

CITY OF WINDSOR AGENDA 06/03/2024

Development & Heritage Standing Committee Meeting Agenda

Date: Monday, June 3, 2024 Time: 4:30 o'clock p.m.

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

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

MEMBERS:

- Ward 1 Councillor Fred Francis
- Ward 4 Councillor Mark McKenzie
- Ward 7 Councillor Angelo Marignani
- Ward 9 Councillor Kieran McKenzie
- Ward 10 Councillor Jim Morrison (Chairperson)
- Member Anthony Arbour
- Member Joseph Fratangeli
- Member Daniel Grenier
- Member John Miller
- Member Charles Pidgeon
- Member Robert Polewski
- Member Khassan Saka
- Member William Tape

ORDER OF BUSINESS

Item # Item Description

1. CALL TO ORDER

READING OF LAND ACKNOWLEDGMENT

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

2. DISCLOSURES OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

3. **REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS**

4. COMMUNICATIONS

5. ADOPTION OF THE *PLANNING ACT* MINUTES

5.1. Adoption of the Development & Heritage Standing Committee minutes (*Planning Act*) of its meeting held May 6, 2024 (SCM 153/2024)

6. **PRESENTATION DELEGATIONS (***PLANNING ACT* MATTERS)

7. *PLANNINGACT* MATTERS

- 7.1. Official Plan Amendment initiated by the City of Windsor for the Windsor Archaeological Management Plan Review (City-wide) File No. OPA 181 [OPA/7170] (S 16/2024)
- 7.2. Zoning By-Law Amendment Z009-24 [ZNG/7186] and Official Plan Amendment OPA 186 [OPA-7187] 2743331 Ontario Inc. 0, 0, 666, 676, 684 & 696 Chatham Street West, Ward 3 (S 68/2024)
- 7.3. Zoning By-Law Amendment Z013-24(ZNG/7201) Baird AE Inc 285 Giles Boulevard and 0 Giles Boulevard, Ward 3 (S 59/2024)

- 7.4. Z010-24 [ZNG7188] & OPA187[7189] Castle Gate Towers -2230-2240 Daytona Ave (S 67/2024)
- 7.5. OPA and Rezoning Generation Development Contractors Inc. 3930 & 3950 Sixth Concession Road OPA 185 OPA/7185 Z-008/24 ZNG/7184 Ward 9 (S 66/2024)

8. ADOPTION OF THE MINUTES

8.1. Adoption of the Development & Heritage Standing Committee minutes of its meeting held May 6, 2024 (SCM 138/2024)

9. PRESENTATIONS AND DELEGATIONS (COMMITTEE ADMINISTRATIVE MATTERS)

10.1. Windsor Archaeological Management Plan Review (City-wide) (S 15/2024)

10. HERITAGE ACT MATTERS

11. ADMINISTRATIVE ITEMS

- 11.1. Council Question Feasibility Report on the Elimination of Alley Closure Administrative Fees, CQ 21-2023 (S 60/2024)
- 11.2. City of Windsor Community Improvement Plans-Rescindment of Grant Approvals with no expiry deadline (City-wide) (S 69/2024)

12. COMMITTEE MATTERS

- 12.1. Minutes of the International Relations Committee of its meeting held May 8, 2024 (SCM 154/2024)
- 12.2. Report No. 52 of the International Relations Committee City of Windsor and Arlington, Texas Friendship City Agreement **(SCM 155/2024)**

13. QUESTION PERIOD

14. ADJOURNMENT

Item No. 5.1



Committee Matters: SCM 153/2024

Subject: Adoption of the Development & Heritage Standing Committee minutes (*Planning Act*) of its meeting held May 6, 2024





Development & Heritage Standing Committee (Planning Act Matters)

Date: Monday, May 6, 2024 Time: 5:14 o'clock p.m.

Members Present:

Councillors

Ward 1 - Councillor Fred Francis Ward 4 - Councillor Mark McKenzie Ward 7 - Councillor Angelo Marignani Ward 9 - Councillor Kieran McKenzie Ward 10 - Councillor Jim Morrison (Chairperson)

Members

Member Anthony Arbour Member Charles Pidgeon Member Robert Polewski Member Khassan Saka Member William Tape

Member Regrets

Member Joseph Fratangeli Member Daniel Grenier Member John Miller

PARTICIPATING VIA VIDEO CONFERENCE ARE THE FOLLOWING FROM ADMINISTRATION:

Sandra Gebauer, Council Assistant

ALSO PARTICIPATING IN COUNCIL CHAMBERS ARE THE FOLLOWING FROM ADMINISTRATION:

Jelena Payne, Commissioner, Economic Development Greg Atkinson, Deputy City Planner - Development Jason Campigotto, Deputy City Planner - Growth Stacey McGuire, Executive Director Engineering / Deputy City Engineer Matthew Johnson, Executive Director, Economic Development

Shawna Boakes, Executive Director Operations / Deputy City Engineer Emilie Dunnigan, Manager Development Revenue & Financial Administration Patrick Winters, Manager, Development Aaron Farough, Senior Legal Counsel Robert Perissinotti, Development Engineer Brian Nagata, Planner II – Development Review Diana Radulescu, Planner II – Development Review Justina Nwaesei, Planner III – Development Jim Abbs, Planner III – Development Adam Szymczak, Planner III – Development Kristina Tang, Planner III – Heritage Kevin Alexander, Planner III – Special Projects Laura Strahl, Planner III – Special Projects Natasha McMullin, Clerk Steno Senior Anna Ciacelli, Deputy City Clerk

Delegations—participating via video conference

Item 7.1 - Tracey Pillon-Abbs, RPP Principal Planner Item 7.5 - Tracey Pillon-Abbs, RPP Principal Planner Item 10.1 - David Mady, Vice President Real Estate Development, Roasati Construction Item 11.2 - David Mady, Vice President Real Estate Development, Roasati Construction Item 11.3 - Anthony Malandruccolo, Stipic Weisman LLP, solicitor for property owner

Delegations—participating in person

Item 7.2 - Karl Tanner & Theresa O'Neill, Dillon Consulting Limited

Item 7.2 - David Carlini, area resident

Item 7.3 - Karl Tanner & Theresa O'Neill, Dillon Consulting Limited

Item 7.3 - Laurie and Joe Lauzon, area residents

Item 7.5 - John Bortolotti, Sfera Architectural Associates Inc. Architects

Item 7.5 - David Girard, area resident

Item 7.6 - Cindy Prince, Vice President, Amico Affiliates

Item 10.2 - Heather Grondin, Chief Relations Officer, Windsor-Detroit Bridge Authority

Item 10.2 - Jose Luis Mendes, Project Director, Bridging North America

1. CALL TO ORDER

The Chairperson calls the meeting of the Development & Heritage Standing Committee to order at 4:30 o'clock p.m.

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2. DISCLOSURES OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

Councillor Mark McKenzie discloses an interest and abstains from voting on Item 7.5 being "Official Plan Amendment and Zoning By-law Amendment Applications for 835 Tecumseh Road East, 2148 Marentette Avenue, and 2175 Parent Avenue, Z-006/24 [ZNG-7179] & OPA 184 [OPA-7180], Ward 4," as he is a member of the Giovanni Caboto Club.

3. REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS

None requested.

4. COMMUNICATIONS

None presented.

5. ADOPTION OF THE *PLANNING ACT* MINUTES

5.1. Adoption of the Development & Heritage Standing Committee minutes (*Planning Act*) of its meeting held April 2, 2024

Moved by: Councillor Angelo Marignani Seconded by: Member Anthony Arbour

THAT the *Planning Act* minutes of the Development & Heritage Standing Committee meeting held April 2, 2024 **BE ADOPTED** as presented. Carried.

Report Number: SCM 105/2024

6. PRESENTATION & DELEGATIONS (PLANNING ACT MATTERS)

Delegations—participating via video conference

Item 7.1 - Tracey Pillon-Abbs, RPP Principal Planner Item 7.5 - Tracey Pillon-Abbs, RPP Principal Planner

Delegations—participating in Council Chambers

Item 7.2 - Karl Tanner & Theresa O'Neill, Dillon Consulting Limited

Item 7.2 - David Carlini, area resident

Item 7.3 - Karl Tanner & Theresa O'Neill, Dillon Consulting Limited

Item 7.3 - Laurie and Joe Lauzon, area residents

Item 7.5 - John Bortolotti, Sfera Architectural Associates Inc. Architects

Item 7.5 - David Girard, area resident

Item 7.6 - Cindy Prince, Vice President, Amico Affiliates

7. PLANNING ACT MATTERS

7.1. OPA & Rezoning – Bouzide Enterprise Ltd - 2144 Huron Church Rd - OPA 180 OPA/7168 Z-003/24 ZNG/7169 – Ward 10

Adam Szymczak (author), Planner III – Development Review is available for questions.

Tracey Pillon-Abbs (agent), Pillon Abbs Inc. is available for questions.

Counsellor Kieran McKenzie states that the are nearby environmentally sensitive areas and that there is language in the motion and the report around the mitigation of endangered species at risk and asks how these processes work, what happens when a species at risk is found, and what is the role of the Ministry of the Environment, Conservation and Parks (MECP). Ms. Pillon-Abbs states that the open drain abutting the property has some potential for habitat and is a remnant piece that was once a larger downstream water course. It was recommended by the biologist to keep it open and that we go through the required species-at-risk assessment, MECP clearance, and a larger buffer between any buildings and structures and the open drain and has been incorporated in the concept plan. Ms. Pillon-Abbs adds that there is no parking or structures along the drain, and any existing landscaping will be protected.

Councillor Kieran McKenzie asks if there will be an impact for the volume of traffic on Daytona Avenue and at the intersection immediately south of the development, and if it will present challenges on that front. Ms. Pillon-Abbs states that a traffic impact study was prepared and that there will be no negative impacts on traffic volumes and sight lines along Daytona.

Councillor Fred Francis states that a resident has sent forward communication that they would like to see this application move forward as residential housing units rather than a hotel and asks if there are any mitigating factors to put in place to ensure this. Mr. Szymczak answers that a hotel is not a permitted use in the CD2.1 zoning district.

Chair Jim Morrison states that the proposal is mixed use with commercial units on the first floor. Chair Morrison adds that the intersection at Daytona & Northwood does get busy at certain times of the day and will be important to pay attention to with the new developments in the surrounding area.

Moved by: Councillor Fred Francis Seconded by: Councillor Angelo Marignani

Decision Number: DHSC 605

1. THAT Schedule "A" of Volume I: The Primary Plan of the City of Windsor Official Plan **BE AMENDED** by designating Lots 50 to 66, Part Lots 29 to 41, 67 & Part Block A, Part Ojibway Street (Closed), Part Alley (Closed), Plan 997, designated as Parts 1 to 3, 6 to 9, 11 to 17, 19 & 22, and Part of Parts 4, 5, 10, and 18, RP 12R24779 (PIN 01583-2726; 2144 Huron Church Road; Roll No. 080-510-00420), situated on the east side of Huron Church Road, west side of Daytona Avenue, north of Northwood Street, as a Special Policy Area; and,

2. THAT Chapter 1 in Volume II: Secondary Plans and Special Policy Areas of the City of Windsor Official Plan **BE AMENDED** by adding a new Special Policy Area as follows:

1.X 2144 Huron Church Road

- LOCATION 1.X.1 The property described as Lots 50 to 66, Part Lots 29 to 41, 67 & Part Block A, Part Ojibway Street (Closed), Part Alley (Closed), Plan 997, designated as Parts 1 to 3, 6 to 9, 11 to 17, 19 & 22, and Part of Parts 4, 5, 10, and 18, RP 12R24779 (PIN 01583-2726), situated on the east side of Huron Church Road, north of Northwood Street, is designated on Schedule A: Planning Districts and Policy Areas in Volume I - The Primary Plan.
- LAND USE 1.X.2 Notwithstanding the designation of these lands as DESIGNATION "Commercial Corridor" on Schedule SC-1: Development Concept in the South Cameron Planning Area in Volume II – Secondary Plans and Special Policy Area, the subject lands shall be designated as a "Mixed Use Corridor" and be subject to the appropriate policies in Chapter 6 – Land Use in Volume I – The Primary Plan.
- LANDSCAPED1.X.3Notwithstanding Special Policy Area 1.2 Huron Church RoadSETBACKCorridor in Chapter 1 of Volume II of the City of WindsorFROMHURONOfficial Plan, the minimum landscaped setback from the
Huron Church RoadCHURCH ROADHuron Church Road right-of-way shall be 10.0 m.

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3. THAT Zoning By-law 8600 **BE AMENDED** by changing the zoning of Lots 50 to 66, Part Lots 29 to 41, 67 & Part Block A, Part Ojibway Street (Closed), Part Alley (Closed), Plan 997, designated as Parts 1 to 3, 6 to 9, 11 to 17, 19 & 22, & Part of Parts 4, 5, 10, & 18, RP 12R24779 (PIN 01583-2726; 2144 Huron Church Road; Roll No. 080-510-00420), situated on the east side of Huron Church Road, north of Northwood Street by adding a site specific exception to Section 20(1) as follows:

500. EAST SIDE OF HURON CHURCH ROAD, WEST SIDE OF DAYTONA AVENUE, NORTH OF NORTHWOOD STREET

For the lands consisting of Lots 50 to 66, Part Lots 29 to 41, 67 & Part Block A, Part Ojibway Street (Closed), Part Alley (Closed), Plan 997, designated as Parts 1 to 3, 6 to 9, 11 to 17, 19 & 22, and Part of Parts 4, 5, 10, and 18, RP 12R24779 (PIN 01583-2726), the following additional provisions shall apply:

- Additional Permitted Main Use: *Dwelling Units* in a *Combined Use Building* with any one or more permitted uses in Section 15.1.1, save and except the following uses: *Gas Bar*; *Outdoor Market; Parking Garage; Public Parking Area; Tourist Home.*
- b) For the lands identified as the "Retained Parcel" on Appendix B Conceptual Site Plans to Report S 41/2024, the following additional provisions shall apply:
 - 1. Notwithstanding Section 24.20, the minimum total required *parking spaces* shall be 67.
 - 2. Notwithstanding Section 25.5.20.1.3, the minimum parking area separation from an *interior lot line* shall be 0.30 m.
- c) For the lands identified as the "Severed Parcel" on Appendix B Conceptual Site Plans to Report S 41/2024, for a *Combined Use Building*, the following additional provisions shall apply:
 - 1. Building Height maximum 20.2 m
 - 2. Amenity Area Per *Dwelling Unit* minimum 12.0 m² per unit
 - 3. Notwithstanding Section 24.20, the minimum total required *parking spaces* shall be 83.
 - 4. Notwithstanding Section 25.5.20.1.2, the minimum parking area separation from Daytona Avenue shall be 2.90 m.

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- 5. Notwithstanding Section 25.5.20.1.5, the minimum parking area separation from a *building* wall in which is located a main pedestrian entrance facing the *parking area* shall be 1.80 m.
- 6. Notwithstanding Section 25.5.20.1.6, where a *building* is located on the same *lot* as the *parking area*, for that portion of a *building* wall not containing a *habitable room window* within 4.0 m of the *ground*, the minimum parking area separation from that portion of the *building* wall shall be 0.0 m.

(ZDM 4; ZNG/7169)

- 4. THAT, when Site Plan Control is applicable:
 - A. Prior to the submission of an application for site plan approval, at the discretion of the City Planner, Deputy City Planner, or Site Plan Approval Officer:
 - those documents submitted in support of the applications for amendments to the Official Plan and Zoning By-law 8600 **BE UPDATED** to reflect the site plan for which approval is being sought, and any comments from municipal departments and external agencies.
 - B. The Site Plan Approval Officer **BE DIRECTED** to incorporate the following, subject to any updated information, into an approved site plan and an executed and registered site plan agreement:
 - 1) Noise and vibration control measures identified in Sections 4, 5 and 6 in the Acoustical and Vibration Report, prepared by Baird AE, dated May 8, 2023, subject to the approval of the City Planner, Deputy City Planner, or Site Plan Approval Officer.
 - Requirements of the City of Windsor Engineering and City of Windsor Transportation Planning contained in Appendix D of Report S 41/2024, subject to the approval of the City Engineer.
 - 3) Mitigation measures identified in Section 5.0 of the Species at Risk Impact Assessment prepared by Insight Environmental Solutions Inc. and dated December 12, 2022. subject to the approval of the City Planner, Deputy City Planner, or Site Plan Approval Officer.
 - 4) Written confirmation from the Ministry of the Environment, Conservation and Parks (MECP) that a Record of Site Condition (RSC) has been filed in the Environmental Site Registry.
 - C. The Site Plan Approval Officer **CONSIDER** all other comments contained in Appendix D of Report S 41/2024 and all recommendations in the documents submitted in support of the applications for amendments to the Official Plan and Zoning By-law 8600.

Carried.

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Report Number: S 41/2024 Clerk's File: ZO/10790 & ZB/10789

7.2. Official Plan Amendment and Zoning Bylaw Amendment Site specific regulations for Multiple Dwelling – Z 004-24 [ZNG-7171] & OPA 182 [OPA-7173] 1027458 Ontario Inc. 0 Clairview Ave. - Ward 7

Jim Abbs (author), Planner III – Development Review - presents application.

Karl Tanner (agent), Dillon Consulting Ltd. is available for questions.

David Carlini (resident) – 10896 Riverside Dr. – wants to object this proposal because the parcel is currently zoned at RD 1.1 and will be changed to RD 3.3. He has concerns with the proposed increased lot coverage and height restrictions that exceed RD 3.3 specifications. He adds that his objections are the height of the building nearest the road, overshadowing onto Ganacho Trail will be a disservice to residents and adjacent lots will want to replicate this proposal. Mr. Carlini disagrees with the high profile building proposed and recommends a medium profile as a comprise. Mr. Carlini has concerns that the developments proposed underground parking will change to above ground. He has concerns with the height of the building based on the amount of units and storey height proposed, and questions if the unit number and floors will be limited to a certain amount. He objects to the lot coverage increase and limited capacity for flooding. Mr. Carlini objects to the minimal amount of parking proposed when the parking lot may be full, and the overflow would go to Lauzon Parkway or parking in residential areas on Chateau or Clover Rd.

Mr. Karl Tanner states he is in full support of Administration's recommendation.

Councillor Angelo Marginani asks Administration about the concerns raised by the delegates such as a decrease in parking as there is no other places to park in the area and zero visitor designated spots. Mr. Jim Abbs states that visitor parking is included in the 1.21 required spaces, and that the concept plan did not identify a difference between unit and visitor parking. Councillor Marginani asks if there will be visitor parking not assigned to a particular unit. Mr. Abbs states that there was no request for a reduction in visitor parking and it will comply to the required amount by the by-law.

Councillor Marginani asks why there are zero spaces for bikes. Mr. Abbs states that bike parking will comply with the required amount in the by-law. Councillor Marginani asks if bike spaces will take up parking spaces. Mr. Abbs states that they will not. Councillor Marginani questions the required number of loading spaces. Mr. Abbs states that it will follow the required amount in the by-law. Councillor Marginani has concerns that parking will overflow into the Riverside Sportsman Club or with future developments, shared parking may be an option.

Councillor Marginani has concerns with storm water management and flooding with an area already saturated with water, and if our system will be able to take that capacity. Mr. Abbs defers the question to the Public Works Department. Mr. Rob Perissinotti states that the Developer has

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provided a functional servicing study demonstrating that there is capacity in the municipal storm water system including the regional storm water pond to accommodate this development. Mr. Perissinotti also states that any storm water runoff from the site will have to meet the requirements set out for the overall North Neighbourhood storm water plan.

Councillor Marginani asks if there is any planned improvement to our system as a result of this development to prevent flooding, as it will affect surrounding single dwelling homes. Mr. Patrick Winters states that this area has always been identified to be developed in the future when the North Neighbourhood Pond was constructed and included trunk storm sewers. He adds that this area has been taken into account for the drainage area for the pond and ensures that the infrastructure is capable to support the development as it proceeds.

Councillor Marginani asks about the proposed drainage plan and where the water will go. Mr. Winters states that when Wyandotte St. was constructed trunk storm sewers were installed and convey the water to the North Neighbourhood Pond. Councillor Marignani asks how storm water runoff be managed and mitigated, and will it be brought to the mentioned pond. Mr. Winters states that with the original design for the pond there is allowable release rates from all sites to the trunk storm sewer, anything over and above will have to be contained on-site and will be up to consulting engineer to represent that it is completed adequately.

Councillor Marginani asks whether this development will not increase the risk of flooding in this area with confidence. Mr. Winters answers yes.

Councillor Marignani asks if the environmental impact assessment has been conducted regarding this storm water management with this development and further developments in mind. Mr. Winter states that a functional servicing study has been completed.

Councillor Marignani asks if that submission will not produce an additional risk to the surrounding neighbourhoods for flooding with intense rains or 100-year storms. Mr. Winters states that this development has met the design criteria based on the regional guidelines which include analysis up to and including a climate change event including a 100-year event.

Councillor Marignani asks of the current percentage capacity of the storm water mitigation system in the area. Mr. Winters states that the undeveloped land versus the developed would be the percentage and he can provide this information later.

Councillor Marignani asks who is responsible for maintaining the storm water infrastructure once the development is complete. Mr. Winters states that the infrastructure located on private property will be the responsibility of the property owner and we will continue to maintain the storm sewers in the city.

Councillor Marginani asks what system would the developer employ to mitigate the storm water management, and is there an underground cistern under the parking structure. Mr. Winters states that would be determined but the consulting engineer representing the developer and if they choose

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to employ certain OGS units or other mechanisms that are required to achieve storm water quality, they will have to follow the manufacturers recommendations for maintenance.

Councillor Marignani asks if Administration is confident a high-rise is suitable in comparison to everything surrounding is a low profile and why are we allowing a high profile building. Mr. Abbs states that this development is an opportunity to provide additional housing units in an area that can support it through infrastructure, green space, and transportation corridors. The size of the site lends itself to being developed at a higher density and there are not many opportunities in the City of Windsor like this and we need to take advantage of these sites.

Councillor Marignani asks for clarification. Mr. Abbs states that this site has very good alternative transportation connections, such as bike lanes and the Ganacho Trail, where other sites in the city do not have this. Councillor Marignani states that not many people will be taking the Ganacho Trail to work. Mr. Abbs states that there is an opportunity for the trail to be used.

Councillor McKenzie asks what issues need to be addressed in the Environmental Evaluation Report. Mr. Abbs states that the City Naturalist identified some issues that needed to be further explained in the document, and as the development is not imminent there is an opportunity to have work completed prior to construction.

Councillor McKenzie asks Mr. Karl Tanner if he is aware of the concerns and if he can explain them in relation to the Environmental Evaluation Report. Mr. Tanner states that a series of background studies are prepared including the Environmental Evaluation Report and the City Ecologist has asked for further information about the work completed for the Ministry on the endangered species onsite and fill in the missing information. He adds that no habitats have been identified for endangered species, and the work can be completed at any time to provide the information to the City Ecologist.

Councillor McKenzie asks for an explanation to address the issues of storm water management on the site. Mr. Tanner states that the pond, previously mentioned, was oversized to take on future developments and accommodate this particular phase of the North Neighbourhood. He adds that the release rate for this particular property has to be maintained, and water will be held on-site when needed. This will be addressed at the Site-Plan Control process where it will be reviewed in detail to determine any negative impact. Mr. Abbs states that the release rate does not change based on the type of development, such as a more intense development does not mean that there will be a more intense water release rate. It means that water may have to be stored onsite for longer or a greater volume may have to be stored on site.

Councillor Marginani asks if there is a mechanism for the release rate that can be removed if the area floods where they can increase the flow from the held area. Mr. Abbs states that it is not something that is done typically, and water will back up on the site until it can flow out.

Councillor Marginani asks Mr. Carlini has any further concerns. Mr. Carlini states that there was no information for bike parking spots and not enough spots for a loading zone, which will create additional hardscape and parking spots creating a lower ratio for parking. A medium profile for the

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building is preferred. Chair Morrison asks if there are plans for bike parking spots on the development. Mr. Tanner states that it will be determined at the Site-Plan control process and will likely be underground within the building and exterior, and that the requirements of the City will be met.

Member Arbour asks whether there will be any electric charging for cars within the building. Mr. Tanner states that yes it will be provided onsite, and the percentage will be determined at Site-Plan Control, in collaboration with Enwin. Member Arbour asks if we have enough power to the buildings to charge the vehicles. Mr. Abbs defers the question to Enwin.

Councillor Marginani asks for a definite number of storeys for the building and clarification of what 10m height from main arterial road and what that means in this report. Mr. Tanner states that the intention to create an opportunity to step the building back for street fronting townhomes. Mr. Szymczak states that the conversion factor is 4m per storey as per the by-law and storey refers to meters not building height, as different floors may have higher ceilings. Councillor Marignani states that then 44m refers to 11 storeys. Mr. Szymczak states that it can vary based on the height of the ceiling on each development.

Moved by: Councillor Kieran McKenzie Seconded by: Councillor Fred Francis

Decision Number: DHSC 606

I. THAT the City of Windsor Official Plan, Volume II, Part 2 – East Riverside Secondary Plan, **BE AMENDED** by deleting Section 2.7.7.5. and replacing as follows:

"2.7.7.5 The mix and distribution of dwelling types within Residential Neighbourhoods will be established in the neighbourhood subdivision plans provided for in Section 2.8 of this Secondary Plan provided, however, that single detached dwellings shall be the only permitted use on any lot which abuts the municipal boundary of the Town of Tecumseh."; and,

- II. THAT Schedule "A" of Volume I: The Primary Plan of the City of Windsor Official Plan BE AMENDED by designating Part of Block A, Registered Plan 1161, more particularly described as Part 6, 12R-15252, in the City of Windsor, known municipally as 0 Clairview St. situated on North Side of Wyandotte St. E, between Clover St. and Chateau Ave., as a Special Policy Area; and,
- III. THAT the City of Windsor Official Plan, Volume II, Part 1 Special Policy Areas, BE AMENDED by adding site specific policies as follows:

1.# North Side of Wyandotte St. E, between Clover St. and Chateau Ave.

1.#.1 The property described as Part of Block A, Registered Plan 1161, more particularly described as Part 6, 12R-15252, in the City of Windsor, known municipally as 0

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Clairview St., is designated a special policy area on Schedule A: Planning Districts and Policy Areas in Volume I – The Primary Plan.

- 1.#.2 Notwithstanding Section 2.7.7.3 of the Official Plan, Volume II, Part 2 East Riverside Secondary Plan High Profile Residential Building shall be permitted
- 1.#.3 Notwithstanding Section 2.7.7.3 of the Official Plan, Volume II, Part 2 East Riverside Secondary Plan the maximum permitted density of the site shall be 187 units per ha.; and,
- IV. THAT an amendment to City of Windsor Zoning By-law 8600 BE APPROVED changing the zoning of Part of Block A, Registered Plan 1161, more particularly described as Part 6, 12R-15252, in the City of Windsor, known municipally as 0 Clairview St., from Residential District RD1.1 to Residential District with a hold provision HRD 3.3; and,
- V. THAT the hold provision **BE REMOVED** when the applicant/owner submits an application to remove the holding and the following condition is satisfied:
 - a. an addendum to the Environmental Evaluation Report, dated October 2023, is prepared and submitted to the satisfaction of the City Planner; and,
- VI. THAT subsection 1 of Section 20 of the City of Windsor Zoning By-law 8600 BE AMENDED for Part of Block A, Registered Plan 1161, more particularly described as Part 6, 12R-15252, in the City of Windsor, known municipally as 0 Clairview St by adding site specific regulations as follows:

5##. North Side of Wyandotte St. E, between Clover St. and Chateau Ave.

For the lands described as Part of Block A, Registered Plan 1161, more particularly described as Part 6, 12R-15252, in the City of Windsor, known municipally as 0 Clairview St. the following regulations shall apply:

Main Building Height - within 24m of Wyandotte St. E right of way – Maximum– 10 m Main Building Height – remainder of the site - Maximum - 44.0 m; Landscaped Open Space Area - Minimum - 30% Dwelling Unit Density – dwelling units per ha – Maximum - 187 Parking Rate - Minimum - 1.21/unit

Carried.

Councillor Angelo Marignani voting nay.

Report Number: S 56/2024 Clerk's File: Z/14734 & Z/14735

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7.3. Official Plan Amendment and Zoning Bylaw Amendment Site specific regulations for Multiple Dwelling – Z 005-24 [ZNG-7174] & OPA 183 [OPA-7175] 1027458 Ontario Inc. 0 Wyandotte St E. - Ward 7

Jim Abbs (author), Planner III – Development Review - presents application.

Karl Tanner (agent), Dillon Consulting Ltd. is available for questions.

Councillor Marginani asks about flood mitigation and if Administration is confident that this development and future developments will not cause infrastructure and flood concerns to the surrounding residents. Mr. Abbs defers the questions to the Public Works Department, and states that this development is larger than the development across the street. Mr. Patrick Winters states that all areas were included in the original design area for the North Neighbourhood Pond. Following the rainfall events of 2016 & 2017, the Engineering Department in collaboration with ERCA required that a reassessment of the North Neighbourhood Pond be completed to look at considerations for intensity that had occurred in the area over and above what was in the original design for East Riverside. He adds that the results of the study determined that the Pond is of adequate capacity to support full buildout of the area.

Councillor Marignani asks if the City will do any updates to the current infrastructure as a result of these new developments to ensure residents will not be flooded. Mr. Winters states that the developments will be required to meet the original design intent of Wyandotte St. together with the North Neighbourhood Pond, and no upgrades are needed due to the adequate capacity of the system.

Councillor Marignani asks if the two ponds west of the development currently have the infrastructure to connect this development to these ponds. Mr. Winters states that a new outlet will be installed to the pond with this development through their site.

Councillor Marginani asks what the immediate mitigation is for the development of the five buildings. Mr. Perissinotti states that the mitigation will be done on site with a specific release rate and any water above and beyond will be stored onsite, through surface ponding on the parking lot or underground.

Councillor Marginani asks if underground parking will be for the two larger buildings and the remaining three will have surface parking with parking at 1.27. Mr. Abbs confirms this.

Councillor McKenzie asks if the proposed park addition is included as part of the development or will that be a City managed property and what is the vision for that space. Mr. Abbs states that it is not part of the development but part of the previous plan of subdivision that was done on Lublin and the Clover extension to Wyandotte, this is where the part remnant piece came from, and will be conveyed to the City.

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Councillor McKenzie confirms that it is part of the parkland dedication component. Mr. Abbs states that it is not part of the component and is separate. Councillor McKenzie asks if in addition to the proposed park there is a parkland dedication component included in this development. Mr. Abbs states that there will be through Site-Plan Control, but no proposed park through this development, and the present park is currently part of the East End Park.

Councillor Marginani asks about the proposed park addition of 0.51 ha on the diagram and whether that will be part of the East End Park and will it remain a public park for the City of Windsor. Mr. Abbs states that the park is part of previous phases of plans of subdivision with the extension of Clover. He adds that the realignment of Clover made that portion of land available as the road can no longer be double loaded and will be single loaded, and the City will be granted that portion of land.

Councillor Marginani asks about the timeline for construction of the new roads. Mr. Abbs states that physical roads do not exist but the road allowances do. Mr. Karl Tanner states that the anticipated construction will start in this calendar year towards the end of the summer for phases 3 and 5, and likely a year of servicing construction, with homes being built next year.

Councillor Marginani asks where garbage waste will be held or whether that is determined later in development. Mr. Tanner states that yes they will contain garbage within their buildings.

Councillor Marginani asks about electric car charging stations as the diagrams do not show indicators of this and whether there it is plans for this development. Mr. Tanner answers that yes there will be.

Councillor Marginani asks if there is a certain number or percentage they are considering. Mr. Tanner states that he does not have numbers at this time, but they will be looking into it.

Councillor Marginani asks if the next phase is phase three. Mr. Tanner states that phase three and five will be done at the same time, but there is some preloading of the roads to get ready for construction.

Councillor Marginani asks if the development off Beverly Glen is just conditioning the terrain to hold the road and the construction that will be happening in the next few years. Mr. Tanner confirms this.

Moved by: Councillor Fred Francis Seconded by: Councillor Mark McKenzie

Decision Number: DHSC 607

I. THAT Schedule "A" of Volume I: The Primary Plan of the City of Windsor Official Plan **BE AMENDED** by designating Part of Block A on Plan 1161; Part Streets and Alleys (Closed By R1088686); Part Lots 14, 31, 34 and 52 and all of Lots 32, 33, and 53 on Plan 1230; Part Lots 139, 140, and 141 Concession 1, in the City of Windsor, known

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municipally as 0 Wyandotte St. E, situated on South Side of Wyandotte St. E, between Clover St. and Lublin Ave., as a Special Policy Area; and,

II. THAT Chapter 1 in Volume II: Secondary Plans and Special Policy Areas of the City of Windsor Official Plan **BE AMENDED** by adding a new Special Policy Area as follows:

1.# South Side of Wyandotte St. E, between Clover St. and Lublin Ave.

- 1.#.1 The property described as Part of Block A on Plan 1161; Part Streets and Alleys (Closed By R1088686); Part Lots 14, 31, 34, and 52 and all of Lots 32, 33, and 53 on Plan 1230; Part Lots 139, 140, and 141 Concession 1, in the City of Windsor, known municipally as 0 Wyandotte St. E, is designated a special policy area on Schedule A: Planning Districts and Policy Areas in Volume I The Primary Plan.
- 1.#.2 Notwithstanding Section 2.7.7.3 of the Official Plan, Volume II, Part 2 East Riverside Secondary Plan High Profile Residential Buildings shall be permitted on the subject property.
- 1.#.3 Notwithstanding Section 2.7.7.3 of the Official Plan, Volume II, Part 2 East Riverside Secondary Plan the maximum permitted density of the site shall be 130 units per ha.; and,
- III. THAT an amendment to City of Windsor Zoning By-law 8600 BE APPROVED changing the zoning of Part of Block A on Plan 1161; Part Streets and Alleys (Closed By R1088686); Part Lots 14, 31, 34, and 52 and all of Lots 32, 33, and 53 on Plan 1230; Part Lots 139, 140, and 141 Concession 1, in the City of Windsor, known municipally as 0 Wyandotte St. E, from Residential District with a hold provision HRD1.2 to Residential District with a hold provision HRD 3.3; and,
- IV. THAT the hold provision **BE REMOVED** when the applicant/owner submits an application to remove the holding and the following condition is satisfied:
 - a. an addendum to the Environmental Evaluation Report, dated October 2023, is prepared and submitted to the satisfaction of the City Planner; and,
- V. THAT subsection 1 of Section 20 of the City of Windsor Zoning By-law 8600 BE AMENDED for Part of Block A on Plan 1161; Part Streets and Alleys (Closed By R1088686); Part Lots 14, 31, 34, and 52 and all of Lots 32, 33, and 53 on Plan 1230; Part Lots 139, 140, and 141 Concession 1, in the City of Windsor, known municipally as 0 Wyandotte St. E by adding site specific regulations as follows:

5##. South Side of Wyandotte St. E, between Clover St. and Lublin Ave.

For the lands described as Part of Block A on Plan 1161; Part Streets and Alleys (Closed by R1088686); Part Lots 14, 31, 34, and 52 and all of Lots 32, 33, and 53 on Plan 1230;

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Part Lots 139, 140, and 141 Concession 1, in the City of Windsor, known municipally as 0 Wyandotte St. E. the following regulations shall apply:

Main Building Height - within 24m of Wyandotte Street East right of way – Maximum – 10 m

Main Building Height – remainder of site - Maximum - 48.0 m; Carried.

> Report Number: S 57/2024 Clerk's File: Z/14731 & Z/14732

7.5. Official Plan Amendment and Zoning By-law Amendment Applications for 835 Tecumseh Road East, 2148 Marentette Avenue, and 2175 Parent Avenue, Z-006/24 [ZNG-7179] & OPA 184 [OPA-7180], Ward 4

Brian Nagata, Planner II - Development Review (author), and Diana Radulescu, Planner II - Development Review (author) - present applications.

Tracey Pillon-Abbs, Pillon Abbs Inc. (authorized agent) is available for questions.

David Girard (resident at 2223 Marentette Avenue) is opposed to the proposed Zoning By-law and Official Plan Amendments and believes a four-storey building better suits the area. The area contains commercial and residential uses, with a maximum of three to four storeys. Mr. Girard requests that the current zoning for the site remain at a maximum of four storeys. Mr. Girard states concerns that the surrounding vacant lots will create further opportunity for rezoning and additional entrance and exit points to the Caboto Club property. Mr. Girard states his concern for the current elevated traffic levels, that the proposed development does not address traffic calming for this area and that there are no current traffic counts. Mr. Girard states that the development will take away four to five on-street parking spots and asks if these missing spots will be reinstated elsewhere for the residents, who will assume the liability and will there be a maximum number of vehicles that can park in the Caboto Club parking area. He reiterated that there is only one entry and exit point on Tecumseh Road East and the proposed development only shows one new point at Marentette Avenue. This solution creates a large traffic increase in the surrounding neighbourhood.

Tracey Pillon-Abbs speaks to Administration and supports all recommendations except for item number five which proposes a minimum parking area separation of 3.0 metres from the north limit of 2156 Marentette Avenue. Mrs. Pillon-Abbs adds that upon reviewing the EnWin setbacks, it is recommended to move the building closer to the hydro corridor and maintain the minimum separation from EnWin's requirements. Mrs. Pillon-Abbs is requesting that the recommendation be changed to a minimum parking area separation of 2.0 metres from 2156 Marentette Avenue with appropriate landscaping and fencing as part of Site Plan Control.

Councillor Kieran McKenzie asks if administration has the flexibility to support the requested reduction in the recommended parking area separation from 3.0 metres to 2.0 metres. Mr. Nagata noted this request was discussed with the Planning Department's Landscape Architect prior to the

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meeting. The Landscape Architect confirmed that 2.0 metres is still a sufficient area for accommodating an adequate landscape buffer between the parking area and 2156 Marentette Avenue.

Councillor Kieran McKenzie asks if a separate company will run the residence after a severance is granted by the Committee of Adjustment. Mrs. Pillon-Abbs states that the Caboto Club will continue to own the property legally under a different corporation with the intent of creating affordable rental units. When the application to sever comes forward to the Committee of Adjustment, a reciprocal access easement will be recommended as condition of consent to provide permission for vehicles to move between the Caboto Club parking area and the proposed development. Councillor Kieran McKenzie asks if overflow parking will also be negotiated into the arrangement, to which Mrs. Pillon-Abbs noted the affirmative. Councillor Kieran McKenzie asks how the separation of the two properties will be distinguished and will it discourage patrons of the Caboto Club from utilizing the egress onto Marentette Avenue. Mrs. Pillon-Abbs states that the architect designed the concept plan to deter this traffic behaviour and a traffic impact study (TIS) will also be required through Site Plan Control. Mrs. Pillon-Abbs adds that at this point any concerns from the City can be addressed by mitigation.

Councillor Kieran McKenzie asks if consideration has been given to a traffic management plan and how it may interact with activities at the Caboto Club. Mrs. Pillon-Abbs states that they will have to follow advice of a traffic engineer for techniques, signage, or width/angle of connections to slow traffic and flow appropriately.

Councillor Kieran McKenzie asks to what extent does this traffic plan enter discussions around the flow of traffic exiting the Caboto Club. Mr. Nagata states that traffic flows will be covered under the scope of the TIS, and that it is preferred that residents of the proposed development exit onto Tecumseh Road East via Parent Avenue due to existing traffic issues at the intersection of Marentette Avenue and Tecumseh Road East. Shawna Boakes agrees with Mr. Nagata's comments and noted that while this scale of development does not typically trigger a TIS, Transportation Planning holds similar concerns. Councillor Kieran McKenzie asks if there will be modifications to lights such as an advanced left turn to mitigate the traffic concerns. Mrs. Boakes noted this would be included in the TIS but is uncertain which intersections are currently included in the scope. Most recent counts (from 2021) for the Tecumseh and Parent intersection do not currently show a left turn required, however the City will redo the counts within the next two years to determine if this is an option. The Tecumseh Rd. corridor is an adaptive system where lights will adapt to the volume of traffic. For Caboto Club, there is a limit on adaptability for high volumes of traffic in a short amount of time. The system does run cycle-to-cycle based on the numbers it logs.

Councillor Fred Francis asks what traffic calming measures can be implemented in the short term to deal with anticipated and unintended consequences, as a resident has requested speed humps. Mrs. Boakes notes that residents can make a request for speed humps on their street by contacting 311 or the Transportation Planning Department. If the street is deemed to be eligible for speed humps, abutting residents will be surveyed on whether they wish for speed humps to be installed. There will be additional options for implementing expedited traffic calming measures with the Ward Councillor once the TIS has been completed.

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Councillor Francis asks if Caboto Club has always planned to have six-storeys for the development. Mrs. Pillon-Abbs states that the proposed development has always been six-storeys because of the Mixed Use Corridor land use designation under the Official Plan which encourages increased density on Tecumseh Road East. The Devonshire Court proposed development is another example of a similar development but that was a designation of residential and not a comparable case study. Councillor Francis asks if all six-storeys will be residential. Mrs. Pillon-Abbs notes this is intended to be a stand-alone residential building.

Councillor Marignani asks Administration to provide context on the corner cut off. Rob Perissinotti states that it is a sight line corner for vehicle and pedestrian safety at a non-signalised intersection. Councillor Marignani asks if this means nothing can be built on the corner. Mr. Perissinotti states that the corner will be conveyed to the City and will become part of the right-of-way with an angle.

Member Arbour asks about traffic flow from a large event exiting onto Marentette Avenue into the residential area and whether a fob gate could be considered to restrict Caboto Club patrons from exiting onto Marentette Avenue. Mr. Nagata defers to the applicant. Mrs. Pillon-Abbs states this can be taken into consideration as part of the TIS and the applicant can work with the City on recommendations arising from the TIS.

Councillor Marignani asks if the City would be liable for accidents in the Caboto Club parking lot. Aaron Farough states that the risk to the City is quite low.

Councillor Kieran McKenzie recommends considering options to mitigate traffic impacts in the neighbourhood as per suggestions brought forward by Member Arbour.

Moved by: Councillor Fred Francis Seconded by: Councillor Angelo Marignani

Decision Number: DHSC 609

- I. THAT Schedule "A" of Volume I: The Primary Plan of the City of Windsor Official Plan **BE AMENDED** by designating Lots 59 & 60, Part of Lot 1, & Part of Closed Alley, Plan 908; Part of Lots 23 & 24, Plan 140, known municipally as 835 Tecumseh Road East, 2148 Marentette Avenue, and 2175 Parent Avenue; shown as the *Area of Development* on Appendix A; situated on the southeast corner of Marentette Avenue and Tecumseh Road East as a Special Policy Area.
- II. THAT the City of Windsor Official Plan, Volume II, Chapter 1 Special Policy Areas, **BE AMENDED** by adding site specific policies as follows:

1.xx. Southeast Corner of Marentette Avenue and Tecumseh Road East

1.xx.1 The property described as Lots 59 & 60, Part of Lot 1, & Part of Closed Alley, Plan 908; Part of Lots 23 & 24, Plan 140, known municipally as 835 Tecumseh Road East, 2148 Marentette Avenue, and 2175 Parent Avenue, situated on the southeast corner of Marentette Avenue and

Tecumseh Road East, is designated on Schedule A: Planning Districts & Policy Areas in Volume I - The Primary Plan.

- 1.xx.2 Notwithstanding Section 6.5.3.3(a) of the City of Windsor Official Plan, Volume I, Chapter 6 - Land Use:
 - a) A Medium Profile residential development shall have a building height of no less than 14.0 metres and no more than 26.0 metres.
- III. THAT Zoning By-law 8600 BE AMENDED by changing the zoning for the lands located on the southeast corner of Marentette Avenue and Tecumseh Road East, described as Lots 59 & 60, Part of Lot 1, & Part of Closed Alley, Plan 908; Part of Lots 23 & 24, Plan 140 [PIN No. 01322-0389 LT (in part)], shown as the Area of Development on Appendix A, from Commercial District 3.3 (CD3.3) in part and Residential District 1.3 (RD1.3), to Residential District 3.2 (RD3.2), subject to additional regulations:

501. SOUTHEAST CORNER OF MARENTETTE AVENUE AND TECUMSEH ROAD EAST

(1) For the lands comprising of Lots 59 & 60, Part of Lot 1, & Part of Closed Alley, Plan 908; Part of Lots 23 & 24, Plan 140, PIN No. 01322-0389 LT (in part), and delineated by a heavy blue line on Schedule 2, attached to By-law xxx-2024, the following shall apply:

1. Main Building Height - minimum

- 14.0 m
- 2. A minimum of 80.0% of the north and west faces of the first and second floors not occupied by windows, doors, or HVAC infrastructure shall have an exterior finish of brick, textured concrete, and/or stone.
- 3. Side Yard Width from the north limit of Lot 61 & 20.0 m Part of Closed Alley, Plan 908, PIN No. 01322-0359 LT - minimum.
- 4. A parking area is prohibited in a front yard and an exterior side yard, save and except for an access area or collector aisle necessary for providing access to a parking area from Marentette Avenue.
- Notwithstanding Section .3 of Table 25.5.20.1, a minimum separation of 2.00 metres shall be provided from a parking area to the north limit of Lot 61 & Part of Closed Alley, Plan 908, PIN No. 01322-0359 LT. [ZDM 7; ZNG/7179]
- IV. THAT, at the discretion of the City Planner, Deputy City Planner, or Site Plan Approval Officer, the following **BE SUBMITTED** with an application for Site Plan Approval:
 - a. Environmental Noise Assessment Report, prepared by Akoustik Engineering Limited, dated August 24, 2023.
 - b. Existing Tree Inventory & Preservation Plan, prepared by Bezaire Partners, sealed on June 29, 2023.
 - c. Planning Rationale Report (Revised), prepared by Pillon Abbs Inc., dated February 22, 2024.
 - d. Sanitary Sewer Study, prepared by Aleo Associates Inc. Consulting Engineers, dated September 1, 2023.

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- e. Transportation Impact Study, prepared by a qualified transportation consultant, in accordance with the TIS Scope set forth under Appendix 1 of Appendix E of this report; and,
- V. THAT the Site Plan Approval Officer **BE DIRECTED** to incorporate the following, subject to any updated information, into an approved site plan and executed and registered site plan agreement:
 - a. 1.83-metre-high screening fence shall be erected and maintained on that portion of the north limit of Lot 61 & Part of Closed Alley, Plan 908, PIN No. 01322-0359 LT, that flanks a rear yard or side yard therein.
 - b. Financial contributions towards any required traffic improvements identified within the aforesaid Transportation Impact Study.
 - c. Mitigation measures identified in the aforesaid Environmental Noise Assessment Report, subject to the approval of the City Engineer.
 - d. Servicing and right-of-way requirements of the City of Windsor Engineering Department Right-of-Way Division contained in Appendix E of this report and measures identified in the Sanitary Sewer Study, prepared by Aleo Associates Inc. Consulting Engineers, dated September 1, 2023, subject to the approval of the City Engineer; and,
- VI. THAT the Site Plan Approval Officer **CONSIDER** the following matter in an approved site plan and/or executed and registered site plan agreement:
 - a. Written confirmation from the Ministry of the Environment, Conservation and Parks that a Record of Site Condition has been filed in the Environmental Site Registry; and,
- VII. THAT administration **BE REQUESTED** to provide options to mitigate traffic impacts in the area and in the neighbourhood, to address the concerns of traffic entering the neighbourhood as a result of this proposed development.

Carried.

Councillor Mark McKenzie discloses an interest and abstains from voting on this matter.

Report Number: S 49/2024 Clerk's File: Z/14755 & Z/14754

7.6. Zoning By-Law Amendment Z007-24(ZNG/7181) - Cindy Prince - 3589 Victoria Boulevard, Ward 9

Laura Strahl (author), Planner III – Special Projects is available for questions.

Cindy Prince (applicant), Vice-President of AMICO is available for questions.

Moved by: Councillor Kieran McKenzie Seconded by: Councillor Mark McKenzie

Decision Number: DHSC 610

 THAT Zoning By-law 8600 BE AMENDED by changing the zoning on the lands of Plan 1124, S Part Lot 223 N Part Lot 225 situated on the west side of Victoria Boulevard between Medina St West and Beals St West, and known municipally as 3589 Victoria Boulevard by adding a site-specific exception to Section 20(1) as follows:

X. WEST SIDE OF VICTORIA BOULEVARD BETWEEN BEALS ST WEST AND MEDINA ST WEST

For the 1393 m² lands comprising of Plan 1124, S Part Lot 223 N Part Lot 225; despite Section 10.4.5.4 and 10.4.5.8, the following additional regulations shall apply to a *Single Unit Dwelling*:

a) Main Building Height – maximum 10.4 m

b) Gross Floor Area – main building – maximum 675 m² Carried.

Report Number: S 51/2024 Clerk's File: Z/14758

7.4. Approval of a Plan of Condominium with Exemption under Section 9(3) of the *Condominium Act*, 705 and 755 Grand Marais Rd E.; Applicant: Seiko Homes Inc.; File No.: CDM 003-24 [CDM-7192]; Ward 10

Justina Nwaesei (author), Planner III – Development Review is available for questions.

Councillor Marginani asks if there are any concerns about the development that was not included in the report. Justina Nwaesei states that there is no concern as the development has gone through Site-Plan approval and there are building permits for both structures under construction. She adds that she hopes they remain compliant with the Condominium Act, where they cannot rent units until they have gone through final approval. Councillor Marginani asks for clarification when the development has gone through the final approval, at that point can units be rented. Mrs. Nwaesei states that new build applications are reviewed differently from any multiple dwelling that has been occupied. She adds that this application is being reviewed with the expectation that there will be no occupancy prior to final plan approval.

Moved by: Councillor Angelo Marignani Seconded by: Member Anthony Arbour

Decision Number: DHSC 608

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THAT the application of Seiko Homes Inc. for an exemption under Section 9(3) of The *Condominium Act* for approval of a plan of condominium (Standard Condominium), comprised of a total of 80 dwelling units within two new Multiple Dwelling structures under construction as shown on the attached Map Nos. CDM-003/24-1, CDM-003/24-2, CDM-003/24-3, and CDM-003/24-4, on parcels legally described as Part of Lots 88 and 89, Concession 2, designated as Parts 1 to 11 (inclusive) on Plan 12R16151, City of Windsor; located at the southwest corner of Grand Marais Road East and Elsmere Avenue intersection, **BE APPROVED** for a period of three (3) years. Carried.

Report Number: S 50/2024 Clerk's File: Z/14759

8. ADJOURNMENT

There being no further business the meeting of the Development & Heritage Standing Committee (*Planning Act* Matters) portion is adjourned at 7:10 o'clock p.m. Carried.

Ward 10 – Councillor Jim Morrison (Chairperson) Deputy City Clerk / Supervisor of Council Services



Council Report: S 16/2024

Subject: Official Plan Amendment initiated by the City of Windsor for the Windsor Archaeological Management Plan Review (City-wide) – File No. OPA 181 [OPA/7170]

Reference:

Date to Council: June 3, 2024 Author: Kristina Tang, MCIP, RPP Heritage Planner ktang@citywindsor.ca 519-255-6543 X 6179 Planning & Building Services Report Date: January 30, 2024 Clerk's File #: Z/14780

To: Mayor and Members of City Council

Recommendation:

THAT Official Plan Amendment No. 181 as shown in Appendix A, regarding the Windsor Archaeological Management Plan (WAMP) review and as detailed in S15/2024, **BE ADOPTED**.

Executive Summary: N/A

Background:

The City of Windsor is an area rich in archaeological resources from both Indigenous peoples and early settlers. City Council recognized this through adoption of the Windsor Archaeological Master Plan (WAMP) and associated Official Plan policies in 2005 and 2006, including a map of Archaeological Potential which has been used to identify when and where archaeological assessments are required prior to land disturbances. Review of the Windsor Archaeological Management Plan has resulted in the development of updates to the archaeological related Official Plan policies and Schedule presented in this report and further detailed in report S15/2024.

Discussion:

The legislative context and policy basis for the Official Plan Amendments are described:

Planning Act

Section 2 of the *Planning Act* identifies the conservation of features of significant archaeological interest as a matter of Provincial interest and requires that any decision made pursuant to the Planning Act by the Minister, City Council, and the Ontario Land Tribunal to have regard to this matter.

Section 3 of the Planning Act sets out further municipal responsibilities in regard to the Provincial Policy Statement by indicating that a decision of the council of a municipality, in respect of the exercise of any authority that affects a planning matter, "shall be consistent" with the policy statement.

Provincial Policy Statement

2.6 Cultural Heritage and Archaeology

2.6.2 Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.

2.6.4 Planning authorities should consider and promote archaeological management plans and cultural plans in conserving cultural heritage and archaeological resources.

2.6.5 Planning authorities shall engage with Indigenous communities and consider their interests when identifying, protecting and managing cultural heritage and archaeological resources.

Ontario Heritage Act

The Ontario Heritage Act governs the general practice of archaeology in the province to maintain a professional standard of archaeological research and consultation. The Archaeology Program Unit at the Ministry of Citizenship & Multiculturalism is responsible for licensing archaeologists and reviewing archaeological assessments. Part VI of the *Ontario Heritage Act* legislates the conservation of resources of archaeologist. All archaeological assessment reports are submitted to the Ministry of Citizenship & Multiculturalism as a condition of an archaeological license and are reviewed by Ministry staff to ensure that the activities conducted under a license meet current technical guidelines, resource conservation standards, and the regulations of the Ontario Heritage Act.

Funeral, Burial and Cremation Services Act

Burial locations uncovered on archaeological sites are under the jurisdiction of the Funeral, Burial and Cremation Services Act. The discovery of such burials requires further archaeological investigation in order to define the extent and number of interments, and either the registration of the burial location as a cemetery, or the removal of the remains for re-interment in an established cemetery. The Registrar of Burial Sites in the Ministry of Public and Business Service Delivery assists the

coordination and negotiation between various parties and ensures that burial site investigations by licensed archaeologists meet provincial policies, standards, and guidelines.

Risk Analysis:

Risk to not approving the OPA Schedule is the continual use of information from an outdated Archaeological Potential Model. This lack of clarity in identification of archaeological resources can lead to threat to archaeological resources in the City.

Climate Change Risks

Climate Change Mitigation: N/A

Climate Change Adaptation: N/A

Financial Matters:

The Financial implications of the OPA is outlined in full WAMP report in S15/2024 as it is not an isolated/standalone item related to the OPA.

Consultations:

Indigenous Engagement

The project team reached out to 14 Indigenous First Nations and Communities to invite their engagement in the WAMP project:

- Aamjiwnaang First Nation;
- Aboriginal Education Centre Turtle Island at the University of Windsor;
- Caldwell First Nation;
- Can-Am Indian Friendship Center;
- Chippewa of the Thames First Nation;
- Delaware Nation;
- Haudenosaunee Confederacy Chiefs Council;
- Huron-Wendat Nation;
- Kettle and Stony Point First Nation;
- Métis Nation of Ontario
- Oneida of the Thames First Nation;
- Six Nations of the Grand River First Nation;
- Walpole Island First Nation, and;
- Wyandot of Anderdon

The list was compiled by ASI based on have established or potential Aboriginal or Treaty rights within the Study Area, or who have an established interest in the City, 7 Indigenous First Nations responded with Interest and their comments have been incorporated into the Project or noted as beyond the scope of the WAMP. Notice of Study Commencement, and Project Updates, as well as invitation to review the draft WAMP was circulated to the Indigenous Contacts. Should Council decide to endorse the Plan, a notice of study completion will also be sent to the Indigenous communities.

Technical Working Group

A technical working group was established to provide more hands-on support, input, and oversight for the project. The members of this working group include key City of Windsor staff (Planning staff & staff representing Museum Windsor/Recreation & Culture); key members of the consultant team; representatives from the Ministry; and the president of the Windsor Chapter of the Ontario Archaeological Society.

Stakeholder & Public Engagement

Besides the presentation overview of the WAMP project provided by ASI to the DHSC March 2021 Meeting, two public engagement sessions were also held virtually on June 16, 2021 to inform the public and gather input on the key background studies informing the Archaeological Management Plan update. A total of 44 people attended the public information session.

Municipal Departments were solicited for their input and involvement in the project in 2021, and circulated the draft WAMP for review in 2022 and again in separate circulations in 2023 and 2024.

Where feedback was received, it was incorporated into the WAMP review and or incorporated into the Recommendations of this report.

Departments Circulated:

- Planning
- Building
- Infrastructure Services
- Parks & Facilities
- Asset Planning
- Recreation & Culture (Museum Windsor)
- Legal

Conclusion:

As the approval authority, the City of Windsor undertook an update to the current Windsor Archaeological Management Plan to satisfy the requirements of current legislation, and update the archaeological potential model to better conserve archaeological resources in the community. The WAMP and its resulting recommendations to amend the Official Plan should be approved by Council.

Planning Act Matters:

I concur with the above comments and opinion of the Registered Professional Planner.

Insert Name, Title

I am not a registered Planner and have reviewed as a Corporate Team Leader

Insert CLT Initials

Approvals:

Name	Title
Neil Robertson	Deputy City Planner - Growth
Thom Hunt	City Planner / Executive Director Planning & Building
Mark Nazarewich (on behalf of Wira Vendrasco)	City Solicitor (Acting)
Jelena Payne	Commissioner, Economic Development
Joe Mancina	Chief Administrative Officer

Notifications:

List provided to Clerk's	
office	

Appendices:

- 1 Appendix A Official Plan Amendment Schedule
- 2 Appendix B Official Plan Schedule C-1 Archaeological Potential

AMENDMENT NO. 181 TO THE CITY OF WINDSOR OFFICIAL PLAN

Part E (Details of the Amendment) of the following text and attached Schedule C-1 of the City of Windsor Official Plan constitute Amendment No. 181.

Also included, but not constituting part of the Amendment, are explanations of purpose, location, background, legislative and policy basis, public involvement, implementation, and additional in Appendix I (Results of Public Notification).

1

A. <u>PURPOSE</u>

The proposed Official Plan amendments will enable implementation of the updated Windsor Archaeological Management Plan for identification and conservation of archaeological resources. The amendments are proposed in Chapter 9 to 11 of the Official Plan, and to Schedule C-1 Archaeological Potential.

B. LOCATION

The changes made apply to all land within the municipal boundaries of the City.

C. BACKGROUND

The City of Windsor is an area rich in archaeological resources from both Indigenous peoples and early settlers. City Council recognized this through adoption of the original Windsor Archaeological Master Plan (WAMP) and associated Official Plan policies in 2005 and 2006, including a map of Archaeological Potential which has been used to identify when and where archaeological assessments are required prior to land disturbances. The WAMP is now updated to current legislation and standards, and the Archaeological potential model has been refreshed and supplemented with data collected from the past 20 years. Therefore, all of the Official Plan policies related to archaeology are proposed to be amended (majority in Chapter 9 Heritage Conservation), and Schedule C-1 Archaeological Potential is proposed to be renamed and replaced.

D. LEGISLATIVE CONTEXT AND POLICY BASIS FOR THE AMENDMENT

Refer to the Council Report for Legislative context.

Official Plan

The City's Official Plan currently addresses archaeology.

Chapters 1 (Introduction) describes reference to Schedule C-1: Development Constraint Areas: Archaeological Potential to identify potential development constraints on an area or parcel of land, and for municipal infrastructure undertaking or by-law.

Chapter 2 (Glossary) describes archaeological sites as heritage resources considered by Council to be of significance.

Chapter 5 (Environmental Management) indicates that any alteration or related works within Shoreline and Floodprone Areas will be evaluated based on potential negative impacts upon archaeological resources.

Chapter 9 (Heritage Conservation) speaks to maintaining and updating inventory of registered sites and lands of archaeological potential identified in the WAMP and in Schedule C-1. Protection of archaeological resources is also required for development or infrastructure undertakings to ensure sites are preserved mitigated prior to land disturbance/site development, through archaeological assessments.

Chapter 10 (Procedures) indicates that the Municipality may require archaeological assessments for Planning Act applications, and outlines the stages of Archaeological Assessments and the requirement that land disturbance is not to take place prior to Ministry review and "clearance".

Chapter 11 (Tools) describes Zoning By-law specification of uses permitted and to contain regulation with respect to matters such as development on or near archaeological potential lands or significant archaeological sites.

E. THE AMENDMENT

Summary of Revisions to Archaeological Policies

Many of the Official Plan policies related to archaeology will remain. Schedule C-1 is proposed to be replaced and renamed to Schedule C-1 Archaeological Potential. New policies are included in Chapter 9.2 Objectives to Heritage Conservation. Identification and protection of archaeological sites will be strengthened through revisions to 9.3.2.1(a) and 9.3.4.1(a) with increased language about Indigenous engagement as required by Legislative changes. New policies on Human Remains and artifact curation provides some direction in those areas. In the policy on Heritage Resources and Planning Initiatives, Archaeological assessment (9.3.7.1 (a)), more clarity is provided for the requirement of archaeological assessments. The process for review of the Archaeological assessment(s) and its acceptance is detailed, along with instructions for engagement with Indigenous communities. Housekeeping terminology changes are proposed for 10.2.16.3 for reference made to the Ministry and in 11.6.2.2 to the new name for Schedule C-1 Archaeological Potential.

Details of Official Plan Amendment

- 1) That Schedule "A-1" of Volume 1: The Primary Plan of the City of Windsor Official Plan BE AMENDED be replaced.
- 2) General

Volume I: The Primary Plan, Schedule C-1 is hereby amended by:

changing the name of the schedule as follows:

- Schedule C-1 Development Constraint Areas: Archaeological Potential is changed to Schedule C-1 Archaeological Potential as shown on Appendix x.

Volume I: The Primary Plan, is hereby amended by:

changing the words Schedule C-1: Development Constraint Areas: Archaeological Potential to Schedule C-1: Archaeological Potential throughout Volume 1: The Primary Plan

Volume II: Secondary Plans & Special Policy Areas is hereby amended by: changing the words Schedule C-1: Development Constraint Areas: Archaeological Potential to Schedule C-1: Archaeological Potential throughout Volume II: Secondary Plans and Special Policy Areas

3) Specifics

Chapter 9 entitled Heritage Conservation is amended by adding the following sections 9.2.5 to 9.2.7:

ARCHAEOLOGICAL CONSERVATION	9.2.5	To identify, protect and conserve Windsor's archaeological resources in place wherever possible and encourage development that respects Windsor's archaeological heritage. Through an understanding of, and measures to protect archaeological heritage, Windsor can incorporate the past into planning for the future.
INDIGENOUS COMMUNITY ENGAGEMENT	9.2.6	To recognize that the lands within its jurisdiction are of interest to a number of Indigenous communities. As such, Windsor will engage with all such communities in the land development process.
PROVINCIAL LEGISLATION	9.2.7	To use as appropriate all relevant Provincial legislation that references the conservation of cultural heritage resources, particularly the provisions of the Ontario Heritage Act, the Planning Act, the Environmental Assessment Act, and the Funeral, Burial and Cremation Services Act in order to identify and conserve Windsor's cultural heritage including archaeological resources.

Chapter 9 entitled Heritage Conservation is amended by deleting sections 9.3.2.1(a), 9.3.4.1(a), and 9.3.7.1(a) and substituting the following:

	WINDSOR Archaeological Management Plan (WAMP)	9.3.2.1(a)	Preparing and maintaining an archaeological management plan that identifies known archaeological resources and areas of archaeological potential in Schedule C-1 Archaeological Potential and that provides direction and requirements for the identification, evaluation, conservation and management of archaeological resources in accordance with the Ontario Heritage Act. Maintenance will include updating the inventory of registered archaeological sites and lands for which an archaeological assessment has been completed by a provincially licensed archaeological consultant in accordance with provincial standards and guidelines. Schedule C-1 of the Official Plan is a map indicating areas of archaeological potential in Windsor.
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9.3.4 Protection of Heritage Resources

9.3.4.1 Council will protect and conserve heritage resources by:

Requiring that development or infrastructure undertakings on lands ARCHAEOLOGICAL 9.3.4.1(a) SITES containing potential archaeological resources avoid the destruction or alteration of these resources in Schedule C-1 Archaeological Potential; or where this is not possible, requiring the proponent to mitigate the impact to archaeological resources through documentation and removal in advance of land disturbances, in accordance with the Ontario Heritage Act and the policies contained within the Windsor Archaeological Management Plan. Where archaeological resources must be preserved in situ, avoidance and protection measures must be implemented under the direction of a licensed archaeological consultant in accordance with provincial standards and guidelines. Where Indigenous archaeological resources are to be preserved on site, the development proponent, and the consultant archaeologist shall engage with the appropriate Indigenous communities to identify approaches to the landscaping and interpretation of the site if desired, subject to discussions with stakeholders. Where Indigenous archaeological resources are identified and preservation on site is not possible, the development proponent, and the consultant archaeologist shall engage with the appropriate Indigenous communities to identify interpretive and commemorative opportunities relating to the resource if desired, subject to discussions with stakeholders. 9.3.4.1(a) In the event that unexpected human remains or cemeteries are HUMAN REMAINS identified or encountered during assessment, development, or site (i) alteration, all work must immediately cease, and the site must be secured. The appropriate provincial and municipal authorities must be notified. Provisions of the Funeral. Burial and Cremation Services Act, the Ontario Heritage Act, and other applicable protocols and policies must be followed. Where there are Indigenous burials, they will be addressed in consultation with the relevant Indigenous communities. A licensed archaeological consultant will be required to carry out an investigation if ordered by the Bereavement Authority of Ontario or the Registrar of Burials, Ministry of Public and Business Service Delivery. ARTIFACT 9.3.4.1(a) All artifacts found on property owned by the City of Windsor are to be reported to the City of Windsor for review and possible CURATION (ii) acceptance and curation by Museum Windsor, in accordance with the artifact transfer process of the Archaeology Program Unit, Ministry of Citizenship and Multiculturalism (MCM). Museum

Policy.

5

Windsor will also consider accepting transfers of significant artifacts found on private land, subject to Museum Windsor's Collections

ARCHAEOLOGICAL 9.3.7.1(a) ASSESSMENT An archaeological assessment is required as part of a complete application for all development or site alteration application, including municipal projects, if it is determined using the archaeological management plan potential mapping that any part of a potential development area possesses archaeological potential or known archaeological resources as set out in Schedule C-1 Archaeological Potential. Projects involving in-water works may require a marine archaeological assessment if so determined using the Criteria for Evaluating Marine Archaeological Potential checklist published by the Archaeology Program Unit, MCM.

Archaeological assessments shall be undertaken to the appropriate stage of assessment by a consultant archaeologist in compliance with provincial requirements and standards.

All archaeological assessments reports shall be provided to the Archaeology Program Unit, Ministry of Citizenship and Multiculturalism in accordance with the Ontario Heritage Act. The assessment report shall be provided to the City of Windsor for comment to ensure that the scope is adequate and consistent with the conservation objectives of the WAMP. A copy of the Ministry review letter will be provided to the City by the licensed archaeologist who completed the assessment or the proponent. The City will maintain copies of all reports and review letters for information purposes.

Where archaeological resources are documented and found to be Indigenous in origin, a copy of the assessment report shall be provided by the consultant to the appropriate Indigenous communities.

Where Stage 3 or Stage 4 archaeological assessments are undertaken on Indigenous archaeological resources, the consultant archaeologist shall engage with appropriate Indigenous communities in accordance with Ministry Standards and Guidelines for Consultant Archaeologists.

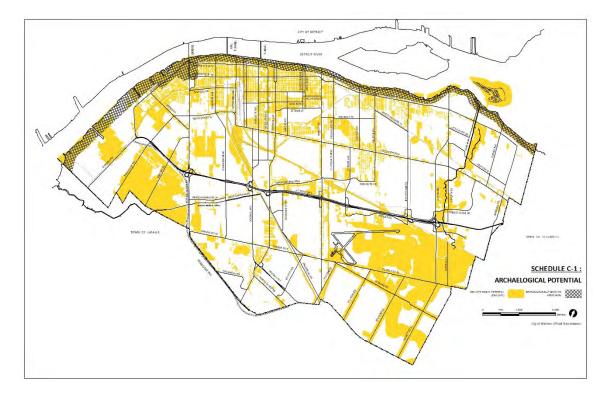
Chapter 10 entitled Procedures is amended by substituting reference to the Ministry, with the following proposed section 10.2.16.3: (amendments noted in **bold** lettering, deletions noted by strikeouts)

APPROVAL10.2.16.3No land disturbance shall be permitted until notification has been
received from the Ministry of Culture (Archaeology Program Unit)
that the property has been cleared of archaeological concerns.

Chapter 11 entitled Tools is amended by revising reference to Schedule C-1, with the following proposed section 11.6.2.2(c): (amendments noted in **bold** lettering, deletions noted by strikeouts)

COMPREHENSIVE11.6.2.2The comprehensive Zoning By-law(s) shall specify the uses
permitted in all areas of the city and shall contain regulations with
respect to matters such as:

(c) Development on or near lands identified on Schedule 'C': Development Constraint Areas Schedule C-1 Archaeological Potential and significant archaeological sites;



Schedule C-1

F. PUBLIC INVOLVEMENT:

The policies were drafted with the archaeological consultants (ASI) who prepared the Windsor Archaeological Management Plan review, and where much of the contents from this amendment originated from. Administration have also consulted with the Ministry of Citizenship & Multiculturalism (Archaeology Program Unit), and City of Windsor's Departments including Planning, Building, Engineering, Parks, Recreation & Culture, Asset Planning, Legal, Geomatics.

14 Indigenous First Nations, communities, and organizations, were consulted in March 2021, October 2021, and July 2022:

- Aamjiwnaang First Nation;
- Aboriginal Education Centre Turtle Island at the University of Windsor;
- Caldwell First Nation;
- Can-Am Indian Friendship Center;
- Chippewa of the Thames First Nation;
- Delaware Nation;
- Haudenosaunee Confederacy Chiefs Council;
- Huron-Wendat Nation;
- Kettle and Stony Point First Nation;
- Métis Nation of Ontario
- Oneida of the Thames First Nation;
- Six Nations of the Grand River First Nation;
- Walpole Island First Nation, and;
- Wyandot of Anderdon

Ontario Archaeological Society Windsor Chapter was circulated through their Chapter president.

Public Notice:

The statutory notice required under the Planning Act was provided in the Windsor Star prior to the Development & Heritage Standing Committee Meeting (DHSC) meeting.

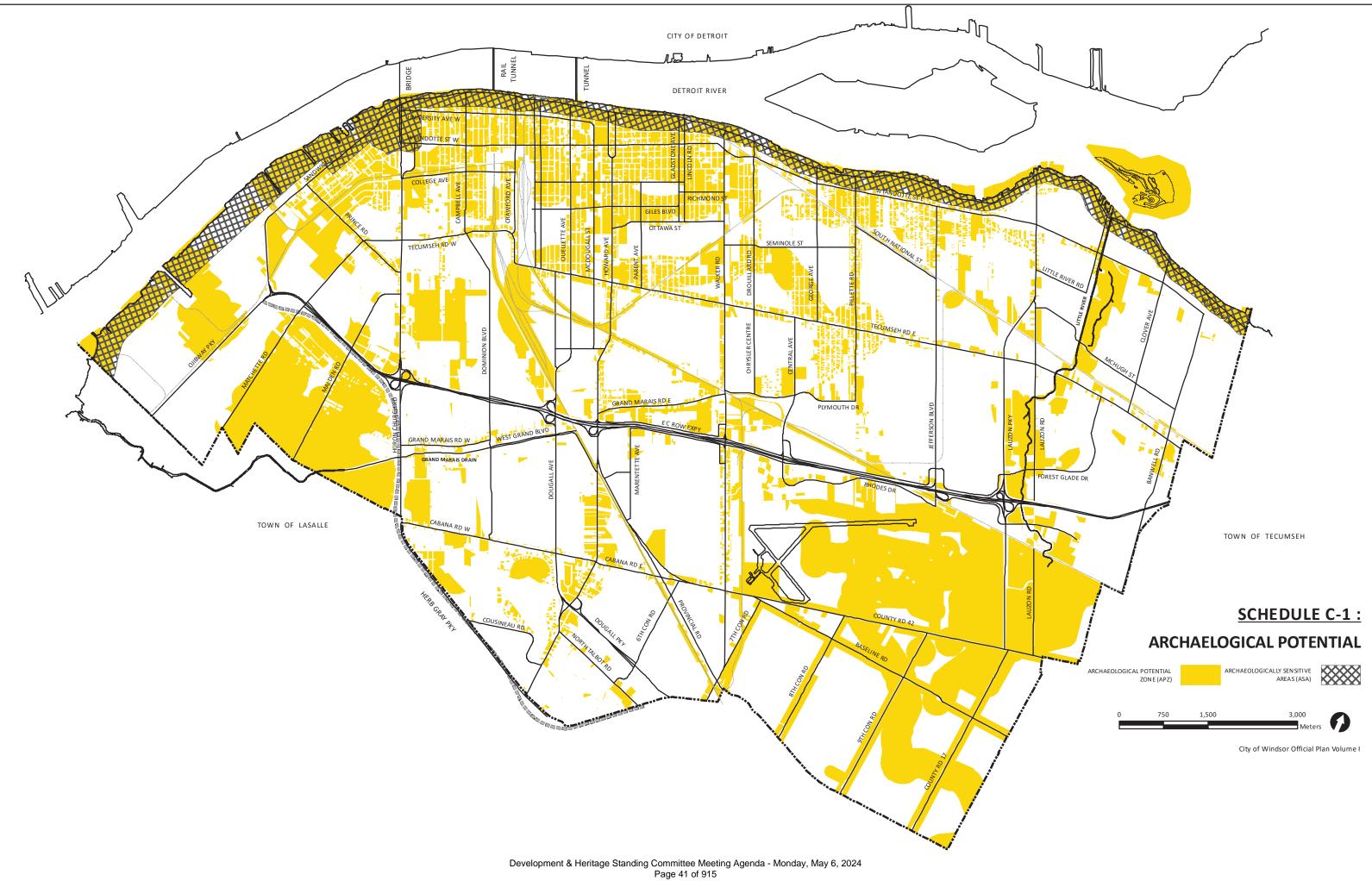
G. IMPLEMENTATION:

This amendment brings the Official Plan into conformity with provincial Legislation such as the *Planning Act, Ontario Heritage Act, Environmental Assessment Act, Funeral, Burial and Cremation Services Act* and consistency with the Provincial Policy Statement (2020). The amendment also references the archaeological potential model which has been updated.

The Amendment should be read and implemented in conjunction with the overall policies contained with the Official Plan.

APPENDIX I

The following are the results of public notification of the amendments and the outcome of public meetings. Comments relate to the Official Plan Amendment:





Council Report: S 68/2024

Subject: Zoning By-Law Amendment Z009-24 [ZNG/7186] and Official Plan Amendment OPA 186 [OPA-7187] - 2743331 Ontario Inc. – 0, 0, 666, 676, 684 & 696 Chatham Street West, Ward 3

Reference:

Date to Council: June 3, 2024 Author: Laura Strahl, MCIP, RPP Senior Planner T. (519) 255-6543 x 6396 E. Istrahl@citywindsor.ca

Planning & Building Services Report Date: 5/16/2024 Clerk's File #: Z/14760 & Z/14762

To: Mayor and Members of City Council

Recommendation:

- I. THAT Schedule "A" of Volume I: The Primary Plan of the City of Windsor Official Plan **BE AMENDED** by designating Part of Lot 2, Block B, Plan 76, situated on the northeast corner of Chatham Street West and Caron Avenue as a Special Policy Area.
- II. THAT Chapter 1 in Volume II: Secondary Plans and Special Policy Areas of the City of Windsor Official Plan **BE AMENDED** by adding a new Special Policy Area as follows:

1.# NORTHEAST CORNER OF CHATHAM STREET WEST AND CARON AVENUE

- 1.#.1 The lands described as Part of Lot 2, Block B, Plan 76 situated at the northeast corner of Chatham Street and Caron Avenue, and known municipally as 0 Chatham Street West, 666 Chatham Street West, 676 Chatham Street West, 684 Chatham Street West and 696 Chatham Street West, is designated a special policy area on Schedule A: Planning Districts and Policy Areas in Volume I The Primary Plan.
- 1.#.2 Notwithstanding Section 6.11 of the Official Plan, Volume I:
 - a) A building with maximum 16 storeys shall be permitted; and
 - b) A building with solely residential uses shall be permitted.

III. THAT Zoning By-law 8600 **BE AMENDED** by changing the zoning on the lands of Part of Lot 2, Block B, Plan 76 situated at the northeast corner of Chatham Street and Caron Avenue, and known municipally as 0 Chatham Street West, 666 Chatham Street West, 676 Chatham Street West, 684 Chatham Street West and 696 Chatham Street West and Plan 450, Part Lot C situated at the southeast corner of Chatham Street West and Caron Avenue, and known municipally as 0 Chatham Street West and Plan 450, Part Lot C situated at the southeast corner of Chatham Street West and Caron Avenue, and known municipally as 0 Chatham Street West by adding a site-specific exception to Section 20(1) as follows:

X. NORTHEAST CORNER OF CHATHAM STREET WEST AND CARON AVENUE AND SOUTHEAST CORNER OF CHATHAM STREET WEST AND CARON AVENUE

For the 1228 m² lands comprising of Part of Lot 2, Block B, Plan 76; the following additional regulations shall apply:

- a) Despite Section 16.6.1, a *multiple dwelling* building is permitted;
- b) Ground floor parking is not permitted;
- c) The podium of the building shall not be higher than 14 metres and must be clad with red brick;
- d) Despite section 16.6.5.4, the maximum building height shall be 55 metres; and,
- e) The parking located at Plan 450, Part Lot C shall count towards the required parking for the proposed development at Part of Lot 2, Block B, Plan 76.
- IV. THAT the Site Plan Approval Officer **BE DIRECTED** to request the applicant undertake the following, subject to any updated information, and to incorporate recommendations from the studies into an approved site plan and an executed and registered site plan agreement:
 - 1) Geotechnical study
 - 2) Noise and Vibration Study
 - Requirements of the City of Windsor Engineering and City of Windsor Transportation Planning contained in Appendix I of Report S68/2024, subject to approval of the City Engineer.
- V. The Site Plan Approval Officer **CONSIDER** all comments contained in Appendix I of Report S68/2024 and all recommendations in the documents submitted in support of the applications for amendments to the Zoning By-law 8600.

Executive Summary:

N/A

Background: Application Information

Municipal Address:

0 Chatham Street West, 666 Chatham Street West, 676 Chatham Street West, 684 Chatham Street West and 696 Chatham Street West, and 0 Chatham Street West

Ward: 3

Planning District: City Centre Planning District

Zoning District Map: 3

Applicant: 2743331 Ontario Inc. (Omar Srour, President)

Agent: Storey Samways Planning Ltd. (David French)

Owner: (Same as Applicant)

Submitted Documents

Application Form Concept Floor and Elevation Plans (attached as Appendix A) Concept Site Plan (attached as Appendix B) Preliminary Rendering (attached as Appendix C) Planning Justification Report (attached as Appendix D) Urban Design Study (attached as Appendix E) Acoustical and Vibration Report Micro-Climate Study (attached as Appendix F) Energy Strategy Heritage Impact Assessment (attached as Appendix G) Stage 1-2 Archaeological Assessment

Proposal:

The applicant is requesting an amendment to Zoning By-law 8600 and the City of Windsor Official Plan to allow the following:

0, 666, 676, 684 & 696 Chatham Street West (northeast corner of Caron Avenue and Chatham Street West): construction of a 16-storey, 88-unit dwelling with 70 parking spaces proposed on the 2nd, 3rd and 4th storey and amenity space on the ground floor and roof-top terrace on the 5th storey.

0 Chatham Street West (southeast corner of Caron Avenue and Chatham Street West): construction of a new surface parking lot containing 12 visitor parking spaces.

Both sites are currently vacant.

The subject properties are currently located within a Mixed-Use land use designation and Medium Profile Area as identified on Schedule E: City Centre Planning District Land Use Plan of the City of Windsor Official Plan, Volume I, which permits a mixed-use building, generally no greater than 6 storeys. The applicant is requesting an official plan amendment to permit a solely residential, high-profile (16 storeys), multiple dwelling. The subject properties are located within at Commercial District 3.6 (CD 3.6) zone as identified on Map 3 of Zoning By-law 8600, which permits dwellings units in a combined use building with a maximum height of 20m. The applicant is requesting an amendment to the zoning by-law to permit a solely residential use and establish site-specific provisions for the proposed height (55m) and adjacent private parking lot.

The subject proposal is subject to Site Plan Control and will require a Draft Plan of Condominium.

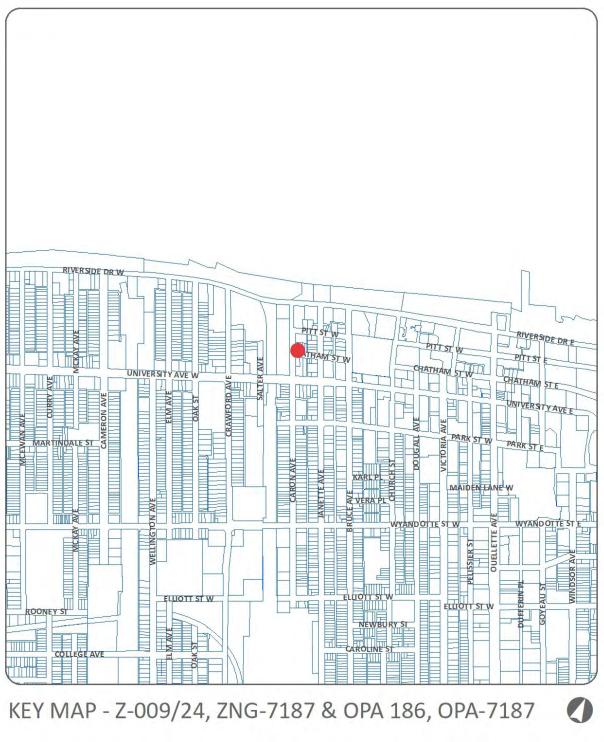
Site Information

0 Chatham Street West, 666 Chatham Street West, 676 Chatham Street West, 684 Chatham Street West and 696 Chatham Street West

OFFICIAL PLAN	ZONING	CURRENT USE	PREVIOUS USE
Mixed Use	CD3.6	Vacant	Residential
LOT FRONTAGE ALONG CARON AVE	LOT DEPTH ALONG CHATHAM	LOT AREA	LOT SHAPE
30.9 m	39.21 m	1228 m ²	Rectangle
All measurements a	re approximate.		

0 Chatham Street West

OFFICIAL PLAN	ZONING	CURRENT USE	PREVIOUS USE
Mixed Use	CD3.6	Vacant	Residential
LOT FRONTAGE ON CHATHAM	Lот D ертн	LOT AREA	LOT SHAPE
15 m	33.39	491.84	Rectangle
All measurements a	re provided by the ap	plicant and are approx	kimate.



SUBJECT LANDS

Neighbourhood Description:

The subject site is located on the west side of the City Centre within the neighbourhood informally known as 'Old Town'. It hosts turn of the century single unit dwellings, semidetached and three storey multi-unit buildings. Many of the homes have been converted to office use and apartments. The neighbourhood has a unique character defined in the Heritage Impact Study attached as Appendix G.

The Windsor International Aquatic and Training Centre is located East of the Old Town neighbourhood.

The Old Town neighbourhood is between University Avenue West which is designated a Class II Arterial Road on Schedule F: Roads and Bikeways and Riverside Drive which is designated a Scenic Drive on Schedule F: Roads and Bikeways of the City of Windsor Official Plan, Volume I.

The neighbourhood is Site images are provided in Appendix H.

SURROUNDING LAND USE:

NORTH: surface parking lot that services the residential tower at Carone Avenue and Riverside Drive West.

SOUTH: vacant lot that is proposed to be redeveloped as a surface parking lot as part of the subject proposed development.

EAST: single unit dwellings and duplex dwellings. All buildings to the east of the proposed development (within the same block) are on the Municipal Heritage Register. Some of the dwellings have been converted to commercial uses (office uses) with paved rear yards to accommodate parking.

WEST: City owned surface parking lot across the street on Caron Avenue. This long rectangular property has been identified as a municipal land ready for development and is proposed to be redeveloped for housing.

Figure 2: Subject Parcel – Rezoning



PLANNING & BUILDING DEPARTMENT

FILE NO. : Z-009/24, ZNG/7187

Figure 3: Neighbourhood Map



NEIGHBOURHOOD MAP - Z-009/24, ZNG-7187 & OPA 186, OPA-7187



SUBJECT LANDS

Discussion:

Provincial Policy Statement

The Provincial Policy Statement (PPS) 2020 provides policy direction on matters of provincial interest related to land use planning and development. The *Planning Act* stipulates that land use decisions shall be consistent with the PPS. The following section highlights relevant policies within the PPS and evaluates the proposal to ensure consistency with the PPS:

Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns of the PPS stipulates:

1.1.1 Healthy, liveable and safe communities are sustained by:

a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

The subject proposal is making use of vacant land within Downtown Windsor and will make efficient use of existing municipal services.

b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

The proposed multiple unit dwelling building will contribute to the mix of residential types in the area by adding multi-unit residential to the neighbourhood.

c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;

The proposed multiple dwelling is not anticipated to cause environmental or public heath and safety concerns. It is recommended that through Site Plan Control (SPC) the applicant complete a Geotechnical Study to assess soil and ground water conditions and that the recommendations from that report be incorporated into an approved site plan and an executed and registered site plan agreement.

The subject property is within 75 metres of a railway, therefore, in accordance with Official Plan policy 7.2.8.8 Development Adjacent to a Railway Corridor, a noise and vibration study is required. The applicant has already completed a Noise and Vibration Study which contains recommendations for noise and vibration mitigation measures. This report recommends that recommendations from that report be incorporated into an approved site plan and an executed and registered site plan agreement.

d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;

The proposed multiple dwelling building is located within a settlement area and will not prevent the efficient expansion of any settlement areas.

e) promoting the integration of land use planning, growth management, transitsupportive development, intensification and infrastructure planning to achieve costeffective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

The proposed multiple dwelling building is located within the City Centre Planning District and will increase the density within downtown. The location is within walking and cycling distance from a variety of parks and recreational amenities. Additionally, the subject development is within walking distance from the Windsor International Transit Terminal. The proposed development will make efficient use of existing municipal services by adding residential units on existing services.

f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;

The proposed development is located within the City Centre Planning District making it near amenities.

g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

The applicant has submitted a Sanitary Sewer Study prepared by Baird AE dated November 15, 2023 and revised on February 1, 2024 in support of the proposed development. The applicant's consultant has confirmed that the existing combined sewer will effectively accommodate the site's sewer servicing needs.

h) promoting development and land use patterns that conserve biodiversity; and

The proposed multiple dwelling building is within the existing settlement area, therefore will reduce impacts on environmentally sensitive lands.

i) preparing for the regional and local impacts of a changing climate

The proposed multiple dwelling building is within the City Centre Planning District and will increase density in the core the City. This land use pattern will reduce the consumption of undeveloped land that requires new municipal services.

The proposed amendment is consistent with the policies in Section 1.1.1 of the PPS.

Section 1.1.3 Settlement Areas stipulates the following:

1.1.3.1 Settlement areas shall be the focus of growth and development.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

a) efficiently use land and resources;

b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;

c) minimize negative impacts to air quality and climate change, and promote energy efficiency;

d) prepare for the impacts of a changing climate;

e) support active transportation;

f) are transit-supportive, where transit is planned, exists or may be developed; and

g) are freight supportive.

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

The proposed amendment makes efficient use of existing vacant land within a settlement area. It proposes a multiple dwelling building on land that is serviced by municipal infrastructure and does not require settlement area expansion. The subject amendment is consistent with policies 1.1.3.1 and 1.1.3.2 of the PPS.

Section 1.4 Housing stipulates:

1.4 Housing

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

b) permitting and facilitating:

1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, ...; and 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

The subject proposal will provide a form of housing that is appropriate in terms of range and mix of the existing neighbourhood context and is located where municipal infrastructure and public service facilities are available. The subject amendment is consistent with policies 1.4.3 of the PPS.

Section 1.6 Infrastructure and Public Service Facilities stipulates:

1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

The subject proposal is on lands within an area that is serviced by municipal sewage services and municipal water services. The recommended zoning by-law amendment is consistent with policy 1.6.6.2 of the PPS.

Section 2.6 Cultural Heritage and Archaeology stipulates:

2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

The subject property is within the same block as five (5) properties listed on the Windsor Municipal Heritage Register. The City of Windsor Heritage Planner requested a Heritage Impact Assessment to evaluate the impact of the proposed development on the adjacent heritage resources. The report indicates the following mitigation measures related to the design:

Design guidelines that harmonize mass, setback, setting, and materials: The proposed redevelopment has been designed to harmonize with the streetscape of Chatham Street West and the Old Town Neighbourhood, including the listed built heritage resources located within the Old Town Neighbourhood. The podium level of the proposed structure will contain a setback that matches the existing structures on Chatham Street West and will be clad in red brick. This is a material sympathetic with the streetscape of Chatham Street West and the wider Old Town Neighbourhood. While the podium will be five storeys in height, the street level of the podium has been designed to harmonize with the massing of the existing streetscape. The massing of the previously identified built heritage resources between Chatham Street and Pitt Street consist of semi-detached or duplex two to three storey structures. Most of these structures contain medium to steep roof pitches which give the structures a massing similar to a three to four storey structure. Many of the first storeys of the late 19th to early 20th century residences along Chatham Street also contain porches. The podium has been designed to harmonize with the existing structures through use of metal roof flashing and awnings that are designed to be sympathetic to the late 19th to early 20th century residences on Chatham Street West. The use of awnings and flashing on the first storey of the podium is designed to evoke this historic streetscape and retain the human scale of the area. Renderings of the podium and its relationship with the surrounding area are contained in the Urban Design Study (Baird AE 2023).

The building has been designed with the following to mitigate impacts on the heritage resources: podium be no more than four storeys; set back that matches the existing structures on Chatham Street West; incorporate roof flashing and awnings in late 19th century to early 20th century residential design; and, clad with brick. This report will recommend that the zoning provisions limit the height of the podium to four storeys and be clad with brick.

The proposed development is consistent with the PPS.

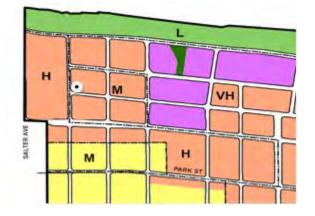
City of Windsor Official Plan

The proposal requires an Official Plan Amendment to permit a residential only building and amend the profile area to permit 16 storeys.

The applicant submitted a Planning Justification Report in support of the subject proposal (attached as Appendix C). The report provides an analysis of Section 3.2, Growth Concept, Section 3.3 Urban Structure Plan, and Section 4 Healthy Communities policies. All of the subject properties are located within the Mixed Use land use designation as identified on Schedule E - City Centre Planning District Land Use Plan of Volume I of the City of Windsor Official Plan.

