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. If you have any questions or concerns regarding these conditions, please contact me. I appreciate the opportunity to comment on this project.

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.

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.

The owner and/or applicant should contact the Building Department to determine building permit needs for the proposed project prior to building permit submission. The Building Department can be reached at 519-255-6267 or buildingdept@citywindsor.ca

CITY OF WINDSOR - ENGINEERING – AMY KUREK

We have reviewed the subject Rezoning application and have the following comments:

Sewers - The site may be serviced by a 375mm PVC sanitary sewer and a 1200mm RCP storm sewer located within Huron Church 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 servicing study is required to demonstrate there is adequate capacity in the municipal sewer network and the impact based on the proposed development. A sanitary sampling manhole is required on any sanitary connection at the property line to the satisfaction of the City Engineer, if one does not already exist.

Right-of-Way - Huron Church Road is classified as a Class 1 Arterial Road according to the Official Plan requiring a right-of-way width of 46 meters; the current right-of-way is 42 meters, however a conveyance is not required at this time.

The proposed two (2) accesses to the site have not been approved by Transportation Planning therefore only one access shall be permitted. Any redundant curb cuts are to be restored to City standards. Approaches must be constructed as per AS-204, complete with straight flares and no raised curbs within the right-of-way. Redundant curb cuts shall be removed and restored in accordance with City Standards to the satisfaction of the City Engineer. Right-of-Way permit is required for any work in the right-of-way.

Additional Notes to the Applicant - At the time of SPC the following will be required:

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:

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

S 124/2023 - APPENDIX G - COMMENTS

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

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

If you have any further questions or concerns, please contact Amy Kurek, of this department at akurek@citywindsor.ca

CITY OF WINDSOR - ENVIRONMENTAL SERVICES - ANNE-MARIE ALBIDONE

No concerns from Environmental Services.

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

Tracy Tang, Planner II on behalf of Kristina Tang, Heritage Planner

The subject property is located within an area of high archaeological potential with special interest, factors including within the Original Huron Reserve area. Accordingly, a Stage 1 archaeological assessment was requested during pre-submission stage.

The Applicant's Planning Rationale Report includes mention that a Stage 1-2 Archaeological Assessment (File 2012-100 dated November 2012) was conducted on the subject property and registered with the Ministry. The recommendation of the study was cited:

"*It is therefore recommended that no further investigation be undertaken and the subject property be considered free of any further archaeological concern, subject to Ministry of Tourism, Culture and Sport approval and the conditions cited in Section 5.0.*"

Please provide a final copy of this archaeological report along with the Ministry Letter of Entry into Public Register of Archaeological Reports.

CITY OF WINDSOR – 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.

S 124/2023 - APPENDIX G - COMMENTS

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

Pursuant to the application for a zoning amendment **(Z 039/22)** to permit Mixed Use development with Commercial and Multiple Dwelling Residential on the subject, please also note the following comments:

Official Plan & Zoning Provisions Setbacks: The proposed development falls within the Huron Church Road Corridor (HCRC) (O.P. V2, Sect 1.2) which prescribes that the minimum distance for development along this area be 10m (30ft) from the right-of-way. The applicant is proposing 5m (15ft) from the residential component at the northern end of the property, but only 3m (10ft) from the commercial component at the southern end of the property. The intent of the HCRC was to establish a green gateway to and from the Ambassador Bridge to Hwy 3 (now Hwy 401 and the Herb Grey Parkway). It is recognized that the existing building, formerly the Ontario Tourist Information Centre, at it extreme point is roughly in line with the proposed residential component at 5m (15ft).

It is therefore recommended that all components of the proposed development including, residential, commercial and parking, be required to be setback a minimum of 5m (15ft) as a site specific special provision to the zoning bylaw and Official Plan.

Tree Preservation & Climate Change: As the HCRC's intent was to provide a green gateway along Huron Church, the original development as a Tourist Information Centre had provided trees to provide refuge for travelers. These trees are now mature and the intensity of the proposed development proposes for the removal of all these trees. This loss to urban tree canopy will be significant especially along a heavily travelled corridor with international traffic including semi-trucks.

The Planning Rationale references PPS 2020 Section 1.1.1 healthy, liveable and safe communities. Part c expresses no environmental or safety concerns, and indicates that there are no natural features associated with the site. As mentioned above the site is treed with mature vegetation which helps to provide storm water runoff protection and carbon sequestering from pollutants which are health and safety issues. By removing the existing tree cover, there will be environmental and health and safety impacts without mitigation through the development. It is therefore required that the applicant at the time of site plan control, provide a landscape plan that improves the urban tree canopy that is being lost by the proposed development, and sustains the vision of the HCRC as a green gateway.

Urban Design: Schedule A of the Official Plan (O.P.) identified the site as part of the HCRC. Huron Church Road is also identified in the O.P. as a Civic Way (Schedule G) and defined in O.P. Subsection 8.11.2.12 to promote and present an attractive and unifying image of the city, especially for travelers. HCRC is a green corridor along this section and development proposed should support that long-term vision. Proposed facade materials should be sustainable and support an enhanced character of a gateway not just to at the municipal level but the international level as this is the busiest land connection between Canada and the USA.

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

S 124/2023 - APPENDIX G - COMMENTS

CITY OF WINDSOR – PLANNING DEPARTMENT - ZONING COORDINATOR – ZAID ZWAYYED

Below is the zoning review for the proposed development:

- Current Zoning Designation: GD1.1 & S.20(1)278
- Proposed Zoning Designation: CD4.1
- Proposed Use:
  - Four storey Multiple dwelling with 37 units, Automobile Repair Garage, and permitting the existing building for commercial use
- Zoning Provisions (17.1):
  - Minimum lot Frontage:
    - 30.0 m (Required)
    - 151.18 m (Provided)
  - **Maximum Main Building Height:**
    - **20.0 m (Required)**
    - **The Applicant must confirm the proposed height (Provided)**
  - Maximum Gross Floor Area- Workshop:
    - 1,100.0 m² (Required)
    - 270.80 m² (Provided)
  - **Minimum Landscaped Open Space Yard Along Huron Church Road (S.20(1)278):**
    - **10.0 m (Required)**
    - **4.57 m (Provided - Multiple Dwelling) | 3.04 m (Provided - Repair Shop)**
- Section 24 - Parking, Loading and Stacking Provisions
  - **Required Number of Parking Spaces:**
    - **52 spaces (Required)**
    - **51 spaces (Provided)**
  - **Number of Parking Spaces Calculation:**
    - **Multiple Dwelling with 37 units (Proposed rate of 1.06 per unit): 39 spaces**
    - Automobile Repair Garage (1 per 45 m²): 6 Spaces
    - Existing Business Office (Cab Service) (1 per 45 m²): 7 Spaces
  - **Required Number of Visitor Parking Spaces:**
    - **7 spaces (Required)**
    - **0 Spaces (Provided) (Designated visitor spaces must be shown)**
  - Required Number of Type A Accessible Parking Spaces:
    - 1 space (Required)
    - 1 space (Provided)

- Required Number of Type B Accessible Parking Spaces:
  - 1 space (Required)
  - 1 space (Provided)
- **Curb cuts or ramps for accessible spaces: Must be shown on the submission.**
- **Required Number of Bicycle Spaces:**
  - **3 spaces (Required)**
  - **0 spaces (Provided)**
- Required Loading Spaces:
  - 2 spaces (Required)
  - 2 spaces (Provided)

Note: The submission shows four parking spaces and two loading spaces located within the required landscaped open space yard along Huron Church Road, which is prohibited per section 24.26.5.

