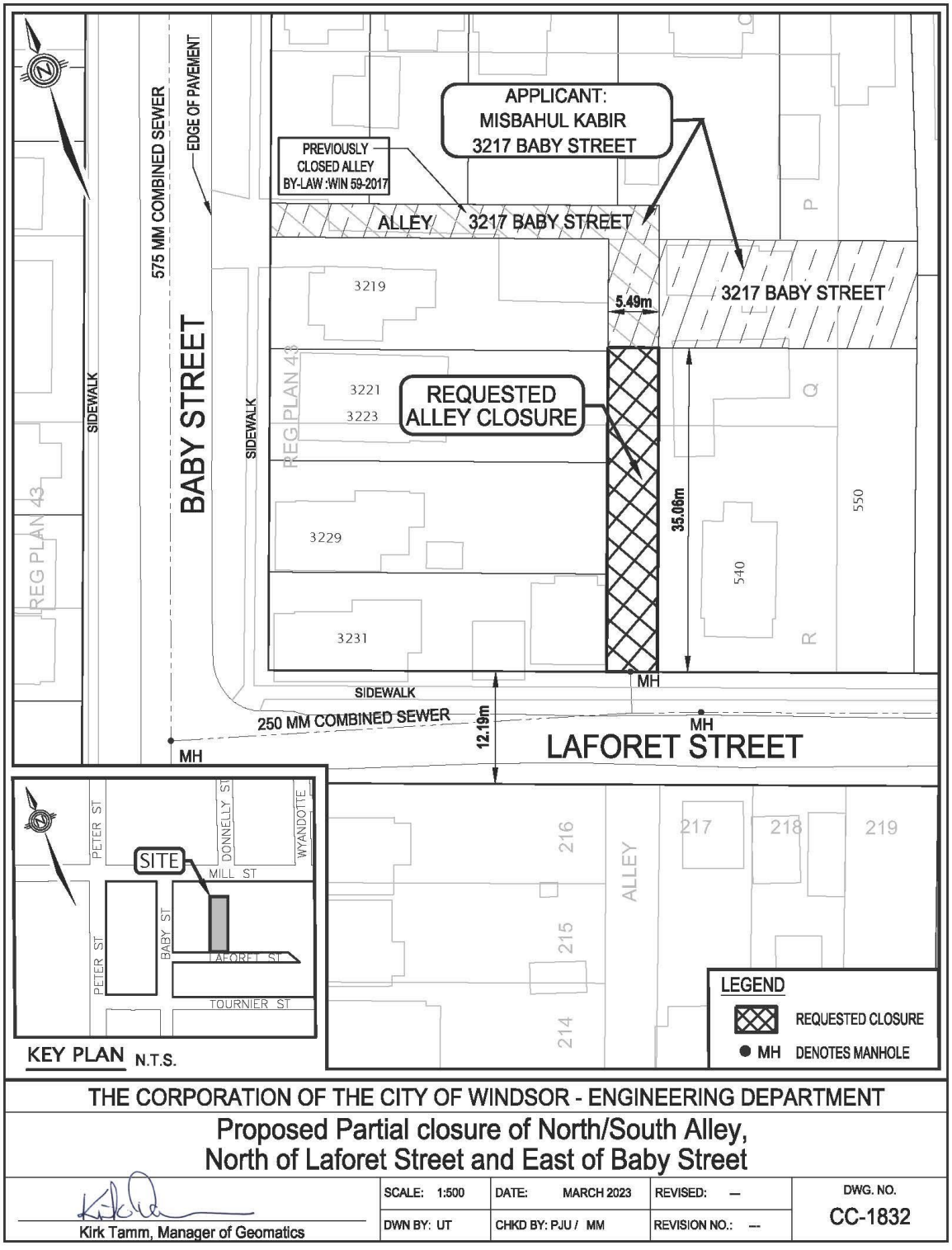
THE CORPORATION OF THE CITY OF WINDSOR - ENGINEERING DEPARTMENT

Proposed Alley Closure Between St. Patrick's Avenue And Randolph Avenue North of Algonquin Street & South of Tecumseh Road West

Kirk Tamm, Manager of Geomatics

SCALE: 1:1000	DATE: MAY 2023	REVISED: —	DWG. NO.
DWN BY: UT	CHKD BY: PJU / MM	REVISION NO.: —	CC-1834

APPENDIX "A"
Drawing No. CC-1832



THE CORPORATION OF THE CITY OF WINDSOR - ENGINEERING DEPARTMENT

Proposed Partial closure of North/South Alley,
North of Laforet Street and East of Baby Street

Kirk Tamm, Manager of Geomatics

SCALE: 1:500	DATE: MARCH 2023	REVISED: —	DWG. NO.
DWN BY: UT	CHKD BY: PJU / MM	REVISION NO.: ---	CC-1832