Section 6.11.4.1 Mixed Use stipulates that residential uses are permitted in the Mixed Use land use designation, however the Medium Profile Area only permits development generally no greater than 6 storeys, where as the applicant proposes 16 storeys. As shown on Schedule E: City Centre Planning District, the profile area around the Old Town neighbourhood is identified as Medium Profile Area to be in keeping with the character of the neighbourhood. As outlined in the Urban Design Study and Heritage Impact Study, the applicant has designed the proposed building with a podium and sensitive design choices and materials to be compatible with the existing neighbourhood. The properties along Riverside Drive are located within a Very High Profile Area (and currently contain a 16 storey residential building) and the vacant

property across the street on Caron Avenue is located within a High Profile Area, therefore the proposed building will not be out of place.



As a result of the Multi-Residential Interim Control By-law Study, Official Plan Amendment (OPA) 159 was approved by Council to implement the findings of the Study. The Study found that residential intensification shall be directed to the City Centre, Mixed Use Nodes, Mixed Use Centres and Mixed Use Corridors. OPA 159 added a policy to Section 6.3.2.1 and it stipulates that '*high profile residential buildings shall be directed to locate in the City Centre*'. In addition to OPA 159, the Urban Structure Plan contain in Schedule J identifies the City Centre as a Growth Centre, which is the highest in the hierarchy of nodes, and policy 3.3.1.1. stipulates that '*growth centres should be planned to accommodate a significant share of household and employment growth*.'

The official plan provides evaluation criteria for proposed development within a Mixed Use land use designation:

6.11.4.2 Evaluation Criteria

At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed Mixed Use development within the City Centre Planning District is:

(a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses:

(i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan;

The subject property is within 75 metres of a railway, therefore, in accordance with Official Plan policy 7.2.8.8 Development Adjacent to a Railway Corridor, a noise and vibration study is required. The applicant has already completed a Noise and Vibration Study which contains recommendations for noise and vibration mitigation measures.

This report recommends that recommendations from that report be incorporated into an approved site plan and an executed and registered site plan agreement.

(ii) within a site of potential or known contamination;

The subject property is not within a site of potential or known contamination.

(iii) where traffic generation and distribution is a provincial or municipal concern; and

Transportation Planning has no objections to the subject proposal and did not request a Traffic Impact Study.

(iv) adjacent to sensitive land uses and/or heritage resources.

See Section 2.6 Cultural Heritage under the PPS section of this report.

(b) in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area;

(c) capable of being provided with full municipal physical services and emergency services;

The subject property has full municipal physical services and emergency services.

(d) provided with adequate off street parking;

The subject proposal provides the required parking spaces as set out in Zoning By-law 8600, however the visitor parking spaces are proposed across the street on a proposed surface parking lot.

(e) compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and landscaped areas; and

The applicant has submitted an Urban Design Study to address these items, attached as Appendix E.

(f) provided within residential uses above-grade, where appropriate.

The applicant does not propose residential units below grade.

The official plan contains policies that provide direction on evaluating zoning by-law amendments in Section 11.6.3:

SECTION 11.6.3 OF OP VOL. 1 - ZONING BY-LAW AMENDMENT POLICIES

AMENDMENTS11.6.3.1All amendments to the Zoning By-law(s) shall conform with
this Plan. The Municipality will, on each occasion of
approval of a change to the zoning by-law(s), specify that

conformity with the Official Plan is maintained or that the change will be in conformity upon the coming into effect of an amendment to the Official Plan.

EVALUATION 11.6.3.3 When considering applications for Zoning By-law CRITERIA 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;

See the above analysis regarding Section 6.5.3.7 of

the Land Use Chapter of the Official Plan.

(b) Relevant support studies;

The applicant has submitted the support studies as requested in Stage 1 Planning Consultation.

(c) The comments and recommendations from municipal staff and circularized agencies;

No objections were received from relevant departments

or agencies.

(d) Relevant provincial legislation, policies and appropriate guidelines; and

The report outlines consistency with the PPS.

(e) The ramifications of the decision on the use of adjacent or similar lands.

The subject proposal promotes intensification and efficient use of existing municipal services by the redevelopment of a vacant property. The proposed development is will have positive ramifications for the neighbourhood and City. If the subject OPA is approved, the proposed development is in keeping with the general direction of the Official Plan and will be in conformity with the Official Plan.

Zoning By-Law 8600

The subject properties are located within at Commercial District 3.6 (CD 3.6) zone as identified on Map 3 of Zoning By-law 8600, which permits dwellings units in a combined use building with a maximum height of 20m. The applicant is requesting an amendment to the zoning by-law to permit a solely residential use and establish site-specific provisions for the proposed height (55m) and permit required parking on an adjacent private parking lot.

The subject proposal meets all other provisions of Zoning By-law 8600.

The use and height have been evaluated in the Official Plan section of this report.

Site Plan Control (SPC)

The proposed development is subject to site plan control.

Consultations:

The applicant held an Open House on June 27, 2023. Three members of the public attended and no objections were received.

Comments received from municipal departments and external agencies are attached as Appendix I. Municipal departments have noted no objection to the proposed amendment. Concerns regarding the podium height are noted from the Heritage Planner and Senior Urban Designer. After reviewing the current zoning it is noted that the current maximum height in the CD3.6 zone is 20 metres, therefore an owner can apply for a building permit 'as of right' to build a combined use building that is taller than four storeys. The design considerations that are proposed aim to mitigate the impacts on the neighbouring heritage resource more than a 20-metre combined use building may if it was proposed. The podium height and material are added to the site-specific zoning provisions in the recommendations of this report.

Statutory notice was advertised in the Windsor Star. A courtesy notice was mailed to property owners within 120m of the subject lands.

Risk Analysis:

N/A

Climate Change Risks

Climate Change Mitigation:

The subject proposal makes use of vacant land, located within an existing neighbourhood on existing municipal services, therefore reducing the impacts of climate change by locating within the existing built up area.

Climate Change Adaptation:

N/A

Financial Matters:

N/A

Conclusion:

It's the Planner's opinion that the recommended official plan amendment and zoning bylaw amendment are consistent with the Provincial Policy Statement 2020 and is in conformity with the City of Windsor Official Plan.

Staff recommend approval of the Official Plan Amendment and Zoning By-law Amendment submitted by Magnificent Homes on the properties on the northeast and southeast corners of Chatham Street and Caron Avenue to permit the development of an 88-unit, 16 story multiple dwelling building.

Planning Act Matters:

Laura Strahl, MCIP, RPP

Senior Planner

I concur with the above comments and opinion of the Registered Professional Planner.

Greg Atkinson, MCIP, RPP	Thom Hunt, MCIP, RPP

Deputy City Planner

City Planner

I am not a registered Planner and have reviewed as a Corporate Team Leader

JP JM

Approvals:

Name	Title
Greg Atkinson	Deputy City Planner - Development
Thom Hunt	City Planner
Aaron Farough	Senior Legal Counsel
Jelena Payne	Commissioner of Economic Development
Joe Mancina	Chief Administrative Officer

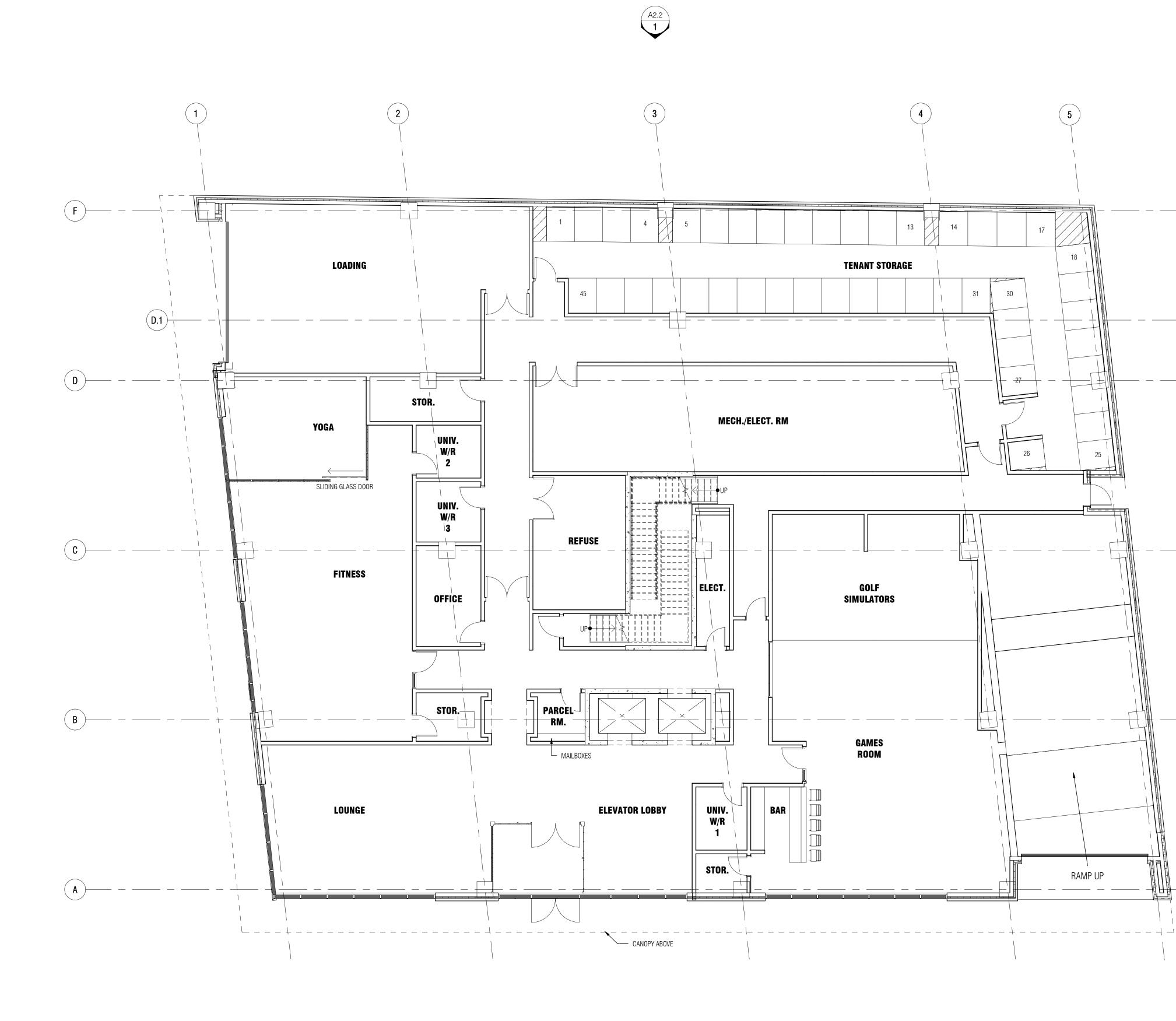
Notifications:

Name	Address	Email

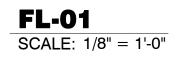
Name	Address	Email
Applicant/Agent		
Owner		
Property owners within 120 metres		

Appendices:

- 1 Appendix A Concept Floor Plan and Elevations
- 2 Appendix B Concept Site Plan
- 3 Appendix C Preliminary Rendering
- 4 Appendix D Planning Justification Report
- 5 Appendix E Urban Design Study
- 6 Appendix F Micro Climate Report
- 7 Heritage Impact Assessment
- 8 Appendix H Current Site Images
- 9 Appendix I Circulation Comments



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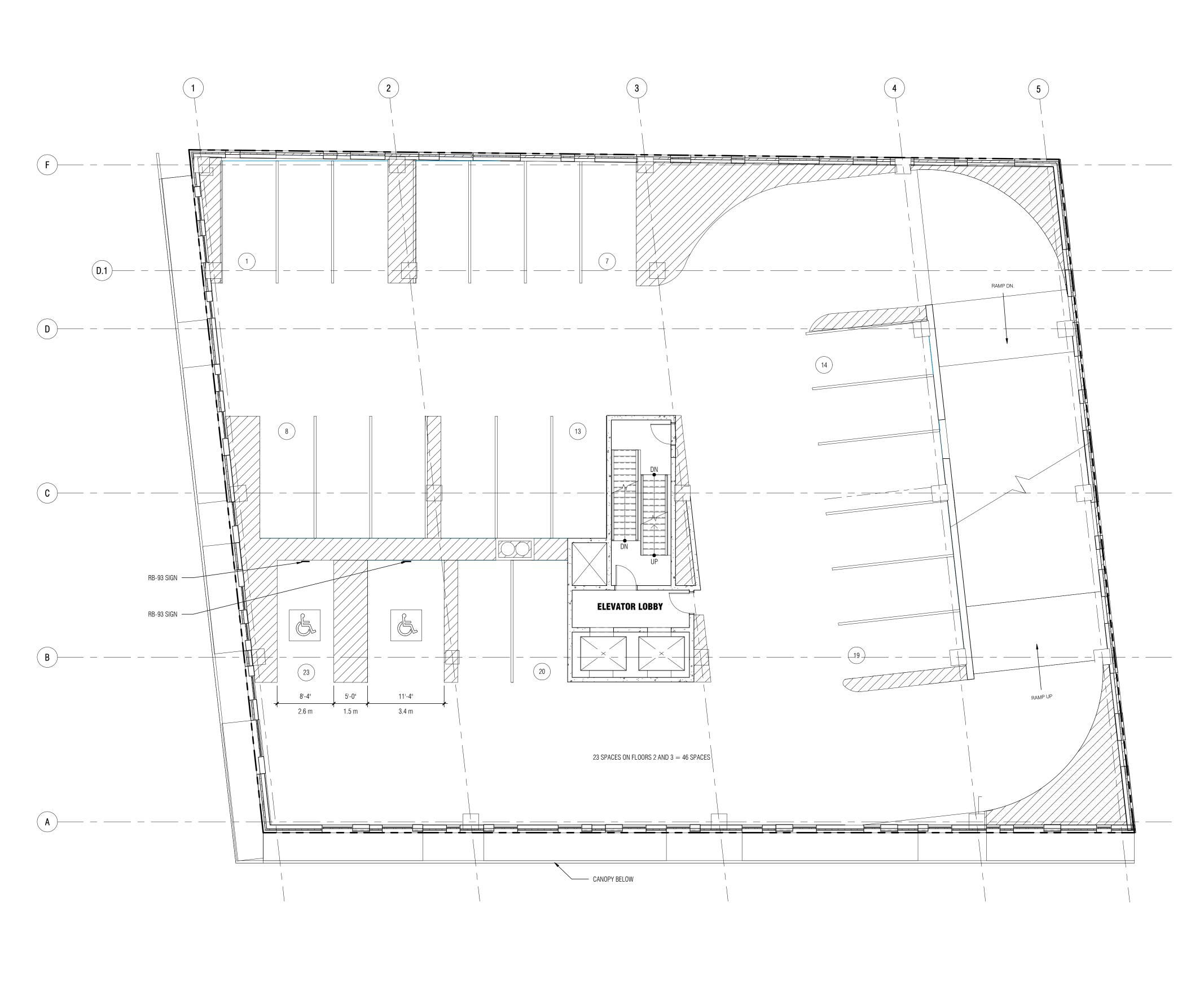




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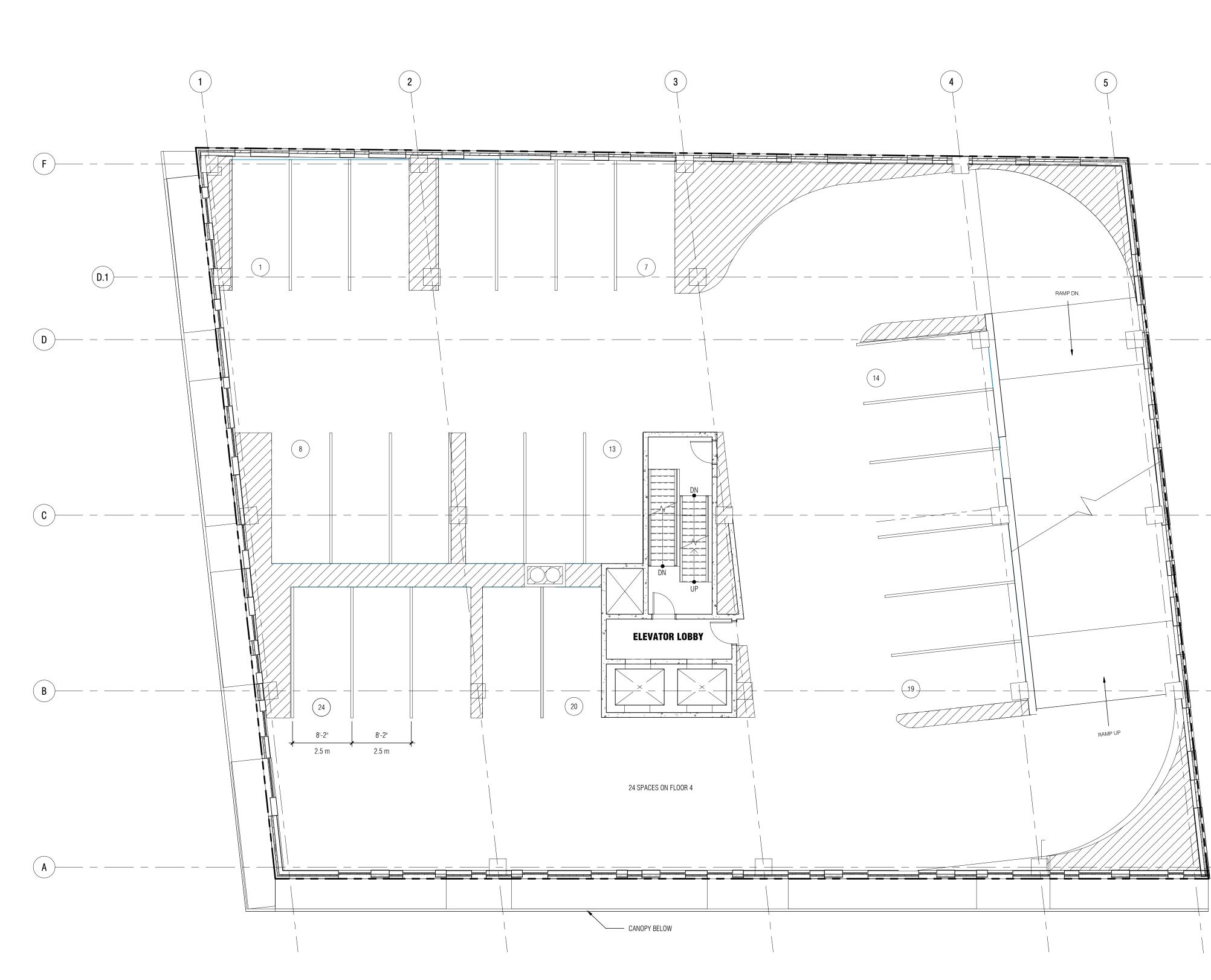


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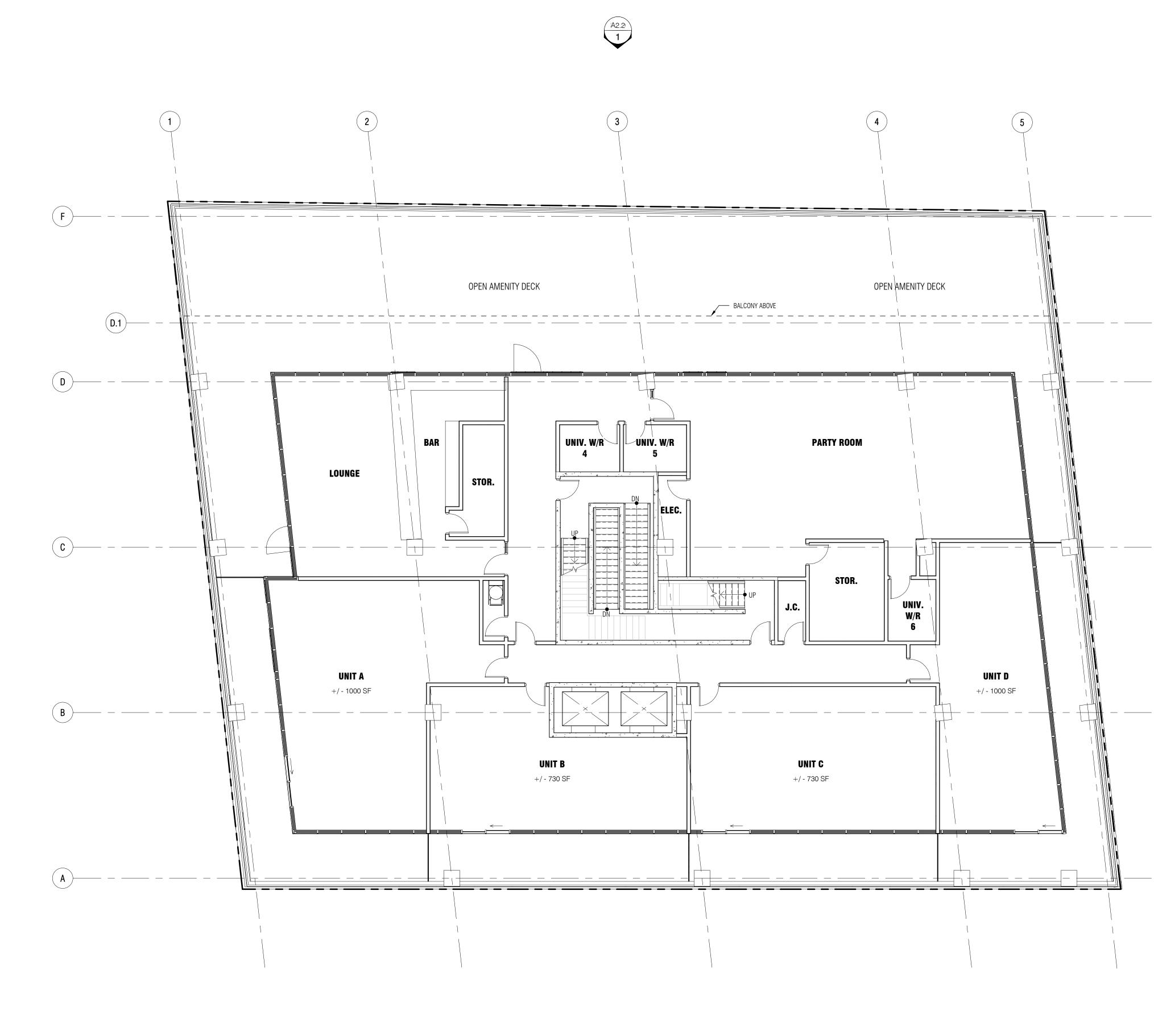
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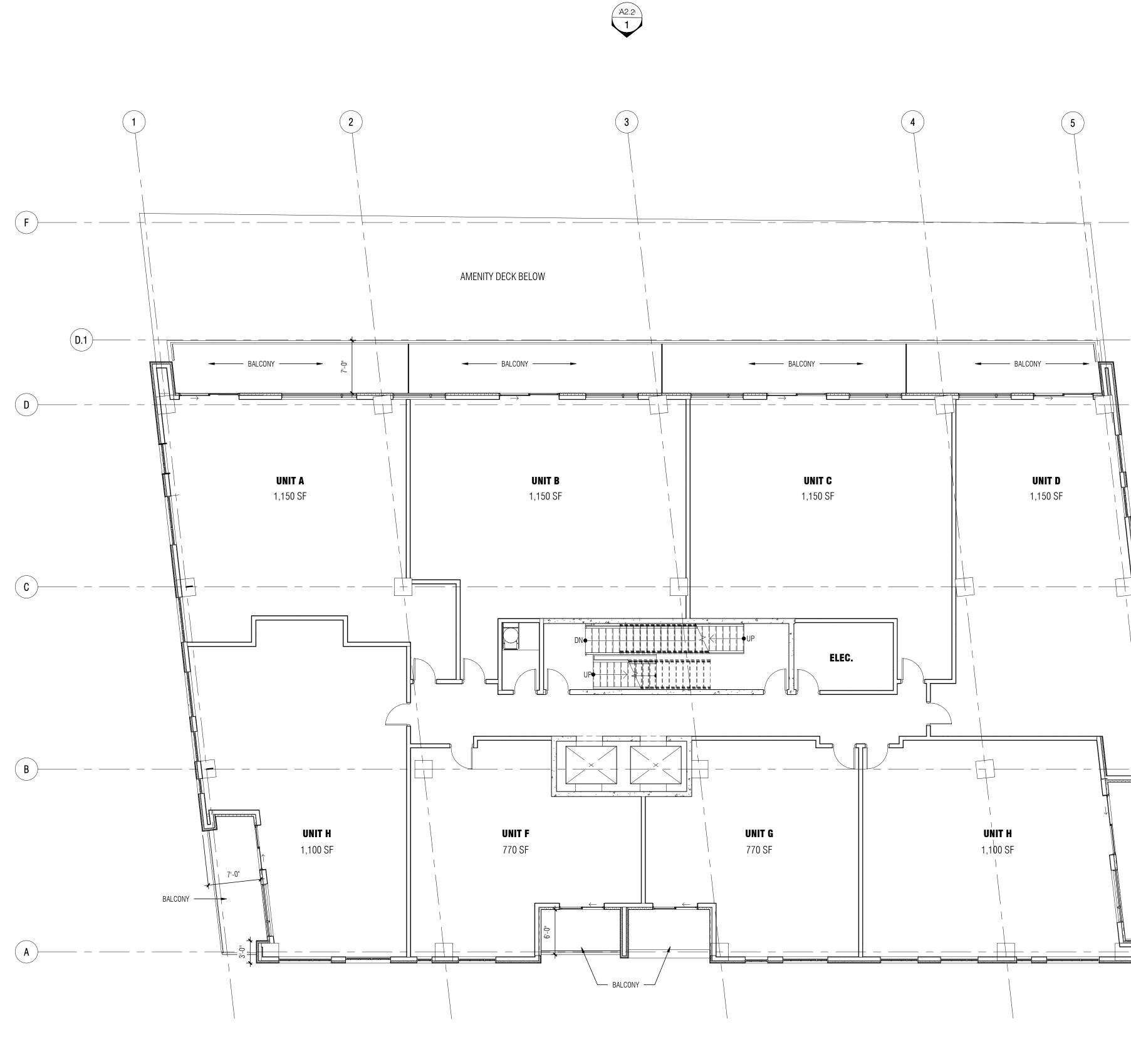




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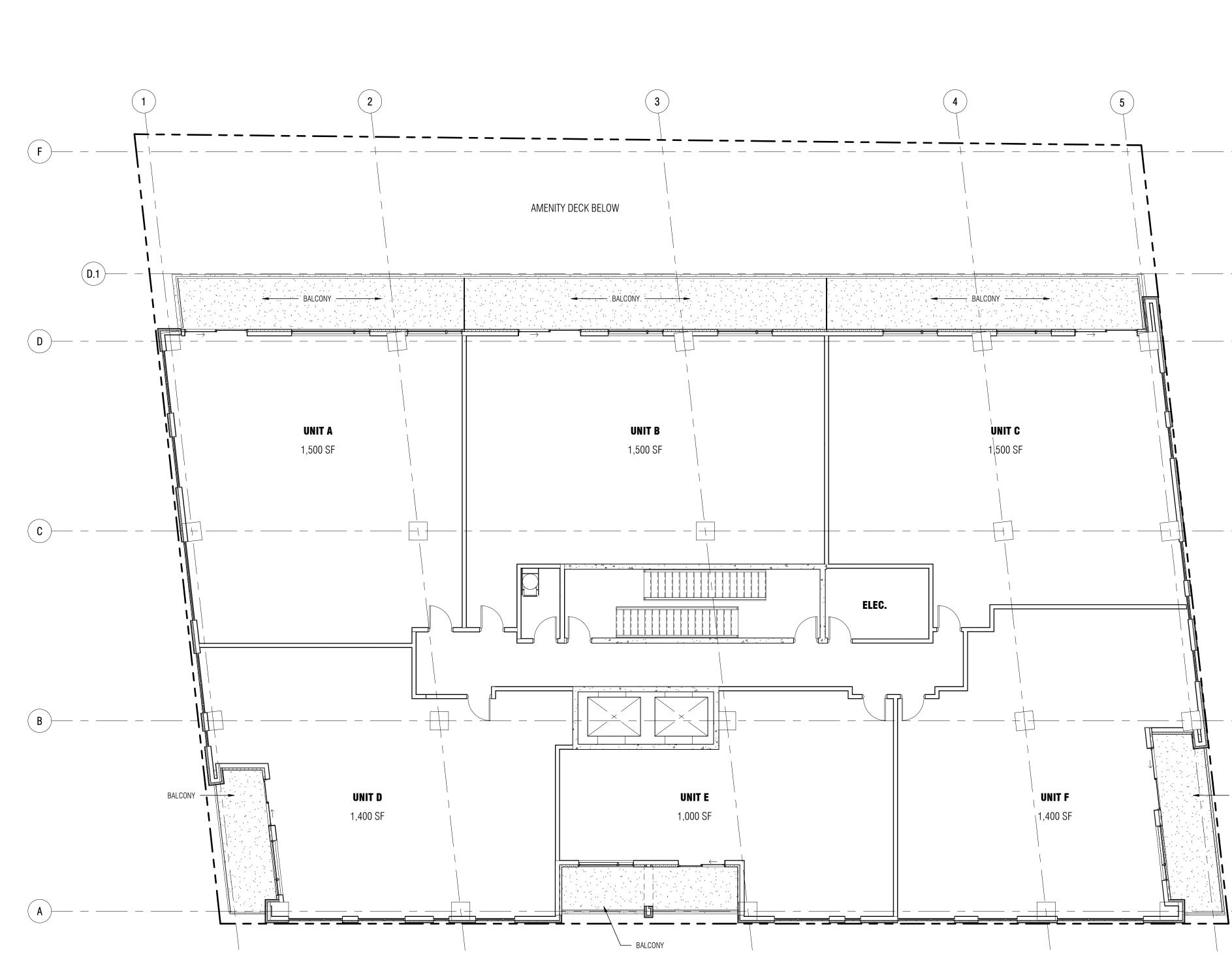


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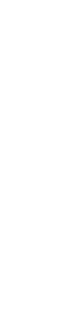




















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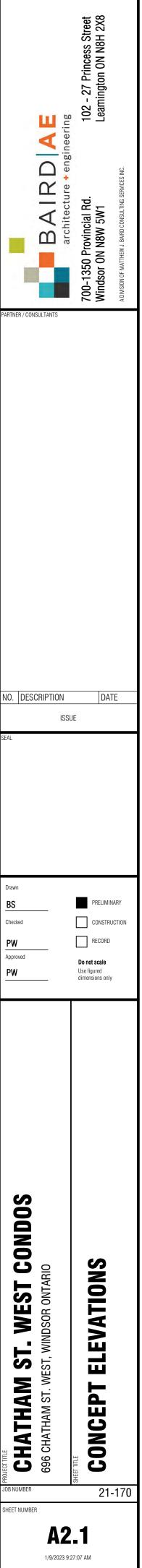


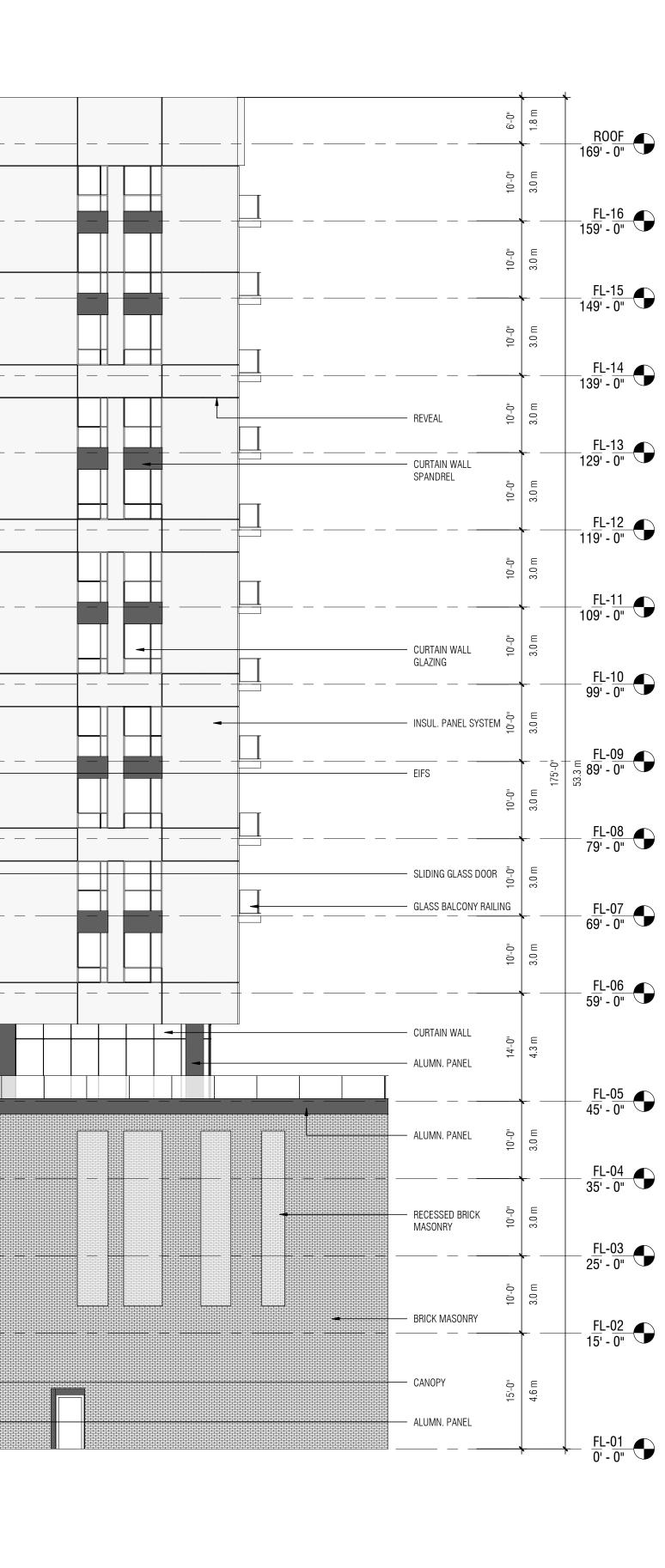




A1.1 A2.1 3/32" = 1'-0"

WEST ELEVATION A1.1 A2.1 3/32" = 1'-0"





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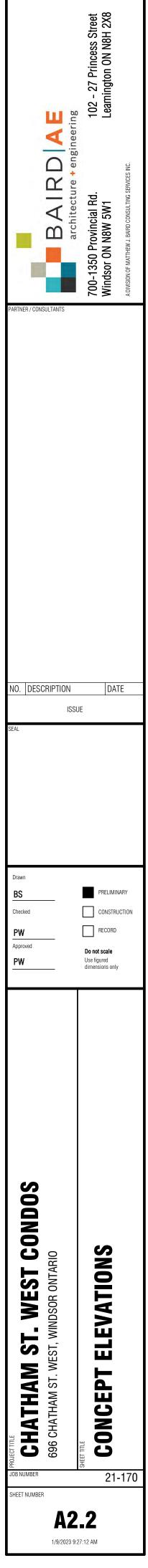
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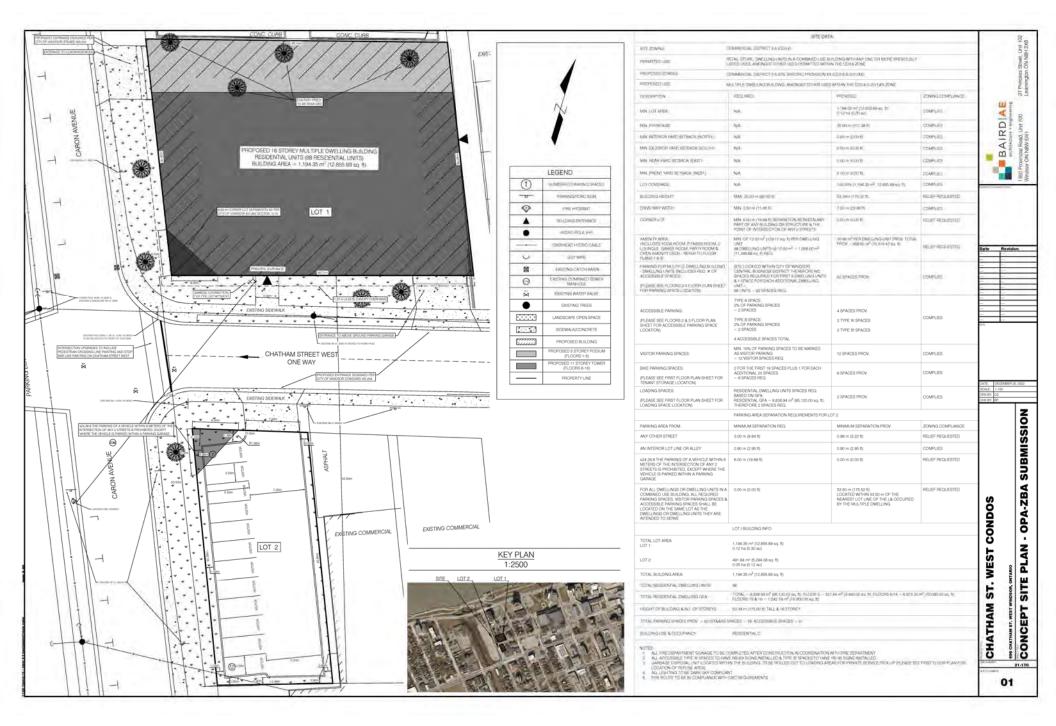


1 **SOUTH ELEVATION** A1.1 A2.2 3/32" = 1'-0"



2 EAST ELEVATION A1.1|A2.2 3/32" = 1'-0"







CHATHAM STREET WEST RESIDENTIAL DEVELOPMENT



Development & Heritage Standing Committee Meeting Agenda - Monday, May 6, 2024 696 CHATHAM ST. WEST, WINDSOR, ONTARIO Page 70 of 915 FEBRUARY 3, 2023



55 FOREST STREET, SUITE N • CHATHAM • ON • N7L 1Z9 • 519-354-4351 <u>WWW.STOREYSAMWAYS.CA</u>

TO: Omar Srour, President Magnificent Homes 425 Newbold Street London, ON N6E 1K2

FROM: David French, BA, CPT, Storey Samways Planning Ltd.

DATE: July 11, 2023

SUBJECT: Planning Rationale Report Regarding Proposed 16-Storey, 88-Unit Multiple Unit Dwelling, Intersection of Chatham Street West & Caron Avenue, City of Windsor

1.0 GENERAL FILE INFORMATION

Applications: Applications for Official Plan Amendment, Zoning By-law Amendment, Site Plan Approval & Draft Plan of Condominium

Owner: 2743331 Ontario Inc., o/a Magnificent Homes

Subject Properties: 0, 666, 676, 684 & 696 Chatham Street West, & 0 Chatham Street West Part of Lot 2, Block B, Plan 76, & Part of Lot C, Plan 450 City of Windsor

2.0 INTRODUCTION

The purpose of this report is to determine the appropriateness of an official plan amendment application, zoning by-law amendment application, site plan approval application and draft plan of condominium application to support the development of a new 16-storey, 88-unit, multiple dwelling (condominium tenure), along with ancillary amenity and parking facilities, on two adjacent vacant parcels of land, detailed below in this report. Please refer to Appendix A.

Through the City of Windsor's prescribed pre-consultation process for the current applications, the owner was informed that a required component of the Complete Application Package was the provision of a Planning Rationale Report to support the development. This document is intended to serve that purpose, and as such, the proposal will be reviewed against the applicable Provincial and City of Windsor policies to determine whether the proposed multiple-unit dwelling development is consistent with the Provincial Policy Statement (PPS), in conformity with the City of Windsor Official Plan (OP), and ultimately represents good planning.

Current Proposal

The proposed development will occur on two existing lots of record, with Chatham Street West bisecting the two parcels.

Parcel # 1, located in the northeast corner of the intersection of Chatham Street West and Caron Avenue, identified by Municipal records as 0, 666, 676, 684 & 696 Chatham Street West, is 0.12 ha (0.30 ac.) in size and is vacant.

It is proposed that a new 16-storey, 88-unit multiple dwelling, together with ancillary internal and roof-top amenity spaces, and an internal (levels 2-4 inclusive) parking garage providing a total of 70 parking spaces, be constructed on Parcel # 1. Access / egress to / from the internal parking garage is provided on Chatham Street West. Please refer to Site Plan attached as Appendix "B".

Parcel # 2, located in the southeast corner of the intersection of Chatham Street West and Caron Avenue, identified by municipal records as 0 Chatham Street West, is 0.05 ha (0.12ac.) in size and is also vacant.

It is proposed that a new exterior private parking lot containing 12 parking spaces, and servicing the visitor parking demand of the new condominium, be constructed on Parcel # 2. Access / egress to / from this new parking lot will be from Chatham Street West by way of an existing curb-cut entrance. Please refer to Site Plan attached as Appendix "B".

In order to support the proposed development, the following Planning Act applications are required:

- 1. Official Plan Amendment to permit a solely residential, high-profile, multiple dwelling building and use;
- Zoning By-Law Amendment to permit the solely residential use and establish site-specific zone performance standards for the proposed building and adjacent private parking lot;
- 3. Site Plan Control to ensure the final build-out is in compliance with the applicable zone provisions and technical documents.
- 4. Draft Plan of Condominium

3.0 BACKGROUND

As provided above, the subject lands consist of two existing parcels of record. Generally speaking, the lands are located between University Avenue to the south, Riverside Avenue to the north, Oullette Avenue to the east, and Caron Avenue to the west.

More specifically, Parcel # 1 is located in the northeast corner of the intersection of Chatham Street West and Caron Avenue, and is identified by Municipal records as 0, 666, 676, 684 & 696 Chatham Street West. Parcel # 2 is located in the southeast corner of the intersection of Chatham Street West and Caron Avenue, and is identified by municipal records as 0 Chatham Street West. Please refer to Appendix A.

Schedule E, City Centre Planning District, of the Windsor Official Plan (OP) designates the subject parcel as Mixed Use, Medium Profile Area (please refer to Appendix "C").

The Windsor Zoning By-law (ZBL) classifies the parcel as Commercial District 3.6 (CD3.6) (please refer to Appendix "D"). Discussions on the OP and ZBL appear in sections 6.2, and 6.3, respectively, below, in this document.

4.0 NEIGHBOURHOOD CONTEXT

The parcel abutting Parcel # 1, to the north, contains a private parking lot servicing a 16storey multiple dwelling (Dieppe Tower - solely residential) on the opposite side of Pitt Street West, and beyond that is Riverside Drive West, with the Riverfront Trail and Detroit River beyond that; to the south and east is mixture of commercial and mixed-use (commercial / residential) buildings; and to the west is a large parking lot, and a depressed, former rail spur (tracks removed) immediately beyond that. Please refer to Appendix A.

5.0 CONSULTATION ACTIVITES

In the course of preparing this report, the following activities were undertaken by various members of the development team:

- Extensive participation in prescribed City of Windsor Pre-Submission process and thorough review/consideration of administration and agency comments
- Discussions and email exchanges with City of Windsor planning administration (Pablo Golab, Laura Stahl)
- Review of the Provincial Policy Statement (PPS), City of Windsor Official Plan, and the City of Windsor Zoning By-law

- Review of adjacent built-heritage properties and engagement of Stantec Consulting regarding heritage properties
- Developer-led Public Information Centre (PIC) June 27, 2023

Any correspondence and/or permits received to this point from consulting agencies have been, or will be, provided to the City as stand-alone documents, filed in conjunction with these Planning Act applications. Further, the following supporting studies / documents, identified to be required through the Pre-Submission process, will be submitted concurrently with this report:

- Copy of Deed
- Sketch of subject parcel
- Site Plan
- Floor Plans
- Elevations
- Renderings
- Noise & Vibration Study
- Functional Servicing Report
- Archaeological Report
- Heritage Overview Report
- Energy Strategy
- Micro-Climate Study
- Urban Design Brief
- Sight Triangle Assessment

Developer-led Public Information Centre (PIC) – June 27, 2023

A developer-led Public Information Centre (PIC) took place the evening of June 27, 2023 at the City of Windsor Mackenzie Hall Cultural Centre on Sandwich Street West, as required by the City. Invitations were mailed to approximately 145 unique landowners within a 120-metre radius of the subject lands approximately two weeks before the meeting date. The recipient address list was provided by City of Windsor planning staff.

The PIC was attended by three members of the public, along with Magnificent Homes, Baird AE, Stantec Consulting, and Storey Samways Planning representatives. It is noted that a representative of the City of Windsor Planning Department attended in an observatory capacity.

At the PIC, the development team provided an overview of the project, spoke to the need for this type of housing and outlined the policy support for projects involving

intensification, provided design philosophies and spoke to the heritage considerations of the neighbourhood and building design, and finally provided the reasoning and processes behind the various Planning Act approvals required. This was followed by an open question and answer period.

It is noted that although the three members of the public in attendance asked questions relating to design, heritage, pricing, interior layout, no one provided any indication of opposition to the proposed 16-storey building at this location. In fact, from my vantage point, the three were clearly welcoming to the idea and project.

It is also noted that, prior to the meeting, I received one email from a neighbouring landowner who was not able to attend but provided the following comment:

I will be unable to attend your presentation on June 27, but am interested and in support of development of the property proposed, with a rider. There is on-street permit parking in the neighbourhood that is already under pressure. Residents in the area will most certainly oppose any development on that basis alone. The development should require ample on site parking and your potential condo residents, should they require additional parking space, need be relegated to the municipal lot on Caron Ave and not be permitted to obtain on street permits. The issue will be exasperated by the pending Farhi development at Janette and Riverside, where the City has, in its wisdom, agreed to grant a closing of Janette from Riverside to Pitt. I realize that the number of parking units you are planning may impact how many units you can get approval for. I would suggest the best approach may be to get the City to designate a number a spaces in the Caron lot at the same price for your development as annual resident on-street permits, since the Caron lot is largely unused and the monthly lot permit fees are much higher that on-street permits. (circa \$75 per month vs \$35 per annum). The on-street permit program also allows each owner to get an additional "visitor space". I would think that is the least the City could do for you.

Comment: the support of this project by the neighbour is recognized and the comments regarding the parking situation are appreciated. I do note that the project is providing the required on-site parking as per the zoning by-law. However, I would suggest that joint review and discussions regarding use of the Caron Avenue public parking lot are worthwhile, not just for residents / vehicles associated with this project, but for all in the immediate area in need of additional parking options.

Condominium Development, Magnificent Homes, Chatham Street West, Windsor Planning Rationale Report

6.0 ANALYSIS

6.1 Provincial Policy Statement, 2020 (PPS)

"The Provincial Policy Statement provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policyled planning system, the Provincial Policy Statement sets the policy foundation for regulating the development and use of land. It also supports the provincial goal to enhance the quality of life for all Ontarians.

The Provincial Policy Statement provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The Provincial Policy Statement supports improved land use planning and management, which contributes to a more effective and efficient land use planning system..."

As such, when considering and promoting a change in land use it is both important and required to consider the Provincial Policy Statement (PPS) to ensure that both the long-term interests of the Province, and municipal interests, are met.

In this case there are multiple sections of the PPS which are relevant and these are identified below, along with comment.

Part IV: Vision for Ontario's Land Use Planning System

"...The Provincial Policy Statement focuses growth and development within urban and rural settlement areas while supporting the viability of rural areas. It recognizes that the wise management of land use change may involve directing, promoting or sustaining development. Land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns and avoiding significant or sensitive resources and areas which may pose a risk to public health and safety. Planning authorities are encouraged to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs.

Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel..." Comment: The proposed 16-storey, 88-unit, multiple unit dwelling will make efficient use of a vacant and under-utilized parcel of land without requiring the need of public investment or tax-payer funded upgrades to existing infrastructure and service facilities.

1.0 Building Strong Healthy Communities

- *1.1.1 Healthy, liveable and safe communities are sustained by:*
 - *a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*

Comment: use of existing, under-utilized land inventory promotes efficient development, and in this case, due to the existing servicing infrastructure being able to accommodate the proposed development, the financial well-being of the Province and the City is not negatively impacted.

b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

Comment: this project proposes the development of an 88-unit, condominium-tenure multiple dwelling.

c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;

Comment: as accepted best practices are followed for the design, it is not anticipated that the proposed multiple dwelling development will cause environmental or public health and safety concerns.

e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs; Comment: development on the subject parcels is a clear example of infill development, in that the project will be located on existing parcels of record which are serviced by an existing road network, with existing services at the road. As such, the proposed development provides for a cost-effective and efficient use of land and municipal roadways and other infrastructure.

- 1.1.3 Settlement Areas
 - *1.1.3.1 Settlement areas shall be the focus of growth and development.*

Comment: the proposed development is located in the City of Windsor, which is an identified settlement area.

- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
 - a) efficiently use land and resources;
 - *b)* are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
 - *c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
 - d) prepare for the impacts of a changing climate;
 - e) support active transportation;
 - *f) are transit-supportive, where transit is planned, exists or may be developed; and*
 - g) are freight-supportive.

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

Comment: as evidenced by the discussion throughout this section on PPS, and elsewhere in this document, it can be said that the proposed development meets the above criteria.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development,

accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Comment: no publicly funded upgrades to either the transit or servicing systems are anticipated or required.

Comment: as indicated above, this intensification proposal calls to develop two existing vacant urban parcels for a multiple dwelling and ancillary parking lot for residential purposes without requiring upgrades to the existing public service facilities. No risk to public health and safety is anticipated.

1.4 Housing

1.4.3(b) permitting and facilitating:

1. all forms of housing required to meet the social, health and well-being requirements of current and future residents,...

2. all forms of residential intensification,..., and redevelopment in accordance with policy 1.1.3.3;

1.4.3(c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

1.4.3 (d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed, ...

^{1.1.3.4} Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Comment: the proposed multiple dwelling development both promotes and implements the important housing policies found in the PPS through the efficient use of an underutilized parcel with access to full municipal servicing and other public service facilities.

1.7 Long-Term Economic Prosperity

1.7.1(a) promoting opportunities for economic development and community investment readiness;

1.7.1(b) encouraging residential uses to respond to dynamic marketbased needs and provide necessary housing supply and range of housing options for a diverse workforce;

1.7.1(c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;

1.7.1(d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;

Comment: by making use of existing underutilized parcels, and the servicing infrastructure already present, the project assists in keeping the settlement area boundary as compact as possible ensuring that availability of land and resources is not compromised for the long-term benefit of both the City or Windsor and Province of Ontario. The subject lands are located in immediate proximity to transportation routes of various levels, as well as being in close proximity to shopping and restaurant services, and to public transportation and park systems, thus providing easy and efficient access to the services provided in the immediate area.

- 2.6 Cultural Heritage and Archaeology
- *2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.*
- 2.6.2 Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.
- 2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed

development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved...

Comment: it was identified through the municipal pre-submission process that the subject parcels are located in an area of high-archaeological potential, and also adjacent to many catalogued built-heritage properties. As a result of this information, considerable effort was spent to ensure that the proposed development, covering both parcels, was not offensive to the heritage policies, and in fact was complimentary in design to the adjacent heritage properties, and neighbourhood in general.

Speaking specifically to archaeological potential on the site, a Stage 1 & 2 archaeological assessment was completed by Lincoln Environmental Consulting Corp., a recognized and licensed archaeological firm, and nothing of archaeological significance was found to be present. As such, a Letter of Concurrence was issued by the Province clearing the site.

Speaking to adjacent built-heritage buildings, Stantec Consulting was retained to prepare a Heritage Overview Report to support the application. The study was completed and the full document will be submitted in conjunction with the applications. However, for the benefit of the reader, the Executive Summary, as provided within the document, is attached to this report as Appendix "E".

In consideration of the above PPS policy discussion, it is my opinion that the proposed multiple dwelling residential development is consistent with, and implements, the relevant policies of the Provincial Policy Statement. Further to this, the proposed development does not offend the remaining policies and directions of the Provincial Policy Statement.

6.2 City of Windsor Official Plan (OP)

While the entire Official Plan is applicable, there are certain sections which contain policies of particular relevance. These sections are:

Volume 1

- Section 3.2, Growth Concept
- Section 3.3, Urban Structure policies
- Section 4, Healthy Communities policies
- Section 6.9, Mixed Use policies

Condominium Development, Magnificent Homes, Chatham Street West, Windsor Planning Rationale Report

- Section 8.7, Built Form Urban Design Policies
- Section 9, Heritage

Section 3.2, Growth Concept

3.2.1.4 The design of buildings and spaces will respect and enhance the character of their surroundings, incorporating natural features and creating interesting and comfortable places. Streets, open spaces and the greenway system will serve as public amenities connecting and defining neighbourhoods and contributing to Windsor's image. New development in Windsor will accommodate the needs of pedestrians, cyclists and other recreational activities.

Comment: due to the subject lands being located within the Old Town area, extensive consultation occurred between the project architect, Baird AE, and Stantec Consulting, the author of the Heritage Overview report, to ensure the overall design complimented the existing adjacent neighbourhood features. To that end, the heritage consultant provided design recommendations, which have been incorporated into the project's design, and are considerate of, and enhance, the character of the surroundings.

Section 3.3, Urban Structure Policies

- 3.3.2 Vibrant Economy
- 3.2.2.2 The City Centre will continue to be the major focus of cultural, social and economic activities. The City Centre is and will remain the heart of Windsor, serving as the visual symbol of the entire community. A diverse mixture of businesses, cultural venues, major government offices and entertainment destinations will strengthen downtown as a major economic centre. The heart of our community will also provide a liveable residential environment for a variety of people and be a welcoming arrival point for visitors.
- *3.2.2.3* Revitalizing areas in need of improvement will improve Windsor, while protecting the community's investment in infrastructure and other services. Community improvement initiatives will strengthen neighbourhoods by providing new businesses, homes and public spaces and by creating unique opportunities for reinvestment in the community.

Comment: the two subject parcels have been vacant and underutilized for many years, which has not had the effect of creating and/or assisting to sustain a vibrant economy. The addition of 88 dwelling units, and the resultant increase in downtown population, and spending, will benefit the immediate commercial businesses and entertainment venues.

Revitalization of an area takes people to invest in that area...and that investment comes through the creation of buildings and systems where people live and work. This building is a prime example.

3.3.1.1 Nodes

Nodes in this context are existing or future locations of concentrated activity on the Urban Structure Plan that serve the societal, environmental and economic needs at a neighbourhood and/or regional scale. The most successful nodes are the ones that exhibit a wide variety of land uses, including higher density residential and employment uses, and have access to frequent public transit service. Smaller scale community and neighbourhood nodes play an important role in providing services to the surrounding neighbourhoods, providing a range of housing opportunities and, providing a recognized sense of place for these neighbourhoods.

- *3.3.1.1 Growth Centres are the highest in the hierarchy of nodes in Windsor due to their scale, density, range of uses, function and current or future identity. Growth Centres should be planned:*
 - *(a) To serve as focal areas for investment in institutional and regionwide public services, as well as commercial, recreational, cultural and entertainment uses;*
 - (b) To accommodate and support major transit infrastructure;
 - (c) To serve as high density major employment centres;
 - (d) To accommodate a significant share of households and employment growth; and,
 - *(e) To accommodate a minimum density of 200 residents and 200 jobs per net hectare;*

The minimum density for new residential-only development is 80 units per net hectare.

Comment: The subject parcels, as per Schedule J of the Windsor Official Plan, are located within an identified Growth Centre. In review of the above policy, the proposed residential-only development shall provide a density of 517 units per hectare, and by extension, a minimum density of 517 residents per net hectare.

Section 4, Healthy Communities

4.1.Goals

In keeping with..., Council's healthy community goals are to achieve:

- 4.1.1 Windsor's full potential as a healthy and liveable city.
- 4.1.3 A high quality of life in Windsor.
- *4.1.6 Economic opportunities throughout Windsor.*
- *4.1.7 A safe environment throughout Windsor.*

4.2 Objectives

- 4.2.1.5 To encourage a mix of housing types and services to allow people to stay in their neighbourhoods as they age.
- *4.2.1.6 To provide for pedestrian scale neighbourhood centres that serve the day-to-day needs of the local residents.*
- *4.2.2.1* To consider the environment in the planning and design of Windsor.
- *4.2.2.3 To encourage community planning, design and development that is sustainable.*
- *4.2.2.4* To promote development that meets human needs and is compatible with the natural environment.
- 4.2.2.5 To reduce environmental impacts.

- 4.2.3.1 To encourage a mix of uses.
- 4.2.3.2 To encourage the location of basic goods and services flow to where people live and work.
- *4.2.3.4* To accommodate the appropriate range and mix of housing.
- *4.2.4.1* To encourage development which fosters social interactions.
- *4.2.4.2 To encourage development that fosters the integration of all residents into the community.*
- *4.2.4.3* To encourage developments that adapt to changing resident needs.
- *4.2.6.1* To provide for a wide range of employment opportunities at appropriate locations throughout Windsor.
- *4.2.6.2* To encourage a range of economic development opportunities to reach full employment.

Comment: In my opinion, the proposed development meets the above objectives and will assist the City of Windsor in providing a visibly-needed boost to the City's housing stock, on two undeveloped lots in an area that is ideal for its development due to its strategic location in the downtown area and the close proximity to major roadways, international border crossings, and commercial, recreational and educational facilities and amenities.

While this development will not ultimately provide a fixed employment resource, its construction-phase will provide for a sizable number of highpaying local construction and skilled-trades jobs, and from a longer-term economic perspective, will eventually contribute to the City's tax assessment base. It is also anticipated that the building will provide a fulltime property management position.

Section 6.9, Mixed Use Policies

The subject property is designated Mixed Use, Medium Profile, by Schedule "E", City Centre Planning District, of the City of Windsor OP (please refer to Appendix "C"). As discussed below, within the Mixed Use designation, residential uses are contemplated

throughout the Mixed Use designation, subject to certain criteria. While it is noted that the proposal suggests a solely residential building, and not a mixed-use building, the application requests the parcels to remain in the Mixed Use designation, and these policies are therefore relevant.

Section 6.9 Mixed Use

The lands designated as "Mixed Use" on Schedule D: Land Use provide the main locations for compact clusters of commercial, office, institutional, open space and residential uses. These areas are intended to serve as the focal point for the surrounding neighbourhoods, community or region. As such, they will be designed with a pedestrian orientation and foster a distinctive and attractive area identity.

The following objectives and policies establish the framework for development decisions in Mixed Use areas.

- 6.9.1 Objectives
- *6.9.1.1 To encourage multi-functional areas which integrate compatible commercial, institutional, open space and residential uses.*
- 6.9.1.2 To encourage a compact form of mixed use development.
- *6.9.1.3* To provide opportunities to create and maintain special area identities and focal points within Windsor.
- *6.9.1.4 To identify strategic locations which are highly visible and accessible for mixed use development.*
- 6.9.1.5 To ensure the long term viability of Mixed Use areas.
- *6.9.1.6 To provide public places for strolling, recreation, conversation and entertainment.*
- *6.9.1.7 To increase the use of walking, cycling and public transportation within the designated Mixed Use area by fostering a strong livework-shopping-recreation relationship.*

Comment: the proposed residential use at this location meets the above objectives in that additional people living in the immediate area will make use of the nearby institutional, recreational and commercial opportunities, and in turn will support, strengthen, and assist in ensuring the long-term sustainability of all components. A synergistic effect.

- 6.9.2 Policies
- 6.9.2.1 Uses permitted in the Mixed Use land use designation include retail and service commercial establishments, offices, cultural, recreation and entertainment uses, and institutional, open space and residential uses, exclusive of small scale Low Profile residential development.

Comment: the proposed 16-storey residential multiple dwelling is not considered to be small scale Low Profile residential and is a permitted use.

- 6.9.2.2 For the purpose of this Plan, Mixed Use development is further classified as follows:
 - (a) Mixed Use Corridors which occupy linear street frontages with commercial, institutional and open space uses located immediately adjacent to the public right-of-way and residential uses located above grade; and
 - *(b) Mixed Use Centres which are large sites developed according to a comprehensive development plan or nodal developments at the intersection of Controlled Access Highways and/or Arterial roads. This type of Mixed Use development provides a regional, community or neighbourhood focal point with a pedestrian oriented design.*

Comment: in consideration of the existing built-out form of the adjacent area, I would suggest that this specific area, which also includes the subject parcels, is considered to be in the form of Mixed Use Corridors, as the development (commercial, office, recreational) is located along, and adjacent to, roadways, with the residential uses, for the most part, located above the ground floor level.

It is noted that this application proposes a solely residential building. Please see the section below regarding the Official Plan Amendment to allow for all-residential building.

6.9.2.3 Mixed Use development shall be located where:

(a) there is access to a Controlled Access Highway, Class I or Class II Arterial Roads or Class I Collector Road;

Comment: while the subject parcels do not front on these types of roads, two Class I Arterial Roads are immediately adjacent (University Avenue West - 90 m / 295 ft. away; Jeanette Avenue – 39 m / 128 ft. away). Both Chatham Street West and Caron Avenue provide direct, unrestricted access, to both of these Class I Arterial Roads.

(b) full municipal physical services can be provided;

Comment: full municipal services can be provided.

(c) public transportation service can be provided; and

Comment: public transportation service is available within walking distance of the subject lands.

(d) the surrounding development pattern is compatible with Mixed Use development.

Comment: the proposed residential use and building are compatible with adjacent lands uses. It is noted that immediately adjacent, fronting on Caron Avenue, is Dieppe Tower, a 16-storey solely residential building that has coexisted with the other existing uses for quite some time.

- 6.9.2.4 At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed Mixed Use development is:
 - *(a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses:*

(i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan;

Comment: the development is not adjacent to any Development Constraint Areas which are identified on Schedule C.

(ii) within a site of potential or known contamination;

Comment: the site is not known to be contaminated.

(iii) where traffic generation and distribution is a provincial or municipal concern; and

Comment: traffic concerns were not identified by the City during the pre-submission review.

(iv) adjacent to sensitive land uses and/or heritage resources.

Comment: the subject site is located within the "Old Town" neighbourhood as described in the Downtown Windsor Enhancement Strategy and Community Improvement Plan, and is in close proximity to a number of identified heritage resources.

As such, as a requirement of a complete application submission, a Heritage Overview was completed and shall be submitted concurrently with this application. The Downtown Windsor Enhancement Strategy and Community Improvement Plan is reviewed and discussed in this context within the Stantec Heritage Overview.

Please refer to Appendix "E" for the Executive Summary of that study.

6.9.2.5 The following guidelines shall be considered when evaluating the proposed design of a Mixed Use development:

- *(a) the ability to achieve the associated policies as outlined in the Urban Design chapter of this Plan;*
- *(b) the mass, scale, orientation, form, and siting of the development achieves a compact urban form and a pedestrian friendly environment;*
- (c) at least one building wall should be located on an exterior lot line and oriented to the street to afford direct sidewalk pedestrian access from the public right-of-way;
- (d) permanent loading, service and parking areas should be located so as not to significantly interrupt the pedestrian circulation or traffic flow on the public right-of-way or within a Mixed Use area;
- *(e) mid-block vehicular access to properties is generally discouraged and is encouraged via a rear yard service road or alley;*
- (f) parking areas shall be encouraged at the rear of buildings;
- (g) safe and convenient pedestrian access between buildings and public transportation stops, parking areas and other buildings and facilities should be provided;
- *(h) the development is designed to foster distinctive and attractive area identity;*
- *(i) the public rights-of-way are designed to foster distinctive and attractive area identity and to provide for vehicle use, regular public transportation service as well as pedestrian and cycling travel; and*
- *(j) integration of the development with the surrounding uses to contribute to the unique character of the area.*

Comment: the above policies were regarded in that they helped lead the design of the buildings and the site itself where appropriate and feasible. The Heritage Overview, together with an Urban Design Study, discussed further below in this report, was prepared, which also speaks to a number of the policies above.

6.9.2.6 Council will require all development within areas designated Mixed Use to be subject to site plan control.

Comment: an application for site plan control is to be submitted concurrently with the OPA and ZBA applications, however, any site plan approval will occur following the two amendment approvals.

6.9.2.7 Council may establish off street parking standards to reflect public transportation supportive designs or shared parking arrangements in Mixed Use developments.

Comment: Although the project proposes to provide the appropriate number of required off-street parking spaces, zoning relief is being sought to allow a portion of the required parking spaces to be provided on a nearby lot. Please see discussion below under Zoning on this item.

Section 7, Infrastructure

7.2.3 Pedestrian Network Policies

7.2.3.1 Council shall require all proposed developments and infrastructure undertakings to provide facilities for pedestrian movements wherever appropriate by:

- *(a) Requiring safe, barrier free, convenient and direct walking conditions for persons of all ages and abilities;*
- *(b) Ensuring that all residents have access to basic community amenities and services and public transit facilities without dependence on car ownership; and*
- (c) Providing a walking environment within public rights-of-ways that encourages people to walk to work or school, for travel, exercise, recreation and social interaction.

Comment: the proposed residential development is strategically located in an area that provides ease of pedestrian access to shopping and restaurants (downtown core), recreational (Windsor Aquatic Centre and the River Front Trail) and various campuses of the University of Windsor and St. Clair College. Further, all of these destinations are currently serviced by an improved municipal sidewalk system.

7.2.6.19 All proponents of development may be required to complete a Traffic Impact Study to support the feasibility of a proposal, and if feasible, identify appropriate traffic management measures, in accordance with the Procedures chapter of this Plan.

Comment: A Traffic Impact Study was not identified to be a required submission component.

Section 8, Urban Design Policies

- Section 8 Urban Design
 - 8.1 Goals

In keeping with the Strategic Directions, Council's urban design goals are to achieve:

- *8.1.1 A memorable image of Windsor as an attractive and livable city.*
- 8.1.2 Human scale development throughout Windsor.
- 8.1.3 Pedestrian access to all developments.
- 8.1.6 A high standard of design throughout Windsor.
- 8.1.10 A functional and attractive streetscape.
- *8.1.12 Excellence in exterior building design, site design and rightof-ways.*
- *8.1.13 Efficient use of resources and energy that are integrated with the built form.*

- *8.1.14 Integrated design for the needs or persons of all ages and abilities.*
- 8.3 Design for People
 - *8.3.2.1 Council will encourage building and spaces to be designed to accommodate interpersonal communication and observation.*
 - *8.3.2.2 Council will encourage buildings and spaces that establish a pedestrian scale by promoting:*
 - *(a) The placement of continuous horizontal features on the first two storeys adjacent to the road;*
 - *(b) The repetition of landscaping elements, such as trees, shrubs or paving modules; and*
 - *(c) The use of familiar sized architectural elements such as doorways and windows.*
- 8.4 Pedestrian Access
 - *8.4.1.1 To integrate barrier-free pedestrian routes in the design of urban spaces.*
- 8.5 Ecological Design
 - 8.5.2.5 Council will encourage the use of landscaping to:
 - (a) Promote human scale;
 - (b) Promote defined public spaces;
 - (c) Accentuate or screen adjacent building forms;
 - (d) Frame desired views or focal objects;
 - (e) Visually reinforce a location;
 - (f) Direct pedestrian movement;
 - (g) Demarcate various functions within a development;
 - *(h) Provide seasonal variation in form, colour, texture and representation;*
 - (i) Assist in energy conservation;
 - (j) Mitigate effects of inclement weather.

8.5.2.9 Council will encourage development to include features that reduce, control or treat site-runoff, use water efficiently and reuse or recycle water for on-site use when feasible.

8.6 Micro-climate

- 8.6.2.1 Council may encourage design measures such as awnings, canopies, arcades, or recessed ground floor facades to offer pedestrian protection from inclement weather.
- 8.6.2.2 Council will encourage the provision of landscaping to modify the extremes of air temperature in public spaces.
- 8.6.2.3 Council may require shadow studies of Medium, High and Very High Profile development proposals to evaluate the impact of the shadow cast and to determine the appropriate design measures to reduce or mitigate any undesirable shadow conditions.
- 8.6.2.6 Council will maintain access to skylight in public spaces by controlling the height, setback and massing of a proposed development or infrastructure undertaking.
- 8.7 Built Form
 - 8.7.1 Objectives
 - *8.7.1.1 To achieve a varied development pattern which supports and enhances the urban experience.*
 - *8.7.1.2 To achieve a complimentary design relationship between new and existing development, while accommodating an evolution of urban design styles.*
 - *8.7.1.3 To maximize the variety and visual appeal of building architecture.*
 - 8.7.1.4 To integrate art and landscaping within the built form.

- *8.7.1.7 To achieve external building designs that reflect high standards of character, appearance, design and sustainable features.*
- 8.7.2 Policies
- *8.7.2.1 Council will ensure that the design of new development:*
 - *(a) Is complimentary to adjacent development in terms of its overall massing, orientation, setback and exterior design, particularly character, scale and appearance;*
 - *(b) Provides links with pedestrian, cycle, public transportation and road networks.*
- 8.7.2.4 Council will ensure a transition among Very High, High, Medium and Low Profile developments through the application of such urban design measures as incremental changes in building height, massing, space separation or landscape buffer.
- 8.7.2.6 Council will encourage the buildings facades to be visually interesting through extensive use of street level entrances and windows. Functions which do not directly serve the public, such as loading bays and blank walls, should not be located directly facing the street.
- 8.7.2.7 Council shall encourage all Medium, High and Very High Profile developments to setback additional storeys above the third (3) storey away from the road frontage to provide sunlight access, manage wind conditions and enhance the pedestrian scale.
- 8.7.2.8 Council will ensure that main entrances to buildings are street oriented and clearly visible from principal pedestrian approaches.

Comment: from the very initial planning stages of this development, the above Urban Design polices were regarded, and adhered to, to the greatest extent possible. The overall design is functional from a physical and social (people) perspective, and also from a municipal perspective in that it takes advantage of the existing social and hard infrastructure systems in the area without causing any undue stress on these existing systems, or on the adjacent properties and/or residents.

From an aesthetics perspective, the design is functional, relevant and, most importantly, the design is considerate and respectful of the "Old Town" community in which the building will reside.

An urban design brief, prepared by the project architect, outlines the design philosophies and ultimately supports the notion that this project conforms to Urban Design policies noted immediately above. A copy of the Urban Design Brief shall be submitted concurrently with the application.

While I note that the format of the urban design brief does not lend itself to insertion in this report, I would like to highlight a few key design implementations as provided by the architect:

Building Façade / Building Form

- Street-level entrances and windows
- Use of incremental changes to façade and landscape buffer
- Upper floors stepped-back from lower-level podium
- Regard for defined spaces, position to road
- Provision of links for pedestrian, cycle and public transportation
- Repetitive building features and familiar sized design elements
- Parking and building functions to be located in rear to maximize building street presence

Landscaping Area

- Promote and define public space
- Visually reinforce the development
- Direct movement from street to site
- Provide seasonal colour, texture and form
- Visually interesting landscape areas and elements to create an urban and pedestrian friendly environment

Section 9, Heritage Conservation

- 9.3.7 Heritage Resources and Planning Initiatives
- *9.3.7.1 Council will integrate heritage conservation into the development and infrastructure approval process by:*
 - (a) Requiring the preparation of an archaeological assessment when development proposals or Infrastructure undertakings affect known archaeological resources or areas of archaeological potential as designated on Schedule 'C-1': Development Constraint Areas – Archaeological Potential and in accordance with the Windsor Archaeological Master Plan and its implementation manual; (amended by OPA 55 – 07/24/2006)
 - *(b) Ensuring that secondary plan studies, community improvement plans and other planning studies identify heritage resources which may exist in the areas under study and propose means to protect and enhance those heritage resources;*
 - (c) To ensure that properties designated under sections IV, V, or VI of the Ontario Heritage Act (designated properties) are conserved, development of any adjacent property shall be required to:
 - *(i) Prepare a Built Heritage Impact Study to identify potential adverse impacts on the designated property, and*
 - *(ii)* In the event any adverse impacts are identified in the Built Heritage Impact Study, then the development shall be subject to the Site Plan Control process to ensure appropriate mitigation measures are implemented;
 - (d) Utilizing the planning approval process (subdivisions / condominiums, official plan amendments, zoning amendments, site plan control, consent, minor variance, demolition control) to facilitate the retention of heritage resources, and to ensure any proposed development is compatible with heritage resources;
 - (e) Having regard to the following factors when assessing applications such as zoning amendments, site plan control applications, demolition control and payment-in-lieu, which may impact heritage resources:
 - *(i) Respecting the massing, profile and character of adjacent buildings;*

- *(ii)* Approximating the width and established setback pattern of nearby heritage buildings;
- (iii) Respecting the yards, gardens, trees and landscaped grounds associated with the heritage properties and districts which contribute to their integrity, identity, and setting;
- *(iv) Maintaining, enhancing or creating views and vistas of heritage resources; and*
- (v) Minimizing the impact of shadowing on adjacent heritage properties, particularly on landscaped open spaces and outdoor amenity areas.
- (h) Ensuring that the development of heritage resources and the development of adjacent properties is complementary to those resources by regulating the use, massing, form, location, setback and other matters of development by means of heritage zones and other zones in the zoning by-law;
- *(i) Requiring for all development proposals that abut or in the opinion of the City Planner are likely to materially affect a designated heritage building or structure, a Built Heritage Impact Study to the satisfaction of the City Planner;*

Comment: as described earlier in this document, the subject parcels lie within the Old Town Neighbourhood and Study Area – a locally-designated heritage area. As required by the above-noted policies, an archaeological study was completed and Letter of Concurrence was issues by the Province in this regard. Also as required by the above-noted policies, a Heritage Overview Report (Built Heritage Impact Study) was prepared by a qualified professional Heritage Planning firm, Stantec Consulting.

The reader is directed to the Heritage Overview report which shall be submitted to the City as a stand-alone document. This study considers in detail the applicable Provincial and local heritage policies, and provides comments and recommendations related to the development proposal. For ease of reference, a copy of the Executive Summary of that report is attached as Appendix "E".

To that end, the proposed building design and overall layout is considerate of the heritage neighbourhood, and in the opinion of the architects and heritage planning professionals, will be complimentary to the adjacent heritage resources.

Official Plan Amendment Application

As provided earlier in this report, Schedule E, City Centre Planning District, of the Windsor Official Plan (OP) designates the subject parcel as Mixed Use, Medium Profile Area. In order to permit the proposed 16-storey solely residential building, an official plan amendment is required to:

1. Permit, on a site-specific basis, a very-high-profile building (greater than 14 storeys).

Comment: throughout both the developer's design process, and the municipal pre-consultation process, there was much consideration and discussion related to the proposed 16-storey building height – potential impacts versus potential benefits – in the context of the immediate area.

As described above, the current designation allows for medium-profile buildings, which "shall **generally** [my emphasis] be no greater than 6 storeys", whereas the application proposes a very-high profile building, which "may be **generally** [my emphasis] greater than 14 storeys". In this regard, would the jump from a medium profile building to a very-high profile building be too great...could the medium profile neighbourhood accommodate a 16-storey building?

In this specific situation / context, the medium profile designation applies to a contiguous four block portion of the overall City Centre Planning District. The areas immediately abutting to the north and east carry a very high profile (>14 storeys) designation, and the areas immediately abutting to the south and west carry a high profile (7-14 storeys) designation. The subject lands and the medium profile designation which they carry are effectively an island surrounded by higher profile opportunities.

Judging by the age of development within the immediate and adjacent area, the existing land use designations are reflective of the type and height of development that existed at the time the various versions of the Windsor Official Plan were drafted, and ultimately adopted. In other words, there are pockets of varying profiles interspersed throughout the City Centre Planning District...apparent remnants of past policy regimes, and not necessarily reflective, in my opinion, of current higher-level legislative planning and housing policies.

When the Windsor Official Plan Schedule E (City Centre Planning District) is viewed from a big-picture perspective, it is clear that the southern portions, for the most part, provide for low and medium profile development, which, increase

in profile height as you go north towards Riverside Drive. I would note that the Ouellette Avenue corridor provides for high, and very high, profile buildings along its length.

In the specific context of this application, save and except the subject land's fourblock medium profile designation, all lands within the boundary of Ouellette Avenue, University Avenue, Caron Avenue, and Riverside Drive, are designated very high profile. In that, I would respectfully suggest that the subject medium profile designation is inappropriate at this location as it is not consistent within the surrounding very high profile designation. Proof that the existing designation merely reflects what was present at the time of the OP adoption.

As such, I suggest that a 16-storey building at this location would not appear out-of-place in the context of the entire City Centre Planning District area. It is noted that Dieppe Tower, another 16-storey residential building, exists immediately adjacent (opposite side of Pitt Street fronting on Caron Avenue), and by virtue of its location across the street, would have similar impact to the medium profile neighbourhood as the building proposed by this building. Please refer to Appendix F which contains a graphic depicting the scale and heights of existing buildings in the area, as well as this proposed 16-storey building.

Further, as evidenced throughout the OP discussions above, it is my opinion that a higher density, and higher profile, residential development which makes efficient use of existing vacant building lots and existing infrastructure, and ultimately will provide an increased population which will support and grow the downtown economy, provides for the highest and best use of the lands, without causing negative effects on the remnant Planning District lands.

Speaking to the local heritage designation and attributes of the neighbourhood, both the architecture and overall design of the new building respects and compliments the local heritage context, which in the opinion of heritage planning expert, is successfully accomplished.

2. Permit, on a site-specific basis, a solely residential building.

Comment: during a January 21, 2023 pedestrian survey of the immediate area (roughly 300 m / 985 ft. radius), I noted a number of vacant commercial store-fronts, with some of these vacancies being located in mixed-use buildings (residential above) and some in entirely commercial buildings. My general observation was that the further from the Oullette Avenue corridor I travelled, the vacancies appeared more prevalent.

During this survey, it was also impressed upon me that the businesses that were located further from the Oullette Avenue were more destination-type businesses, rather than the type of business that would provide an everyday-type of service to the pedestrian residents in the immediate neighbourhood, such as professional offices. I also noted a number of stand-alone dwellings and public / private parking lots in the immediate area.

While I can appreciate the concept of a mixed-use building, I would suggest that adding additional commercial space at this subject location, and within this specific mixed-use area (residential and commercial), would further highlight the fact, that due to existing vacancies (as small or as great as the number may be), the population in this area cannot support the existing commercial inventory.

By extension, I am of the opinion that the residential population in the area must be increased to the point where a balance between new residential spaces and existing commercial spaces can be had. It is reasonable to also suggest that you must rebuild the population downtown to strengthen the downtown commercial economy.

I am also of the opinion that while mixed-use development, especially in older downtown cores, was once a viable and needed option, the fact is that in today's environment, large commercial power-centre developments with the vast array of parking and store options, are drawing people, and their spending money, away from the downtown core.

Speaking to the actual building these applications apply to, it should be highlighted that although no commercial space is provided at ground level, a comprehensive amenity-area floorplan is provided. Please refer to Appendix G. In saying that, similar to a mixed-use building, the residential component is directed to the floors above ground level. Visually, save and except for a lack of commercial signage, this new building will look similar to a mixed-use building in that no residential units are located at ground level.

It is also noted that Dieppe Tower, immediately adjacent on Caron Avenue, is located within a Mixed Use designation, and provides only residential spaces across all floors, including the ground floor.

As an over-arching comment, it is my opinion that the proposed official plan amendment to permit a solely-residential, very-high-profile building at this location, is appropriate, and the social and economic benefits provided by increasing the downtown population, supports and implements numerous policies surrounding housing, intensification, and economic sustainability within not just the City Centre Planning District, but through the City as a whole, and far outweighs any perceived negative impacts. Further, the existing hard and social infrastructure can accommodate the proposed development, and no public funding as a result of this development is either anticipated or expected to be required.

Finally, it is my opinion that the official plan amendment application to facilitate this project represents good planning.

6.3 City of Windsor Zoning By-law 8600

As described earlier in this report, the subject parcel is currently zoned Commercial District 3.6 (CD3.6), which does not permit the stand-alone residential multiple dwelling, or private off-site ancillary parking lot. Therefore, a zoning by-law amendment is required to permit the multiple residential and ancillary parking uses, and establish appropriate performance standards for the development.

Zoning By-law Amendment Application

Residential uses, in addition to commercial uses, as identified in the Growth Centre discussion above (Section 3, Urban Structure), are both an important and integral component of this specific node type.

In order to permit the development, it is proposed that the sites be rezoned to an appropriate, site-specific Commercial District 3.# Zone, which will add, as an additional permitted use, the high-density multiple residential dwelling, and establish site-specific zone performance standards which apply to this development, to:

• Permit the stand-alone residential use;

Comment: a stand-alone residential use at this location, as discussed above in this report, provides for the highest and best use of the property, while at the same time supports and implements various OP policies regarding housing, intensification and the economy.

 Permit a private parking lot as ancillary to a permitted residential use on an adjacent property;

Comment: as mentioned earlier in this report, private ancillary parking lots are a common and permitted use in many commercial zones, especially in older areas containing smaller lots that are not physically large enough to provide a building

footprint and the required amount of parking based on use. The proposed zoning amendment would extend the same ability to the proposed residential use, and it would be appropriate based on this same reasoning. It is the intent of this portion of the amendment to allow the required 15% of marked visitor spaces (12) on a private parking lot on the adjacent parcel. It is my opinion that the private parking lot, ancillary to the multiple dwelling, will provide the tenants, and their guests, a parking arrangement that will allow for the best and most efficient use of available lot area.

It is further noted that Dieppe Tower on the adjacent property also provides a similar arrangement for parking, in that a private parking lot servicing that building is provided on an adjacent property.

• To permit an increase in maximum building height from 20 metres to 55 metres;

Comment: as discussed above in this report, the increase in height will allow for the highest and best use of the property, while making use of the existing infrastructure and available capacities. And again, it is noted that the adjacent Dieppe Tower, is also 16-storeys in height, so this new proposed building will not be out of scale with what is immediately nearby, and also throughout the City Centre Planning District.

• To reduce the minimum required amenity area from 12 square metres per dwelling unit to 10 square metres per dwelling unit;

Comment: although a modest decrease in minimum required amenity area is sought, the project proposed to provide a very high level of interior amenity spaces, located on floors 1 and 5, which may include a yoga room, fitness room, two lounges, a games room, a party room, and an open-air amenity deck area. Further, the tenants of the building will have easy and straight-forward access to the River Front Trail system, which, in itself, provides a vast array of recreational and artistic experiences.

- Grant relief from Section 5.15 to allow a structure to be located within a required site visibility triangle;
- Grant relief from Section 24.26.8 to permit an exterior parking space to be located within a site visibility triangle (ancillary lot);

Comment: a study speaking directly to, and supporting, the relief sought relating to the structure, and ancillary parking space, being located within a site visibility triangle, is included with the submission of this report. Please refer to that study for discussion on this matter.

• To reduce the minimum required separation from a parking lot to a street from 3 metres to 0.9 metres;

Comment: to allow for the most efficient use of available lot area, and the need to provide a technically-correct parking area, relief from this separation requirement is needed. A minimum 0.9 metre buffer strip will be provided which is adequate to buffer vehicle overhang from the pedestrian sidewalks.

6.4 Site Plan

An application for site plan approval shall be submitted concurrently with the application for zoning by-law amendment. The site plan, attached as Appendix "B", details the proposed 16-storey, 88-unit, multiple dwelling, and ancillary parking area. Further, the proposed site plan shows the following ancillary features:

- 82 parking spaces, which includes 4 AODA (accessible) parking spaces and 12 dedicated visitor parking spaces (70 interior spaces & 12 exterior parking spaces)
- Two dedicated loading spaces
- Six bicycle parking spaces

7.0 CONCLUSION

Based on the above analysis of Provincial and municipal policies, it is my opinion that the proposed applications to permit a 16-storey, 88-unit, multiple dwelling, and a private, off-site ancillary parking lot servicing the multiple dwelling, is consistent with, and conforms to important Provincial and municipal policies surrounding the economy, housing and intensification in identified settlement areas, while not offending any other applicable policy or best-practices.

In conclusion, the proposed multiple unit residential use at this location represents sound planning for the reasons contained within this report, and the applications should be approved.

Condominium Development, Magnificent Homes, Chatham Street West, Windsor Planning Rationale Report

Prepared by:

David French, BA, CPT Storey Samways Planning Ltd.

Attachments:

Appendix "A" – Key Map

Appendix "B" – Site Plan

Appendix "C" – Windsor Official Plan Map Schedule E

Appendix "D" – Excerpt from Windsor Zoning By-law Zoning District Map 3

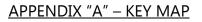
Appendix "E" – Heritage Overview Executive Summary

Appendix "F" – Scale and Heights of Nearby Existing and Proposed Buildings

Appendix "G" – Amenity Area Floor Plans

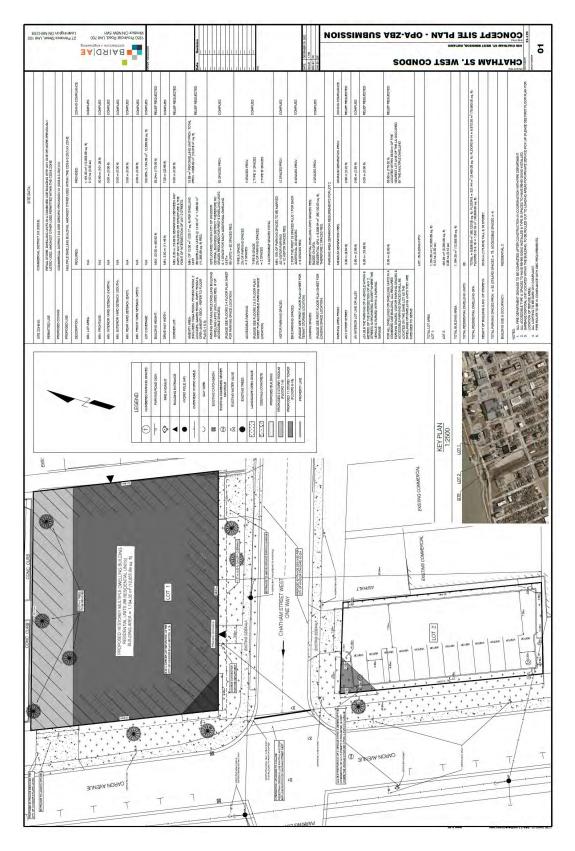
Reviewed by:

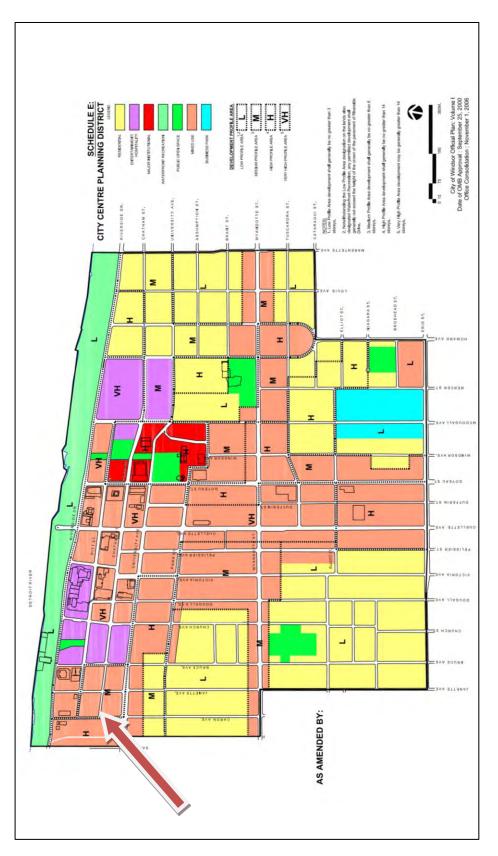
Tom Storey, M.Sc., MC Storey Samways Planning Ltd.





APPENDIX "B" – SITE PLAN





APPENDIX "C" - CITY OF WINDSOR OFFICIAL PLAN MAP SCHEDULE E

APPENDIX "D" - CITY OF WINDSOR ZONING BY-LAW PLANNING DISTRICT MAP 4



<u>APPENDIX "E" – HERITAGE OVERVIEW EXECUTIVE SUMMARY</u>

Executive Summary

Stantec Consulting Ltd. (Stantec) was retained by Magnificent Homes (the Client) to complete a Heritage Overview for the properties at 666, 676, 684, and 696 Chatham Street West in the City of Windsor (the City), Ontario. These properties are currently vacant and the client is proposing to redevelop the properties and construct a residential 16 storey building containing 88 residential units. The proposed redevelopment is located within the "Old Town Neighbourhood" of the *Downtown Windsor Enhancement Strategy and Community Improvement Plan.* The vacant properties are also situated directly adjacent to three properties listed on the City's Municipal Heritage Register, including 181, 187, and 193-195 Janette Avenue. The City has requested that a Heritage Overview containing a site description, review of existing historic character, assessment of impacts, and mitigation measures be prepared for the proposed redevelopment. The Heritage Overview assesses the impacts of the proposed undertaking on the Old Town Neighbourhood.

The proposed undertaking will result in direct impacts through alteration to the Old Town Neighbourhood and Study Area by the introduction of a new modern building. In addition, there is a risk of direct impact through removal if it is not possible to retain the mature northern catalpa street trees. If the existing northern catalpa trees are retained, they are at risk of indirect impact through land disturbance during the construction phase of the project.

To mitigate impacts to the Old Town Neighbourhood character and previously identified built heritage resources, the proposed redevelopment has been designed to harmonize with its surrounding streetscape and the wider Old Town Neighbourhood. As such, mitigation measures for the Old Town Neighbourhood from the proposed redevelopment are limited to the existing northern catalpa street trees.

To mitigate risks to the trees if they are retained, an arborist report should be completed to determine appropriate measures to protect the limbs and roots of these trees. If retention of the existing northern catalpa trees is not feasible, an appropriate design guideline to mitigate the loss of the trees is to maximize the density of new street-trees by minimum spacing of new trees to acceptable municipal urban forestry guidelines, and adherence with principles of Crime Prevention Through Environmental Design (CPTED). The street tree species selection at the site plan approval stage should be determined by the project Landscape Architect working with the project certified Arborist taking all site conditions into account. The final site plans should be reviewed and approved by a Cultural Heritage Landscape Architect or Arborist with experience in cultural heritage landscapes or historic tree types who can also provide input into the arrangement and species selection.