- **Section 25 – Parking Area Provisions**
  - **Parking Area Separation from a building wall containing a main pedestrian entrance facing the parking area (25.5.20.1.5) (Automobile Repair Garage):**
    - **2.0 m (Required)**
    - **0.0 m (Provided)**
  - **Parking Area Separation from 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 (25.5.20.1.6) (Multiple Dwelling):**
    - **4.50 m (Required)**
    - **0.0 m (Provided along the west building wall)**

CITY OF WINDSOR - TRANSPORTATION PLANNING – CLARE AMICARELLI

- Huron Church Rd is classified as a Class I Arterial with a required right-of-way width of 46 metres per Schedule X. The existing right-of-way along the frontage of the subject property is not sufficient; however, a conveyance is not required at this time.
- Transportation Planning has reviewed the Parking Study titled, “1235 Huron Church Road Residential Development Windsor, ON” conducted by RC Spencer Associates Inc. in February 2023. Transportation Planning has provided the following comments through a previous email correspondence:
  - The report states that the proposed on-site parking supply will adequately accommodate the anticipated peak parking demand for the site. The report is satisfactory.
  - Bicycle parking must comply with ZBL 8600 and be clearly indicated on revised site plan
  - Accessible parking must comply with ZBL 8600; site plan is deficient 1 Type A accessible space

- All accesses shall conform to the TAC Geometric Design Guide for Canadian Roads and the City of Windsor Standard Engineering Drawings.
    - Due to the increased traffic that will be generated from this site, as well as sight line concerns with the orientation of the driveways as shown on the site plan, Transportation Planning does not approve of the proposed two access points onto Huron Church Rd. The accesses should be combined into one access only. Please note, with this revision to the accesses, the current number of parking spaces must be maintained.
    - All proposed driveways must be 7-9 metres total at the property line (minimum 3.5m/lane, maximum 4.5m/lane).
- 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 1235 Huron Church Rd and consulting our mapping system, please note that Enbridge Gas has active infrastructure in the proposed area.

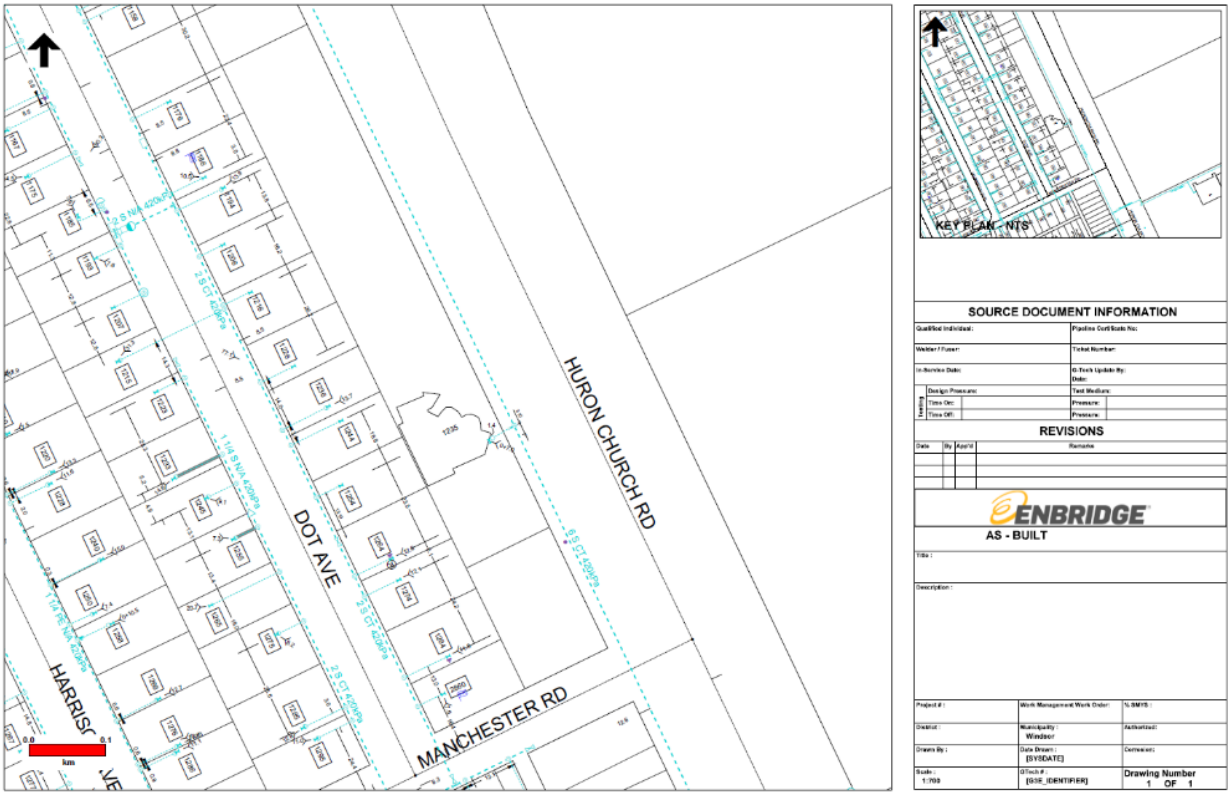
Please Note:

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 an Enbridge Gas representative will respond to the live or dead call within 1-4 hours, so please plan your work accordingly



ENWIN

Hydro Engineering:

No Objection, provided adequate clearances are achieved and maintained. Please note the following.

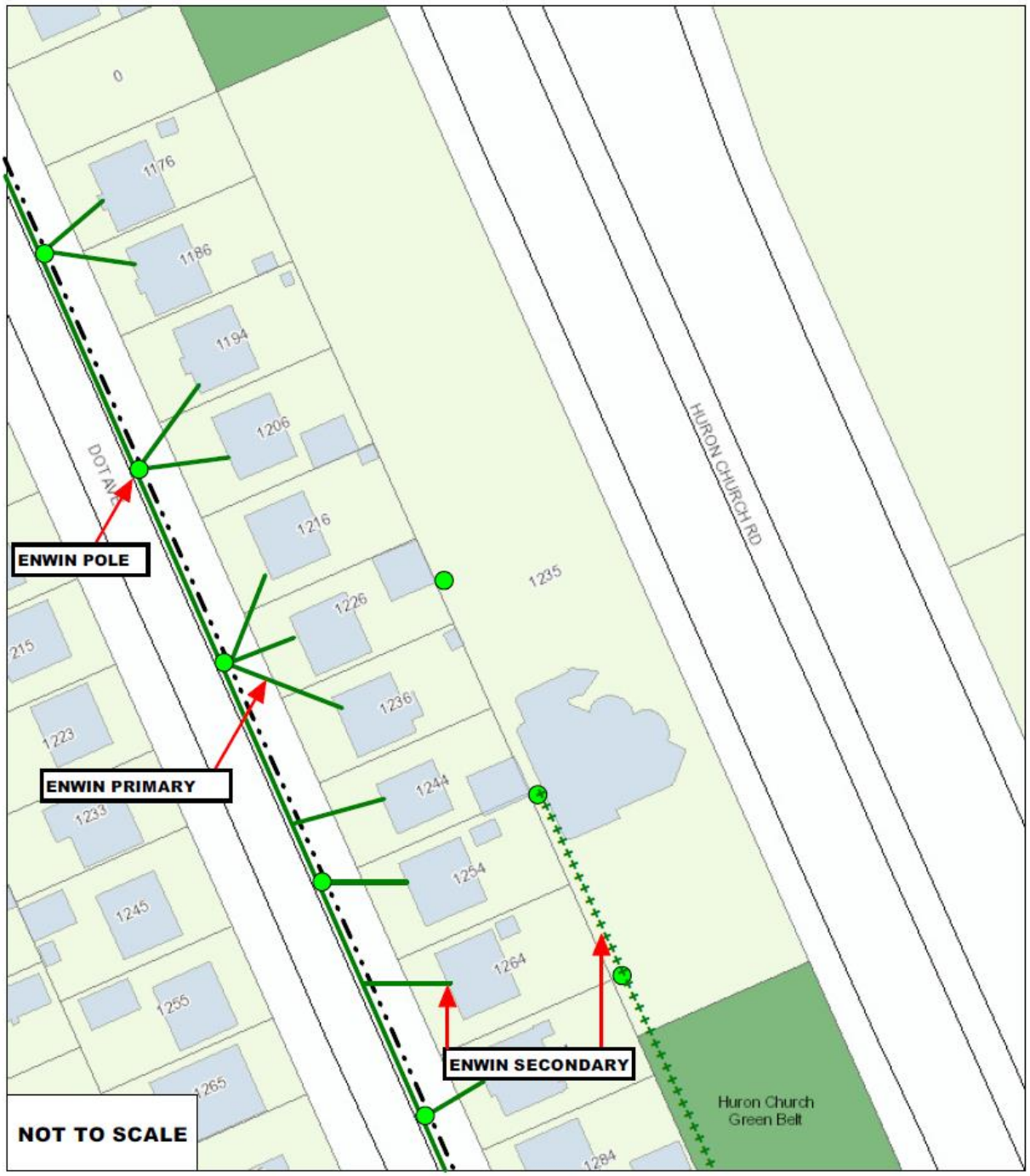
1- ENWIN has 120/208V overhead secondary conductors from the southwest corner of the property along the pole line to the existing building.