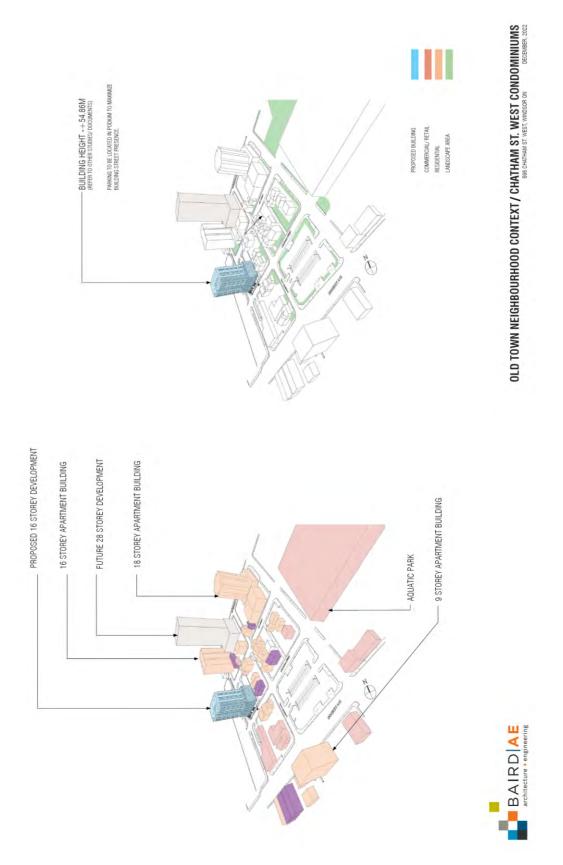
The Executive Summary highlights key points from the report only; for complete information and findings, the reader should examine the complete report.

ii

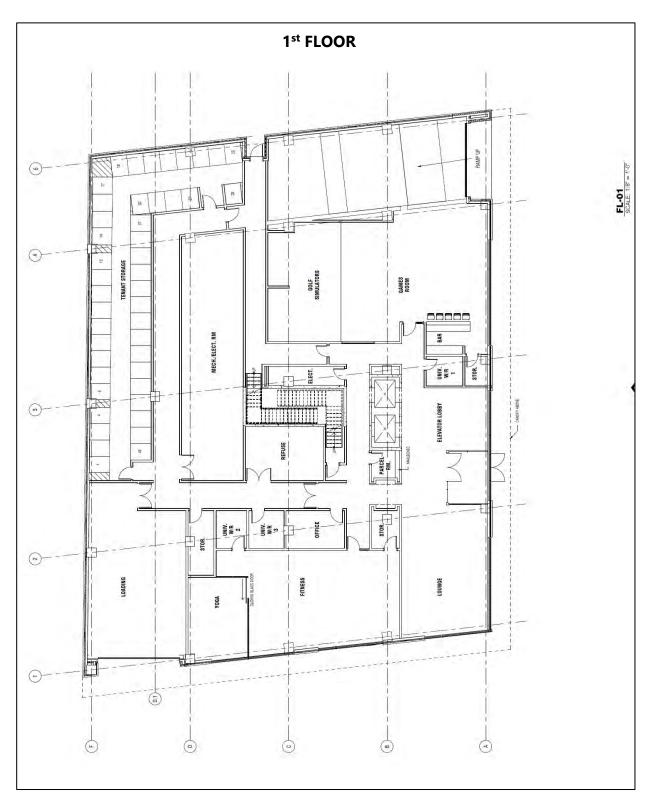


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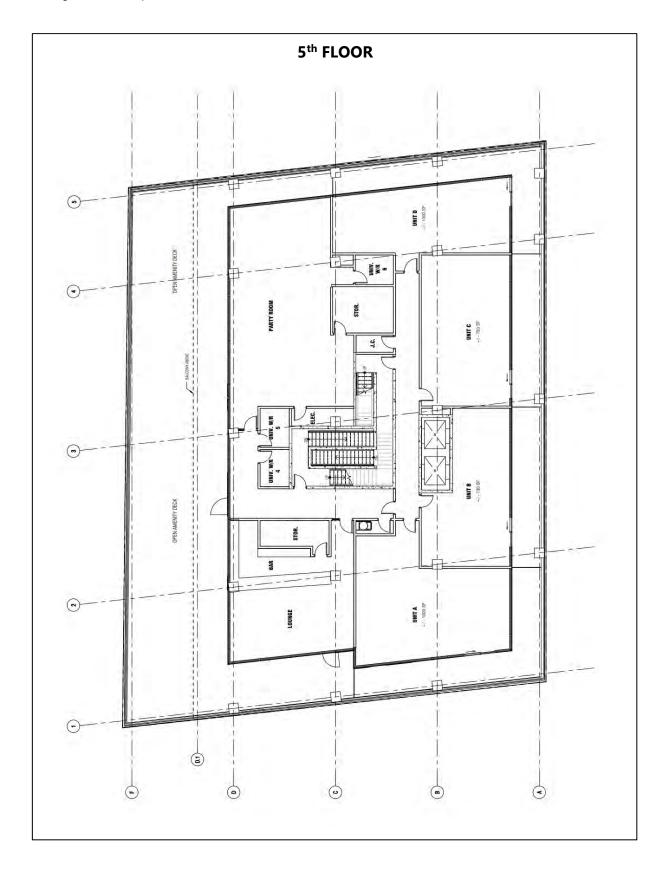
APPENDIX "F" - SCALE & HEIGHTS OF NEARBY EXISTING AND PROPOSED BUILDINGS



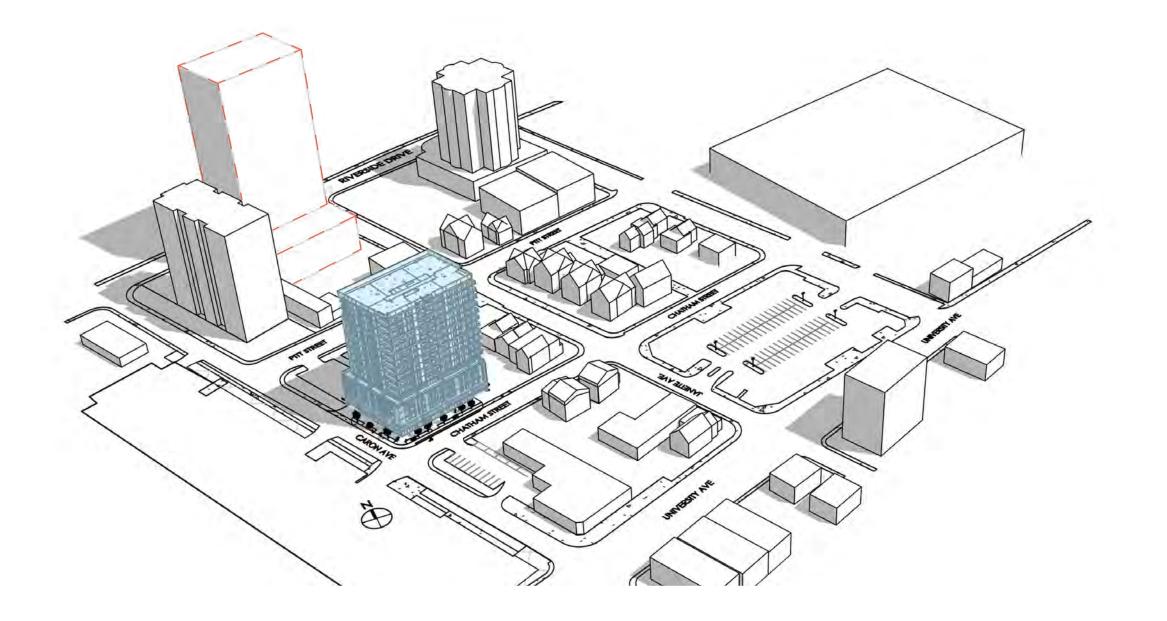
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APPENDIX "G" – AMENITY AREA FLOOR PLANS



URBAN DESIGN STUDY - CHATHAM ST. WEST CONDOMINIUMS



INTRODUCTION

BAIRD AE HAS BEEN RETAINED BY MAGNIFICENT HOMES (THE APPLICANT) TO PREPARE AN URBAN DESIGN BRIEF FOR THE DEVELOPMENT OF THE PROPERTY LOCATED AT 666-696 CHATHAM STREET WEST. THE PURPOSE OF THIS BRIEF IS TO ILLUSTRATE HOW THE PROPOSED DEVELOPMENT WILL INTEGRATE INTO THE EXISTING FABRIC OF THE CITY OF WINDSOR. OVERALL THIS PROJECT WILL CREATE AND INTENSIFY THE RESIDENTIAL DENSITY, CREATE NEW INVESTMENT, AND CREATE NEW OPPORTUNITY. THIS DEVELOPMENT WILL FILL IN THE MISSING AND EMPTY LOTS WITHIN THE CITY CORE. ADDITIONALLY, THIS DEVELOPMENT WILL PROMOTE ADDITIONAL METHODS OF MOVEMENT AND INCREASE CONNECTIONS WITH THE CITY OF WINDSOR AND TRANSPORT.

IN RESPONSE TO THE URBAN SITE, OUR FIRM FOCUSED ON CREATING A PODIUM AND TOWER TYPOLOGY THAT HIGHLIGHTS THE URBAN EXPERIENCE AND RESPONDS TO THE HISTORIC CHARACTER OF THE NEIGHBOURHOOD THROUGH MATERIALITY AND ARCHITECTURAL EXPRESSION. MOVING THE BUILDING CLOSE TO THE STREETS, AND HAVING ON GRADE AMENITIES WILL ACTIVATE THE PEDESTRIAN REALM AND STRENGTHEN THE URBAN EXPERIENCE IN THE SURROUNDING AREA.

PROPOSED BUILDING

FUTURE 28 STOREY TOWER



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PROPOSAL

THE PROPOSED DEVELOPMENT IS A 16 STOREY **RESIDENTIAL DEVELOPMENT WITH 88 UNITS. THE** DEVELOPMENT WILL BE COMPRISED OF A 4-LEVEL PODIUM, 5TH FLOOR AMENITY/RESIDENTIAL LEVEL, AND AN 11-LEVEL RESIDENTIAL TOWER COMPONENT. THE GROUND LEVEL WILL CONTAIN AMENITY SPACE, AND THE BUILDINGS BACK OF HOUSE PROGRAM. PODIUM LEVELS 2-4 WILL CONTAIN THE PARKING GARAGE.

THE EXISTING PROPERTY IS AN VACANT GREENFIELD LOT AT THE INTERSECTION OF CARON AVE AND CHATHAM STREET WEST. IT SITS ADJACENT TO PARKING LOTS TO THE NORTH, SOUTH AND WEST, AND THE "OLD TOWN NEIGHBOURHOOD" TO THE EAST. THE SITE IS CURRENTLY UNDERUTILIZED AND THE ADDITION OF A HIGH DENSITY RESIDENTIAL DEVELOPMENT THAT IS SENSITIVE TO THE URBAN FABRIC AND HISTORIC CHARACTER OF THE AREA WILL ENHANCE THE URBAN EXPERIENCE OF THE AREA AND WINDSOR.

THE ENTRANCE TO THE BUILDING AND PARKING WILL BE LOCATED ON CHATHAM STREET WEST, ALLOWING A REDUCTION IN TRAFFIC ON CARON AVENUE. THIS WILL ALLOW FOR BETTER VEHICULAR AND PEDESTRIAN MOVEMENT AT CHATHAM ST WEST AND CARON AVENUE.

THE ARCHITECTURE OF THE PODIUM ACTS IN DIALOGUE WITH THE HISTORICAL AREA BY REFERENCING THE PROPORTIONS AND MATERIALITY OF 19TH CENTURY AND EARLY 20TH CENTURY ARCHITECTURE AND BY INCORPORATING FEATURES THAT ARE SENSITIVE TO THE HUMAN SCALE AT STREET LEVEL.







PROJECT PROPOSAL / CHATHAM ST. WEST CONDOMINIUMS

696 CHATHAM ST. WEST. WINDSOR ON

REV. 1 MAY 2023









OLD TOWN NEIGHBOURHOOD PROPOSED BUILDING FUTURE 28 STOREY DEVELOPMENT

EXISTING SITE DISTRICT / CHATHAM ST. WEST CONDOMINIUMS 696 CHATHAM ST. WEST, WINDSOR ON REV. 1 MAY 2023

DOWNTOWN WINDSOR ENHANCEMENT STRATEGY AND COMMUNITY IMPROVEMENT PLAN

THE PROPOSED DEVELOPMENT IS SITUATED AT THE NORTHEAST CORNER OF CHATHAM STREET WEST AND CARON AVENUE IN THE CITY'S DOWNTOWN. IT IS LOCATED IN THE "OLD TOWN NEIGHBOURHOOD" THIS SECTION OF THE OLD TOWN NEIGHBOURHOOD CONTAINS THE HIGHEST DENSITY RESIDENTIAL STRUCTURES. INCLUDING THE DEIPPE TOWER AND THE WATER PARK PLACE CONDOMINIUMS. BETWEEN RIVERSIDE DRIVE WEST AND PITT STREET WEST, THE AREA CONTAINS A MIX OF MOSTLY DETACHED MID-RISE APARTMENT BUILDINGS, RESIDENCES, AND SMALL SCALE COMMERCIAL STRUCTURES. SOME OF THE RESIDENCES HAVE BEEN CONVERTED TO COMMERCIAL USE.

BETWEEN PITT STREET WEST AND CHATHAM STREET WEST, THE OLD TOWN NEIGHBOURHOOD PRIMARILY CONTAINS DETACHED HOUSES DATING TO THE LATE 19TH TO EARLY 20TH CENTURY. MANY OF THE HOUSES HAVE BEEN CONVERTED TO PROVIDE MIXED USE WITHIN.

THE AREA TO THE SOUTH ALONG UNIVERSITY AVENUE THE OLD TOWN NEIGHBOURHOOD IS PRIMARILY COMMERCIAL IN CHARACTER AND INCLUDES A LARGE SURFACE PARKING LOT. THE WEST SIDE OF CARON AVENUE IN THE OLD TOWN NEIGHBOURHOOD IS DOMINATED BY A SURFACE PARKING LOT STRETCHING FROM UNIVERSITY AVENUE WEST TO JUST NORTH OF PITT STREET WEST.

THE GENERAL CHARACTER OF THE OLD TOWN NEIGHBOURHOOD IS MIXED, AND SECTIONS OF THE STREETSCAPE ARE DOMINATED BY SURFACE PARKING LOTS AND HIGH RISE TOWERS. AS A RESULT, THE OLD TOWN NEIGHBOURHOOD DOES NOT HAVE A UNIQUE OR DEFINABLE STREET-SCAPE. HOWEVER, SECTIONS OF THE OLD TOWN NEIGHBOURHOOD DO CONTAIN DISTINCT AREAS FROM A CULTURAL HERITAGE PERSPECTIVE.

FROM A CONTEXTUAL PERSPECTIVE. JANETTE AVENUE BETWEEN CHATHAM STREET WEST AND PITT STREET WEST CONTAINS A RELATIVELY INTACT LATE 19TH TO EARLY 20TH CENTURY STREET-SCAPE.

WHILE CONCENTRATIONS OF LATE 19TH TO EARLY 20TH CENTURY STRUCTURES ARE ALSO PRESENT ON CHATHAM STREET WEST. BRUCE AVENUE, AND CRAWFORD AVENUE, THESE SECTIONS CONTAIN A HIGHER DEGREE OF INFILL AND SURFACE PARKING AND DO NOT PRESENT A COHERENT STREETSCAPE FROM A CULTURAL HERITAGE PERSPECTIVE.

6.4 OLD TOWN NEIGHBOURHODD

SITUATED IN THE NORTHWEST CORNER OF THE STUDY AREA, THIS SMALL SIX BLOCK NEIGHBOURHOOD IS MAINLY RESIDENTIAL AND SMALL SCALE COMMERCIAL. THE AREA IS COMPRISED OF TURN-OF THE-CENTURY HOMES - MANY OF WHICH ARE ON THE WINDSOR MUNICIPAL HERITAGE REGISTER – AND SMALL SCALE COMMERCIAL ALONG PITT STREET, CHATHAM STREET AND UNIVERSITY AVENUE. THIS NEIGHBOURHOOD IS BOUND BY UNIVERSITY AVENUE WHICH SERVES AS A COMMERCIAL CORRIDOR TO THE SOUTH, A GRADE SEPARATED RAIL LINE TO THE WEST, AND RIVERSIDE DRIVE WEST TO THE NORTH. THE NEIGHBOURHOOD IS DOMINATED BY LARGE SURFACE PARKING LOTS WITH TWO DISTINCT BUILT-FORM PROFILES THAT STILL REMAIN. THE FIRST AREA IS RESIDENTIAL TOWERS ALONG RIVERSIDE DRIVE WEST AND THE SECOND AREA INCLUDES A COUPLE INNER BLOCKS WITH HIGH QUALITY BRICK RESIDENTIAL FORMS OF LARGE HOMES AND SMALL APARTMENT BUILDINGS. THE BUILT FORM OF THESE SMALLER BUILDINGS GIVES THE AREA A UNIQUE HISTORICAL AESTHETIC THAT SHOULD BE PROTECTED AND USED TO HELP DEFINE THE DESIGN GUIDELINES FOR FUTURE DEVELOPMENTS.

6.4.1 AREA VISION

THE DEVELOPMENT WILL MAINTAIN THE HISTORIC CHARACTER AND ENHANCE THE URBAN FABRIC THROUGH THE USE OF ARCHITECTURAL DESIGN THAT RESPONDS TO THE PROPORTIONS AND MATERIALITY OF THE HISTORICAL CONTEXT. THE AREA WILL ENHANCE THE OPPORTUNITIES OF THE EXISTING SMALL SCALE COMMERCIAL BY INCREASING PEDESTRIAN TRAFFIC AND PROVIDING LANDSCAPE AREAS THAT FURTHER ACTIVATE THE PEDESTRIAN REALM.

6.4.2 BUILDING/PROPERTY CONDITIONS

THE PROPOSAL WILL PROVIDE A SIGNIFICANT IMPROVEMENT TO THE AREA BY FILLING IN VACANT LAND WITH HIGHER DENSITY RESIDENTIAL THAT IS SENSITIVE TO THE HISTORICAL CONTEXT OF THE NEIGHBOURHOOD. THE SURROUNDING AREA TO THE NORTH, WEST AND SOUTH IS VACANT OR SURFACE PARKING AND SO THIS DEVELOPMENT WILL INCREASE THE PEDESTRIAN LINK ALONG CHATHAM STREET WEST AND CARON AVENUE.

6.4.3 DEVELOPMENT OPPORTUNITIES

THIS SMALL AREA HAS A SIGNIFICANT AMOUNT OF VACANT LAND AND SURFACE PARKING LOTS THAT COULD BE PUT TO A HIGHER AND BETTER USE. THIS DEVELOPMENT PROPOSES TO INFILL VACANT LAND THAT SURROUND BY SURFACE PARKING TO THE NORTH. WEST AND SOUTH. IT WILL CREATE OPPORTUNITIES FOR THE EXISTING SMALL SCALE COMMERCIAL IN THE SURROUNDING AREA AND SET A POSITIVE PRECEDENT FOR POTENTIAL FUTURE DEVELOPMENTS.

6.4.4 OFFICIAL PLAN AND ZONING

OFFICIAL PLAN

THE OFFICIAL PLAN DESIGNATES THIS AREA AS "MIXED USE" IN A "MEDIUM" PROFILE AREA. THE CURRENT USES AND VISION FOR THIS DISTRICT ARE CONSISTENT WITH THE OFFICIAL PLAN POLICIES CURRENTLY IN PLACE. THIS DEVELOPMENT PROPOSAL WILL PROVIDE THE HIGHER RESIDENTIAL DENSITY THAT WILL PROVIDE GREATER FOOT TRAFFIC AND ACTIVATE THE ALREADY EXISTING SMALL SCALE COMMERCIAL IN THE SURROUNDING AREA.

ZONING

THERE IS A MIX OF ZONING CATEGORIES IN THIS SMALL AREA. THE PROPERTY ALONG THE WEST OF CARON AVENUE, AND THE PROPERTIES FRONTING ON UNIVERSITY AVENUE ARE ZONED CD3.6 WHICH PERMITS A RANGE OF COMMERCIAL USES WITH RESIDENTIAL USE. THE RESIDENTIAL USES ARE ONLY PERMITTED IF THERE ARE COMMERCIAL USES PRESENT. THE BUILDINGS ALONG RIVERSIDE DRIVE WEST ARE ZONED CD3.4 (DIEPPE TOWER) WHICH IS SIMILAR TO CD3.6 EXCEPT IT REQUIRES THAT THE RESIDENTIAL USES BE LOCATED ABOVE THE NON-RESIDENTIAL USES.

6.4.5 BUILT HERITAGE

THIS AREA HAS SIGNIFICANT BUILT HERITAGE RESOURCES THAT PROVIDE CHARACTER TO THIS SMALL NEIGHBOURHOOD. WHICH ARE THE PRINCIPAL MEANS OF DEFINING THE AREA'S ARCHITECTURAL APPEAL. THERE IS A PREVAILING DESIRE TO ENSURE THAT THE CHARACTER AND BUILT HERITAGE OF THE OLD TOWN DISTRICT IS RETAINED AND ENHANCED. THE EXISTING HERITAGE HOUSES ARE GOOD EXAMPLES OF A LIVE/ WORK BUILT FORM. THERE IS A STRONG NEIGHBOURHOOD SENTIMENT TO PROTECT THESE STRUCTURES AND TO ONLY ALLOW FOR RESIDENTIAL FORMS THAT ARE COMPATIBLE WITH THEM. THE HOUSES THAT HAVE BEEN CONVERTED TO COMMERCIAL USES SUCH AS OFFICES AND RESTAURANTS STILL RETAIN THEIR RESIDENTIAL CHARACTER AND PEDESTRIAN SCALE. IN ORDER TO ENCOURAGE AND CONTINUE THE RESIDENTIAL CHARACTER OF THE STRUCTURES. BUT ALSO RECOGNIZE THEIR ABILITY TO ATTRACT COMMERCIAL DEVELOPMENT, ACCESSORY USES SUCH AS LOWER LEVEL COMMERCIAL SHOULD BE PROMOTED TO PROVIDE OWNERS AN OPPORTUNITY TO LIVE AND WORK IN THE SAME STRUCTURE, AS LONG AS IT RETAINS ITS ORIGINAL ARCHITECTURAL DETAILS AND FORM.

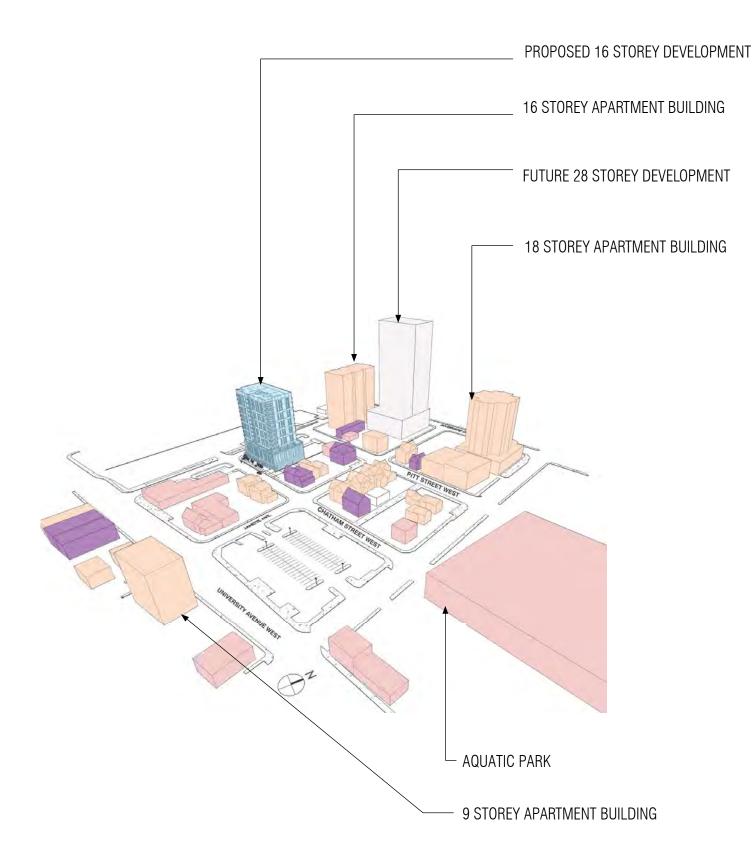


RESPONSE

THIS DEVELOPMENT WILL PROVIDE AN IMPORTANT INFILL OF VACANT LAND. IT WILL BE SENSITIVE AND RESPECTFUL TO THE HISTORICAL SURROUNDING CONTEXT. THE GROUND FLOOR WILL HOST AMENITIES FOR THE RESIDENTS AND TOGETHER WITH THE IMPROVED EXTERIOR LANDSCAPE FEATURES, WILL HELP ACTIVATE THE SURROUNDING AREA AND MAKE IT MORE LIVELY.

THE INCREASED PEDESTRIAN TRAFFIC WILL CREATE OPPORTUNITIES FOR THE EXISTING SMALL SCALE COMMERCIAL BUSINESSES IN THE AREA. THIS DEVELOPMENT FRAMES AND SETTLES THE URBAN FABRIC DOWN. CREATING A MORE PEDESTRIAN FRIENDLY STREET.

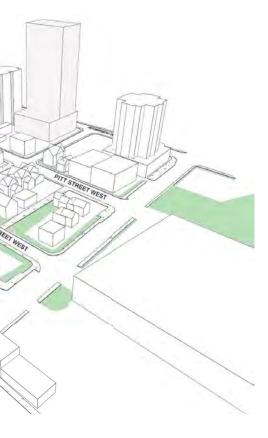
THE DEVELOPMENT RESPONDS TO THE BUILT HERITAGE OF THE NEIGHBORHOOD AND WILL ENHANCE THE CHARACTER OF THE NEIGHBORHOOD BY EXPANDING THE PUBLIC REALM.





BUILDING HEIGHT -175ft (53.34m) (REFER TO OTHER STUDIES/ DOCUMENTS)

PARKING TO BE LOCATED IN PODIUM TO MAXIMIZE BUILDING STREET PRESENCE.



Y

PROPOSED BUILDING COMMERCIAL/ RETAIL MIXED USE RESIDENTIAL LANDSCAPE AREA



CITY OF WINDSOR OFFICIAL PLAN: THE IMAGE OF WINDSOR. DESIGN FOR PEOPLE AND PEDESTRIAN ACCESS URBAN DESIGN POLICIES

POLICY 8.2.2.4

COUNCIL WILL ENSURE THAT A PROPOSED DEVELOPMENT OR INFRASTRUCTURE UNDERTAKING MAINTAINS. REINFORCES AND ENHANCES THE CHARACTER OF A HERITAGE AREA IN ACCORDANCE WITH THE HERITAGE CONSERVATION CHAPTER OF THIS PLAN.

POLICY 8.2.2.5

COUNCIL WILL PROMOTE GATEWAYS AT THE MAJOR ENTRY POINTS INTO WINDSOR IDENTIFIED ON SCHEDULE G: CIVIC IMAGE AND AT OTHER STRATEGIC LOCATIONS WITHIN WINDSOR AS APPROPRIATE. SUCH GATEWAYS WILL BE DESIGNED TO:

(A) PROVIDE A SENSE OF WELCOME AND ARRIVAL;

- (B) ASSIST IN ORIENTATION:
- (C) CREATE A MEMORABLE IMAGE; AND
- (D) CONTRIBUTE TO THE SOCIAL, CULTURAL, HISTORIC OR THEMATIC CHARACTER OF THE AREA BEING DEFINED.

POLICY 8.3.2.2

COUNCIL WILL ENCOURAGE BUILDINGS AND SPACES THAT ESTABLISH A PEDESTRIAN SCALE BY PROMOTING:

(A) THE PLACEMENT OF CONTINUOUS HORIZONTAL FEATURES ON THE FIRST TWO STOREYS ADJACENT TO THE ROAD:

(B) THE REPETITION OF LANDSCAPING ELEMENTS, SUCH AS TREES, SHRUBS OR PAVING MODULES: AND

(C) THE USE OF FAMILIAR SIZED ARCHITECTURAL ELEMENTS SUCH AS DOORWAYS AND WINDOWS.

POLICY 8.3.2.4

COUNCIL WILL ENCOURAGE THE USE OF LIGHTING FIXTURES ALONG MAINSTREETS AND IN RESIDENTIAL AND MIXED USE AREAS TO REINFORCE THE PEDESTRIAN ORIENTATION OF THE STREETSCAPE.

POLICY 8.4.1.1

TO INTEGRATE BARRIER-FREE PEDESTRIAN ROUTES IN THE DESIGN OF URBAN SPACES.



RESPONSE

THIS DEVELOPMENT IS NEAR THE EDGE OF THE OLD TOWN NEIGHBOURHOOD, MAKING THIS PROPOSAL AN EXCELLENT GATEWAY MARKER AND VISUAL WAY-FINDING FOR THE OLD TOWN NEIGHBOURHOOD.

THE PROPOSED DEVELOPMENT WILL CONNECT PEDESTRIANS AND VEHICULAR TRAFFIC IN A MANNER THAT EMPHASIZES THE PEDESTRIAN MOVEMENT AND THE PEDESTRIAN SCALE. THIS IS ARTICULATED BY HAVING ACTIVE AMENITY PROGRAMING ON THE GROUND FLOOR AND PROVIDING LANDSCAPING WITH SEATING THAT WOULD ANIMATE AND ENHANCE THE VIBRANCY OF THE AREA. THE ARCHITECTURAL FACADE ELEMENTS SUCH AS THE HORIZONTAL CANOPIES REINFORCE A PEDESTRIAN SCALE BY KEEPING THEM AT A HEIGHT THAT MATCHES THE ENTRANCE CANOPIES OF THE SURROUNDING COMMERCIAL BUILDINGS IN THE AREA.



SITE CONTEXT / CHATHAM ST. WEST CONDOMINIUMS 696 CHATHAM ST. WEST. WINDSOR ON REV. 1 MAY 2023

CITY OF WINDSOR OFFICIAL PLAN: ECOLOGICAL. LIGHTING AND MICRO-CLIMATE URBAN DESIGN POLICIES

POLICY 8.5.1.1

TO CONSERVE AND ENHANCE NATURAL FEATURES AND ECOSYSTEM FUNCTIONS.

POLICY 8.5.1.2

TO ESTABLISH AN URBAN FOREST THROUGHOUT WINDSOR.

POLICY 8.5.1.3

TO PROMOTE SUSTAINABLE DESIGN PRACTICES.

POLICY 8.5.2.3

COUNCIL WILL ENCOURAGE A PROPOSED DEVELOPMENT OR INFRASTRUCTURE UNDERTAKING TO RETAIN AND INCORPORATE NATURAL FEATURES AND FUNCTIONS WITH REGARD TO. BUT NOT LIMITED TO. THE FOLLOWING: (A) ITS FUNCTION AS PART OF A LARGER VEGETATED AREA: (B) ITS POTENTIAL TO ADAPT TO POST-CONSTRUCTION CONDITIONS: AND (C) ITS CONTRIBUTION TO SHADING AND SCREENING ON SITE AND FOR ADJACENT PROPERTIES. POLICY 8.5.2.4 THE MUNICIPALITY WILL RECOGNIZE AND ACCOMMODATE THE NATURAL SEQUENCE OF CHANGE WHEN MANAGING NATURALIZED LANDSCAPES WHERE APPROPRIATE.

POLICY 8.5.2.5

COUNCIL WILL ENCOURAGE THE USE OF LANDSCAPING T0:

(A) PROMOTE A HUMAN SCALE; (B) PROMOTE DEFINED PUBLIC SPACES; (C) ACCENTUATE OR SCREEN ADJACENT BUILDING FORMS: (D) FRAME DESIRED VIEWS OR FOCAL OBJECTS;

(E) VISUALLY REINFORCE A LOCATION;

(F) DIRECT PEDESTRIAN MOVEMENT:



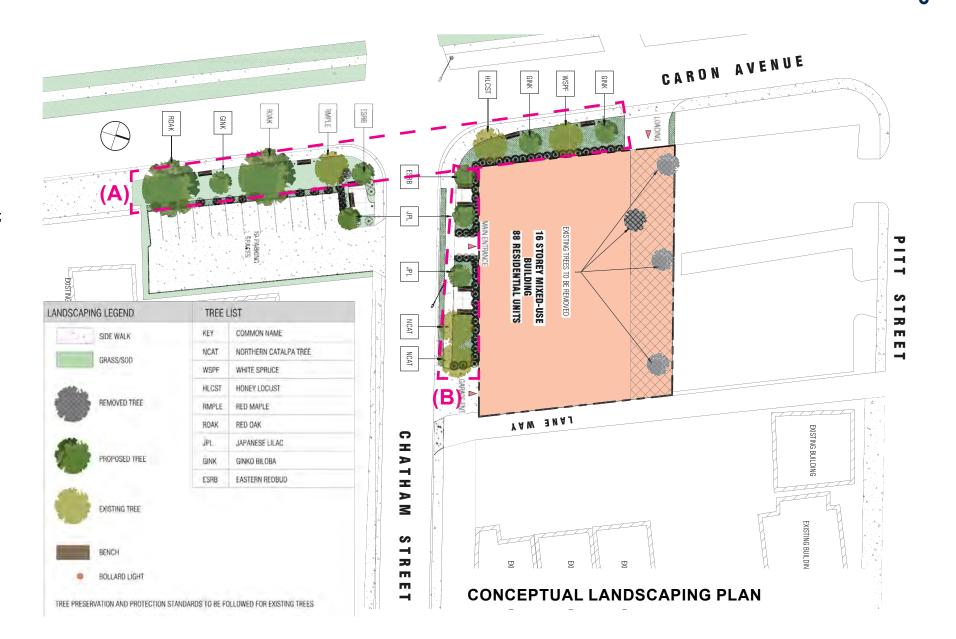
(G) DEMARCATE VARIOUS FUNCTIONS WITHIN A DEVELOPMENT; (H) PROVIDE SEASONAL VARIATION IN FORM, COLOUR, TEXTURE AND REPRESENTATION; (I) ASSIST IN ENERGY CONSERVATION; AND (J) MITIGATE THE EFFECTS OF INCLEMENT WEATHER.

POLICY 8.5.2.6

COUNCIL MAY ESTABLISH: (A) A MINIMUM STANDARD FOR LANDSCAPING; AND (B) A MINIMUM LANDSCAPED AREA.

POLICY 8.5.2.7

COUNCIL WILL CONSERVE AND PROTECT TREES IN ACCORDANCE WITH THE URBAN FORESTRY POLICIES OF THIS PLAN.



RESPONSE

THE PROJECT PROPOSES THE ESTABLISHMENT OF TWO URBAN CANOPY CORRIDORS ALONG CARON AVE. (A) AND ALONG CHATHAM STREET WEST (B). THESE CORRIDORS ARE CREATED BY PROTECTING AND PRESERVING THE FIVE IDENTIFIED EXISTING TREES, AND BY PLANTING A SERIES OF ORNAMENTAL AND SHADE TREES IN BETWEEN TO ESTABLISH AN IDENTIFIABLE URBAN FOREST PATTERN AND TO VISUALLY REINFORCE THIS DEVELOPMENT AS PEDESTRIAN FRIENDLY. THE PROPOSED URBAN CANOPY CORRIDOR WILL ALSO DOUBLE AS PEDESTRIAN INFRASTRUCTURE, AS BENCHES AND LANDSCAPE LIGHTING ARE INSTALLED BETWEEN THE TREES TO CREATE ATTRACTIVE MICRO-CLIMATES BOTH DURING THE DAY AND IN THE EVENING. PLANTING BEDS ADJACENT TO THE BUILDING WILL COMPLIMENT THE PROPOSED CANOPY CORRIDORS AS WELL ENHANCE THE BUILDING AND STREETSCAPE.

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CITY OF WINDSOR OFFICIAL PLAN: ECOLOGICAL, LIGHTING AND MICRO-CLIMATE URBAN DESIGN POLICIES

POLICY 8.5.2.5

COUNCIL WILL ENCOURAGE THE USE OF LANDSCAPING T0:

(A) PROMOTE A HUMAN SCALE;

(B) PROMOTE DEFINED PUBLIC SPACES;

(C) ACCENTUATE OR SCREEN ADJACENT BUILDING FORMS;

(D) FRAME DESIRED VIEWS OR FOCAL OBJECTS;

(E) VISUALLY REINFORCE A LOCATION;

(F) DIRECT PEDESTRIAN MOVEMENT;

(G) DEMARCATE VARIOUS FUNCTIONS WITHIN A DEVELOPMENT;

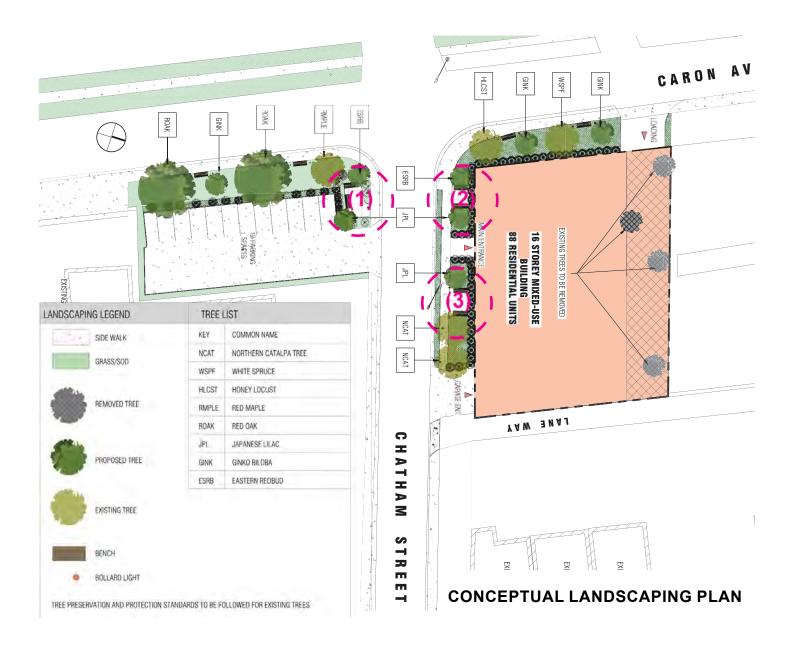
(H) PROVIDE SEASONAL VARIATION IN FORM, COLOUR, TEXTURE AND REPRESENTATION;

(I) ASSIST IN ENERGY CONSERVATION; AND (J) MITIGATE THE EFFECTS OF INCLEMENT WEATHER.









RESPONSE

ESTABLISHING CANOPY CORRIDORS ALONG CARON AVE. AND CHATHAM STREET WEST OPENS OPPORTUNITIES TO INTEGRATE PUBLIC SPACES INTO THE LANDSCAPE. THIS PROPOSAL COMMITS TO ENHANCING THE URBAN REALM BY PROVIDING THREE SEATING PARKETTE SPACES THAT ARE ACCESSABILE TO THE PUBLIC AS MUCH AS THE TENANTS OF THE PROPOSED RESIDENTIAL BUILDING.



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CITY OF WINDSOR OFFICIAL PLAN: ECOLOGICAL LIGHTING AND MICRO-CLIMATE URBAN DESIGN POLICIES

POLICY 8.6.1.1

TO ESTABLISH WEATHER PROTECTION IN PUBLIC SPACES.

POLICY 8.6.1.2 TO PROVIDE FOR DIRECT SUNLIGHT THROUGHOUT URBAN SPACES.

POLICY 8.6.1.3

TO ENCOURAGE FAVORABLE WIND CONDITIONS.

POLICY 8.6.1.4

TO PROMOTE ENERGY EFFICIENT DEVELOPMENT.

POLICY 8.6.2.1

COUNCIL MAY ENCOURAGE DESIGN MEASURES SUCH AS AWNINGS, CANOPIES, ARCADES, OR RECESSED GROUND FLOOR FACADES TO OFFER PEDESTRIAN PROTECTION FROM INCLEMENT WEATHER.

POLICY 8.6.2.2

COUNCIL WILL ENCOURAGE THE PROVISION OF LANDSCAPING TO MODIFY THE EXTREMES OF AIR TEMPERATURE IN PUBLIC SPACES.

POLICY 8.6.2.3

COUNCIL MAY REQUIRE SHADOW STUDIES OF MEDIUM, HIGH AND VERY HIGH PROFILE DEVELOPMENT PROPOSALS TO EVALUATE THE IMPACT OF THE SHADOW CAST AND TO DETERMINE THE APPROPRIATE DESIGN MEASURES TO REDUCE OR MITIGATE ANY UNDESIRABLE SHADOW CONDITIONS.

POLICY 8.6.2.4

COUNCIL WILL PROMOTE DESIRABLE WIND CONDITIONS THROUGH BUILDING DESIGNS WHICH REDUCE OR MITIGATE UNDESIRABLE WIND IMPACTS ON BUILDINGS, OPEN SPACES AND PEDESTRIAN AREAS. POLICY 8.6.2.5

COUNCIL MAY, IN ORDER TO IMPLEMENT POLICIES 8.6.2.5, REQUIRE WIND TESTING OF DEVELOPMENT OR INFRASTRUCTURE PROPOSALS TO EVALUATE THE IMPACT OF WIND AND TO DETERMINE THE APPROPRIATE DESIGN MEASURES TO REDUCE OR MITIGATE ANY UNDESIRABLE WIND CONDITIONS.

POLICY 8.6.2.6

COUNCIL WILL MAINTAIN ACCESS TO SKYLIGHT IN PUBLIC SPACES BY CONTROLLING THE HEIGHT, SETBACK AND MASSING OF A PROPOSED DEVELOPMENT OR INFRASTRUCTURE UNDERTAKING.





RESPONSE

THE APPLICANT IS SUPPORTIVE OF THE SUSTAINABLE INITIATIVES AND INTENDS TO APPLY AND IMPLEMENT AS APPROPRIATE DURING THE DESIGN AND BUILDING PHASE. THE LANDSCAPE DESIGN WILL UTILIZE NATIVE AND DROUGHT RESISTANT TOLERANT SPECIES. THIS WILL ENSURE LOW USAGE OF WATER AND CONSERVE RESOURCES. THE PROPOSED MASSING HAS BEEN DESIGNED AND LOCATED ON THE SITE TO MITIGATE AND REDUCE THE IMPACT OF SHADOWS, WIND AND PROVIDE PROTECTION FROM WEATHER ON THE SITE AND NEIGHBORING PROPERTIES.

THE RECOMMENDATION FOR WIND CONTROL MEASURES, SUCH AS GUARDRAILS, WIND SCREENS, LANDSCAPING AND FACADE ARTICULATION ELEMENTS WILL BE CONSIDERED DURING THE DESIGN STAGE. USING THESE RECOMMENDATIONS WILL ENSURE THE BUILDING WILL ALLOW FOR PEDESTRIANS AND RESIDENTS PROTECTION FROM THE ELEMENTS.

THE PROPOSED DEVELOPMENT LEVERAGES THE INCREASE IN DENSITY TO CREATE A MORE LIVABLE AND SUSTAINABLE URBAN AREA. THE INCREASED CONCENTRATION OF PEOPLE AND ACTIVITY GENERATES GREATER DEMAND FOR PUBLIC TRANSIT, MAKING IT A MORE VIABLE INVESTMENT. THE RESULT IS IMPROVED TRANSIT INFRASTRUCTURE AND SERVICES THAT BENEFIT NOT ONLY RESIDENTS BUT ALSO THE WIDER COMMUNITY.

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CITY OF WINDSOR OFFICIAL PLAN: BUILT FORM URBAN DESIGN POLICIES

POLICY 8.7.1.1

TO ACHIEVE A VARIED DEVELOPMENT PATTERN WHICH SUPPORTS AND ENHANCES THE URBAN EXPERIENCE.

POLICY 8.7.1.2

TO ACHIEVE A COMPLEMENTARY DESIGN RELATIONSHIP BETWEEN NEW AND EXISTING DEVELOPMENT. WHILE ACCOMMODATING AN EVOLUTION OF URBAN DESIGN STYLES.

POLICY 8.7.1.3

TO MAXIMIZE THE VARIETY AND VISUAL APPEAL OF BUILDING ARCHITECTURE.

POLICY 8.7.1.4

TO INTEGRATE ART AND LANDSCAPING WITH THE BUILT FORM.

POLICY 8.7.1.5

TO ENHANCE THE UNIQUE CHARACTER OF A DISTRICT. NEIGHBOURHOOD. PROMINENT BUILDING OR GROUPING OF BUILDINGS.

POLICY 8.7.1.6

TO ENSURE THAT SIGNS RESPECT AND ENHANCE THE CHARACTER OF THE AREA IN WHICH THEY ARE LOCATED.

POLICY 8.7.1.7

TO ACHIEVE EXTERNAL BUILDING DESIGNS THAT REFLECT HIGH STANDARDS OF CHARACTER, APPEARANCE, DESIGN AND SUSTAINABLE DESIGN FEATURES.

POLICY 8.7.2.1

COUNCIL WILL ENSURE THAT THE DESIGN OF NEW DEVELOPMENT:

(A) IS COMPLEMENTARY TO ADJACENT DEVELOPMENT IN TERMS OF ITS OVERALL MASSING, ORIENTATION, SETBACK AND EXTERIOR DESIGN, PARTICULARLY CHARACTER. SCALE AND APPEARANCE:

(B) PROVIDES LINKS WITH PEDESTRIAN, CYCLE, PUBLIC TRANSPORTATION AND ROAD NETWORKS.

(C) MAINTAINS AND ENHANCES VALUED HERITAGE RESOURCES AND NATURAL AREA FEATURES AND FUNCTIONS.

(D) ENCOURAGES THE CREATION OF ATTRACTIVE RESIDENTIAL STREET-SCAPES THROUGH ARCHITECTURAL DESIGN THAT REDUCES THE VISUAL DOMINANCE OF FRONT DRIVE GARAGES, CONSIDERATION OF REAR LANES WHERE APPROPRIATE. PLANTING OF STREET TREES AND INCORPORATION OF PEDESTRIAN SCALE AMENITIES.

POLICY 8.7.2.3

COUNCIL WILL ENSURE THAT PROPOSED DEVELOPMENT WITHIN AN ESTABLISHED NEIGHBOURHOOD IS DESIGNED TO FUNCTION AS AN INTEGRAL AND COMPLEMENTARY PART OF THAT AREA'S EXISTING DEVELOPMENT PATTERN BY HAVING REGARD FOR:

(A) MASSING; (B) BUILDING HEIGHT; (C) ARCHITECTURAL PROPORTION: (D)VOLUMES OF DEFINED SPACE; (E) LOT SIZE: (F) POSITION RELATIVE TO THE ROAD; (G) BUILDING AREA TO SITE AREA RATIOS. (H) THE PATTERN, SCALE AND CHARACTER OF EXISTING DEVELOPMENT. (I) EXTERIOR BUILDING APPEARANCE; AND (J) COUNCIL ADOPTED DESIGN GUIDELINES THAT WILL ASSIST IN THE DESIGN AND REVIEW OF APPLICATIONS FOR DEVELOPMENT IN ACCORDANCE WITH THE POLICIES NOTED ABOVE.

POLICY 8.7.2.4

COUNCIL WILL ENSURE A TRANSITION AMONG VERY HIGH. HIGH. MEDIUM AND LOW PROFILE DEVELOPMENTS THROUGH THE APPLICATION OF SUCH **URBAN DESIGN MEASURES AS INCREMENTAL CHANGES** IN BUILDING HEIGHT, MASSING, SPACE SEPARATION OR LANDSCAPE BUFFER.

POLICY 8.7.2.5

COUNCIL WILL REQUIRE NEW DEVELOPMENT TO SUPPORT THE CREATION OF CONTINUOUS BUILDING FACADES ALONG MAIN STREETS THROUGH THE STREET LEVEL PRESENCE OF:

(A) COMMUNITY FACILITIES, RETAIL SHOPS, AND OTHER FREQUENTLY VISITED USES: AND

(B) ARCHITECTURAL FEATURES AND ELEMENTS WHICH CAN BE EXPERIENCED BY PEDESTRIANS.

POLICY 8.7.2.6

COUNCIL WILL ENCOURAGE THE BUILDINGS FACADES TO BE VISUALLY INTERESTING THROUGH EXTENSIVE USE OF STREET LEVEL ENTRANCES AND WINDOWS. FUNCTIONS WHICH DO NOT DIRECTLY SERVE THE PUBLIC. SUCH AS LOADING BAYS AND BLANK WALLS, SHOULD NOT BE LOCATED DIRECTLY FACING THE STREET.

POLICY 8.7.2.7

COUNCIL SHALL ENCOURAGE ALL MEDIUM. HIGH AND VERY HIGH PROFILE DEVELOPMENTS TO SETBACK ADDITIONAL STOREYS ABOVE THE THIRD (3) STOREY AWAY FROM THE ROAD FRONTAGE TO PROVIDE SUNLIGHT ACCESS, MANAGE WIND CONDITIONS AND ENHANCE THE PEDESTRIAN SCALE.

POLICY 8.7.2.8

COUNCIL WILL ENSURE THAT MAIN ENTRANCES TO BUILDINGS ARE STREET ORIENTED AND CLEARLY VISIBLE FROM PRINCIPAL PEDESTRIAN APPROACHES.





POLICY 8.7.2.9

COUNCIL MAY ALLOW THE INTERRUPTION OF CONTINUOUS BUILDING FACADES AT STRATEGIC LOCATIONS TO PROVIDE FOR POCKET PARKS, PLAZAS OR OTHER OPEN SPACES TO SUPPORT STREET ACTIVITY. COUNCIL WILL NOT ALLOW THE INTERRUPTION OF CONTINUOUS BUILDING FACADES FOR DRIVEWAY ACCESS UNLESS NO OTHER REASONABLE ALTERNATIVE EXISTS.

9

POLICY 8.7.2.10

COUNCIL WILL CONSIDER THE PREPARATION OF EXTERIOR BUILDING DESIGN GUIDELINES AS PART OF NEW DEVELOPMENT OR REDEVELOPMENT INVOLVING:

- (A) CIVIC WAYS;
- (B) MAIN STREETS;
- (C) HERITAGE AREAS:
- (D) BUSINESS IMPROVEMENT AREAS;
- (E) GATEWAYS;
- (F) COMMUNITY IMPROVEMENT AREAS; AND,
- (G) SPECIAL POLICY AREAS

POLICY 8.7.2.11

COUNCIL WILL ENCOURAGE THE HEIGHT, FORM, MASSING AND ARTICULATION OF NEW BUILDINGS AT PROMINENT LOCATIONS TO REFLECT THEIR STREET POSITION WITHIN THE CONTEXT OF THE OVERALL BLOCK. FOR EXAMPLE, BUILDINGS LOCATED ON CORNERS, AT "T" INTERSECTIONS, WITHIN OPEN SPACES, ADJACENT TO "S" CURVES OR ON AN ELEVATED POINT SHOULD CAPITALIZE ON THEIR LOCATION BY PROVIDING A FOCAL POINT FOR THE SURROUNDING NEIGHBOURHOOD.

RESPONSE

THE PROPOSED DEVELOPMENT WAS EVALUATED USING THE URBAN DESIGN GUIDELINES AND INTENSIFICATION GUIDELINES. AN UNDERSTANDING OF THE HISTORICAL SIGNIFICANCE AND CHARACTER OF THE NEIGBOURHOOD WERE THE MAIN DRIVERS OF THE ARCHITECTURAL DESIGN OF THE BUILDING.

THE DESIGN, WHICH BLENDS METAL COMPOSITES, GLAZING, AND RED BRICK, RESPONDS TO THE HISTORIC CHARACTER OF THE NEIGHBORHOOD AND ADDS TO ITS VISUAL APPEAL. THE CAREFUL ARTICULATION OF THE ELEVATIONS AND USE OF MATERIALS RESULT IN A BUILDING THAT BOTH COMPLEMENTS AND ENHANCES THE EXISTING URBAN FABRIC. BY PROVIDING INTERESTING STREET-LEVEL ENTRANCES, THE BUILDING INVITES RESIDENTS AND VISITORS TO EXPLORE AND ENGAGE WITH THEIR SURROUNDINGS. CONTRIBUTING TO A LIVABLE AND ATTRACTIVE URBAN ENVIRONMENT.

ARCHITECTURAL DESIGN / CHATHAM ST. WEST CONDOMINIUMS 696 CHATHAM ST. WEST. WINDSOR ON REV. 1 MAY 2023

CITY OF WINDSOR OFFICIAL PLAN: BUILT FORM URBAN DESIGN POLICIES



639 CHATHAM STREET WEST



524 PITT STREET WEST

POLICY 8.7.2.3

COUNCIL WILL ENSURE THAT PROPOSED DEVELOPMENT WITHIN AN ESTABLISHED NEIGHBOURHOOD IS DESIGNED TO FUNCTION AS AN INTEGRAL AND COMPLEMENTARY PART OF THAT AREA'S EXISTING DEVELOPMENT PATTERN BY HAVING REGARD FOR:

RESPONSE

THE ARCHITECTURAL ARTICULATION OF THE PROJECT WAS INFORMED BY THE CHARACTERISTICS OF THE "OLD TOWN NEIGHBOURHOOD". THIS INVOLVED A CLOSE EXAMINATION OF THE PROPORTIONS AND HEIGHT REFERENCES OF THE BUILDINGS IN THE AREA, AS WELL AS THE MATERIALS AND DESIGN DETAILS THAT ARE COMMON IN THIS HISTORIC NIEGHBOURHOOD. ONE NOTABLE FINDING WAS THE ALIGNMENT OF THE PROPOSED DEVELOPMENT'S AWNING AND WINDOW HEIGHTS WITH THE COMMON REFERENCED HEIGHT OF 12'-6" FOUND IN THE "OLD TOWN NEIGHBOURHOOD". THE ELEVATION ANALYSIS SHOWS HOW THE PROPOSED DEVELOPMENT'S PROPORTIONS AND HEIGHT REFERENCES WERE IN LINE WITH THOSE OF THE SURROUNDING BUILDINGS, CREATING A HARMONIOUS AND COHESIVE STREETSCAPE.



193-195 JANETTE AVE

147 JANETTE AVE

ARCHITECTURAL DESIGN / CHATHAM ST. WEST CONDOMINIUMS REV. 1 MAY 2023

696 CHATHAM ST. WEST. WINDSOR ON



552 PITT STREET WEST



163-165 JANETTE AVE.

POLICY 8.7.2.3

COUNCIL WILL ENSURE THAT PROPOSED DEVELOPMENT WITHIN AN ESTABLISHED NEIGHBOURHOOD IS DESIGNED TO FUNCTION AS AN INTEGRAL AND COMPLEMENTARY PART OF THAT AREA'S EXISTING DEVELOPMENT PATTERN BY HAVING REGARD FOR:

RESPONSE

Ε 45'-0" 3.7

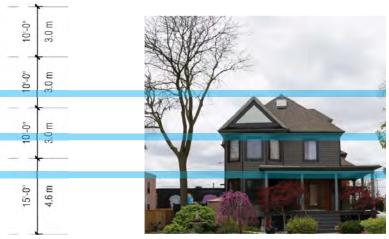
> 2'-6" 3.8 m

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211 JANETTE AVE.

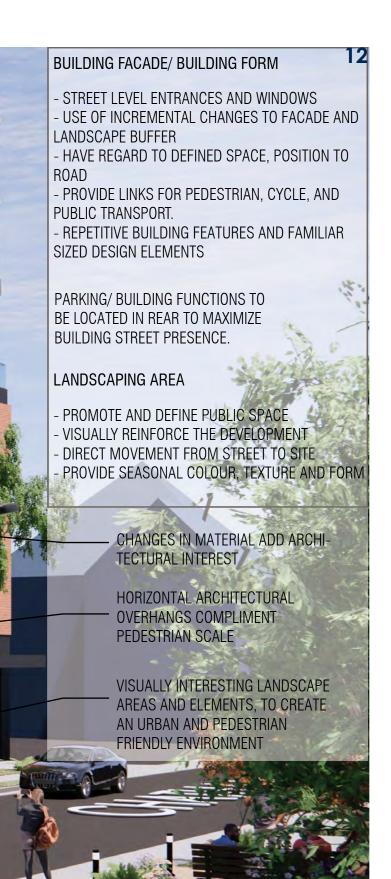
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CITY OF WINDSOR OFFCIAL PLAN: PUBLIC SPACE AND STREETSCAPE URBAN DESIGN POLICIES

POLICY 8.8.1.1

TO USE PUBLIC SPACE TO ENHANCE THE IMAGE OF WINDSOR.

POLICY 8.8.1.2

TO CLEARLY DEFINE THE BOUNDARIES AND EDGES OF PUBLIC SPACE AND THEIR ACCESS POINTS TO FORM AN IDENTIFIABLE, SAFE AND INVITING SPACE.

POLICY 8.8.1.3

TO CREATE A VARIETY OF PUBLIC SPACES WHICH ACCOMMODATE A BROAD RANGE OF ACTIVITIES AND ENCOURAGE YEAR ROUND USE.

POLICY 8.8.2.1

FOR THE PURPOSE OF THIS PLAN, PUBLIC SPACE INCLUDES ALL LANDS WITHIN PUBLIC RIGHTS-OF-WAY, OPEN SPACE AREAS, ELEMENTS OF THE GREEN-WAY SYSTEM AND OTHER PRIVATELY-OWNED AREAS INTENDED FOR PUBLIC USE.

POLICY 8.8.2.2

COUNCIL WILL PROMOTE THE DESIGN OF PUBLIC SPACES TO DEFINE AND COMPLEMENT THE IMAGE OF WINDSOR AND ITS NEIGHBOURHOODS.

POLICY 8.8.2.3

COUNCIL WILL USE THE ALIGNMENT, ELEVATION AND CONFIGURATION OF PUBLIC SPACES TO MAINTAIN AND ENHANCE SIGNIFICANT VIEWS AND VISTAS WITHIN, TO, AND FROM WINDSOR.

POLICY 8.8.2.4

COUNCIL WILL ENCOURAGE THE CREATION OF OPEN SPACES ADJACENT TO MAJOR INSTITUTIONAL BUILDINGS SO AS TO PROVIDE A CIVIC SETTING SUITABLE FOR COMPLEMENTARY RECREATION AND LEISURE ACTIVITIES.

POLICY 8.8.2.6

COUNCIL WILL PROMOTE THE CREATION OF PUBLIC SPACES WHICH ACCOMMODATE A RANGE OF HUMAN SOCIAL CONTACT, FROM INDIVIDUAL CONTEMPLATION AND PRIVATE CONVERSATIONS TO GROUP ACTIVITIES AND FESTIVITIES.







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CITY OF WINDSOR OFFCIAL PLAN: PUBLIC SPACE AND STREETSCAPE URBAN DESIGN POLICIES

POLICY 8.11.1.1

TO ACHIEVE AN INTEGRATED AND ATTRACTIVE STREET-SCAPE THROUGH DESIGN FEATURES WHICH ACCOMMODATE PEDESTRIAN AND VEHICLE NEEDS.

POLICY 8.11.1.2

TO ACHIEVE COHERENT STREET-SCAPE THEMES AND IMAGES.

POLICY 8.11.1.3

TO ACHIEVE A QUALITY OF STREET-SCAPE DESIGN WHICH REFLECTS THE EVOLVING CHARACTER OF INDIVIDUAL NEIGHBOURHOODS AND WINDSOR AS A WHOLE.

POLICY 8.11.1.4

TO PROVIDE STREET-SCAPE AMENITIES OF HIGH QUALITY DESIGN, VARIETY AND FUNCTION.

POLICY 8.11.2.1

COUNCIL WILL ENCOURAGE THE PRESERVATION AND EXTENSION OF THE EXISTING ROAD PATTERN AND CHARACTER TO ENHANCE ORIENTATION, MAINTAIN THE IMAGE OF WINDSOR, AND INTEGRATE NEWLY DEVELOPING AREAS OF THE CITY.

POLICY 8.11.2.2

COUNCIL WILL SUPPORT THE STRATEGIC CONFIGURATION OF ROADS THAT:

(A) MAXIMIZE DESIRED VIEWS AND VISTAS; (B) ENHANCE THE EXPERIENCE OF NATURAL FEATURES AN LANDFORMS IN WINDSOR: (C) FOCUS ACTIVITIES ON PUBLIC GATHERING PLACES; (D) ACCOMMODATE A BALANCED TRANSPORTATION SYSTEM; (E) CONSERVE ENERGY; AND (F) ASSIST IN ORIENTATION.



POLICY 8.11.2.3

COUNCIL WILL ENSURE THAT THE NUMBER, LOCATION AND DESIGN OF SIGNS AND FIXTURES SUCH AS UTILITIES AND OTHER SERVICE INSTALLATIONS RELATE TO THE CHARACTER OF THE SURROUNDING NEIGHBOURHOOD AND DO NOT OBSTRUCT MOVEMENT WITHIN THE RIGHT-OF-WAY.

POLICY 8.11.2.4

COUNCIL WILL SUPPORT THE PROVISION OF BOULEVARD AND MEDIAN STRIPS ON ROADS OF MORE THAN FOUR LANES FOR AESTHETIC AND SAFETY REASONS.

POLICY 8.11.2.5

COUNCIL WILL ENSURE THE PROVISION OF SUFFICIENT LANDSCAPING ALONG ROADS AT VARIOUS INTERVALS IN ACCORDANCE WITH THE FOLLOWING GENERAL PRINCIPLES:

(A) PROVIDE WINDBREAKS AND SHADE ALONG PEDESTRIAN AND CYCLING NETWORKS; (B) ENHANCE THE URBAN FOREST; (C) FRAME DESIRED VIEWS AND VISTAS; (D) VISUALLY REINFORCE A LOCATION; (E) DIRECT MOVEMENT: AND (F) ENHANCE THE IMAGE OF WINDSOR.

RESPONSE

THE PROJECT PROPOSES THE ESTABLISHMENT OF TWO URBAN CANOPY CORRIDORS ALONG CARON AVE. AND ALONG CHATHAM STREET. THESE CORRIDORS ARE DESIGNED TO BE PUBILICLY ACCESSIBLE AND WILL SUPPORT THE FUNCTION AND ENHANCE THE APPEARANCE OF THE STREET-SCAPE. OUTDOOR SEATING IS INTEGRATED INTO THE LANDSCAPE WITH STRATEGICALLY PLACED LIGHTING THAT WILL ENHANCE ACCESSABILITY, SAFETY AND THE AESTHETICS OF THE STREET-SCAPE.



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CITY OF WINDSOR OFFCIAL PLAN: PUBLIC SPACE AND STREETSCAPE URBAN DESIGN POLICIES

POLICY 8.11.2.7

COUNCIL WILL SUPPORT THE PROVISION OF SIDEWALKS ALONG ROADS IN ACCORDANCE WITH THE TRANSPORTATION CHAPTER OF THIS PLAN.

POLICY 8.11.2.8

COUNCIL WILL PROMOTE A CONSISTENT DECORATIVE TREATMENT OF SIDEWALKS WITHIN STRATEGIC AREAS, SUCH AS THE CITY CENTRE, MIXED USE AREAS, MAIN-STREETS AND COMMERCIAL CENTRES.

POLICY 8.11.2.9

COUNCIL WILL PROMOTE PAVED SURFACES FOR PEDESTRIAN NETWORKS WITH FEATURES THAT:

(A) ENHANCE THE CHARACTER OF THE SURROUNDING AREA; (B) INDICATE PEDESTRIAN CROSSINGS WITH A CONTINUATION OF THE SIDEWALK PATTERN OVER THE ROAD; (C) INDICATE POINTS WHERE ROADS CROSS PEDESTRIAN NET-WORKS; AND

(D) ACCOMMODATE HIGHER INTENSITY PEDESTRIAN MOVEMENT AT INTERSECTIONS.

POLICY 8.11.2.10

COUNCIL WILL PROMOTE THE DEVELOPMENT OF MAIN-STREETS AT THE LOCATIONS IDENTIFIED ON SCHEDULE G: CIVIC IMAGE. SUCH MAIN-STREETS WILL BE DESIGNED TO:

(A) PROMOTE A DIVERSE MIXTURE OF COMMERCIAL, RESIDENTIAL AND OTHER APPROPRIATE LAND USES ALONG THE ROAD; (B) ENCOURAGE PEDESTRIAN ACTIVITY AND MOVEMENT ALONG THE STREET-SCAPE; AND (C) PROVIDE AND/OR ENHANCE THE UNIQUE CHARACTER OF THE SURROUNDING NEIGHBOURHOOD.



RESPONSE

THE PROPOSED DEVELOPMENT IS FOCUSED ON CREATING A MORE PEDESTRIAN-FRIENDLY ENVIRONMENT ALONG CARON AVE. AND CHATHAM STREET WEST. BY INCORPORATING ARCHITECTURAL FEATURES LIKE GLAZING AT GRADE AND CANOPIES THAT REFERENCE THE HUMAN SCALE, THE PROPOSAL AIMS TO ENHANCE THE FUNCTION AND AESTHETICS OF THE EXISITING SIDEWALKS AND STREET-SCAPE. ADDITIONALLY THE LANDSCAPING DESIGN IS COORDINATED WITH THE BUILDING DESIGN, WITH SEATING NODES NESTLED BETWEEN TREES AND LANDSCAPE LIGHTING THAT CONTRIBUTES TO AN INVITING ATMOSPHERE. THE PROPOSED DEVELOPMENT ATTEMPTS TO CREATE A COHESIVE AND INVITING STREET-SCAPE THAT ENCOURAGES PEOPLE TO WALK AND SPEND TIME IN THE AREA.



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CITY OF WINDSOR OFFCIAL PLAN: PUBLIC SPACE AND STREETSCAPE URBAN DESIGN POLICIES

POLICY 8.11.2.11

COUNCIL WILL RECOGNIZE THE SIGNIFICANCE OF THE ROADS DESIGNATED AS MAIN-STREETS ON SCHEDULE G:

(A) ENHANCING THE PUBLIC RIGHTS-OF-WAY CONSISTENT WITH THE ESTABLISHED CHARACTER OF THE NEIGHBOURHOOD, USING STREETSCAPING ELEMENTS SUCH AS SPECIAL LIGHTING, LANDSCAPING, PAVING STONES, STREET FURNITURE, PUBLIC ART AND OTHER COMPLEMENTARY FEATURES AND FIXTURES: (B) PROTECTING AND ENHANCING SIGNIFICANT VIEWS AND VISTAS ALONG PUBLIC RIGHTS-OF-WAY: (C) PROTECTING AND ENHANCING HERITAGE RESOURCES; (D) ENCOURAGING THE PROVISION OF BUILDING AND STREETSCAPING ELEMENTS THAT PROVIDE SHELTER FROM INCLEMENT WEATHER. WHERE APPROPRIATE: AND (E) ENCOURAGING SIGNAGE WHICH ENHANCES THE CHARACTER OF THE MAIN-STREET.

POLICY 8.11.2.12

COUNCIL WILL PROMOTE THE DEVELOPMENT OF CIVIC WAYS AT THE LOCATIONS IDENTIFIED ON SCHEDULE G: CIVIC IMAGE. SUCH CIVIC WAYS WILL BE DESIGNED TO :

(A) PROMOTE AND PRESENT AN ATTRACTIVE AND UNIFYING IMAGE OF WINDSOR:

(B) MAINTAIN A SENSE OF WELCOME AND ARRIVAL FOR TRAVELERS:

(C) CREATE A MEMORABLE IMPRESSION OF WINDSOR; AND (D) COMPLEMENT AND ENHANCE THE MUNICIPALITY'S CAPITAL INVESTMENT IN MAJOR INFRASTRUCTURE.

POLICY 8.11.2.13

COUNCIL WILL RECOGNIZE THE SIGNIFICANCE OF ROADS DESIGNATED AS CIVIC WAYS ON SCHEDULE G: (A) ENHANCING THE PUBLIC RIGHTS-OF-WAY ALONG MAJOR ENTRY

POINTS INTO WINDSOR CONSISTENT WITH A HIGHLY ATTRACTIVE AND DISTINCTIVE IMAGE USING UNIFYING ELEMENTS SUCH AS LANDSCAPING, FIXTURES AND BOULEVARD AND MEDIAN TREATMENTS: AND

(B) PROTECTING AND ENHANCING SIGNIFCANT VIEWS AND VISTAS. PUBLIC SPACE AND HERITAGE RESOURCES ALONG THE CIVIC WAY.

POLICY 8.11.2.14

COUNCIL WILL PROMOTE THE DESIGNATION OF CYCLING ROUTES AND SEGREGATION OF MOVEMENT BY DESIGN FEATURES SUCH AS DISTINCTIVE SURFACE TREATMENTS, PAINTED LINES AND SYMBOLS SUBJECT TO APPROPRIATE DESIGN AND ENGINEERING GUIDELINES.

POLICY 8.11.2.15

COUNCIL WILL ENSURE THE EASE OF ORIENTATION ALONG THE PEDESTRIAN AND CYCLE NETWORKS THROUGH THE PROVISION OF SIGNS, ROUTE MAPS AND KEY VIEWS.

POLICY 8.11.2.16

COUNCIL WILL CONSIDER THE USE OF GATEWAYS, SIGNS, DECORATIVE SIDEWALKS, SCULPTURE AND OTHER FEATURES AT POINTS ALONG ROADS AND/OR ROUTES WHERE IT IS APPROPRIATE TO EMPHASIZE THE ENTRANCES TO THE CITY OR ITS NEIGHBOURHOODS.

POLICY 8.11.2.17

COUNCIL WILL ENSURE THAT SEATING ALONG ROADS IS PROVIDED AS REQUIRED AND IS DESIGNED TO:

(A) PROVIDE COMFORT FOR PEDESTRIANS AT WAITING AREAS, BUS

STOPS AND NEAR PUBLIC FACILITIES AND INSTITUTIONS: (B) SUPPORT ACTIVITIES ALONG THE ROAD IN COMMERCIAL OR MIXED USE AREAS:

(C) SUPPORT CONVERSATION AND SOCIAL INTERACTION THROUGH

THE APPROPRIATE LOCATION AND ORIENTATION OF SEATING; (D) PROVIDE A DEGREE OF PROTECTION FROM INCLEMENT WEATHER:

(E) PROVIDE SEATING SURFACES IN PROPORTION TO THE INTENSITY

OF ACTIVITIES AND THE SIZE OF THE SPACE; AND (F) ENCOURAGE AN ACTIVE STREET-LIFE IN ALL SEASONS.

POLICY 8.11.2.18

COUNCIL MAY SUPPORT SIDEWALK CAFES SUBJECT TO APPROPRIATE DESIGN GUIDELINES.

POLICY 8.11.2.19

COUNCIL WILL ENCOURAGE THE PARTIAL SCREENING OF SURFACE PARKING LOTS THROUGH THE USE OF LOW FENCES, WALLS, BERMS AND OTHER LANDSCAPE ELEMENTS, AND THROUGH THE LOCATION OF LOTS AWAY FROM STREET VIEW. WHILE STILL PERMITTING VIEWS FOR ORIENTATION AND SAFETY.

POLICY 8.11.2.20

COUNCIL WILL ENCOURAGE A REDUCTION IN THE SCALE OF LARGE SURFACE PARKING LOTS THROUGH SUBDIVISION INTO SMALLER AREAS BY MEANS OF LANDSCAPING, FENCING AND WALLS.

POLICY 8.11.2.21

COUNCIL WILL ENCOURAGE PARKING LOTS THAT AVOID LARGE EXPANSES FRONTING THE ROAD.

POLICY 8.11.2.22

COUNCIL WILL LIMIT THE CONSTRUCTION OF PARKING SPACES IN THE REQUIRED FRONT YARDS OF DWELLINGS, IN ORDER TO PROTECT THE AESTHETIC CHARACTER OF OLDER RESIDENTIAL NEIGHBOURHOODS, ENSURE THE AVAILABILITY OF **ON-STREET PUBLIC PARKING, ENSURE UNHAMPERED PEDESTRIAN** MOVEMENT WITHIN THE PUBLIC RIGHT-OF-WAY AND PREVENT HARM TO BOULEVARD TREES

RESPONSE

THIS DEVELOPMENT IS COMMITTED TO FOLLOWING THE OFFICIAL PLAN POLICIES FOR CREATING AN APPEALING AND WELL-DESIGNED LANDSCAPE. ALL HARDSCAPE ELEMENTS WILL MEET THE HIGH QUALITY STANDARDS SET BY THE CITY, AND THE VEGETATION WILL BE CAREFULLY CHOSEN FOR ITS LOW-MAINTENANCE, PEST AND DISEASE RESISTANCE. THE USE OF VEGETATION WILL ALIGN WITH ESTABLISHED PRINCIPLES TO ENSURE A BEAUTIFUL AND SUSTAINABLE LANDSCAPE.

THE PROPOSED DEVELOPMENT WILL LOCATE PARKING ON THE PODIUM LEVEL, WITH THE DESIGN EMPHASIZING A RESIDENTIAL TYPOLOGY. THE GROUND FLOOR WILL BE PROGRAMMED WITH AMENITIES FOR RESIDENTS AND DESIGNED TO PROVIDE VISUAL APPEAL, ENHANCING THE URBAN EXPERIENCE AND PROMOTING PEDESTRIAN TRAFFIC. IN COMBINATION WITH THE EXTERIOR LANDSCAPE FEATURES, THIS PROPOSAL WILL REVITALIZE THE OLD TOWN NEIGHBORHOOD BY PROMOTING PEDESTRIAN ACTIVITY AND CREATING A VIBRANT AND INVITING ATMOSPHERE. THE LOCATION OF THE PARKING ON THE PODIUM LEVEL AND THE CAREFULLY DESIGNED GROUND FLOOR WILL HELP ACTIVATE THE NEIGHBORHOOD, MAKING IT A MORE LIVABLE AND ATTRACTIVE **URBAN ENVIRONMENT.**



696 CHATHAM ST. WEST. WINDSOR ON REV. 1 MAY 2023

CITY OF WINDSOR OFFCIAL PLAN: LIGHTING URBAN DESIGN POLICIES

POLICY 8.13.1.1

TO ENSURE THAT LIGHTING IMPROVES VISIBILITY AND SAFETY.

POLICY 8.13.1.2

TO ENHANCE PROMINENT BUILDINGS AND SPACES THROUGH THE USE OF LIGHTING.

POLICY 8.13.1.3

TO MINIMIZE INTRUSIVE LIGHTING.

POLICY 8.13.2.1

COUNCIL WILL PROMOTE LIGHTING THAT IMPROVES SAFE MOVEMENT ALONG THE TRANSPORTATION SYSTEM.

POLICY 8.13.2.2

COUNCIL WILL PROMOTE ADEQUATE LIGHTING IN AREAS WHERE PUBLIC SAFETY IS OF CONCERN AND WOULD BE APPROPRIATE.

POLICY 8.13.2.3

COUNCIL SHALL PROMOTE THE USE OF LIGHTING TO ACCENT STEPS, TURNS, RAMPS, TRANSIT STOPS AND OTHER FEATURES FREQUENTLY ENCOUNTERED IN THE URBAN ENVIRONMENT.

POLICY 8.13.2.4

COUNCIL WILL PROMOTE THE LIGHTING OF PROMINENT BUILDINGS. MONUMENTS AND FEATURES TO ACCENTUATE CIVIC AND ARCHITECTURAL DESIGN.

POLICY 8.13.2.5

COUNCIL WILL PROMOTE THE USE OF LIGHTING WHICH COMPLEMENTS AND ENHANCES THE ESTABLISHED CHARACTER OF AN AREA OR NEIGHBOURHOOD.



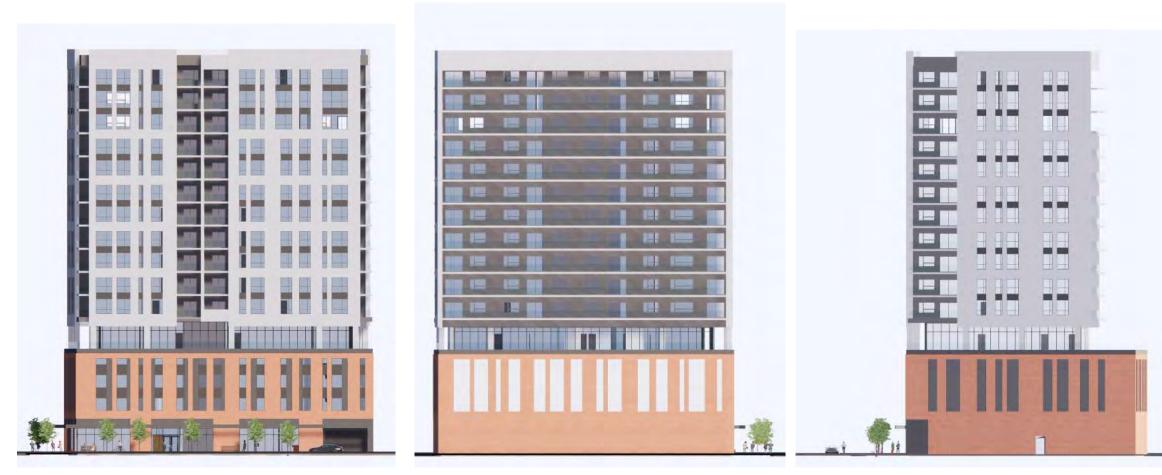
RESPONSE

THE PROPOSED DESIGN UTILITY. LIGHTING AND SIGNAGE FOR THE BUILDING WILL BE CONSISTENT WITH THE GUIDELINES AS PER THE CITY OF WINDSOR.

THE UTILITY CONNECTIONS WILL BE CONNECTED TO THE EXISTING SERVICES AND COORDINATED WITH PROVIDERS AS REQUIRED. ALL EFFORTS WILL BE MADE TO ENSURE THE VISUAL IMPACT WILL BE MINIMIZED WHEREVER POSSIBLE.

ALL SIGNAGE AND LIGHTING WILL BE DESIGNED TO BE DARK SKY COMPLIANT AND PROVIDE DOWNCAST LIGHTING. ALL MECHANICAL EQUIPMENT WILL BE DESIGNED TO MINIMIZE VISUAL INTERRUPTIONS AND IMPACT ON THE COMMUNITY.

696 CHATHAM ST. WEST. WINDSOR ON REV. 1 MAY 2023



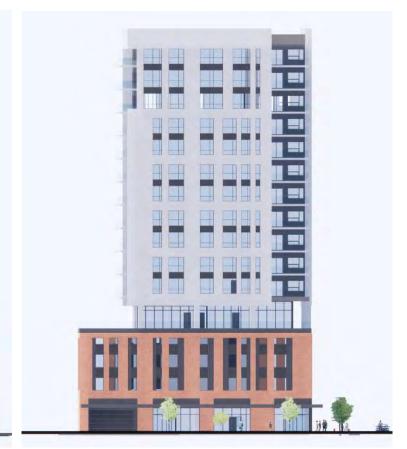
NORTH ELEVATION

SOUTH ELEVATION

EAST ELEVATION







WEST ELEVATION













EXTERIOR RENDERS / CHATHAM ST. WEST CONDOMINIUMS 696 CHATHAM ST. WEST, WINDSOR ON REV. 1 MAY 2023







CONCLUSION

THIS PROPOSED DEVELOPMENT ALIGNS WITH THE VISION AND GOALS SET FORTH IN THE DOWNTOWN WINDSOR ENHANCEMENT STRATEGY AND COMMUNITY IMPROVEMENT PLAN (6.1.1 AREA VISION) BY ADDING SMART DENSITY TO THE "OLD TOWN NEIGHBOURHOOD" AND COMPLEMENTING ITS EXISTING ARCHITECTURAL CHARACTER. IT MEETS THE OBJECTIVES OF THE CITY OF WINDSOR OFFICIAL PLAN BY FOLLOWING URBAN DESIGN GUIDELINES THAT ENHANCE THE SENSE OF COMMUNITY AND QUALITY OF LIFE IN THE AREA.

BY CREATING NEW HOUSING OPPORTUNITIES, THIS DEVELOPMENT WILL DRIVE FOOT TRAFFIC AND ECONOMIC ACTIVITY, ADDING TO THE VIBRANCY OF THE NEIGHBOURHOOD. THE PEDESTRIAN-FRIENDLY DESIGN ELEMENTS, SUCH AS CANOPIES AND URBAN LANDSCAPING, WILL CREATE A WELCOMING AND ATTRACTIVE ENVIRONMENT THAT ENCOURAGES PEOPLE TO SPEND TIME IN THE AREA. THE INCREASED DENSITY AND FOOT TRAFFIC GENERATED BY THE DEVELOPMENT WILL PROVIDE A BOOST TO LOCAL BUSINESSES AND CONTRIBUTE TO THE OVERALL HEALTH AND PROSPERITY OF THE "OLD TOWN NEIGHBOURHOOD".

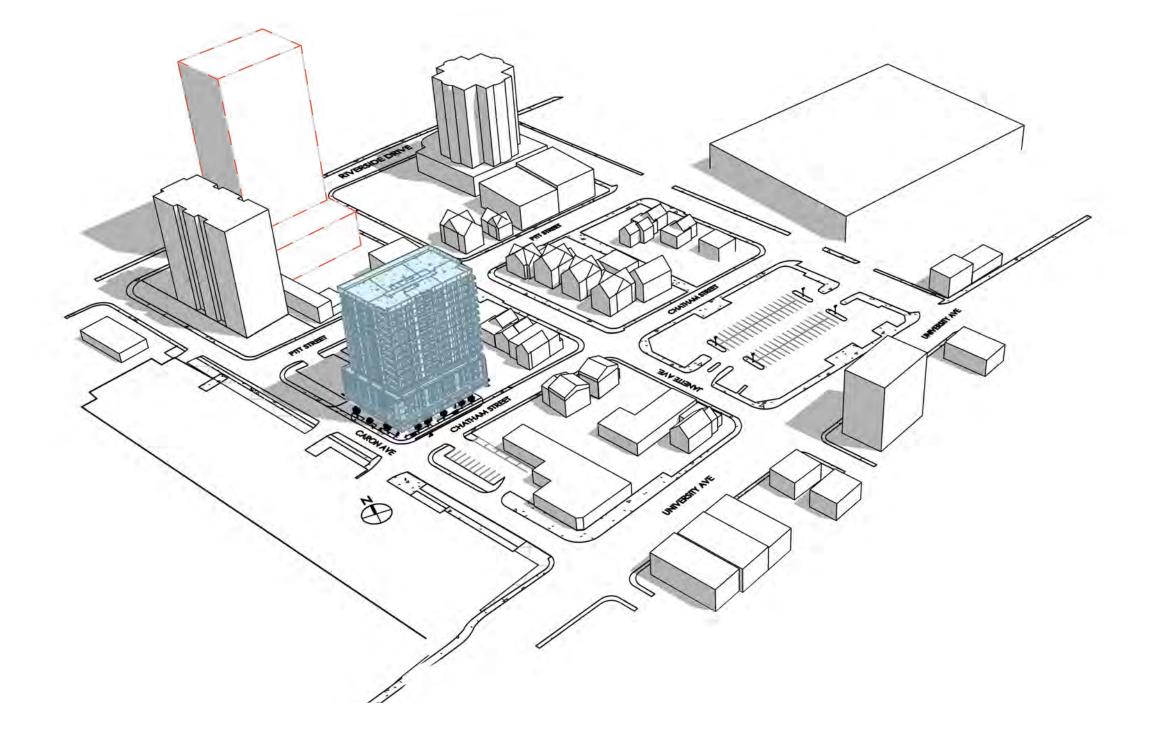


CONCLUSION / CHATHAM ST. WEST CONDOMINIUMS

696 CHATHAM ST. WEST. WINDSOR ON

REV. 1 MAY 2023

MICRO-CLIMATE STUDY - CHATHAM ST. WEST CONDOMINIUMS





INTRODUCTION

BAIRD AE HAS BEEN RETAINED BY MAGNIFICENT HOMES (THE APPLICANT) TO PREPARE AN MICRO-CLIMATE STUDY FOR THE DEVELOPMENT OF THE PROPERTY LOCATED AT 666-696 CHATHAM STREET WEST. THE PURPOSE OF THIS STUDY IS TO ILLUSTRATE HOW THE PROPOSED DEVELOPMENT INFLUENCES THE URBAN CONTEXT IN TERMS OF SUN AND SHADOW.

PROPOSED BUILDING

FUTURE 28 STOREY TOWER



SITE LEGEND / CHATHAM ST. WEST CONDOMINIUMS DECEMBER, 2022

696 CHATHAM ST. WEST, WINDSOR ON



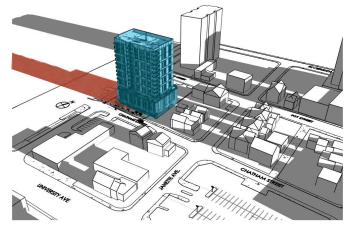




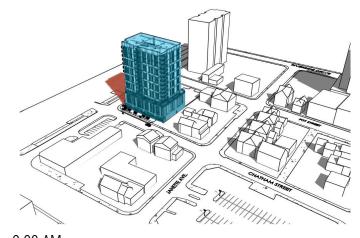
OLD TOWN NEIGHBORHOOD PROPOSED BUILDING FUTURE 28 STOREY DEVELOPMENT

EXISTING SITE DISTRICT / CHATHAM ST. WEST CONDOMINIUMS DECEMBER, 2022

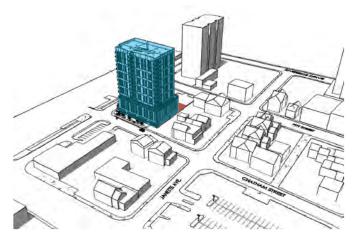
696 CHATHAM ST. WEST, WINDSOR ON



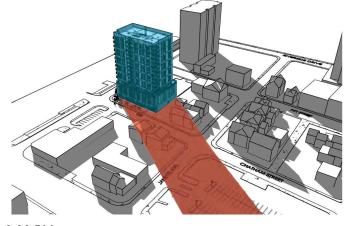
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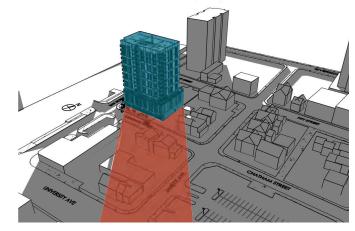
9:00 AM SUMMER SOLSTICE



12:00 PM SUMMER SOLSTICE

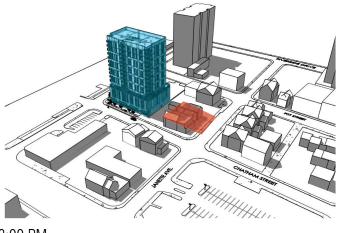


6:00 PM SUMMER SOLSTICE



9:00 PM (SUNSET) SUMMER SOLSTICE

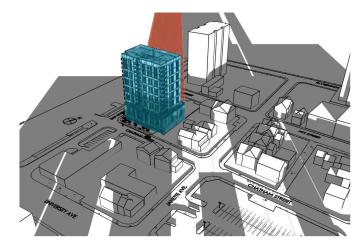




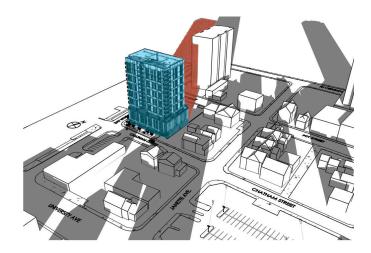
3:00 PM SUMMER SOLSTICE

> EXTENT OF PROPOSED BUILDING SHADOW EXTENT OF EXISTING BUILDING SHADOWS PROPOSED BUILDING

WINTER SOLSTICE



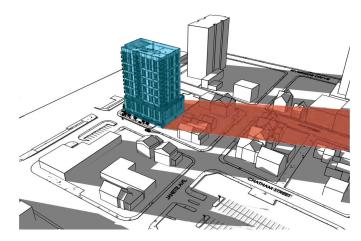
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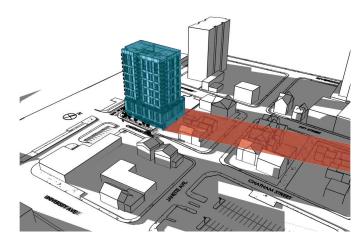
9:00 AM WINTER SOLSTICE



12:00 PM WINTER SOLSTICE

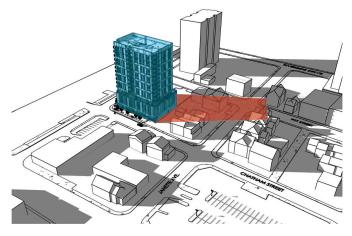


4:00 PM WINTER SOLSTICE



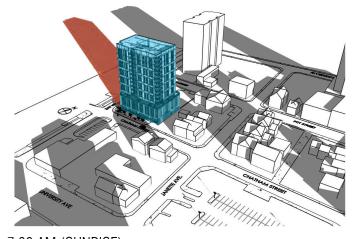
5:00 PM (SUNSET) WINTER SOLSTICE



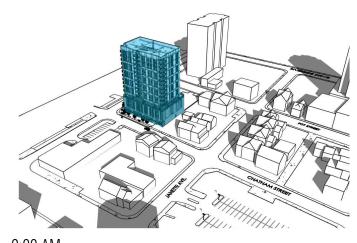


3:00 PM WINTER SOLSTICE

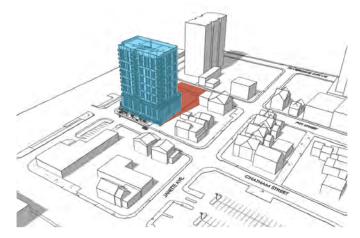
> EXTENT OF PROPOSED BUILDING SHADOW EXTENT OF EXISTING BUILDING SHADOWS PROPOSED BUILDING



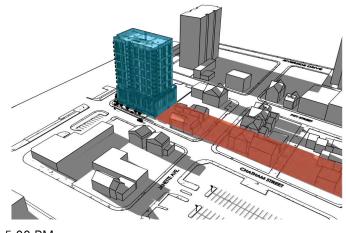
7:30 AM (SUNRISE) SPRING EQUINOX



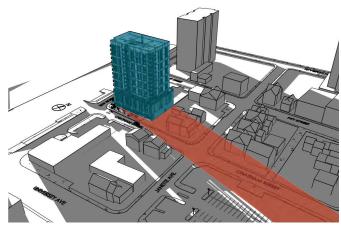
9:00 AM SPRING EQUINOX



12:00 PM SPRING EQUINOX

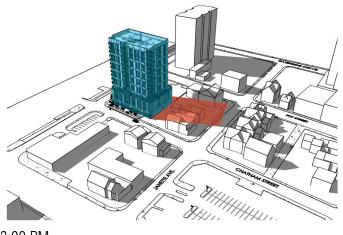


5:00 PM SPRING EQUINOX



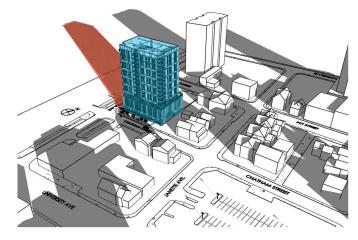
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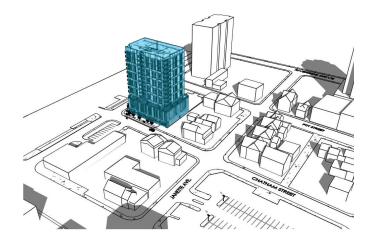


3:00 PM SPRING EQUINOX





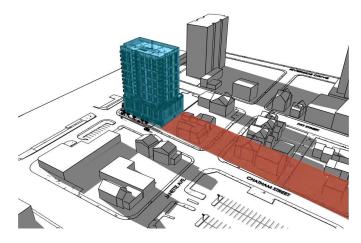
7:20 AM (SUNRISE) FALL EQUINOX



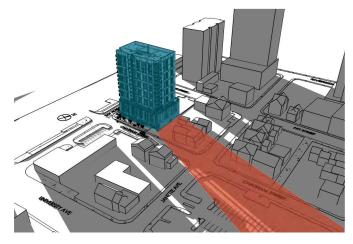
9:00 AM FALL EQUINOX



12:00 PM FALL EQUINOX

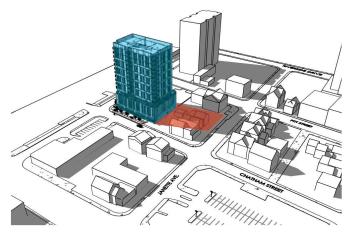


5:00 PM FALL EQUINOX



7:30 PM (SUNSET) FALL EQUINOX





3:00 PM FALL EQUINOX





HERITAGE OVERVIEW: 666, 676, 684, AND 696 CHATHAM STREET WEST, WINDSOR, ONTARIO FINAL REPORT

June 5, 2023

Prepared for: Magnificent Homes 425 Newbold Street London, Ontario N6E 1K2

Prepared by: Stantec Consulting Ltd 600-171 Queens Avenue London, Ontario N6A 5J7

Project Number: 160940899 The conclusions in the Report titled Heritage Overview: 666, 676, 684, and 696 Chatham Street West, Windsor, Ontario are Stantec's professional opinion, as of the time of the Report, and concerning the scope described in the Report. The opinions in the document are based on conditions and information existing at the time the document was published and do not take into account any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient's own risk.

Stantec has assumed all information received from Magnificent Homes (the "Client") and third parties in the preparation of the Report to be correct. While Stantec has exercised a customary level of judgment or due diligence in the use of such information, Stantec assumes no responsibility for the consequences of any error or omission contained therein.

This Report is intended solely for use by the Client in accordance with Stantec's contract with the Client. While the Report may be provided to applicable authorities having jurisdiction and others for whom the Client is responsible, Stantec does not warrant the services to any third party. The report may not be relied upon by any other party without the express written consent of Stantec, which may be withheld at Stantec's discretion.

Prepared by:	Digitally signed by Smith, Frank Date: 2023.05.05 11:51:28-04'00' Signature
	Frank Smith, MA, CAHP Printed Name
	Prated Name
Reviewed by:	Digitally signed by Jones, Lashia Date: 2023.06.05 11:52:37 -04'00'
,	Signature
	Lashia Jones, MA, CAHP
	Printed Name
Approved by:	Digitally signed by Meashan Rivard Date: 2023.06.05 14:14:33 -04'00'
	Signature
	Meaghan Rivard, MA, CAHP
	Print Name



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Executive Summary

Stantec Consulting Ltd. (Stantec) was retained by Magnificent Homes (the Client) to complete a Heritage Overview for the properties at 666, 676, 684, and 696 Chatham Street West in the City of Windsor (the City), Ontario. These properties are currently vacant and the client is proposing to redevelop the properties and construct a residential 16 storey building containing 88 residential units. The proposed redevelopment is located within the "Old Town Neighbourhood" of the *Downtown Windsor Enhancement Strategy and Community Improvement Plan.* The vacant properties are also situated directly adjacent to three properties listed on the City's Municipal Heritage Register, including 181, 187, and 193-195 Janette Avenue. The City has requested that a Heritage Overview containing a site description, review of existing historic character, assessment of impacts, and mitigation measures be prepared for the proposed redevelopment. The Heritage Overview assesses the impacts of the proposed undertaking on the Old Town Neighbourhood as a distinct character area and on previously identified built heritage resources located within the Old Town Neighbourhood.

The proposed undertaking will result in direct impacts through alteration to the Old Town Neighbourhood and Study Area by the introduction of a new modern building. In addition, there is a risk of direct impact through removal if it is not possible to retain the mature northern catalpa street trees. If the existing northern catalpa trees are retained, they are at risk of indirect impact through land disturbance during the construction phase of the project.

To mitigate impacts to the Old Town Neighbourhood character and previously identified built heritage resources, the proposed redevelopment has been designed to harmonize with its surrounding streetscape and the wider Old Town Neighbourhood. As such, mitigation measures for the Old Town Neighbourhood from the proposed redevelopment are limited to the existing northern catalpa street trees.

To mitigate risks to the trees if they are retained, an arborist report should be completed to determine appropriate measures to protect the limbs and roots of these trees. If retention of the existing northern catalpa trees is not feasible, an appropriate design guideline to mitigate the loss of the trees is to maximize the density of new street-trees by minimum spacing of new trees to acceptable municipal urban forestry guidelines, and adherence with principles of Crime Prevention Through Environmental Design (CPTED). The street tree species selection at the site plan approval stage should be determined by the project Landscape Architect working with the project certified Arborist taking all site conditions into account. The final site plans should be reviewed and approved by a Cultural Heritage Landscape Architect or Arborist with experience in cultural heritage landscapes or historic tree types who can also provide input into the arrangement and species selection.

The Executive Summary highlights key points from the report only; for complete information and findings, the reader should examine the complete report.



Project Personnel

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Project Manager:	Meaghan Rivard, MA, CAHP
Heritage Consultant:	Meaghan Rivard, MA, CAHP
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Abbreviations

САНР	Canadian Association of Heritage Professionals
CBC	Canadian Broadcasting Corporation
CIP	Downtown Windsor Enhancement Strategy and Community Improvement Plan
CPTED	Crime Prevention Through Environmental Design
МА	Master of Arts
МСМ	Ministry of Citizenship and Multiculturalism



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iv

1 Introduction

1.1 Study Purpose

Stantec Consulting Ltd. (Stantec) was retained by Magnificent Homes (the Client) to complete a Heritage Overview for the properties at 666, 676, 684, and 696 Chatham Street West in the City of Windsor (the City), Ontario. These properties are currently vacant and the client is proposing to redevelop the properties and construct a residential 16 storey building containing 88 residential units. The proposed redevelopment is located within the "Old Town Neighbourhood" of the *Downtown Windsor Enhancement Strategy and Community Improvement Plan* (Figure 1). The vacant properties are also situated directly adjacent to three properties listed on the City's Municipal Heritage Register, including 181, 187, and 193-195 Janette Avenue. The City has requested that a Heritage Overview containing a site description, review of existing historic character, assessment of impacts, and mitigation measures be prepared for the proposed redevelopment. The Heritage Overview assesses the impacts of the proposed undertaking on the Old Town Neighbourhood as a distinct character area and on previously identified built heritage resources located within the Old Town Neighbourhood.

For the purpose of this Heritage Overview, the Study Area is compromised of the municipal property boundaries of 666, 676, 684, and 696 Chatham Street West (Figure 1).

1.2 Methodology

1.2.1 City of Windsor Official Plan

The City's Official Plan under Section 9 includes the City's goal, objectives, and policies related to heritage conservation. This section of the plan was approved by the Ministry of Municipal Affairs and Housing on January 6, 2012 (City of Windsor 2012: 9-1). Applicable to this Heritage Overview is Section 9.3.7.1 (b) included below:

Ensuring that secondary plan studies, community improvement plans and other planning studies identify heritage resources which may exist in the areas under study and propose means to protect and enhance those heritage resources.

(City of Windsor 2012: 9-7)

1.2.2 Downtown Windsor Enhancement Strategy and Community Improvement Plan

The *Downtown Windsor Enhancement Strategy and Community Improvement Plan* (CIP) was adopted by City Council on September 29, 2017 and adopted as a by-law on October 16, 2017 (City of Windsor 2017). The City initiated the Plan in 2015 with the purpose of creating an updated vision, strategy, and action plan to guide, leverage, and expand on the ongoing revitalization efforts and investments occurring in the downtown (City of Windsor 2017: 1). Under Section 6, the CIP identifies specific Neighbourhood



Project Number: 160940899

and District Areas, that each have their own character, scale, sense of place, population, and range of services and amenities. The intent of the breakdown by neighbourhoods and district areas to provide a clear flexible framework to guide development (City of Windsor 2017: 106). The Study Area is situated within the Old Town Neighbourhood, an area comprised of early 20th century residences and small scale commercial along Pitt Street, Chatham Street, and University Avenue. The plan sets an "area vision" for this neighbourhood:

To be an attractive residential neighbourhood with a mix of high and low density residential that is developed in a compatible manner within the existing heritage context. This area should also provide an opportunity for small scale commercial and live/work opportunities.

(City of Windsor 2017: 125)

The Study Area is located on vacant land. The Plan provides and outlines development opportunities for vacant land within the Old Town Neighbourhood:

This small area has a significant amount of vacant land and surface parking lots that could be put to a higher and better use.

(City of Windsor 2017: 125)

1.2.3 Field Program

A site assessment was undertaken on June 21, 2022, by Frank Smith, Cultural Heritage Specialist. The weather conditions were sunny and hot. The site visit consisted of a pedestrian survey of the property and the Old Town Neighbourhood. Photographs of the Study Area were taken on a Nikon D5300 at a resolution of 300 dots per inch and 6000 by 4000 pixels. Photographs of the Old Town Neighbourhood used for contextual purposes were digitally recorded on an iPhone XR using the ESRI Collector application.

1.2.4 Assessment of Impacts

The assessment of impacts is based on the impacts defined in the Ministry Citizenship and Multiculturalism(MCM) *Infosheet #5 Heritage Impact Assessments and Conservation Plans* (Infosheet #5). Impacts to heritage resources may be direct or indirect.

Direct impacts include:

- Destruction of any, or part of any, significant heritage attributes or features
- Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance

Indirect impacts do not result in the direct destruction or alteration of the feature or its heritage attributes, but may indirectly affect the cultural heritage value or interest of a property by creating:

- Shadows that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden
- Isolation of a heritage attribute from its surrounding environment, context or a significant relationship
- Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features



- A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces
- Land disturbances such as a change in grade that alters soil, and drainage patterns that adversely affect an archaeological resource

(Government of Ontario 2006)

In addition to direct impacts related to destruction, the Heritage Overview also evaluated the potential for indirect impacts resulting from the vibrations of construction and the transportation of project components and personnel. This was categorized together with land disturbance. Although the effect of traffic and construction vibrations on historic period structures is not fully understood, vibrations may be perceptible in buildings with a setback of less than 40 metres from the curbside (Crispino and D'Apuzzo 2001; Ellis 1987; Rainer 1982; Wiss 1981). For the purposes of this study, a 50-metre buffer is used to represent a conservative approach to delineate potential effects related to vibration. The proximity of the proposed development to heritage resources was considered in this assessment.

1.2.5 Mitigation Options

In addition to providing a framework to assess the impacts of a proposed undertaking, the MCM Infosheet #5 also provide methods to minimize or avoid impacts on cultural heritage resources. These include, but are not limited to:

- Alternative development approaches
- Isolating development and site alteration from significant built and natural features and vistas
- Design guidelines that harmonize mass, setback, setting, and materials
- Limiting height and density
- Allowing only compatible infill and additions
- Reversible alterations
- Buffer zones, site plan control, and other planning mechanisms

(Government of Ontario 2006)





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2 Site Description

2.1 Study Area

The Study Area is situated at the southwest corner of Chatham Street West and Caron Avenue in the City's downtown. Based on a review of aerial photographs the properties at 666, 676, 684, and 696 Chatham Street West formerly contained residences that were demolished mostly between 2002 and 2004. Chatham Street West is a two lane one way westbound street and Caron Avenue is a two lane roadway. The Study Area is currently an empty lot, and no visual indication exists to differentiate each municipal address. The properties are currently landscaped with a lawn and trees. Trees include two mature northern catalpa trees, a thornless honey locust, white spruce, a Norway spruce, and a dead deciduous tree (Plate 1 to Plate 4). The northern catalpa tree was a popular ornamental tree during the 19th and early 20th centuries and was valued for its large leaves and white flowers. Northern catalpa trees are currently infrequently planted due to their high maintenance requirements (University of New Hampshire 2022). The remaining trees on the property are popular and common trees into the present-day.



Plate 1: Looking south at Study Area

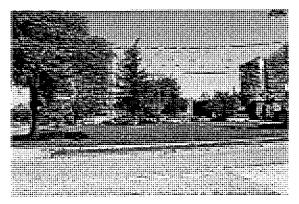


Plate 2: Looking north at Study Area





Plate 3: Looking south at northern catalpa trees



Plate 4: Looking north at northern catalpa tree canopies

2.2 Old Town Neighbourhood

The Old Town Neighbourhood has a mixed character and contains a mix of surface parking lots, civic buildings, low to high density residential buildings, and commercial structures. The north boundary of the neighbourhood is Riverside Drive West, the west boundary is Caron Street, the south boundary is University Avenue West, and the east boundary is Bruce Avenue (City of Windsor 2017: 124).

This section of the Old Town Neighbourhood on Riverside Drive contains the highest density residential structures including the Dieppe Tower and the Water Park Place Condominiums (Plate 5). The remainder of the Old Town Neighbourhood along Riverside Drive West consists of vacant lots and the Canadian Broadcasting Corporation (CBC) Windsor studio and broadcast tower (Plate 6 and Plate 7). This section of the Old Town Neighbourhood contains access to the riverfront trail and offers scenic views of the Detroit skyline and Detroit River (Plate 8).

Between Riverside Drive West and Pitt Street West, the Old Town Neighbourhood contains a mix of mostly detached mid-rise apartment buildings, residences, and commercial structures. Some of the residences have been converted to commercial use. In general, the structures in this area date to the late 19th to early 20th century and are Ontario vernacular structures with some examples of Queen Anne and Edwardian design influences (Plate 9 to Plate 11). Between Pitt Street West and Chatham Street West the Old Town Neighbourhood primarily contains detached residences dating to the late 19th to early 20th century. Many of these properties are landscaped with mature trees (Plate 12 and Plate 13). Along University Avenue the Old Town Neighbourhood is primarily commercial in character and includes a large surface parking lot (Plate 14 and Plate 15). The west side of Caron Avenue in the Old Town Neighbourhood is dominated by a surface parking lot stretching from University Avenue West to just north of Pitt Street West (Plate 16).

The western edge of the Old Town Neighbourhood contains Salter Avenue and Crawford Avenue. This section is visually and physically separated from the eastern section by the former right of way of the Canadian Pacific Railway. As a result, motorists and pedestrians are required to cross bridges at



Riverside Drive West and University Avenue West to cross into the western section of the Old Town Neighbourhood. Salter Avenue is a mix of commercial and residential use while Crawford Avenue is residential with the exception of part of the CBC property (Plate 17 and Plate 18). The residences in this area consist of detached structures mostly dating to the late 19th to early 20th century with some modem infill (Plate 19).

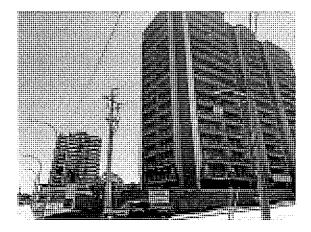


Plate 5: Looking east at high density residential towers

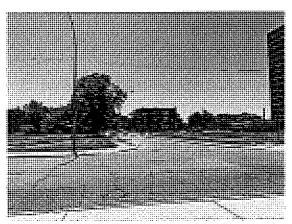


Plate 6: Looking south at vacant lots

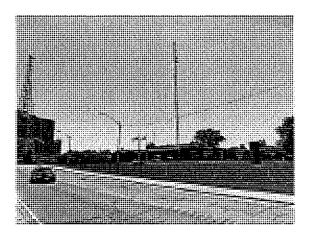


Plate 7: Looking south at CBC facility

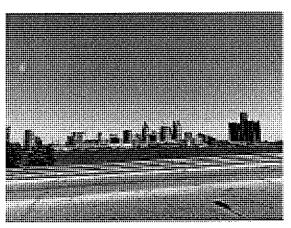


Plate 8: Looking north at Detroit skyline and Detroit River





Plate 9: Looking north at commercial building at 656 Pitt Street

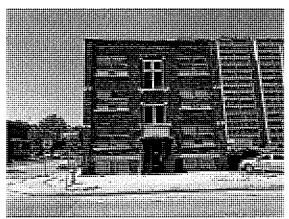


Plate 10: Looking west at Edwardian style apartment at 147 Janette Avenue

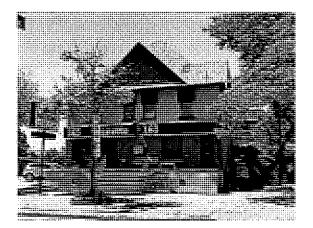


Plate 11: Looking south at 163-165 Janette Street, a residence converted to commercial use



Plate 12: Looking east on Janette Avenue between Pitt Street West and Chatham Street West





Plate 13: Looking west on Bruce Avenue at 19th century residence

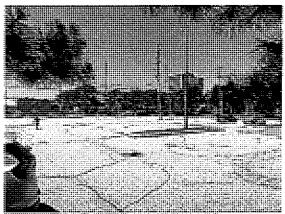


Plate 14: Looking west at surface parking



Plate 15: Commercial properties on University Avenue West, looking north

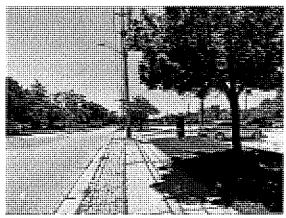


Plate 16: Looking south on Caron Avenue



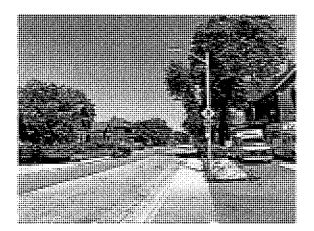


Plate 17: Looking north on Crawford Avenue



Plate 18: Looking north on Salter Avenue



Plate 19: 19th century residence at 274 Crawford Street, looking east



3 Heritage Character Description of Old Town Neighbourhood

3.1 Design Character

The Old Town Neighbourhood contains a mix of design styles that reflect the various periods of development and redevelopment of the Old Town Neighbourhood. Structures within the Old Town Neighbourhood dating to the late 19th century to early 20th century include representative architectural styles typical to the period in which the structures were built such as Queen Anne Revival, Edwardian, and Ontario vernacular.

The Queen Anne style was popular in Ontario from about 1880 to 1910. Queen Anne residences typically contain irregular plans, irregular and intersecting roofs, projecting bays, and classically inspired ornamentation (Blumenson 1990: 102). Examples of the Queen Anne style within the Old Town Neighbourhood include the block of detached houses at 164, 174, 178, and 190 Janette Avenue. Common materials used for these residences in the Old Town Neighbourhood include red buff brick. A number of Queen Anne residences in the neighbourhood have been clad with modern siding. While many of these structures have had modern window replacements or have been reclad in siding, they generally retain a medium to high degree of heritage integrity and remain readily identifiable as Queen Anne style structures.

The Edwardian style was popular in Ontario between about 1900 and 1930. In general, the Edwardian style began a trend into simpler building design and styles that continued into the mid-20th century. Edwardian style residences commonly include a simple roof and balanced proportions. Classically inspired ornamentation is also used, especially as part of a frontispiece (Blumenson 1990: 166). Examples of Edwardian architecture within the Old Town Neighbourhood include the semi-attached residences at 629 and 639 Chatham Street West, the Dieppe Park Apartments at 524 Pitt Street West, and 147 Janette Avenue. Common materials used for these residences in the Old Town Neighbourhood include red brick and painted brick. While many of these structures have had modern window replacements, they generally retain a medium to high degree of heritage integrity and remain readily identifiable as Edwardian structures.

The Old Town Neighbourhood also contains examples of Ontario vernacular structures common to the late 19th to mid-20th century. Vernacular structures use locally available building materials and often adhere less strictly to popular design styles. Vernacular structures in the Old Town Neighbourhood include the detached residence at 563 Pitt Street West and the semi-attached residence at 250 and 256 Crawford Avenue. These residences are often clad in red brick or modern siding. While many Ontario vernacular structures have had modern window replacements or have been reclad in modern siding their form and massing remain readily identifiable as late 19th to early 20th century structures.

The Old Town Neighbourhood also contains examples of mid-20th century and late 20th century infill such as the residence 264 Crawford Avenue, the Windsor Utilities Commission Hydro Substation at 191 Bruce Avenue, and the Dieppe Tower at 120 Caron Avenue. With the exception of the high-rise Dieppe Tower



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and high-rise Water Park Place Condominiums, the infill within the neighbourhood generally respects the massing and setback of the late 19th to early 20th century residences which preceded them. Except for the Water Park Place Condominiums, these structures usually have red brick or buff brick exteriors. Many of the properties dating to the late 19th to early 20th century are landscaped with mature deciduous street trees.

3.2 Historical Character

The Old Town Neighbourhood is an example of a residential area spurred by the development of a streetcar network. In 1874, present-day University Avenue was laid out to create a streetcar line (Walkerville Times 2015). University Avenue is the present-day south boundary of the Old Town Neighbourhood. Residential development spurred by streetcar development typically included rectilinear plans, generally detached houses on narrow lots, and small front yard setbacks with porches (McAlester 2021: 66-67).

During the late 19th and early 20th century Windsor experienced steady growth and the population increased from 10,322 in 1891 to 38,591 in 1921 (Dominion Bureau of Statistics 1953). Historical mapping from 1878 shows that much of the present-day street grid of the neighbourhood had yet to be laid out (Walling 1878). By 1913, the present-day street grid had been laid out and the area was hatched in topographic mapping indicating it had been thickly settled (Department of Militia and Defence 1913). Therefore, much of the development of the Old Town Neighbourhood occurred between about 1880 and 1910.

3.3 Contextual Character

The general character of the Old Town Neighbourhood is mixed, and sections of streetscape are dominated by surface parking lots and high rise towers. As a result, the Old Town Neighbourhood does not have a unique or definable streetscape. However, sections of the Old Town Neighbourhood do contain distinct areas from a cultural heritage perspective. From a contextual perspective, Janette Street between Chatham Street West and Pitt Street West contains a relatively intact late 19th to early 20th century streetscape. This gives this section of Janette Street a unique and definable character.

While concentrations of late 19th to early 20th century structures are also present on Chatham Street West, Bruce Avenue, and Crawford Avenue these sections contain a higher degree of infill and surface parking and do not present a coherent streetscape from a cultural heritage perspective.

3.4 Previously Identified Built Heritage Resources

The Old Town Neighbourhood contains built heritage resources on the City's Municipal Heritage Register. Table 3.1 contains a summary of these resources and their proximity to the Study Area and Figure 2 shows their location in the Old Town Neighbourhood relative to the Study Area.



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Address	Photo	Heritage Status	Brief Description	Relation to Study Area
639 Chatham Street West		Listed	Two and one half storey semi detached residence with a hip roof and red brick cladding	16 metres to the southeast
629 Chatham Street West		Listed	Two and one half storey semi detached residence with a hip roof and red brick cladding	20 metres to the southeast
211 Janette Avenue		Listed	Two and one half storey residence with a hip roof and modern cladding	30 metres to the southeast
193-195 Janette Avenue		Listed	Two and one half storey duplex with a hip roof and red brick cladding	Adjacent
187 Janette Avenue		Listed	Two storey residence with front facing gable roof and modern cladding	Adjacent

Table 3-1: Previously Identified Built Heritage Resources



181 Janette Avenue	Listed	Two storey residence with hip roof and modern cladding	Adjacent
163 Janette Avenue	Listed	Two and one half storey semi detached residence with a hip roof and red brick cladding	23 metres to the northeast
631 Pitt Street West	Listed	Two storey residence with a flat roof and red brick cladding	16 metres to the northeast
190 Janette Avenue	Listed	Two and one half storey residence with intersecting gable roof and red brick cladding	63 metres to the east
178 Janette Avenue	Listed	Two and one half storey residence with intersecting gable roof and modem cladding	63 metres to the east

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174 Janette Avenue	Listed	Two and one half storey residence with front facing gable roof and modern cladding	63 metres to the east
164 Janette Avenue/587 Pitt Street West	Listed	Two storey residence with a cross gable roof and buff brick cladding	60 metres to the northeast
563 Pitt Street West	Listed	Two storey residence with a cross gable roof and modern cladding	81 metres to the northeast
560 Chatham Street West	Listed	Two storey semi detached residence with a side gable roof and red brick cladding	80 metres to the east
570 Chatham Street West	Listed	Two storey semi detached residence with a side gable roof and red brick cladding	77 metres to the east

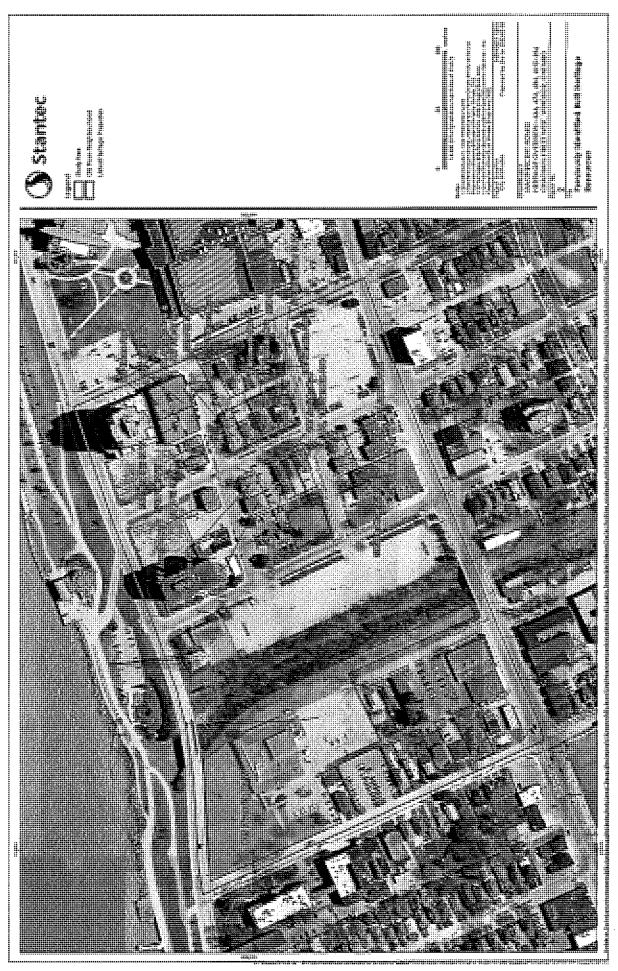
173 Bruce Avenue	Listed	Two storey residence with a front facing gable roof and red brick cladding	106 metres to the east
147 Janette Avenue (Wilshire Apartments)	Listed	Three storey apartment building with a flat roof and red brick cladding	53 metres to the north
594 Pitt Street West	Listed	One and one half storey residence with an intersecting gable roof and red brick cladding	74 metres to the northeast
570 Pitt Street West	Listed	One and one half storey residence with an intersecting gable roof and modern cladding	85 metres to the northeast
552-554 Pitt Street West (Billing Apartments)	Listed	Three storey apartment building with a flat roof and painted brick exterior	97 metres to the northeast



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524 Pitt Street West (Cairngorm Apartments)	Listed	Three storey apartment building with a flat roof and red brick exterior	115 metres to the northeast
137 Bruce Avenue (Palmer Apartments)	Listed	Three storey apartment building with a flat roof and red brick exterior	141 metres to the northeast
825 Riverside Drive West (CBC TV/Radio)	Listed	Two storey broadcast facility with flat roof and buff brick and glazed brick exterior	140 metres to the northwest
274 Crawford Avenue	Listed	Two and one half storey residence with a cross gable roof and red brick exterior	200 metres to the southwest

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3.5 Summary

Based on the above discussion, the following heritage characteristics were determined for the Old Town Neighbourhood:

- Rectilinear neighbourhood plan typical to areas developed along former streetcar trackage
- Concentrations of late 19th to early 20th century detached and semi-attached residences on Janette Street, Chatham Street West, Bruce Avenue, and Crawford Avenue that share a similar setback, height, materials, and massing. Many of these residences are listed on the Windsor Heritage Register
- Edwardian apartment buildings on Pitt Street West
- Mature deciduous street trees
- Views of the Detroit River and City of Detroit from Riverside Drive West



4 Impact Assessment

4.1 Description of Proposed Undertaking

The Client is proposing to construct a 16 storey residential building at 666, 676, 684, and 696 Chatham Street West. The proposal includes 88 residential units. The west and east elevations of the proposed structure would be approximately 31 metres in length and the north and south elevations would be approximately 39 metres in length. The west elevation will contain a loading bay and the main (south) elevation would include the principal entrance and garage entrance. The south and west elevations would be partially soft-scaped and if possible, include the retention of the existing trees. A site plan and rendering of the proposed undertaking is included in Appendix A.

4.2 Assessment of Impacts

An assessment of impacts to the heritage characteristics of the Old Town Neighbourhood as a result of the proposed undertaking is contained in Table 4.1 and Table 4.2. Impacts are defined by InfoSheet #5 (see Section 1.2.3). This assessment of impacts includes the consideration of previously identified built heritage resources (see Section 3.4).

Direct Impact	Impact Anticipated	Relevance to Old Town Neighbourhood
Destruction of any, or part of any, <i>significant heritage</i> <i>attributes</i> or features.	Possible	The proposed undertaking includes the retention of existing street trees. However, if retention of the two mature northem catalpa trees is not possible, the proposed undertaking would result in the removal of the mature street trees located in the Study Area. Mature street trees are a heritage characteristic of the Old Town Neighbourhood and the CIP notes that "mature trees contribute to the character of the neighbourhood in a positive way" (City of Windsor 2017) Therefore, mitigation measures are required.
Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance.	Yes	The proposed undertaking would result in alteration to the Old Town Neighbourhood through the introduction of a new development. Therefore, mitigation measures are required.

Table 4-1: Evaluation of Potential Direct Impacts



Table 4-2: Evaluation of Potential Indirect Impacts

Indirect Impact	Impact Anticipated	Relevance to Old Town Neighbourhood
Shadows created that alter the appearance of a <i>heritage</i> <i>attribute</i> or change the viability of a natural feature or plantings, such as a	No	A shadow study has been completed under a separate cover (Baird AE 2022). While the new building may cast shadows during certain times of the day, they will not alter the appearance or viability of adjacent trees or result in the casting of permanent shadows on adjacent built heritage resources that may alter their appearance.
garden		While the proposed undertaking may increase the amount of shade cast on the northern catalpa street trees, if retained, this is not expected to be enough to change the viability of the remaining trees as no changes are currently proposed on adjacent properties that would reduce sunlight.
		Therefore, no mitigation measures are required.
Isolation of a <i>heritage</i> <i>attribute</i> from its surrounding environment, context, or a <i>significant</i> relationship	No	The Study Area contains an empty lot. The redevelopment of the property will not result in the isolation of any heritage characteristics of the Old Town Neighbourhood. Therefore, no mitigation measures are required.
Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features	No	Views of the Detroit River and City of Detroit from within the Old Town Neighbourhood are limited to the northern edge of the neighbourhood near and on Riverside Drive West. No significant views were identified within the part of the Old Town Neighbourhood where the redevelopment is proposed. Therefore, no mitigation measures are required.
A change in land use such as rezoning a battlefield from open space to residential use, allowing new <i>development</i> or <i>site</i> <i>alteration</i> to fill in the formerly open spaces	No	The properties consisting of the Study Area are currently vacant. Historically, these properties have been used for residential purposes. The proposed undertaking will result in a change of land use from vacant open space to residential and commercial use. The switch from vacant space to residential and commercial use is consistent with the goals of the CIP. In addition, the City's Official Plan designates the Old Town Neighbourhood as mixed use (City of Windsor 2017: 126).
		Therefore, no mitigation measures are required.
Land disturbances such as a change in grade that alters soil, and drainage patterns that adversely affect an <i>archaeological resource</i>	Possible	Typically, indirect impacts resulting from land disturbances apply to archaeological resources, which are beyond the scope of this report. However, land disturbance from construction (e.g., site grading and related construction activities) may also have the potential to impact built heritage resources through temporary vibrations during the construction period that may cause shifts in foundations or masonry structures that can impact a built heritage resource. To determine the potential of the vibration impacts from the proposed undertaking, a supplementary letter was completed by Soil & Materials Engineering Inc. in December 2022. The letter determined that the construction process will not result in significant vibrations based on the selection of a slab-on-grade or cast-in-place concrete. (A copy of the supplementary letter is included in Appendix B). The selection of this type of foundation should be confirmed during the site plan approval process.
		If the existing street trees are retained, the proposed undertaking has the potential to impact the trees through land disturbance as construction and grading activity is likely required adjacent to the trees.
		Therefore, mitigation measures may be required.



5 Mitigation

5.1 InfoSheet #5 Mitigation Options

As identified in Table 4.1 and Table 4.2, the proposed undertaking will result in a direct impact to the Old Town Neighbourhood through the introduction of a new development and the potential removal of mature street trees or their disturbance through root impact or limb damage. Accordingly, the mitigation options identified in InfoSheet #5 (see Section 1.2.4) have been explored below.

Alternative development approaches: The proposed development contains the type of intensification of vacant lands encouraged as part of the CIP. An alternative development approach is not feasible given the size of the properties and the proposed intensification.

(SSPL 2023).

Isolating development and site alteration from significant built and natural features and vistas: The proposed development has been designed to accommodate the existing street trees on the site to facilitate their retention, if feasible. If the existing northem catalpa street trees are retained, there is the potential that the roots and limbs of the trees could be damaged during construction. An arborist report should be completed to determine appropriate measures to protect the limbs and roots of these trees if their retention is feasible.

Design guidelines that harmonize mass, setback, setting, and materials: The proposed redevelopment has been designed to harmonize with the streetscape of Chatham Street West and the Old Town Neighbourhood, including the listed built heritage resources located within the Old Town Neighbourhood. The podium level of the proposed structure will contain a setback that matches the existing structures on Chatham Street West and will be clad in red brick. This is a material sympathetic with the streetscape of Chatham Street West and the wider Old Town Neighbourhood.

While the podium will be five storeys in height, the street level of the podium has been designed to harmonize with the massing of the existing streetscape. The massing of the previously identified built heritage resources between Chatham Street and Pitt Street consist of semi-detached or duplex two to three storey structures. Most of these structures contain medium to steep roof pitches which give the structures a massing similar to a three to four storey structure. Many of the first storeys of the late 19th to early 20th century residences along Chatham Street also contain porches. The podium has been designed to harmonize with the existing structures through use of metal roof flashing and awnings that are designed to be sympathetic to the late 19th to early 20th century residences on Chatham Street West. The use of awnings and flashing on the first storey of the podium is designed to evoke this historic streetscape and retain the human scale of the area. Renderings of the podium and its relationship with the surrounding area are contained in the Urban Design Study (Baird AE 2023).

The proposed redevelopment will enhance the setting of Chatham Street West as the site is currently vacant lots. As referenced in Section 1.2.2, the replacement of vacant lots with higher density development is recommended by the Downtown Windsor Community Improvement Plan. In addition,



based on the findings of the Planning Rationale Report, the proposed development conforms with the City of Windsor Official Plan and City of Windsor Intensification Guidelines (SSPL 2023).

If retention of the existing northern catalpa trees is not feasible, an appropriate design guideline to mitigate the loss of the trees is to maximize the density of new street-trees by minimum spacing of new trees to acceptable municipal urban forestry guidelines, and adherence with principles of Crime Prevention Through Environmental Design (CPTED). The street tree species selection at the site plan approval stage should be determined by the project Landscape Architect working with the project certified Arborist taking all site conditions into account. The final site plans should be reviewed and approved by a Cultural Heritage Landscape Architect or Arborist with experience in cultural heritage landscapes or historic tree types who can also provide input into the arrangement and species selection.

Limiting Height and Density: The proposed development contains the type of intensification of vacant lands encouraged as part of the CIP. Limiting the height or density of the proposed development is not feasible given the size of the properties and the proposed intensification. In addition, site plan constraints require the loading areas and garage entrances to be located at the southeast corner of the proposed structure. As a result, this presently soft scaped area with two mature trees will become a hardscaped surface and the northem catalpa trees could not be retained even if the height and density of the building was reduced.

Allowing only compatible infill: The proposed development contains the type of intensification of vacant lands encouraged as part of the CIP. Therefore, this mitigation measure has been in implemented in the proposed development.

Reversible alterations: Given that the direct impact is the construction of a new building, reversible alterations are not feasible.

Buffer zones, site plan control, and other planning mechanisms: Planning mechanisms and site plan controls to lessen impacts to adjacent built heritage resources during the construction phase of the project are not required based on the potential selection of a slab-on-grade raft foundation or cast-in-place concrete foundation. The selection of this type of foundation should be confirmed during the site plan approval process (Appendix B).



Heritage Overview: 666, 676, 684, and 696 Chatham Street West, Windsor, Ontario 6 Recommendations May 23, 2023

6 Recommendations

The proposed redevelopment has been designed to harmonize with its surrounding streetscape and the wider Old Town Neighbourhood, including the existing built heritage resources listed on the City of Windsor Heritage Register. As such, mitigation measures for the Old Town Neighbourhood from the proposed redevelopment are limited to the existing northern catalpa street trees within the Study Area.

If the existing northern catalpa street trees are retained, there is the potential that the roots and limbs of the trees could be damaged during construction. An arborist report should be completed to determine appropriate measures to protect the limbs and roots of these trees if their retention is feasible.

If retention of the existing northern catalpa trees is not feasible, an appropriate design guideline to mitigate the loss of the trees is to maximize the density of new street-trees by minimal spacing of new trees to acceptable municipal urban forestry guidelines, and with principles of Crime Prevention Through Environmental Design (CPTED) adhered to. The street tree species selection at the site plan approval stage should be determined by the project Landscape Architect working with the project certified Arborist taking all site conditions into account. The final site plans should be reviewed and approved by a Cultural Heritage Landscape Architect or Arborist with experience in cultural heritage landscapes or historic tree types who can also provide input into the arrangement and species selection.

It is recommended to maximize the spacing of new street-trees by following acceptable City of Windsor urban forestry standards and guidelines, and with adherence to the principles of CPTED. The street tree species selection at the site plan approval stage should be determined by the project Landscape Architect working with the project Arborist taking all site conditions into account. The final site plans should be reviewed and approved by a Cultural Heritage Landscape Architect or Arborist with experience in cultural heritage landscapes or historic tree types who can also provide input into the arrangement and species selection.



Heritage Overview: 666, 676, 684, and 696 Chatham Street West, Windsor, Ontario 7 Closure May 23, 2023

7 Closure

This report has been prepared for the sole benefit of Magnificent Homes and may not be used by any third party without the express written consent of Stantec Consulting Ltd. Any use which a third party makes of this report is the responsibility of such third party.

We trust this report meets your current requirements. Please do not hesitate to contact us should you require further information or have additional questions about any facet of this report.

Stantec Consulting Ltd.



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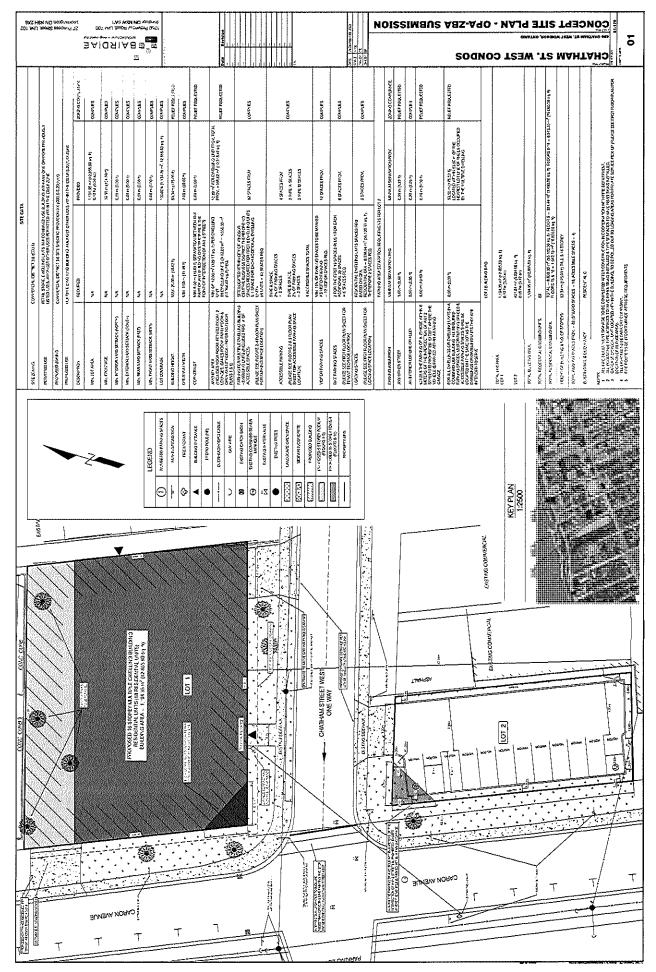
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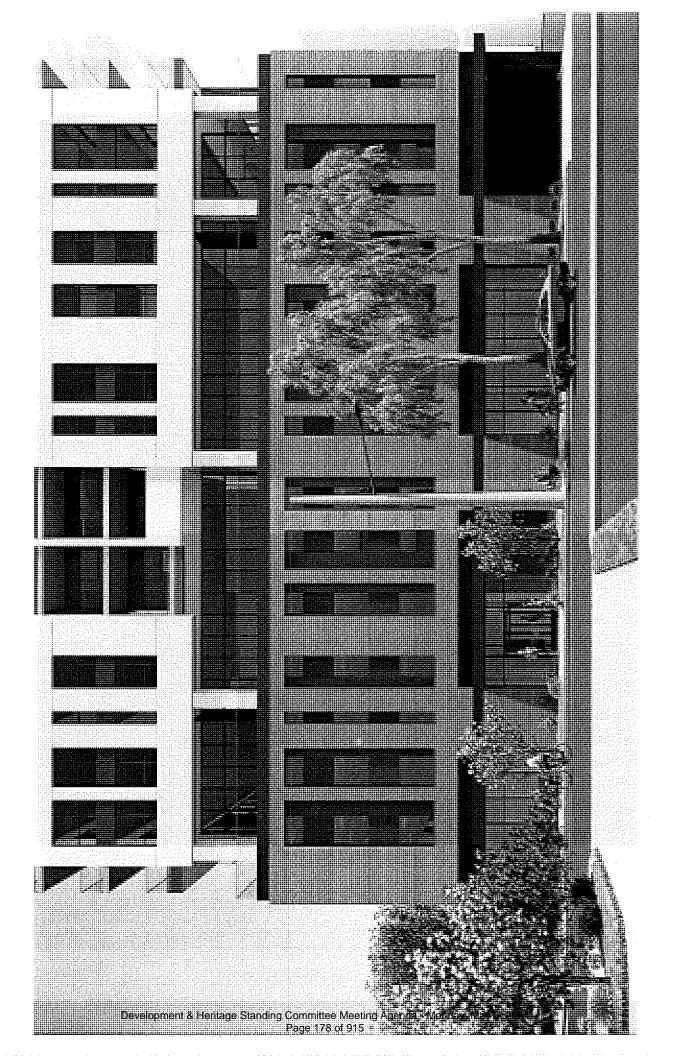
Appendix A Site Plan

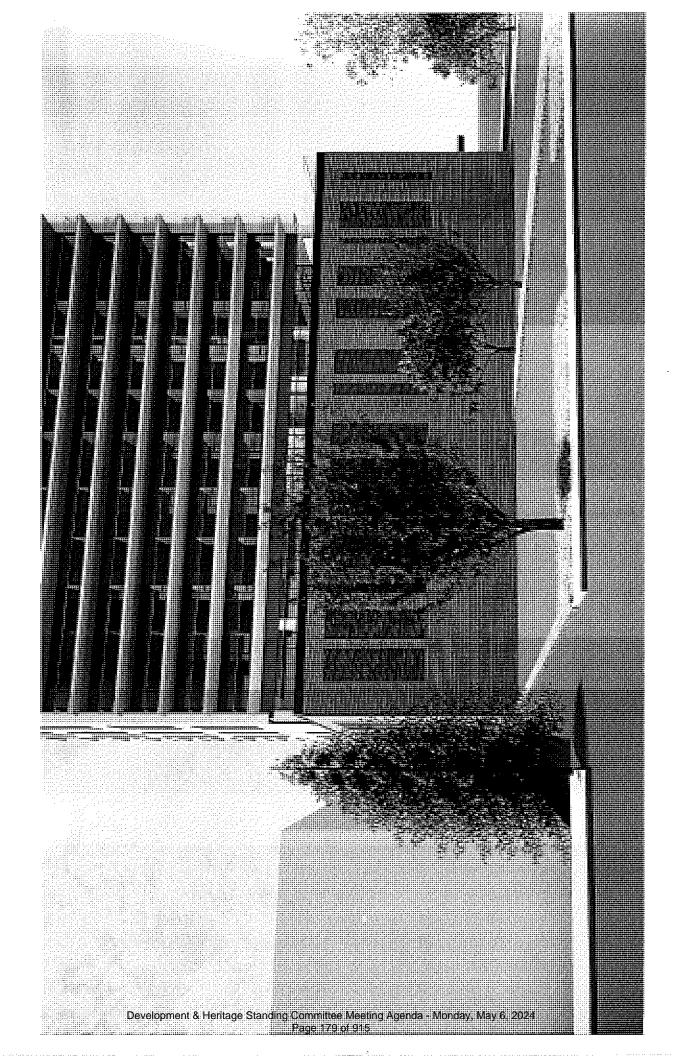


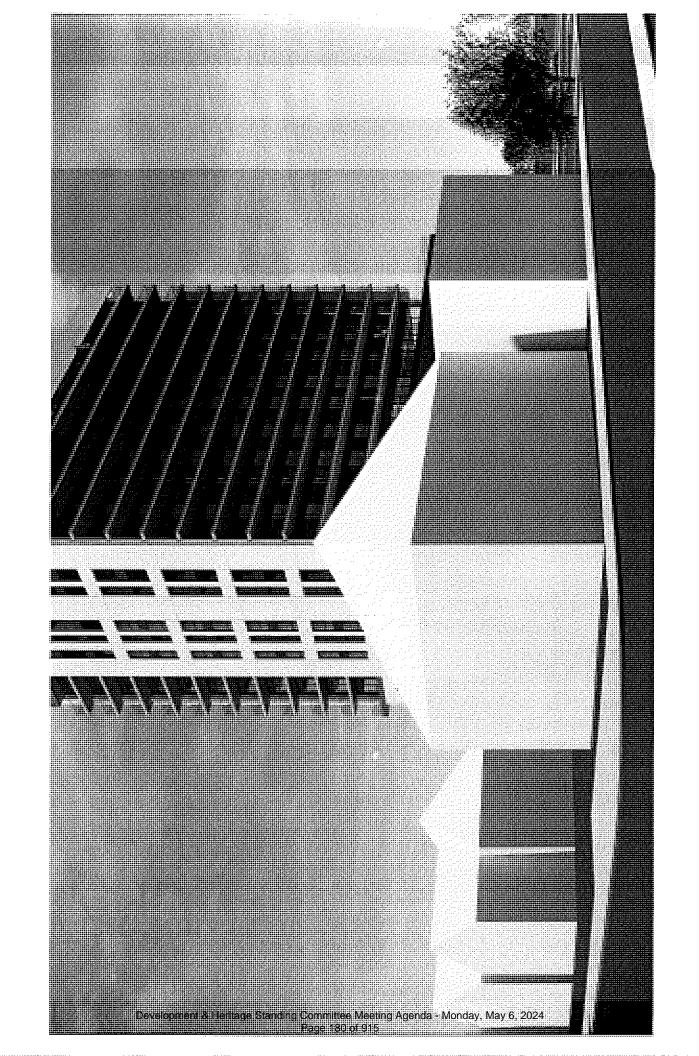


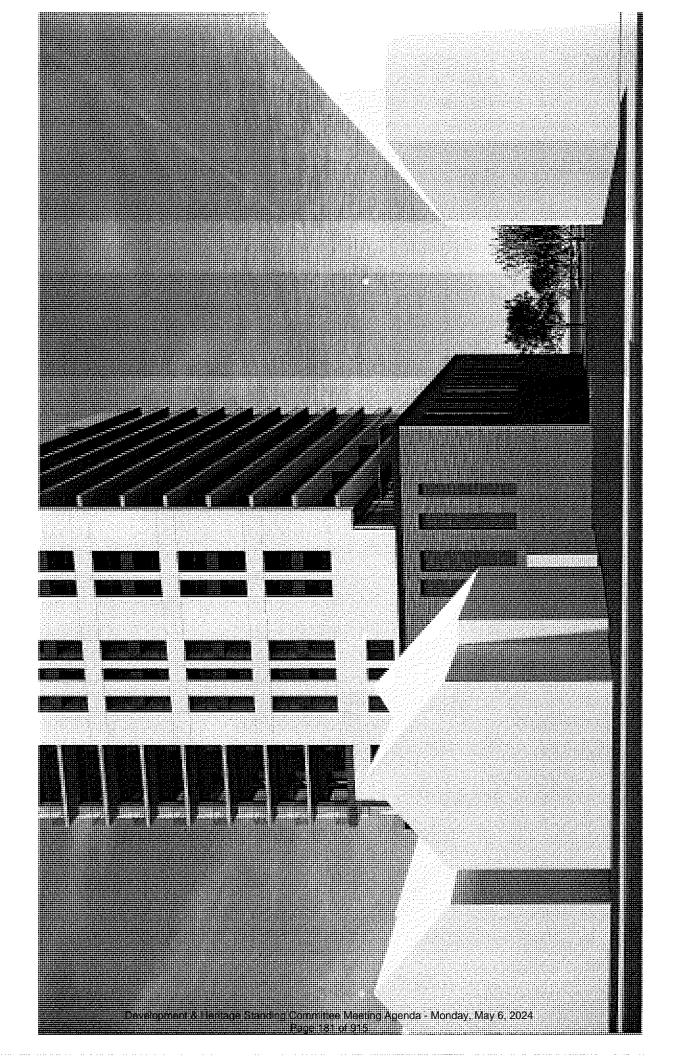
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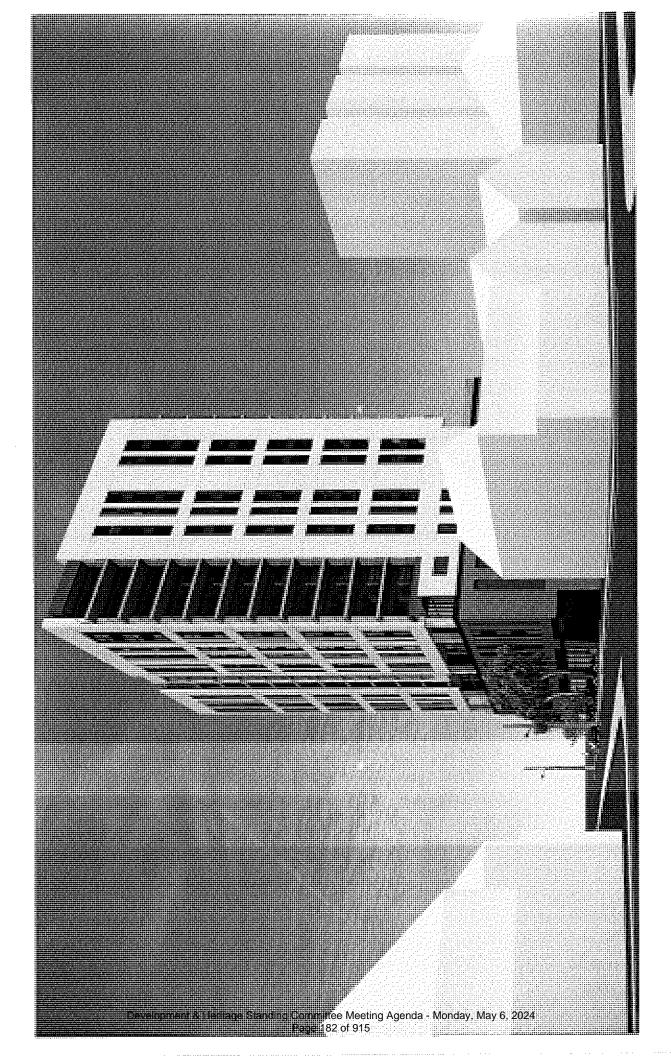


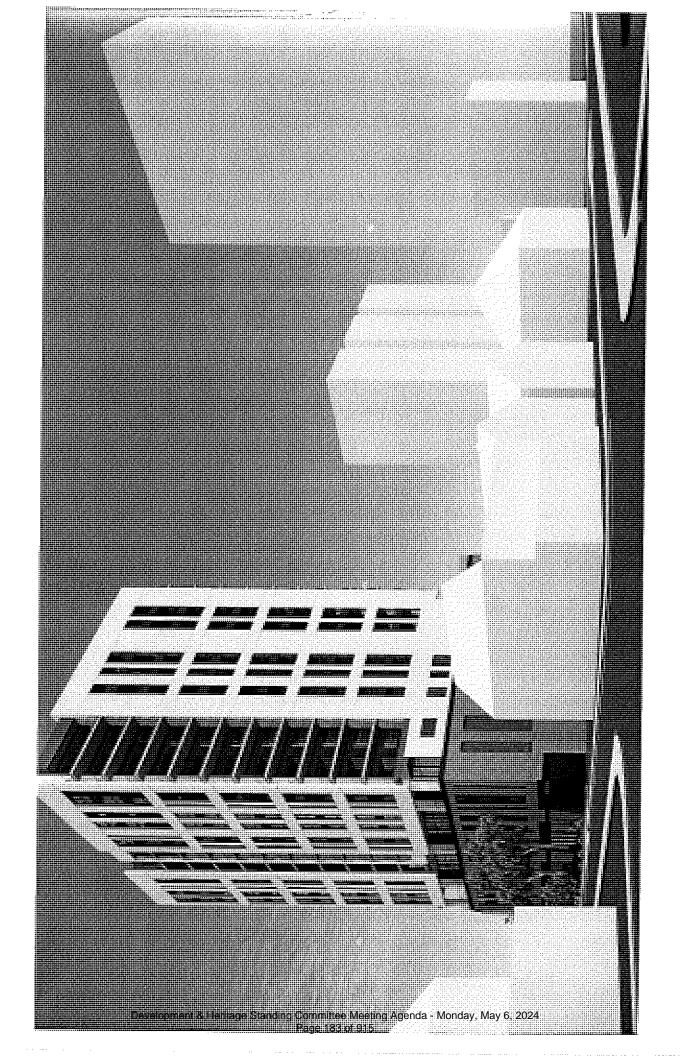


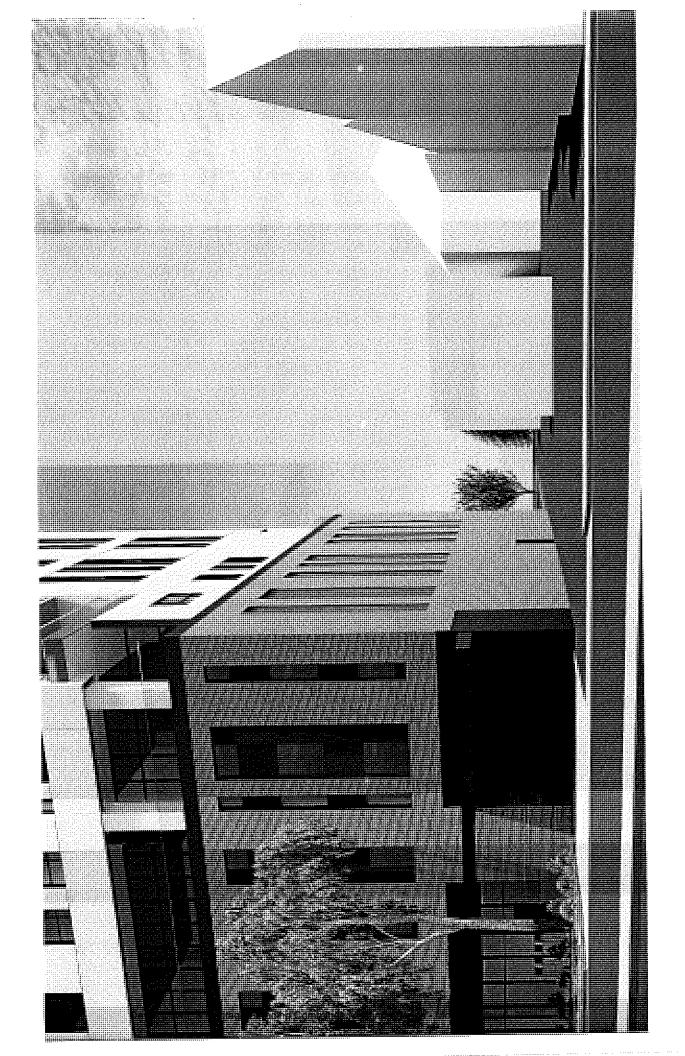












Appendix B Vibration Supplementary Letter





SOIL & MATERIALS ENGINEERING INC. CONSULTING ENGINEERS

December 6, 2022

Job No. 21G102 Report 2 -- Rev 01

Baird AE 700 Provincial Road, Suite 1350 Windsor, ON N8W 5W1

Attention: Paul Weidl, OAA, RAMICH pweidl@bairdae.ca

Re: Supplementary Letter of Raft Slab Recommendations and Vibrations for the 16-Storey Mixed Used Development, North Corner of Caron Avenue and Chatham Street West, Windsor, Ontario

Dear Sir:

Soil & Materials Engineering completed a recent geotechnical investigation for the subject property, "*Geotechnical Investigation for the 16-Storey Mixed-Use Development with Surface Parking North and South Corner of Caron Avenue and Chatham Street West, Windsor, Ontario.* June 2022. Soil & Materials Engineering." The foundation type was not decided during our investigation. In accordance with the request received from Paul Weidl of Baird AE, Soil & Materials Engineering was asked to provide suggested soil bearing pressures and any comments with associated construction for the following:

- ULS and SLS soil bearing pressures for raft slab (slab-on-grade)
- Caisson Recommendations
- Vibrations

Raft Slab

For the following raft slab foundations, assumptions are outlined below,

- Slab-on-grade would be placed below the topsoil and fill at 1.5 metres below ground surface
- The current site development is not considering a basement at this time

GEOTECHNICAL ENGINEERING AND CONSTRUCTION MATERIALS INSPECTION & TESTING 2000 Legacy Park Drive - Windsor, Ontario - N8W 5S6

Phone 519-966-8863 • Fax 519-966-8870 • email: ctsoil@ctsoil.com • www.ctsoil.com

• The total area is consistent with the original site plan provided by BAIRD AE in 2021.

Building width of 30.9 m and length of 39.2 metres. Total surface area of 1211 m².

• No preliminary loads were available at the time of writing this letter

Ultimate Limit States

The Factored Gross Geotechnical Resistance (ULS) for the following foundations are:

Depth (m)	Factored Geotechnical Resistance, Φ R, at U.L.S. (kPa) [*] (Gross Bearing)
	30.9 m by 39.2 m Rectangular Mat
1.5	250

* Some locations may require subexcavation in order to achieve the stipulated bearing capacities.

The factored geotechnical resistance at ultimate limit states incorporates 0.50 as an applied resistance factor, Φ , to the ultimate geotechnical resistance. These values are <u>net</u> of the lowest surcharge pressure on the soil surrounding the mat foundation.

Serviceability Limit States

The gross allowable Geotechnical Resistance (SLS) for the following foundations are:

Depth (m)	Geotechnical Resistance at S.L.S. (kPa)*
	30.9 m by 39.2 m Rectangular Mat
1.5	170
ter en	

* Some locations may require subexcavation in order to achieve the stipulated bearing capacities.

The expected total and differential settlements for mat foundation constructed as outlined previously will be 25 mm and 20 mm, respectively. However, a detailed geo-structural interaction analysis must be completed for proper evaluation. A finite element analysis must be completed once the preliminary loading is available and provided to the geotechnical consultant. We expect at least three iterations will be conducted before the raft slab foundation is finalized.

21G102. RaftSlab Recommendations. docx

Soil & Materials Engineering Inc.

Cast-in Place Concrete Caissons

If the caissons are placed 3.0 metres below ground surface, the following net allowable loads

would apply for various diameters:

Diameter	0.6 metres (2 feet)		1.2 metres (4 feet)
Net Allowable Load	160 kN	250 kN	500 kN
	an a		

The allowable soil does not include the skin friction along the caisson that would increase the ultimate geotechnical capacity. Once the loads become available, they should be presented to Soil & Materials Engineering for further review, if cast-in-place concrete caissons are selected as the foundation type.

Vibrations During Construction

If a slab-on-grade raft foundation or cast-in-place concrete foundations are selected, then there will be no significant vibrations imparted from the construction process.

Soil & Materials Engineering Inc.

Conclusion

This report presents our interpretation of factual information obtained from the investigation and is intended for the use of the design engineer. The testholes are considered widely spaced. If, during construction, subsurface conditions encountered are materially different than that described in this report or other supplementary reports completed by Soil & Materials Engineering for the subject property, Soil & Materials Engineering Inc. should be contacted immediately to provide guidance in the field.

We trust this report is presented in a format suitable for your use. Should questions arise pertaining to specific or isolated loading conditions (e.g. utility distribution) or any other aspect of the subject project, do not hesitate to contact us.



Regards, Soil & Materials Engineering Inc.

B. Purcka, EIT Geotechnical EIT

T.O'Dwyer, P.Eng. Consulting Engineer

cc. Magnificent Homes (Sean Eden) HGS Limited Consulting Engineers (Hany Abdelmessih)

Soil & Materials Engineering Inc.

Appendix H – Current Site Images

0 Chatham Street West, 666 Chatham Street West, 676 Chatham Street West, 684 Chatham Street West and 696 Chatham Street West



0 Chatham Street West



APPENDIX D – CONSULTATION

BELL CANADA

Bell Canada will provide a response should any comments / input be required on the information included in the circulation received. Bell Canada kindly requests that even if a specific comment is not provided at this time that you continue to circulate us at <u>circulations@wsp.com</u> on any future materials related to this development project or infrastructure / policy initiative so that we can continue to monitor its progress and are informed of future opportunities for engagement.

1) Bell Canada Responses to Pre-Consultation & Complete Development Application Circulations:

Pre-consultation Circulations

Please note that Bell Canada does NOT generally comment on pre-consultation circulations unless the information provided identifies that a future draft plan of subdivision, draft plan of condominium and/or site plan control application will be required to advance the development proposal.

Complete Application Circulations & Recirculations

Please note that Bell Canada does NOT generally comment on the following development applications - official plan and zoning by-law amendments, part lot control, temporary use and interim control by-laws. However, Bell Canada does generally comment on site plan approval, draft plans of subdivision and draft plan of condominium applications.

Bell Canada will generally comment on recirculations where the change modifies the proposed residential dwelling unit count and/or non-residential gross floor area in a draft plan of subdivision, draft plan of condominium and/or site plan control application.

2) Bell Canada Responses to Infrastructure and Policy Initiative Circulations:

If required, a follow-up email will be provided by Bell Canada to outline any input to be considered on the infrastructure / policy initiative circulation received at this time.

Concluding Remarks:

If you have any other specific questions, please contact planninganddevelopment@bell.ca directly.

We note that WSP operates Bell Canada's development tracking system, which includes the intake and processing of municipal circulations. However, all responses to circulations and requests for information, such as requests for clearance, will come directly from Bell Canada, and not from WSP. WSP is not responsible for the provision of comments or other responses.

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 Caron Northwest Corner. This bus stop is approximately 140 metres from this

property falling within Transit Windsor's 400 metre walking distance guidelines to a bus stop. This will be maintained with Transit Windsor's 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.

ENVIRONMENTAL SUSTAINABILTY – BARBARA LAMOURE

We previously requested an amended Energy Strategy for PC 010/23 - 2743331 ONTARIO INC. - 0, 666, 676, 684 & 696 Chatham St W & 0 Chatham ST. E on October 24th, 2023 as the developer's submission did not meet our objective of identifying opportunities to integrate local energy solutions that are efficient, low carbon, and resilient.

The Energy Strategy currently submitted for Z-009/24 [ZNG-7186] & OPA 186 [OPA-7187] - 2743331 Ontario Inc. | 0, 666, 676, 684 & 696 CHATHAM STREET WEST & 0 CHATHAM STREET WEST is the same Energy Strategy and it does not meet our expectations laid out in the terms of reference (<u>https://www.citywindsor.ca/residents/environment/climate-change-mitigation/community-energy-plan/energy-strategy-for-developers</u>). There were no calculations for baseline, high performance or zero emission scenarios. Opportunities for low-carbon energy solutions and energy resilience were not explored (as outlined in the Terms of Reference). No projections for future energy scenarios were assessed. The Energy Strategy Terms of Reference was developed to support <u>Section 1.8 (f) (Energy Conservation, Air Quality and Climate Change) of the Provincial Policy Statement</u>.

The applicant will be required to meet the Energy Strategy Terms of Reference as outlined above at the time of SPC.

ENBRIDGE GAS – JOSE DELLOSA

After reviewing the provided drawing at Caron Ave & Chatham St W. 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

SPC

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 Stage 1 may be made following completion of the requisite Development and Heritage Standing Committee meeting at https://ca.cloudpermit.com/login.

TRANSPORTATION PLANNING – ELARA MEHRILOU

- All parking must comply with ZBL 8600, otherwise an application should be made to adjust the requirements with a supporting parking study.
 - All proposed Loading parking must be clearly indicated on the revised site plan.
 - All proposed bicycle parking must be clearly indicated on the revised site plan.
- 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.

WINDSOR FIRE – MICHAEL COSTE

Fire has no issue as long as it meets all the Fire Requirements for a high rise.

ENWIN

HYDRO ENGINEERING: Jerry Raniwsky

No Objection to Re-zoning, please note the following:

- Existing ENWIN 16kV primary overhead hydro distribution along the north side of Chatham St. W.
- Existing ENWIN 600/347V secondary overhead hydro distribution along the north side of Chatham St. W.

- Existing ENWIN 120/240V secondary overhead hydro distribution in N/S alley along the east limit of the site.
- City of Windsor streetlight associated overhead and/or underground conductors along northside of Chatham St. W. and in N/S alley along east limit of the site.

We recommend referring to the Occupational Health and Safety Act for minimum safe limits of approach during construction

and also the Ontario Building Code for adequate clearance requirements.

WATER ENGINEERING: Bruce Ogg

ENWIN Water has no objections to the rezoning.

FORESTRY - Yemi Adeyeye

Forestry has <u>Following comments</u> on this property. There are 4 city owned trees on this proposal. 696 Chatham W - 1 SPNO and 1 LOHO 666 Chatham W - 2 CANO All four trees were in fair health at time of inspection. The developer create a tree root protection zone around these trees during construction as stated in our Site Plan Control. If tree damages are to occur, tree replacement cost will be applied.

NATURAL AREAS - Karen Alexander

Natural Areas has following comments on this liaison. If the few trees on site are planned to be removed: No disturbing active bird nests (Migratory Bird Act)

PARKS - Hoda Kameli

Parks D&D has no objection to this Liaison.

ENGINEERING – ROB PERISSINOTTI

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

<u>Sewers</u> The site may be serviced by a 450mm brick combined sewer located within Caron Avenue 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 sampling manhole may be required on any new sanitary connection at the property line to the satisfaction of the City Engineer, if one does not already exist.

A Sanitary Sewer Report, dated January 2023 and revised on February 2024 by Baird AE, has been received and reviewed. The applicant's consultant has confirmed that the existing 450mm combined sewer on Caron Avenue will effectively accommodate the site's sewer servicing needs. The study demonstrates that the municipal combined sewer have adequate capacity, and no adverse impacts are expected on the surrounding areas as a result of the proposed development.

The Sanitary Sewer Report has been deemed acceptable, and the proposed sanitary servicing strategy is supported by the Engineering Development department.

Please refer to appendix A for comments regarding the required stormwater management report to be submitted during the Site Plan Control stage.

Right-of-Way

Caron Avenue and Chatham Street West is classified as Local Road according to the Official Plan requiring a right-of-way width of 20m; the current right-of-way is 21.30 m. The current right-of-way is sufficient, therefore, no conveyance is required at this time.

The applicant/owner shall consult with the City Forester to discuss the preservation of city owned trees on the municipal right-of-way, to the satisfaction of the City Forester.

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

If you have any further questions or concerns, please contact Robert Perissinotti, of this department at rperissinotti@citywindsor.ca

Appendix A

The applicant will be required to submit, prior to the issuance of building permits, a stormwater management plan in accordance with Windsor Essex Region Stormwater Management Standards Manual, restricting stormwater runoff to pre development levels.

The submission for a Storm Detention Scheme will include, at a minimum:

- a) Submission of stormwater management review fee,
- b) Stormwater management report stamped by a professional engineer
- c) Stormwater management check list (see link below)
- d) Site servicing drawings stamped by a professional engineer

Submission of a stormwater management report alone <u>will be deemed incomplete</u>, unless accompanied by the additional requirements specified above. Please visit the <u>City</u> <u>of Windsor Website</u> and the <u>ERCA Website</u> for additional information on stormwater management requirements.

Other than the general guidance as per above, the Consultant must include the following:

- Storage up to 80mm of runoff, if roof loading design can accommodate
- Detention between 12 to 24 hours.
- Provide a plan to show location of proposed roof drains, flow control devices (include spec sheets), and tamper proof devices (include spec sheets).
- Overflow features to be provided at the maximum design water level elevation.
- Use 2 & 100-yr storm event to determine maximum depth and storage volume Is this ok?

HERITAGE – KRISTINA TANG

The same studies have been submitted without revised date updates. Therefore my comments are substantially the same.

Archaeology:

The subject property is located within an area of high archaeological potential. A Stage 1 & 2 archaeological assessment has been submitted. However, the assessments are required to be entered into the Ontario Public Register of Archaeological Reports to the satisfaction of the City of Windsor and the Ontario Ministry of Citizenship and Multiculturalism indicating no further archaeological concerns, prior to any additional land disturbances. A final copy of these relevant archaeological reports, the Ministry's letter of entry into the Public Register of Archaeological Reports, and GIS study area must be submitted to the City of Windsor as a condition of the development approvals, at latest as part of SPC.

Heritage Considerations

The HERITAGE OVERVIEW: 666, 676, 684, AND 696 CHATHAM STREET WEST, WINDSOR, ONTARIO FINAL REPORT dated June 5, 2023 prepared by Stantec Consulting Ltd, and Urban Design Study prepared by BAIRD Architecture & Engineering dated May 2023 needs to considers the following Official Plan policies:

EVALUATION CRITERIA FOR A NEIGHBOURHOOD DEVELOPMENT PATTERN	6.3.2.5(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;

Volume 1, Chapter 9 Heritage Conservation

	9.3.7	Heritage Resources and Planning Initiatives
	9.3.7.1	Council will integrate heritage conservation into the development and infrastructure approval process by:
Approval Process		 (d) Utilizing the planning approval process (subdivisions / condominiums, official plan amendments, zoning amendments, site plan control, consent, minor variance, demolition control) to facilitate the retention of heritage resources, and to ensure any proposed development is compatible with heritage resources;
URBAN DESIGN CRITERIA		 (e) Having regard to the following factors when assessing applications such as zoning amendments, site plan control applications, demolition control and payment-in-lieu, which may impact heritage resources: (i) Respecting the massing, profile and character of adjacent buildings; (ii) Approximating the width and established setback pattern of nearby heritage buildings; (iii) Respecting the yards, gardens, trees and landscaped grounds associated with the heritage properties and districts which contribute to their integrity, identity, and setting;

- (iv) Maintaining, enhancing or creating views and vistas of heritage resources; and
- (v) Minimizing the impact of shadowing on adjacent heritage properties, particularly on landscaped open spaces and outdoor amenity areas.

The proposal has adopted common material elements in the surrounding heritage properties to increase compatibility in character. However, the scale of the proposal is significantly larger than the surrounding heritage properties. A reduced height of the proposed podium approximating the surrounding heritage properties would reduce the massing of the proposal from the street-level and allow it to be more compatible with its surroundings.

Construction Vibration

The Heritage Overview describes a conservative approach of 50m buffer to represent delineation of potential effects related to construction vibration.

Based on the Construction Vibration standards of 50m, the following heritage listed properties could be affected:

163 Janette Ave	Commercial / Duplex	c1910s	Two-storey brick
181 Janette Ave	House	c1909	Two-storey, front bay, corner porch details
187 Janette Ave	House	c1909	Two-storey
193-95 Janette Ave	Duplex	c1900	Brick two storey, wraparound porch
211 Janette Ave	House	1902	Two-storey, corner bay, wraparound porch
631 Pitt St W	Commercial / Duplex	c1910s	Front bays, brick, two storey
629 Chatham St W	Duplex	c1924	Two-storey brick, wraparound bay
639 Chatham St W	Duplex	c1924	Two-storey brick, wraparound bay

Soil & Materials Engineering Inc. in December 2022 prepared a Supplementary Letter of Raft Slab

Recommendations and Vibrations for the 16-Storey Mixed Used Development, North Corner of Caron Avenue and Chatham Street West, Windsor, Ontario. The Vibration letter provided discussed that "If a slab-on-grade raft foundation or cast-in-place concrete foundations are selected, then there will be no significant vibrations imparted from the construction process." No conclusive foundation type has been selected or described yet, but has been recommended in the Heritage Overview Report.

The Supplementary Letter has not referenced the 50m buffer. Please revise the scope of work/report to include vibration monitoring in proximity to heritage buildings in question. The Letter will need to be verified for technical acceptance by City of Windsor staff. This can be addressed at SPC.

ZONING – CONNER O'ROURKE

Below is the zoning review summary for the above mentioned property

- Current Zoning Designation: CD3.6
- Proposed Zoning Designation: CD3.6 with site specific provision

Proposed Use: Multiple Dwelling with 88 dwelling units (proposed by-law amendment to permit use)

Section 16 – Zoning Provisions

- Maximum Main Building Height: (16.6.5.4)
 - 55.0m Proposed (Required)
 - 53.3m (Provided)

• Minimum - Amenity Area (16.6.5.9)

- 10.89m2 per dwelling unit Proposed (Required)
- 958.62m2 (Required)
- 975.56m2 (Provided)

Section 24 – Parking, Loading, and Stacking Provisions

- Minimum Size of Parking Space (24.20.10.1)
 - 3.5 metres by 5.5 metres Beside a wall or fence (Required)
 - 2.5 metres by 5.5 metres (Provided)
- Minimum Size of Type A Accessible Parking Space: (24.24.10.1)
 - 3.5 metres by 5.5 metres (Required)
 - 3.4 metres by 5.5 metres (Provided)
- (24.26.1) For all dwellings or dwelling units in a combined use building, all required parking spaces, visitor parking spaces and accessible parking spaces shall be located on the same lot as the dwellings or dwelling units they are intended to serve.
- Required Number of Bicycle Parking Spaces: (24.30.1)
 - 6 (Required)
 - 0 (Provided)
 - Bicycle parking spaces must be shown on drawings.

LANDSCAPE & URBAN DESIGN – STEFAN FEDIUK

While I appreciate that the rendering are more obvious as to how the materials associated with the podium are going to be compatible with the Old Town character, I too echo Kristina's comments that essentially, there has been no real effort to consider our suggestions and comments previously made. Therefore, my comments too repeat most of the comments made previously, as I see opportunity for this development to comply more appropriately with the objectives and polices of the OP. If those are considered I feel that the height could be supported, especially with the fourth floor terrace being oriented to the south side of the property.

Pursuant to the application for a zoning amendment (Z 009-24) and Official Plan Amendment (OPA 186) to permit a 16-storey, 88-unit dwelling with 70 parking on the subject and construction of a new surface parking lot containing 12 visitor parking spaces at the southeast corner of Caron Avenue and Chatham Street West, please note the following comments:

Over the last year the applicant has consulted administration in the Planning Department with respect to the heritage aspect of the Old Town district and the response to the Urban Character of the areas in relationship to this proposal. The applicant has provided an urban design study and rationale for their position. Suggestions from administration were made for improvement to align more appropriately with the objectives of the Official Plan, but the applicant has rejected any suggested alterations (with exception to some public realm features). As a result, our comment too remains the same.

Official Plan Provisions related to Urban Design:

- 1. Scale of Building: The development is proposed in a Medium Density Profile area as per the OP Schedule E: City Centre District Plan which restricts building height to a 6-storey maximum (O.P.8.7.2.4). The proposed development is 16-storeys which per Schedule E is a Very High Profile or two full steps above that which is allowed. Other development has been proposed in that area which may support this height, however, the intent of the Medium Density Profile in this area to not allow for any development to over power the intimate character of Old Town. The applicant is proposing a 4-storey podium to address the character (O.P. 8.7.1.2 & O.P. 8.7.2.1), however the proposed podium exceeds the height of the surrounding residential/mixed use buildings as demonstrated in the urban design study. It has been recommend to the applicant that the profile of the podium needs to be reduced to more align with the overall height of the surrounding area.
- 2. Orientation: The proposed development consists of 4-storeys of parking with a 12-storey residential tower above. The tower is narrower than the north-south axis of the proposed development resulting in an outdoor amenity space facing northwards towards the backside of the existing 16-storey residential tower at the corner of Riverside Dr. West and Caron Avenue as well as a proposed residential tower development at the corner of Riverside and Janette Avenue (see Building elevations). These towers essentially block any intended view of Detroit and given the orientation with the proposed residential tower of this development to the south of the amenity space, it would be in perpetual shade with exception to very early morning and late evening mid-summer. It is recommended that development of the residential tower be re-oriented to the north side of the development allowing for a more visible setback from Chatham Street above the 4-storey. This will allow for better solar gains to the roof-top amenity area as well a potential to provide a vegetative rooftop greenspace (OP 8.6.1.2). As setback along Chatham Street would also comply with the objectives found in the OP 8.7.2.7. This clause also identifies that setback is to occur after the third storey.
- 3. Character: The proposed development is located in the Old Town Neighbourhood which is a heritage district. The Sr. Urban Designer supports the comments made by the City's Heritage Planner. The applicant has, aside from scale, made valid attempts to provide cohesion between the Old Town Neighbourhood and the podium of the proposed development through material selection, colour palette and introduction of fixed awnings to address the datum lines established by the surrounding residential/mixed-use buildings.
- 4. **Public Realm:** The proposed development has provided for ample setback between the streets and the facades along Chatham Street and Caron Avenue. However, the renderings provided demonstrate a parklike setting as opposed to a more vibrant public area where people can meet or mingle, which would be characteristic of a downtown urban environment. The main floor uses could be converted to commercial with restaurants that may benefit from a more commercial-style sidewalk café appearance, similar to the mixed-use occupancies surrounding the development. Further to this, there are existing trees which will be required to be removed to accommodate this development. Therefore, replacement/compensation to the satisfaction of the City Forester and City Planner will be required. Replacement trees to be proposed must be

able to reach a large (majestic) height to help soften the scale of the development and help bring the height down to a more human comfort scale for those pedestrians along the street and in the public spaces surrounding the development.

5. Parking: The podium mentioned above, contains amenity spaces for the residential tower portion, along with 3 levels of parking, much f which is circulation space due to the constrained layout. The applicant is encouraged to further explore other options to bring down the height of the parking podium need to be considered including, acquisition of abutting parking areas surrounding the proposed development, underground parking structure, or redesign of the street frontages to provide a more residential character (i.e townhomes) with parking in the rear – concealed areas.

Tree Preservation:

The Sr. Urban Designer supports the comments from Park's City Forester related to the loss of the urban tree canopy, as a result of this proposed development.

There are five City Trees that will be affected by this development. Replacement will be required. 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.

Parkland Dedication:

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



POSTESCANADA.CA

Lock-Box Assembly Requirements

The complete Canada Post Standards Manual for Builders & Developers can be downloaded at: https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf

Compartments Size

- Horizontal lock-box models used in mailrooms must have the following minimums:
 - 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)

<u>Access</u>

- 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.

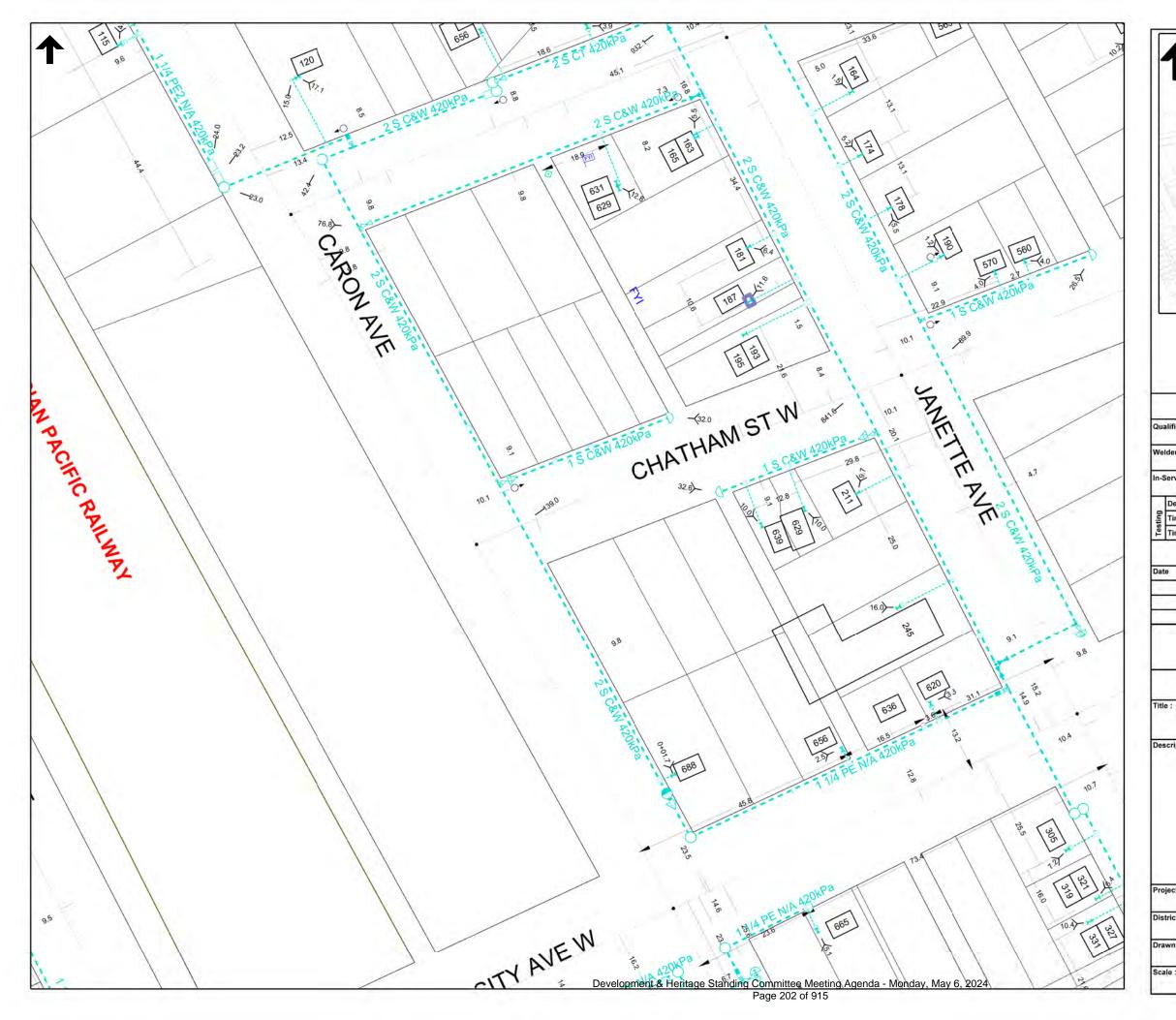
<u>Numbering</u>

- Compartments should be numbered vertically and left to right on the delivery side of the boxes

101	109	207	
102	1 10	208	[]_→
103	201	209	
104	202	210	
105	203	301	[]→
106	204	302	
107	205	303	
108	206	304	

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.



KEY PLAN - NTS

SOURCE DOCUMENT INFORMATION

tualified Individual:		Pipeline Certificate No:	
Ve	lder / Fuser:	Ticket Number:	
1-5	Service Date:	G-Tech Update By: Date;	
Design Pressure:		Test Medium:	
Gun	Time On:	Pressure:	
es l	Time Off:	Pressure:	
		REVISIONS	

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ate	By	App'd	Remarks	
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AS - BUILT

Caron Ave & Chatham St W

Description :

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rawn By :	Date Drawn : [SYSDATE]	Corresion:
istrict : WINDSOR	Municipality : WINDSOR	Authorized:
roject # : -	MAXIMO Ref # : -	% SMYS=



Council Report: S 59/2024

Subject: Zoning By-Law Amendment Z013-24(ZNG/7201) - Baird AE Inc – 285 Giles Boulevard and 0 Giles Boulevard, Ward 3

Reference:

Date to Council: June 3, 2024

Author: Laura Strahl, MCIP, RPP Senior Planner T. (519) 255-6543 x 6396 E. lstrahl@citywindsor.ca Planning & Building Services

Report Date: 5/1/2024 Clerk's File #: Z/14778

To: Mayor and Members of City Council

Recommendation:

I. THAT Zoning By-law 8600 BE AMENDED by changing the zoning on the lands of South Part Lots 18 & 19, Lot 20 and North Part Lot 21, Plan 110 situated at the southwest corner of Giles Boulevard and McDougall Street, and known municipally as 285 Giles Boulevard and Part Park Lot 5, Plan 106 situated at the southeast corner of Giles Boulevard and McDougall Street, and known municipally as 0 Giles Boulevard by adding a site-specific exception to Section 20(1) as follows:

x. southwest corner of Giles Boulevard and McDougall Street and southeast corner of Giles Boulevard and McDougall Street

For the 3884.94 m² lands comprising of South Part Lots 18 & 19, Lot 20 and North Part Lot 21, Plan 110; the following additional regulations shall apply to a *combined use building*:

- a) Despite Section 15.2.5.15, for a combined use building, dwelling units are permitted in the same storey and below non-residential uses;
- b) Despite Section 25.5.20.6, the minimum separation between 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 shall be 2 metres.
- c) Despite Section 24.26.1, the required parking spaces for dwelling units are permitted to be located at Part Park Lot 5, Plan 106, situated at the southeast corner of Giles Boulevard and McDougall Street.

(ZDM 7; ZNG/7201)

II. THAT the Site Plan Approval Officer **BE DIRECTED** to request the applicant undertake the following, subject to any updated information, and to incorporate recommendations from the studies into an approved site plan and an executed and registered site plan agreement:

1) Noise Study

2) Requirements of the City of Windsor – Engineering and City of Windsor – Transportation Planning contained in Appendix E of Report S 59/2024, subject to the approval of the City Engineer.

4) Provide written confirmation from the Ministry of the Environment, Conservation and Parks (MECP) that a Record of Site Condition (RSC) has been filed in the Environmental Site Registry.

5) Tree Inventory and Preservation Study

III. The Site Plan Approval Officer **CONSIDER** all other comments contained in Appendix E of Report S 59/2024 and all recommendations in the documents submitted in support of the applications for amendments to the Zoning By-law 8600.

Executive Summary:

N/A

Background: Application Information

Municipal Address: 285 Giles Boulevard East and 0 Giles Boulevard East

Ward: 3

Planning District: South Central

Zoning District Map: 7

Applicant/Agent: Baird AE Inc. (Bryan Pearce)

Owner: Bullet Investments Inc. (Matt Baird, President)

Submitted Documents

Application Form

Conceptual Site Plan (attached as Appendix A)

Conceptual Floor Plan and Elevation Plans (attached as Appendix B)

Rendering (attached as Appendix C)

Existing Conditions

Sanitary Sewer Memo

Open House Report

All support studies not included as an appendix can be found on the City's website.

Proposal:

The applicant is requesting an amendment to Zoning By-law 8600 to allow the conversion and expansion of the existing 3 storey building into a combined use building, containing 1 commercial retail unit (150 square metres), and 46 dwelling units at 285 Giles Boulevard and off-site parking for 59 parking spaces at 0 Giles Boulevard (southeast corner of Giles Boulevard and McDougall Street). The subject property is located within the Commercial District 2.2 (CD2.2) Zone as identified on Map 7 of Zoning By-law 8600. The applicant is requesting a zoning by-law amendment to permit:

- dwelling units on the same storey as the non-residential uses and dwelling units below non-residential uses, whereas the zoning by-law requires dwelling units to be located above non-residential uses;
- a reduced separation between a building wall containing a habitable room window or containing both a main pedestrian entrance and a habitable room window and the parking area (requesting 2 metres, whereas the zoning by-law requires 4.5 metres); and,
- required parking for the dwelling units to be located off-site (at 0 Giles Boulevard
 – southeast corner of Giles Boulevard and McDougall Street), whereas the
 zoning by-law requires residential parking to be located on the same lot as
 dwelling units.

The subject proposal is subject to Site Plan Control.

Site Information

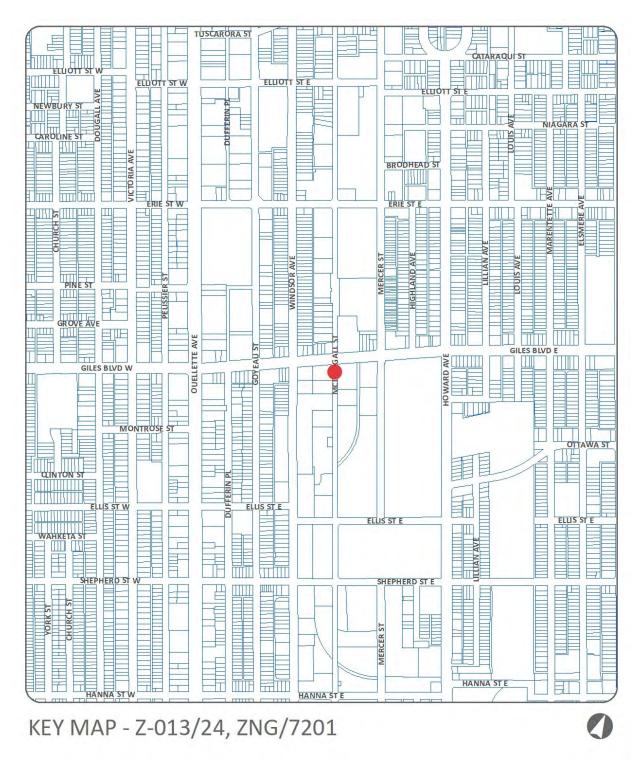
285 Giles Boulevard East

OFFICIAL PLAN	Zoning	CURRENT USE	Previous Use		
Mixed Use Corridor	CD 2.2	Vacant 3 Storey commercial building (office)	Office Building		
LOT FRONTAGE	LOT DEPTH	LOT AREA	LOT SHAPE		
43.21 m	50 m	6308.38 m²	Irregular		
All measurements are provided by the applicant and are approximate.					