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.

Water Engineering:

Water Engineering has no objections. There is no active watermain near where the proposed apartment is planned to go. The developer will have to install water to the site from an existing

source.



TRANSIT WINDSOR - JASON SCOTT

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 stops to this property are either on Tecumseh Huron Church Northwest Corner or Felix at Manchester Southeast Corner. Both bus stops are approximately 380 metres from this property falling within our 400 metre walking distance guidelines to a bus stop. This will be further enhanced with our City Council approved Transit Master Plan with the proposed addition of another secondary route.

APPENDIX "I"
Consultations

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.

HERITAGE PLANNING - TRACY TANG

No supporting information required.

Built Heritage
The subject property is located directly adjacent to a heritage property recognized on the Heritage Register and is in proximity to a number of other heritage properties.

Heritage Planning staff have worked closely with the applicants to ensure the proposed multi-residential building is designed to be visually compatible with the style of the adjacent heritage property, in consideration of the Windsor Intensification Guidelines for Stable and Mature Neighbourhoods 2.2.2, and in consideration of heritage neighbourhood infill best practices and principles.

Heritage Planning staff are pleased with the design of the multi-residential building as proposed.

Archaeology
The subject property is located within an area of high archaeological potential. However, the subject property is a standard sized residential lot and the proposed development will occur on lands that have been previously disturbed. Thus, an archaeological assessment is not requested at this time. 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

LANDSCAPE ARCHITECT & URBAN DESIGN – STEFAN FEDIUK

In consultation with the City Heritage Planner and the applicant, the heritage character of the neighbourhood was discussed and the applicant has responded by addressing the Arts & Crafts design period though various architectural details, datum lines, overall height, and colour pallet as found in the Urban Design Brief prepared by Dillon Consulting. While there are some variance to the current Zoning bylaw, the applicant has provided sound rationale and detailing, as well as addressing the public realm and streetscape of the neighbourhood.

There are no further studies required at this time from a landscape architectural or urban design perspective, however, some detailed comments may be required through the Site Plan Control process.

PARKS – SHERIF BARSOM

No comments from Natural Areas and Parks D&D while Forestry has below comments:

There is a City owned Crimson King Norway Maple tree, about 50cm diameter, at this address. Tree preservation is recommended. Replacement will be required if there are tree damages/removals.
The City will require that the developer is notified, in advance, of the City's tree replacement procedure: City Forestry follows the 'equivalent diameter' replacement methodology - for every unit diameter of tree removed (e.g. due to damages), a similar amount of new trees must be planted.

ENGINEERING – ANDREW BOROSKI

We have reviewed the subject Pre-Consultation application and have the following comments:

Sewers

The site may be serviced by a 250mm Vitrified Clay combined sewer within the Randolph Pl 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 and storm detention calculations restricting storm water runoff to the 2 year storm pre-development levels while taking into consideration any proposed sanitary flows. The calculations are to be completed as per the Windsor Essex Regional Stormwater Management Standards Manual and checklist found on the City's website:

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

All stormwater must be contained on property and cannot drain to the alley to the west of the subject property.

Right-of-Way

Randolph Pl is classified as a Local Road according to the Official Plan with a required right-of-way width of 20 meters. The current width is sufficient therefore, a conveyance is not required.

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.

Driveway Approaches- Remove redundant lead walk from sidewalk to curb and restore to City standards and any redundant curb cuts are to be removed and restored to City standards. Applicant to determine if reciprocal access agreement is in place with 205 Randolph Pl. for shared driveway.

Alley Contribution- The owner agrees, prior to the issuance of a Building Permit, to contribute $250 per linear meter payable to the City of Windsor and deposited in the General Fund intended for the upkeep of alleys within the City of Windsor.

If you have any further questions or concerns, please contact Andrew Boroski, of this department at aboroski@citywindsor.ca

TRANSIT WINDSOR – JASON SCOTT

Transit Windsor has no objections to this development. The closest existing transit route to this property is with the Transway 1C. The closest existing bus stop to this property is located on University at Randolph. This bus stop is approximately 140 metres from this property falling well within our 400 metre walking distance guidelines to a bus stop. This will be maintained with our City Council approved Transit Master Plan.

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.

If you have any questions or concerns regarding these conditions, please contact me. I appreciate the opportunity to comment on this project.

ASSESSMENT MANAGEMENT – JOSE MEJALLI

No objection to the proposed indicated amendments:
(Amendment to Zoning By-law 8600 to add a site specific provision to the subject property to allow for the construction of a Multi-Unit Dwelling with twelve (12) dwelling units with additional parking)

TRANSPORTATION PLANNING – Siddharth Dhiman

- Transportation planning has looked at the parking study, and have no concerns with the deficiency in parking spaces.
- 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).
- For Randolph Pl. every resident is allowed to have 3 on-street parking spaces (2 resident + 1 visitor), for which they have to apply for a resident parking pass under 'AREA 3', any vehicle without resident parking pass would be ticketed.
- A cautionary advice from Transportation planning; increased number of parking spaces in the back of the property can cause a sight line issue at the corner of the alley while making a turn from the alley to askin ave. or vice versa.

ENVIRONMENTAL SERVICES – ANNE-MARIE ALBIDONE

I have no concerns with the zoning amendment, however the builder should ensure the final design allows for By-Law 2-2006 requirements for waste containers and storage in multi-residential buildings.

AMENDMENT NO. 177

TO THE

OFFICIAL PLAN

CITY OF WINDSOR

Part D (Details of the Amendment) of the following text, and attached maps of the City of Windsor Official Plan constitute Amendment No. 177.

Also included, but not constituting part of the Amendment, are explanations of Purpose, Location, Background and Implementation of the Amendment, Appendix 1 (Results of Public Involvement).

A. PURPOSE:

The purpose of this amendment is to permit employment uses on lands located within the vicinity of the Windsor International Airport. The amendment changes land use designations in Volume 1 of the City of Windsor Official Plan Schedule D - Land Use from 'Future Employment Area', 'Airport', and 'Open Space' to 'Industrial' and 'Business Park'. It also amends Schedules B: Greenway System and Schedule J – Urban Structure Plan to reflect changes to Schedule D.

The amendment also establishes a special policy area in Volume II of the Official Plan to address development constraints related to airport employment lands and compatibility with the County Road 42 Secondary Plan.

B. LOCATION:

The amendment applies to the land located on the north side of County Road 42 within the vicinity of the 8th Concession and 9th Concession Roads. The subject site is 196.38 hectares in size and includes portions of 3200 County Road 42, 0 County Road 42, and 0 Jefferson Boulevard (see Figure 1).