0 Giles Boulevard East

OFFICIAL PLAN	Zoning	CURRENT USE	Previous Use	
Open Space	North Portion – CD 2.2 South Portion – MD 1.2	Vacant Parking Lot	Parking Lot	
LOT FRONTAGE	LOT DEPTH	LOT AREA	LOT SHAPE	
53.96 m	70.27 m	3816.05 m²	Rectangular	
All measurements are provided by the applicant and are approximate.				

Figure 1: Key Map



SUBJECT LANDS

Neighbourhood Description:

The subject properties are located outside of the City Centre Planning District and outside of the Downtown Windsor BIA, however they are still within the core of the City that is still referred to as 'downtown'. The subject properties are four blocks from Ouellette Avenue, which is within the Downtown Windsor BIA. Giles Boulevard East has a wide right-of-way with a landscaped median. The subject properties are located along Giles Boulevard where it is transitioning from Downtown to a residential neighbourhood to the east and industrial uses to the south.

The following amenities are located within a 15-minute (or less) walking distance from the subject properties:

- Wigle Park
- Grocery Store (Food Basics)
- Erie Street BIA (bakeries, restaurants, retail)
- Downtown Windsor BIA
- Windsor Regional Hospital (Ouellette Campus)
- Pharmacies

Site images are provided in Appendix D.

SURROUNDING LAND USE:

The surrounding land uses contain a mix of residential, offices, retail, warehouse/industrial and auto mechanic garage. The warehouse/industrial uses are to the south of the subject sites, and the land uses transition to commercial and residential east and north of Giles Boulevard. The sites are currently surrounded by the following land uses:

NORTH:

- Directly north of both 285 Giles and 0 Giles Boulevard, across the street on Giles Boulevard is commercial uses (office, medical offices)
- Northwest, across Giles Boulevard is residential uses (two storey duplex dwellings).

SOUTH:

- Directly south of the 285 Giles Boulevard is the Downtown Centre Community Living Windsor office building. Further south is Coulters furniture.
- Directly south of 0 Giles Boulevard is vacant industrial/warehouse buildings. Further south is the City of Windsor Public Works Office Building.

EAST:

- Directly east of 0 Giles Boulevard is the Mission Thrift Store (retail). Further east is Windsor Grove Cemetery.

WEST:

- Directly west of 285 Giles is an auto mechanic.
- Further east is a residential dwelling (across Windsor Avenue).

MUNICIPAL INFRASTRUCTURE:

- McDougall Street and Giles Boulevard are identified as Class I Collector Roads on Schedule F: Roads and Bikeways of the City of Windsor Official Plan, Volume I.
- Sidewalks are located along each property line that faces a road on both properties.
- McDougall Street contains a bike lane that starts south of Giles Boulevard and travels along McDougall Street to Eugine Street East.
- The development can be serviced by a combined sewer located within the McDougall Street right-of-way.
- The closest existing transit route to this property is with the Ottawa 4. The closest bus stop is directly across the street from 285 Giles Boulevard at the southeast corner of McDougall Street and Giles Boulevard.
- The subject properties are located approximately 250 metres (approximately 5 minute walk) from Wigle Park.

Figure 2: Subject Parcel – Rezoning

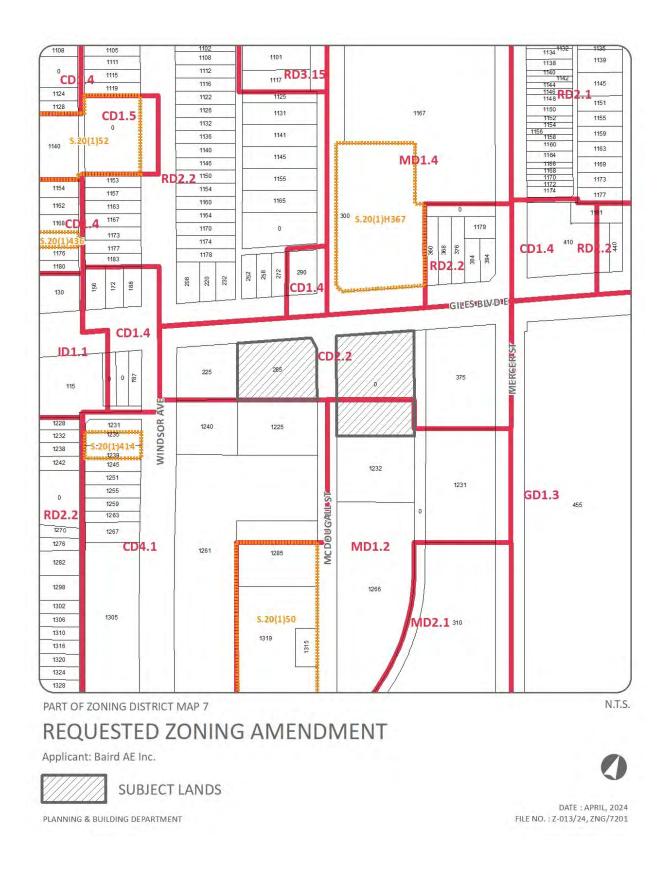


Figure 3: Neighbourhood Map



NEIGHBOURHOOD MAP - Z-013/24, ZNG/7201



SUBJECT LANDS

Discussion: Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) 2020 provides policy direction on matters of provincial interest related to land use planning and development. The *Planning Act* stipulates that land use decisions shall be consistent with the PPS. The following section highlights relevant policies within the PPS and evaluates the proposal to ensure consistency with the PPS:

Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns of the PPS stipulates:

1.1.1 Healthy, liveable and safe communities are sustained by:

a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

The subject proposal is making use of an existing vacant building and will make efficient use of existing municipal services.

b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

The proposed combined use building will contribute to the mix of residential types in the area by adding multi-unit residential to the neighbourhood, along with a commercial use.

c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;

Schedule C: Development Constraints of the City of Windsor Official Plan identifies a known or suspected former waste disposal site to the west of the subject properties. The applicant is required to complete a Record of Site Condition (RSC) in accordance with Provincial legislation, which will be required at the time of Site Plan Control. Through the RSC process the impacts (if any) of the known or suspected former waste disposal site will be evaluated. The applicant will be required to meet the current environmental standards for residential development to be able to file a RSC with the Province. The applicant will not be able to obtain a building permit without filing a RSC.

d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;

The proposed combined use building is located within a settlement area and will not prevent the efficient expansion of any settlement areas.

e) promoting the integration of land use planning, growth management, transitsupportive development, intensification and infrastructure planning to achieve costeffective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

The proposed combined use building is located directly adjacent to public transit infrastructure, cycling infrastructure, and will increase intensification within an existing built-up area. The proposed development will make efficient use of existing municipal services by adding residential units on existing services.

f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;

The comments from the City's Transportation Planning Department stipulated that accessible parking must be located on site, instead of on the parking lot across the McDougall Street. The concept plan submitted by the applicant shows that the required accessible parking spaces can be accommodated on 285 Giles Boulevard.

g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

The applicant has submitted a Sanitary Sewer Memo prepared by Baird AE dated December 2023 and revised on January 2024 in support of the proposed development. The applicant's consultant has confirmed that the existing combined sewer on McDougall Street will effectively accommodate the site's sewer servicing needs. The study demonstrates that the municipal combined sewer have adequate capacity, and no adverse impacts are expected on the surrounding areas as a result of the proposed development.

h) promoting development and land use patterns that conserve biodiversity; and

The proposed combined use dwelling is within the existing settlement area and within an existing building, therefore will reduce impacts on environmentally sensitive lands.

i) preparing for the regional and local impacts of a changing climate

The proposed combined use building is within an existing building and will increase density in the core the City. This land use pattern will reduce the consumption of undeveloped land that requires new municipal services.

The proposed amendment is consistent with the policies in Section 1.1.1 of the PPS.

Section 1.1.3 Settlement Areas stipulates the following:

1.1.3.1 Settlement areas shall be the focus of growth and development.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

a) efficiently use land and resources;

b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;

c) minimize negative impacts to air quality and climate change, and promote energy efficiency;

d) prepare for the impacts of a changing climate;

e) support active transportation;

f) are transit-supportive, where transit is planned, exists or may be developed; and

g) are freight supportive.

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

The proposed amendment makes efficient use of existing vacant building within a settlement area. It proposes a combined use building on land that is serviced by municipal infrastructure and does not require settlement area expansion. The subject amendment is consistent with policies 1.1.3.1 and 1.1.3.2 of the PPS.

Section 1.4 Housing stipulates:

1.4 Housing

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

b) permitting and facilitating:

1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, ...; and 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

The subject proposal will provide a form of housing that is appropriate in terms of range and mix of the existing neighbourhood context and is located where municipal infrastructure and public service facilities are available. The subject amendment is consistent with policies 1.4.3 of the PPS.

Section 1.6 Infrastructure and Public Service Facilities stipulates:

1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

The subject proposal is on lands within an area that is serviced by municipal sewage services and municipal water services. The recommended zoning by-law amendment is consistent with policy 1.6.6.2 of the PPS.

City of Windsor Official Plan

285 Giles is located within a Mixed Use Corridor land use designation and 0 Giles Boulevard is located within an Open Space land use designation as identified on Schedule D – Land Use Plan of Volume I of the City of Windsor Official Plan.

The applicant is proposing a use that is permitted by Zoning By-law 8600 on 0 Giles Boulevard (public parking area), therefore a zoning by-law amendment is not required. It is recommended that 0 Giles Boulevard will be identified in the Section 20 amendment to Zoning By-law 8600 to stipulate that the parking area serves the proposed use at 285 Giles Boulevard. Therefore, this section will only evaluate the proposed amendments at 285 Giles Boulevard.

Section 6.5.3.1 stipulates that medium profile residential uses either as stand alone buildings or part of a commercial-residential mixed use building is a permitted within the Mixed Use Corridor land use designation. Section 6.2.1.2 stipulates that a medium profile development is buildings or structures generally no greater than six (6) storeys in height. The official plan provides evaluation criteria for proposed development within a Mixed Use Corridor:

6.5.3.7 Evaluation Criteria

At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed commercial mixed use corridor development is:

(a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses:

(i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan;

Additionally, Section 5.4.9.2 of the Official Plan stipulates that "Council shall require proponents of development within 500 metres of a Known or Suspected Waste Disposal Site to prepare a report in accordance with provincial legislation, policy and appropriate guidelines to demonstrate the site is suitable for development". As described under the PPS section, Schedule C: Development Constraints of the City of Windsor Official Plan identifies a known or suspected former waste disposal site to the west of the subject properties. The applicant is required to complete a Record of Site Condition (RSC) in accordance with Provincial legislation, which will be required at the time of Site Plan Control. Through the RSC process the impacts (if any) of the known or suspected former waste disposal site will be evaluated. The applicant will be required to meet the current environmental standards for residential development to be able to file a RSC with the Province. The applicant will not be able to obtain a building permit without filing a RSC.

The recommendations of this report include a requirement that a RSC be a requirement of the SPC process.

The subject development is adjacent to an auto mechanic garage and is near industrial uses (mainly warehousing) which could cause noise from truck traffic or other industrial related activities. The applicant will be required to complete a noise study as part of SPC and this requirement is recommended in the recommendation section of this report.

(ii) within a site of potential or known contamination;

See response above regarding 6.5.3.7(a)(i).

(iii) where traffic generation and distribution is a provincial or municipal concern; and

Transportation Planning has no objections to the subject proposal and did not request a Traffic Impact Study.

(iv) adjacent to sensitive land uses and/or heritage resources.

The City of Windsor Heritage Planner has been circulated on the subject proposal and has no objections to the proposal. Known heritage resources are not on or adjacent to the subject property.

(b) in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area;

(c) capable of being provided with full municipal physical services and emergency services;

The subject property has full municipal physical services and emergency services.

(d) provided with adequate off street parking;

The subject proposal provides the required parking spaces as set out in Zoning By-law 8600, however the parking spaces are proposed

(e) compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and landscaped areas; and

The proposed development is within an existing building, therefore this policy does not apply.

(f) acceptable in terms of the proposal's market impacts on other commercial areas (see *Procedures chapter*).

This policy does not apply to residential development.

The official plan contains policies that provide direction on evaluating zoning by-law amendments in Section 11.6.3:

SECTION 11.6.3 OF OP VOL. 1 - ZONING BY-LAW AMENDMENT POLICIES

AMENDMENTS 11.6.3.1 All amendments to the Zoning By-law(s) shall conform with MUST This Plan. The Municipality will, on each occasion of approval of a change to the zoning by-law(s), specify that conformity with the Official Plan is maintained or that the change will be in conformity upon the coming into effect of an amendment to the Official Plan.

EVALUATION 11.6.3.3 When considering applications for Zoning By-law CRITERIA 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;

See the above analysis regarding Section 6.5.3.7 of

the Land Use Chapter of the Official Plan.

(b) Relevant support studies;

The applicant has submitted a concept site plan, elevations, renderings, sanitary sewer memo and conceptual floor plans in support of the subject application.

(c) The comments and recommendations from municipal staff and circularized agencies;

No objections were received from relevant departments

or agencies.

(d) Relevant provincial legislation, policies and appropriate guidelines; and

The report outlines consistency with the PPS.

(e) The ramifications of the decision on the use of adjacent or similar lands.

The subject proposal promotes intensification and efficient use of existing municipal services by the redevelopment of a vacant existing building. The proposed development is will have positive ramifications for the neighbourhood and City.

The subject Zoning By-law Amendment application is in conformity with the City of

Windsor Official Plan.

Zoning By-Law 8600

The subject property is located within a Commercial District 2.2 (CD2.2) zone on Map 7 of Zoning By-law 8600.

The applicant proposes a combined use building within the existing vacant building at 285 Giles Boulevard that was previously used for offices by Greenshield Canada. The current zoning permits a combined use building provided the residential uses are above the non-residential uses, however the applicant also proposes a commercial unit on the

first storey along with residential uses on the same storey and below the commercial use.

The CD 2.2 zone is typically applied to main street areas/BIAs within the City, such as Ottawa Street BIA, Wyandotte Street BIA, and Erie Street BIA. The zone permits a mix of commercial uses at the ground floor and permits residential uses in combined use buildings provided the residential uses are above the non-residential uses. The purpose of requiring residential uses above the non-residential uses is to maintain continuous commercial uses on the ground floor of buildings that front along a main street. This provides street level activity that is important to maintain the characteristic of a main street and/or BIA. The subject properties are not located within a main street designation or within a BIA. The proposed development will make efficient use of the vacant building and increase the density within the existing settlement area boundary. Ground floor residential uses will not break up commercial street front activity in this specific area neighbourhood, therefore it is appropriate to allow the residential uses on the same storey and below non-residential uses.

The applicant proposes accessible parking spaces located onsite, behind the existing building on an existing paved parking area. The existing parking area behind the existing build is limited, however having accessible parking spaces onsite is essential for safety concerns. The distance between the parking area from the building wall that is proposed to contain a habitable room window is 2 metres, whereas the zoning by-law requires 4.5 metres. This is an appropriate request given the existing conditions on the site.

The parking lot located across McDougall Street was previously uses for parking associated with the office use at 285 Giles Boulevard. The subject development proposes a similar arrangement by proposing the use of the parking lot at 0 Giles Boulevard for the required parking associated with the residential units at 285 Giles Boulevard.

0 Giles Boulevard is located within CD2.2 and M.D 1.2 zones which both permit a public parking area, therefore a zoning by-law amendment is not required to create a parking lot on this property. The recommendations of this report recommend adding a special provision to clarify that the parking is provided to meet the parking requirements for 285 Giles Boulevard.

A zoning by-law amendment is required at 285 Giles Boulevard to permit the residential units on the same storey and below non-residential uses; permit the required parking to be located off site; and allow a parking area within 2 metres of a building wall containing habitable room windows.

The subject proposal meets all other provisions of Zoning By-law 8600.

Site Plan Control (SPC)

The proposed development is subject to site plan control.

As noted in the comments from the City's Landscape Architect, the owner has removed dense overgrown plantings and several trees. Several trees were located on City property, therefore those trees will need to be replaced to the satisfaction of the Senior Urban Designer and City Forester. A Tree Inventory and Preservation Study will be required at SPC to determine the compensation.

Additionally, as already noted in this report, it is recommended at a RSC and Noise Study be completed as part of SPC.

Consultations:

The applicant held an Open House on January 9, 2024. Three members of the public attended and no objections were received.

Comments received from municipal departments and external agencies are attached as Appendix E. Municipal departments have noted no objection to the proposed amendment.

Statutory notice was advertised in the Windsor Star. A courtesy notice was mailed to property owners within 120m of the subject lands.

Risk Analysis:

N/A

Climate Change Risks

Climate Change Mitigation:

The subject proposal makes use of a vacant building, located within an existing neighbourhood on existing municipal services, therefore reducing the impacts of climate change by locating within the existing built up area.

Climate Change Adaptation:

N/A

Financial Matters:

N/A

Conclusion:

It's the Planner's opinion that the recommended zoning by-law amendment is consistent with the Provincial Policy Statement 2020 and is in conformity with the City of Windsor Official Plan.

Staff recommend approval of the zoning by-law amendment submitted by Bullet Investments Inc. at 285 Giles Boulevard and 0 Boulevard to permit the conversion of a vacant office building to a combined use building.

Planning Act Matters:

Laura Strahl, MCIP, RPP

Senior Planner

I concur with the above comments and opinion of the Registered Professional Planner.

Greg Atkinson, MCIP, RPP

Deputy City Planner

Thom Hunt, MCIP, RPP

City Planner

I am not a registered Planner and have reviewed as a Corporate Team Leader

JP JM

Approvals:

Name	Title
Greg Atkinson	Deputy City Planner - Development
Thom Hunt	City Planner
Aaron Farough	Senior Legal Counsel
Jelena Payne	Commissioner of Economic Development
Joe Mancina	Chief Administrative Officer

Notifications:

Name	Address	Email
Applicant/Agent		
Owner		
Property Owners within 120 metres		

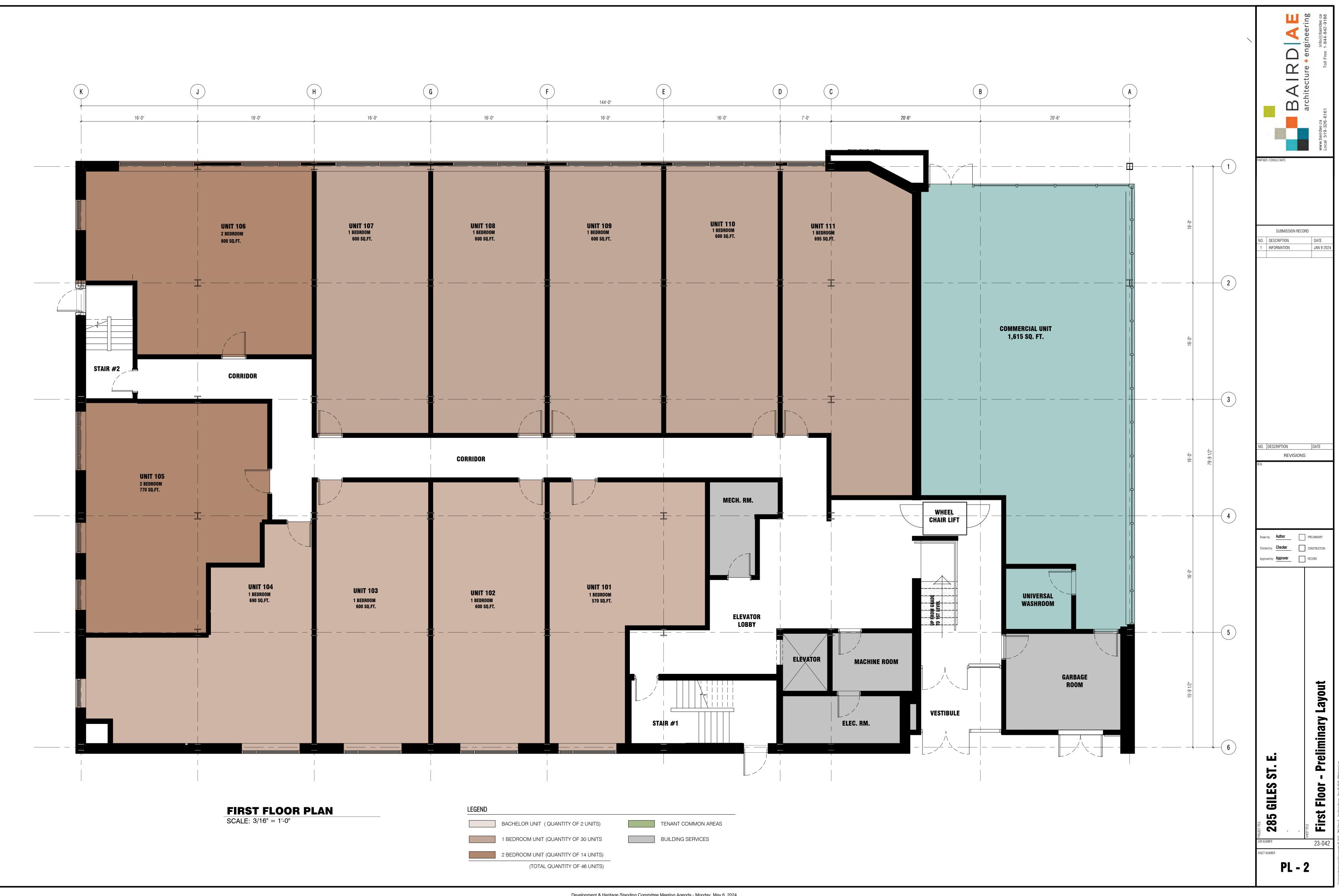
Appendices:

- 1 Appendix A Concept Site Plan
- 2 Appendix B Concept Floor Plan and Elevations
- 3 Appendix C Rendering
- 4 Appendix D Current Site Images
- 5 Appendix E Department and Agency Comments

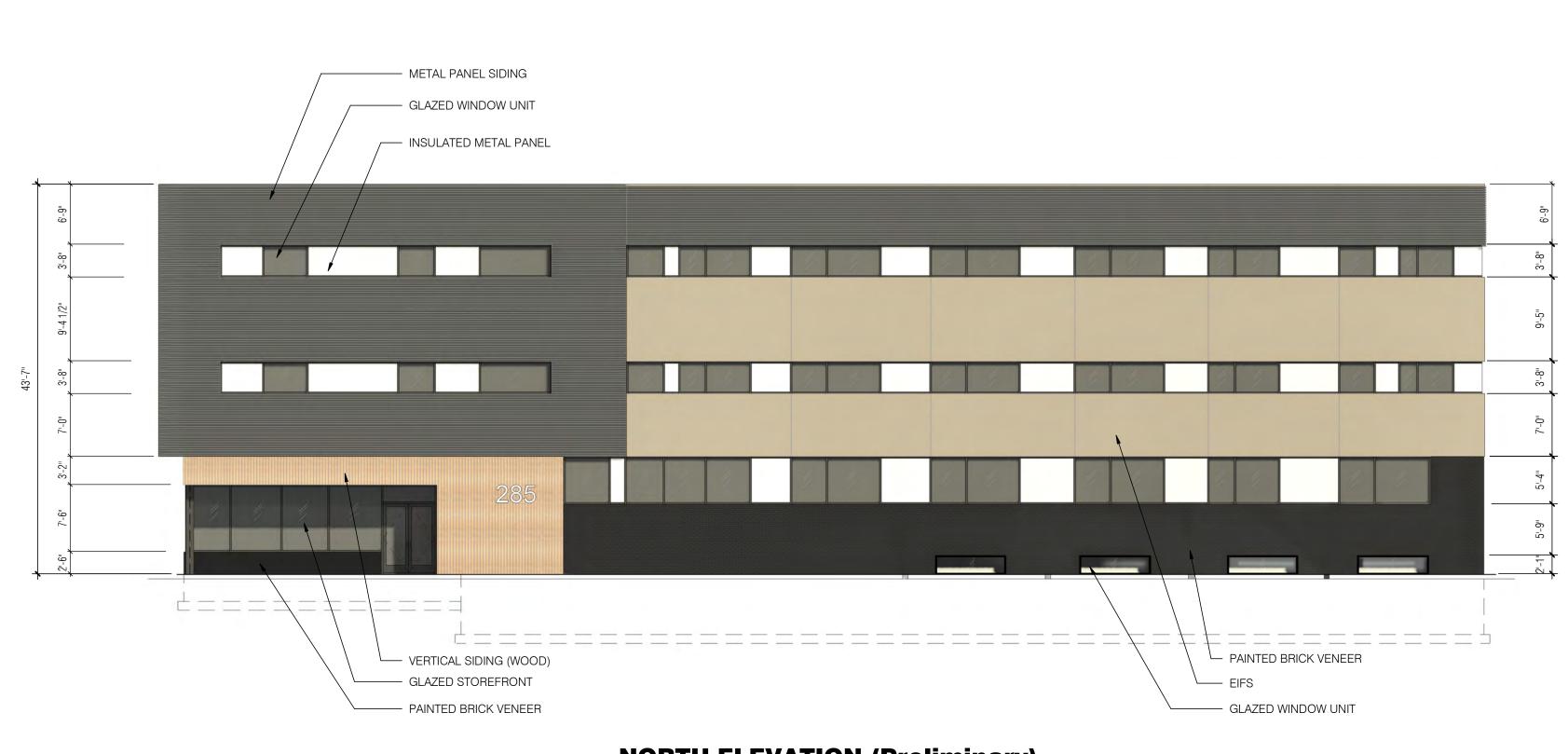


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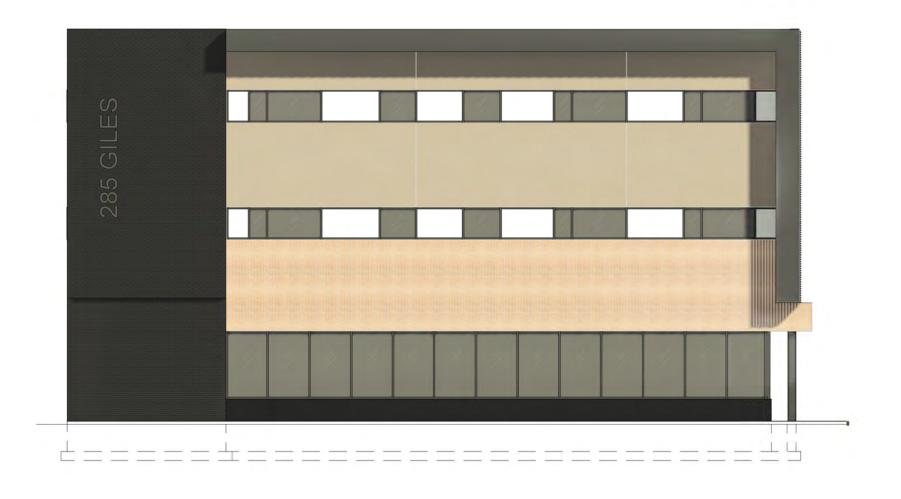


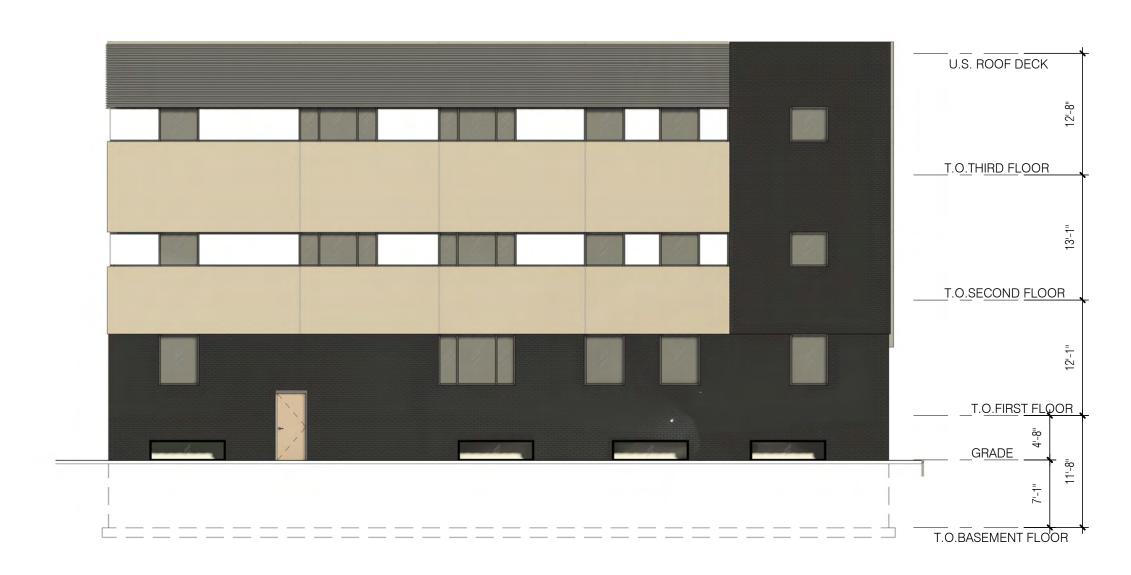


NORTH ELEVATION (Preliminary) SCALE: 1" = 10'-0"



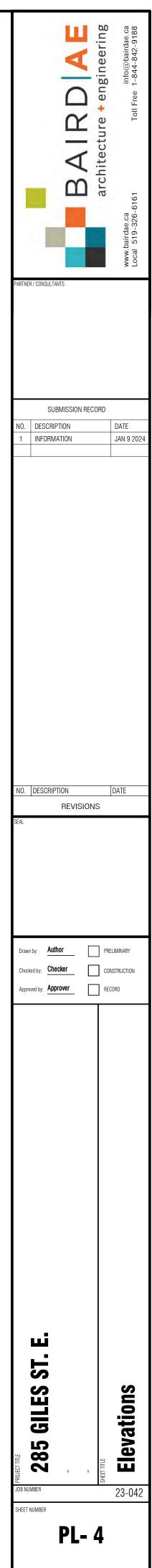
SOUTH ELEVATION (Preliminary) SCALE: 1" = 10'-0"





EAST ELEVATION (Preliminary) SCALE: 3/32" = 1'-0"

WEST ELEVATION (Preliminary) SCALE: 1" = 10'-0"





285 Giles Blvd East - Bullet Investments



January 19th, 2024

APPENDIX D – CONSULTATION

BELL CANADA

The information that municipalities provide to Bell Canada is instrumental to the provisioning of telecommunications infrastructure and we appreciate the opportunity to be proactively engaged in development applications and infrastructure and policy initiatives.

Bell Canada will provide a response should any comments / input be required on the information included in the circulation received. Bell Canada kindly requests that even if a specific comment is not provided at this time that you continue to circulate us at <u>circulations@wsp.com</u> on any future materials related to this development project or infrastructure / policy initiative so that we can continue to monitor its progress and are informed of future opportunities for engagement.

1) Bell Canada Responses to Pre-Consultation & Complete Development Application Circulations:

Pre-consultation Circulations

Please note that Bell Canada does NOT generally comment on pre-consultation circulations unless the information provided identifies that a future draft plan of subdivision, draft plan of condominium and/or site plan control application will be required to advance the development proposal.

Complete Application Circulations & Recirculations

Please note that Bell Canada does NOT generally comment on the following development applications official plan and zoning by-law amendments, part lot control, temporary use and interim control by-laws. However, Bell Canada does generally comment on site plan approval, draft plans of subdivision and draft plan of condominium applications.

Bell Canada will generally comment on recirculations where the change modifies the proposed residential dwelling unit count and/or non-residential gross floor area in a draft plan of subdivision, draft plan of condominium and/or site plan control application.

2) Bell Canada Responses to Infrastructure and Policy Initiative Circulations:

If required, a follow-up email will be provided by Bell Canada to outline any input to be considered on the infrastructure / policy initiative circulation received at this time.

Concluding Remarks:

If you have any other specific questions, please contact <u>planninganddevelopment@bell.ca</u> directly.

We note that WSP operates Bell Canada's development tracking system, which includes the intake and processing of municipal circulations. However, all responses to circulations and requests for information, such as requests for clearance, will come directly from Bell Canada, and not from WSP. WSP is not responsible for the provision of comments or other responses.

ENBRIDGE – SANDRO AVERSA

After reviewing the provided drawing at Giles Blvd and McDougall 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.

BUILDING – MIRELLA ALLISON

No issues with the site plan as far as spatial separation. The interior could have issues with dead end corridors.

TRANSIT WINDSOR – JASON SCOTT

Transit Windsor has no objections to this development. The closest existing transit route to this property is with the Ottawa 4. The closest bus stop is directly across the street from this property on Giles at McDougall Southeast Corner providing direct transit access to this development. This will be maintained with Transit Windsor's 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.

WINDSOR FIRE – MICHAEL COSTE

Fire has no issue

ENGINEERING – JUAN PARAMO

<u>Site Servicing</u> – The site may be serviced by a 750x1000mm combined sewer located within the McDougall Street 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 sampling manhole may be required on any new or existing sanitary connection at the property line to the satisfaction of the City Engineer, if one does not already exist.

A Sanitary Sewer Report, dated December 2023 and revised on January 2024 by Baird AE, has been received and reviewed. The applicant's consultant has confirmed that the existing 750mm combined sewer on McDougall Street will effectively accommodate the site's sewer servicing needs. The study demonstrates that the municipal combined sewer have adequate capacity, and no adverse impacts are expected on the surrounding areas as a result of the proposed development.

The Sanitary Sewer Report has been deemed acceptable, and the proposed sanitary servicing strategy is supported by the Engineering Development department.

<u>**Right-of-Way**</u> – McDougall Street is classified as a Collector Road in accordance with the Official Plan, requiring a right-of-way width of 24 meters. The current right-of-way is 13.40 meters, requiring a land conveyance of 1.5 meters along the McDougall Street frontage of 0 Giles Boulevard East, and a conveyance of 1 meter along the McDougall Street Frontage of 285 Giles Boulevard East.

A 6.1m x 6.1m corner cut-off is required along the south-east corner of Giles Boulevard and McDougall Street. An encroachment agreement will be required for the resulting parking lot area encroaching within the future right-of-way. Alternatively, the proponent may remove any encroaching elements.

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

Encroachment Agreement – The owner agrees to submit application for and execute an agreement with the Corporation for the proposed no fee encroachment, as per the encroachment policy, into the right-of-way (after conveyance has been completed, the north west corner of the parking lot of 0 Giles Boulevard East will have a concrete curb encroaching) to the satisfaction of the City Engineer.

Driveway Approaches - Shall conform to City of Windsor Standard Engineering Drawings AS-204, which must be constructed with straight flares and no raised curbs within the right-of-way.

Remove and restore all redundant curb cuts for 285 Giles Boulevard East along Giles Boulevard East.

Land Conveyance – Prior to the issuance of a construction permit, the owner (s) shall agree to gratuitously convey to the Corporation, 1.5 meters land conveyance along the entire McDougall frontage for the 0 Giles Boulevard property, and 1 meter along the entire McDougall frontage for the 285 Giles Boulevard property.

<u>**Corner Cut-Off**</u> – The owner(s) agrees, prior to the issuance of a construction permit, to gratuitously convey a $6m \times 6m (20' \times 20')$] corner cut-off at the intersection of the south east corner of Giles Boulevard and McDougall Street in accordance with City of Windsor Standard Drawing AS-230.

If you have any further questions or concerns, please contact Juan Paramo, of this department at jparamo@citywindsor.ca

ENVIRONMENTAL SERVICES – ANNE-MARIE ALBIDONE

I have no objection to the rezoning, however, the applicant should be advised to communicate with my division prior to finalizing design plans. The location of the garbage storage is indicated, but not the location the garbage would be placed for collection. I am concerned that the collection vehicles will not be able to access the garbage/recycling/organics.

ZONING – ZAID ZWAYYED

Below is the zoning review summary for the proposal:

- 1. Off-site parking compliance: The proposed separations on both sides of the access area along Giles Boulevard and the proposed north separation provided at the access area along McDougall Street must be bound by a curb and provided as landscaped open space yard (Section 25.5.40.7) the deficiency can be addressed during site plan approval process.
- 2. The proposal complies with the provisions of ZBL/8600, excluding the requested amendments (Sections 15.2.5.15, 24.26.1 and 25.5.20.6).

HERITAGE – TRACY 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 be notified of the following archaeological precaution.

- 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, <u>ktang@citywindsor.ca</u>, <u>planningdept@citywindsor.ca</u>
 Windsor Manager of Culture and Events (A): Michelle Staadegaard, (O) 519-253-2300x2726, (C) 519-816-0711, <u>mstaadegaard@citywindsor.ca</u>
 Ontario Ministry of Citizenship and Multiculturalism Archaeology Programs Unit, 1-416-212-8886, <u>Archaeology@ontario.ca</u>
 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

TRANSPORTATION PLANNING – ELARA MEHRILOU

- McDougall Ave is classified as a Class I Collector with a required right-of-way width of 24 metres per Schedule X of the Official Plan. The existing right-of-way is insufficient, therefore, a conveyance of 1 metre is required from 285 Giles. A 1.5 metre conveyance is required from 0 Giles.
- A corner cut off of 6.1m x 6.1m is required at the corner of Giles and McDougall from 0 Giles.
- All parking must comply with ZBL 8600
- A reciprocal agreement is required between the two parcels.
- 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.

FORESTRY - Yemi Adeyeye

Forestry has no comments on this property.

NATURAL AREAS - Karen Alexander

Natural Areas has no comments on this liaison.

PARKS - Hoda Kameli

Parks D&D has no objection to this Liaison.

SPC

The development proposal is subject to Site Plan Control pursuant to the Planning Act and City of Windsor By-law 1-2004.

Please note: There is currently a Pre-Consultation Stage 2 application with Site Plan. **LANDSCAPE & URBAN DESIGN – STEFAN FEDIUK**

Pursuant to the application for a zoning amendment **(Z 013/24)** to permit the conversion and expansion of the existing 3 storey building into a combined use building, with offsite parking on the subject, please note the following comments:

Urban Design and Climate Change:

The concept plan provided does not include the amount of landscape open space provide. CD2.2 does not identify requirements for such areas. However, the site plan for the off-site parking area (C103) demonstrates several large areas identified with painted surface markings, for traffic control to comply with zoning regulations (i.e. traffic control islands, corner areas). These areas would better serve the site with vegetative islands, with the provision of trees to provide shade for users and help reduce the urban heat island that is created by the expansive asphalt parking surface. Therefore, it is recommended that there be the inclusion a site-specific zoning provision that requires that any areas not used for the parking or maneuvering of vehicles within the off-site parking be designated as soft-surface landscape open space.

Similarly, the concept plan C102 provided indicates that the majority of the outdoor amenity area (517.53sm) will be hard surface. As the proposed use is to provide residential dwelling units, the need for shade and vegetation is strongly recommended, especially as the proposed amenity area in situated on the southwest side of the existing building. The provision of vegetation (especially trees) has been proven to provide healthy environments for residences. Provincial Legislation supports that landscape enhancements for such improvement to modify extremes of air temperature and sustainable design practices, are to be encouraged as does the O.P. (Sect 8 – Urban Design).

Tree Preservation:

Per the pre-consultation stage, the building site had been characterized by dense overgrown plantings. The off-site parking site was encircled with several trees. All vegetation was removed by the owner, and it was found some of those trees (9 in total) were on city property. Those trees will need to be replaced to the satisfaction of the Sr. Urban Designer and City Forester. This can be accommodated through the Site Plan Control process which this development will be subject. Therefore, as a condition of the site plan process, a condition is to be added that identifies that in addition to the standard tree planting requirements, the owner will provide 9 additional 50mm caliper trees to the satisfaction of the City Forester and Planning Department.

Parkland Dedication:

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

ENWIN

HYDRO ENGINEERING: Tia McCloskey

No Objection to rezoning

Please note the following distribution and services for 285 Giles E.:

- Overhead 27.6kV primary distribution pole line and associated down guy wires/ anchors across the street to the North limit of the property.
- Overhead 27.6kV primary distribution pole line and associated down guy wires/ anchors across the street to the East limit of the property.
- Overhead 120/240V secondary triplex servicing 225 Giles E, adjacent to the West limit of the noted property above.
- Underground 120V streetlight duplex, adjacent to the North limit of the property noted above.
- Overhead 120/208V Transformer and distribution across the street to the East limit of the property.

- Overhead 120/240V secondary triplex distribution, across the street to the East.
- Overhead 120/240V secondary triplex distribution, serving 1225 McDougall St, adjacent to the South limit of the property.
- Overhead 120/208V secondary quadruplex distribution, serving the above noted address.
- Overhead 347/600V secondary quadruplex distribution, servicing 1225 McDougall St, adjacent to the South limit of the property.
- Overhead 347/600V secondary quadruplex distribution, servicing 1240 Windsor Ave, adjacent to the South limit of the property.

Please note the following distribution and services for 0 Giles E.:

- Overhead double 27.6kV circuit primary distribution pole line and associated down guy wires/ anchors adjacent to the West limit of the property.
- Overhead 27.6kV primary distribution pole line and associated down guy wires/ anchors across the street to the North.
- Overhead 120V streetlight duplex, adjacent to the North limit of the property.
- Overhead 120V streetlight duplex across the street to the North limit of the property.
- Overhead 120/208V Transformer and distribution adjacent to the West limit of the property.
- Overhead 120/240V transformer distribution adjacent to the East limit of the property.
 Overhead 120/240V triplex serving the above noted property.

*Proposed buildings and/or building additions must have adequate clearance requirements from all hydro distribution and services.

We recommend referring to the Occupational Health and Safety Act for minimum safe limits of approach during construction and the Ontario Building Code for adequate clearance requirements for New Buildings and/or Building Additions.

WATER ENGINEERING: Bruce Ogg

ENWIN Water has no objections to the rezoning.





POSTESCANADA.CA

Lock-Box Assembly Requirements

The complete Canada Post Standards Manual for Builders & Developers can be downloaded at: https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf

Compartments Size

- Horizontal lock-box models used in mailrooms must have the following minimums:
 - 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)

<u>Access</u>

- 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.

<u>Numbering</u>

- Compartments should be numbered vertically and left to right on the delivery side of the boxes

101	109	207	
102	1 10	208	□ →
103	201	209	
104	202	210	
105	203	301	[]→
106	204	302	
107	205	303	
108	206	304	Π_

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.



Council Report: S 67/2024

Subject: Official Plan Amendment and Zoning By-Law Amendment regulations for Multiple Dwelling - Z010/24[ZNG7188] & OPA187[OPA7189] Castle Gate Towers INC. - 2230-2240 Daytona Ave

Reference:

Date to Council: June 3, 2024 Author: Frank Garardo, MCIP, RPP Senior Planner Corporation of the City of Windsor Planning and Building Services 350 City Hall Square West, Suite 210 Windsor, Ontario N9A 6S1 T. (519) 255-6543 x 6446 F. (519) 255-6544 E. fgarardo@citywindsor Planning & Building Services Report Date: May 16, 2024 Clerk's File #: Z/14775 & Z/14776

To: Mayor and Members of City Council

Recommendation:

1. **THAT** Schedule "A" of Volume I: The Primary Plan of the City of Windsor Official Plan **BE AMENDED** by designating lands on Plan 1015, Lots 76 to 79, Part Lot 75 and RP 12R21146 Parts 5 to 7; Windsor (Roll 080-490-04510-000), situated on the East side of Daytona Avenue, South of Northwood Street and known municipally as 2230-2240 Daytona Avenue, as a Special Policy Area.

2. **THAT** Chapter I in Volume II: Secondary Plans and Special Policy Areas of the City of Windsor Official Plan **BE AMENDED** by adding site specific policies as follows:

1.XX East Side of Daytona Avenue, South of Northwood Street

LOCATION	1.xx.1	The property described as Plan 1015, Lots 76 to 79, Part Lot 75 and RP 12R21146 Parts 5 to 7, in the City of Windsor, known municipally as 2230-2240 Daytona Ave, is designated a special policy area on Schedule A: Planning Districts and Policy Areas in Volume I – The Primary Plan.
ADDITIONAL PERMITTED	1.xx.2	Notwithstanding Section 4.7.1.4 of the Official Plan, Volume II, South Cameron

3. **THAT** Zoning By-Law 8600 **BE AMENDED** by changing the zoning of Plan 1015, Lots 76 to 79, Part Lot 75 and RP 12R21146 Parts 5 to 7; Windsor (Roll 080-490-04510-000), situated on the East side of Daytona Avenue, South of Northwood Street and known municipally as 2230-2240 Daytona Avenue by adding a site-specific exception to Section 20(1) as follows:

505. EAST SIDE OF DAYTONA AVENUE, SOUTH OF NORTHWOOD STREET

For the lands comprising Plan 1015, Lots 76 to 79, Part Lot 75 and RP 12R21146 Parts 5 to 7; Windsor (Roll 080-490-04510-000), situated on the East side of Daytona Avenue, South of Northwood Street and known municipally as 2230-2240 Daytona Avenue, a multiple dwelling with five or more dwelling units shall be an additional permitted main use subject to the following additional provisions:

- 1. Notwithstanding the definition of "front lot line" in Section 3, the exterior lot line adjacent to Daytona Avenue shall be deemed to be the front lot line.
- 2. Lot Width minimum 44.0 m
- 3. Lot Area per dwelling unit minimum 90.0 m2
- 4. Lot Coverage maximum 40.0%
- 5. Main Building Height –maximum 10.5 m
- 6. Front Yard Depth minimum 4.0 m
- 7. Side Yard Width minimum 5.0 m
- 8. Rear Yard Depth minimum 7.50 m
- 9. Notwithstanding Section 24.20, for a multiple dwelling that fronts a street, the required number of parking spaces shall be one parking space for each dwelling unit.
- 10. Notwithstanding Sections 25.5.20.1.5 and 25.5.20.1.6, where a building is located on the same lot as the parking area, for a building wall containing a habitable room window, a main pedestrian entrance facing the parking area, or containing both a habitable room window and main pedestrian entrance facing the parking area, the minimum horizontal parking area separation from that building wall shall be 1.2 m and the vertical parking area separation from that building wall shall be 0m.
- 11. Direct vehicular access to Northwood Street is prohibited.

4. **THAT** the Site Plan Approval Officer **BE DIRECTED** to incorporate the following, as required, in the site plan approval and site plan agreement:

a) Noise abatement shall be required to be incorporated into the site plan agreement in accordance with section 4.7.1.9 of the City of Windsor Official Plan, Vol. II.

b) The requirements and recommendations of municipal departments and agencies as noted in this report and detailed in Appendix F attached.

Executive Summary:

N/A

Background: Application Information				
Location:	2230-2240 Daytona Avenue			
Ward:	10 Planning District: South Cameron Zoning District Map: 4			
Applicant:	Castle Gate Towers Inc.			
Owner:	Same as Applicant			
Agent:	Pillon Abbs Inc.; c/o Tracey Pillon-Abbs, MCIP, RPP			

Submitted Documents

Application Form, Conceptual Site Plan (attached as Appendix A), Planning Rationale Report (attached as Appendix C), Traffic Impact Statement (attached as Appendix D), Functional Servicing Report (attached as Appendix E).

Proposal:

The applicant is requesting an amendment to the Official Plan and Zoning By-law 8600 to permit the construction of up to a four (4) storey multiple dwelling with a total of 20 dwelling units. The proposed conceptual plan identifies a height of approximately 14.6 metres and includes twenty-five on-site parking spaces and a minimum of three bicycle parking spaces. Vehicular access is proposed from Daytona Ave. The subject lands are currently vacant.

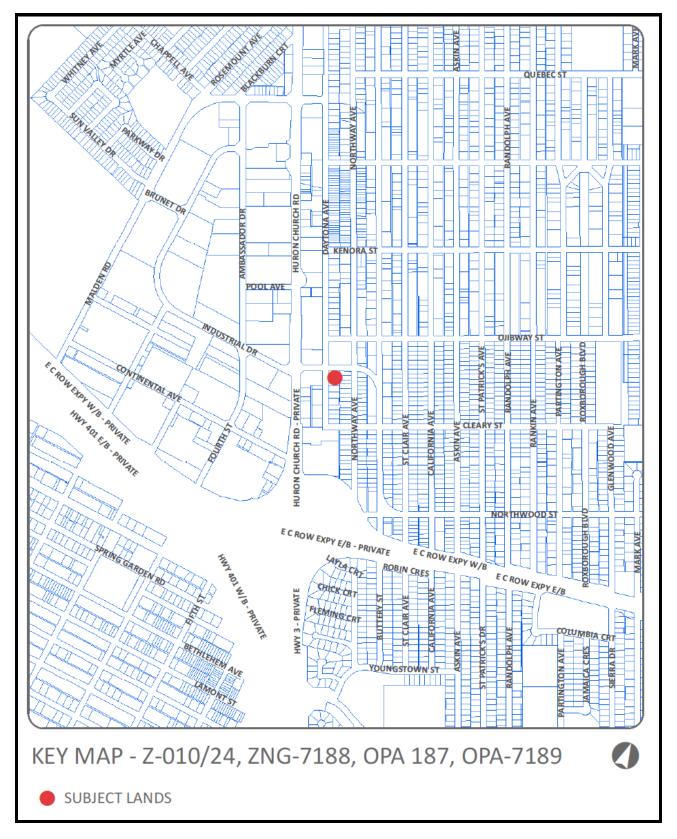
The subject lands are located in the South Cameron Planning Area and designated as *"Residential"* on *Schedule D: Land Use in Volume I: The Primary Plan* and designated as *"Residential Low Profile"* on *Schedule SC-1: Development Concept in Volume II: Special Policy Areas and Secondary Plans* of the Official Plan and currently zoned as Residential District 2.2 (RD2.2) in the Zoning by-law 8600.

The current Official Plan designation permits low profile residential land uses. The current residential (RD2.2) zone permits singles, semi-detached, townhomes, and multiple dwelling containing a maximum of four dwelling units. The applicant is requesting to change the zoning to Residential District (RD2.5) to permit a four-storey multiple dwelling with five or more units on the subject lands.

The proposed development as presented is subject to site plan control.

Site Information

OFFICIAL PLAN	ZONING	CURRENT USE	PREVIOUS USE
Residential	Residential District 2.2 (RD2.2)	Vacant lands	Unknown
LOT FRONTAGE	LOT DEPTH	LOT AREA	LOT SHAPE
37.18 m (Northwood Street)	48.6 m (Daytona Avenue)	1818.26 m ²	Rectangle
121.98 ft.	159 ft.	19571.5 sq. ft.	
All measurements are provided by the applicant and are approximate.			



Neighbourhood Description:

The subject parcel is located on a corner lot on the East side of Daytona Avenue, South of Northwood Street, between Northwood Street and Clearly Street. The subject lands are located in the South Cameron Planning Area and subject to the policies of *Volume II: Special Policy Areas and Secondary Plans* of the City of Windsor Official Plan.

Site images are provided in Appendix B.

SURROUNDING LAND USE:

North: Windsor Fire Station, Commercial land uses, and Multiple dwellings.

East: Residential uses – Low profile dwellings, including single and semi-detached dwellings.

West. Huron Church Road Corridor and Commercial land uses.

South: Mostly low profile housing developments including multiple dwellings, further south a hotel (Comfort Inn).

Daytona Avenue in this neighbourhood serves as the dividing line between the Residential land uses located on the East Side of Daytona Avenue and the Commercial land uses located on the West side of Daytona Avenue.

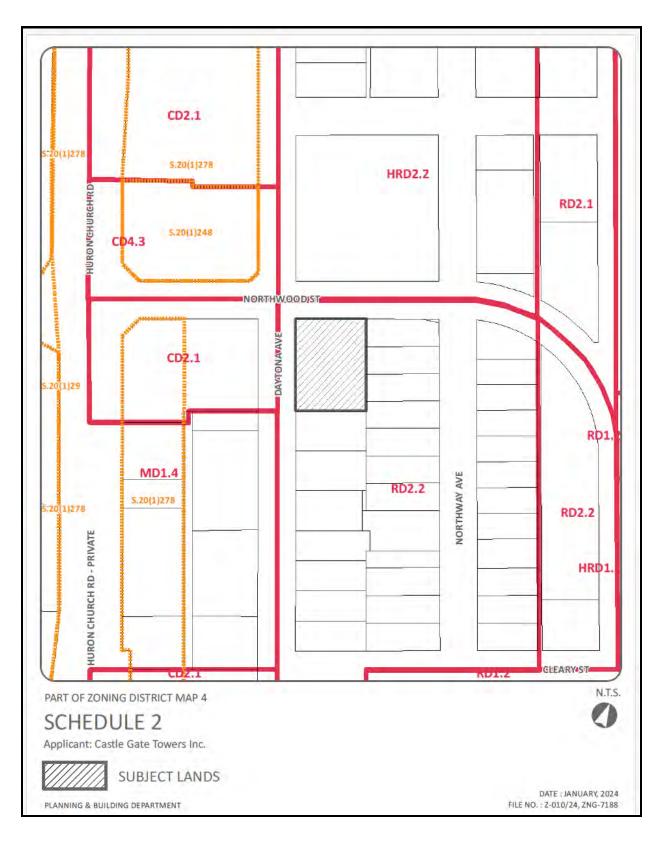
Daytona Avenue is a two –way two lane cross-section which travels North-South and currently does not have sidewalks on Daytona Avenue, (south of Northwood Street). There is no-on street parking on Daytona Avenue or Northwood Street.

Public transit is currently available via the Central 3 Bus route. The closest bus stop is located within less than 345m at the intersection of Industrial at Ambassador Southwest Corner.

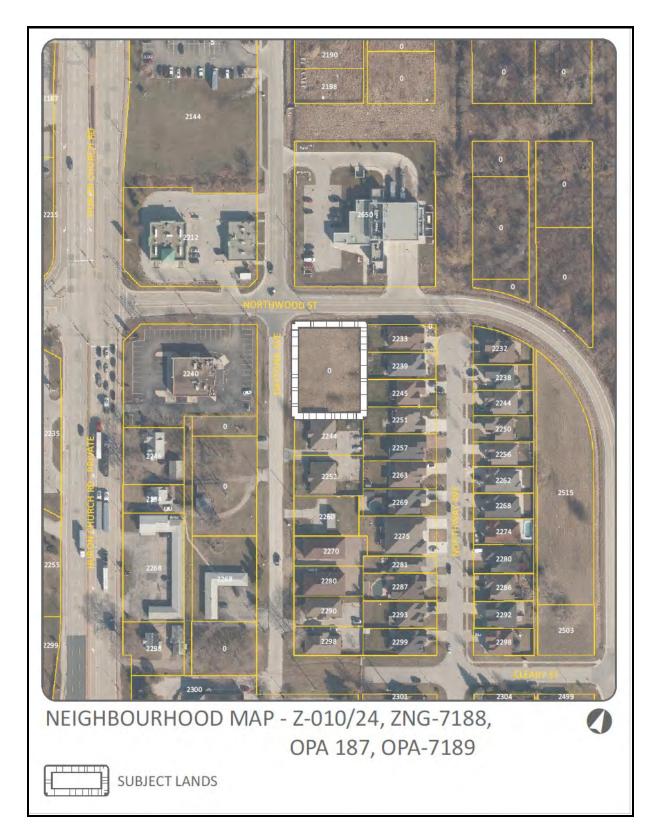
MUNICIPAL INFRASTRUCTURE:

- The City's records show that there are municipal storm and sanitary sewers within the abutting roadways, available to service the subject land.
- The closest fire hydrant is located across the street on Daytona Ave.
- No Street lights are located on Daytona Avenue.
- There are currently NO sidewalks located on Daytona Avenue (south of Northwood Street).
- ENWIN has overhead power distribution wires in the subject area. ENWIN has provided further information on further requirements during site plan control and construction of the proposal.
- Daytona Avenue is classified as a Local Road in the Official Plan; Northwood Street is classified as a Class II Collector.

Figure 2: Subject Parcel – Rezoning







Discussion: PROVINCIAL POLICY STATEMENT (PPS) 2020

The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development and sets the policy foundation for regulating the development and use of land in Ontario. The zoning bylaw amendment promotes residential intensification and infill and would result in a development on a site which is currently vacant and under-utilized. This is consistent with the Provincial Policy Statement in that the development promotes the efficient use of existing land, promotes cost-effective development patterns and standards to minimize land consumption and servicing costs. Related to this direction, the PPS states:

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 Healthy, liveable and safe communities are sustained by:

a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;

g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

i) preparing for the regional and local impacts of a changing climate.

With respect to 1.1.1(a) – The requested multiple dwelling development promotes costeffective development by redeveloping an under-utilized vacant site. The amendment will introduce a multiple dwelling on the subject land; thereby, resulting in an efficient use of land, municipal services and infrastructure. Furthermore, the amendment will promote efficient development and land use pattern that will positively impact the financial well-being of the City of Windsor.

With respect to 1.1.1(b) - There are existing multiple dwellings located on Daytona Avenue. The recommended amendment will bring about the accommodation of a new *multiple dwelling* housing type that will constitute an appropriate market-based range and mix of residential types.

With respect to 1.1.1(c) – There are no known environmental or public health & safety concerns.

With respect to 1.1.1(g) – The subject land is in an area of the City that is built-up and serviced by necessary infrastructure and public utilities.

With respect to 1.1.1(i) – The impacts of climate change can be further addressed at the time of site plan approval when the lot-grading provisions, stormwater management measures, servicing study, landscaping requirements and much more, can be discussed in details and incorporated in the site plan approval and site plan agreement.

In summary, a proposed multiple residential development will facilitate an efficient development on the subject land and sustain a healthy, liveable and safe community. The recommended zoning by-law amendment is consistent with policy 1.1.1 of the PPS.

Policy 1.1.3.1 and Policy 1.1.3.2 state:

1.1.3.1 Settlement areas shall be the focus of growth and development.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

a) efficiently use land and resources;

b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;

c) minimize negative impacts to air quality and climate change, and promote energy efficiency;

d) prepare for the impacts of a changing climate;

e) support active transportation;

f) are transit-supportive, where transit is planned, exists or may be developed; and ...

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

This amendment creates opportunity for growth and development within the City of Windsor settlement area. This amendment will facilitate the development of a multiple dwelling housing option, which is both an infill development and promotes residential intensification. The amendment will facilitate multiple dwelling residential development that will efficiently use land, resources, and existing infrastructure, including existing and planned active transportation options such as sidewalks, and transit. The subject amendment is consistent with policies 1.1.3.1 and 1.1.3.2 of the PPS.

Policy 1.4 Housing states:

1.4 Housing

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

b) permitting and facilitating:

1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, ...; and

2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

The proposed Official Plan and Zoning by-law amendments would facilitate a net increase in residential units and provide a form of housing that is appropriate in terms of range and mix. The subject amendment is consistent with policies 1.4.3 of the PPS.

1.6 Infrastructure and Public Service Facilities

1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

The subject land is within an area that is serviced by municipal sewage services and municipal water services. The recommended zoning by-law amendment is consistent with policy 1.6.6.2 of the PPS.

1.6.6.7 Planning for stormwater management shall:

e) maximize the extent and function of vegetative and pervious surfaces; and

f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.

The applicant will be required to submit a Storm Water Management (SWM) and Servicing Report as part of site plan control. The Site Plan Review process will further address storm water management and landscaping features. The recommended amendment is consistent with policy 1.6.6.7 (f) of the PPS.

1.7 Long-Term Economic Prosperity

1.7.1 Long-term economic prosperity should be supported by:

b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;

c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities.

This amendment encourages residential intensification which provides additional housing supply to the City. This amendment, therefore, symbolizes an appropriate response to the housing needs in the City of Windsor. The proposed multiple dwelling will optimize the availability and use of land, infrastructure, and public service facilities. The amendment is consistent with policy 1.7.1 of the PPS.

1.8 Energy Conservation, Air Quality and Climate Change

1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

a) promote compact form and a structure of nodes and corridors;

b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas; and

g) maximize vegetation within settlement areas, where feasible.

The amendment promotes a compact development, which is also transit supportive. The recommended amendment contains zoning provisions (building setbacks, lot coverage) that will help to maximize vegetation within the subject site and enhance air quality and positively impact storm management design for the site.

OFFICIAL PLAN (OP)

A *safe, caring and diverse community* encourages a range of housing types to ensure that people have an opportunity to live in their neighbourhoods as they pass through the various stages of their lives. "As the city grows, more housing opportunities will mean less sprawl onto agricultural and natural lands." S. 3.2.1.2 (Neighbourhood Housing variety), OP Vol. 1.

Land Use Designation: The site is designated *"Residential"* on Schedule D: Land Use of the City of Windsor Official Plan and designated as *"Residential Low Profile"* on Schedule SC-1: Development Concept in Volume II: Special Policy Areas and Secondary Plans of the Official Plan. The objectives and policies of the Residential land

use designation establish the framework for development decisions in Residential areas within the City of Windsor.

South Cameron Secondary Planning Area (OP Volume II): The site is currently designated as "Low Profile Residential". The South Cameron Planning Area promotes limited medium and high profile residential development. "*This secondary plan provides primarily for residential development which complements the development that has already occurred within this planning district. In this regard, residential development will be primarily low profile with limited provision for medium and high profile housing to afford a variety of choices in housing forms".*

Permitted Uses: s. 4.7.1.1, OP Vol. 2. The site currently permits low profile residential land uses. The South Cameron Secondary Planning Area describes low profile and medium profile as follows:

LOW PROFILE RESIDENTIAL DEFINED

4.7.1.4 For the purpose of this secondary plan, Low Profile Residential development comprise single detached and semi-detached dwellings only.

MEDIUM/HIGH PROFILE DEFINED

4.7.1.5 For the purpose of this secondary plan, Medium/High Profile Residential development comprise townhouses, stacked townhouses and apartments.

Objectives MEDIUM/HIGH PROFILE USES

4.6.2 Locate medium/high profile residential uses adjacent to commercial areas.

SCALE TRANSITION

4.7.1.7 The layout and design of any site for Medium/High Profile Residential uses shall not create an abrupt change in the scale and/or form of existing residential development and shall not jeopardize the potential for Low Profile Residential development on adjacent lands.

In evaluating the above policies for residential land use profiles for the South Cameron Secondary Plan, it is administration opinion that the subject lands are located on the east side of Daytona avenue, located adjacent to commercial land uses, and multiple dwellings. A multiple dwelling on the subject lands would be consistent with the policies of the Official Plan. In regard to the scale and transition of the building, the proposed building is located on an existing block pattern which includes primarily low profile residential dwellings with permission of up to three storeys in height.

The Official Plan and Zoning by-law amendment as proposed would increase the permitted maximum building height from 9 metres to 14.6 metres. The transition in height can be considered as abrupt and not be similar in regard to built form and height as outlined in Section 4.7.1.7 above.

The development pattern of the existing area bounded by Northwood Street on the North and East, Daytona Ave on the West, and the EC Row expressway to the South includes an existing built form of low-profile dwellings typically up to three storeys in height. To remain consistent with the existing block pattern, administration is recommending a low -profile multiple dwelling with similar height to the block pattern.

Windsor Intensification Guidelines (Section 2.2.1 Site Orientation): The City of Windsor Intensification Guidelines seek to promote consistent and compatible neighbourhoods.

"The relationship between buildings through placement on the lot is important to ensure a consistent neighbourhood 'feel' and to define and frame the street while imparting the sense of openness and enclosure".

The objectives of the Urban Design Guidelines in directing the relationship of the building to lot lines are to:

Maintain consistent spacing between dwellings; and, Allow a measure of privacy between neighbours by providing space for light and landscaping.

1. Consider building placement and siting on a property in relation to the street and the property's neighbours to reinforce the positive characteristics of the existing streetscape.

2. Ensure the scale of Low Profile buildings is compatible and sensitively integrated with residential buildings in the immediate vicinity in terms of building mass, height, setbacks, orientation, privacy, landscaping, shadow casting, accessibility, and visual impact.

3. Locate dwellings close to the street edge to frame the streetscapes, however, this will depend on the setbacks to houses on either side of the site.

4. Maintain consistent front yard setbacks along the street. New development should have a set back equal to the predominant setback (70%+) on the street (+/- 1.0m), or a distance that is the average of those on either side of the development site (+/- 1.0m).

5. Provide side yard setbacks that reflect those of adjacent homes, or are the average distance of those on either side of the development, in accordance with existing zoning standards, to a minimum of 1.2 metres. Front yard setback approaches.

6. Consider rear yard privacy issues when extending a home towards the rear property line or building a new dwelling by:

a. Minimizing extensions beyond the adjacent dwellings rear wall;

b. Limit direct conflict with new windows on the side elevations with existing windows on the abutting building;

c. Minimizing the location of second floor balconies on rear and side elevations or providing privacy screening on the side of the balcony; and,

d. Providing fencing that effectively screens the rear amenity and minimizes its exposure to/from adjacent properties, where appropriate.

In evaluating the above intensification guidelines, the concept plan shows a four storey multi-unit residential structure which may include windows and balconies abutting the low profile residential homes to the east. The proposed height and proposed openings may raise privacy concerns from abutting property owners. Limiting the height of the proposed structure to less than four storeys, will reduce any concerns regarding building separations, and conflicts. A low-profile multiple dwelling represents a complementary and compact form of housing that is located near public transportation and commercial amenities.

Residential Land Use (chapter 6, OP Vol): The Official Plan's objectives are to support a complementary range of housing forms, promote compact residential form for new developments and promote selective residential redevelopment, infill and intensification initiatives in the City of Windsor. Objective 6.1.1 is to achieve safe, caring and diverse neighbourhoods. Objective 6.1.2 seeks environmentally sustainable urban development. Objective 6.1.3 promotes housing suited to the needs of Windsor's residents.

Objective 6.3.1.1 supports a complementary range of housing forms and tenures in all neighbourhoods. Objective 6.3.1.2 seeks to promote compact neighbourhoods and balanced transportation systems. Objective 6.3.1.3 seeks to promote residential redevelopment, infill and intensification initiatives in appropriate locations in the City.

Objective 6.3.2.5c of the Official Plan outlines the evaluation criteria for zoning amendments to be i) compatible with the surrounding area, (ii) provided with adequate off street parking; (iii) capable of being provided with full municipal physical services and emergency services; (iv) and facilitating a gradual transition from Low Profile residential development to Medium and/or High profile development and vice versa, where appropriate.

The proposed development will help to support a diverse neighbourhood that represents a sustainable community and will provide housing that is in demand. The proposed development will help to encourage residential uses in vacant and under-utilized areas.

Energy Conservation, s.8.5.2.8 of OP Vol. 1: The proposed infill redevelopment is a compact, transit-oriented development with increased density, making transit service a viable investment for the City, per s.8.5.2.8(b), OP Vol. 1. Landscaping and site plan can further assist in reducing heating and cooling requirements. Hence the recommended amendment is structured to conform with s.8.5.2.8(c), OP Vol. 1.

Zoning By-Law:

The subject site is currently zoned Residential (RD2.2) in the City of Windsor Zoning By-law 8600. The current zoning permits singles, townhomes, multiple dwellings up to a maximum of four units, and additional dwelling units as such the proposed development requires a Zoning By-law amendment to include "multiple dwelling with five or more units as an additional permitted use. Administration is recommending site specific provisions. Relevant excerpts from Zoning By-law 8600 are attached as Appendix H.

The applicant's requests for a zoning change to a higher density residential (RD2.5) provisions in the Planning Rationale Report dated have all been considered and are supported in principle in this report; through site specific recommendations to interior

side yard setbacks, rear yard setbacks, and reduced maximum height. The site-specific recommendations include provisions for setbacks which are typical for multiple-dwelling developments within the context of the existing built form.

The proposed recommendations will facilitate a multiple dwelling and assist with the transition from single detached dwellings located to the east of the subject lands on Northwood avenue. DRAFT BY-LAW: A draft by-law is attached as Appendix I.

The following items were taken into consideration in drafting of a recommended site specific zoning by-law provision.

Zoning Regulations:

Minimum Lot Area and Dwelling units: The applicant has requested relief from the minimum lot area per dwelling from 166 square meters to 90 square meters within the RD2.5 zone, which could permit up to twenty (20) dwelling units. The current zoning permissions would permit three storey townhomes with additional dwelling units which result in comparable dwelling units on the subject lands as the applicant's request. The recommended zoning provision requires 90.0 square meters per dwelling unit for a total of twenty.

Building Height: The applicants have requested for the RD2.5 zone category which would permit a maximum height of 18 meters. The applicant's conceptual plans identifies a height of 14.63 metres. The South Cameron Planning Area outlines the residential framework consisting of primarily low-profile residential land uses with limited medium profile land uses permitted along Daytona Avenue (east side). The existing lot patterns comprised of existing low profile dwellings and section 2.2.1 (6) of the Windsor intensification guidelines encourage limiting conflict with balconies on rear and side elevations. Furthermore, the definition for medium profile land uses are further defined as: *This secondary plan provides primarily for residential development which complements the development that has already occurred within this planning district. In this regard, residential development will be primarily low profile with limited provision for medium and high profile housing to afford a variety of choices in housing forms. Within the context of the South Cameron Planning Area medium and high profile land uses are considered as townhomes, stacked townhomes, and apartment buildings.*

A three-storey multiple dwelling residential would be considered a medium density building for the South Cameron Secondary Planning area and be appropriate intensification for the subject lands. Administration is recommending a height of 10.5 metres maximum building height to be consistent with the existing block pattern and low-profile land use designations located to the East.

Lot Coverage/Landscaped Open Space: The subject lands are in an area which can accommodate a multiple dwelling. Administration is in favor of a maximum 40% lot coverage to ensure a good ratio for the building envelope and to assist with site plan control principles in regard to design and landscaping.

Lane Access: In consultation with the Transportation Department the concept plan identifies no vehicular access from Northwood Avenue. Administration is recommending no vehicular access from Northwood Avenue and the sole access with be from Daytona Avenue.

Parking Provisions: The development has provided on-site parking spaces. The current zoning provisions for the subject parcel would require a minimum of one (1) parking space per dwelling unit for a townhome dwelling with additional dwelling units or multiple dwelling.

Setbacks: The subject lands are located on a corner lot which can accommodate residential intensification. Due to the configuration of the lot, Northwood Street is considered the front yard, and Daytona Avenue is considered the side yard. Administration is recommending site specific setbacks; including a minimum 7.5 m setback for the main building to assist with the transition and separation from the low-profile development on the East side (Northwood St) and maximum building height of 10.5 metres. Furthermore, to assist with landscaping, massing, building separations, and the context of any future buildings on the subject lands, administration is recommending the following additional site specific setbacks to be included in the zoning by-law amendment:

- minimum rear yard width setback 7.5 m
- minimum front yard width setback 4.0 m
- minimum side yard width setback 5.0 m

The current zoning requires setback minimums of 6.0 m front yard depth; 1.5m side yard depth, and 7.5 m rear yard depth. The recommended setbacks would be site specific to ensure the lot line abutting the low-profile residential on the East is considered the rear lot line.

Site Plan Control: The proposed development will be subject to site plan control. The requirements and concerns of municipal departments will be considered during the site plan control process. The subject lands are designated within a "Noise Control Area" on Schedule SC3: Noise Control Conditions. The following policies will apply for site plan control:

SCHEDULE SC-3: NOISE CONTROL CONDITIONS

4.7.1.9 Noise abatement shall be required to be incorporated in zoning by-laws, and/or site plan agreements in areas as shown on Schedule SC-3: Noise Control Areas as follows:

(a) Area "A" on Schedule SC-3: Noise Control Areas, being the area bounded on the north by the Quebec Street right-of-way, on the west by Daytona Street, on the south by the Cleary Street right-of-way and on the east by St. Patricks between the Quebec Street right-of-way to the Ojibway right-of-way and the alley between Rankin and Randolph Streets between the Ojibway right-of-way and the Cleary right-of-way:

(i) Townhouses or apartments proposed in Medium/High Profile Residential areas immediately east of Daytona shall be designed in a manner to reduce noise levels for the residential areas to the east and also protect the amenities for the residents on site;

(ii) All buildings fronting on the east side of Daytona shall be fitted with a central air conditioning system so that windows and doors can be kept closed. The air cooled condenser unit shall be located so as to minimize its impact on and in the immediate vicinity of the subject property; and

(iii) The following warning clause shall be included in all agreements of purchase, lease and sale and be registered on title of all properties located in area as defined above;

"Purchasers/ Tenants/ Occupants are advised that despite the inclusion of noise control features in this development noise levels due to road traffic on Huron Church Road may on occasion interfere with some of the indoor and outdoor activities of the dwelling occupants as the noise levels may exceed the Ministry of the Environment noise criteria."

Recommendation II provides additional direction concerning the circulation of any SPC application, including the inclusion for noise control conditions, enhancing of landscaping features, and pedestrian connectivity to nearby amenities.

Consultations:

Comments received from municipal departments and external agencies are attached as Appendix J. Municipal departments have noted no objection to the proposed amendment subject to some requirements, which could be addressed at the time of site plan approval.

Open House: An open house was held on February 20, 2024 for area residents.

Public Notice: Statutory notice was advertised in the Windsor Star, a local daily newspaper. A courtesy notice was mailed to property owners and tenants within 120m of the subject lands.

Risk Analysis:

N/A

Climate Change Risks

Climate Change Mitigation:

In general, residential intensification minimizes the impact on the Community greenhouse gas emissions as these developments create complete communities and neighbourhoods while using currently available infrastructure such as sewers, sidewalks, and public transit.

Climate Change Adaptation:

The development proposal incorporates landscaping and building design elements to improve energy efficiency and increase resiliency of the development and surrounding area.

Financial Matters:

N/A

Planner's Opinion:

The *Planning Act* requires that a decision of Council in respect of the exercise of any authority that affects a planning matter, *"shall be consistent with"* Provincial Policy

Statement 2020. The requested zoning amendment has been evaluated for consistency with the Provincial Policy Statement 2020 and conformity with the policies of the City of Windsor Official Plan.

Based on the information presented in this report, the proposed Official Plan and Zoning By-law amendment as requested does not conform with the City of Windsor Official Plan policies in regards to the residential policy direction of the South Cameron Secondary Planning Area for low and medium density residential profiles.

A multiple dwelling (up to three storeys) would be consistent with the existing block pattern and conform with the secondary plan policies (as recommended for amendment), and provide an appropriate range and mix of housing options. A Multiple Dwelling represents a well positioned compact form of development that meets the requirements of current and future residents. Furthermore, it represents a form of residential intensification, is set in a location with access to infrastructure, public service facilities, and is close to commercial land uses. Administration has provided further recommended in this report. The Official Plan and Zoning By-law amendments recommended in this report are consistent with the PPS 2020 and conform with the City of Windsor Official Plan (as recommended for amendment).

Conclusion:

An approval for an amendment to the Official Plan and Zoning By-law 8600, to permit a multiple dwelling unit would be supported with further site-specific provisions including a reduction in the requested height. This would facilitate modest intensification and provide flexibility for a multiple dwelling as an additional permitted land use. A low-profile multiple dwelling represents a complementary and compact form of housing that is located near public transportation and provides for a range of housing options.

Planning Act Matters:

I concur with the above comments and opinion of the Registered Professional Planner.

Greg Atkinson, MCIP, RPP – Deputy City Planner- Development

Thom Hunt, MCIP, RPP- City Planner

I am not a registered Planner and have reviewed as a Corporate Team Leader

JP JM

Approvals:

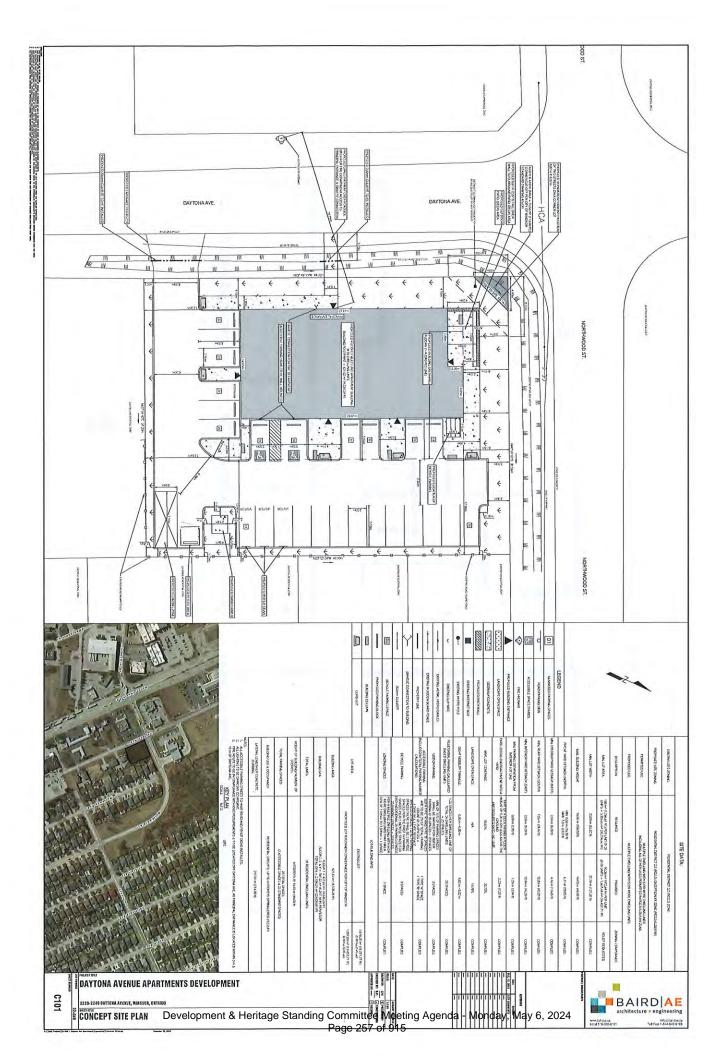
Name	Title	
Greg Atkinson	Deputy City Planner - Development	
Jason Campigotto	Deputy City Planner - Growth	
Thom Hunt	City Planner	
Aaron Farough	Senior Legal Counsel	
Jelena Payne	Commissioner, Economic Development	
Joe Mancina	Chief Administrative Officer	

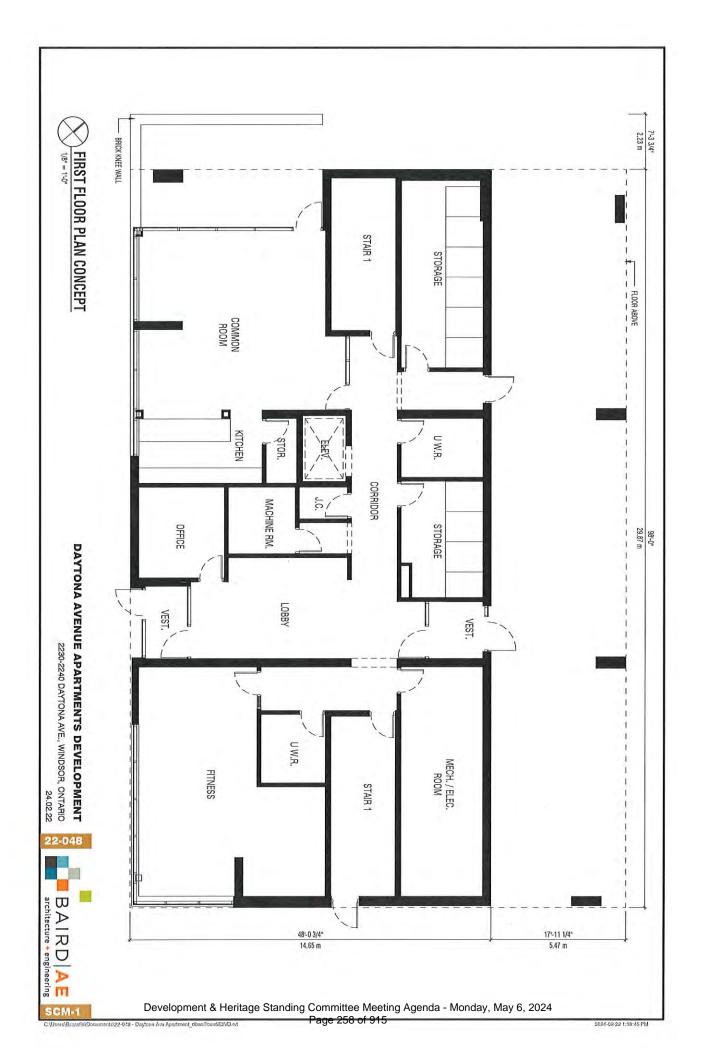
Notifications:

Name	Address	Email
Tracey Pillon-Abbs Pillon Abbs Inc.		
Zak Habib		
Councillor Jim Morrison		
Property owners and tenants within 120 m of the subject lands		

Appendices:

- Appendix A Concept Plan and Elevations
- Appendix B- Site Images
- Appendix C- Planning Rationale Report
- Appendix D- Traffic Impact Statement
- Appendix E- Functional Servicing Report
- Appendix F- Excerpts from the Official Plan
- Appendix G- Excerpts from the PPS 2020
- Appendix H- Excerpts from the Zoning By-Law
- Appendix I Draft Amending By-law
- Appendix j Consultations
- Appendix K OPA Schedule A





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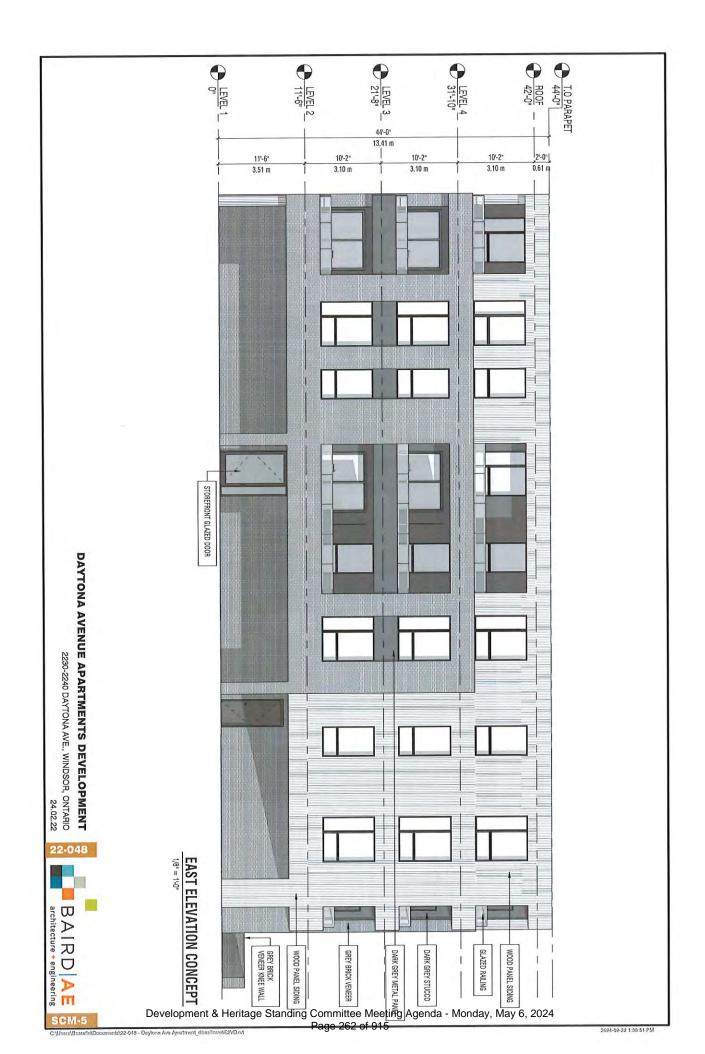
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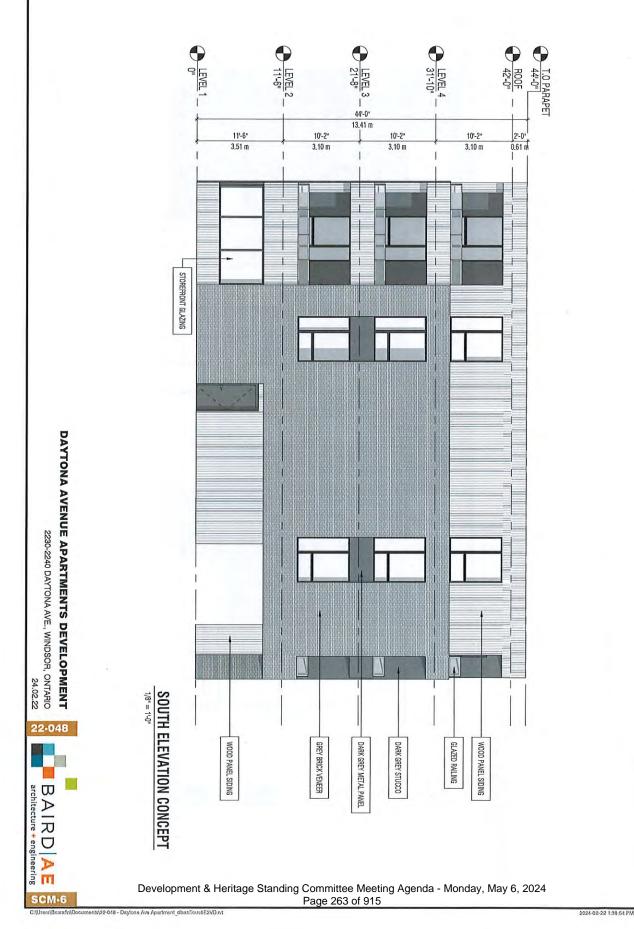
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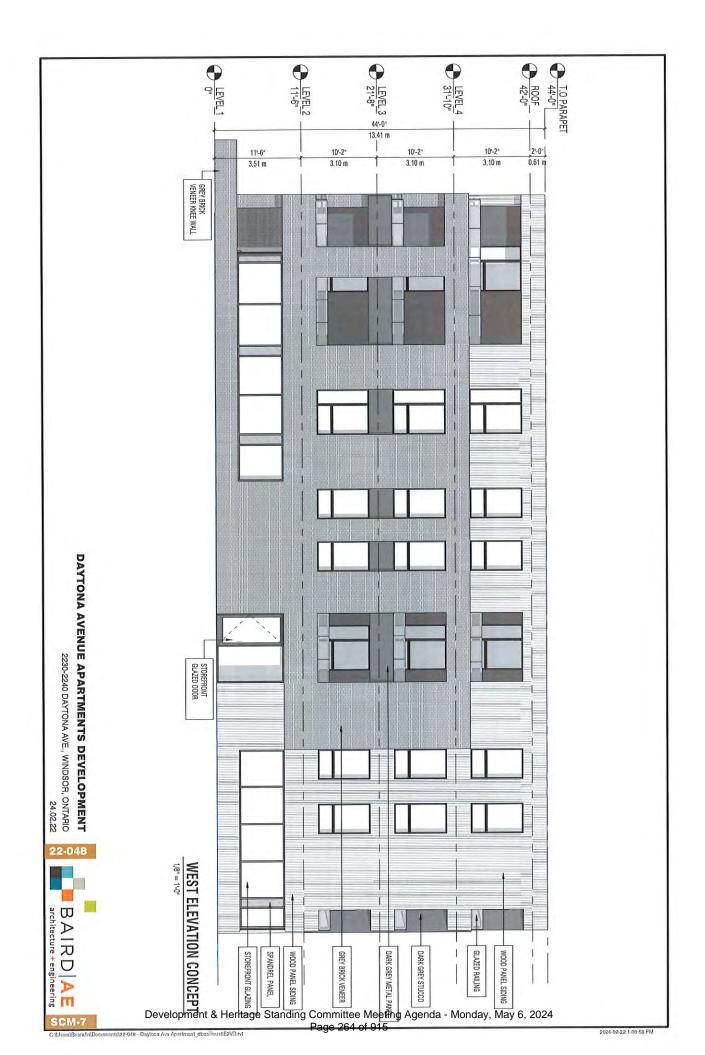
O LEVEL 1 LEVEL 4 31'-10" LEVEL 2 11'-6" LEVEL 3 . 211-8" T.0 PARAPET 42"-0" 44'-0" 13.41 m 12'-0" 0.61 m 10'-2" 3.10 m 10'-2" 3.10 m 10'-2" 3.10 m 11'-6" 3.51 m DAYTONA AVENUE APARTMENTS DEVELOPMENT 2230-2240 DAYTONA AVE., WINDSOR, ONTARIO 24.02.22 NORTH ELEVATION CONCEPT 4 22-048 VENEER KNEE WALL STOREFRONT GLAZING GREY BRICK VENEER GLAZED RAILING WOOD PANEL SIDING _DARK GREY METAL PANEL DARK GREY STUCCO BAIRDAE architecture + engineering Development & Heritage Standing Committee Meeting Agenda - Monday, May 6, 2024 Page 261 of 915 SCM-4

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APPENDIX "B" Site Images



Image 1- Subject Parcel 2230-2240 Daytona Ave



Image 2- Subject Parcel 2230-2240 Daytona Ave



Image 3 – Subject Parcel (East Side of Daytona Ave.)



Image 4 – Subject Parcel (looking South from Northwood St.)

PLANNING RATIONALE REPORT

OFFICIAL PLAN AMENDMENT AND ZONING BY-LAW AMENDMENT PROPOSED RESIDENTIAL DEVELOPMENT

"Daytona Avenue Apartment Development"

2230-2240 Daytona Avenue

Windsor, Ontario

February 27, 2023

Prepared by:

Pillon Abbs Inc.

Tracey Pillon-Abbs, RPP Principal Planner 23669 Prince Albert Road Chatham, ON N7M 5J7 226-340-1232 tracey@pillonabbs.ca www.pillonabbs.ca

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2230-2240 Daytona Ave., Windsor, Ontario

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1.0 INTRODUCTION

I have been retained by Castle Gate Towers (herein the "Applicant"), to provide a land use Planning Rationale Report (PRR) in support of a proposed development located at 2230-2240 Daytona Avenue (herein the "Site") in the City of Windsor, Province of Ontario.

The proposed development is called the "Daytona Avenue Apartment Development".

The Site is located in Ward 10 in the South Cameron Planning District.

The Site is currently vacant and was previously intended for residential use.

It is proposed to construct one new 4-storey multiple dwelling containing a total of 20 residential units.

The units are proposed to be rental as the tenure.

A total of 25 on-site parking spaces are proposed, with access from Daytona Avenue.

The Site will provide for a new housing choice in an existing built-up area, which is an example of missing middle development.

An application for an Official Plan Amendment (OPA) and an application for a Zoning By-law Amendment (ZBA) are required.

Once the OPA and ZBA have been approved, the Applicant will proceed with a Site Plan Control (SPC) application in order to complete the detailed design requirements. A building permit will also be required prior to any construction or site alterations.

Pre-consultation (stage 1) was completed (City File #PS-067-2), and pre-submission (stage 2) was completed (City File #PC-20/23) by the Applicant. Comments were received and have been incorporated into this PRR.

The purpose of this report is to review the relevant land use documents, including the Provincial Policy Statement 2020 (PPS), the City of Windsor Official Plan (OP) and the City of Windsor Zoning By-law (ZBL).