Ward: 9 **Planning District:** Sandwich South **ZDM:** 7

C. BACKGROUND:

In 1998 ownership of the subject lands was transferred from Transport Canada to the City of Windsor. The transfer included the airport operations area along with a significant area of surplus land. In 2003 the lands and surrounding area were transferred from the Town of Tecumseh to the City of Windsor.

In 2007, Council approved Official Plan Amendment # 60, which incorporated this area into the City of Windsor Official Plan. The airport operating area was designated 'Airport' on Schedule D - Land Use and the majority of the surplus lands were designated as 'Future Employment Area'. Three woodlots were designated 'Natural Heritage' and the land surrounding the woodlots was designated 'Open Space'.

The City of Windsor has initiated amendments to the Official Plan to permit employment uses on the subject lands. The application requests a change to Official Plan Schedule D: Land Use from 'Future Employment Area,' 'Airport,' and 'Open Space' to 'Industrial' and 'Business Park'. It is important to note that the 'Natural Heritage' designation of the Provincially Significant Wetland, as identified on Schedule D: Lands Use will remain unchanged.

Schedule A: Planning Districts and Special Policy Areas is also amended to identify the subject lands as a special policy area. Special policies are added to Volume II of the City of Windsor Official Plan to address development constraints and requirements related to airport operations (e.g. building and structure height limits, stormwater management requirements for dry ponds, requirements from Nav Canada, etc.). The special policies also address compatibility with the County Road 42 Secondary Plan.

D. DETAILS OF THE AMENDMENT:

(1) THAT the portion of the Windsor International Airport lands subject of this amendment (hereafter referenced as the 'subject lands') **BE IDENTIFIED** as the lands defined in Figure 1 being located on the north side of County Road 42 between the 8th and 9th Concession Roads.

(2) THAT Schedule D – Land Use of Volume 1: The Primary Plan of the City of Windsor Official Plan **BE AMENDED** by changing the land use designations of the subject lands from 'Future Employment Area', 'Airport', and 'Open Space' to 'Industrial' and 'Business Park' as shown on Figure 2.

(3) THAT Schedule B – Greenway System of Volume 1: The Primary Plan of the City of Windsor Official Plan **BE AMENDED** as shown on Figure 3.

(4) THAT Schedule J – Urban Structure Plan of Volume 1: The Primary Plan of the City of Windsor Official Plan **BE AMENDED** as shown on Figure 4.

(5) THAT Schedule A: Planning Districts and Policy Areas in Volume 1: The Primary Plan of the City of Windsor Official Plan **BE AMENDED** to designate the subject lands as a Special Policy Area as shown in Figure 5.

(6) That Chapter 1: Special Policy Areas in Volume 2: Secondary Plans & Special Policy Areas of the City of Windsor Official Plan **BE AMENDED** by adding the following Special Policy Area:

1.XX North Side of County Road 42 within the vicinity of the 8th and 9th Concession Roads

Location 1.XX.1 The property located on the north side of County Road 42 within the vicinity of the 8th Concession Road and 9th Concession Road, which includes portions of 3200 County Road 42, 0 County Road 42, and 0 Jefferson Boulevard are designated on Schedule A: Planning Districts and Policy Areas in Volume I: The Primary Plan.

Airport Employment Lands

1.XX.2 All development proposed within the airport employment lands shall consult with the Windsor International Airport and demonstrate compliance with the following requirements:

a) Building and structure height limits (to be derived from the Airport Zoning Regulations);

b) Transitional surface height restrictions;

c) Building and structure height limitations within the vicinity of existing solar panels;

d) Stormwater Management requirements for dry ponds; and

e) Requirements or limitations from Nav Canada to avoid or mitigate technological interference.

Minimum Distance Separation

1.XX.3 Compliance with Ontario's D-6 Guidelines shall be required regarding minimum distance separation between industrial facilities and the Major Institutional land use designation shown in the County Road 42 Secondary Plan, to the satisfaction of the City Planner.

Outdoor Storage

1.XX.4 Any outdoor storage area shall be located a minimum of 100 metres from County Road 42 and shall not be visible from County Road 42.

Figure 1: Subject Lands

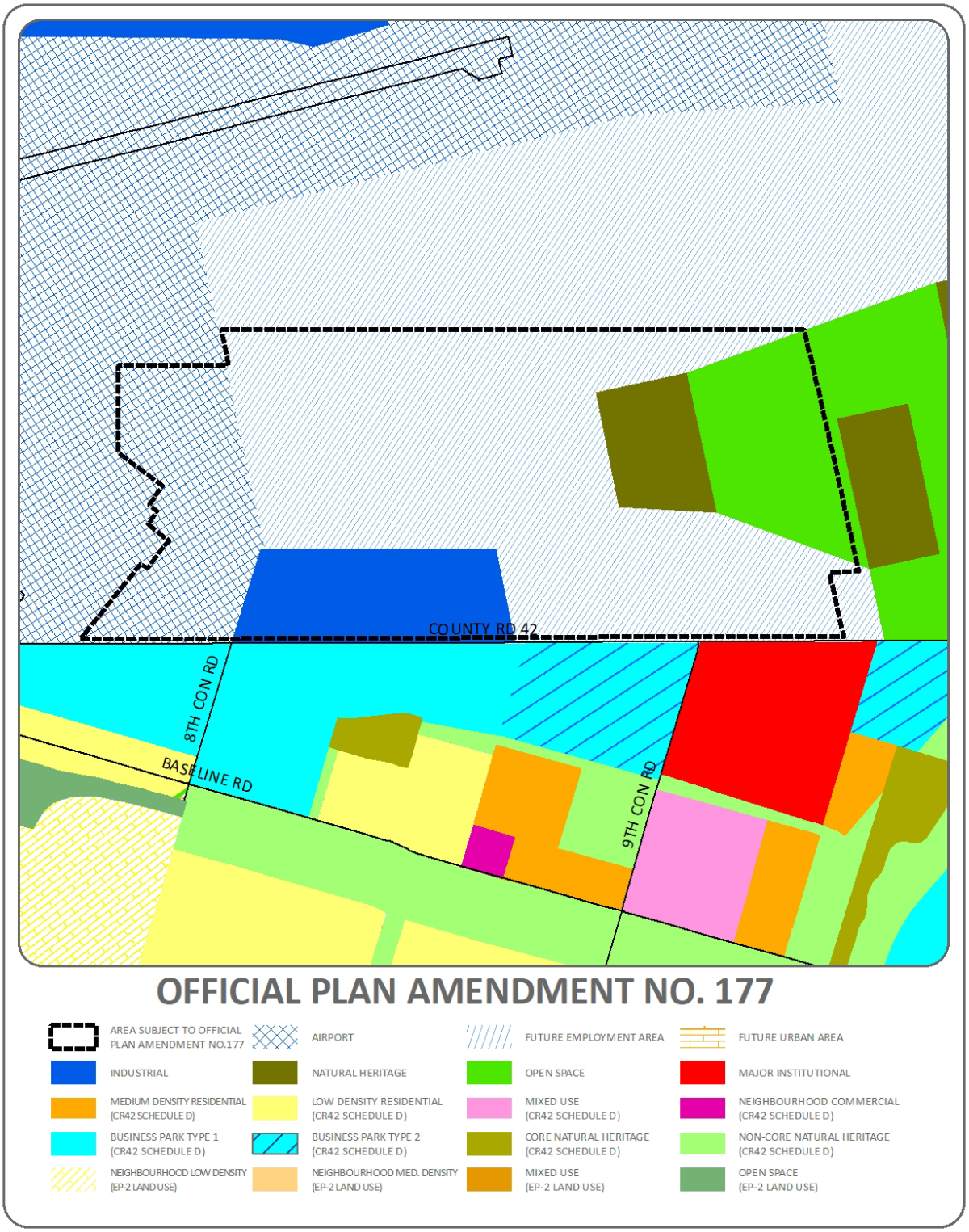


Figure 2: Amendments to Schedule D – Land Use

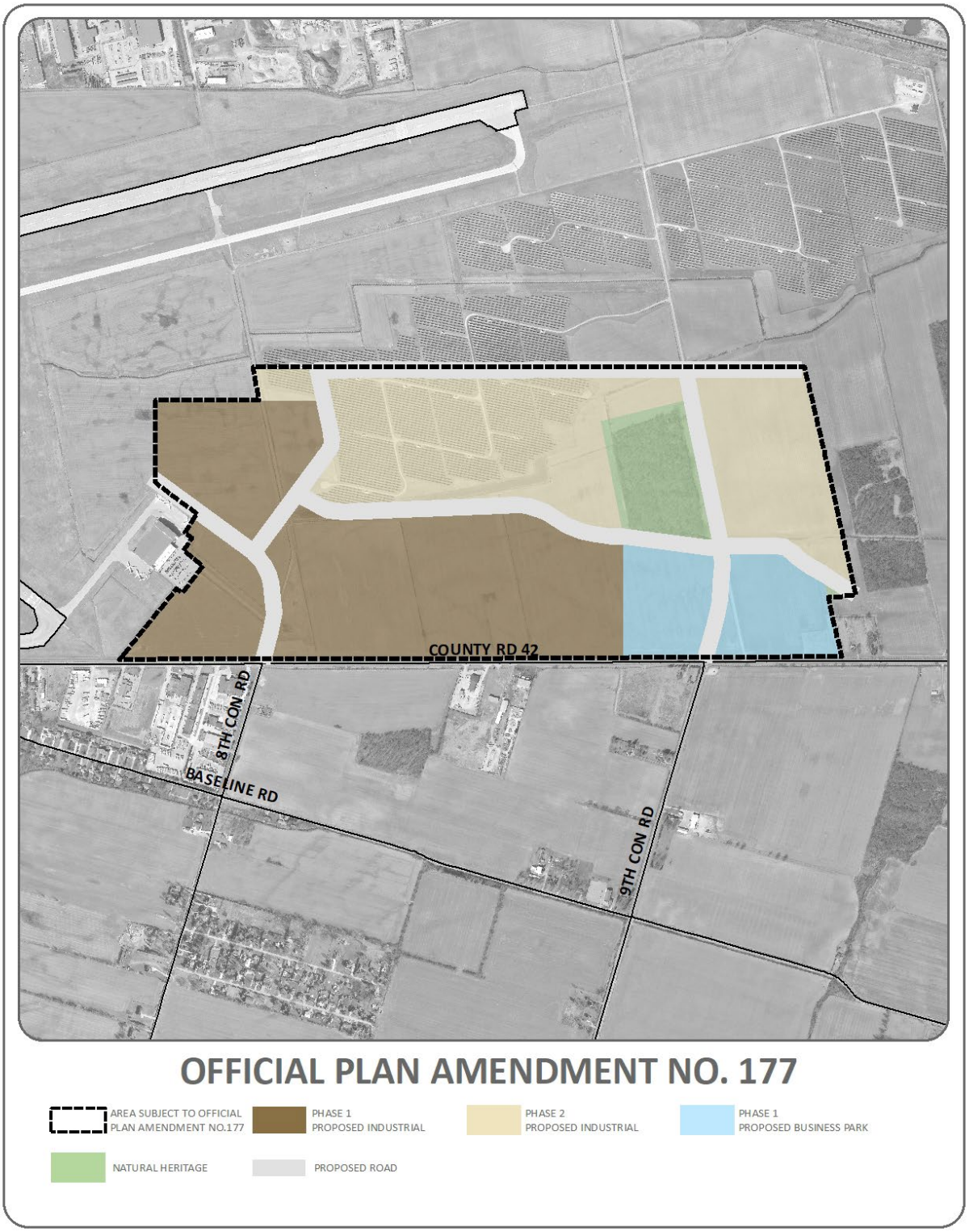


Figure 3: Amendments to Schedule B – Greenway System

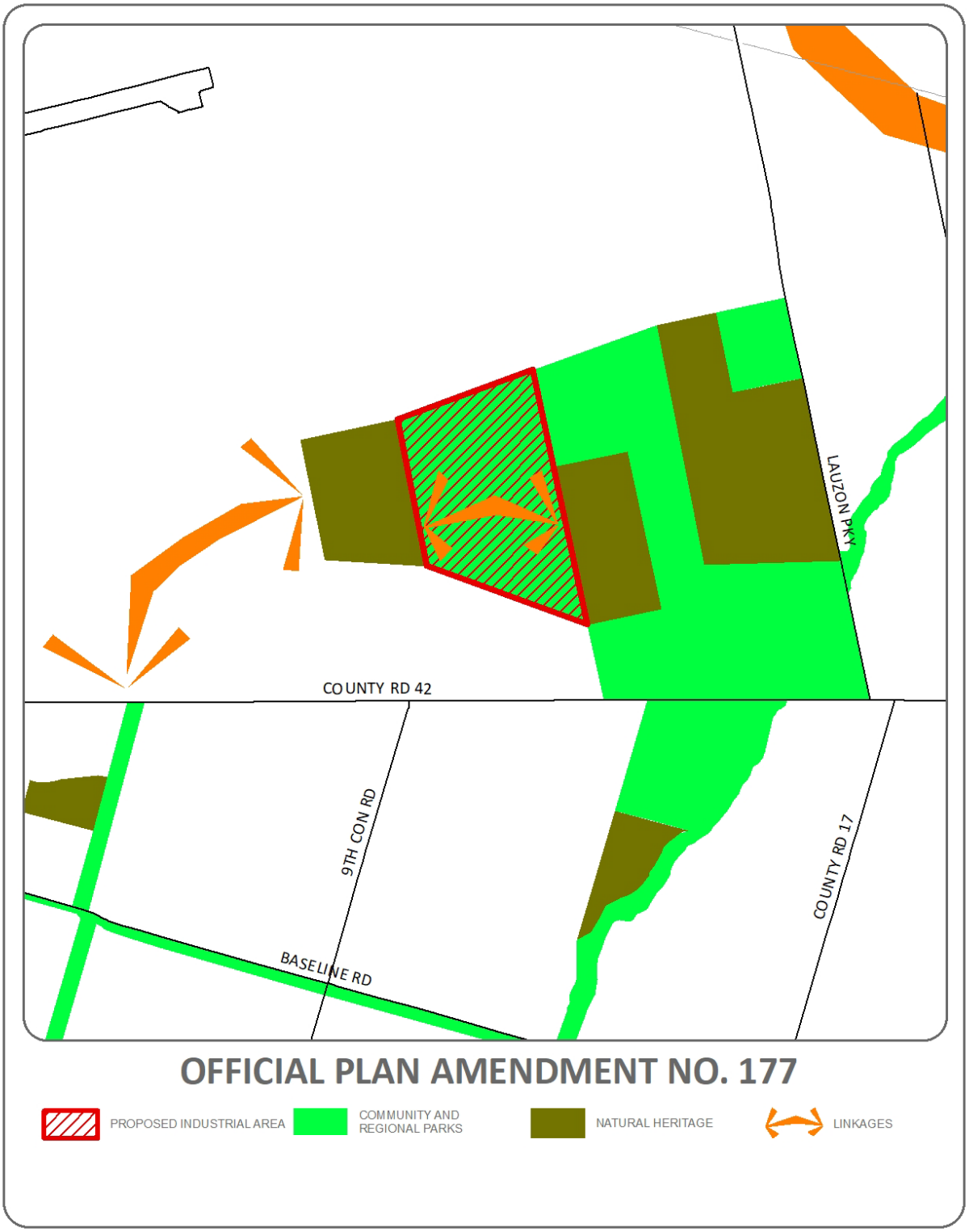


Figure 4: Amendments to Schedule J – Urban Structure Plan

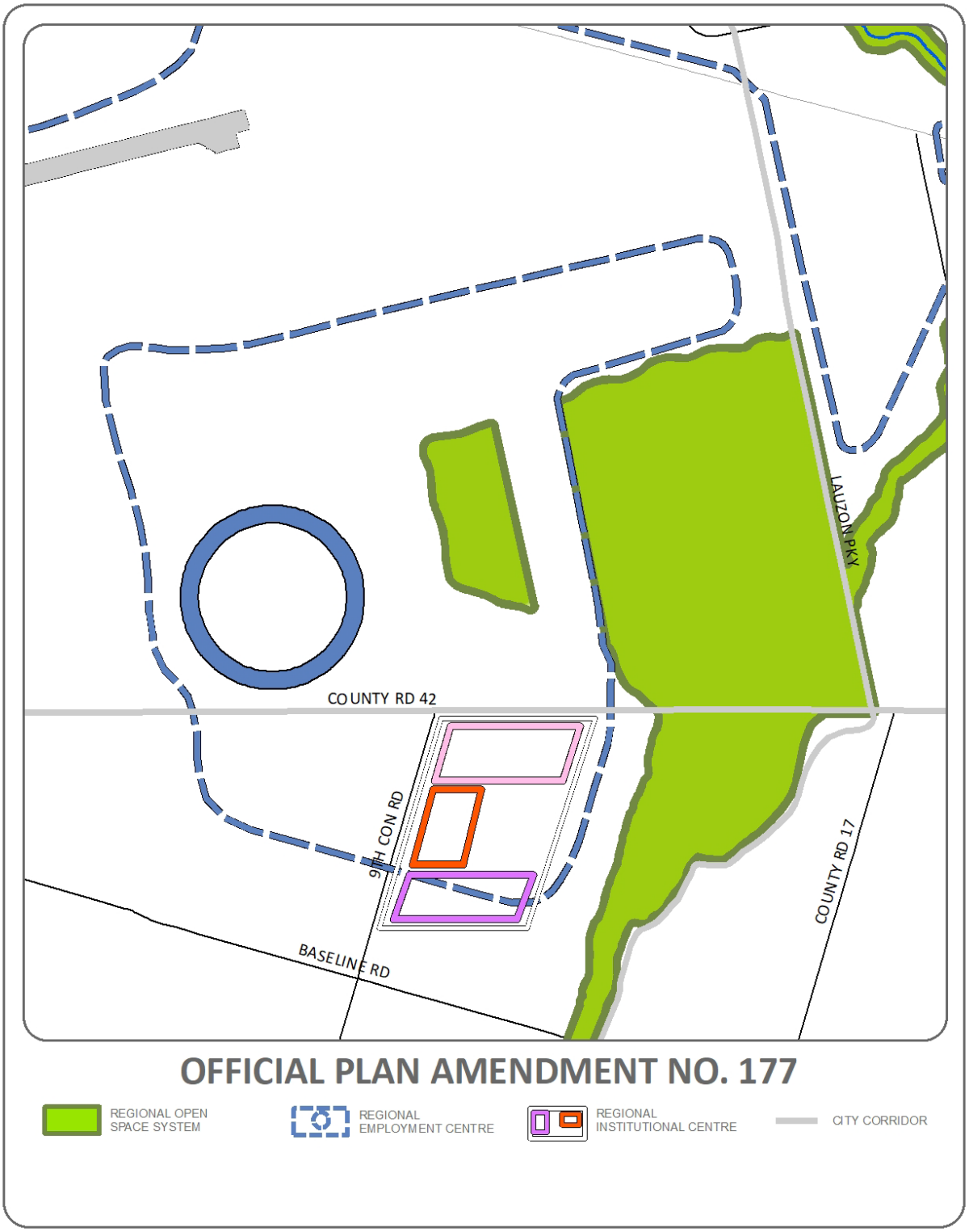
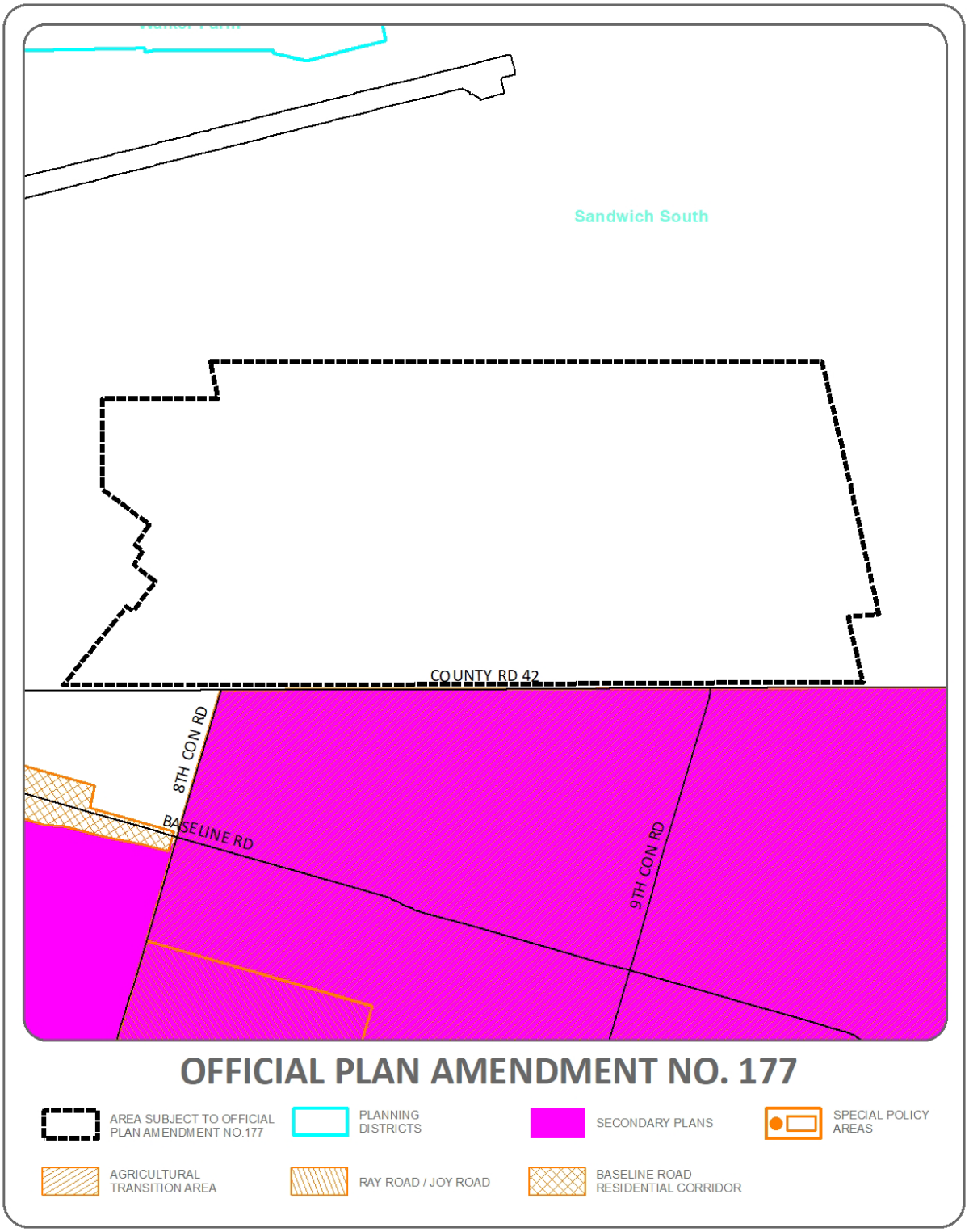


Figure 5: Location of Special Policy Area



E. IMPLEMENTATION:

i. This amendment is to be implemented by an amendment to Zoning By-law 8600 as recommended in Report Number # S115/2023 (Z-027/23; ZNG/7117).

ii. Proposed development on the subject lands is deemed a development per Section 41 (1) of the Planning Act and therefore, Site Plan Control shall be an additional tool for the implementation of this amendment.