This PRR will show that the proposed development is suitable intensification of residential development, is consistent with the PPS, conforms to the intent and purpose of the OP and ZBL and represents good planning.

2.0 SITE AND SURROUNDING LAND USES

2.1 Description of Site and Ownership

The Site is owned by William Beneteau and Josephine Marie Beneteau.

Castle Gate Towers Inc. has an accepted purchase and sale agreement to buy the Site. The purchase has yet to close.

The Site is made up of one (1) corner lot located on the east side of Daytona Avenue and the south side of Northwood Street (see the area in red with the pin on Figure 1 – Site Location).



Figure 1 – Site Location (Source: City of Windsor GIS)

The Site is located in Ward 10 in the South Cameron Planning District.

Address	Legal Description	PIN	ARN	Ownership	Purchase Date
2230- 2240 Dayton Avenue	LT 76 PL 1015 SANDWICH WEST; LT 77 PL 1015 SANDWICH WEST; LT 78 PL 1015 SANDWICH WEST; LT 79 PL 1015 SANDWICH WEST ;S/T DEBTS IN R952535; WINDSOR	01581- 0309 (LT)	080-490- 04510	BENETEAU, WILLIAM	1990
2230- 2240 Dayton Avenue	LT 75 PL 1015 SANDWICH WEST EXCEPT R984908; S/T DEBTS IN R952535; WINDSOR	01581- 0308 (LT)	080-490- 04510	BENETEAU, JOSEPHINE MARIE	1990

The Site is under two (2) ownerships, is locally known and is legally described as follows:

2.2 Physical Features of the Site

2.2.1 Size and Site Dimension

The Site, subject to the proposed development, consists of a total area of 1,818.26 m2 (0.18 ha), with 37.18 m of lot width along Northwood Street and 48.61 m of lot depth along Daytona Avenue.

2.2.2 Existing Buildings and Structures and Previous Use

The Site is currently vacant and was previously intended for residential use.

All existing buildings and structures have been removed.

2.2.3 Vegetation and Soil

The Site has an open grassed area and scattered trees.

The soil is made up of Berrien Sand (Bes).

2.2.4 Topography and Drainage

The Site is flat and is outside the regulated area of the Essex Region Conservation Authority (ERCA).

The Site is impacted by Source Water Protection and is with an Event Based Area (EBA)

The Site is part of the Turkey Creek drainage area.

2.2.5 Other Physical Features

There is fencing along a portion of the Site, owned by others.

There are no other physical features to be noted.

2.2.6 Municipal Services

The property has access to municipal water, storm and sanitary services.

Daytona Avenue (Local Road) and Northwood Street (Class II Collector Road) are two-way, 2lane roadways with no on-street parking.

There are no streetlights and or sidewalks in the immediate area.

The closest fire hydrant is located in front of the Site, along Daytona Avenue.

The Site has access to transit with the closest bus stop located on Industrial Drive at Windsor ABPC (700 m), Stop ID: #1640 (Bus #3).

The Site is in close proximity to major transportation corridors, including Huron Church Road (Class 1 Arterial Road), Hwy 401 and EC Row Expressway.

2.2.7 Nearby Amenities

There are several schools nearby, including St. James Catholic Elementary, Bellewood Public School and Marlborough Public School.

There are many parks and recreation opportunities in close proximity to the Site, including Malden Park, Treehouse Park, Ojibway Street/South Cameron Park And Malden Hill.

The nearest library location is Budimir Public Library.

There is nearby shopping in the form of plazas and malls, as well as employment, places of worship and local/regional amenities.

2.3 Surrounding Land Uses

Overall, the Site is located in an existing built up area. The neighbourhood characteristics include institutional, commercial and residential uses. A site visit was undertaken on June 10, 2023.

North – The lands directly north of the Site are used for institutional (Windsor Fire Station 5) with access from Daytona Ave and Northwood St (see Photo 1 - North).



Photo 1 – North (Source: Pillon Abbs Inc.)

South – The lands directly south of the Site are used for residential with access from Daytona Ave (see Photo 2 - South).



Photo 2 - South (Source: Pillon Abbs Inc.)

East – The lands directly east of the Site are used for residential (rear of the Site) with access from Northway Ave (see Photo 3 - East).



Photo 3 - East (Source: Pillon Abbs Inc.)

West – The lands directly west of the Site are used for residential and commercial (plaza, motel) with access from Daytona Avenue, Huron Church Road and Northwood Street (see Photos 4 - West).







Photos 4 – West (Source: Pillon Abbs Inc.)

3.0 PROPOSAL AND CONSULTATION

3.1 Development Proposal

The Site is located in Ward 10 in the South Cameron Planning District.

The Site is currently vacant and was previously intended for residential use.

It is proposed to construct one new 4-storey multiple dwelling containing a total of 20 residential units.

The proposed development is called the "Daytona Avenue Apartment Development".

It is anticipated that the development will be completed by 2027.

A Concept Plan has been prepared (see Figure 2a – Concept Plan).

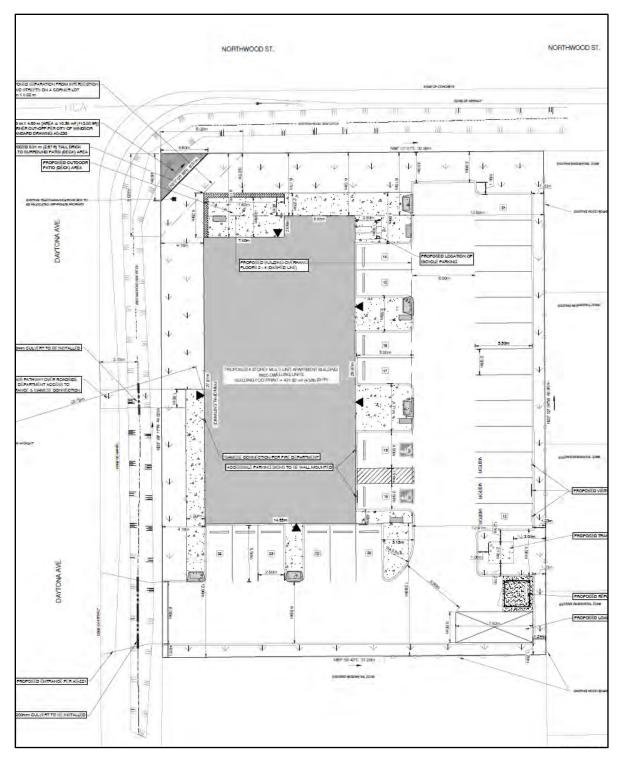
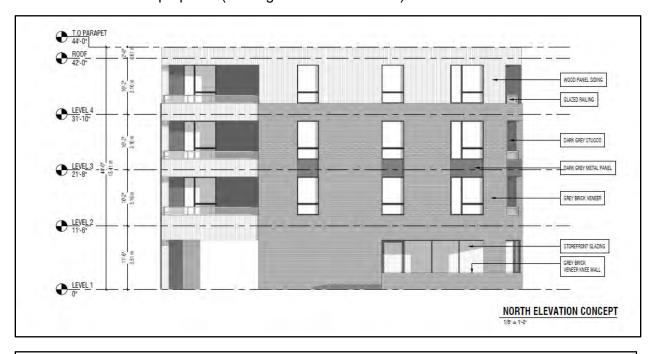


Figure 2a – Concept Plan

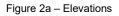
The Concept Plan is a preliminary illustration of the Site. The total building area is proposed to be 421.62 m2 in size. The proposed height of the 4-storey building will be 14.63 m tall. Elevations have been prepared (see Figure 2b – Elevations)











The Elevations are a preliminary illustration of the Site.

The building will face the roadways.

Based on the size of the Site (0.18 ha) and the number of units (20), the proposed total gross density will be 111.11 units per hectare (uph).

The tenure of the units is proposed to be rental.

1-2 bedroom units are proposed.

A total of 25 on-site parking spaces are proposed, with access from Daytona Avenue.

Parking will be available for residents and visitors and will be marked with signage.

The parking area will have appropriate lighting. The Site includes a fire route.

A total of 2 barrier free parking spaces are provided, located close to the main entrance of the proposed building.

A total of 3 bicycle parking spaces are provided. A total of 1 loading space is provided.

The Site will be professionally landscaped with greenspace located around the perimeter of the proposed building and the parking area. The total landscaped area will be 19.76% of the total lot area.

Existing fencing will remain around the Site.

The Site will have sidewalks connecting the parking area to the entrances as well as a connection to municipal roadways.

There is a proposed corner lot conveyance to the City of Windsor.

Garage and Recycling will be stored in a proposed fenced refuse area.

3.2 Public Consultation Strategy

In addition to the statutory public meeting, the *Planning Act* requires that the Applicant submit a proposed strategy for public consultation with respect to an application as part of the complete application requirements.

As part of a public consultation strategy, in addition to the statutory public meeting, an informal electronic public open house was held with area residents (120 m radius) and property owners on Monday, February 26, 2024, from 6:00 pm to 7:00 pm.

A total of 87 notices were mailed out.

The open house provided members of the public with opportunities to review and comment on the proposed development.

In addition to City of Windsor Staff, Ward Councillor and the Applicant Team, a total of 7 people registered and attended.

Emails were also received.

The following is a summary of the comments and responses from the public open houses:

Topic Item	Comments and Questions	Response
Site Plan and Zoning	The property should be developed consistent with the block, which would be two fourplexes. Stick with the current zoning	If developed with 4-plexes, a total of 12 to 16 units could be built. The proposed development consolidates the units into one structure with 20 units, which is 4 more units.
Location, Design, Fit and Compatibility	(for a 4 plex). This building would be more appropriately located immediately north of the fire hall (or near Freds Farm Fresh) as it wouldn't impact the reasonable enjoyment of the home owners to their back yards, especially the last two to five homes on the north west side of Northway Avenue. The proposed development is not compatible and is not the same as what currently exists in the area.	The proposed development will act as a buffer from the fire hall, commercial buildings and traffic from Huron Church Rd. Compatible does not need to be the same. It has to live in harmony. A larger apartment is being proposed near Freds Farm Fresh. Design to match the fire hall.
	This should be in the downtown (20 units).	
Privacy, loss of enjoyment, mental health impacts and reduced family time	It would be unfair to the most north & west 4-5 homeowners on this stretch of Northway. There are too many windows on the proposed building. Lack of sunlight will impact mood, routine, efficiency, impacts on professional life, and stress. Backyards need to be protected (pools, sunrooms, etc).	This is a small scale development. It is set back from the backyards as far as possible. All lighting will be dark sky approved.
Shadow	The building will cast a shadow on the rear lots abutting the Site.	A shadow study is not required.

Topic Item	Comments and Questions	Response
	This will impact on the growth of trees.	Shadow can be addressed with the setback.
		The building is pushed as close to the corner as possible.
		There is a large setback from the east side of the building to the lot line.
Tenure	There will be too many random people living in this dwelling.	The City OP supports a mix of housing tenures.
		There are similar buildings in the area.
		1-2 bedrooms only.
		Fully accessible units.
		Perfect for someone who wants to start out or someone who wants to downsize.
Financial risk, loss of property value and marketing of home same	There will be a negative impact	This is not a planning issue.
Safety, garbage and security	It will impact the entire community.	Behaviour can be addressed with policing.
		Garbage will be better managed.
Traffic	There are too many cars and buses in the area.	A TIS was completed. No impact is expected.
		Daytona Road improvements will be a result of this development.
Fire Hall	Fire Station safety of trucks leaving will be impacted	There is no access on Northwood Street proposed.
Trust	Trust issues with council, staff and builder (rights will not be protected).	Not a planning issue.
	Mayor's noted that people do not want to live beside a 4 plex (let along a 20 plex)	

Topic Item	Comments and Questions	Response
	Rights of homeowners need to be protected	
Environment	Biology is an issue, SARS assessment should be	SARS was not required for this Site.
	completed.	There are no trees or natural heritage features nearby.
	The environment will be	
	affected.	Could do bee and bird houses.
		Tree plantings can be native, subject to SPC approval.

4.0 APPLICATIONS AND STUDIES

Pre-consultation (stage 1) was completed (City File #PS-067-2), and pre-submission (stage 2) was completed (City File #PC-20/23) by the Applicant. Comments were received and have been incorporated into this PRR.

The proposed development requires an application for an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA).

The following explains the purpose of the applications and other required approvals as well as a summary of the required support studies.

4.1 Official Plan Amendment

A site specific Official Plan Amendment (OPA) is required in support of the proposed development.

The Site is currently designated "Residential" on Schedule D: Land Use and is subject to Volume II – South Cameron Secondary Plan - Schedule SC1: Development Concept, which designates the Site as "Residential - Low Profile".

It is proposed to further amend the existing land use designation to permit a medium profile 4storey multiple dwelling with 20 units.

The OPA is detailed, and the justification is set out in Section 5.1.2 of this PRR.

4.2 Zoning By-Law Amendment

A site specific Zoning By-law Amendment (ZBA) is required in support of the proposed development.

The Site is currently zoned Residential District 2.2 (RD2.2) category as shown on Map 4 of the City of Windsor Zoning By-Law (ZBL).

It is proposed to change the zoning to a site-specific Residential District 2.5 (RD2.5 - S.20(1)(XXX)) category in order to permit a multiple dwelling with 5 or more dwelling units.

In addition to the change in zoning for the permitted use, site specific relief of various zoning provisions is also requested.

The ZBA is detailed, and the justification is set out in Section 5.1.3 of this PRR.

4.3 Other Application

Once the ZBA has been approved, the Applicant will proceed with a Site Plan Control (SPC) application in order to complete the detailed design requirements.

A building permit will also be required prior to any construction or site alterations.

4.4 Supporting Studies

The following studies have been prepared to support the proposed development.

4.4.1 Traffic

A Traffic Impact Statement (TIS) was prepared by BairdAE Architecture and Engineering, dated December 12, 2023.

The report was prepared to determine the intersection's existing and future operating conditions and individual turning movements. This included sight line and traffic volume.

It was determined that the development is predicted to produce 132 daily vehicles, 9 morning vehicles and 12 evening peak vehicles.

It was concluded that the proposed development is expected to have a minimal impact on the conditions at the intersections of Northwood Street with Huron Church Road and Daytona Avenue.

The report also noted that the existing intersection of Huron Church Road and Northwood Street is not performing well under background traffic volumes. This condition is not the result of, nor is it made any worse by, the proposed development.

4.4.2 Servicing

A Functional Servicing Report (FSR) was prepared by BairdAE Architecture and Engineering, dated August 23, 2023 and further revised on December 12, 2023.

The report was prepared to ensure compliance with local design standards and development regulations.

The report summarized existing conditions, storm and sanitary servicing provisions, and potable water servicing provisions to support the proposed development.

It was concluded that there would be no negative impacts on the existing infrastructure.

5.0 PLANNING ANALYSIS

5.1 Policy and Regulatory Overview

5.1.1 Provincial Policy Statement

The Provincial Policy Statement, 2020 (PPS) provides policy direction on matters of provincial interest related to land use planning and development providing for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environments.

The PPS is issued under Section 3 of the Planning Act and came into effect on May 1, 2020. It applies to all land use planning matters considered after this date.

The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.

The Site is within an existing "Settlement Area", as defined by the PPS.

The following provides a summary of the key policy considerations of the PPS as it relates to the proposed development.

PPS Policy #	Policy	Response
1.0	Ontario's long-term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns	where the Site is located, which will contribute positively to promoting
1.1.1	 Healthy, liveable and safe communities are sustained by: a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term; b) accommodating an appropriate affordable and market-based range and mix 	The proposed development is consistent with the policy to build strong, healthy, and livable communities as it provides for a development where people can live, work and play. The proposed development offers a new housing choice.

PPS Policy #	Policy	Response
	of residential types, employment, institutional, recreation, park and open space, and other uses to meet long-term needs; c) avoiding development and land use patterns which may cause environmental or public health and safety concerns; d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas; e) promotingcost- effective development patterns and standards to minimize land consumption and servicing costs; f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;	There are no anticipated environmental or public health and safety concerns. The development pattern does not require expansion of the settlement area as it is considered infilling and intensification. The proposed development will not change lotting or street patterns in the area. The Site has access to full municipal services and is close to nearby amenities. Accessibility of units will be addressed at the time of the building permit. Public service facilities are available. The development pattern is proposed to be an efficient use of the vacant land.
1.1.2	Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years. Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if	

PPS Policy #	Policy	Response
	necessary, designated growth areas.	
1.1.3.1	Settlement areas shall be the focus of growth and development.	The proposal enhances the vitality of the City, as the Site is within an existing built-up area.
1.1.3.2	 Land use patterns within settlement areas shall be based on densities and a mix of land uses which: a) efficiently use land and resources; b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; c) minimize negative impacts to air quality and climate change, and promote energy efficiency; d) prepare for the impacts of a changing climate; e) support active transportation; f) are transit-supportive, where transit is planned, exists or may be developed; and g) are freight-supportive. 	The density of the proposed development is considered appropriate. The Site provides for an infilling opportunity. The Site offers an opportunity for intensification by creating a new housing choice using the vacant property. Residents will have immediate access to local amenities, shopping, employment, recreational areas, and institutional uses. Transit is available for the area. The Site is located close to major transportation corridors.

PPS Policy #	Policy	Response
1.1.3.3	Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.	The proposed development is located on a Site that is physically suitable. The Site is flat, which is conducive to easy vehicular movements. The Site is a corner lot providing vehicle access to the proposed development. The intensification can be accommodated for the proposed development as it is an appropriate use of a vacant parcel of land. Parking will be provided on- site, including space for tenants and visitors. Bicycle parking and refuse
1.1.3.4	Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.	storage are also provided.The proposed multiple dwelling will be built with a high standard of construction, allowing a seamless integration with the existing area.There will be no risks to the public.The Site is outside of the ERCA regulated area.
1.1.3.5	Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up	The City has established targets for intensification and redevelopment. The proposed development will assist in meeting those

PPS Policy #	Policy	Response
	areas, based on local conditions.	targets as the Site is located in an existing built-up area.
1.1.3.6	New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.	The proposed development does have a compact built form. The proposed building size and location on the Site will allow for the efficient use of land, pedestrian and vehicle access, infrastructure and public services.
1.4.1 - Housing	To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:	The proposed development will provide for an infill opportunity in the existing built-up area. The Site offers an opportunity for intensification in an area with a mix of uses.
	a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and	Municipal services are available, as set out in the support studies.
	b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in	

PPS Policy #	Policy	Response
	draft approved and registered plans.	
1.4.3	Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of	The proposed density is compatible with the surrounding area and will provide an appropriate transition between existing uses.
	current and future residents of the regional market area.	The building will provide a buffer between existing uses.
		The proposed density will have a positive impact on the area as it will blend well with the existing built form and provide for a new housing choice.
		The Site is close to local amenities.
		There is suitable infrastructure, including transit.
1.6.1 - Infrastructure	Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts	The development can proceed on full municipal services as identified in the required support studies.
	of a changing climate while accommodating projected needs.	Electrical distribution will be determined through detailed design.
		Access to public transit is available.
1.6.6.2 - Sewage, Water and Stormwater	Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the	The proposed development will be serviced by municipal sewer, water and storm, which is the preferred form of

PPS Policy #	Policy	Response
	environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.	servicing for settlement areas.
1.6.6.7 - Stormwater	 Planning for stormwater management shall: a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term; 	There will be no anticipated impacts on the municipal system, and it will not add to the capacity in a significant way. There will be no risk to health and safety.
	 b) minimize, or, where possible, prevent increases in contaminant loads; c) minimize erosion and changes in water balance, and 	
	prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;	
	d) mitigate risks to human health, safety, property and the environment;	
	e) maximize the extent and function of vegetative and pervious surfaces; and	
	f) promote stormwater management best practices,	

PPS Policy #	Policy	Response
	including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.	
1.6.7.1 - Transportation	Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.	The subject property is in close proximity to major transportation corridors and has access to transit.
1.6.7.2	Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.	The proposed development contributes to the City's requirements for development within a built-up area.
1.6.7.4	A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.	There will be no anticipated impacts on traffic. The subject property is in close proximity to major transportation corridors and has access to transit.
2.1.1 - Natural Heritage	Natural features and areas shall be protected for the long term.	There are no natural features that apply to this Site.
2.2.1 - Water	Planning authorities shall protect, improve or restore the quality and quantity of water.	The Site will comply with any source water protection area requirements.
2.6.1 - Heritage	Significant built heritage resources and significant cultural heritage landscapes shall be conserved.	There are no heritage resources that impact the Site.
3.0 - Health and Safety	Development shall be directed away from areas of natural or	There are no natural or human-made hazards.

PPS Policy #	Policy	Response
	human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.	

Therefore, the proposed development is consistent with the PPS and the Province's vision for long-term prosperity and social well-being.

5.1.2 Official Plan

The City of Windsor Official Plan (OP) was adopted by Council on October 25, 1999, approved in part by the Ministry of Municipal Affairs and Housing (MMAH) on March 28, 2000 and the remainder approved by the Ontario Municipal Board (OMB) on November 1, 2002. The office consolidation version is dated September 7, 2012.

The OP implements the PPS and establishes a policy framework to guide land use planning decisions related to development and the provision of infrastructure and community services throughout the City.

The lands are designated "Residential" according to Schedule "D" Land Use attached to the OP for the City of Windsor (see Figure 3a – City of Windsor OP, Schedule "D").

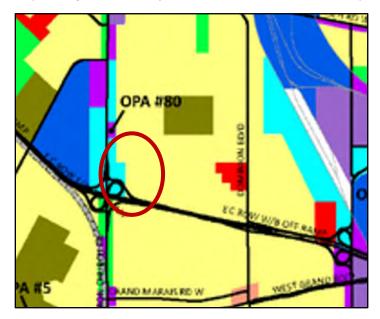


Figure 3a - City of Windsor OP, Schedule "D"

The lands are also designated "Residential - Low Profile" according to Volume II – South Cameron Secondary Plan - Schedule SC1: Development Concept attached to the OP for the City of Windsor (see Figure 3b – City of Windsor OP, Schedule "SC1").

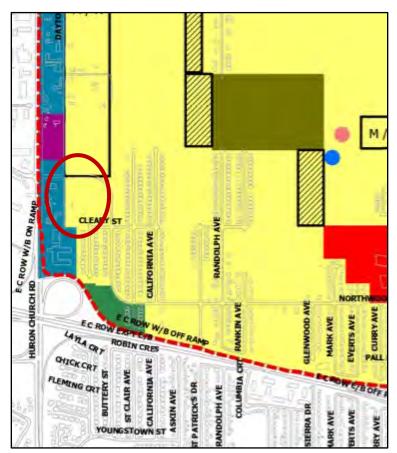


Figure 3b – City of Windsor OP, Schedule "SC1"

The following provides a summary of the key policy considerations of the OP as it relates to the proposed development.

OP Policy #	Policy	Response
3.1	The planning of Windsor's future is guided by the following vision taken from Dream Dare Do – The City of Windsor Community Strategic Plan.	providing residential in an existing built-up area where
3.2.1.2 – Growth Concept, Neighbourhood Housing Variety	Encouraging a range of housing types will ensure that people have an opportunity to	

OP Policy #	Policy	Response
	live in their neighbourhoods as they pass through the various stages of their lives.	strategies of providing for a range of housing types.
		The Site will provide for a new housing choice in an existing built-up area, which is an example of a missing middle development.
4.0 - Healthy Community	The implementing healthy community policies are interwoven throughout the remainder of the Plan, particularly within the	The proposed development will support the City's goal of promoting a healthy community.
	Environment, Land Use, Infrastructure and Urban Design chapters, to ensure their consideration and application as a part of the planning process.	The proposed development is close to nearby transit, employment, shopping, local/regional amenities and parks.
6.0 - Preamble	A healthy and livable city is one in which people can enjoy a vibrant economy and a sustainable healthy environment in safe, caring and diverse neighbourhoods. In order to ensure that Windsor is such a city, Council will manage development through an approach which balances environmental, social and economic considerations.	The proposed development supports the policy set out in the OP as it is suited for the residential needs of the City.
6.1 - Goals	In keeping with the Strategic Directions, Council's land use goals are to achieve: 6.1.1 Safe, caring and diverse neighbourhoods.	The proposed development supports the goals set out in the OP as it provides for the intensification of residential offering a new housing choice.
	6.1.3 Housing suited to the needs of Windsor's residents.6.1.10 Pedestrian oriented clusters of residential,	Care in the design of the proposed multiple dwelling has taken into consideration the built form of the area.

OP Policy #	Policy	Response
	commercial, employment and institutional uses.	The building will provide a buffer between existing uses.
		The Site provides for an infilling opportunity, allowing a transition between an existing established neighbourhood and the commercial uses.
6.2.1.2 – General Policies, Type of Development Profile	For the purpose of this Plan, Development Profile refers to the height of a building or structure. Accordingly, the following Development Profiles apply to all land use designations on Schedule D: Land Use unless specifically provided elsewhere in this Plan:	The proposed development is considered a medium profile development as it is proposed to have a maximum height of 4-storeys. The buildings are considered small in scale and will provide a transition and buffer from existing abutting land uses.
	(a) Low Profile developments are buildings or structures generally no greater than three (3) storeys in height;	
	(b) Medium Profile developments are buildings or structures generally no greater than six (6) storeys in height; and	
	(c) High Profile developments are buildings or structures generally no greater than fourteen (14) storeys in height.	
6.3.1.1 – Range of Forms & Tenures	To support a complementary range of housing forms and tenures in all neighbourhoods	It is proposed to construct a multiple dwelling with a total of 20 residential dwelling units.
		The proposed development will offer a new housing choice which will complement the existing built-up area.
		Tenure will be rental.

OP Policy #	Policy	Response
6.3.1.2 - Neighbourhoods	Topromotecompactneighbourhoodswhichencourageabalancedtransportation system.	takes advantage of the entire Site.
		The Site will be pedestrian friendly with sidewalks connections to the roadway and parking area.
		The Site has access to transit and is in close proximity to major transportation corridors.
6.3.1.3 – Intensification, Infill & Redevelopment	To promote residential redevelopment, infill and intensification initiatives in locations in accordance with	The proposed development is considered infill and intensification.
	this plan.	The parcel of land is vacant and appropriate for redevelopment.
		There is a mix of land uses in the area.
6.3.2.1 – Permitted Uses	Uses permitted in the Residential land use designation identified on Schedule D: Land Use include Low Profile, and Medium Profile dwelling units.	The proposed development is a permitted use in the OP as it is considered a medium profile development.
	High Profile Residential Buildings shall be directed to locate in the City Centre, Mixed Use Centres and Mixed Use Corridors.	
6.3.2.4 – Location Criteria	Residential intensification shall be directed to the Mixed Use Nodes and areas in proximity to those Nodes. Within these areas Medium Profile buildings, up 4 storeys in height shall be permitted. These taller buildings shall be designed to provide a transition in height and	The Site has access to major transportation corridors, municipal infrastructure and public amenities.

OP Policy #	Policy	Response
	massing from low-profile areas. New residential development and intensification shall be located where: a) there is access to a collector	
	or arterial road; b) full municipal physical services can be provided; c) adequate community services and open spaces are available or are planned; and d) public transportation service can be provided.	
6.3.2.5 – Evaluation for a Neighbourhood	At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed residential development within an area having a Neighbourhood development pattern is: (a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses: (i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan; (ii) adjacent to sources of nuisance, such as noise, odour, vibration and dust; (iii) within a site of potential or known contamination; (iv) where traffic generation and distribution is a provincial or municipal concern; and	 This PRR has undertaken the required evaluation, including a review of the PPS. There are no development constraints that impact the Site. There are no anticipated traffic issues. There are no heritage resources that impact the Site. The intent of the South Cameron Secondary Plan can be maintained. The Site is compatible with its surroundings and will act as a buffer between land uses. Parking is provided on-site. Infrastructure is available. The Site includes a fire route.

OP Policy #	Policy	Response
	(v) adjacent to heritage resources.(b) in keeping with the goals,	The Site is not located in a mature neighbourhood.
	objectives and policies of any secondary plan or guideline plan affecting the surrounding area; (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	The Site provides for an infilling opportunity, allowing a transition between an existing established neighbourhood and existing commercial uses.
	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; (e) capable of being provided	
	with full municipal physical services and emergency services; and (f) facilitating a gradual transition from Low Profile residential development to Medium and/or High Profile development and vice versa, where appropriate, in accordance with Design Guidelines approved by	
7.0 - Infrastructure	Council. The provision of proper infrastructure provides a safe, healthy and efficient living environment. In order to accommodate transportation and physical service needs in Windsor, Council is committed to ensuring that infrastructure is provided in a sustainable,	The proposed development is close to nearby transit, off a major transportation corridor and has access to full municipal services.

OP Policy #	Policy	Response
	orderly and coordinated fashion.	
8.7.2.3 – Built Form, Infill Development	Council will ensure that proposed development within an established neighbourhood is designed to function as an integral and complementary part of that area's existing development pattern by having regard for: (a) massing; (b) building height; (c) architectural proportion; (d) volumes of defined space; (e) lot size; (f) position relative to the road; (g) building area to site area ratios; (h) the pattern, scale and character of existing development; (i) exterior building appearance; and (j) Council adopted Design Guidelines that will assist in the design and review of applications for development in accordance with the policies noted above.	 The Site provides for an infilling opportunity, allowing a transition between existing land uses. Massing – the proposed size of the dwelling is appropriate. The Site is a corner lot. The building has been brought to the corner of the lot, as close as possible. Building height – the proposed multiple dwelling will be limited to 4-storeys. Architectural proportion – the inspiration for the design of the building will be taken from the established character of the area. Detailed design will be provided at the time of SPC. Volume of defined space – the proposed design and layout of the development includes appropriate setbacks and lot coverage. No relief from zoning provisions is being requested, except for a requested reduction in minimum lot area. Lot size – the existing Site is appropriate for the development. It allows for onsite parking, access, fire routes, amenity, space, sidewalks and landscaping.

OP Policy #	Policy	Response
		Building area – appropriate lot coverage is proposed. The proposed building will not negatively impact the private use and enjoyment of area residents. The proposed building is 4-storeys and is not anticipated to create shadows or obstructions that would negatively impact the area.
		Pattern, scale and character – the proposed development will not change lotting or street patterns in the area. The scale of the proposed development is appropriate for a corner lot.
		Exterior building appearance – a mix of materials will be used for the proposed building. The final design of the building will be addressed as part of SPC approval.
4.4 - South Cameron Planning Area Development Concept	The South Cameron Planning District is proposed to be a largely residential community distinguished by natural environmental features and environmentally friendly infrastructure. The District is proposed to be focused on a visible and centrally located community park/woodland and a major east/west road. Local Roads will follow a traditional grid system.	Residential is a permitted use in the secondary plan.
4.5.1	Promote land use patterns, residential densities and building forms that make efficient use of existing resources, services and infrastructure.	The proposed development offers a new housing choice in an existing built up area. Existing services can be used.

OP Policy #	Policy	Response
4.5.8 – Compatible Scale and Use	Provide for a pattern of development in keeping with the scale and use of existing development in this district.	The design and style of the buildings will blend well with the scale and massing of the existing surrounding area.
		The City of Windsor Intensification Guidelines have been considered as part of the design of the concept plan, including the transition between uses.
		Further design will be included as part of SPC approval.
4.6.2 - Objective	Locate medium /high profile residential uses adjacent to commercial areas.	The buildings are considered small in scale and will provide a transition and buffer from existing abutting land uses.
4.7.1.1 – Permitted Residential Uses	In areas designated Low Profile Residential and Medium/High Profile Residential on Schedule SC- 1, minor institutional uses such as elementary schools, day nurseries and places of worship, and neighbourhood commercial uses such as minor retail, service and office facilities are permitted subject to the following: (a) such uses are intended to serve the needs of the residents; (b) they are permitted only where there is a demonstrated need; (c) the amenities of adjoining residential areas are preserved through adequate separation and landscaping, adequate off-street parking and properly located vehicular access; (d) they are permitted only on sites fronting collector roads; (e) the site shall be regular in shape and buildings shall be of comparable height	The Site is located in a low profile area of the plan. It is proposed to change the land use designation to medium profile. The Site is unique as it is a corner parcel of land, which allows the building to be moved close to the municipal roadways.

OP Policy #	Policy	Response
OP Policy # 4.7.1.5 - MEDIUM/HIGH PROFILE DEFINED 4.7.1.7 – Scale Transition	and shape to adjacent development; and (f) such uses shall require site plan approval pursuant to the Planning Act. For the purpose of this secondary plan, Medium/High Profile Residential development comprise townhouses, stacked townhouses and apartments. The layout and design of any site for Medium/High Profile Residential uses shall not create an abrupt change in the	It is proposed to construct one new 4-storey multiple dwelling containing a total of 20 residential units. The proposed development will provide for an appropriate transition between uses.
	scale and/or form of existing residential development and shall not jeopardize the potential for Low Profile Residential development on adjacent lands.	The building will buffering the existing low profile residential use from the existing commercial uses. The City of Windsor Intensification Guidelines have been considered as part of the design of the concept plan, including the transition between uses. Further design will be included as part of SPC approval.

Therefore, the proposed development will conform with the intent of to the City of Windsor OP, however, needs an amendment to the South Cameron Secondary Plan to permit a medium profile 4-storey multiple dwelling with 20 units.

5.1.3 Zoning By-law

The City of Windsor Zoning By-Law (ZBL) #8600 was passed by Council on July 8, 2002, and then a further Ontario Municipal Board (OMB) decision was issued on January 14, 2003.

A ZBL implements the PPS and the City OP by regulating the specific use of property and provide for its day-to-day administration.

The Site is currently zoned Residential District 2.2 (RD2.2) category as shown on Map 4 of the City of Windsor Zoning By-Law (ZBL) (see Figures 4 – City of Windsor Zoning).

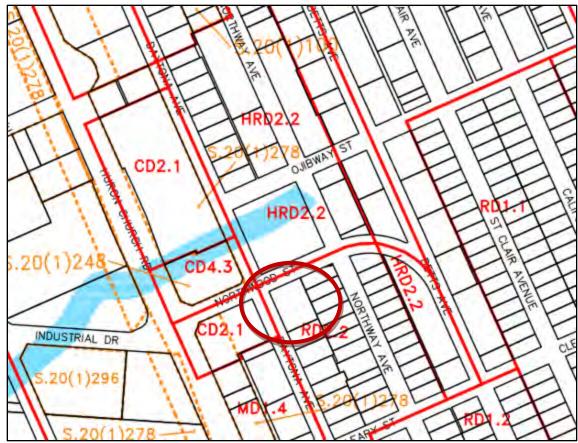


Figure 4 – City of Windsor Zoning

A site specific Zoning By-law Amendment (ZBA) is required in support of the proposed development.

It is proposed to change the zoning to a site-specific Residential District 2.5 (RD2.5 - S.20(1)(XXX)) category in order to permit a multiple dwelling with 5 or more dwelling units.

Permitted uses in the RD2.5 include Multiple Dwellings.

MULTIPLE DWELLING means one dwelling containing a minimum of three dwelling units. A double duplex dwelling, semi-detached dwelling, stacked dwelling, or townhome dwelling is not a multiple dwelling

A review of the RD2.5 zone provisions, as set out in Section 11.5.5.6 of the ZBL is as follows:

Zone Regulations	Required RD 2.5 Zone (Multiple Dwelling with 5 or more dwelling units)	Proposed	Compliance and/or Relief Requested with Justification
Min Lot Width	20.0 m	37.18 m Along Northwood Street (shortest frontage)	Complies
Min Lot Area	Lot Area – per dwelling unit – minimum 166.0 m2 166.0 x 20 = 3,320 m2	1,818.26 m2 (90.38 m2 per unit) (1,807.68 m2 with the corner cut off removed)	Relief required. Relief is considered minor. The proposed building size and location on the Site will allow for the efficient use of land, pedestrian and vehicle access, infrastructure and public services.
Max Lot Coverage	50.0 %	32.72%	Complies
Min/Max Building Height	7.0 m / 18.0 m	14.63 m	Complies
Min/Max Front Yard Depth	6.0 m / 7.0 m	6.11 m (taken form Northwood Street)	Complies
Min Rear Yard Depth	7.50 m	12.89 m	Complies
Min Side Yard (interior and exterior)	2.5 m	East – 12.89 m West – 4.16 m	Complies
Parking Spaces Required (Table 24.20.20.5.1)	Multiple Dwelling containing a minimum of 5 dwelling units: 1.25 parking spaces required for each dwelling unit 20 x 1.25	25	Complies

Zone Regulations	Required RD 2.5 Zone (Multiple Dwelling with 5 or more dwelling units)	Proposed	Compliance and/or Relief Requested with Justification
	= 25 space		
Visitor Parking (24.22.1)	15 percent of parking spaces marked	3 (to be marked)	Complies
	26 x 15% = 3.9 spaces (4 rounded up)		
Accessible Parking Spaces Required	For 26-100 total number of Parking Spaces	2 spaces 1 Type "A" Space	Complies
(Table 24.24.1)	Type A – 2 % parking spaces	1 Type "B" Space	
	Total B - 2 % parking spaces		
	0.8 + 0.8 = 1.6 parking spaces (2 rounded up)		
Bicycle Parking (24.30.1)	20 or more parking spaces in parking area:	3 spaces	Complies
	2 for the first 19 spaces plus 1 for each additional 20 parking spaces:		
	2 + 1 = 3		
Loading (Table 24.40.1.5)	Over 1,000 m ² to 7,500 m ² = 1 required	1 space	Complies
Parking Area Separation (Table 25.5.20.2)	Any other Street – 3.00 m	>3.00 m	Complies

Zone Regulations	Required RD 2.5 Zone (Multiple Dwelling with 5 or more dwelling units)	Proposed	Compliance and/or Relief Requested with Justification
Parking Area Separation (Table 25.5.20.3)	An interior lot line or alley – 0.90 m	>0.90 m	Complies
Parking Area Separation (Table 25.5.20.5)	A building wall in which is located a main pedestrian entrance facing the parking area – 2.00 m	>2.00 m	Complies
Parking Area Separation (Table 25.5.20.6)	A building wall containing a habitable room window or containing both a main pedestrian entrance and a habitable room window facing the parking area where the building is located on the same lot as the parking area – 4.50 m	>4.50 m	Complies
Site Visibility Triangle	6.00 m	8.02 m	Complies

Therefore, in addition to the change in zoning for the permitted use of a multiple dwelling with 5 or more dwelling units, the proposed development will comply with all zone provisions set out in the RD2.5 Zone except for the following, which requires site specific relief:

1. to reduce the minimum lot area from 3,320 m2 (166.0 m2 per unit) to 1,807.68 m2 (90.38 m2 per unit).

6.0 SUMMARY AND CONCLUSION

6.1 Context and Site Suitability Summary

6.1.1 Site Suitability

The Site is ideally suited for residential development for the following reasons:

- The land area is sufficient to accommodate the proposed development with adequate transition and buffering from abutting land uses,
- The Site is flat,
- The Site will be able to accommodate municipal infrastructure,
- There are no anticipated traffic concerns,
- There are no natural heritage concerns,
- There are no cultural heritage concerns, and
- There are no hazards or constraints.

6.1.2 Compatibility of Design

The proposed development has been designed to be compatible with the existing built-up area.

The proposed development is a medium profile form of development which incorporates sufficient setbacks to allow for appropriate landscaping and buffering.

The proposed development will be strategically located to provide efficient ease of the proposed new accesses into the parking area.

The proposed building will create a new buffer between existing land uses.

The Site is capable of accommodating the proposed development in terms of scale, massing, height and siting.

6.1.3 Good Planning

The proposal represents good planning as it addresses the need for the City to provide infilling, which contributes to a new housing choice and intensification requirements.

Residential use on the Site represents an efficient development pattern that optimizes the use of land.

The proposed development will not change lotting or street patterns in the area.

6.1.4 Natural and/or Cultural Heritage Impacts

The proposal does not have any negative natural environment impacts or cultural heritage resource impacts.

6.1.5 Municipal Services Impacts

Full municipal services are available, which is the preferred form for development. This includes water, sewer and storm services.

6.1.6 Social and/or Economic Conditions

The proposed development does not negatively affect the social environment as the Site is in close proximity to major transportation corridors, transit, open space and community amenities.

Infilling in an existing built-up area of the City contributes toward the goal of 'live, work and play' where citizens share a strong sense of belonging and a collective pride of place.

The proposed development promotes efficient development and land use patterns, which sustains the financial well-being of the City of Windsor.

The proposal does not cause any public health and safety concerns.

The proposal represents a cost effective development pattern that minimizes land consumption and servicing costs.

There will be no urban sprawl as the proposed development is within the existing settlement area and is an ideal infilling opportunity.

6.2 Conclusion

In summary, it would be appropriate for Council for the City of Windsor to approve the OPA and ZBA to permit the proposed development on the Site as it is appropriate for infilling and will offer residential in an area of mixed uses.

The Site will provide for a new housing choice in an existing built-up area, which is an example of missing middle.

This PRR has shown that the proposed development is consistent with the PPS, conforms with the intent and purpose of the OP and ZBL and represents good planning.

The report components for this PRR have set out the following, as required under the City of Windsor OP:

10.2.13.2 Where a Planning Rationale Report is required, such a study should:

(a) Include a description of the proposal and the approvals required;

(b) Describe the site's previous development approval history;

(c) Describe major physical features or attributes of the site including current land uses(s) and surrounding land uses, built form and contextual considerations;

(d) Describe whether the proposal is consistent with the provincial policy statements issued under the Planning Act;

(e) Describe the way in which relevant Official Plan policies will be addressed, including both general policies and site-specific land use designations and policies;

(f) Describe whether the proposal addresses the Community Strategic Plan;

(g) Describe the suitability of the site and indicate reasons why the proposal is appropriate for this site and will function well to meet the needs of the intended future users;

(*h*) Provide an analysis of the compatibility of the design and massing of the proposed developments and land use designations;

(i) Provide an analysis and opinion as to why the proposal represents good planning, including the details of any methods that are used to mitigate potential negative impacts;

(j) Describe the impact on the natural environment;

(k) Describe the impact on municipal services;

(*I*) Describe how the proposal will affect the social and/or economic conditions using demographic information and current trends; and,

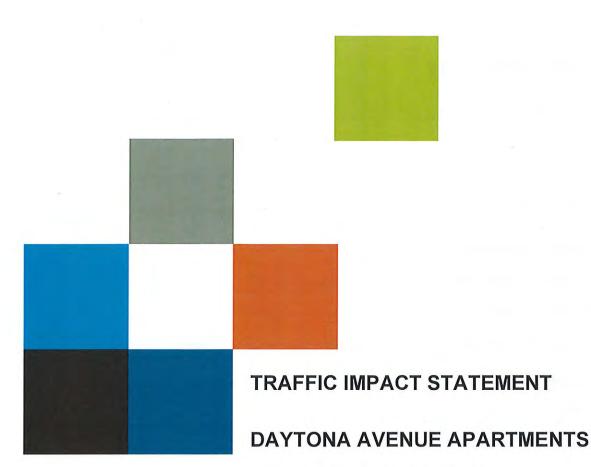
(m) Describe areas of compliance and non-compliance with the Zoning By-law.

Planner's Certificate:

I hereby certify that this report was prepared by Tracey Pillon-Abbs, a Registered Professional Planner, within the meaning of the Ontario Professional Planners Institute Act, 1994.

Tracey Pillon-Abbs, RPP Principal Planner





2240 DAYTONA AVENUE WINDSOR, ONTARIO

PROJECT NO. 22-048

DATE: DECEMBER 12, 2023



27 Princess St., Unit 102 Learnington, ON N8H 2X8 519.326.6161 TF 1.844.842.9188 bairdAE.ca

Development & Heritage Standing Committee Meeting Agenda - Monday, May 6, 2024 Page 314 of 915



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APPENDICES

Appendix A Background Traffic Data and Other Related Information Appendix B Future Background Traffic, Development Traffic and Total Traffic Volumes Appendix C Capacity Analysis Appendix D Photos

1.0 INTRODUCTION

1.1 Background

Baird AE has been retained to prepare a Traffic Impact Statement in support of a proposed multi-unit residential apartment building at 2230-2240 Daytona Avenue in Windsor. The study was undertaken in support Applications for an Official Plan Amendment and Zoning By-law Amendment.

The property, which is 0.18 hectares in size, is zoned residential and is currently a vacant lot. The proposed development will include a 4-storey multi-unit apartment building, an asphalt parking lot, and entrance on Daytona Avenue.

The traffic flow from the development is predicted to produce 132 daily vehicles, 9 morning vehicles and 12 evening peak vehicles.



Exhibit 1 - Location Plan

1.2 Proposed Development

As illustrated in the site plan (Appendix A), the overall existing lot is 0.18ha. A 4storey building will have 20 dwelling units and 25 parking spaces including visitor parking.



The proposed development is anticipated to be completed in 2027. Therefore, future horizon periods (conditions) are established as part of this study:

- 2027 Future Condition
- 2037 Future Condition 10-year horizon

The statement considered the impacts of site-generated traffic at the intersection of Huron Church Road and Northwood Street.

1.3 Analysis Methodology

A transportation analysis was completed to determine the intersection's existing and future operating conditions and individual turning movements. The operational analyses were primarily based on procedures set out in the Highway Capacity Manual (2010) with the assistance of Synchro 10. Several performance measures are used in the analysis of signalized and unsignalized intersections, including:

- Level of Service (LOS) a measure of the average vehicle delay experienced by the motorists attempting to travel through the intersection. LOS is measured from "A" to "F" with peak hour LOS in the "A" to "D" range being considered acceptable by most and a LOS of F representing unacceptable delays;
- Delay the additional travel time experienced by a driver compared to free-flow conditions; and
- Queue Lengths the Synchro Software measures both the 50th percentile and 95th percentile maximum queue lengths. The 50th percentile queue (the median) is the maximum back of queue length during a typical traffic cycle. The 95th percentile queue is the maximum back of queue length during a typical traffic cycle with 95th percentile traffic volumes. The 95th percentile queue measures the queue length that 95 percent of the sample lies below. The 95th percentile critical queue lengths were identified for movements where the queue surpassed the estimated length of the storage bay.

These measures provide an indication of delay and the number of vehicles that can be accommodated through an intersection.



2.0 EXISTING CONDITION

4.1 Road Network Characteristics

The existing road lane configuration and existing traffic controls for the study are described below.

Huron Church Road is designated as a Class 1 Arterial Road under the jurisdiction of the City of Windsor and maintains a posted speed limit of 60km/h. The road has a six-lane cross-section, running north-south.

Northwood Street is designated as a Class II Collector Road with a posted speed limit of 50km/h. It is signalized on its approach to the intersection with Huron Church Road.

Daytona Avenue is designated as a local two-way roadway with a posted speed limit of 50km/h. It is unsignalized on its approach to the intersection with Northwood Street.

4.2 Key Existing Intersections

The major intersection within the vicinity of the development is Huron Church Road and Northwood Street. The intersection is a 4-leg signalized intersection with exclusive leftturn lanes for northbound, southbound and westbound traffic. Exclusive right-turn lanes are provided for southbound traffic. The intersection of Huron Church Road and Northwood Street is signalized. Intersection layout photos are provided in Appendix D.

4.3 Existing Traffic Volumes

A recent traffic count was obtained from the City of Windsor for the intersection of Huron Church Road and Northwood Street. Counts were conducted in 2020.

Traffic counts and other relevant data are in Appendix A.

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3.0 FUTURE CONDITION

3.1 Growth Rate

The growth rate information was obtained from the Windsor Area Long Range Transportation Study (WALTS) traffic growth chart. Based on the chart, 20-year traffic growth (2.17 traffic volume 1997 and 2.22 traffic volume 2017) is approximately 1.1%; hence, a conservative growth rate of 2% per year was assumed to reflect growth in background traffic volumes. The projected traffic volumes are provided in Appendix B.

3.2 Future Background Development

The development is generally located in a busy area surrounded by commercial, industrial and residential development. Based on communication with the City's Transportation Planning Department, the following new development planning applications have been submitted:

- <u>Fred's Farms Mixed-Use Development:</u> Multi-use development adjacent to Fred's Farm. The future the development area is approximately 0.71ha and will consist of a six-storey apartment building including a retail section.
- <u>Westdell Residential and Commercial Development:</u> 1 combined use building and 3 new apartment buildings contain 640 dwelling units and 2 stand-alone commercial buildings.
- <u>2080 Huron Church Road:</u> 138-bed retirement home or a 93-unit residential with commercial space on main floor.

The Gordie Howe International Bridge project is under construction. The bridge will provide direct entry to the USA from Highway 401 without utilizing Huron Church Road. The bridge construction will be completed in 2025, causing a large traffic reduction for this portion of Huron Church Road.



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4.0 DEVELOPMENT TRAFFIC

This section will describe development accesses, trip generation, trip distribution and ultimate peak hour traffic.

4.4 Description of Project

As shown in the site plan (Appendix A), the development area is approximately 0.18ha. A 4-storey building will have 20 dwelling units and 25 parking spaces including visitor parking.

The development will use the one new access from Daytona Avenue. The intersection is a T-leg intersection with "Stop" control on the access road. Access location is shown in Exhibit 2.

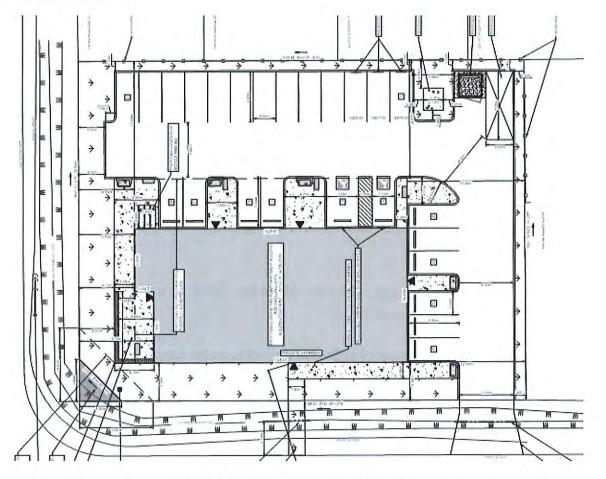


Exhibit 2 – Access Road Locations



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All proposed approaches at the intersection will have one left-through-right shared lane for modelling purposes.

4.5 Trip Generation

The number of vehicle trips anticipated to be generated by the proposed development was calculated based on trip generation rates published by The Institution of Transportation Engineers (ITE) Trip Generation 9th Edition. For proposed building, ITE Code 221 (Mid- Rise Apartment) is used to calculate generated traffic.

Descriptions of land use, ITE codes, unit sizes, trip generation rates and trip generation for daily and peak hours are provided in Table 1. Appendix B provides detailed calculations and all relevant charts.

				Trip Generated			
Use	ITE	Units /Area	AADT	AM	AM Hour		Hour
		TAICa		In	Out	In	Out
Proposed Developr	nent						
Apartment Building	221	20 units	132	2	7	8	4
Proposed Developm	ent		132	2	7	8	4
Future Developmer	nt						
Fred's Farm Develo	oment						
Apartment Building	221	58 units	382	6	21	22	12
Convenient market	851	2.9k sq.ft	2173	38	38	31	29
Westdell Residentia	I Develo	opment					
Mix - Apartment & Commercial Buildings		Note 1		143	331	316	201
2800 Huron Church	Road (I	Retirement Ho	omes or re	sidential	plus Com	mercial)	
Retirement Homes	254	138 beds	378	17	8	20	20

Table 1: Trip Generation



Daytona Avenue Apartments

Restaurant	931	2.9k sq.ft	261	1	8	4	10
Total Future Devel	opment		3194	205	406	393	272

Note1: see traffic impact study prepared by Baird AE dated May 30, 2023

4.6 Trip Distribution and Assignment

Given that the site is in an urban location (proximity to a mix of residential, industrial, commercial, and employment uses), the trip distribution is based on the shortest route to reach the City Centre and E.C. Row Expressway. The development's traffic distribution is shown in Figures 1.2 and 2.2 within Appendix B.

4.7 Future Conditions

Development traffic volumes were added to the forecasted (2027 and 2037) background traffic volumes to obtain the corresponding total traffic volumes at intersections. The projected total future volumes are provided in figures 1.3 - 1.4 and figures 2.3 - 2.4 within Appendix B.

5.0 INTERSECTION OPERATIONS

The forecasted 2027 and 2037 traffic volumes for the study intersections are evaluated using Synchro/Sim Traffic software version 10, which automates the procedures contained in the Highway Capacity Manual 2010.

The 2027 background conditions and future total conditions analysis results are included in Tables 2 and 3, and the corresponding worksheets are included in Appendix C.

Intersection	A.M. Peak Hour			P.M. Peak Hour			
	LOS	v/c	Delay (sec)	LOS	v/c	Delay (sec)	
Huron Church Road and N	orthwood Stre	et					
EB LT	C	0.12	33.8	С	0.16	34.4	
EB R	A	0.23	6.1	A	0.56	9.2	
WB L	D	0.54	40.9	D	0.36	35.9	
WB TR	D	0.40	44.0	D	0.38	50.0	
NB L	С	0.72	32.4	D	0.56	38.6	
NB TR	E	1.02	68.1	D	0.81	40.9	

Table 2: 2027 Background Conditions - Level of Service



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Overall LOS	D			F		
SB R	A	0.11	0.4	А	0.07	0.3
SB T	D	0.74	48.0	F	1.29	177.6
SB L	В	0.11	16.2	В	0.18	17.8

Note: NB - Northbound SB - Southbound EB - Eastbound WB - Westbound; LTR - Left/Through/Right turn

	A	.M. Peak He	P.M. Peak Hour				
Intersection	LOS	v/c	Delay (sec)	LOS	v/c	Delay (sec)	
Huron Church Road and N	orthwood Stre	et					
EB LT	С	0.12	33.8	С	0.15	34.3	
EB R	A	0.22	6.1	A	0.55	9.2	
WB L	D	0.64	45.0	D	0.43	37.6	
WB TR	D	0.42	44.1	D	0.38	49.3	
NB L	С	0.73	32.4	D	0.59	41.1	
NB TR	E	1.03	69.3	D	0.87	44.2	
SB L	В	0.17	17.3	С	0.32	21.1	
SB T	D	0.81	48.0	F	1.32	186.6	
SB R	A	0.10	0.4	Α	0.07	0.3	
Overall LOS		E F					
Daytona Avenue and North	wood Street	<u> </u>					
EB LTR	A	0.03	1.6	A	0.05	2.3	
WB LTR	A	0.0	0.0	A	0.0	0.0	
NB LTR	С	0.18	19.4	С	0.22	18.9	
WB LTR	В	0.15	11.6	В	0.22	11.2	
Overall LOS		А			А		

Table 3: 2027 Total Conditions – Level of Service

The results of the analyses from Tables 2 and 3 indicate the following:

- Huron Church Road and Northwood Street Intersection
 - During background conditions, all turning movements are expected to operate at an unacceptable level of service especially northbound and southbound traffic. The new bridge, Gordie Howe Bridge, is expected to be completed in 2025, which will take the heavy traffic load off of Huron Church Road. Heavy traffic accounts for 27 percent of overall northbound traffic. Intersection improvements are required such as extended phase timing. The current signal operates at 150 second cycle length.
 - With the development traffic, all turning movements are expected to operate at an acceptable level of service, except for northbound and southbound



Davtona Avenue Anartments

Traffic Impact Statement



traffic. Intersection improvements are required such as extended phase timing. The current signal operates at 150 second cycle length. It is noted that the proposed development is expected to have minimal impact on the conditions at the intersections.

- Daytona Avenue and Northwood Street Intersection
 - Intersection of Daytona Avenue with Northwood Street perform at acceptable level of service during post development condition.

The 2037 background conditions and future total conditions analysis results are included in Tables 4 and 5 and the corresponding worksheets are included in Appendix C.

	A	.M. Peak He	our	1 1	P.M. Peak H	our
Intersection	LOS	v/c	Delay (sec)	LOS	v/c	Delay (sec)
Huron Church Road and N	orthwood Stre	et				
EB LT	C	0.14	34.1	С	0.19	34.8
EB R	A	0.27	9.4	A	0.61	9.4
WB L	D	0.64	44.7	D	0.43	37.4
WB TR	D	0.47	47.4	D	0.44	52.3
NB L	E	0.92	64.2	D	0.72	51.3
NB TR	F B	1.20	134.4	D D	0.95	53.1
SB L	В	0.13	16.5	C	0.26	21.4
SB T	D	0.87	54.8	F	1.52	272.9
SB R	A	0.13	1.7	A	0.09	0.4
Overall LOS		D		1	F	

Table 4: 2037 Background Conditions - Level of Service

Table 5: 2037 Total Conditions - Level of Service

	4	.M. Peak He	our	4	P.M. Peak H	our
Intersection	LOS	v/c	Delay (sec)	LOS	v/c	Delay (sec)
Huron Church Road and N	orthwood Stre	et				
EB LT	C	0.14	34.1	С	0.19	34.8
EB R	A	0.27	9.4	A	0.61	9.4
WB L	D	0.75	51.2	D	0.52	39.8
WB TR	D	0.50	47.5	D	0.45	52.2
NB L	F	0.98	84.7	D	0.72	51.3
NB TR	F	1.24	151.2	F	1.08	85.0
SB L	В	0.19	17.7	С	0.36	27.8
SB T	F	1.04	83.4	F	1.59	301.3



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Daytona Avenue Apartments

Traffic Impact Statement

SB R	A	0.13	1.7	А	0.09	0.4
Overall LOS		F	1		F	
Daytona Avenue and North	wood Street					-
EB LTR	A	0.04	1.5	А	0.03	1.3
WB LTR	A	0.0	0.0	А	0.0	0.0
NB LTR	С	0.22	23.7	С	0.21	19.0
WB LTR	В	0.17	12.6	В	0.22	11.7
Overall LOS		А			Α	

The results of the analysis from Tables 4 and 5 indicate the following:

- Huron Church Road and Northwood Street Intersection
 - During background conditions, all turning movements are expected to operate at an unacceptable level of service especially northbound and southbound traffic. The Gordie Howe Bridge is expected to be completed in 2025, which will take heavy traffic load off Huron Church Road. Heavy traffic accounts for 27 percent of overall northbound traffic. Intersection improvements are required such as extended phase timing. The current signal operates at 150 second cycle length.
 - With the development traffic, all turning movements are expected to operate at an acceptable level of service except northbound and southbound traffic. Intersection improvements are required such as extended phase timing. The current signal operates at 150 second cycle length. It is noted that the proposed development is expected to have minimal impact on the conditions at the intersections.
- Daytona Avenue and Northwood Street Intersection
 - Intersection of Daytona Avenue with Northwood Street perform at acceptable level of service during post development condition.



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6.0 CONCLUSION AND RECOMMENDATION

Operating conditions were evaluated for 2027 and 2037 traffic conditions using morning and evening traffic data. The findings from these evaluations are summarized below:

- The development site is approximately 0.18ha and consists of a 4-storey residential building contain 20 dwelling units and 25 parking spaces.
- The development will generate 132 daily vehicles, 9 morning vehicles and 12 evening peak vehicles.
- It is assumed that the development will be completed by 2027.
- The background growth rate of 2 percent is considered in the analysis and represents the worst-case scenario.
- A new access road from Daytona Avenue will accommodate the proposed development's traffic. The intersection is a "T" intersection with a "Stop" control on access road.
- Under future background conditions;
 - The intersection of Huron Church Road and Northwood Street operates at an unacceptable level of service (i.e., 2027 and 2037), especially for northbound traffic. The intersection requires improvements in background forecasted conditions, such as extended signal timings. Signal timing can be adjusted after the completion of the new international bridge crossing in 2025, which will significantly reduce heavy vehicles from Huron Church Road.
- Under future total conditions;
 - During future conditions, all turning movements are expected to operate at an unacceptable level of service, especially northbound and southbound traffic. The Gordie Howe Bridge is expected to be completed in 2025, which will take heavy traffic load off from Huron Church Road. Heavy traffic accounts for 27 percent of overall northbound traffic. Signal timing can be



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adjusted after the completion of the new international bridge crossing in 2025, which will significantly reduce heavy vehicles from Huron Church Road.

• An adequate sight line distance is provided for safe departure from the development.

Based on the evaluation and findings contained within this report, the proposed development is expected to have a minimal impact on the conditions at the intersections of Northwood Street with Huron Church Road and Daytona Avenue. It should be noted that the existing intersection of Huron Church Road and Northwood Street is not performing well under background traffic volumes. This condition is not the result of, nor is it made any worse by the proposed development.

7.0 CLOSURE

The information in this report is prepared for "Daytona Avenue Apartment Development" regarding potential traffic impact on Huron Church Road and Northwood Street and Daytona Avenue and Northwood Street intersections.

We trust that the above meets your purpose. Should you have any questions, please do not hesitate to contact the undersigned.

All of which is respectfully submitted.

Shurjeel Tunio, P.Eng. Senior Project Manager **Baird AE**

BAIRD AE INC. 1350 PROVINCIAL ROAD, UNIT 700 WINDSOR, ONTARIO N8W 5W1





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DECEMBER 12, 2023

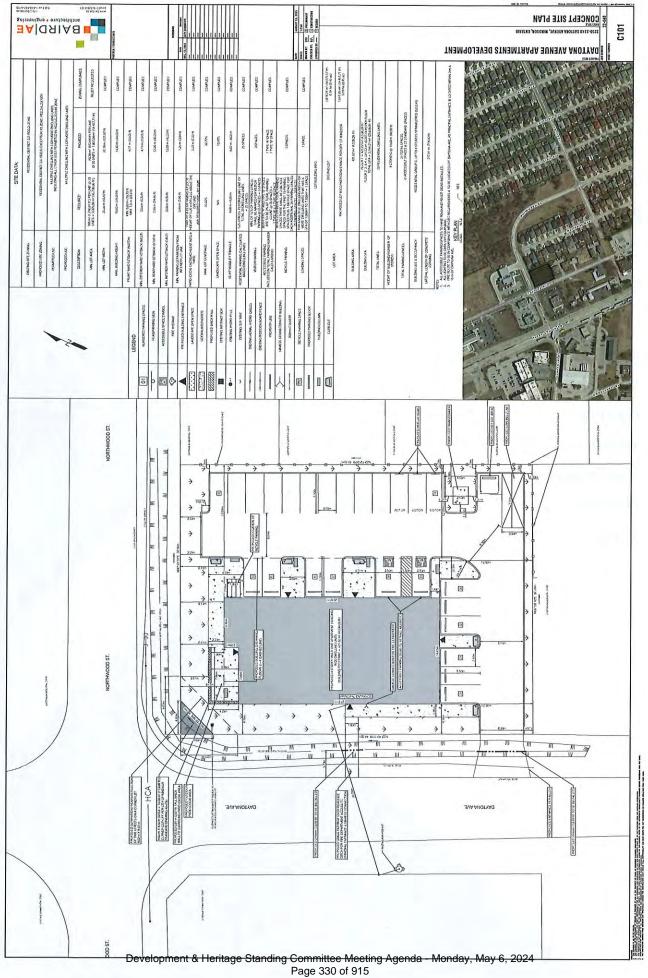
Appendix A

BACKGROUND TRAFFIC DATA AND OTHER RELATED INFORMATION



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DECEMBER 12, 2023





Project #20-035 - City of Windsor

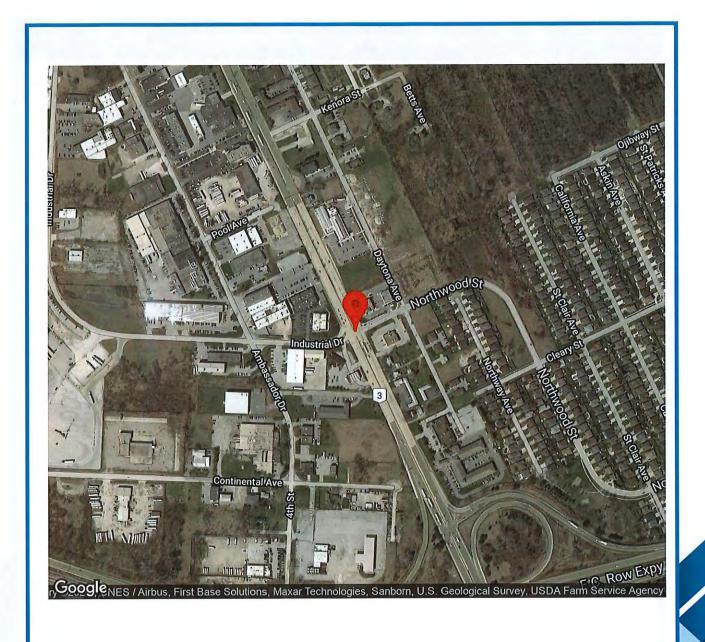
Intersection Count Report

Intersection:	Huron Church Rd & Northwood St-Industrial Dr
Municipality:	Windsor
Count Date:	Feb 20, 2020
Site Code:	2003500003
Count Categories:	Cars, Medium Trucks, Heavy Trucks, Peds, Bicycles
Count Period:	07:00-10:00, 11:00-14:00, 15:00-18:00
Weather:	Clear



Traffic Count Map

Intersection:	Huron Church Rd & Northwood St-Industrial Dr
Municipality:	Windsor
Count Date:	Feb 20, 2020





Traffic Count Summary

Intersection:	Huron Church Rd & Northwood St-Industrial Dr
Municipality:	Windsor
Count Date:	Feb 20, 2020

Huron Church Rd - Traffic Summary

		North	Appr	oach T	otals			South	Appr	oach T	otals	
	Includ	es Cars, I	Medium Bicy		Heavy Tru	ucks,	Includ	es Cars, I	Medium Bicy	Trucks, cles	Heavy Tr	ucks,
Hour	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds
07:00 - 08:00	5	673	56	0	734	0	227	1255	82	0	1564	1
08:00 - 09:00	23	779	45	0	847	0	245	1402	130	0	1777	4
09:00 - 10:00	11	723	48	0	782	0	151	928	64	0	1143	1
					BREAK							
11:00 - 12:00	27	740	32	0	799	0	90	842	73	0	1005	0
12:00 - 13:00	7	824	52	0	883	0	145	897	92	0	1134	0
13:00 - 14:00	21	865	38	0	924	0	138	888	72	0	1098	1
					BREAK				,			
15:00 - 16:00	37	1281	28	0	1346	2	160	1092	123	0	1375	6
16:00 - 17:00	33	1474	21	0	1528	1	140	1057	108	0	1305	2
17:00 - 18:00	35	1324	23	0	1382	1	109	1074	141	0	1324	1
GRAND TOTAL	199	8683	343	0	9225	4	1405	9435	885	0	1172 5	16



Traffic Count Summary

Intersection:Huron Church Rd & Northwood St-Industrial DrMunicipality:WindsorCount Date:Feb 20, 2020

Northwood St - Traffic Summary

		East /	Appro	ach To	otals			West	Appro	bach T	otals	
	Include	s Cars, N	Medium Bicy		Heavy Tr	ucks,	Include	s Cars, I	Medium Bicy		Heavy Tr	ucks,
Hour	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds
07:00 - 08:00	118	65	40	0	223	0	18	28	114	0	160	0
08:00 - 09:00	209	54	52	0	315	2	13	28	71	0	112	0
09:00 - 10:00	92	29	25	0	146	0	31	17	101	0	149	0
					BREAK							
11:00 - 12:00	86	37	27	0	150	0	32	30	84	0	146	0
12:00 - 13:00	93	51	18	0	162	0	28	28	85	0	141	0
13:00 - 14:00	113	56	19	0	188	1	26	30	82	0	138	2
					BREAK							
15:00 - 16:00	171	54	15	0	240	5	16	28	166	0	210	0
16:00 - 17:00	136	64	27	0	227	0	19	60	255	0	334	0
17:00 - 18:00	140	37	22	0	199	1	16	46	182	0	244	0
GRAND TOTAL	1158	447	245	0	1850	9	199	295	1140	0	1634	2

Huron Church Rd & Northwood St-Industrial Dr

Intersection: Municipality: Count Date:

Windsor Feb 20, 2020 North Approach - Huron Church Rd



			Cars				Mediur	m Truc	ks			Heav	Heavy Trucks	S			Bic	Bicycles			1.1.1
Start Time		+	1	¢	Total	F	+	1	¢	Total	F	+	1	¢	Total	F	+	1	C	Total	Peds
07:00	1	92	10	0	103	0	4	0	0	4	0	33	2	0	35	0	0	0	0	0	0
07:15	4	111	11	0	126	0	m	0	0	m	0	55	0	0	55	0	0	0	0	0	0
07:30	0	137	1	0	148	0	2	0	0	2	0	30	-	0	31	0	0	0	0	0	0
07:45	0	162	21	0	183	0	m	0	0	m	0	41	0	0	41	0	0	0	0	0	0
08:00	9	151	7	0	164	0	2	-	0	m	0	32	-	0	33	0	0	0	0	0	0
08:15	7	140	6	0	156	0	0	0	0	0	0	56	0	0	56	0	0	0	0	0	0
08:30	7	152	9	0	168	0	2	-	0	m	0	56	-	0	57	0	0	0	0	0	0
08:45	m	111	11	0	125	0	9	m	0	6	0	71	2	0	73	0	0	0	0	0	0
00:60	4	101	14	0	119	0	2	m	0	Ś	0	54	-	0	. 55	0	0	0	0	0	0
09:15	m	102	10	0	115	0	m	0	0	m	0	82	-	0	83	0	0	0	0	0	0
06:30	1	105	m	0	109	0	S	-	0	9	0	70	0	0	70	0	0	0	0	0	0
09:45	m	125	10	0	138	0	-	0	0	-	0	73	5	0	78	0	0	0	0	0	0
SUBTOTAL	39	1489	126	0	1654	0	33	9	0	42	0	653	14	0	667	0	0	0	0	0	0

Traffic Count Data

Huron Church Rd & Northwood St-Industrial Dr Feb 20, 2020 Windsor Municipality: Intersection: Count Date:

Totol	Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Total	0	-	0	0	0	0	0	0	0	0	0	0	-	
		0	0	0	0	0	0	0	0	0	0	0	0	0	
les	-	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicyc		0	-	0	0	0	0	0	0	0	0	0	0	-	
	-	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Total	51	98	67	73	46	101	87	105	62	96	71	83	940	
10	¢	0	0	0	0	0	0	0	0	0	0	0	0	0	
Trucks	1	0	-	2	2	4	0	2	m	-	2	0	0	17	
Heavy	-	51	67	65	71	42	01	85	02	61	93	71	83	22	
		0	0	0	0	0	0 1	0	0 1	0	1	0	0	1	
	**														
	Total	m	4	7	2	2	4	4	5	-	9	9	m	47	
ski	¢	0	0	0	0	0	0	0	0	0	0	0	0	0	
m True	1	0	0	-	0	0	-	ω	-	0	0	-	0	7	
Mediun	+	m	m	9	2	-	S	-	4	-	9	m	m	36	
L		0	-	0	0	-	0	0	0	0	0	2	0	4	
	-	-	9	4	2	-	3	2	3	6	00	0	6	~	
	Tota														
-	¢	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	1	5	9	10	5	10	6	12	7	6	8	S	12	98	
	+	94	111	127	109	101	134	128	122	134	128	131	151	1470	
		2	6	7	∞	0	0	2	4	9	2	4	9	20	
	ne													AL	
	art Tin	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	SUBTOT	
	Cars Medium Trucks Heavy Trucks Bicycles	 A total Total A total 	Cars Medium Trucks Heavy Trucks Bicycles •	Cars Medium Trucks Heavy Trucks Bicycles Potal Potal	Cars Medium Trucks Heavy Trucks Bicycles Dicycles Picycles Picycles	Cars Medium Trucks Heavy Trucks Bicycles Dial Potal Potal<	Cars Medium Trucks Heavy Trucks Bicycles Dial 1 1 1 0 3 0 3 0 51 0	Cars Medium Trucks Heavy Trucks Bicycles Dial Dia Dial Dial <thdi< th=""><th>Cars Medium Trucks Heavy Trucks Bicycles Bicycles Total Pedia Pe</th><th>Cars Medium Trucks Heavy Trucks Bicycles Dial Dia Dial Dial D</th><th>Cars Medium Trucks Heavy Trucks Heavy Trucks Negative Bicycles Total Pedia Total Pedia Total Total Nedium Trucks Nedium Trucks<</th><th>Cars Medium Trucks Heavy Trucks Bicycles Bicycles Total Pedia Pe</th><th>Medium Trucks Heavy Trucks Bicycles Total Medium Trucks Medium Trucks Bicycles Total Medium Trucks Medium Trucks Bicycles Medium Trucks Medium Trucks Medium Trucks Medium Trucks Bicycles Medium Trucks Medium Trucks</th><th>Medium Tracks Medium Tracks <t< th=""><th>Cars Medium Tracks Medium Tracks Heavy Tracks Bitycles Diameter Diameter<!--</th--></th></t<></th></thdi<>	Cars Medium Trucks Heavy Trucks Bicycles Bicycles Total Pedia Pe	Cars Medium Trucks Heavy Trucks Bicycles Dial Dia Dial Dial D	Cars Medium Trucks Heavy Trucks Heavy Trucks Negative Bicycles Total Pedia Total Pedia Total Total Nedium Trucks Nedium Trucks<	Cars Medium Trucks Heavy Trucks Bicycles Bicycles Total Pedia Pe	Medium Trucks Heavy Trucks Bicycles Total Medium Trucks Medium Trucks Bicycles Total Medium Trucks Medium Trucks Bicycles Medium Trucks Medium Trucks Medium Trucks Medium Trucks Bicycles Medium Trucks Medium Trucks	Medium Tracks Medium Tracks <t< th=""><th>Cars Medium Tracks Medium Tracks Heavy Tracks Bitycles Diameter Diameter<!--</th--></th></t<>	Cars Medium Tracks Medium Tracks Heavy Tracks Bitycles Diameter Diameter </th



Intersection: Huron Church Rd & Northwood St-Industrial Dr Municipality: Windsor

Count Date: Feb 20, 2020

	l at a	Peds	0	2	0	0	0	0	-	0	0	0	0	-	4	4
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	~
		C	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	cles	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bicycles	+	0	0	0	0	0	0	0	0	0	0	0	0	0	
		F	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	-	Total	45	87	93	101	81	105	82	78	47	104	82	91	966	2603
		c	0	0	0	0	0	0	0	0	0	0	0	0	0	0 2
h Rd	Heavy Trucks	-	0	-	~	2	m	m	m	-	0	0	0	5	19	50
North Approach - Huron Church Rd	Heavy	+	45	86	92	66	78	102	79	11	46	104	82	86	976	2551
Iron			0	0	0	0	0	0	0	0	-	0	0	0	-	2
H- H		Total	-	~	4	m	∞	6	∞	9	0	5	2	m	57	146
oach	S	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Appr	Medium Trucks	1	0	-	0	0	-	0	0	0	0	0	0	0	2	18
North	Mediur	+	-	9	2	-	7	4	5	m	0	Ś	2	m	39	108
		F	0	-	2	2	0	5	c	c	0	0	0	0	16	20
		Total	216	262	251	275	295	273	291	292	247	313	240	248	3203	6475
		C	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Cars	-	4	10	4	5	9	2	0	2	2	m	m	10	51	275
		+	205	238	242	264	283	265	287	284	237	294	234	231	3064	6023
		F	7	14	2	9	9	9	4	9	∞	16	m	2	88	177
		Start Time	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	SUBTOTAL	GRAND TOTAL

Traffic Count Data

Intersection: Huron Church Rd & Northwood St-Industrial Dr Municipality: Windsor Count Date: Feb 20, 2020

		Total		0	0	0	-	0	3	0	1	-	0	0	0	9	
			Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
			¢	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Bicycles	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Bic	+	0	0	0	0	0	0	0	0	0	0	0	0	0	
			-	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Total	69	81	63	81	84	61	85	81	80	87	70	100	942	
		S	¢	0	0	0	0	0	0	0	0	0	0	0	0	0	
h Rd		Heavy Trucks	1	0	2	0	0	0	~	2	0	0	0	0	-	9	
hurc		Heavy	+	99	11	62	79	81	56	80	72	64	79	99	96	878	
South Approach - Huron Church Rd			F	ŝ	2	-	2	m	4	m	6	16	8	4	m	58	
H-			Total	m	e	9	4	m	12	7	5	10	4	10	0	67	
oach		S	C	0	0	0	0	0	0	0	0	0	0	0	0	0	
Appr		1 Truck	1	-	-	-	0	0	2	0	0	0	0	0	0	5	
outh		Medium Trucks	+	2	-	4	m	2	10	5 L	4	4	m	∞	0	46	
Š		U	F	0	1	-	~	5	0	2	-	9	1	2	0	16	
			Total	225	294	297	438	395	388	323	333	198	225	173	186	3475	
			C	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Cars	1	∞	20	17	32	45	24	26	30	15	17	17	14	265	
		0	-	179	235	228	319	284	298	251	259	156	176	136	140	2661	
	-			38	39	52	87	66	99	46	44	27	32	20	32	549	
			Start Time	07:00	07:15	07:30	07:45	08:00	08:15	08:30	08:45	00:60	09:15	09:30	09:45	SUBTOTAL	



Intersection: Huron Church Rd & Northwood St-Industrial Dr Municipality: Windsor

Count Date: Feb 20, 2020

South Approach - Huron Church Rd

Bicycles	0 0 0	0 0 0	0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0
۳ •	0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0	0 0	0 0	0 0	0
S Total	0 55	0 67	0 83	0 67	0 77	0 67	0 81	0 75	0 76	0 74	0 71	0 94	0 007
Heavy Trucks	53 0	64 0	82 0	65 0	72 0	62 0	70 0	70 0	72 0	0 69	68 0	87 0	0 100
	2	m 10	-	2	5	5	11	5	4	5	m	1 7	5
ucks	0 7	0 5	0 4	0 6	0 5	0 4	0 5	0 5	0	0 3	0	0 4	0 67
Medium Tr	5	5 0	4 0	4 0	2 0	3 0	300	3 0	0	2 0	2 0	3 0	0 00
Total	160 2	164 0	179 0	208 2	186 3	230 1	196 2	203 2	190 3	195 1	196 1	186 1	01 0000
C	0	0	0	0	0	0	0	0	0	0	0	0	C
Cars	138 10	130 16	139 17	153 30	149 15	169 30	145 30	149 17	137 23	153 18	152 16	140 15	17C/ 737
tart Time	11:00 12	11:15 18	11:30 23	11:45 25	12:00 22	12:15 31	12:30 21	12:45 37	13:00 30	13:15 24	13:30 28	13:45 31	CUC INTOTAIL



ntersection:	Huron Church Rd & Northwood St-Industrial Dr
Municipality:	Windsor
Count Date:	Feb 20, 2020

	Tatal	Peds	2	2	2	0	0	0	2	0	-	0	0	0	6	16
	F	Total F	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		C	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	cles	1	0	0	0	0	0	0 .	0	0	0	0	0	0	0	0
	Bicycles	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			0	0	0	0	0	0	0	0	0	0	0	0	0	0
		I	72	55	77	78	97	75	73	75	71	63	56	67	6	
		Total			0 7	0 7	0 9	0 7	0 7	0 7	0 7	0 6	0 5	0 6	0 859	0 2688
q	cks	C	0	0		0	0	0	0	0					0	
ch R	Heavy Trucks	1	0	0	1	-	0	0	~	0	0	0	0	0	S	6
Chur	Hea	+	69	49	75	70	83	64	69	73	65	63	S	99	799	2511
Iron			S	9	-	7	14	11	m	2	9	0	m	-	57	168
- H1	-	Total	4	9	S	10	m	S	1	2	-	-	0	-	37	161
oach	S	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Approach - Huron Church Rd	Medium Trucks	1	2	0	2	0	0	0	0	0	0	0	0	0	4	6
outh	ledium	+	0	2	2	4	2	0	. 	2	-	-	0	-	16	101
S	Z		2	4	-	9	-	ŝ	0	0	0	0	0	0	17	51
		1	5	~	4	00	c,	6	9	00	4	5	5	0	∞	9
		Total) 245	0 291	0 274	0 258	0 243	0 259	0 246	0 228	0 274	0 265	0 275	0 250	3108	0 8876
		C	0)	
	Cars	1	21	49	25	22	23	28	33	23	30	30	46	35	365	867
		+	197	205	219	200	195	198	189	181	211	220	202	191	2408	6823
			27	37	30	36	25	33	24	24	33	15	27	24	335	1186
		Start Time	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	SUBTOTAL	GRAND TOTAL
		Start	15	15	15	15	16	16	16	16	1	17	11	17	SUB	A D

Traffic Count Data

Intersection: Huron Church Rd & Northwood St-Industrial Dr Municipality: Windsor Count Date: Feb 20, 2020

Cars Medium Trucks Heavy Trucks Nedium Trucks Heavy Trucks Nedium Trucks Notable Notable Notable Notabl	Cars Medium Trucks Heavy Trucks 5 0 36 3 1 0 0 1 0 10 0 36 3 1 0 0 1 1 0 11 0 36 3 1 0 0 1 1 0 0 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 <								East	: Approach	oach	1	Northwood St	lood	St								
Cars Medium Trucks Heavy Trucks Bicycles Ford Total Bicycles Total Pedia Total Pedia Total To	Cars Medium Tracks Heavy Tracks Total Total </th <th></th>																						
Note Total Total <th< th=""><th></th><th></th><th></th><th>0</th><th>ars</th><th></th><th>-</th><th>1</th><th>Medium</th><th>1 Trucks</th><th></th><th></th><th></th><th>Heavy</th><th>Trucks</th><th></th><th></th><th></th><th>Bic</th><th>ycles</th><th></th><th></th><th>Takel</th></th<>				0	ars		-	1	Medium	1 Trucks				Heavy	Trucks				Bic	ycles			Takel
		F		+	1	C	Total	F	+	-		otal		+	1		[otal		+	1			Peds
		20		11	S	0	36	с	-	0	0	4	-	0	0	0	-	0	0	0	0	0	0
		15	-	14	12	0	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	34		15	10	0	59	0	-	0	0	-	2	-	. 	0	4	0	0	0	0	0	0
		30	-	21	12	0	72	0	0	0	0	0	0	-	0	0	-	0	0	0	0	0	0
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	49	-	14	13	0	76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		66	10	13	20	0	66	0	0	0	0	0	0	-	0	0	-	0	0	0	0	0	2
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	Ū.	6	∞	14	0	78	0	-	0	0	-	-	-	0	0	2	0	0	0	0	0	0
$ \begin{bmatrix} 5 & 5 & 0 & 32 \\ 4 & 7 & 0 & 32 \\ 4 & 7 & 0 & 34 \\ 5 & 6 & 0 & 34 \\ 5 & 6 & 0 & 38 \\ 6 & 0 & 0 & 0 \\ 12 & 15 & 0 & 64 \\ 12 & 15 & 0 & 64 \\ 12 & 15 & 0 & 0 \\ 12 & 12 & 0 & 0 \\ 12 & 12 & 0 $	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	m	4	σ	5	0	48	2	ŝ	0	0	5	-	4	0	0	Ŋ	0	0	0	0	0	0
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	4 7 0 34 1 3 1 0 5 0 2 0 0 2 0 4 6 0 38 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 1 1 1 1 1 0 0 0 0 0 0 1 1 1 0 0 0 0 0 1 1 0 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 0 1 1 0 1 0 1 0 1 0 1 0 <th>2</th> <td>2</td> <td>S</td> <td>S</td> <td>0</td> <td>32</td> <td>0</td> <td>m</td> <td>0</td> <td>0</td> <td>m</td> <td>0</td> <td>2</td> <td>0</td> <td>0</td> <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>	2	2	S	S	0	32	0	m	0	0	m	0	2	0	0	2	0	0	0	0	0	0
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	4 6 0 38 0 0 0 0 0 0 0 0 0 10 0 10 10 10 10 10 10 10 10 10 11 11 10 10 11	14	3	4	7	0	34	-	m	-	0	S	0	2	0	0	2	0	0	0	0	0	0
5 6 0 29 0 0 0 0 1 0 </td <th>5 6 0 29 0 0 0 0 1 0 0 123 115 0 646 6 12 1 0 19 5 13 1 0</th> <th>14</th> <td>8</td> <td>4</td> <td>9</td> <td>0</td> <td>38</td> <td>0</td>	5 6 0 29 0 0 0 0 1 0 0 123 115 0 646 6 12 1 0 19 5 13 1 0	14	8	4	9	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
123 115 0 646 6 12 1 0 19 5 13 1 0 19 0 0 0 0 0	123 115 0 646 6 12 1 0 19 5 13 1 0	-	∞	5	9	0	29	0	0	0	0	0	0	-	0	0	-	0	0	0	0	0	0
		40	~	123	115	0	646	9	12	-	0	19	5	13	-	0	19	0	0	0	0	0	7

Traffic Count Data

Intersection:	Huron Church Rd & Northwood St-Industrial Dr
Municipality:	Windsor
Count Date:	Feb 20, 2020

East Approach - Northwood St

		9	Cars				Medium 1	n Truck	S			Heavy Trucks	Trucks				Bic	Bicycles			
Start Time		+	1	¢	Total		-	1	C	Total		+	1	P C	Total		+	1	C	Total	Peds
11:00	14	4	6	0	27	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
11:15	17	7	m	0	27	0	0	0	0	0	0	-	0	0	-	0	0	0	0	0	0
11:30	33	6	9	0	48	0	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0
11:45	22	11	б	0	42	0	1	0	0	-	0	-	0	0	-	0	0	0	0	0	0
12:00	19	11	m	0	33	-	0	0	0	-	-	-	0	0	2	0	0	0	0	0	0
12:15	21	10	m	0	34	0	0	0	0	0	0	-	0	0	-	0	0	0	0	0	0
12:30	27	12	4	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	24	16	∞	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	34	15	9	0	55	1	0	0	0	1	0	~	0	0	-	0	0	0	0	0	0
13:15	32	13.	S	0	50	Ļ	-	+	0	m	0	0	0	0	0	0	0	0	0	0	1
13:30	30	11	m	0	44	0	0	0	0	0	0	1	0	0	-	0	0	0	0	0	0
13:45	15	12	4	0	31	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	288	131	63	0	482	m	ъ	-	0	6	-	8	0	0	6	0	0	0	0	0	~



Intersection: Huron Church Rd & Northwood St-Industrial Dr Municipality: Windsor

Count Date: Feb 20, 2020

East Approach - Northwood St

			Jare J				Madium	im Trucke	, C			Hook	Jun Truck				Bic	Birurloc			
Start Time	F	+		C	Total	t		1	a C	Total				C	Total		+		C	Total	Total Peds
15:00	50	12	2	0	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
15:15	30	10	S	0	43	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	2
15:30	46	12	4	0	62	2	-	0	0	m	0	0	0	0	0	0	0	0	0	0	0
15:45	42	12	9	0	60	-	m	0	0	4	0	m	0	0	m	0	0	0	0	0	-
16:00	43	13	S	0	61	0	2	0	0	2	0	4	. 	0	Ś	0	0	0	0	0	0
16:15	26	16	6	0	51	0	0	0	0	0	-	4	-	0	9	0	0	0	0	0	0
16:30	32	11	m	0	46	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0
16:45	34	10	∞	0	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	40	∞	m	0	51	0	~	0	0	-	0	0	-	0	-	0	0	0	0	0	0
17:15	38	∞	S	0	51	0	-	0	0		0	0	0	0	0	0	0	0	0	0	0
17:30	31	7	7	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
17:45	31	7	9	0	44	0	0	0	0	0	0	0	0	0	0	0	-	0	0	-	0
SUBTOTAL	443	130	61	0	634	m	6	0	0	12	-	15	m	0	19	0	-	0	0	-	9
GRAND TOTAL	1139	384	239	0	1762	12	26	2	0	40	7	36	4	0	47	0	-	0	0	1	6



Intersection: Huron Church Rd & Northwood St-Industrial Dr Municipality: Windsor

Municipality: Windsor Count Date: Feb 20, 2020

West Approach - Industrial Dr

									-												
14 - 14 - 14	A Contraction of the second		Cars				Mediu	Medium Trucks	S			Heavy	Heavy Trucks				Bicy	Bicycles		H	14
Start Time		+	1	¢	Total		+	1	C	Total	F	+	1	C	Total		+	-	C	Total P	Peds
07:00	-	-	27	0	29	0	0	2	0	2	З	0	9	0	6	0	0	0	0	0	0
07:15	0	7	12	0	19	2	2	-	0	5	0	0	13	0	13	0	0	0	0	0	0
07:30	m	9	σ	0	18	1	0	9	0	7	Ļ	0	14	0	15	0	0	0	0	0	0
07:45	S	11	12	0	28	0	0	S	0	5	2	-	7	0	10	0	0	0	0	0	0
08:00	- 2	12	15	0	29	0	-	-	0	2	-	0	2	0	m	0	0	0	0	0	0
08:15	-	7	11	0	19	0	0	-	0	-	1	-	m	0	5	0	0	0	0	0	0
08:30	4	m	12	0	·19	0	0	0	0	0	-	0	9	0	7	0	0	0	0	0	0
08:45	m	4	12	0	19	0	0	4	0	4	0	0	4	0	4	0	0	0	0	0	0
00:60	9	9	19	0	31	0	0	2	0	2	1	0	2	0	m	0	0	0	0	0	0
09:15	σ	m	19	0	31	0	0	m	0	S	S	0	2	0	S	0	0	0	0	0	0
06:30	m	9	25	0	34	m	0	-	0	4	S	0	S	0	9	0	0	0	0	0	0
09:45	m	2	17	0	22	0	0	0	0	0	0	0	∞	0	∞	0	0	0	0	0	0
SUBTOTAL	40	68	190	0	298	9	m	26	0	35	16	2	70	0	88	0	0	0	0	0	0

Traffic Count Data

 Intersection:
 Huron Church Rd & Northwood St-Industrial Dr

 Municipality:
 Windsor

 Count Date:
 Feb 20, 2020

West Approach - Industrial Dr

			Cars				Mediu	Medium Trucks	cks			Heavy	Heavy Trucks	10			Bic	Bicycles			1
Start Time	F	+	1	¢	Total	F	+	L	¢	Total		+	1	C	Total		+	1	C	Total H	Peds
11:00	6	m	14	0	26	-	-		0	m	0		ц	0	9	0	0	0	0	0	0
11:15	ŝ	m	16	0	22	0	-	0	0	-	0	0	9	0	9	0	0	0	0	0	0
11:30	12	12	20	0	44	0	0	2	0	2	0	0	m	0	m	0	0	0	0	0	0
11:45	9	∞	15	0	29	0	-	0	0	-	1	0	2	.0	m	0	0	0	0	0	0
12:00	13	12	20	0	45	0	0	m	0	m	0	0	m	0	m	0	0	0	0	0	0
12:15	9	5	6	0	20	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0
12:30	9	S	17	0	28	0		2	0	m	0	0	∞	0	∞	0	0	0	0	0	0
12:45	m	4	12	0	19	0	0	-	0	-	0	-	5	0	9	0	0	0	0	0	0
13:00	2	б	13	0	24	0	0	0	0	0	4	0	7	0	11	0	0	0	0	0	0
13:15	7	6	11	0	27	0	-	2	0	m	1	0	2	0	m	0	0	0	0	0	-
13:30	2	9	18	0	26	0	0	-	0	~	2	0	4	0	9	0	0	0	0	0	-
13:45	∞	5	18	0	31	0	0	4	0	4	0	0	2	0	2	0	0	0	0	0	0
SUBTOTAL	17	81	183	0	341	-	5	16	0	22	œ	2	52	0	62	0	0	0	0	0	2

111

Traffic Count Data

Intersection: Huron Church Rd & Northwood St-Industrial Dr Municipality: Windsor Count Date: Feb 20, 2020

							We	est Ap	proa	ach -	West Approach - Industrial Dr	trial	Dr								
			Cars				Mediu	Medium Trucks	S			Heavy	Heavy Trucks	10			Bic	Bicycles			
Start Time		+	1	C	Total	F	-	1	C	Total	-	+	1	¢	Total	F	+	1	¢	Total	Peds
15:00	ŝ	7	31	0	41	0	-	m	0	4	0	0	2	0	2	0	0	0	0	0	0
15:15	4	5	25	0	34	0	0	0	0	0	1	-	S	0	7	0	0	0	0	0	0
15:30	Ъ	∞	57	0	70	-	0	2	0	ŝ	0	0	2	0	2	0	-	0	0	.	0
15:45	2	5	35	0	42	0	0	-	0	-	0	0	m	0	m	0	0	0	0	0	0
16:00	4	14	73	0	91	←	0	2	0	m	0	0		0	-	0	0	0	0	0	0
16:15	1	11	52	0	64	0	2	-	0	S	0	-	m	0	4	0	0	0	0	0	0
16:30	∞	19	76	0	103	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0
16:45	4	13	39	0	56	0	0	2	0	2	Ļ	0	4	0	5	0	0	0	0	0	0
17:00	4	17	71	0	92	0	0	-	0	-	1	0	m	0	4	0	0	0	0	0	0
17:15	2	14	36	0	52	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0
17:30	m	7	30	0	40	0	0	0	0	0	0	-	m	0	4	0	0	0	0	0	0
17:45	S	7	30	0	42	0	0	-	0	1	1	0	5	0	9	0	0	0	0	0	0
SUBTOTAL	45	127	555	0	727	2	ю	13	0	18	4	m	35	0	42	0	-	0	0	~	0
GRAND TOTAL	162	276	928	0	1366	6	11	55	0	75	28	7	157	0	192	0	~	0	0	-	2



Peak Hour Diagram

l Period	One Hou	ir Peak	
07:00:00	From:	07:45:00	
10:00:00	To:	08:45:00	
	07:00:00	07:00:00 From:	07:00:00 From: 07:45:00

Intersection:	Huron Church Rd & Northwood St-Industrial Dr
Site ID:	2003500003
Count Date:	Feb 20, 2020

North Approach

867 1544 2411

In Total

📾 Totals

17 🔺

In Total

West Approach

Weather conditions:

Peds: 2

** Signalized Intersection **

Out

Industrial Dr

MT

Out 95

MT

HT

œ6

HT

MT

HT

ф

Major Road: Huron Church Rd runs N/S

	No	orthwo	od St		
	Totals		MT	HT	di b
C	0	0	0	0	0
1	59	59	0	0	0
-	60	56	1	3	0
F	211	210	0	1	0

	Sout	h Appi	roach
	Out	In	Total
	1544	865	2409
MT	26	14	40
HT	311	204	515
246	0	0	0
	1881	1083	2964

🂑 - Bicycles

🔁 - Cars

MT - Medium Trucks

HT - Heavy Trucks

Comments

Huron Church Rd de lo HT MT Totals

Peds: 0





	-	1		2
Totals	281	1468	132	0
	265	1152	127	0
MT	4	20	2	0
HT	12	296	3	0
35	0	0	0	0



Peak Hour Summary



Intersection:	Huron Church Rd & Northwood St-Industrial Dr
Period:	7:00 - 10:00

	Total Vehicl es	orr	000	200	750	3206			0.93	2635	82.2	44	1.4	527	16.4	0	0	9	
	Total	4	24 2.4	1 1 1	26	128	. 1	4	0.74	95	74.2	8	6.3	25	19.5	0	0	•	
	Peds	c	- c		0	0												00	D
	proach rial Dr	6			0	0	0	0	0	0	0	0	0	0	0	0	0		
	West Approach Industrial Dr	č	10	01	9 8	75	58.6	2.3	0.78	50	66.7	7	9.3	18	24	0	0		-
	-	ţ	1 (2 0	n u	36	28.1	1.1	0.69	33	91.7	-	2.8	2	5.6	0	0		
		٢	- 0	n r	ر ۲	17	13.3	0.5	0.61	12	70.6	0	0	Ś	29.4	0	0		
	Total	f	27	001	81	330		10.3	0.83	325	98.5	-	0.3	4	1.2	0	0		1
	Peds	c		» с	0 4	2							1100					2	53.3
5)	East Approach Northwood St	c			0	0	0	0	0	0	0	0	0	0	0	0	0		
08:4	East Ap Northw	ę	2 0		14	59	17.9	1.8	0.74	59	100	0	0	0	0	0	0		
45 - (+	۲.	77	<u>, t</u>	<u>1</u>	60	18.2	1.9	0.68	56	93.3	-	1.7	m	S	0	0		
(07:4		6	39	47	21	211	63.9	6.6	0.8	210	99.5	0	0	-	0.5	0	0		
Peak Hour Data (07:45 - 08:45)	Total	L'J	101	161	415	1881	1	58.7	0.9	1544	82.1	26	1.4	311	16.5	0	0	1	1
ur D	h td Peds			o 0		4												4	00./
k Ho	South Approach Huron Church Rd	c		o c	0	0	0	0	0	0	0	0	0	0	0	0	0		
Pea	south A luron C		32	5 5	28	132	7	4.1	0.73	127	96.2	2	1.5	m	2.3	0	0		
	() ±	101	104	100	336	1468	78	45.8	0.92	1152	78.5	20	1.4	296	20.2	0	0		
		0	ру с	0/	51	281	14.9	8.8	0.78	265	94.3	4	1.4	12	4.3	0	0		
	Total	LCC	177	012	228	867	1	27	0.95	671	77.4	6	-	187	21.6	0	0	1	
	h čd Peds	c			0	0												00	0
	hurch F	<			0	0	0	0	0	0	0	0	0	0	0	0	0		
	North Approach Huron Church Rd	č	70	n c	1	50	5.8	1.6	0.6	46	92	2	4	2	4	0	0		
	~±	700	105	201	210	<i>L61</i>	91.9	24.9	0.95	605	75.9	7	0.9	185	23.2	0	0		
		-	5 4	o r		20	2.3	0.6	0.71	20	100	0	0	0	0	0	0		
	Start Time	77.67	C42/0	00.15	08:30	Grand Total	Approach	Totals %	HHF	Cars	% Cars	Medium Trucks	% Medium Trucks	Heavy Trucks	% Heavy Trucks	Bicycles	% Bicycles	Peds	% Peds



Peak Hour Diagram

S	pecified Pe	fied Period		r Peak
Fi	rom:	11:00:00	From:	12:15:00
T	0:	14:00:00	To:	13:15:00

Intersection:	Huron Church Rd & Northwood St-Industrial Dr
Site ID:	2003500003
Count Date:	Feb 20, 2020

Weather conditions:

** Signalized Intersection **

Major Road: Huron Church Rd runs N/S

East Approach

135

1

1

0

137

In Total 315

2

3

0

320

Out

180

1

2

0

183

MT

HT

36

	North	n App	roach
	Out	In	Total
	567	638	1205
MT	14	12	26
HT	355	278	633
36	0	0	0
	936	928	1864

Industrial Dr

	Totals		MT	HT	đđ	
2	0	0	0	0	0	-
1	21	17	0	4	0	
-	25	23	1	1	0	
4	79	51	3	25	0	

	West	Appr	oach
	Out	In	Total
	91	209	300
MT	4	13	17
HT	30	33	63
秭	0	0	0
	125	255	380

otals
⊟
MT
HT
<i>4</i> 5
ණ

Peds: 0



Peds: 1

	-	1		2
Totals	152	886	100	0
	119	600	100	0
MT	8	12	0	0
HT	25	274	0	0
di to	0	0	0	0

Northwood St

	Totals		MT	HT	35
C	0	0	0	0	0
1	21	21	0	0	0
-	55	53	0	2	0
5	107	106	1	0	0

	Sout	h Appı	oach
	Out	In	Total
	819	675	1494
MT	20	13	33
HT	299	374	673
345	0	0	0
	1138	1062	2200

MT - Medium Trucks

HT - Heavy Trucks

💑 - Bicycles

Comments

🚘 - Cars



Peak Hour Summary



Intersection:	Huron Church Rd & Northwood St-Industrial Dr
Count Date:	Feb 20, 2020
Period:	11:00 - 14:00

	Total	ខ	609	597	600	576	2382			0.98	1657	69.6	39	1.6	686	28.8	0	0	1	
	- 3	Total	25	39	26	35	125	4	5.2	0.8	91	72.8	4	3.2	30	24	0	0		4
	12-	Peds	0	0	0	0	0												0	0
	proach ial Dr	¢	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	West Approach Industrial Dr	1	14	27	18	20	<i>7</i> 9	63.2	3.3	0.73	51	64.6	m	3.8	25	31.6	0	0		
	5	-	5	9	Ś	6	25	20	-	0.69	33	92	1	4	-	4	0	0		
			9	9	m	9	21	16.8	0.9	0.88	17	81	0	0	4	19	0	0		
		Total	35	4	48	57	183		7.7	0.8	180	98.4	1	0.5	2	1:1	0	0	,	ä.
		Peds	0	0	0	0	0							1.00					0	0
	roach ood St	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Peak Hour Data (12:15 - 13:15)	East Approach Northwood St	1	m	4	∞	9	21	11.5	0.9	0.66	21	100	0	0	0	0	0	0		
5 - 1	шZ	-	11	12	16	16	55	30.1	2.3	0.86	53	96.4	0	0	2	3.6	0	0		
12:1			21	27	24	35	107	58.5	4.5	0.76	106	99.1	-	0.9	0	0	0	0		
ata (Total	301	282	283	272	1138	1	47.8	0.95	819	72	20	1.8	299	26.3	0	0	1	-1
ur Da		Peds	0	0	0	1	L												1	100
Hol	proach urch Rd	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Peak	South Approach Huron Church Rd	1	30	30	11	23	100	8.8	4.2	0.83	100	100	0	0	0	0	0	0		
	Ru S	-	234	218	222	212	886	9.77	37.2	0.95	600	67.7	12	1.4	274	30.9	0	0		
			37	34	44	37	152	13.4	6.4	0.86	119	78.3	œ	53	25	16.4	0	0		
		Total	248	233	243	212	936	1	39.3	0.94	567	60.6	14	1.5	355	37.9	0	0		1
		Peds	0	0	0	0	0								6. [.]				0	0
	North Approach Huron Church Rd	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	orth Ap	1	10	17	11	10	48	5.1	2	0.71	37	77.1	S	10.4	9	12.5	0	0		
	No	+	238	214	228	196	876	93.6	36.8	0.92	518	59.1	6	-	349	39.8	.0	0		
			0	2	4	9	12	1.3	0.5	0.5	12	100	0	0	0	0	0	0		
		Start Time	12:15	12:30	12:45	13:00	Grand Total	Approach	Totals %	PHF	Cars	% Cars	Medium Trucks	% Medium Trucks	Heavy Trucks	% Heavy Trucks	Bicycles	% Bicycles	Peds	% Peds



Peak Hour Diagram

Specified		One Hou	r Peak
From:	15:00:00	From:	15:45:00
To:	18:00:00	To:	16:45:00

Intersection:	Huron Church Rd & Northwood St-Industrial Dr
Site ID:	2003500003
Count Date:	Feb 20, 2020

North Approach

1531 1116 2647

In Total

📾 Totals

-

West Approach

In Total

Weather conditions:

Huron Church Rd

Peds: 1

Peds: 2

Huron Church Rd

Peds: 1

n

HT

MT

Totals

Peds: 0

Totals

MT

HT

** Signalized Intersection **

Out

Industrial Dr

MT

Out

MT

HT

HT

MT

HT

East Approach Out In Total MT HT

Major Road: Huron Church Rd runs N/S

	No	orthwo	od St		
	Totals		MT	HT	đ
C	0	0	0	0	0
1	25	23	0	2	0
+	72	52	5	15	0
	145	143	1	1	0

	Sout	h Appi	oach		
	Out	In	Total		
	1006	1478	2484		
MT	17	22	39		
HT	323	368	691		
3 6	0	0	0		
	1346	1868	3214		

3 - Bicycles

🔁 - Cars

MT - Medium Trucks

HT - Heavy Trucks

Comments



Peak Hour Summary



Intersection:	Huron Church Rd & Northwood St-Industrial Dr
Count Date:	Feb 20, 2020
Period:	15:00 - 18:00

	Total Vehicl	es	838	890	852	856	3436			0.97	2658	77.4	58	1.7	720	21	0	0	4		
		Total	46	95	71	105	317	1	9.2	0.75		94.6	7	2.2	10	3.2	0	0			
		Peds	0	0	0	0	0	-											0	0	
	proach al Dr	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	West Approach Industrial Dr	1	39	76	56	78	249	78.5	7.2	0.8	236	94.8	4	1.6	6	3.6	0	0			
	M	-	5	14	14	19	52	16.4	1.5	0.68	49	94.2	7	3.8	-	1.9	0	0			
	-		2	S	-	∞	16	5	0.5	0.5	15	93.8	-	6.3	0	0	0	0			
		Total	67	68	57	50	242	1	7	0.89	218	90.1	9	2.5	18	7.4	0	0	,		;
		Peds	-	0	0	0	1												-	25	
0	proach ood St	¢	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45	East Approach Northwood St	1	9	9	10	m	25	10.3	0.7	0.63	23	92	0	0	2	œ	0	0			
5 - 1	шZ	+	18	19	20	15	72	29.8	2.1	0.9	52	72.2	5	6.9	15	20.8	0	0			
(15:4			43	43	27	32	145	59.9	4.2	0.84	143	98.6	-	0.7	-	0.7	0	0			
Peak Hour Data (15:45 - 16:45)		Total	346	343	337	320	1346	1	39.2	0.97	1006	74.7	17	1.3	323	24	0	0	•	1	
ur D	- 7	Peds	0	0	0	2	2												7	20	
k Ho	South Approach Huron Church Rd	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Pea	outh A uron Cl	1	23	23	28	34	108	~~	3.1	0.79	106	98.1	0	0	2	1.9	0	0			
	ΩŦ	-	274	280	262	259	1075	79.9	31.3	0.96	782	72.7	7	0.7	286	26.6	0	0			
	1	£	49	40	47	27	163	12.1	4.7	0.83	118	72.4	10	6.1	35	21.5	0	0			
		Total	379	384	387	381	1531	T	44.6	0.99	1134	74.1	28	1.8	369	24.1	0	0	•		
	4.P2	Peds	0	0	0	1	L							1 . 4					-	25	
	North Approach Huron Church Rd	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	North A Juron C	1	~	10	S	3	25	1.6	0.7	0.63	13	52	~	4	11	44	0	0			
		*	364	368	371	371	1474	96.3	42.9	0.99	1099	74.6	17	1.2	358	24.3	0	0			
		4 ³	~	9	11	7	32	1 2.1	0.9	0.73	22	68.8	10	31.3	0	0		0 5			
		Start Time	15:45	16:00	16:15	16:30	Grand Total	Approach	Totals %	HHF	Cars	% Cars	Medium Trucks	% Medium Trucks	Heavy Trucks	% Heavy Trucks	Bicycles	% Bicycles	Peds	% Peds	

i li

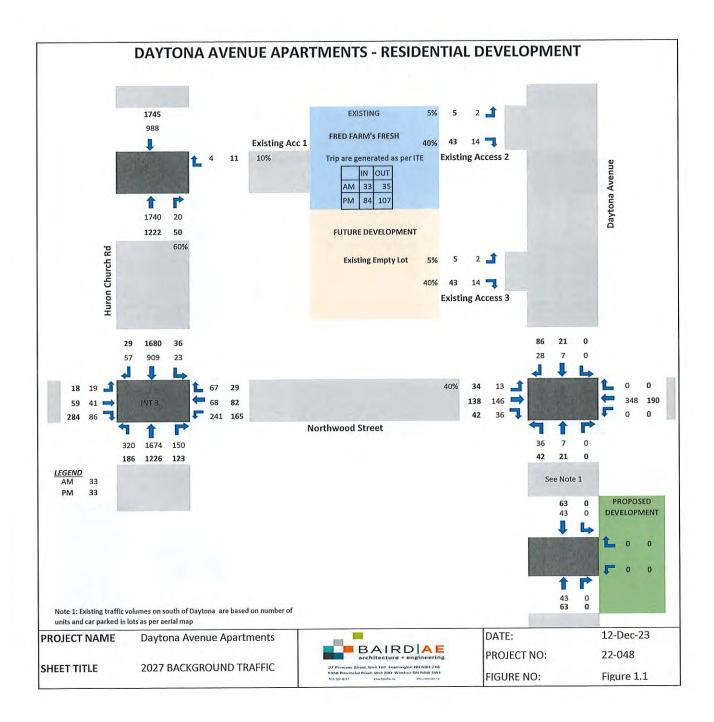
Appendix B

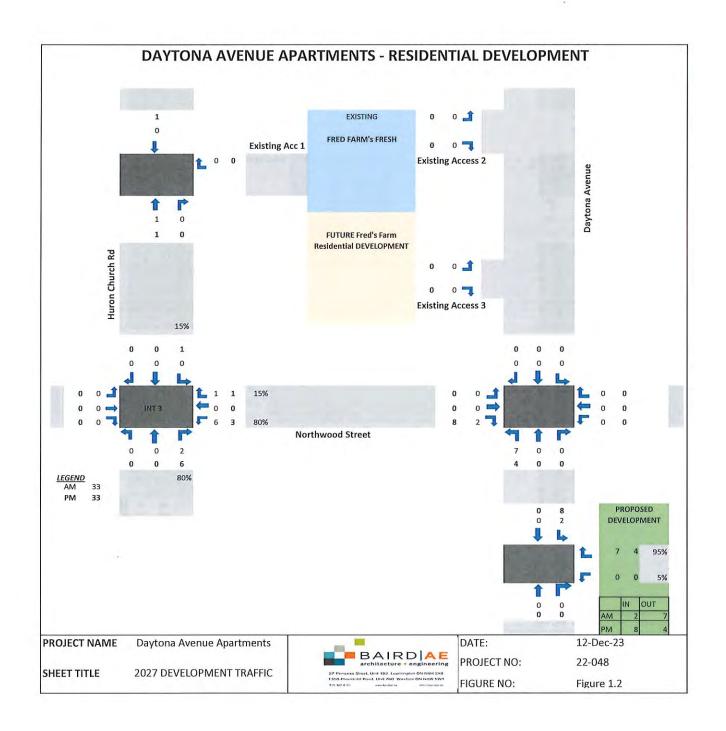
FUTURE TRAFFIC, DEVELOPMENT TRAFFIC AND TOTAL TRAFFIC VOLUMES

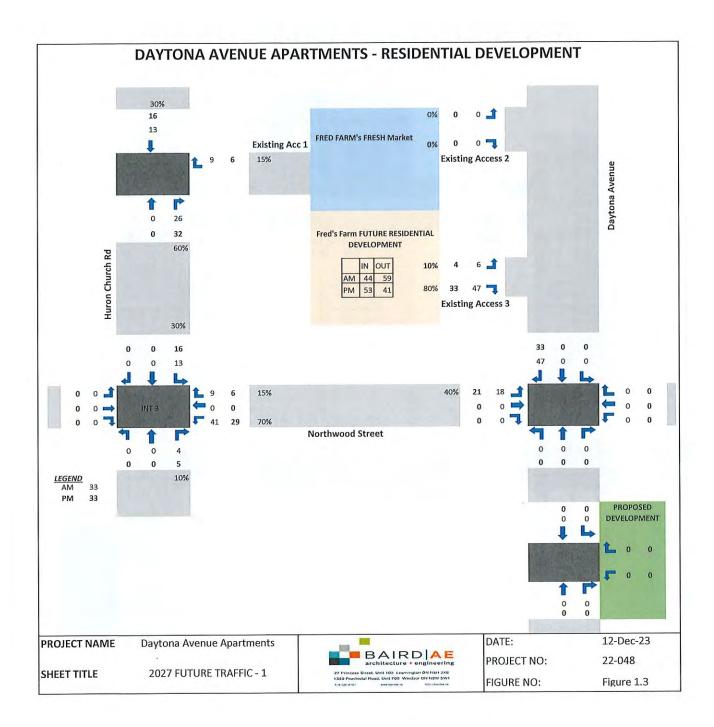


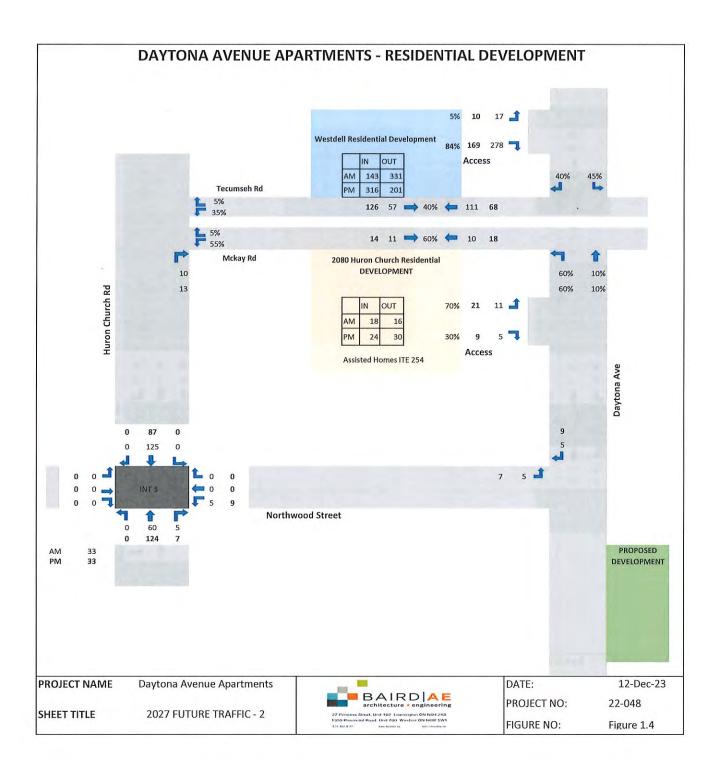
2

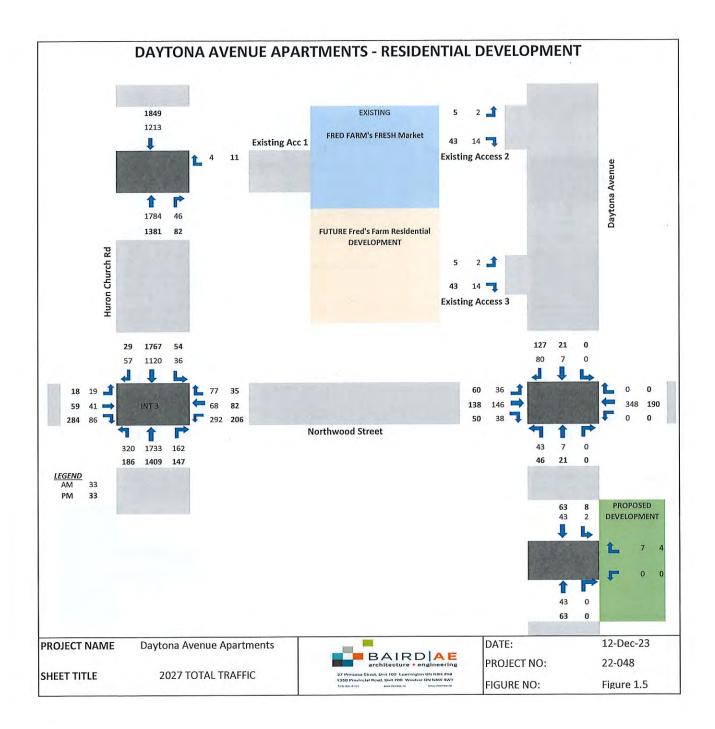
DECEMBER 12, 2023

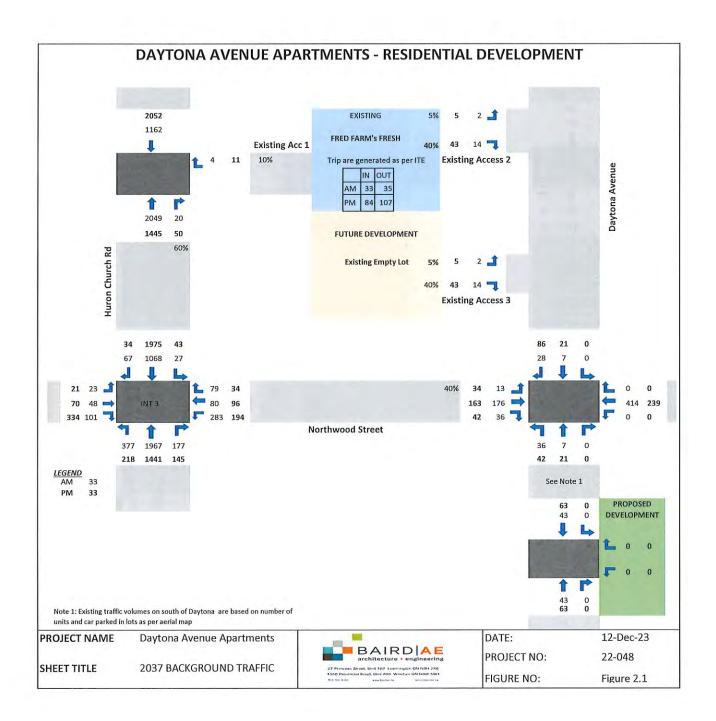


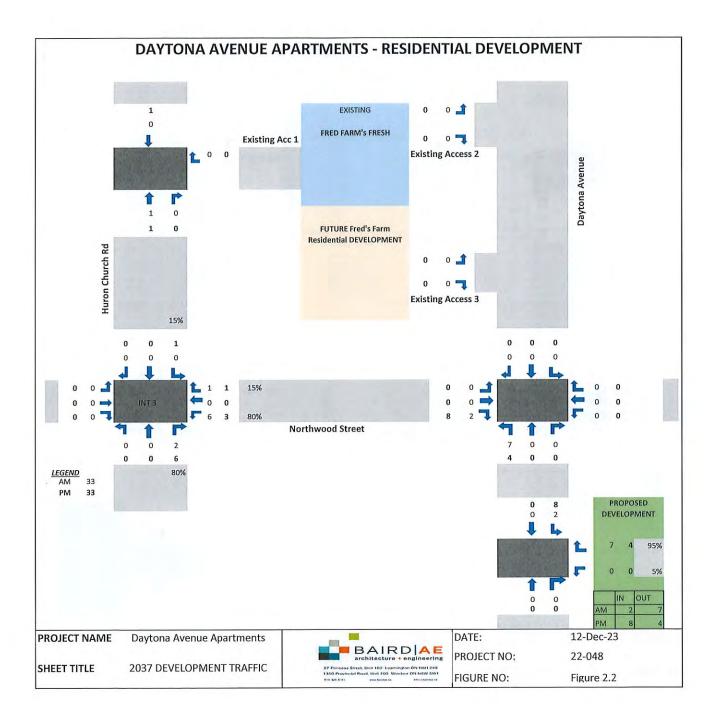


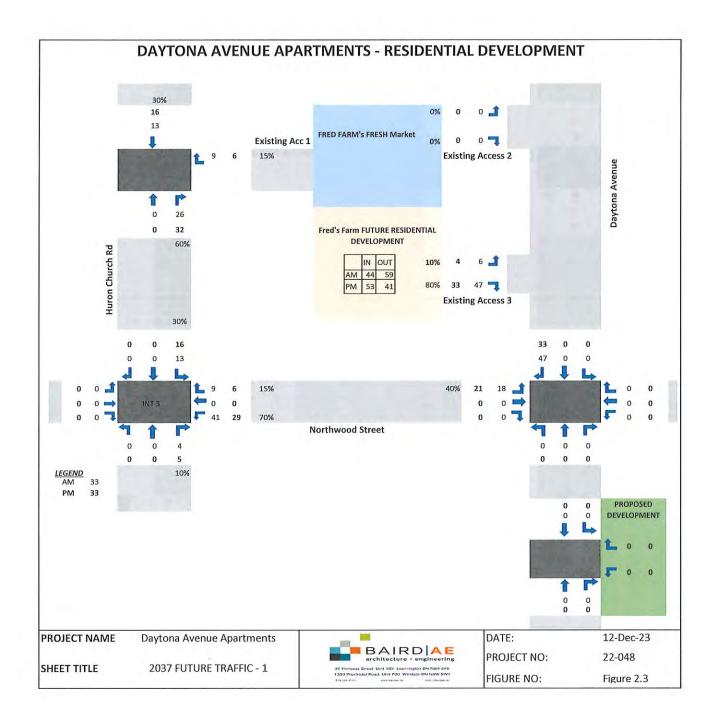


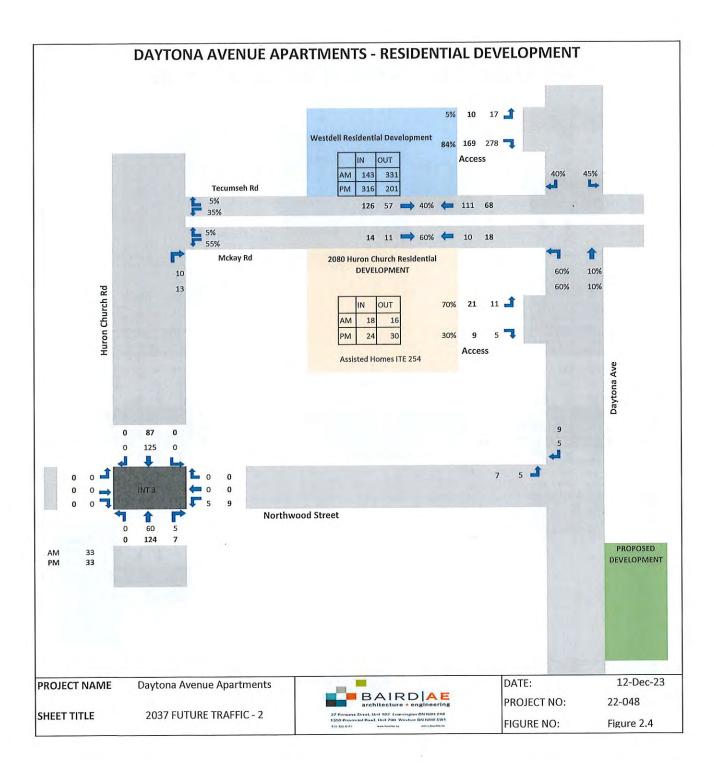


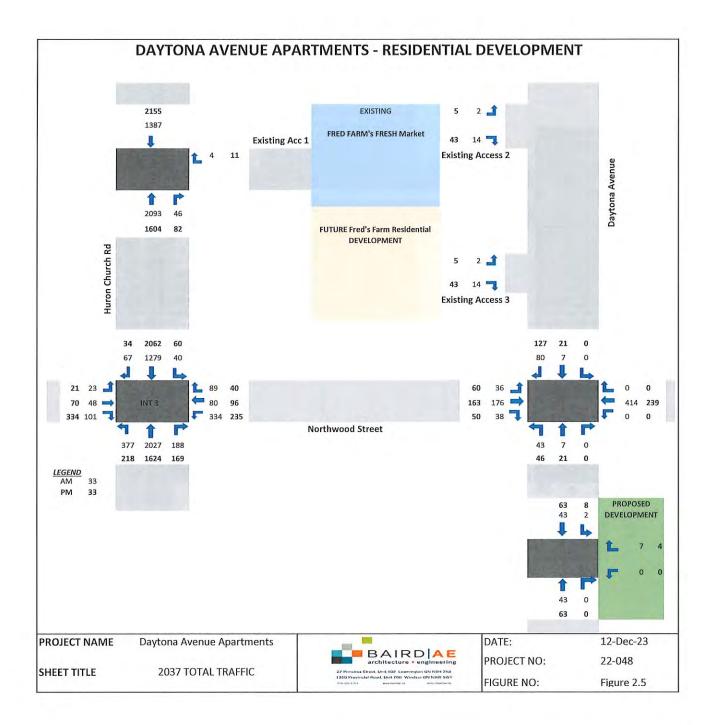












Appendix C

CAPACITY ANALYSIS



3

DECEMBER 12, 2023

2027 BKGD AM TRAFFIC VOLUME 11-17-2023

	٦	+	7	1	+	*	1	†	1	4	Ļ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			\$			4			4	
Traffic Volume (veh/h)	13	146	36	0	348	0	36	7	0	0	7	28
Future Volume (Veh/h)	13	146	36	0	348	0	36	7	0	0	7	28
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	159	39	0	378	0	39	8	0	0	8	30
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)		-										
Median type		None			None							
Median storage veh)					-							
Upstream signal (m)		280										
pX, platoon unblocked		-							-			
vC, conflicting volume	378			198			618	584	178	588	604	378
vC1, stage 1 conf vol	-					all and the						
vC2, stage 2 conf vol												
vCu, unblocked vol	378			198	1.1.1	DAHA	618	584	178	588	604	378
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100	-		90	98	100	100	98	96
cM capacity (veh/h)	1180			1375			374	418	864	410	408	669
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	212	378	47	38								
Volume Left	14	0	39	0								
Volume Right	39	0	0	30								
cSH	1180	1375	381	589								
Volume to Capacity	0.01	0.00	0.12	0.06								
Queue Length 95th (m)	0.3	0.0	3.3	1.6				~				
Control Delay (s)	0.6	0.0	15.8	11.5								
Lane LOS	A	0,0	C	B								
Approach Delay (s)	0.6	0.0	15.8	11.5								
Approach LOS	0,0	0.0	C	B								
Intersection Summary		_			-							
Average Delay			1.9									
Intersection Capacity Utiliza	ition		36.5%	IC	CU Level o	of Service			А			
Analysis Period (min)	-		15									

2027 BKGD AM TRAFFIC VOLUME

11-17-2023

	٠	-	7	*	+	*	1	Ť	1	4	ŧ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		et.	1	5	1+		×,	ተተ ጮ		ň	ተተተ	7
Traffic Volume (vph)	19	41	86	241	68	67	320	1674	150	23	909	57
Future Volume (vph)	19	41	86	241	68	67	320	1674	150	23	909	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	34.0		0.0	70.0		0.0	80.0		0.0	105.0		135.0
Storage Lanes	0		1	1		0	1		0	1		1
Taper Length (m)	10.0			15.0	-		15.0			20.0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor		1.00	0.97	0.98	0.98		0.99	1.00				0.96
Frt			0.850		0.926			0.988				0.850
Flt Protected		0.984		0.950			0.950			0.950		
Satd. Flow (prot)	0	1853	1601	1722	1648	0	1825	4418	0	1772	3973	1555
Flt Permitted		0.920		0.714			0.163			0.079		
Satd, Flow (perm)	0	1727	1561	1265	1648	0	311	4418	0	147	3973	1496
Right Turn on Red			Yes			Yes			Yes			Yes
Satd, Flow (RTOR)			113		30	-		12				113
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		186.9			279.6			226.1			251.1	
Travel Time (s)		13.5			20.1			16.3			18.1	
Confl. Peds. (#/hr)	8		8	15		15	15		15	8		8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	6%	6%	6%	0%	18%	3%	3%	32%	5%
Adj. Flow (vph)	21	45	93	262	74	73	348	1820	163	25	988	62
Shared Lane Traffic (%)											-	
Lane Group Flow (vph)	0	66	93	262	147	0	348	1983	0	25	988	62
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	1011	3.7	1.9.11		3.7	J		3.7	U		3.7	Ŭ
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane					100.00						Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6	-	6	2			4			8		8
Minimum Split (s)	22.0	37.0	37.0	22.0	37.0		19.0	38.5		19.0	38.5	38.5
Total Split (s)	22.0	37.0	37.0	22.0	37.0		34.0	72.0		19.0	57.0	57.0
Total Split (%)	14.7%	24.7%	24.7%	14.7%	24.7%		22.7%	48.0%		12.7%	38.0%	38.0%
Maximum Green (s)	18.0	30.5	30.5	18.0	31.5		30.0	65.5		15.0	50.5	50.5
Yellow Time (s)	3.0	4.0	4.0	3.0	3.0		3.0	4.0		3.0	4.0	4.0
All-Red Time (s)	1.0	2.5	2.5	1.0	2.5		1.0	2.5		1.0	2.5	2.5
Lost Time Adjust (s)	1.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.5	6.5	4.0	5.5		4.0	6.5		4.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Walk Time (s)	103	10.0	10.0	103	10.0		100	14.0		100	14.0	14.0
Flash Dont Walk (s)		17.0	17.0		17.0		-	18.0		-	18.0	18.0
Pedestrian Calls (#/hr)		0	0		0		and the second	0			0	0
		0	0		0			v			0	

Huron Church Development 10-11-2021 BAIRDAE

	٠	-	Y	1	-	*	1	Ť	1	1	+	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)		46.0	30.5	51.0	31.5		87.0	65.5		68.0	50.5	50.5
Actuated g/C Ratio		0.31	0.20	0.34	0.21		0,58	0.44		0.45	0.34	0.34
v/c Ratio		0.12	0.23	0.54	0.40		0.72	1.02		0.11	0.74	0.11
Control Delay		33.8	6.1	40.9	44.0		32.4	68.1		16.2	48.0	0.4
Queue Delay		0.0	0.0	0,0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		33.8	6.1	40.9	44.0		32.4	68.1		16.2	48.0	0.4
LOS		С	А	D	D		С	Е	15-1-	В	D	A
Approach Delay		17.6			42.0			62.8			44.5	
Approach LOS		В			D			Е			D	
Intersection Summary												
Area Type: C	Other											
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 0 (0%), Referenced to	phase 3:	SBL and 7	:NBL, Sta	art of Gre	en							
Natural Cycle: 150												
Control Type: Pretimed												
Maximum v/c Ratio: 1.02												
Intersection Signal Delay: 53.	9			In	tersection	LOS: D						
Intersection Capacity Utilization	on 92.1%			IC	U Level o	of Service	F					
Analysis Period (min) 15												

▶ _{Ø1}	₹ø2	Ø3 (R)	≪¶ø4	
22 s	37 s	19 s	72 s	
√ Ø5	206	🖉 🔨 Ø7 (R)	Ø8	
2 s	37 s	34 s	57 s	

2027 TOTAL AM TRAFFIC VOLUME

12-12-2023

	٠	-	Y	*	+	*	1	Ť	1	1	Ŧ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7	7	¢î		٦	**		۲	***	1
Traffic Volume (vph)	19	40	83	284	66	75	309	1675	157	36	1001	55
Future Volume (vph)	19	40	83	284	66	75	309	1675	157	36	1001	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	34.0		0.0	70.0		0.0	80.0		0.0	105.0		135.0
Storage Lanes	0	1-1-1	1	1		0	1		0	1		1
Taper Length (m)	10.0			15.0			15.0			20.0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor		1.00	0.97	0.98	0.98		1.00	1.00				0.96
Frt			0.850		0.920			0.987				0.850
Flt Protected		0.984		0.950			0.950			0.950	1	
Satd. Flow (prot)	0	1853	1601	1722	1635	0	1825	4414	0	1772	3973	1555
Flt Permitted		0.917		0.715			0.132			0.079		
Satd. Flow (perm)	0	1722	1561	1266	1635	0	252	4414	0	147	3973	1496
Right Turn on Red	U	1122	Yes	1200	1000	Yes			Yes			Yes
Satd, Flow (RTOR)			113		35	100		13				113
Link Speed (k/h)		50	110		50		-	50			50	
Link Distance (m)		186.9			279.6			226.1			251.1	-
Travel Time (s)		13.5			20.1			16.3			18.1	_
Confl. Peds. (#/hr)	8	10.0	8	15	20.1	15	15	10.0	15	8	10.11	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
	2%	2%	2%	6%	6%	6%	0.52	18%	3%	3%	32%	5%
Heavy Vehicles (%)	270	43	90	309	72	82	336	1821	171	39	1088	60
Adj. Flow (vph)	21	40	30	000	12	02	000	1021	1/1	00	1000	00
Shared Lane Traffic (%) Lane Group Flow (vph)	0	64	90	309	154	0	336	1992	0	39	1088	60
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
the second se	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Lane Alignment	Leit	3.7	Right	LOIL	3.7	Taynt	Lon	3.7	rught	Lon	3.7	ragne
Median Width(m) Link Offset(m)		0.0			0.0			0.0			0.0	1
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
		0.0			0.0			0.0			Yes	
Two way Left Turn Lane	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Headway Factor	25	0.99	15	25	0.00	15	25	0.00	15	25	0.00	15
Turning Speed (k/h)		NA	Perm	pm+pt	NA	15	pm+pt	NA	10	pm+pt	NA	Perm
Turn Type Protected Phases	pm+pt 1	6	reini	5	2		7	4		3	8	1 Onn
and the second se		0	6	2	2		4	-		8	U	8
Permitted Phases	6 22.0	37.0	37.0	22.0	37.0		19.0	38.5		19.0	38.5	38.5
Minimum Split (s)		37.0	37.0	22.0	37.0		34.0	72.0		19.0	57.0	57.0
Total Split (s)	22.0						22.7%	48.0%		12.7%	38.0%	38.0%
Total Split (%)	14.7%	24.7%	24.7%	14.7%	24.7% 31.5		30.0	65.5		15.0	50.5	50.5
Maximum Green (s)	18.0	30.5	30.5	18.0	31.5		30.0	4.0		3.0	4.0	4.0
Yellow Time (s)	3.0	4.0	4.0	3.0	2.5		1.0	2.5	-	1.0	2.5	2.5
All-Red Time (s)	1.0	2.5	2.5	1.0	2.5		0.0	0.0		0.0	0.0	0.0
Lost Time Adjust (s)		0.0	0.0	0.0				6.5		4.0	6.5	6.5
Total Lost Time (s)	1	6.5	6.5	4.0	5.5		4.0					Lag
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead Yes	Lag Yes	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		res		Yes
Walk Time (s)		10.0	10.0	-	10.0	_		14.0			14.0	14.0
Flash Dont Walk (s)		17.0	17.0		17.0			18.0			18.0	18.0
Pedestrian Calls (#/hr)		0	0		0			0			0	C

Huron Church Development 10-11-2021 BAIRDAE

2027 TOTAL AM TRAFFIC VOLUME 12-12-2023

	1	-	7	1	+	*	1	1	1	4	ŧ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)		46.0	30.5	51.0	31.5		87.0	65.5		68.0	50.5	50.5
Actuated g/C Ratio		0.31	0.20	0.34	0.21		0.58	0.44		0.45	0.34	0.34
v/c Ratio	-	0.12	0.22	0.64	0.42		0.73	1.03	4	0.17	0.81	0.10
Control Delay		33.7	5.4	44.6	43.1		37.7	69.5		17.3	51.4	0.4
Queue Delay		0.0	0.0	0.0	0.0	10	0.0	0.0		0.0	0.0	0.0
Total Delay		33.7	5.4	44.6	43.1		37.7	69.5		17.3	51.4	0.4
LOS		С	А	D	D		D	E		В	D	A
Approach Delay		17.2			44.1			65.0			47.7	
Approach LOS		В			D			E			D	
Intersection Summary												_
Area Type:	Other											
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 0 (0%), Referenced t	o phase 3:	SBL and 7	':NBL, Sta	art of Gre	en							
Natural Cycle: 150												
Control Type: Pretimed												
Maximum v/c Ratio: 1.03												
Intersection Signal Delay: 55	5.9			In	tersectior	LOS: E						
Intersection Capacity Utilizat	tion 92.1%			IC	U Level of	of Service	F					
Analysis Period (min) 15												

▶ Ø1	₩ø2	Ø3 (R)	₫ Ø4	
22 s	37 s	19 s	72 s	
€ Ø5		Ø7 (R)	Ø8	
22 s	37 s	34 s	57 s	

2027 TOTAL AM TRAFFIC VOLUME 12-12-2023

	۶	-	7	*	+	*	1	1	1	4	¥	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			\$			4			4	
Traffic Volume (veh/h)	36	140	38	0	335	0	43	7	0	0	7	80
Future Volume (Veh/h)	36	140	38	0	335	0	43	7	0	0	7	80
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	39	152	41	0	364	0	47	8	0	0	8	87
Pedestrians	a sure											
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)									-			
Median type		None			None							
Median storage veh)		-					-					
Upstream signal (m)		280										
pX, platoon unblocked									-		-	
vC, conflicting volume	364			193			706	614	172	618	635	364
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	364			193			706	614	172	618	635	364
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)		-										
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			100			84	98	100	100	98	87
cM capacity (veh/h)	1195			1380		-	294	394	871	385	383	681
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	232	364	55	95								
Volume Left	39	0	47	0				-				
Volume Right	41	0	0	87								
cSH	1195	1380	305	639								
Volume to Capacity	0.03	0.00	0.18	0.15								
Queue Length 95th (m)	0.03	0.0	5.2	4.2						-	-	
Control Delay (s)	1.6	0.0	19.4	11.6								
	1.0 A	0.0	15.4 C	B			-					
Lane LOS Approach Delay (s)	1.6	0.0	19.4	11.6								
Approach LOS	1.0	0.0	19.4 C	B								
Intersection Summary							-					
			3.4									_
Average Delay	tion			10		of Service			А			
Intersection Capacity Utiliza	auon		48.7%	IC	JU Level (DI SELVICE	-		A			
Analysis Period (min)			15									

2027 BKGD PM TRAFFIC VOLUME 11-17-2023

	٨	+	7	1	-	*	1	1	1	4	ţ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			\$			4			4	
Traffic Volume (veh/h)	34	138	42	0	190	0	42	21	0	0	21	86
Future Volume (Veh/h)	34	138	42	0	190	0	42	21	0	0	21	86
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	37	150	46	0	207	0	46	23	0	0	23	93
Pedestrians											-	
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage			-									_
Right turn flare (veh)												
Median type		None			None							
Median storage veh)	-											
Upstream signal (m)		280										
pX, platoon unblocked		100										
vC, conflicting volume	207			196		-	558	454	173	466	477	207
vC1, stage 1 conf vol	201			100			000	101	110	100		201
vC2, stage 2 conf vol												
vCu, unblocked vol	207			196			558	454	173	466	477	207
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)								010	UIL	,,,,,	010	01E
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			100			88	95	100	100	95	89
cM capacity (veh/h)	1364			1377			369	488	871	479	474	833
		IND 4	ND 4	10.10			000	100	0/1	110	11.1	000
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	233	207	69	116								_
Volume Left	37	0	46	0								
Volume Right	46	0	0	93		-	_			_		_
cSH	1364	1377	401	724			_			_		
Volume to Capacity	0.03	0.00	0.17	0.16			_		_			_
Queue Length 95th (m)	0.7	0.0	4.9	4.5								
Control Delay (s)	1.4	0.0	15.8	10.9								-
Lane LOS	А	-	С	В				_				
Approach Delay (s)	1.4	0.0	15.8	10.9								
Approach LOS			С	В				_				
Intersection Summary												
Average Delay			4.3	-			_		_			
Intersection Capacity Utilization	ation		41.8%	IC	CU Level o	of Service	_		А			
Analysis Period (min)			15									

2027 BKGD PM TRAFFIC VOLUME 11-17-2023

4: Northwood St & F	nuron C	nurch										1-2020
		+	7	*	-	*	1	1	1	4	ŧ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्स	7	۲	ĥ		7	**		7	***	7
Traffic Volume (vph)	18	59	284	165	82	29	168	1226	123	36	1680	29
Future Volume (vph)	18	59	284	165	82	29	168	1226	123	36	1680	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	34.0		0.0	70.0		0.0	80.0		0.0	105.0		135.0
Storage Lanes	0		1	1		0	1		0	1		1
Taper Length (m)	10.0			15.0			15.0	-		20.0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor		1.00	0.97	0.98	0.99	1.000		1.00		1.00		0.96
Frt			0.850		0.960		Sec. La como	0.986		-		0.850
Flt Protected		0.988		0.950			0.950			0.950		
Satd. Flow (prot)	0	1791	1555	1789	1497	0	1437	4126	0	1393	4196	1103
Flt Permitted	U	0.944	1000	0.702			0.073	1.000		0.120		
Satd, Flow (perm)	0	1707	1516	1293	1497	0	110	4126	0	176	4196	1061
Right Turn on Red	U	1101	Yes	1200	1101	Yes			Yes			Yes
Satd. Flow (RTOR)			309		11	100		14				113
Link Speed (k/h)		50	000		50			50			50	
Link Distance (m)	-	186.9			279.6			226.1			251.1	
Travel Time (s)		13.5			20.1			16.3	-		18.1	_
Confl. Peds. (#/hr)	8	10.0	8	15	20.1	15	15	10.0	15	8	1011	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
	6%	6%	5%	2%	27%	8%	27%	27%	2%	31%	25%	48%
Heavy Vehicles (%)	20	64	309	179	89	32	183	1333	134	39	1826	32
Adj. Flow (vph)	20	04	303	113	03	52	100	1000	104	00	1020	0L
Shared Lane Traffic (%)	0	84	309	179	121	0	183	1467	0	39	1826	32
Lane Group Flow (vph) Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Lane Alignment	Len	3.7	Right	Leit	3.7	rugitt	Lon	3.7	rught	Lon	3.7	rught
Median Width(m)		0.0			0.0		_	0.0			0.0	
Link Offset(m)		3.0			3.0			3.0			3.0	-
Crosswalk Width(m)	_	5.0			3,0			0.0			Yes	
Two way Left Turn Lane	0.00	0.00	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Headway Factor	0.99	0.99	15	25	0.99	15	25	0.00	15	25	0.00	15
Turning Speed (k/h)	25	NIA			NA	15	pm+pt	NA	15	pm+pt	NA	Perm
Turn Type	pm+pt	NA	Perm	pm+pt			ριπ+ρι 7	4		3	8	1 Cim
Protected Phases	1	6	C	5 2	2		4	4		8	0	8
Permitted Phases	6	07.0	6		27.0		19.0	38.5		19.0	38.5	38.5
Minimum Split (s)	22.0	37.0	37.0	22.0	37.0		34.0	72.0	-	19.0	57.0	57.0
Total Split (s)	22.0	37.0	37.0	22.0	37.0		22.7%	48.0%		12.7%	38.0%	38.0%
Total Split (%)	14.7%	24.7%	24.7%	14.7%	24.7%					15.0	50.5	50.5
Maximum Green (s)	18.0	30.5	30.5	18.0	31.5		30.0	65.5			4.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	3.0		3.0	4.0		3.0		4.0 2.5
All-Red Time (s)	1.0	2.5	2.5	1.0	2.5		1.0	2.5		1.0	2.5 0.0	0.0
Lost Time Adjust (s)	_	0.0	0.0	0.0	0.0		0.0	0.0	-	0.0		
Total Lost Time (s)		6.5	6.5	4.0	5.5		4.0	6.5		4.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Walk Time (s)		10.0	10.0		10.0			14.0			14.0	14.0
Flash Dont Walk (s)		17.0	17.0		17.0			18.0			18.0	18.0
Pedestrian Calls (#/hr)		0	0		0			0			0	0

Huron Church Development 10-11-2021 BAIRDAE

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)		46.0	30.5	51.0	31.5		87.0	65.5		68.0	50.5	50.5
Actuated g/C Ratio		0.31	0.20	0.34	0.21		0.58	0.44		0.45	0.34	0.34
v/c Ratio		0.16	0.56	0.36	0.37		0.56	0.81		0.19	1.29	0.07
Control Delay		34.4	9.2	35.9	50.0		38.6	40.9		17.8	177.6	0.3
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		34.4	9.2	35.9	50.0		38.6	40.9		17.8	177.6	0.3
LOS		С	А	D	D		D	D		В	F	A
Approach Delay		14.6			41.6			40.7			171.3	
Approach LOS		В			D			D			F	
Intersection Summary												
Area Type:	Other											
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 0 (0%), Referenced t	o phase 3:5	SBL and 7	NBL, Sta	art of Gre	en							
Natural Cycle: 150												
Control Type: Pretimed												
Maximum v/c Ratio: 1.29												
Intersection Signal Delay: 96				In	tersection	LOS: F						
Intersection Capacity Utilizat	tion 97.9%	-	-	IC	U Level o	of Service	F					
Analysis Period (min) 15												

▶ Ø1	1 Ø2	Ø3 (R)	Ø4	
22 s	37 s	19 s	72 s	
05		Ø7 (R)	Ø8	
22 s	37 s	34 s	57 s	

2027 TOTAL PM TRAFFIC VOLUME

12-12-2023

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्भ	7	٢	T+		7	**}	_	7	***	1
Traffic Volume (vph)	18	57	274	200	79	34	179	1306	138	52	1708	28
Future Volume (vph)	18	57	274	200	79	34	179	1306	138	52	1708	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	34.0		0.0	70.0		0.0	80.0		0.0	105.0		135.0
Storage Lanes	0		1	1		0	1		0	1		1
Taper Length (m)	10.0			15.0			15.0			20.0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor		1.00	0.97	0.98	0.99			0.99		1.00		0.96
Frt			0.850		0.955		Same and the	0.986		-		0.850
Flt Protected		0.988		0.950			0.950			0.950		
Satd. Flow (prot)	0	1791	1555	1789	1496	0	1437	4128	0	1393	4196	1103
Flt Permitted		0.942		0.704			0.073		_	0.096		
Satd. Flow (perm)	0	1703	1516	1296	1496	0	110	4128	0	141	4196	1061
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			298		13	1.1		15				113
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		186.9			279.6			226.1			251.1	
Travel Time (s)		13.5			20.1			16.3	-		18.1	
Confl. Peds. (#/hr)	8	1010	8	15		15	15		15	8		8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	6%	5%	2%	27%	8%	27%	27%	2%	31%	25%	48%
Adj. Flow (vph)	20	62	298	217	86	37	195	1420	150	57	1857	30
Shared Lane Traffic (%)	20	02	200	=11						-	1.5.5.	
Lane Group Flow (vph)	0	82	298	217	123	0	195	1570	0	57	1857	30
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	Lon	3.7	rugite	Lon	3.7	rught	Lon	3.7	. agint		3.7	, ngin
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0	-		3.0		-	3.0	1
Two way Left Turn Lane		0.0			010		-				Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	25	0100	15	25	0100	15	25		15	25		15
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6	1 0111	5	2		7	4		3	8	
Permitted Phases	6	v	6	2	-		4			8		8
Minimum Split (s)	22.0	37.0	37.0	22.0	37.0		19.0	38.5		19.0	38.5	38.5
Total Split (s)	22.0	37.0	37.0	22.0	37.0		34.0	72.0		19.0	57.0	57.0
Total Split (%)	14.7%	24.7%	24.7%	14.7%	24.7%		22.7%	48.0%		12.7%	38.0%	38.0%
Maximum Green (s)	18.0	30.5	30.5	18.0	31.5		30.0	65.5		15.0	50.5	50.5
Yellow Time (s)	3.0	4.0	4.0	3.0	3.0		3.0	4.0		3.0	4.0	4.0
All-Red Time (s)	1.0	2.5	2.5	1.0	2.5		1.0	2.5		1.0	2.5	2.5
Lost Time Adjust (s)	1.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.5	6.5	4.0	5.5		4.0	6.5		4.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Walk Time (s)	103	10.0	10.0	100	10.0		100	14.0		100	14.0	14.0
Flash Dont Walk (s)		17.0	17.0		17.0		-	18.0			18.0	18.0
Pedestrian Calls (#/hr)		0	0		0			0			0	10.0
		U	U		U			U			U	C.

Huron Church Development 10-11-2021 BAIRDAE

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)		46.0	30.5	51.0	31.5		87.0	65.5		68.0	50.5	50.5
Actuated g/C Ratio		0.31	0.20	0.34	0.21		0.58	0.44		0.45	0.34	0.34
v/c Ratio		0.15	0.55	0.43	0.38		0.59	0.87		0.30	1.32	0.07
Control Delay		34.3	9.2	37.6	49.3		41.1	44.2		21.1	186.6	0.3
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	_	34.3	9.2	37.6	49.3		41.1	44.2		21.1	186.6	0.3
LOS		С	А	D	D		D	D		С	F	A
Approach Delay		14.6			41.8			43.9			178.9	
Approach LOS		В			D	-	-	D		and a	F	
Intersection Summary												
Area Type:	Other											
Cycle Length: 150												
Actuated Cycle Length: 150	D											
Offset: 0 (0%), Referenced	to phase 3:	SBL and 7	NBL, Sta	art of Gre	en							
Natural Cycle: 150												
Control Type: Pretimed												
Maximum v/c Ratio: 1.32												
Intersection Signal Delay: 1				In	tersection	LOS: F						
Intersection Capacity Utilization	ation 98.4%			IC	U Level o	of Service	F					
Analysis Period (min) 15												

A 01	₩ø2	Ø3 (R)	₫ ø4	
22 s	37 s	19 s	72 s	
√ Ø5	206	Ø7 (R)	Ø8	
22 s	37 s	34 s	57 s	

2027 TOTAL PM TRAFFIC VOLUME 12-12-2023

	٠	->	7	1	+	*	1	Ť	1	4	¥	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$			\$			\$			4	
Traffic Volume (veh/h)	62	132	50	0	181	0	46	21	0	0	21	127
Future Volume (Veh/h)	62	132	50	0	181	0	46	21	0	0	21	127
Sign Control	-	Free			Free			Stop		-	Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	67	143	54	0	197	0	50	23	0	0	23	138
Pedestrians												
Lane Width (m)												_
Walking Speed (m/s)		-		-								
Percent Blockage												
Right turn flare (veh)	-											
Median type		None			None							
Median storage veh)										-		
Upstream signal (m)		280										
pX, platoon unblocked												
vC, conflicting volume	197			197			650	501	170	512	528	197
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	197			197			650	501	170	512	528	197
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			100			83	95	100	100	95	84
cM capacity (veh/h)	1376			1376			295	449	874	437	434	844
Direction, Lane #	EB 1	WB 1	NB 1	SB 1		-						
Volume Total	264	197	73	161								
Volume Left	67	0	50	0								
Volume Right	54	0	0	138								
cSH	1376	1376	331	744								
Volume to Capacity	0.05	0.00	0.22	0.22						-		
Queue Length 95th (m)	1.2	0.0	6.6	6.6								
Control Delay (s)	2.3	0.0	18.9	11.2								
Lane LOS	A		С	В								-
Approach Delay (s)	2.3	0.0	18.9	11.2								
Approach LOS			С	В								
Intersection Summary		-										
Average Delay			5.4									
Intersection Capacity Utiliza	ation		48.9%	IC	U Level	of Service			А			
Analysis Period (min)			15									

2037 BKGD AM TRAFFIC VOLUME 11-17-2023

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4.			4			4			4	
Traffic Volume (veh/h)	31	176	38	0	414	0	43	7	0	0	7	75
Future Volume (Veh/h)	31	176	38	0	414	0	43	7	0	0	7	75
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	34	191	41	0	450	0	47	8	0	0	8	82
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)								-				
Percent Blockage												
Right turn flare (veh)												
Median type		None			None					_		
Median storage veh)			-									
Upstream signal (m)		280										
pX, platoon unblocked												
vC, conflicting volume	450			232			816	730	212	734	750	450
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	450			232			816	730	212	734	750	450
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			100			81	98	100	100	98	87
cM capacity (veh/h)	1110			1336			245	339	829	322	330	609
Direction, Lane #	EB 1	WB 1	NB 1	SB 1			-					
Volume Total	266	450	55	90								
Volume Left	34	0	47	0						2-35		
Volume Right	41	0	0	82								
cSH	1110	1336	256	566								
Volume to Capacity	0.03	0.00	0.22	0.16								
Queue Length 95th (m)	0.8	0.0	6.4	4.5								
Control Delay (s)	1.3	0.0	22.9	12.6								
Lane LOS	A		С	В								
Approach Delay (s)	1.3	0.0	22.9	12.6								
Approach LOS			С	В								
Intersection Summary				-								
Average Delay			3.2									
Intersection Capacity Utiliza	ation		54.4%	IC	CU Level	of Service			А			
Analysis Period (min)			15						-			

2037 BKGD AM TRAFFIC VOLUME

11-17-2023

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	1	ň	4		7	ተ ተጮ		٦	***	7
Traffic Volume (vph)	23	48	101	283	80	79	377	1967	177	27	1068	67
Future Volume (vph)	23	48	101	283	80	79	377	1967	177	27	1068	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	34.0		0.0	70.0		0.0	80.0		0.0	105.0		135.0
Storage Lanes	0		1	1		0	1		0	1		1
Taper Length (m)	10.0			15.0			15.0			20.0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor		1.00	0.97	0.98	0.98	1000	1.00	1.00				0.96
Frt			0.850		0.925			0.988				0.850
Flt Protected	-	0.984		0.950			0.950			0.950		
Satd. Flow (prot)	0	1853	1601	1722	1646	0	1825	4418	0	1772	3973	1555
Flt Permitted		0.903		0.707	1.8.1.2		0.112			0.079		
Satd. Flow (perm)	0	1696	1561	1253	1646	0	214	4418	0	147	3973	1496
Right Turn on Red	v	1000	Yes	1200	10.10	Yes			Yes			Yes
Satd. Flow (RTOR)			113	-	30	100		12				113
Link Speed (k/h)		50	110		50			50			50	1.1.4
Link Distance (m)		186.9			279.6			226.1			251.1	
Travel Time (s)		13.5			20.1			16.3			18.1	
Confl. Peds. (#/hr)	8	10.0	8	15	2011	15	15	1010	15	8		8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	6%	6%	6%	0%	18%	3%	3%	32%	5%
Adj. Flow (vph)	25	52	110	308	87	86	410	2138	192	29	1161	73
Shared Lane Traffic (%)	LU	01	110									
Lane Group Flow (vph)	0	77	110	308	173	0	410	2330	0	29	1161	73
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	Lon	3.7	ragin	Lon	3.7	rugin	Lon	3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0	-	_	3.0	
Two way Left Turn Lane		0.0			010						Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	25	0100	15	25	0.00	15	25		15	25		15
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6	1 onn	5	2		7	4		3	8	
Permitted Phases	6		6	2	_		4			8		8
Minimum Split (s)	22.0	37.0	37.0	22.0	37.0		19.0	38.5		19.0	38.5	38.5
Total Split (s)	22.0	37.0	37.0	22.0	37.0		34.0	72.0		19.0	57.0	57.0
Total Split (%)	14.7%	24.7%	24.7%	14.7%	24.7%		22.7%	48.0%		12.7%	38.0%	38.0%
Maximum Green (s)	18.0	30.5	30.5	18.0	31.5		30.0	65.5		15.0	50.5	50.5
Yellow Time (s)	3.0	4.0	4.0	3.0	3.0		3.0	4.0		3.0	4.0	4.0
All-Red Time (s)	1.0	2.5	2.5	1.0	2.5		1.0	2.5		1.0	2.5	2.5
Lost Time Adjust (s)	1.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.5	6.5	4.0	5.5	-	4.0	6.5		4.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	-	Yes	Yes		Yes	Yes	Yes
Walk Time (s)	163	10.0	10.0	103	10.0		100	14.0		100	14.0	14.0
Flash Dont Walk (s)		17.0	17.0		17.0			18.0			18.0	18.0
Pedestrian Calls (#/hr)		0	0		0			0			0	0
		U	U		0			0				

Huron Church Development 10-11-2021 BAIRDAE

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)		46.0	30.5	51.0	31.5		87.0	65.5		68.0	50.5	50.5
Actuated g/C Ratio		0.31	0.20	0.34	0.21		0.58	0.44		0.45	0.34	0.34
v/c Ratio		0.14	0.27	0.64	0.47		0.92	1.20		0.13	0.87	0.13
Control Delay		34.1	9.4	44.7	47.4		64.2	134.4		16.5	54.8	1.7
Queue Delay	2	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		34.1	9.4	44.7	47.4		64.2	134.4		16.5	54.8	1.7
LOS		С	А	D	D		E	F		В	D	A
Approach Delay		19.6			45.7			123.9			50.8	
Approach LOS		В			D			F			D	
Intersection Summary						-						
Area Type:	Other											
Cycle Length: 150												
Actuated Cycle Length: 150)											
Offset: 0 (0%), Referenced	to phase 3:	SBL and 7	':NBL, Sta	art of Gre	en							
Natural Cycle: 150												
Control Type: Pretimed												
Maximum v/c Ratio: 1.20												
Intersection Signal Delay: 9	1.9			In	tersection	LOS: F						
Intersection Capacity Utiliza	ation 92.1%			IC	U Level o	of Service	F					
Analysis Period (min) 15												

▶ Ø1	₹ø2	Ø3 (R)	№ 4	
22 s	37 s	19 s	72 s	
√ Ø5		Ø7 (R)	₩ Ø8	
22 s	37 s	34 s	57 s	

2037 TOTAL AM TRAFFIC VOLUME

12-12-2023

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्भ	1	ሻ	f.		7	**		N.	***	1
Traffic Volume (vph)	23	48	101	334	80	89	377	2027	188	40	1279	67
Future Volume (vph)	23	48	101	334	80	89	377	2027	188	40	1279	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	34.0		0.0	70.0		0.0	80.0		0.0	105.0		135.0
Storage Lanes	0		1	1		0	1		0	1		1
Taper Length (m)	10.0			15.0			15.0			20.0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor		1.00	0.97	0.98	0.98			1.00		1100		0.96
Frt			0.850		0.921			0.987				0.850
Flt Protected		0.984		0.950			0.950			0.950		0.000
Satd. Flow (prot)	0	1853	1601	1722	1637	0	1825	4414	0	1772	3973	1555
Flt Permitted		0.901		0.707			0.073			0.079		
Satd, Flow (perm)	0	1692	1561	1253	1637	0	140	4414	0	147	3973	1496
Right Turn on Red	0	1002	Yes	1200	1001	Yes	110		Yes		0010	Yes
Satd. Flow (RTOR)			113	-	34	100		13	100			113
Link Speed (k/h)		50	110		50			50			50	1,5
Link Distance (m)		186.9			279.6			226.1			251.1	
Travel Time (s)		13.5			20.1			16.3			18.1	
Confl. Peds. (#/hr)	8	10.0	8	15	2011	15	15	10.0	15	8	10.1	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	6%	6%	6%	0%	18%	3%	3%	32%	5%
Adj. Flow (vph)	25	52	110	363	87	97	410	2203	204	43	1390	73
Shared Lane Traffic (%)			110				110			10		
Lane Group Flow (vph)	0	77	110	363	184	0	410	2407	0	43	1390	73
Enter Blocked Intersection	No	No	No	No								
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.7	1		3.7	1		3.7	, again	-	3.7	- Jan
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0		-	3.0	
Two way Left Turn Lane											Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2			4			8		8
Minimum Split (s)	22.0	37.0	37.0	22.0	37.0		19.0	38.5		19.0	38.5	38.5
Total Split (s)	22.0	37.0	37.0	22.0	37.0		34.0	72.0		19.0	57.0	57.0
Total Split (%)	14.7%	24.7%	24.7%	14.7%	24.7%		22.7%	48.0%		12.7%	38.0%	38.0%
Maximum Green (s)	18.0	30.5	30.5	18.0	31.5		30.0	65.5		15.0	50.5	50.5
Yellow Time (s)	3.0	4.0	4.0	3.0	3.0		3.0	4.0		3.0	4.0	4.0
All-Red Time (s)	1.0	2.5	2.5	1.0	2.5		1.0	2.5		1.0	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.5	6.5	4.0	5.5		4.0	6.5		4.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Walk Time (s)	100	10.0	10.0	100	10.0		100	14.0		100	14.0	14.0
Flash Dont Walk (s)		17.0	17.0		17.0			18.0		-	18.0	18.0
Pedestrian Calls (#/hr)		0	0		0			0			0	0
		0	0		U			U			V	

Huron Church Development 10-11-2021 BAIRDAE

2037 TOTAL AM TRAFFIC VOLUME 12-12-2023

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Act Effct Green (s)		46.0	30.5	51.0	31.5		87.0	65.5		68.0	50.5	50.5
Actuated g/C Ratio		0.31	0.20	0.34	0.21	_	0.58	0.44		0.45	0.34	0.34
v/c Ratio		0.14	0.27	0.75	0.50		0.98	1.24		0.19	1.04	0.13
Control Delay		34.1	9.4	51.2	47.5		84.7	151.2		17.7	83.4	1.7
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		34.1	9.4	51.2	47.5		84.7	151.2		17.7	83.4	1.7
LOS		С	А	D	D		F	F		В	F	A
Approach Delay		19.6			50.0			141.5			77.6	
Approach LOS		В			D			F			E	
Intersection Summary												
Area Type: Ot	her											
Cycle Length: 150										_		_
Actuated Cycle Length: 150												
Offset: 0 (0%), Referenced to p	phase 3:	SBL and 7	':NBL, St	art of Gre	en							
Natural Cycle: 150												
Control Type: Pretimed												
Maximum v/c Ratio: 1.24												
Intersection Signal Delay: 108.					tersection	and a second second second						_
Intersection Capacity Utilization	n 92.6%			IC	U Level	of Service	F					
Analysis Period (min) 15												

A 01	₹ø2	Ø3 (R)	≪↑ _{Ø4}	
22.s	37 s	19 s	72 s	
¥ Ø5		Ø7 (R)	↓ Ø8	
22 s	37 s	34 s	57 s	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

2037 TOTAL AM TRAFFIC VOLUME 12-12-2023

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Volume (veh/h)	36	176	38	0	414	0	43	7	0	0	7	80
Future Volume (Veh/h)	36	176	38	0	414	0	43	7	0	0	7	80
Sign Control		Free	-		Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	39	191	41	0	450	0	47	8	0	0	8	87
Pedestrians		-										01
Lane Width (m)											-	
Walking Speed (m/s)		-										
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)		280										
pX, platoon unblocked												
vC, conflicting volume	450			232			830	740	212	744	760	450
vC1, stage 1 conf vol							000	110	212	744	700	400
vC2, stage 2 conf vol												
vCu, unblocked vol	450			232			830	740	212	744	760	450
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)	1.0							010	0.2	1.1	0.0	0.2
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			100			80	98	100	100	98	86
cM capacity (veh/h)	1110			1336			237	333	829	316	324	609
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	-					_		
Volume Total	271	450	55	95								
Volume Left	39	0	47	0				-				
Volume Right	41	0	0	87								
cSH	1110	1336	247	567								
Volume to Capacity	0.04	0.00	0.22	0.17							_	k
Queue Length 95th (m)	0.9	0.0	6.6	4.8							-	
Control Delay (s)	1.5	0.0	23.7	12.6	-							
Lane LOS	A	010	C	B								
Approach Delay (s)	1.5	0.0	23.7	12.6								
Approach LOS		010	C	В			-					-
Intersection Summary							-					
Average Delay			3.3									
Intersection Capacity Utilization	on		54.8%	IC	U Level of	Service			А			
Analysis Period (min)			15			50, 100			A			

2037 BKGD PM TRAFFIC VOLUME 11-17-2023

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			47+	
Traffic Volume (veh/h)	34	163	42	0	239	0	42	21	0	0	21	86
Future Volume (Veh/h)	34	163	42	0	239	0	42	21	0	0	21	86
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	37	177	46	0	260	0	46	23	0	0	23	93
Pedestrians												
Lane Width (m)		_										
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)		280										
pX, platoon unblocked												
vC, conflicting volume	260			223			638	534	200	546	557	260
vC1, stage 1 conf vol												
vC2, stage 2 conf vol											_	
vCu, unblocked vol	260			223			638	534	200	546	557	260
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)											2 2 1	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			100			86	95	100	100	95	88
cM capacity (veh/h)	1304			1346			321	439	841	422	426	779
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	260	260	69	116								_
Volume Left	37	0	46	0								
Volume Right	46	0	0	93								_
cSH	1304	1346	353	669								
Volume to Capacity	0.03	0.00	0.20	0.17								
Queue Length 95th (m)	0.7	0.0	5.7	5.0								
Control Delay (s)	1.3	0.0	17.7	11.5					_			
Lane LOS	А		С	В								
Approach Delay (s)	1.3	0.0	17.7	11.5								
Approach LOS		20	С	В								
Intersection Summary												
Average Delay			4.1				1					
Intersection Capacity Utilization	ation		45.7%	1	CU Level	of Service	-		A		_	
Analysis Period (min)			15									

2037 BKGD PM TRAFFIC VOLUME

11-17-2023

	٠	-	Y	1	-	*	1	Ť	1	1	ŧ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्भ	7	5	f.		5	ተተ ጮ		7	***	7
Traffic Volume (vph)	21	70	334	194	96	34	218	1441	145	43	1975	34
Future Volume (vph)	21	70	334	194	96	34	218	1441	145	43	1975	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	34.0		0.0	70.0		0.0	80.0		0.0	105.0		135.0
Storage Lanes	0		1	1		0	1		0	1		1
Taper Length (m)	10.0		-	15.0	-		15.0			20.0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor		1.00	0.97	0.98	0.99	1100	1100	1.00	0101	1.00	0101	0.96
Frt		1100	0.850	0.00	0.961			0.986		1.00		0.850
Flt Protected		0.989	0.000	0.950	0.001		0.950	0.000		0.950		0.000
Satd. Flow (prot)	0	1792	1555	1789	1499	0	1437	4126	0	1393	4196	1103
Flt Permitted	U	0.936	1000	0.693	1100	U	0.073	1120	U	0.079	1100	1100
Satd. Flow (perm)	0	1692	1516	1277	1499	0	110	4126	0	116	4196	1061
Right Turn on Red	ų	1002	Yes	1211	1400	Yes	110	7120	Yes	110	4100	Yes
Satd, Flow (RTOR)			363		11	165		14	163			113
Link Speed (k/h)		50	000		50			50			50	110
Link Distance (m)		186.9			279.6			226,1		-	251.1	
		13.5						16.3			18.1	
Travel Time (s)	0	13.5	0	AE	20.1	45	AE	10.3	45	0	10.1	0
Confl. Peds. (#/hr)	8	0.00	8	15	0.00	15	15	0.00	15	8	0.00	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	6%	5%	2%	27%	8%	27%	27%	2%	31%	25%	48%
Adj. Flow (vph)	23	76	363	211	104	37	237	1566	158	47	2147	37
Shared Lane Traffic (%)	0	00	000	011		0	007	1701	0	17	0447	07
Lane Group Flow (vph)	0	99	363	211	141	0	237	1724	0	47	2147	37
Enter Blocked Intersection	No	No	No	No	No							
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.7			3.7			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane	2 9 2										Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	25		15	25	-	15	25		15	25		15
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2			4			8		8
Minimum Split (s)	22.0	37.0	37.0	22.0	37.0		19.0	38.5		19.0	38.5	38.5
Total Split (s)	22.0	37.0	37.0	22.0	37.0		34.0	72.0		19.0	57.0	57.0
Total Split (%)	14.7%	24.7%	24.7%	14.7%	24.7%		22.7%	48.0%		12.7%	38.0%	38.0%
Maximum Green (s)	18.0	30.5	30.5	18.0	31.5		30.0	65.5		15.0	50.5	50.5
Yellow Time (s)	3.0	4.0	4.0	3.0	3.0		3.0	4.0		3.0	4.0	4.0
All-Red Time (s)	1.0	2.5	2.5	1.0	2.5		1.0	2.5		1.0	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.5	6.5	4.0	5.5		4.0	6.5		4.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Walk Time (s)		10.0	10.0		10.0			14.0			14.0	14.0
Flash Dont Walk (s)		17.0	17.0		17.0			18.0			18.0	18.0
Pedestrian Calls (#/hr)		0	0		0			0			0	0

Huron Church Development 10-11-2021 BAIRDAE

	×	-	~	1	-	*	1	1	r	5	Ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Act Effct Green (s)		46.0	30.5	51.0	31.5		87.0	65.5		68.0	50.5	50.5
Actuated g/C Ratio		0.31	0.20	0.34	0.21		0.58	0.44		0.45	0.34	0.34
v/c Ratio		0.19	0.61	0.43	0.44		0.72	0.95	8	0.26	1.52	0.09
Control Delay		34.8	9.4	37.4	52.3		51.3	53.1		21.4	272.9	0.4
Queue Delay		0.0	0.0	0.0	0.0	1	0.0	0.0		0.0	0.0	0.0
Total Delay		34.8	9.4	37.4	52.3		51.3	53.1		21.4	272.9	0.4
LOS		С	А	D	D	1	D	D		С	F	A
Approach Delay		14.9			43.3			52.9			263.1	
Approach LOS		В			D			D			F	
Intersection Summary												
Area Type:	Other											
Cycle Length: 150												
Actuated Cycle Length: 15	50											
Offset: 0 (0%), Referenced	d to phase 3:	SBL and	7:NBL, St	art of Gre	en	_						_
Natural Cycle: 150												
Control Type: Pretimed												
Maximum v/c Ratio: 1.52												
Intersection Signal Delay:	142.4			In	tersection	n LOS: F						
Intersection Capacity Utiliz	zation 103.69	6		IC	CU Level	of Service	G					
Analysis Period (min) 15												

A 01	₹ø2	Ø3 (R)	™ Ø4	
22 s	37 s	19 s	72 s	
√ Ø5	4 06	Ø7 (R)	Ø8	
27 5	37 s	34 s	57 s	

2037 TOTAL PM TRAFFIC VOLUME

12-12-2023

	٨	-	Y	*	+	*	1	1	1	1	ŧ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		د	1	ሻ	ĥ		ň	**		N.	ተተተ	7
Traffic Volume (vph)	21	70	334	235	96	40	218	1624	169	60	2062	34
Future Volume (vph)	21	70	334	235	96	40	218	1624	169	60	2062	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	34.0		0.0	70.0		0.0	80.0		0.0	105.0		135.0
Storage Lanes	0		- 1	1		0	1		0	1		1
Taper Length (m)	10.0			15.0			15.0			20.0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor		1.00	0.97	0.98	0.99			0.99				0.96
Frt			0.850		0.956			0.986				0.850
Flt Protected		0.989		0.950		_	0.950		-	0.950	_	
Satd. Flow (prot)	0	1792	1555	1789	1496	0	1437	4128	0	1393	4196	1103
Flt Permitted	v	0.935	1000	0.693	1100	0	0.073	1120		0.079	1100	1100
Satd, Flow (perm)	0	1691	1516	1277	1496	0	110	4128	0	116	4196	1061
Right Turn on Red	0	1001	Yes	1217	1100	Yes	110	1120	Yes	110	1100	Yes
Satd, Flow (RTOR)			363		13	100		15	100	-		113
Link Speed (k/h)		50	000		50			50		-	50	110
Link Distance (m)		186.9			279.6	-		226.1		-	251.1	
Travel Time (s)		13.5			20.1			16.3			18.1	
Confl. Peds. (#/hr)	8	10.0	8	15	20.1	15	15	10.0	15	8	10.1	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	6%	5%	2%	27%	8%	27%	27%	2%	31%	25%	48%
Adj. Flow (vph)	23	76	363	255	104	43	237	1765	184	65	2241	37
Shared Lane Traffic (%)	20	10	000	200	104	40	201	1700	104	00	LLTI	07
Lane Group Flow (vph)	0	99	363	255	147	0	237	1949	0	65	2241	37
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	Loit	3.7	Tagne	Len	3.7	Tagin	Lon	3.7	Ngn	Lon	3,7	Tagitt
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)	-	3.0			3.0	-		3.0			3.0	
Two way Left Turn Lane		0.0			0.0			5.0			Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	25	0.99	15	25	0.33	15	25	0.33	15	25	0.55	15
Turn Type		NA	Perm	196.012	NA	15	pm+pt	NA	15	pm+pt	NA	Perm
Protected Phases	pm+pt	6	Feim	pm+pt 5	2		μπ+ρι 7	4		pin+pt 3	8	Feim
		0	G		Z			4			0	0
Permitted Phases	6	27.0	6	2	27.0		4	20 E		8	20 E	8 38.5
Minimum Split (s)	22.0	37.0	37.0	22.0	37.0		19.0	38.5		19.0	38.5	
Total Split (s)	22.0	37.0	37.0	22.0	37.0		34.0	72.0		19.0	57.0	57.0
Total Split (%)	14.7%	24.7%	24.7%	14.7%	24.7%		22.7%	48.0%		12.7%	38.0%	38.0%
Maximum Green (s)	18.0	30.5	30.5	18.0	31.5		30.0	65.5		15.0	50.5	50.5
Yellow Time (s)	3.0	4.0	4.0	3.0	3.0		3.0	4.0		3.0	4.0	4.0
All-Red Time (s)	1.0	2.5	2.5	1.0	2.5		1.0	2.5		1.0	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	1	6.5	6.5	4.0	5.5		4.0	6.5		4.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Walk Time (s)		10.0	10.0		10.0			14.0			14.0	14.0
Flash Dont Walk (s)		17.0	17.0		17.0			18.0			18.0	18.0
Pedestrian Calls (#/hr)		0	0		0			0			0	0

Huron Church Development 10-11-2021 BAIRDAE

2037 TOTAL PM TRAFFIC VOLUME 12-12-2023

	×	-	~	-	+	*	1	Ť	r	1	Ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL.	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)		46.0	30.5	51.0	31.5		87.0	65.5		68.0	50.5	50.5
Actuated g/C Ratio		0.31	0.20	0.34	0.21		0.58	0.44		0.45	0.34	0.34
v/c Ratio	-	0.19	0.61	0.52	0.45		0.72	1.08		0.36	1.59	0.09
Control Delay		34.8	9.4	39.8	52.2		51.3	85.0		27.8	301.3	0.4
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		34.8	9.4	39.8	52.2		51.3	85.0		27.8	301.3	0.4
LOS		С	А	D	D		D	F		С	F	A
Approach Delay		14.9			44.3			81.3			289.0	
Approach LOS		В			D			F			F	
Intersection Summary												
Area Type:	Other											
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 0 (0%), Referenced t	o phase 3:	SBL and	7:NBL, St	art of Gre	en							
Natural Cycle: 150												
Control Type: Pretimed												
Maximum v/c Ratio: 1.59												
Intersection Signal Delay: 16	63.1				tersection	a concert		_				
Intersection Capacity Utilization	tion 105.3%	6		IC	U Level	of Service	G					
Analysis Period (min) 15												

A 01	₹ø2	Ø3 (R)	™ ø4	
22 s	37 s	19 s	72 s	
€ Ø5	4 06	Ø7 (R)	Ø8	
2 s	37 s	34 s	57 s	

Lanes, Volumes, Timings 18: Northwood St & Daytona Ave

2037 TOTAL PM TRAFFIC VOLUME

12-12-2023

	٠	-	7	*	+-	*	1	1	1	1	ŧ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Volume (vph)	60	163	50	0	239	0	46	21	0	0	21	127
Future Volume (vph)	60	163	50	0	239	0	46	21	0	0	21	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	10.0		0.0	0.0		0.0	0.0	-	0.0	0.0		0.0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975									0.884	
Flt Protected		0.989			Links		-	0.967				
Satd. Flow (prot)	0	1816	0	0	1883	0	0	1821	0	0	1665	0
FIt Permitted		0.989		-				0.967				
Satd. Flow (perm)	0	1816	0	0	1883	0	0	1821	0	. 0	1665	0
Link Speed (k/h)		50			50			50	_		50	
Link Distance (m)		279.6			194.7			55.0			102.2	
Travel Time (s)		20.1			14.0			4.0			7,4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	65	177	54	0	260	0	50	23	0	0	23	138
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	296	0	0	260	0	0	73	0	0	161	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.7			3.7			0.0	100		0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type: C	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization	on 53.4%			IC	U Level c	f Service	A					
Analysis Period (min) 15												

Appendix D

PHOTOS



DECEMBER 12, 2023





Exhibit 3: Looking north on Huron Church Road Toward Northwood Street



Exhibit 4: Looking south on Huron Church Road Toward Northwood Street

Courtesy of Google Maps.





Exhibit 5: Looking west on Northwood Street toward on Huron Church Road



Exhibit 6: Looking north on Daytona Ave toward Access Road

Courtesy of Google Maps.





Exhibit 7: Looking north on Daytona Ave toward Northwood St



Exhibit 8: Looking north on Daytona Road toward Existing Access Road

Courtesy of Google Maps.

Development & Heritage Standing Committee Meeting Agenda - Monday, May 6, 2024 Page 393 of 915





FUNCTIONAL SERVICING REPORT

DAYTONA AVENUE APARTMENTS

2240 DAYTONA AVENUE WINDSOR, ONTARIO

PROJECT NO: 22-048

DATED: AUGUST 23, 2023

REVISION 1: DECEMBER 12, 2023



27 Princess St., Unit 102 Learnington, ON N8H 2X8 519.326.6161 TF 1.844.842.9188 bairdAE.ca

Development & Heritage Standing Committee Meeting Agenda - Monday, May 6, 2024 Page 394 of 915

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2.2 ALLOWABLE RELEASE RATE
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APPENDICES

Appendix A – Background Information
Appendix B – Autodesk Hydrographs Results
Appendix C – Sanitary Study
Appendix D – Water Quality Scheme Details
Appendix E – Drawing Set



1. INTRODUCTION

Baird AE was retained to provide civil engineering services for the development of a multi-unit residential apartment building at 2230-2240 Daytona Avenue in Windsor, Ontario. This report, along with the associated design, is prepared in accordance with the Windsor-Essex Regional Stormwater Management Standards Manual (WERSMSM) and the City of Windsor Development Manual to ensure compliance with local design standards and development regulations.

The property, which is **0.18 hectares** in size, is zoned residential and is currently a vacant lot. The proposed development will include a 4-storey multi-unit apartment building, an asphalt parking lot, and entrances on both Daytona Avenue and Northwood Street.

This report aims to summarize existing conditions, storm and sanitary servicing provisions, and potable water servicing provisions to support the proposed development.



Figure 1: Existing Conditions



1

2. EXISTING CONDITIONS

2.1. EXISTING DRAINAGE

A topographic survey of the property indicates that it currently sheet drains in a northerly and westerly direction, directing water flow into roadside swales that border Northwood Street and Daytona Avenue, respectively. According to soil maps provided by ERCA, the underlying soil type is Berrien Sand, which belongs to Hydrological Soil Group C. Additional information about the existing drainage conditions is provided in Appendix A of this report.

2.2 ALLOWABLE RELEASE RATE

The pre-development site analysis was completed in accordance with the WERSMSM and in consultation with the City of Windsor. This analysis utilized the Hydraflow Hydrographs Extension for Autodesk Civil 3D. Using a runoff coefficient of 0.2 and the following IDF curve parameters: a = 854, b = 7.0 and c = 0.818, the 2-year pre-development release rate for the site was calculated as follows:

FAA Formula	
Flow length (m)=	62.5
Watercourse slope (%) =	0.5
Runoff coefficient, C =	0.2
Travel time, Tc, (min) =	29.22

Intensity (I) = $a / (T + b)^{c}$

= 854 / (29.22 + 7.0)^{0.818}

= 45.315 mm/hr

Allowable Release Rate (Q) =

= 2.78 x Area x Runoff Coeff. x Intensity

= 2.78 x 0.1818 x 0.2 x 45.315

= 4.58 L/s



2

2.2. EXISTING INFRASTRUCTURE

The following storm, sanitary and watermain infrastructure exist adjacent to the subject property:

- One existing 250mm diameter PVC sanitary sewer along Daytona Avenue.
- One existing 200mm diameter watermain along Daytona Avenue.

3. PROPOSED CONDITIONS

3.1. BUILDING AND PARKING LOT

The development is planned to consist of a single 4-storey multi-unit apartment building (20 units), along with landscaped areas and an asphalt parking lot.

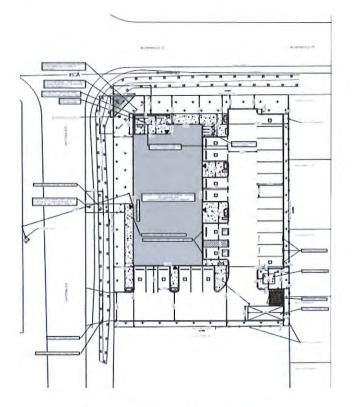


Figure 2: Proposed Development



3

3.2. DRAINAGE

The stormwater management criteria for this development are based on the requirements of the City of Windsor, ERCA and the WERSMSM. The Autodesk Hydrographs Extension software was used for the hydrologic and hydraulic assessment of the site. Drainage from the development will outlet to an existing roadside swale on Daytona Avenue, which slopes in a south-easterly direction.

Although the allowable release rate was determined to be 4.58 L/s, this rate will be affected by tailwater conditions during storm events. Post-development parking lot elevations will be approximately 0.6m higher than the invert elevation of the existing swale. Considering this elevation difference and the absence of any other upstream properties draining to the swale, it is reasonable to assume tailwater effects on stormwater outflow will be negligible. Thus, the post-development release rate will be restricted to 4 L/s. Storm pipes will be designed with a minimum cover of 1m and a minimum flow velocity of 0.76 m/s.

The following rainfall distributions will be used in the analyses for modelling the stormwater management facilities' response to design storm events.

Storm Event	Storm Duration	Rainfall Depth
Water Quality Storm	4 hours	32.00 mm
SCS -2-year	24 hours	53.40 mm
Chicago 5-year	4 hours	49.50 mm
Chicago 100-year	4 hours	81.60 mm
SCS Type II 100-year	24 hours	108.00 mm
Urban Stress Test	24 hours	150 mm



3.3 STORMWATER MANAGEMENT AND QUANTITY CONTROL

The stormwater management system will include underground storage chambers in addition to the parking lot storage. Both the 100-Yr SCS and the 100-Yr Chicago Storms were analyzed to determine which would necessitate a higher storage demand. Table 8 below demonstrates that the SCS 100-year storm will require more storage and will thus be used to govern the design.

Design Storm	Required Storage (cu.m.)
Water Quality Storm	23.5
SCS 2-Year	37.6
Chicago 5-Year	43.7
Chicago 100-Year	84.1
SCS 100-Year	90.2
Urban Stress Test	134

The storage depth will not exceed **0.3m** for the governing 100-year storm. The pipes and underground storage facility will be sized to accommodate storms up to and including the Water Quality Storm (WQS). Runoff exceeding the WQS will be stored within the parking lot, and runoff resulting from the Urban Stress Test design storm will be contained within the subject property. A Tempest Inlet Control Device designed by Ipex will be used to restrict storm runoff from the development to the pre-determined pre-development release rate of **4 L/s**.