APPENDIX A

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 meeting of the Development and Heritage Standing Committee, the statutory public meeting, was held on November 6, 2023. Below is an extract from the minutes of that meeting.

COUNCIL MEETING – November xx, 2023:

A meeting of City Council was held on Monday, November xx, 2023, at which time the application was considered and OPA #177 was adopted.

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 By-law Number 85-18 cited as the “Township of Sandwich Comprehensive Zoning By-law” is **REPEALED** for the land located on the north side of County Road 42 between the 8th and 9th Concession Roads shown in Schedule A.

2. By-law Number 8600 is further **AMENDED** by changing Zoning District Maps 12 & 16 or parts thereof to delete the broken line identified as S.20(1)321 as shown on Schedule A.

3. Subsection 1 of Section 20 of By-law Number 8600 is further **AMENDED** by deleting paragraph 321.

4. By-law Number 8600 is further **AMENDED** by changing the Zoning District Maps or parts thereof referred to in Section 1 of the by-law, and made part thereof, so that the zoning district symbol of the lands described in Column 3 shall be changed from that shown in Column 5 to that shown in Column 6 and illustrated on Schedule B:

1. Item Number	2. Zoning District Map Part	3. Lands Affected	4. Official Plan Amendment Number	5. Zoning Symbol	6. New Zoning Symbol
1	12 & 16	North side of County Road 42 within the vicinity of the 8th and 9th Concession Roads, delineated by a heavy black line on Schedule A.	177	MD2.2 (in part)	MD1.4 MD2.2 HMD2.2 GD1.4

5. THAT the holding symbol be removed when the applicant submits an application to remove the holding prefix and the following condition is satisfied:

   a) Submission of an Environmental Evaluation Report to the satisfaction of the City Planner for any land within 120 m of any land with a Natural Heritage designation as shown on Schedule C: Development Constraints in the City of Windsor Official Plan.

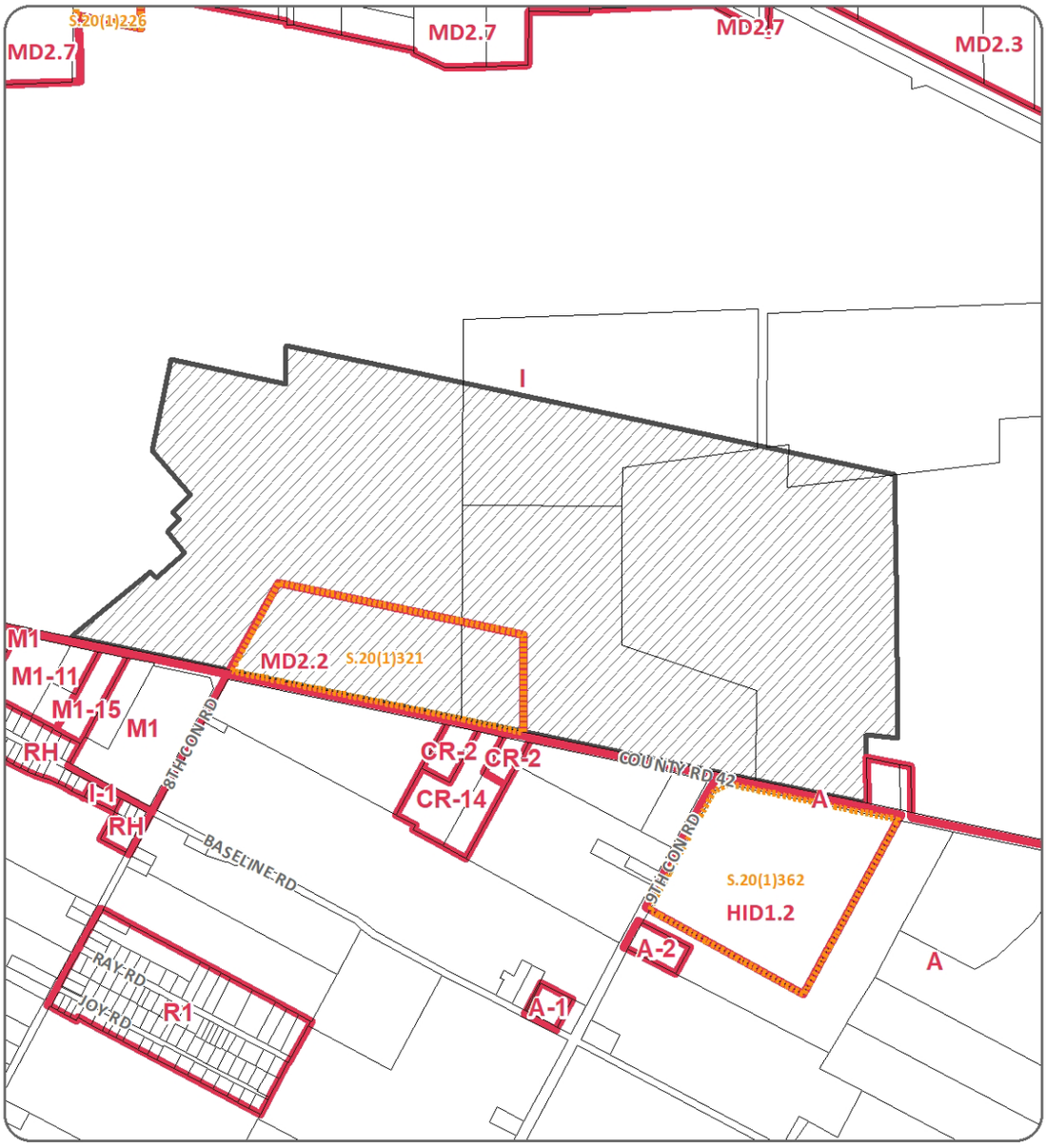
6. That ‘Schedule A’ and ‘Schedule B’ attached hereto is declared to form part of this amending by-law,

DREW DILKENS, MAYOR

CLERK

First Reading - , 2023
Second Reading - , 2023
Third Reading - , 2023

SCHEDULE A



PART OF ZONING DISTRICT MAP 12 & 16

N.T.S.

REZONING

Applicant: City of Windsor

SUBJECT LANDS

PLANNING & BUILDING DEPARTMENT

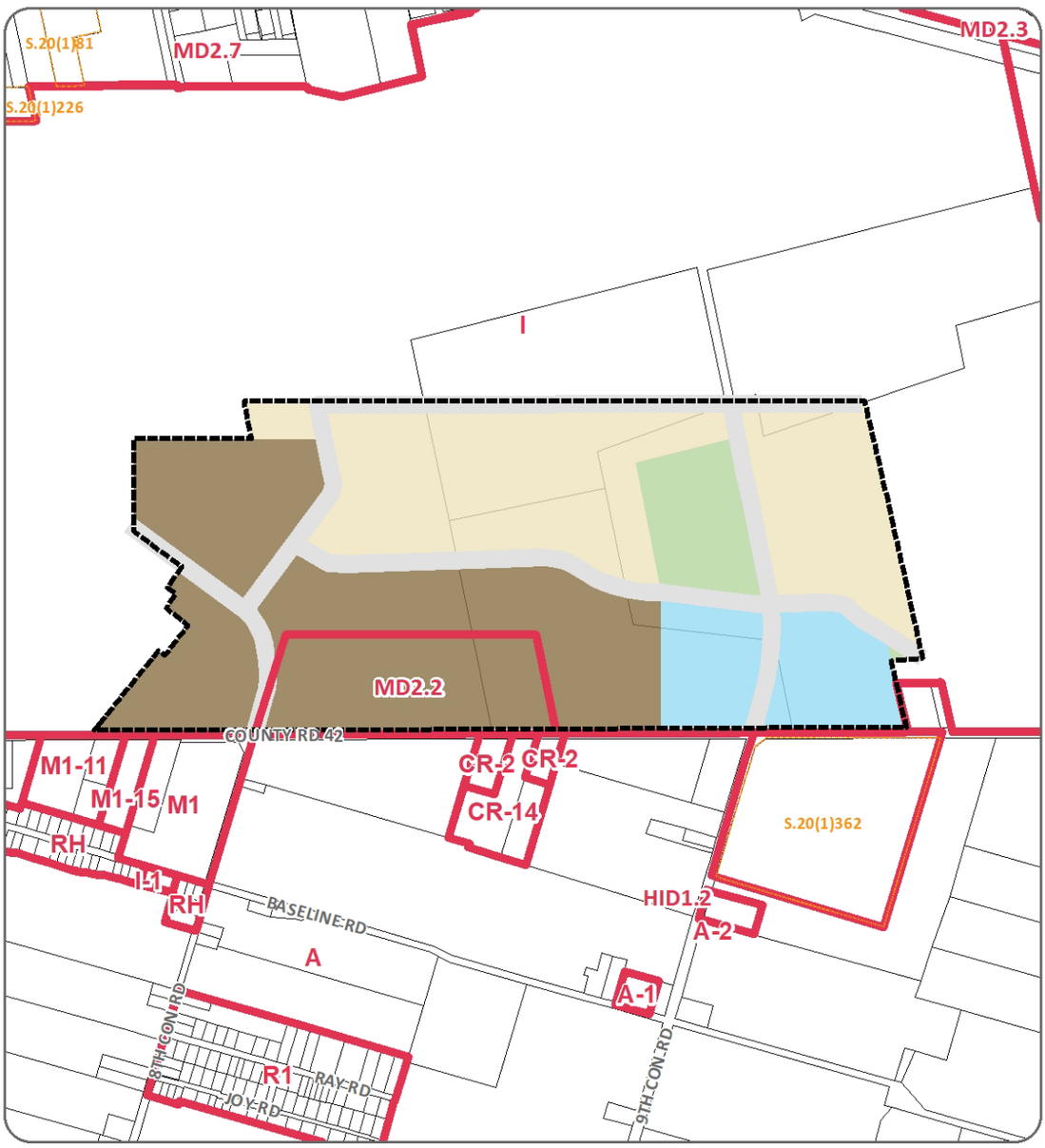
DATE : AUGUST, 2023
FILE NO. : Z-027/23, ZNG/7117

SCHEDULE A forms part of By-law_____

_____ Clerk

_____ Mayor

SCHEDULE B



PART OF ZONING DISTRICT MAP 12 & 16

N.T.S.

REZONING

Applicant: City of Windsor

SUBJECT LANDS | CURRENT ZONING | CURRENT SITE SPECIFIC ZONING

PROPOSED MD2.2 | PROPOSED HMD2.2 | PROPOSED MD1.4 | PROPOSED GD1.4

PLANNING & BUILDING DEPARTMENT

DATE : OCTOBER, 2023
FILE NO. : Z-027/23, ZNG/7117

SCHEDULE B forms part of By-law_____

_____ Clerk

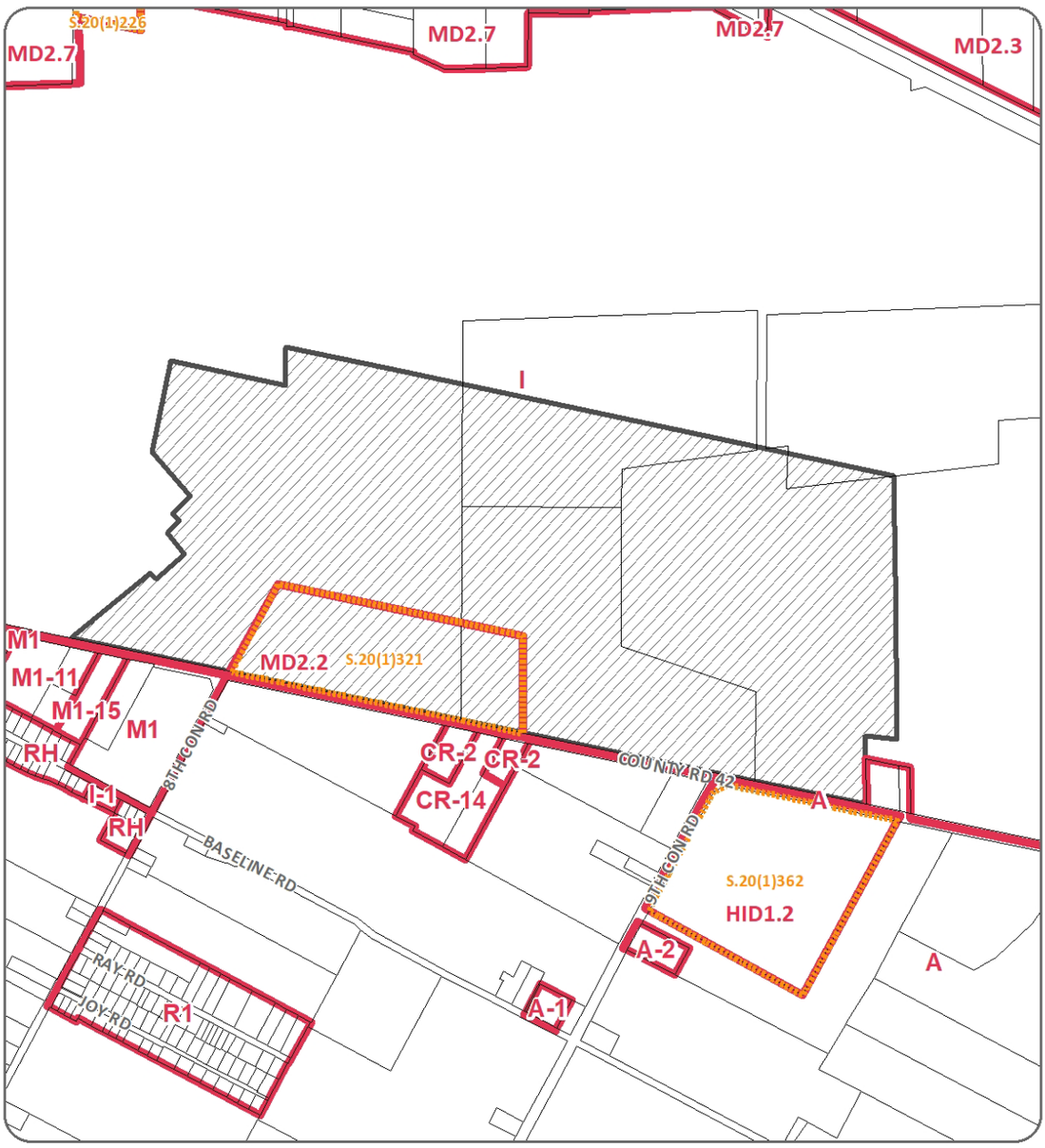
_____ Mayor

SCHEDULE 2

1. By-law _____ has the following purpose and effect:

   To amend Zoning By-laws 85-18 and 8600 to permit employment uses on lands located within the vicinity of the Windsor International Airport. The amendments would permit a wide range of employment uses (e.g. manufacturing, warehouse, office, and service commercial).

2. Key map showing the location of the lands to which By-law _____applies.



PART OF ZONING DISTRICT MAP 12 & 16

N.T.S.

SCHEDULE 2

Applicant: City of Windsor

SUBJECT LANDS

PLANNING & BUILDING DEPARTMENT

DATE : AUGUST, 2023
FILE NO. : Z-027/23, ZNG/7117