Design Storm	Release Rate (L/s)
Water Quality Storm	2
SCS 2-Year	3
Chicago 5-Year	3
Chicago 100-Year	4
SCS 100-Year	4
Urban Stress Test	5

The building's finished floor elevation will be set at an elevation that ensures a minimum freeboard of 300mm above the governing 100-Year Storm High-Water Levels. Matters such as site HWL, building Finished Floor Elevation, underground/ parking lot storage and ICD will be addressed within the SWM report during the detailed design stages.

3.4 SANITARY SEWER SYSTEM

The sanitary servicing provisions for the development have been analyzed as per criteria set by the Ministry of Environment Conservation and Parks (MECP) sewer design guidelines and the City of Windsor standards. As previously indicated in sections of this report, an existing 250mm PVC sanitary sewer on Daytona Avenue. Sanitary waste from the proposed development will be connected to a sanitary manhole (manhole ID: 8S1920) via a proposed 200mm PVC sanitary pipe.

A comprehensive sanitary study was conducted to assess the existing sanitary systems' capacity to accommodate the proposed development. This assessment included the 600mm trunk sewer west of Cleary Street. It was determined that the catchment area draining into this trunk sewer consisted of 234 hectares. Figure 3 and Table 4 provide a breakdown of the sanitary drainage areas.

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DAYTONA AVENUE APARTMENTS

FUCTIONAL SERVICING REPORT



Figure 3: Sanitary Drainage Areas



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AREAS	RESIDENTIAL	COMMERCIAL	INSTITUTIONAL	TOTAL
A1		5.9365		5.9365
A2	45.5468			45.5468
A3	0.5045			0.5045
A4	0.567			0.567
A5		0.5095	1-2	0.5095
A6			0.9696	0.9696
A7		0.8194		0.8194
A8-11	0.286			0.286
A8-2	0.2521			0.2521
A9		0.7176		0.7176
A10	0.4575			0.4575
A11	166.9176	1.0382	9.1152	177.071
A8-1 ¹	This is the area for developmen			233.6375

Population densities of 50, 74 and 22 persons/ha were assigned to residential, commercial and industrial land uses, respectively, and utilized to determine appropriate design populations. The average per capita flow per day was evaluated at 362.88 L/cap/day, and an infiltration factor of 0.156 L/s/ha was used to calculate the peak flow for the subject development.

BAIRDAE engineering

Findings are summarized below, and detailed calculations are provided in Appendix C:

- The 250mm PVC sanitary sewer immediately upstream of the proposed development operates at **37.8%** capacity.
- Based on a population density of 2.34 persons per unit, the 20-unit proposed development will have an ultimate population of 47 people. Factoring in infiltration, the ultimate sanitary flow from the development will be 1.212 L/s. We propose a 200mm sanitary connection to the existing sanitary manhole 8S1920 on Daytona Avenue.
- The 250mm PVC sanitary sewer immediately downstream of the proposed development will flow at **46.7%** capacity post-development.
- The 600mm trunk sewer west of Cleary Street will flow at **99.5%** capacity, accounting for all potential future developments as specified in the Land Use Plan (Schedule D) and South Cameron Secondary Plan of the City of Windsor Official Plan. While this indicates the pipe will operate near maximum capacity, it is worth noting that the ultimate flow factors proposed by the City of Windsor Development Manual are significantly more conservative than the peak factors obtained using the Harmon Formula, which is an industry standard.

Additional Scenario for sanitary sewer assessemnet:

As per the City of Windsor recommendation, an additional calculation was considered due to relatively low likelihood of immediate development for the provincially significant wetlands area.





Figure 4: Additional Scenario Sanitary Drainage Areas

AREAS	RESIDENTIAL	COMMERCIAL	INSTITUTIONAL	TOTAL
A1		5.9365		5.9365
A2	12.503	-	-	12.503
A3	0.5045			0.5045
A4	0.567			0.567
A5		0.5095		0.5095

Table 5: Additional Scenario Sanitary Drainage A
--



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DAYTONA AVENUE APARTMENTS

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A6			0.9696	0.9696
A7		0.8194		0.8194
A8-1 ¹	0.286			0.286
A8-2	0.2521			0.2521
A9		0.7176	7	0.7176
A10	0.4575			0.4575
A11	143.47	1.0382	9.1152	153.6234
A8-11	This is the area	for the proposed	development	177.146

Findings are summarized below, and detailed calculations are provided in Appendix C:

- The 250mm PVC sanitary sewer immediately upstream of the proposed development operates at **37.8%** capacity.
- The 250mm PVC sanitary sewer immediately downstream of the proposed development will flow at **46.7%** capacity post-development.
- The 600mm trunk sewer west of Cleary Street will flow at 80.8% capacity. This additional scenario with reduced area / design flows determines the current capacity of the trunk sewer as compared to 99.5% capacity, accounting for all potential future developments as specified in the Land Use Plan (Schedule D) and South Cameron Secondary Plan of the City of Windsor Official Plan.



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3.5. WATERMAINS

To serve the proposed developments' domestic and fire water supply requirements, a 150mm water service connection is proposed. The water service connection will be tapped near the property line to bifurcate the flow. This setup will provide the building with a 100mm main for potable water and a 150mm main for fire service.

- There will be no need for additional fire hydrants, as the fire department connection and principal entrance of the building will be within 45m from the nearest existing fire hydrant on Daytona Avenue.
- The watermain connection for the proposed development will be tied into the existing 200mm watermain on Daytona Avenue.

Note: No hydrant flow test has been completed at this time. If required, tests will be conducted at the detailed design stage.

3.4. WATER QUALITY, EROSION AND SEDIMENT CONTROL

Discussions with ERCA and site characterization following MECP guidelines have led to the designation that this development should provide a "normal level" of protection capable of removing at least 70% of suspended solids. Water quality control for the proposed development will be achieved through a water quality unit (OGS) designed by Hydro International. The unit will be designed to provide an overall TSS removal efficiency of at least **70%** for the simulated water quality storm and treat 99.9% of the total runoff volume. Details about the water quality unit will be discussed in the SWM report during the detailed design stages of the project.

The erosion and sediment control measures for the site will include:

- A silt fence is to be erected before grading begins on the property to preventsediment migration in the overland flow downstream;
- Filter fabric will be placed over drainage grates; and



• All disturbed areas will be stabilized by the restoration of vegetative ground cover as soon as possible.

Details concerning sediment control measures for the site will be provided in Appendix D of this report

4. CONCLUSION

This report presents municipal servicing details, proposed servicing and stormwater management requirements for the proposed residential development in the City of Windsor. Based on our investigations, we conclude and recommend the following:

Storm Servicing – All minor storm events will be serviced through the proposed storm sewers. Storms up to the 5-year Chicago storm will not result in any surface ponding above manhole rim elevations. During major storm events, the parking lot and underground storage will provide temporary storage and attenuate storm outflows. Parking lot ponding depths will not exceed 0.3m. Building finished floor elevations will be at least 0.3m above the governing 100-year storm's high-water level.

Sanitary Servicing – A new 200 mm diameter sanitary service will connect the proposed development to an existing 250mm municipal sanitary sewer on Daytona Avenue. Detailed calculations indicate that the proposed development will not negatively impact the existing sanitary drainage system. The downstream 600mm trunk sewer will operate at 99.5% capacity at its peak when all the potential future development is accounted for and will operate at 80.8% capacity under current scenario.

Water Servicing – The proposed development will be serviced via a 150mm water service connection. An existing fire hydrant is located along Daytona Avenue, less than 45m from the proposed development's fire department connection and

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principal entrance. This eliminates the need for additional fire hydrants within the development.

We trust the foregoing is satisfactory and will allow for the review and approval of the stormwater, sanitary and watermain servicing design and engineering drawings for this development. If you have questions or require additional information, please contact Baird AE at your earliest convenience.

All of which is respectfully submitted.

BAIRD AE INC.

700 - 1350 PROVINCIAL ROAD,

N8W 5W1,

WINDSOR, ONTARIO.



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Civil Engineer

Prepared By:

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Civil Designer



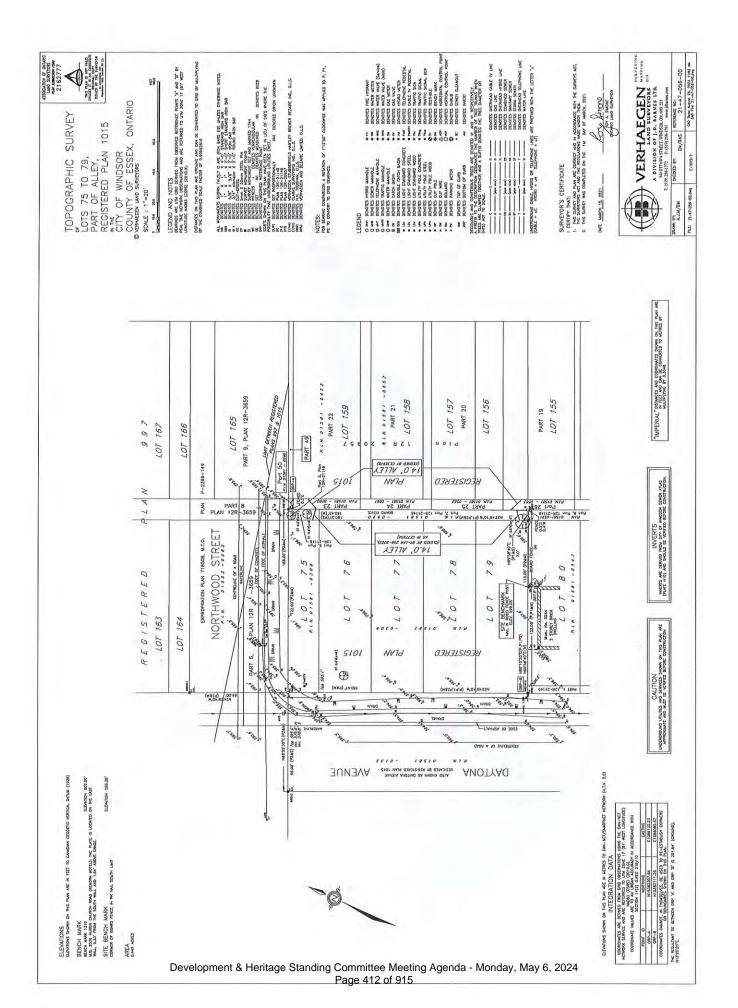
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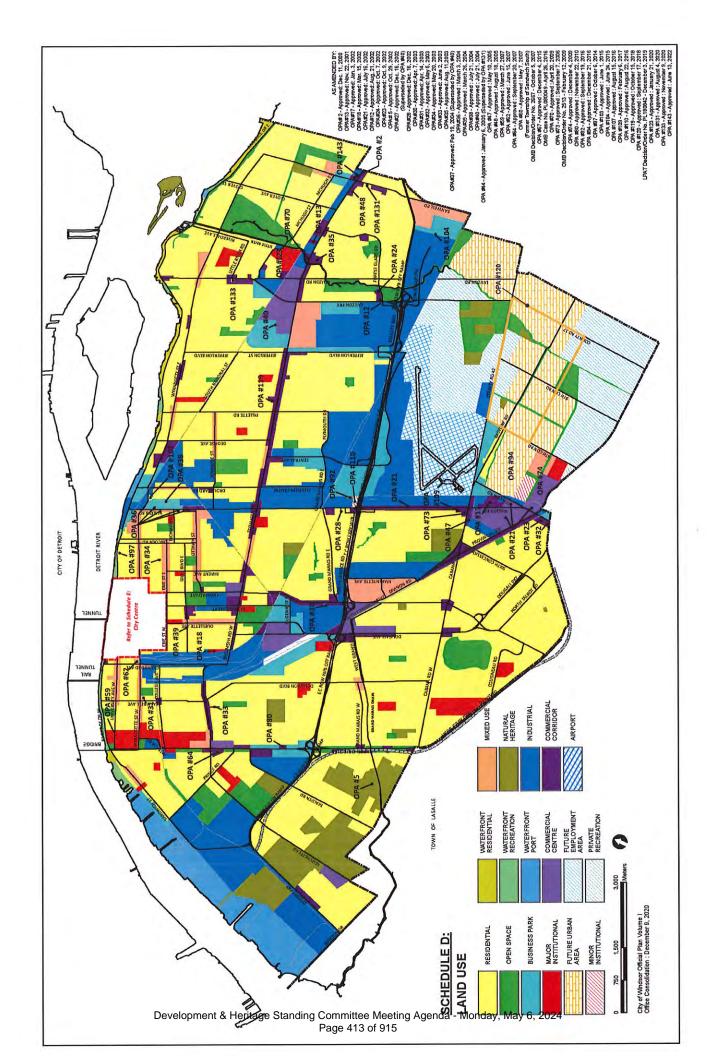
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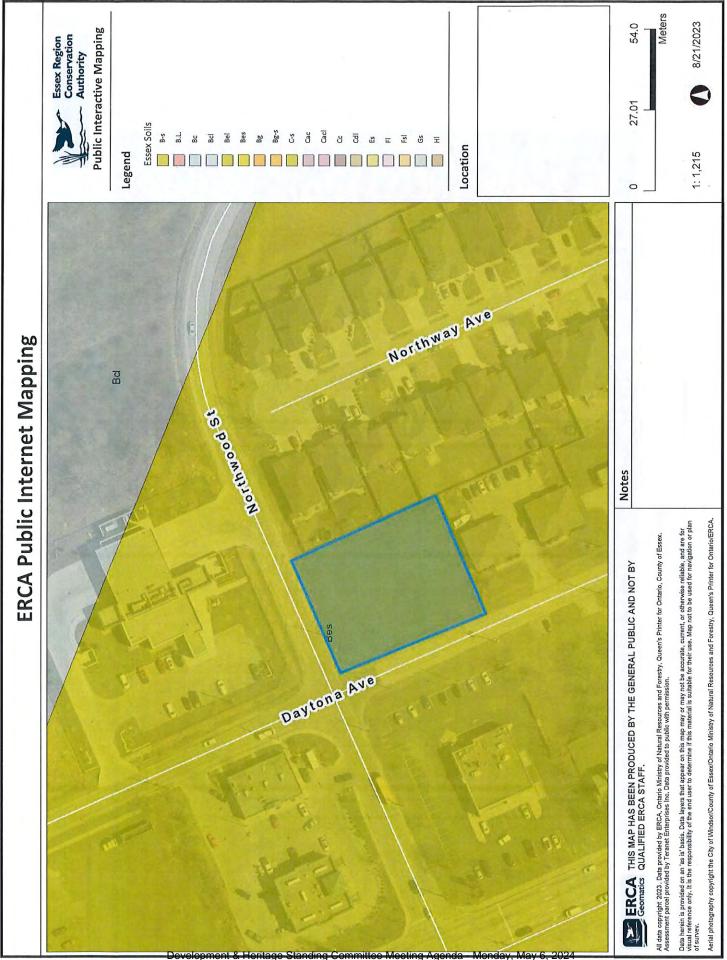
Appendix A

BACKGROUND INFORMATION









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Table 2-2a Ru

Runoff curve numbers for urban areas 1/

Cover description				umbers for c soil group	
	verage percent			• •	
	pervious area ⊉		В	С	D
Fully developed urban areas (vegetation established)					
Open space (lawns, parks, golf courses, cemeteries, etc.)∛:					
Poor condition (grass cover < 50%)		68	79	86	89
Fair condition (grass cover 50% to 75%)		49	69	79	84
Good condition (grass cover > 75%)		39	61	74	80
Impervious areas:		00	01	12	00
Paved parking lots, roofs, driveways, etc.					
(excluding right-of-way)	ark. S.	98	98	98	98
Streets and roads:		00	00	00	50
Paved; curbs and storm sewers (excluding					
right-of-way)	a jac	98	98	98	98
Paved; open ditches (including right-of-way)		83	89	92	93
Gravel (including right-of-way)		76	85	89	91
Dirt (including right-of-way)		72	82	87	89
Western desert urban areas:		12	01	01	00
Natural desert landscaping (pervious areas only) 4		63	77	85	88
Artificial desert landscaping (impervious weed barrier,		00		00	00
desert shrub with 1- to 2-inch sand or gravel mulch					
and basin borders)		96	96	96	96
Urban districts:			00	00	00
Commercial and business	85	89	92	94	95
Industrial		81	88	91	93
Residential districts by average lot size:		01	00	01	00
1/8 acre or less (town houses)	65	77	85	90	92
1/4 acre		61	75	83	87
1/3 acre		57	72	81	86
1/2 acre		54	70	80	85
1 acre		51	68	79	84
2 acres		46	65	77	82
		10	00		04
Developing urban areas					
Newly graded areas					
(pervious areas only, no vegetation) ₺/		77	86	91	94
Idle lands (CN's are determined using cover types					
similar to those in table 2-2c).					

¹ Average runoff condition, and $I_a = 0.2S$.

² The average percent impervious area shown was used to develop the composite CN's. Other assumptions are as follows: impervious areas are directly connected to the drainage system, impervious areas have a CN of 98, and pervious areas are considered equivalent to open space in good hydrologic condition. CN's for other combinations of conditions may be computed using figure 2-3 or 2-4.

³ CN's shown are equivalent to those of pasture. Composite CN's may be computed for other combinations of open space

⁴ Composite CN's for natural desert landscaping should be computed using figures 2-3 or 2-4 based on the impervious area percentage (CN = 98) and the pervious area CN. The pervious area CN's are assumed equivalent to desert shrub in poor hydrologic condition.

⁵ Composite CN's to use for the design of temporary measures during grading and construction should be computed using figure 2-3 or 2-4 based on the degree of development (impervious area percentage) and the CN's for the newly graded pervious areas.

cover type.

Land Use	C value
Asphalt, concrete, roof areas	0.95
Gravel	0.70
Grass – sandy soil	0.15
Grass – clay soil	0.20
Residential – Single family	0.60
Residential – Single family (lot size 500 m ² or less)	0.70
Residential – Semi-detached	0.70
Residential – Townhouse / Row housing	0.80
Industrial / Commercial	0.90

Table 3.2.2.7 – Minimum C Values for Standard 5-Year Sewer Design

Table 3.2.1.1 – IDF Curve Parameters

Same !!			Return Peri	od (Years)		
Parameters	2	5	10	25	50	100
a	854	1259	1511	1851	2114	2375
b	7.0	8.8	9.5	10.2	10.6	11.0
с	0.818	0.838	0.845	0.852	0.858	0.861

! Table 3.7.4.1 – Typical Manning's Roughness Coefficients for Overland Flow

Surface	n
Smooth Asphalt/Concrete	0.013
Cultivated Soils - Residue Cover < 20%	0.06
Cultivated Soils - Residue Cover > 20%	0.17
Range (natural)	0.13
Grass - Short Prairie	0.15
Grass - Dense	0.24
Woods - Light Underbrush	0.40
Woods - Dense Underbrush	0.80

Parameter	Hydrologic Group			
rurumeter	A	В	С	D
fmax, dry (mm/hr)	250	200	125	75
fmax, normal (mm/hr)	250	80	50	25
fmin (mm/hr)				
clay	7.6	3.8	1.3	0.5
loam	9.5	5.7	2.5	1.0
sand	11.4	7.6	3.8	1.3
k (1/hr)	4	4	4	4

I Table 3.7.7.5 – Typical Horton Infiltration Parameters

Table A-3.7.7 – Soil Types in Essex County

Texture	Symbol	Name	Acreage	Hydrologic Group
	Bc	Brookston Clay	250,000	D
	Toc	Toledo Clay	17,500	D
	Cc	Clyde Clay	2,500	D
Clay Soils	Jc	Jeddo Clay	3,500	D
	Cac	Caistor Clay	13,500	С
	Pc	Perth Clay	9,000	С
	Pcl	Perth Clay Loam	8,000	С
Clay Loams	Cacl	Caistor Clay Loam	2,500	С
	Bcl	Brookston Clay Loam	30,000	D
Silt Loam	Tos	Toledo Silt Loam	1,000	D
	Bg	Burford Loam	3,700	Α
	Bg-s	Burford Loam Shallow Phase	5,300	A
1	HI	Harrow Loam	4,000	A
Loams	FI	Farmington Loam	2,000	В
	PI	Parkhill Loam	5,000	С
	P-r	Parkhill Loam Red Sand Spot Phase	5,000	C

5-YEAR DESIGN STORMS

			O 4-HOUR = 49.5 mm		
Time	5min Rain	Time	10min Rain	Time	20min Rain
h:mm	mm/hr	h:mm	mm/hr	h:mm	mm/hr
0:00	2.44	0:00	2.51	0:00	2.66
0:05	2.58	0:10	2.82	0:20	3.53
0:10	2.73	0:20	3.24	0:40	5.34
0:10	2.91	0:30	3.82	1:00	11.61
0:13	3.12	0:40	4.67	1:20	75.35
0:20	3.36	0:50	6.02	1:40	20.75
0:30	3.65	1:00	8.54	2:00	9.59
0:35	3.99	1:10	14.69	2:20	6.07
0:35	4.41	1:20	38.85	2:40	4.47
0:40	4.41	1:30	107.72	3:00	3.55
	5.59	1:40	29.51	3:20	2.95
0:50		1:50	16.12	3:40	2.54
0:55	6.46		10.93	4:00	0.00
1:00	7.66	2:00	8.25	4.00	0.00
1:05	9.42	2:10	6.62		
1:10	12.20	2:20	5.53	Time	30min Rair
1:15	17.18	2:30		h:mm	mm/hr
1:20	28.20	2:40	4.76		2.86
1:25	64.52	2:50	4.18	0:00	4.84
1:30	139.58	3:00	3.73	0:30	
1:35	60.83	3:10	3.37	1:00	13.11
1:40	35.06	3:20	3.08	1:30	58.69
1:45	23.95	3:30	2.83	2:00	8.60
1:50	17.96	3:40	2.63	2:30	4.82
1:55	14.28	3:50	2.45	3:00	3.39
2:00	11.81	4:00	0.00	3:30	2.64
2:05	10.06			4:00	0.00
2:10	8.75				
2:15	7.74	Time	15min Rain		
2:20	6.94	h:mm	mm/hr		
2:25	6.29	0:00	2.58		
2:30	5.76	0:15	3.13		
2:35	5.30	0:30	4.02		
2:40	4.92	0:45	5.66		
2:45	4.59	1:00	9.76		
2:50	4.30	1:15	26.72		
2:55	4.05	1:30	88.40		
3:00	3.83	1:45	18.73		
3:05	3.63	2:00	10.21		
3:10	3.45	2:15	6.99		
3:15	3.29	2:30	5.33		
3:20	3.14	2:45	4.31		
3:25	3.01	3:00	3.64		
3:30	2,89	3:15	3.15		
3:35	2.78	3:30	2.78		
3:40	2.67	3:45	2.49		
3:45	2.58	4:00	0.00	a.	
3:50	2.49				
3:55	2.41				
4:00	0.00				

100-YEAR DESIGN STORMS

			GO 4-HOUR = 81.6 mm		
Time	5min Rain	Time	10min Rain	Time	20min Rain
h:mm	mm/hr	h:mm	mm/hr	h:mm	mm/hr
0:00	3.71	0:00	3.83	0:00	4.09
0:05	3.94	0:10	4.35	0:20	5.54
0:10	4.20	0:20	5.05	0:40	8.65
0:15	4.50	0:30	6.02	1:00	19.77
0:20	4.85	0:40	7.47	1:20	123.48
0:25	5.25	0:50	9.83	1:40	36.02
0:30	5.73	1:00	14.28	2:00	16.15
0:35	6.31	1:10	25.26	2:20	9.92
0:40	7.03	1:20	67.16	2:40	7.13
0:45	7.92	1:30	172.68	3:00	5.56
0:50	9.07	1:40	51.34	3:20	4.57
0:55	10.59	1:50	27.82	3:40	3.88
1:00	12.72	2:00	18.55	4:00	0.00
1:05	15.84	2:10	13.75	1.00	1
1:10	20.81	2:20	10.87		
1:15	29.71	2:30	8.97	Time	30min Rain
1:20	49.12	2:40	7.63	h:mm	mm/hr
1:25	108.91	2:50	6.63	0:00	4.41
1:30	218.23	3:00	5.87	0:30	7.78
1:35	103.42	3:10	5.26	1:00	22.45
1:40	60.97	3:20	4.77	1:30	97.06
1:45	41.72	3:30	4.37	2:00	14.39
1:50	31.11	3:40	4.03	2:30	7.74
1:55	24.53	3:50	3.74	3:00	5.30
2:00	20.12	4:00	0.00	3:30	4.04
2:05	16.98	4.00	0.00	4:00	0.00
2:10	14.65		-	4.00	0.00
2:15	12.86	Time	15min Rain		
2:20	11.44	h:mm	mm/hr		
2:25	10.30	0:00	3.95		
2:30	9.36	0:15	4.87		
2:35	8.58	0:30	6.36		
2:40	7.91	0:45	9.19		
2:45	7.34	1:00	16.45		
2:50	6.85	1:15	46.45		
2:55	6.42	1:30	143.67		
3:00	6.04	1:45	32.45		
3:05	5.70	2:00	17.25		
3:10	5.40	2:15	11.53		
3:15	5.13	2:30	8.62		
3:20	4.88	2:45	6.87		
3:25	4.66	3:00	5.71		
3:30	4.46	3:15	4.89		
3:35	4.27	3:30	4.28		
3:40	4.10	3:45	3.81		
3:45	3.95	4:00	0.00		
3:50	3.80	4.00	0.00		
3:55	3.67				
4:00	0.00				

SCS TYPE II 24-HOUR DESIGN STORMS

		Unit Rainfall Depth = 1 mm	100-Year Depth = 108 mm	Rural Stress Test Depth = 150 mm	5-Year Depth = 68.0 mm
Time h:mm	Rain %	2hour Rain mm/hr	2hour Rain mm/hr	2hour Rain mm/hr	2hour Rain mm/hr
0:00	0	0,000	0.00	0.00	0.00
2:00	2	0.010	1.08	1.50	0.68
4:00	3	0.015	1.62	2.25	1.02
6:00	3	0.015	1.62	2.25	1.02
8:00	4	0.020	2.16	3.00	1.36
10:00	6	0.030	3.24	4.50	2.04
12:00	48	0.240	25.92	36.00	16.32
14:00	16	0.080	8.64	12.00	5.44
16:00	4	0.030	3.24	4.50	2.04
18:00	3	0.020	2.16	3.00	1.36
20:00	3	0.015	1.62	2.25	1.02
22:00	2	0.015	1.62	2.25	1.02
0:00	0	0.010	1.08	1.50	0.68

URBAN STRESS TEST STORM

CHICAGO 100-YEAR 24-HOUR (108 mm) + UNIFORM DISTRIBUTION OF ADDITIONAL 42 mm			
	Depth = 108 mm +		
Time	15min Rain	Time	15min Rai
h:mm	mm/hr	h:mm	mm/hr
0:00	2.41	12:15	4.49
0:15	2.43	12:30	4.29
0:30	2.45	12:45	4.12
0:45	2.46	13:00	3.98
1:00	2.48	13:15	3.85
1:15	2.51	13:30	3.74
1:30	2.53	13:45	3.63
1:45	2.55	14:00	3.54
2:00	2.58	14:15	3.46
2:15	2.61	14:30	3.39
2:30	2.64	14:45	3.32
2:45	2.67	15:00	3.26
3:00	2.71	15:15	3.20
3:15	2.74	15:30	3.15
3:30	2.79	15:45	3.10
3:45	2.83	16:00	3.05
4:00	2.88	16:15	3.01
4:15	2.94	16:30	2.97
4:30	3.00	16:45	2.93
4:45	3.07	17:00	2.90
5:00	3.15	17:15	2.87
5:15	3.23	17:30	2.84
5:30	3.33	17:45	2.81
5:45	3.45	18:00	2.78
6:00	3.59	18:15	2.76
6:15	3.75	18:30	2.73
6:30	3.94	18:45	2.73
6:45	4.18	19:00	2.69
7:00	4.49	19:15	2.67
7:15	4.89	19:30	2.65
7:30	5.43	19:45	2.63
7:45	6.20	20:00	2.61
8:00	7.41	20:15	2.59
8:15	9.56	20:30	2.57
8:30	14.29	20:45	2.56
8:45	32.01	21:00	2.54
9:00	145.13	21:15	2.53
9:15	48.51	21:30	
9:30	23.13		2.51
9:45	15.08	21:45	
10:00		22:00	2.49
5.045.04	11.35	22:15	2.47
10:15	9.23	22:30	2.46
10:30	7.88	22:45	2.45
10:45	6.94	23:00	2.44
11:00	6.25	23:15	2.43
11:15	5.73	23:30	2.42
11:30	5.32	23:45	2.41
11:45 12:00	4.99 4.72	0:00	0.00

Appendix B

AUTODESK HYDROGRAPHS RESULTS



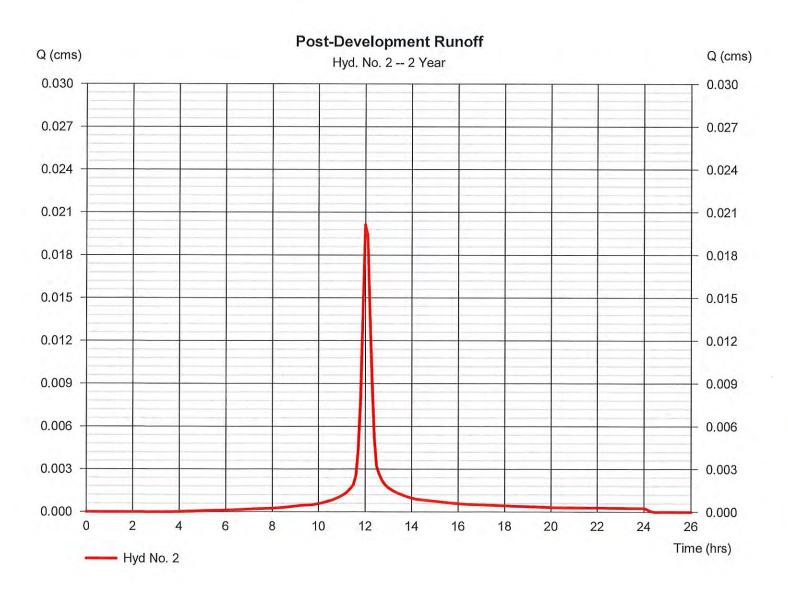
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

Hyd. No. 2

Post-Development Runoff

Hydrograph type	= SCS Runoff	Peak discharge	= 0.020 cms
Storm frequency	= 2 yrs	Time to peak	= 12.00 hrs
Time interval	= 6 min	Hyd. volume	= 71.1 cum
Drainage area	= 0.180 hectare	Curve number	= 96*
Basin Slope	= 0.0 %	Hydraulic length	= 0 m
Tc method	= User	Time of conc. (Tc)	= 10.00 min
Total precip.	= 53.40 mm	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 400

* Composite (Area/CN) = [(0.162 x 98) + (0.018 x 79)] / 0.180



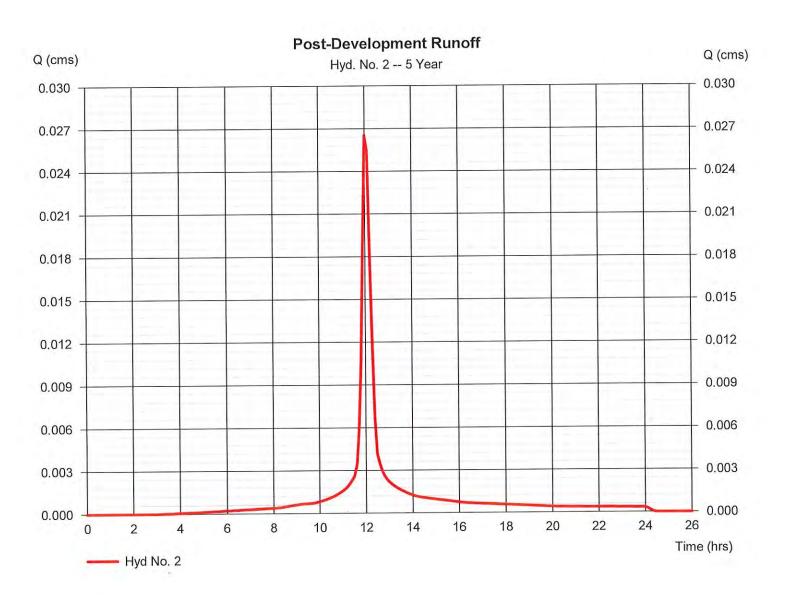
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

Hyd. No. 2

Post-Development Runoff

Hydrograph type	= SCS Runoff	Peak discharge	= 0.027 cms	
Storm frequency	= 5 yrs	Time to peak	= 12.00 hrs	
Time interval	= 6 min	Hyd. volume	= 95.0 cum	
Drainage area	= 0.180 hectare	Curve number	= 96*	
Basin Slope	= 0.0 %	Hydraulic length	= 0 m	
Tc method	= User	Time of conc. (Tc)	= 10.00 min	
Total precip.	= 68.00 mm	Distribution	= Type II	
Storm duration	= 24 hrs	Shape factor	= 400	

* Composite (Area/CN) = [(0.162 x 98) + (0.018 x 79)] / 0.180



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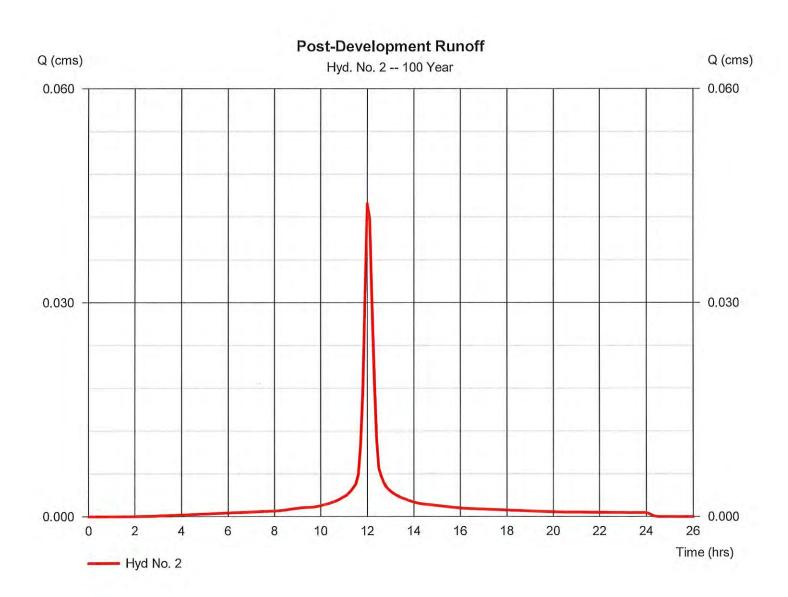
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

Hyd. No. 2

Post-Development Runoff

Hydrograph type	= SCS Runoff	Peak discharge	= 0.044 cms
Storm frequency	= 100 yrs	Time to peak	= 12.00 hrs
Time interval	= 6 min	Hyd. volume	= 161.1 cum
Drainage area	= 0.180 hectare	Curve number	= 96*
Basin Slope	= 0.0 %	Hydraulic length	= 0 m
Tc method	= User	Time of conc. (Tc)	= 10.00 min
Total precip.	= 108.00 mm	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 400

* Composite (Area/CN) = [(0.162 x 98) + (0.018 x 79)] / 0.180



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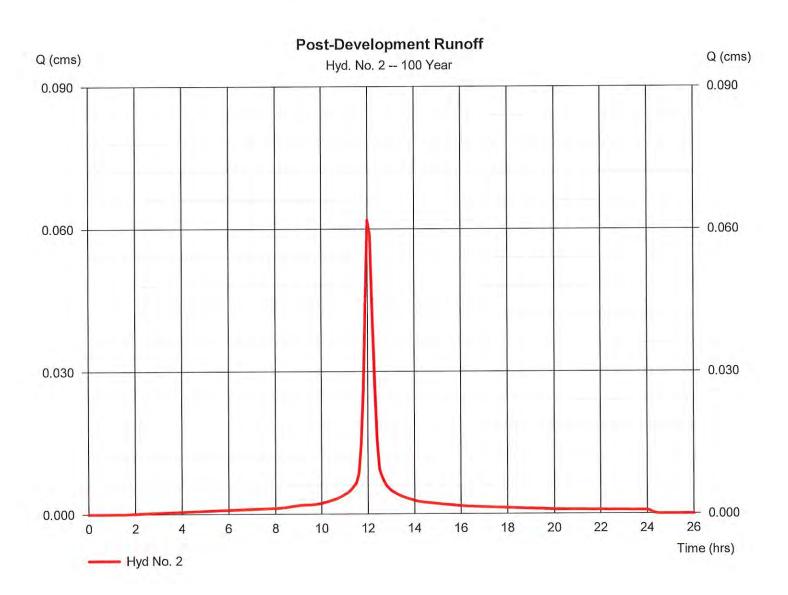
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

Hyd. No. 2

Post-Development Runoff

Hydrograph type	= SCS Runoff Stress	Peak discharge	= 0.062 cms
Storm frequency	= 100 yrs	Time to peak	= 12.00 hrs
Time interval	= 6 min	Hyd. volume	= 231.0 cum
Drainage area	= 0.180 hectare	Curve number	= 96*
Basin Slope	= 0.0 %	Hydraulic length	= 0 m
Tc method	= User	Time of conc. (Tc)	= 10.00 min
Total precip.	= 150.00 mm	Distribution	= Type II
Storm duration	= 24 hrs	Shape factor	= 400

* Composite (Area/CN) = [(0.162 x 98) + (0.018 x 79)] / 0.180



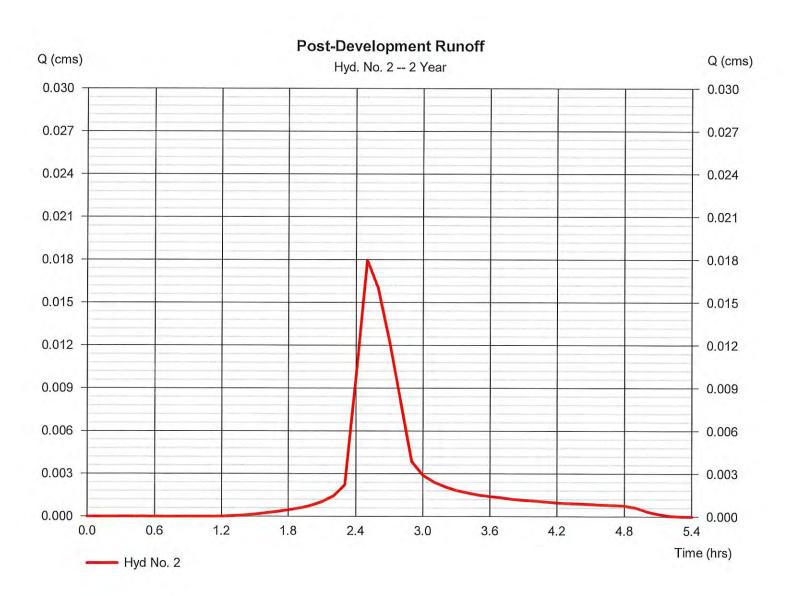
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

Hyd. No. 2

Post-Development Runoff

Post-Development R	unoff		
Hydrograph type	Water Quality = SCS Runoff	Dook diocharge	- 0.019 amo
		Peak discharge	= 0.018 cms
Storm frequency	= 2 yrs	Time to peak	= 2.50 hrs
Time interval	= 6 min	Hyd. volume	= 36.9 cum
Drainage area	= 0.180 hectare	Curve number	= 96*
Basin Slope	= 0.0 %	Hydraulic length	= 0 m
Tc method	= User	Time of conc. (Tc)	= 10.00 min
Total precip.	= 32.00 mm	Distribution	= Custom
Storm duration	= Sample.cds	Shape factor	= 400

* Composite (Area/CN) = [(0.162 x 98) + (0.018 x 79)] / 0.180



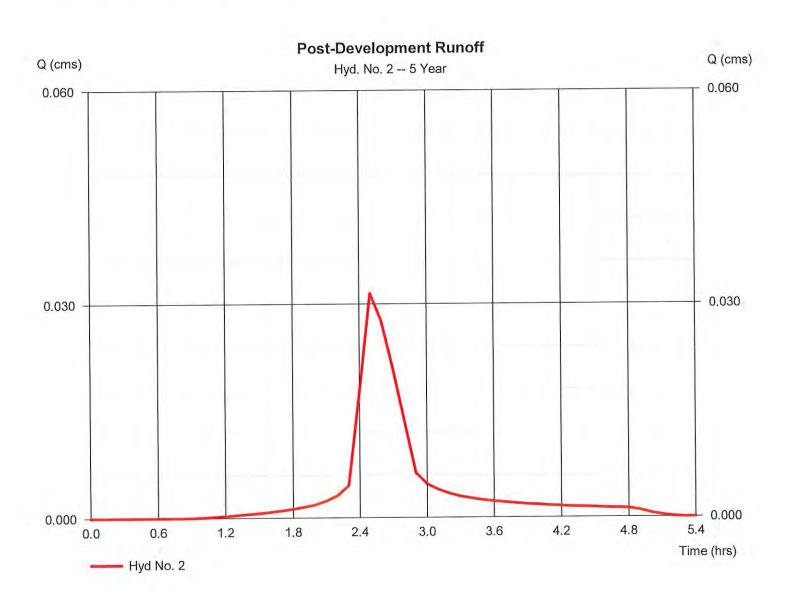
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Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

Hyd. No. 2

Post-Development R	unoff Chicago 5-Year		
Hydrograph type	= SCS Runoff	Peak discharge	= 0.031 cms
Storm frequency	= 5 yrs	Time to peak	= 2.50 hrs
Time interval	= 6 min	Hyd. volume	= 65.0 cum
Drainage area	= 0.180 hectare	Curve number	= 96*
Basin Slope	= 0.0 %	Hydraulic length	= 0 m
Tc method	= User	Time of conc. (Tc)	= 10.00 min
Total precip.	= 49.60 mm	Distribution	= Custom
Storm duration	= Sample.cds	Shape factor	= 400

* Composite (Area/CN) = [(0.162 x 98) + (0.018 x 79)] / 0.180



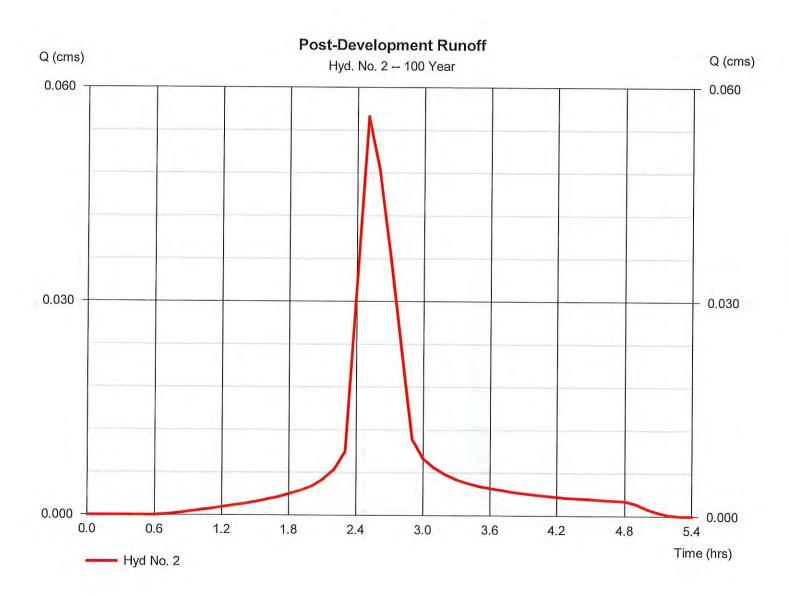
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

Hyd. No. 2

Post-Development Runoff

Post-Development R	unoff		
	Chicago 100-Year		
Hydrograph type	= SCS Runoff	Peak discharge	= 0.056 cms
Storm frequency	= 100 yrs	Time to peak	= 2.50 hrs
Time interval	= 6 min	Hyd. volume	= 117.4 cum
Drainage area	= 0.180 hectare	Curve number	= 96*
Basin Slope	= 0.0 %	Hydraulic length	= 0 m
Tc method	= User	Time of conc. (Tc)	= 10.00 min
Total precip.	= 81.60 mm	Distribution	= Custom
Storm duration	= Sample.cds	Shape factor	= 400

* Composite (Area/CN) = [(0.162 x 98) + (0.018 x 79)] / 0.180



SCS 2-YEAR

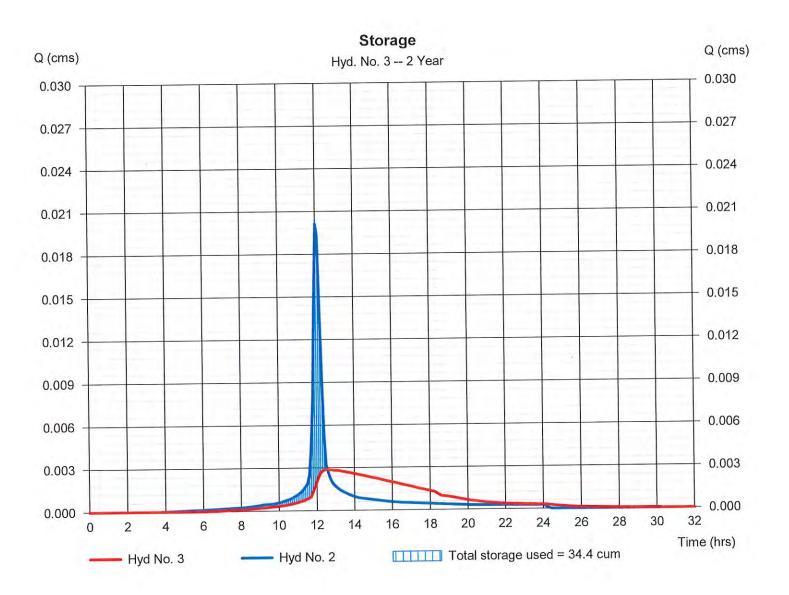
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

Hyd. No. 3

Storage

Hydrograph type Storm frequency Time interval Inflow hyd. No.	2 1 oot Dottorphile		= 0.003 cms = 12.60 hrs = 70.5 cum = 100.13 m = 34.4 cum
Reservoir name	= <new pond=""></new>	Max. Storage	= 34.4 cum

Storage Indication method used.



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SCS 5-YEAR

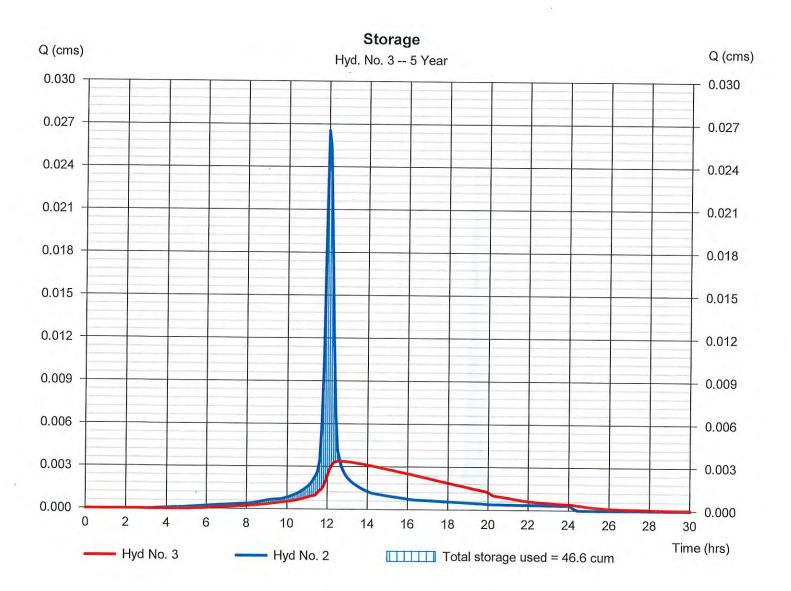
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

Hyd. No. 3

Storage

Reservoir	Peak discharge	= 0.003 cms
5 yrs	•	= 12.60 hrs
6 min		= 94.4 cum
2 - Post-Development Runoff		= 100.15 m
<new pond=""></new>		= 46.6 cum
	5 yrs 6 min 2 - Post-Development Runoff	5 yrs Time to peak 6 min Hyd. volume 2 - Post-Development Runoff Max. Elevation

Storage Indication method used.



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SCS 100-YEAR

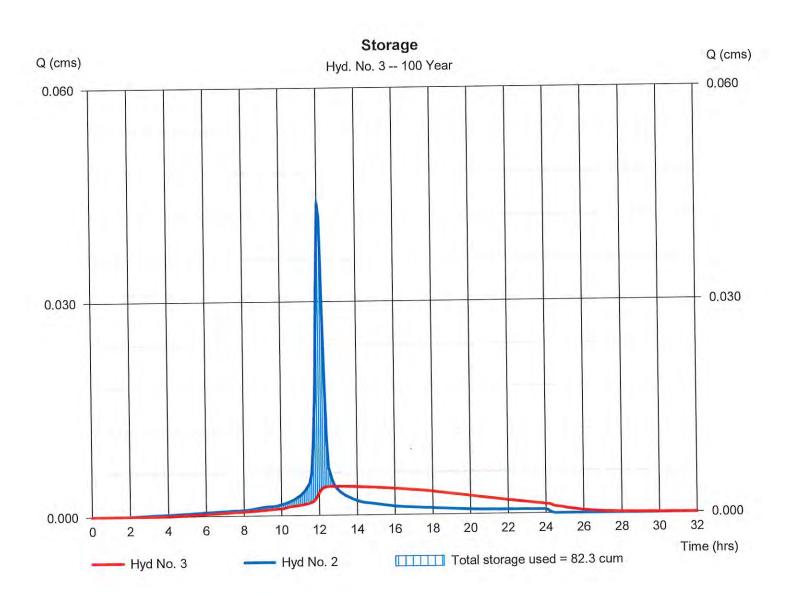
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

Hyd. No. 3

Storage

	Peak discharge Time to peak Hyd. volume Max. Elevation Max. Storage	= 0.004 cms = 12.80 hrs = 160.5 cum = 100.19 m = 82.3 cum
<new pond=""></new>	Max. Storage	= 82.5 cum
	100 yrs 6 min	100 yrsTime to peak6 minHyd. volume2 - Post-Development RunoffMax. Elevation

Storage Indication method used.



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Hydraflow Rainfall Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

Return Intensity-Duration-Frequency Equation Coefficients (FHA) Period (Yrs) в D E (N/A) 0.0000 1 0.0000 0.0000 2 123.0355 26.6700 2.2952 3 0.0000 0.0000 0.0000 5 200.3809 32.7660 2.3753 10 268.0860 36.5760 2.4372 25 348.7222 39.6241 2.4776 50 499.0544 44.9581 2.6097 100 471.7757 42.9261 2.5180

File name: Windsor A 2007.IDF

Intensity = B / (Tc + D)^E

Return Period	10 m	Intensity Values (mm/hr)													
(Yrs)	5 min	10	15	20	25	30	35	40	45	50	55	60			
1	0	0	0	0	0	0	0	0	0	0	0	0			
2	103	80	66	56	49	43	39	36	33	30	28	26			
3	0	0	0	0	0	0	0	0	0	0	0	0			
5	135	107	89	76	67	60	54	49	45	42	39	36			
10	156	125	105	90	79	70	64	58	53	49	46	43			
25	182	148	124	107	94	84	76	69	64	59	55	51			
50	202	164	139	120	105	94	85	77	71	66	61	57			
100	221	180	152	132	116	104	94	86	79	73	68	64			

Tc = time in minutes. Values may exceed 60.

e: Z:\2017\17-156 - Regal Drive Extension\Engineering\REPORT\SWM Report\IDF\IDF Curves 2012 WINDSOR A .pcp

			Rainfall	Precipita	ation Tak	ole (mm)		
Storm Distribution	1-yr	2-yr	3-yr	5-yr	10-yr	25-yr	50-yr	100-yr
SCS 24-hour	0	53	0	68	78	90	99	108
SCS 6-Hr	0	0	0	0	0	0	0	0
Huff-1st	0	0	0	0	0	0	0	0
Huff-2nd	0	0	0	0	0	0	0	0
Huff-3rd	0	0	0	0	0	0	0	0
Huff-4th	0	0	0	0	0	0	0	0
Huff-Indy	0	0	0	0	0	0	0	0
Custom	0	Develop	orneont & H	eritage Sta	nding Com			nda ₈₂ Mon

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4

Hydrograph Report

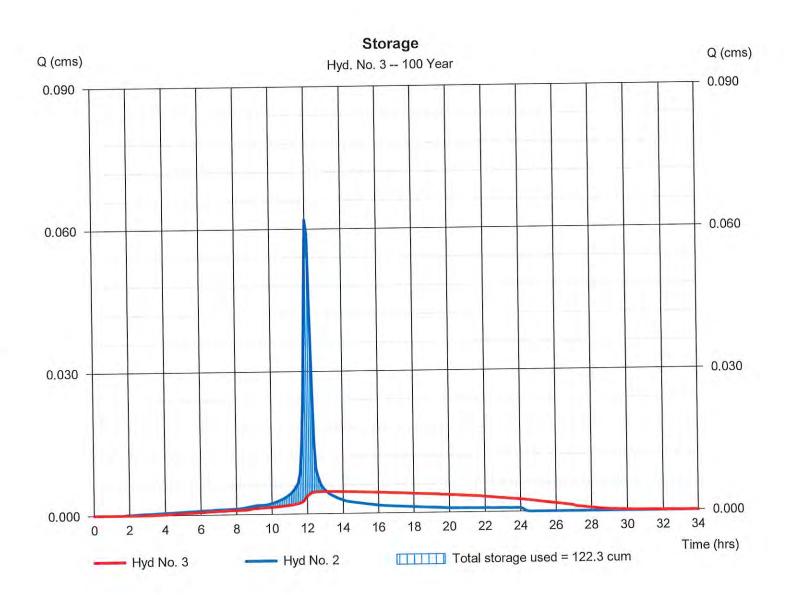
STRESS TEST

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

Hyd. No. 3

Storage

Storage Indication method used.



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Hydraflow Rainfall Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

Return Period	Intensity-Du	Intensity-Duration-Frequency Equation Coefficients (FHA)										
(Yrs)	В	D .	Е	(N/A)								
1	0.0000	0.0000	0.0000									
2	123.0355	26.6700	2.2952									
3	0.0000	0.0000	0.0000									
5	200.3809	32.7660	2.3753									
10	268.0860	36.5760	2,4372									
25	348.7222	39.6241	2.4776									
50	499.0544	44.9581	2.6097									
100	471.7757	42.9261	2.5180									

File name: Windsor A 2007.IDF

Intensity = B / (Tc + D)^E

Return Period (Yrs)	Intensity Values (mm/hr)													
	5 min	10	15	20	25	30	35	40	45	50	55	60		
1	0	0	0	0	0	0	0	0	0	0	0	0		
2	103	80	66	56	49	43	39	36	33	30	28	26		
3	0	0	0	0	0	0	0	0	0	0	0	0		
5	135	107	89	76	67	60	54	49	45	42	39	36		
10	156	125	105	90	79	70	64	58	53	49	46	43		
25	182	148	124	107	94	84	76	69	64	59	55	51		
50	202	164	139	120	105	94	85	77	71	66	61	57		
100	221	180	152	132	116	104	94	86	79	73	68	64		

Tc = time in minutes. Values may exceed 60.

e: Z:\2017\17-156 - Regal Drive Extension\Engineering\REPORT\SWM Report\IDF\IDF Curves 2012 WINDSOR A .pcp

			Rainfall	Precipita	ation Tab	ole (mm)		5 X 1
Storm Distribution	1-yr	2-yr	3-yr	5-yr	10-yr	25-yr	50-yr	100-yr
SCS 24-hour	0	53	0	68	78	90	99	150
SCS 6-Hr	0	0	0	0	0	0	0	0
Huff-1st	0	0	0	0	0	0	0	0
Huff-2nd	0	0	0	0	0	0	0	0
Huff-3rd	0	0	0	0	0	0	0	0
Huff-4th	0	0	0	0	0	0	0	0
Huff-Indy	0	0	0	0	0	0	0	0
Custom	0	Develop	omeAt & He	erita § @ Sta		mittee Me		nda 82Mono

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2

WATER QUALITY STORM

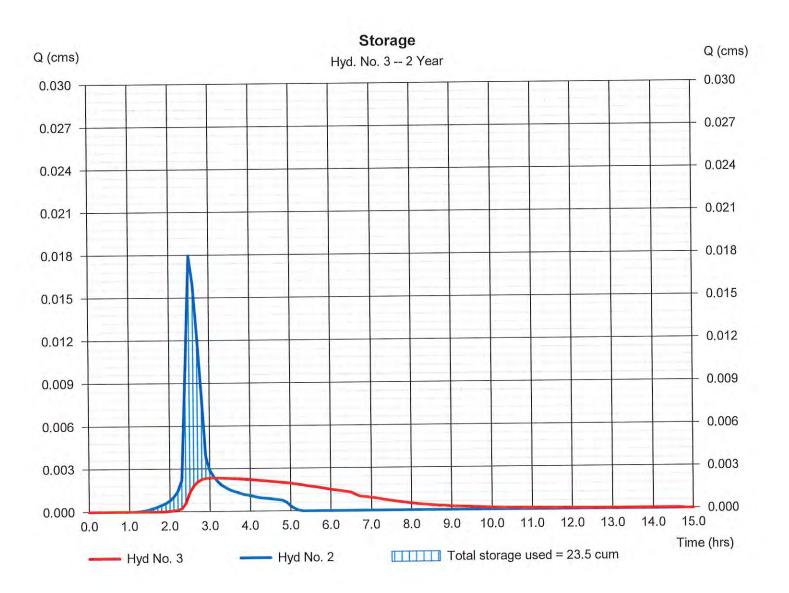
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

Hyd. No. 3

Storage

Hydrograph type Storm frequency Time interval Inflow hyd. No.	2 i oot boronophiloni		= 0.002 cms = 3.10 hrs = 36.3 cum = 100.10 m = 23.5 cum
Reservoir name	= <new pond=""></new>	Max. Storage	= 23.5 cum

Storage Indication method used.



Hydrograph Report

CHICAGO 5-YEAR

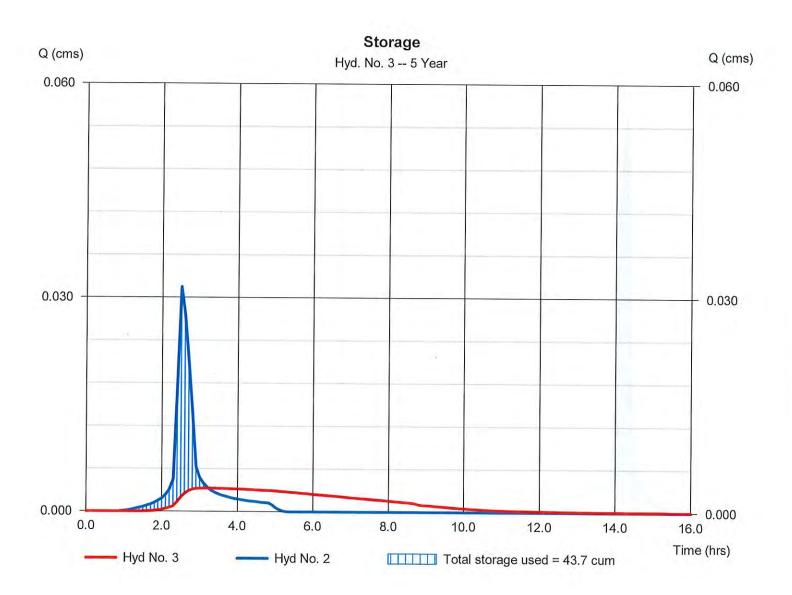
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

Hyd. No. 3

Storage

Reservoir	Peak discharge	= 0.003 cms
5 yrs		= 3.20 hrs
6 min	Hyd. volume	= 64.4 cum
2 - Post-Development Runoff	Max. Elevation	= 100.14 m
<new pond=""></new>	Max. Storage	= 43.7 cum
	5 yrs 6 min 2 - Post-Development Runoff	5 yrsTime to peak6 minHyd. volume2 - Post-Development RunoffMax. Elevation

Storage Indication method used.



Hydrograph Report

CHICAGO 100-YEAR

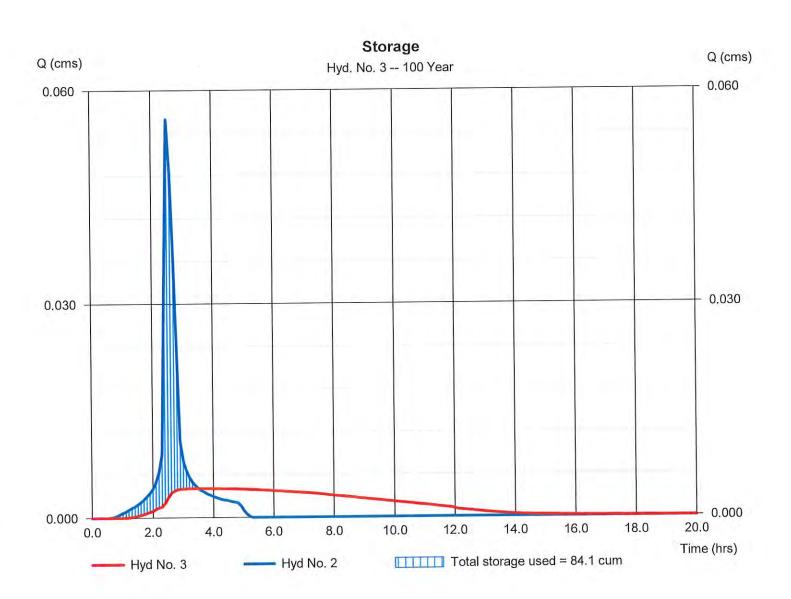
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

Hyd. No. 3

Storage

Hydrograph type =	Reservoir	Peak discharge	= 0.004 cms
	100 yrs	Time to peak	= 3.50 hrs
Time interval =	6 min	Hyd. volume	= 116.8 cum
Inflow hyd. No. =	2 - Post-Development Runoff	Max. Elevation	= 100.20 m
Reservoir name =	<new pond=""></new>	Max. Storage	= 84.1 cum

Storage Indication method used.



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Hydraflow Rainfall Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

Return Period	Intensity-D	uration-Frequency E	quation Coefficient	s (FHA)
(Yrs)	В	D	E	(N/A)
1	0.0000	0.0000	0.0000	
2	123.0355	26.6700	2.2952	
3	0.0000	0.0000	0.0000	
5	200.3809	32.7660	2.3753	
10	268.0860	36.5760	2.4372	-
25	348.7222	39.6241	2.4776	
50	499.0544	44.9581	2.6097	
100	471.7757	42.9261	2.5180	

File name: Windsor A 2007.IDF

Intensity = B / (Tc + D)^E

Return Period		Intensity Values (mm/hr)												
(Yrs)	5 min	10	15	20	25	30	35	40	45	50	55	60		
1	0	0	0	0	0	0	0	0	0	0	0	0		
2	103	80	66	56	49	43	39	36	33	30	28	26		
3	0	0	0	0	0	0	0	0	0	0	0	0		
5	135	107	89	76	67	60	54	49	45	42	39	36		
10	156	125	105	90	79	70	64	58	53	49	46	43		
25	182	148	124	107	94	84	76	69	64	59	55	51		
50	202	164	139	120	105	94	85	77	71	66	61	57		
100	221	180	152	132	116	104	94	86	79	73	68	64		

Tc = time in minutes. Values may exceed 60.

e: Z:\2017\17-156 - Regal Drive Extension\Engineering\REPORT\SWM Report\IDF\IDF Curves 2012 WINDSOR A .pcp

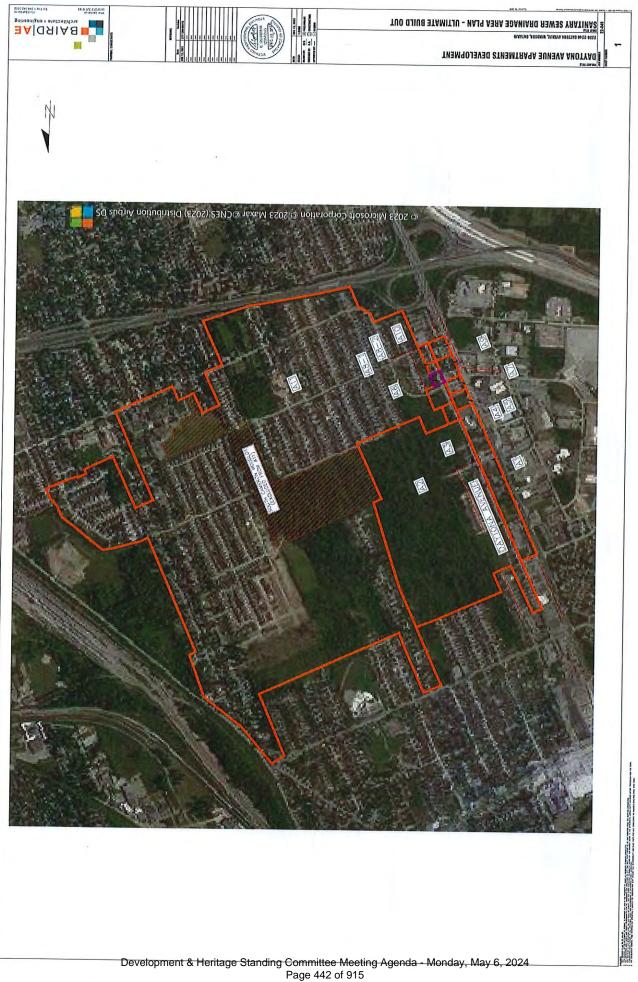
	1		Rainfall	Precipita	ation Tab	ole (mm)		
Storm Distribution	1-yr	2-yr	3-yr	5-yr	10-yr	25-yr	50-yr	100-yr
SCS 24-hour	0	53	0	68	78	90	99	108
SCS 6-Hr	0	0	0	0	0	0	0	0
Huff-1st	0	0	0	0	0	0	0	0
Huff-2nd	0	0	0	0	0	0	0	0
Huff-3rd	0	0	0	0	0	0	0	0
Huff-4th	0	0	0	0	0	0	0	0
Huff-Indy	0	0	0	0	0	0	0	0
Custom	0	Develop	ormennt & H	eritat@e Sta		mittee Me		nda8-2Mond

4

Appendix C

SANITARY STUDY





								SANITARY	SANITARY STUDY - ULTIMATE BUILD OUT	TIMATE BL	זורם סחד											
				DESIGN	DECICI APPA			DESIGN POPULATION	ULATION			DESI	DESIGN FLOW					SEWER DATA	ATA	Ī		
CATCHMENT AREA	NT AREA			1							Olt.			-						-	- Harris	Dette Of
Area Included	From	¢	Residential (ha)	Residential Commercial (ha)	Institutional (ha)	Total Area (ha)	Residential 1	Residential 1 Commercial 2 Institutional	Institutional	Total	Flow S Factor	Sewage Inf (L/s) Flo	Flow (L/s)	Q Total [Flow (L/s)	Dia. (m) Actual	Dia. (mm)	Slope (%)	Length (m)	Capacity (L/s)	(m/s)	(min)	full
	Node	Node							No. 1	A COLORED								ľ				
	UHW	MH1	0.505	5.937		6.441	25	438	0	465	6.00	11.71	1.00	12.71	0.250	250	0.32	100.31	33.6	0.68	2.44	37.8%
SA, IA						2010	101	470	10	662	6.00	16.67	1.32	18.00	0.250	250	0.42	99.15	38.5	0.78	2.11	46.7%
A1,A3, A4,A5,A6	THM	MH2	1.072	6.446	0.970	8.46/	101	n					1		1					1		
	CUM	MH3	1.610	7.265		8.875	221	540	o	760	6.00	19.16	1.38	20.55	0.250	250	0.42	97.74	38.5	0.78	2.08	53,4%
A1, A3, A4, A5, A6, A1, A6	TUN	2											0	20 GE	0.250	250	2 09	87.13	85,9	1.75	0.83	26.4%
A1 A3. A4. A5. A6. A7. A8. A9. A10	MH3	MH4	2.067	7.983		10.050	244	593	0	836	6.00	80.12	101	24.00	00000							
50 C0 10		-		1000	10.085	233.638	10867	- 670	222	11758	3.72	183.71	36.45	220.16	0.600	600	0.13	81.25	221.2	0.78	1.73	99.5%
A4.A5.A6.A7,A8,A9,A10,A11	MH4	CHW	750.417	170'8			100				A0 1 DA	A0 4 Decidential Denuilation	Intion	ľ				Date:		Dece	December 12, 2023	023
Average Flow per Person (I/day) =		362,88		Population Density	Alisus						12 -0 37	-2 34 monological robuist	20					Design By:		NII	Nii Nartel Nartey	A.
Infiltration (1 /s/ha) =		0.156		Residential =		persons/na						01 LV	in di	ļ	DIVO			Project No:			22-048	
Disa Eristion "p" =		0.013		Commercial =		persons/ha					ú		The state and state and					Dwg. Reference:	::	Daytona	Daytona Avenue Apartments	rtments
Pipe velocity range (m/s) =		0.75 - 3.00		Institutional=	8	persons/ha									architecture	architecture - engineering		Reviewed By:		Gow	Gowtham Sivakumar	mar
Dise Time -		PVC SDR-35																				

ADGAC	DECIDENTIAL	COMMERCIAL	INSTITUTIONAL	TOTAL
AACAO		5.9365		5.9365
	AS EAGN			45.5468
X	D040'04			0.5045
Pa	0.5045			
A4	0.567			0.567
AF		0.5095		0.5095
No.			0.9696	0.9696
24		0.8194		0.8194
H.	9000			0.286
A8-1	0.000			0.2521
A8-2	1707'0	0.7476		0.7176
A9		01110		0 4575
A10	0.4575			0/01/0
111	166 9176	1.0382	9.1152	177.071
				723 6275



CarCriteriori DESIGN ARE DES									SANITARY	SANITARY STUDY - CURRENT SCENARIO	JRRENT SC	ENARIO											
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	e Friction "n" =		0.013		Commercial :		persons/ha							sidential		DAIR			Owg. Reference	:e:	Daytona	Daytona Avenue Apartments	artments
	e velocity range (m/s) =		0.75 - 3.00		Institutional=	23	persons/ha									architectur	- engineeri		Reviewed By:		Gow	Gowtham Sivakumar	umar

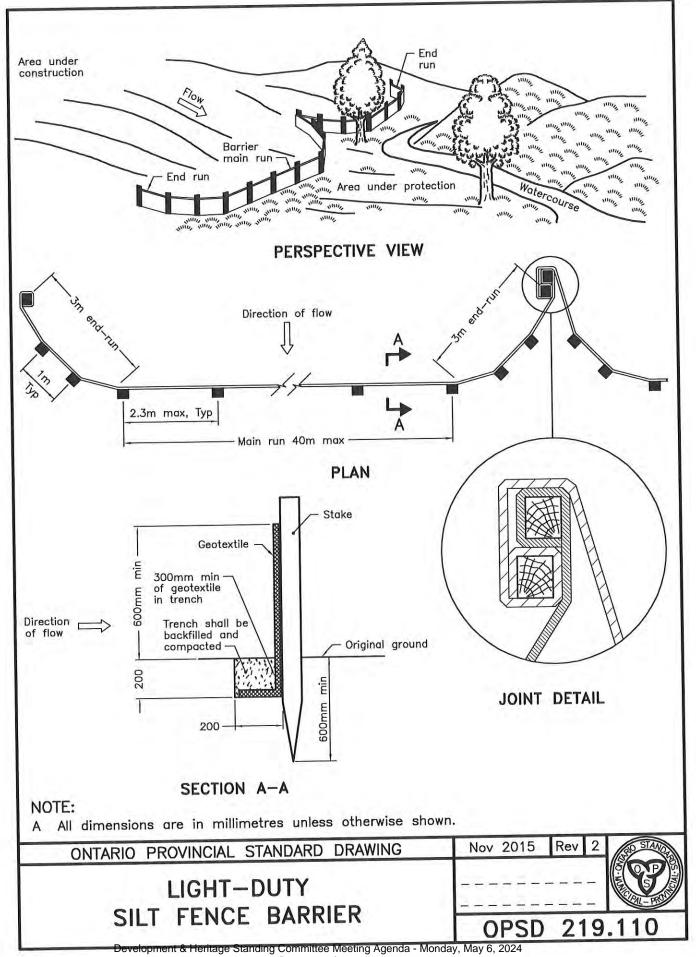
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	12 503			12.503
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AF	10010	0.5095		0.5095
A6			0.9696	0.9696
24		0.8194		0.8194
A8-1	0.286			0.286
08.0	0.7521			0.2521
44		0.7176		0.7176
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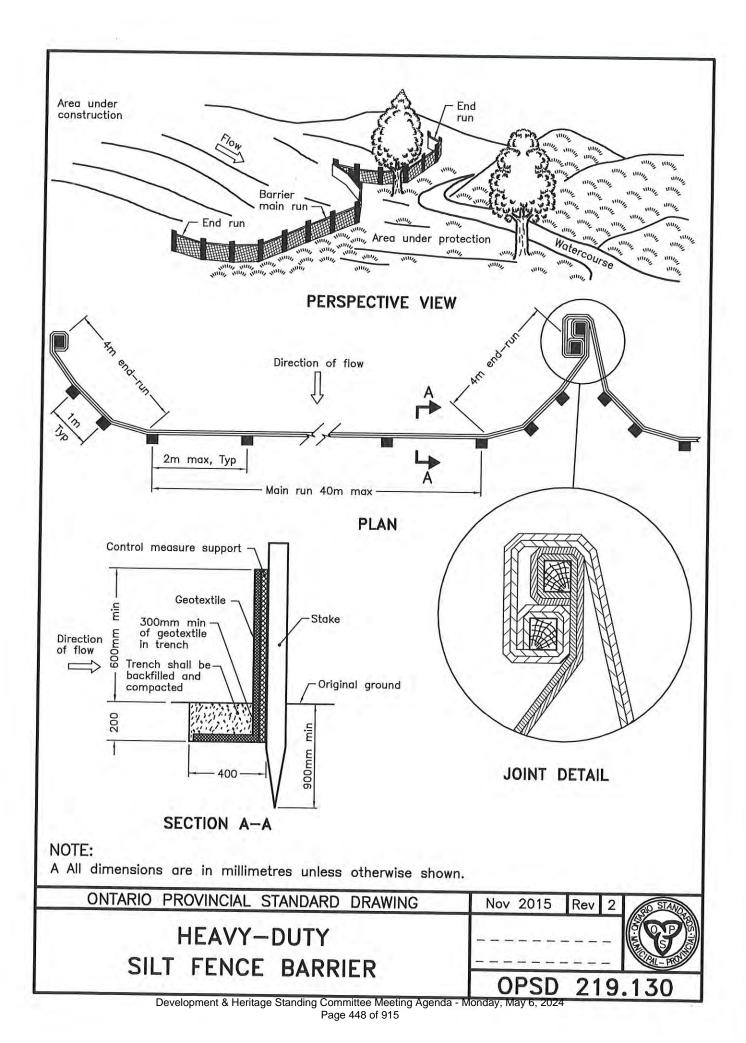
Appendix D

WATER QUALITY SCHEME DETAILS





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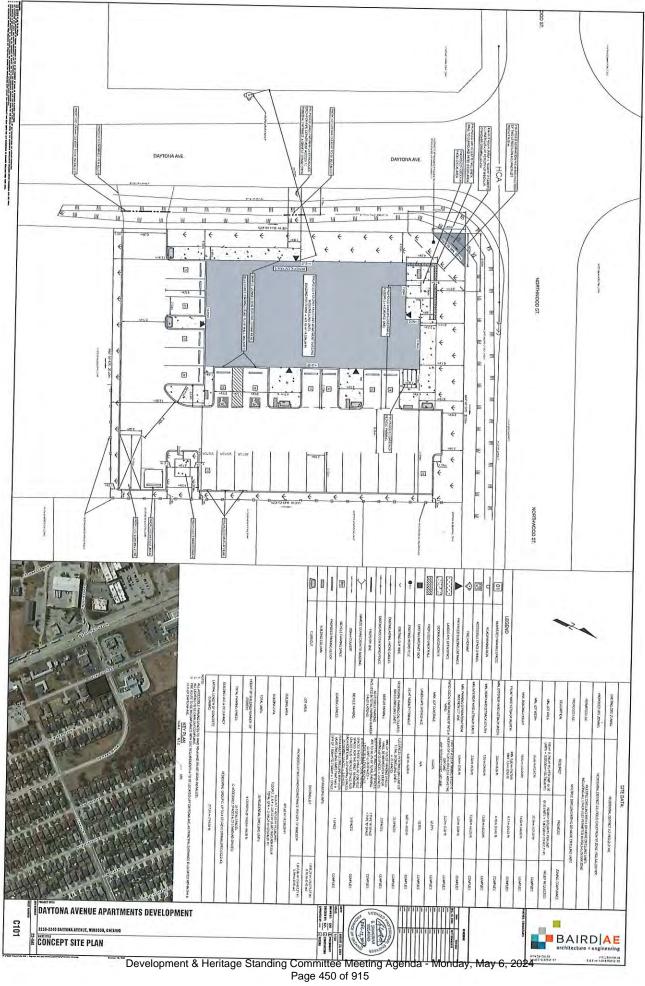


Appendix E

DRAWING SET



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APPENDIX "F" Excerpts from Official Plan

6 Residential

The lands designated as "Residential" on Schedule D: Land Use provide the main locations for housing in Windsor . In order to develop safe, caring and diverse neighbourhoods, opportunities for a broad range of housing types and complementary services and amenities are provided.

PERMITTED USES 6.3.2.1 Uses permitted in the Residential land use designation identified on Schedule D: Land Use include Low Profile and Medium Profile dwelling units.

6.1 Goals

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

Neighbourhoods	6.1.1	Safe, caring and diverse neighbourhoods.
Environmentally Sustainable	6.1.2	Environmentally sustainable urban development.
Residential	6.1.3	Housing suited to the needs of Windsor's residents.
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.
Neighbourhoods	6.3.1.2	To promote compact neighbourhoods which encourage a balanced transportation system.
Intensification, Infill & Redevelopment	6.3.1.3	To promote residential redevelopment, infill and intensification initiatives in locations in accordance with this plan. (Added by OPA159 - APPROVED July 11, 2022, B/L#100-2022)
Maintenance & Rehabilitation	6.3.1.4	To ensure that the existing housing stock is maintained and rehabilitated.
Service & Amenities	6.3.1.5	To provide for complementary services and amenities which enhance the quality of residential areas.
Home Based Occupations	6.3.1.6	To accommodate home based occupations.
SUFFICIENT Land Supply	6.3.1.7	To ensure that a sufficient land supply for residential and ancillary land uses is available to accommodate market demands over the 20 year period of this Plan.

LOCATIONAL CRITERIA 6.3.2.4 Residential development shall be located where:

a) there is	access to	a collector of	or arterial road;
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- b) full municipal physical services can be provided;
- c) adequate community services and open spaces are available or are planned; and
- d) public transportation service can be provided.

8.7.1 Objectives

VARIED Development Pattern	8.7.1.1	To achieve a varied development pattern which supports and enhances the urban experience.
Complementary Design	8.7.1.2	To achieve a complementary design relationship between new and existing development, while accommodating an evolution of urban design styles.
Visual Interest	8.7.1.3	To maximize the variety and visual appeal of building architecture.
ART AND LANDSCAPING	8.7.1.4	To integrate art and landscaping with the built form.
Unique Character	8.7.1.5	To enhance the unique character of a district, neighbourhood, prominent building or grouping of buildings.
SIGNS	8.7.1.6	To ensure that signs respect and enhance the character of the area in which they are located.
	8.7.1.7	To achieve external building designs that reflect high standards of character, appearance, design and sustainable design features. (Added by OPA #66–11/05/07-B/L209-2007)
	8.7.2	Policies
New Development	8.7.2.1	Council will ensure that the design of new development: (Added by OPA #66–11/05/07-B/L209-2007)
		 (a) is complementary to adjacent development in terms of its overall massing, orientation, setback and exterior design, particularly character, scale and appearance; (Added by OPA #66–11/05/07-B/L209-2007)
		(b) provides links with pedestrian, cycle, public transportation and road networks; and
		(c) maintains and enhances valued heritage resources and natural area features and functions.

AREAS achieves the following: (a) provides a development pattern that support a range of uses profiles; (b) defines the perimeter of such an area by a distinct edge where the formed by roads, elements of the Greenway System or of linear elements; (c) contains activity centres or nodes which are designed to see area and which may be identified by one or more landmark (d) provides transportation links to adjacent areas; and (e) maintains and enhances valued historic development patter heritage resources. (f) is complementary to adjacent development in terms of over massing, orientation, setback and exterior design, particula character, scale and appearance. (Added by OPA #66-11/05/07-B/L209-2007) INFILL 8.7.2.3 Council will ensure that proposed development within an establi neighbourhood is designed to function as an integral and complet part of that area's existing development pattern by having regard (a) massing; (b) building height; (c) architectural proportion; (d) volumes of defined space; (e) lot size; (f) position relative to the road; and (g) building area to site area ratios.		(d)	Encourages the creation of attractive residential streetscapes through architectural design that reduces the visual dominance of front drive garages, consideration of rear lanes where appropriate, planting of street trees and incorporation of pedestrian scale amenities. (added by OPA #60–05/07/07-B/L85-2007–OMB Decision/Order No.2667, 10/05/2007)
 INFILL 8.7.2.3 INFILL 8.7.2.3 Council will ensure that proposed development within an establineighbourhood is designed to function as an integral and complete part of that area's existing development pattern by having regard (a) mainstains and enhances valued historic development patter heritage resources. (f) is complementary to adjacent development in terms of over massing, orientation, setback and exterior design, particula character, scale and appearance. (Added by OPA #66-11/05/07-B/L209-2007) INFILL 8.7.2.3 Council will ensure that proposed development within an establineighbourhood is designed to function as an integral and complet part of that area's existing development pattern by having regard (a) massing: (b) building height; (c) architectural proportion; (d) volumes of defined space; (e) lot size; (f) position relative to the road; and (g) building area to site area ratios. (h) the pattern, scale and character of existing development; ar (Added by OPA #66-11/05/07-B/L209-2007) 	8.7.2.2		ncil will ensure that the design of extensive areas of redevelopment eves the following:
 be formed by roads, elements of the Greenway System or of linear elements; (c) contains activity centres or nodes which are designed to see area and which may be identified by one or more landmark (d) provides transportation links to adjacent areas; and (e) maintains and enhances valued historic development patter heritage resources. (f) is complementary to adjacent development in terms of over massing, orientation, setback and exterior design, particula character, scale and appearance. (Added by OPA #66-11/05/07-B/L209-2007) INFILL 8.7.2.3 Council will ensure that proposed development within an establi neighbourhood is designed to function as an integral and complet part of that area's existing development pattern by having regard (a) massing; (b) building height; (c) architectural proportion; (d) volumes of defined space; (e) lot size; (f) position relative to the road; and (g) building area to site area ratios. (h) the pattern, scale and character of existing development; ar (Added by OPA #66-11/05/07-B/L209-2007) 		(a)	provides a development pattern that support a range of uses and profiles;
 area and which may be identified by one or more landmark (d) provides transportation links to adjacent areas; and (e) maintains and enhances valued historic development patter heritage resources. (f) is complementary to adjacent development in terms of over massing, orientation, setback and exterior design, particula character, scale and appearance. (Added by OPA #66–11/05/07-B/L209-2007) INFILL 8.7.2.3 Council will ensure that proposed development within an establineighbourhood is designed to function as an integral and complempart of that area's existing development pattern by having regard (a) massing; (b) building height; (c) architectural proportion; (d) volumes of defined space; (e) lot size; (f) position relative to the road; and (g) building area to site area ratios. (h) the pattern, scale and character of existing development; ar (Added by OPA #66–11/05/07-B/L209-2007) 		(b)	defines the perimeter of such an area by a distinct edge which may be formed by roads, elements of the Greenway System or other linear elements;
 (c) maintains and enhances valued historic development patter heritage resources. (f) is complementary to adjacent development in terms of over massing, orientation, setback and exterior design, particula character, scale and appearance. (Added by OPA #66–11/05/07-B/L209-2007) <i>INFILL</i> 8.7.2.3 Council will ensure that proposed development within an establi neighbourhood is designed to function as an integral and complempart of that area's existing development pattern by having regard (a) massing; (b) building height; (c) architectural proportion; (d) volumes of defined space; (e) lot size; (f) position relative to the road; and (g) building area to site area ratios. (h) the pattern, scale and character of existing development; ar (Added by OPA #66–11/05/07-B/L209-2007) (i) exterior building appearance 		(c)	contains activity centres or nodes which are designed to serve the area and which may be identified by one or more landmarks;
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INFILL 8.7.2.3 Council will ensure that proposed development within an establi neighbourhood is designed to function as an integral and complet part of that area's existing development pattern by having regard (a) massing; (b) building height; (c) architectural proportion; (d) volumes of defined space; (e) lot size; (f) position relative to the road; and (g) building area to site area ratios. (h) the pattern, scale and character of existing development; ar (Added by OPA #66–11/05/07-B/L209-2007)		(e)	maintains and enhances valued historic development patterns or heritage resources.
DEVELOPMENTneighbourhood is designed to function as an integral and complet part of that area's existing development pattern by having regard(a)massing;(b)building height;(c)architectural proportion;(d)volumes of defined space;(e)lot size;(f)position relative to the road; and(g)building area to site area ratios.(h)the pattern, scale and character of existing development; ar (Added by OPA #66-11/05/07-B/L209-2007)(i)exterior building appearance		(f)	
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 (Added by OPA #66-11/05/07-B/L209-2007) (i) exterior building appearance 		(g)	building area to site area ratios.
e 11		(h)	the pattern, scale and character of existing development; and, (Added by OPA #66–11/05/07-B/L209-2007)
		(i)	0 11

		(j) Council adopted Design Guidelines that will assist in the design and review of applications for development in accordance with the policies noted above
Transition in Building Heights	8.7.2.4	Council will ensure a transition among Very High, High, Medium and Low Profile developments through the application of such urban design measures as incremental changes in building height, massing, space separation or landscape buffer.
Continuous Building Facades	8.7.2.5	Council will require new development to support the creation of continuous building facades along Mainstreets through the street level presence of:
		(a) community facilities, retail shops, and other frequently visited uses; and
		(b) architectural features and elements which can be experienced by pedestrians.
Appealing Street Facades	8.7.2.6	Council will encourage the buildings facades to be visually interesting through extensive use of street level entrances and windows. Functions which do not directly serve the public, such as loading bays and blank walls, should not be located directly facing the street.
	11.6.3	Zoning By-law Amendment Policies
Amendments Must Conform	11.6.3.1	All amendments to the Zoning By-law(s) shall conform with this Plan. The Municipality will, on each occasion of approval of a change to the zoning by-law(s), specify that conformity with the Official Plan is maintained or that the change will be in conformity upon the coming into effect of an amendment to the Official Plan.

South Cameron Secondary Plan

4.7 Policies

Based upon the background analysis, public input, and consultants' studies, a development concept was prepared (refer to Schedule SC-1: Development Concept). The intent of this secondary plan is to achieve the previously described goals and objectives, establish a land use pattern and set out policies to guide future development.

4.7.1 Residential

This secondary plan provides primarily for residential development which complements the development that has already occurred within this planning district. In this regard, residential development will be primarily low profile with limited provision for medium and high profile housing to afford a variety of choices in housing forms.

Residential areas are allocated to allow safe and convenient access to parks, schools and major roads leading to commercial facilities and employment areas.

Permitted Uses	4.7.1.1	Reside elemen neighb	s designated Low Profile Residential and Medium/High Profile ntial on Schedule SC-1, minor institutional uses such as tary schools, day nurseries and places of worship, and ourhood commercial uses such as minor retail, service and facilities are permitted subject to the following:
		(a)	such uses are intended to serve the needs of the residents;
		(b)	they are permitted only where there is a demonstrated need;
		(c)	the amenities of adjoining residential areas are preserved through adequate separation and landscaping, adequate off- street parking and properly located vehicular access;
		(d)	they are permitted only on sites fronting collector roads;
		(e)	the site shall be regular in shape and buildings shall be of comparable height and shape to adjacent development; and
		(f)	such uses shall require site plan approval pursuant to the Planning Act.
Collector Road Access	4.7.1.2	minim	opment with direct access to collector roads shall be kept to a um to reduce as much as possible conflicts between through and access to/from individual lots.
WEST-SIDE OF Alexandria	4.7.1.3		dths for vacant residential land fronting on the west side of adria shall not be less than 15 metres.
Low Profile Residential Defined	4.7.1.4		e purpose of this secondary plan, Low Profile Residential pment comprise single detached and semi-detached dwellings

Medium/High Profile Defined	4.7.1.5	Reside		e of this secondary plan, Medium/High Profile velopment comprise townhouses, stacked townhouses
<i>Townhouses</i> <i>or Apartments</i>	4.7.1.6	Reside (Ojibw Boulev	ntial are ay) betw ard shal	r apartments proposed in the Medium/High Profile a adjacent to the proposed Class II Collector Road ween the Community Park/Woodlands and Dominion l be located on sites regular in shape and fronting the II Collector Road (Ojibway).
SCALE TRANSITION	4.7.1.7	uses sh existing	all not c g resider	design of any site for Medium/High Profile Residential reate an abrupt change in the scale and/or form of ntial development and shall not jeopardize the potential e Residential development on adjacent lands.
SITE PLAN Control	4.7.1.8			igh Profile Residential development shall require site proval pursuant to the Planning Act.
Schedule SC-3: Noise Control Conditions	4.7.1.9	laws, a	nd/or sit	nt shall be required to be incorporated in zoning by- e plan agreements in areas as shown on Schedule SC-3: Areas as follows:
Conditions		(a)	area bo on the Street n Quebeo the alle	A " on Schedule SC-3: Noise Control Areas, being the bunded on the north by the Quebec Street right-of-way, west by Daytona Street, on the south by the Cleary right-of-way and on the east by St. Patricks between the c Street right-of-way to the Ojibway right-of-way and ey between Rankin and Randolph Streets between the ay right-of-way and the Cleary right-of-way:
			(i)	Townhouses or apartments proposed in Medium/High Profile Residential areas immediately east of Daytona shall be designed in a manner to reduce noise levels for the residential areas to the east and also protect the amenities for the residents on site;
			(ii)	All buildings fronting on the east side of Daytona shall be fitted with a central air conditioning system so that windows and doors can be kept closed. The air cooled condenser unit shall be located so as to minimize its impact on and in the immediate vicinity of the subject property; and

 (iii) The following warning clause shall be included in all agreements of purchase, lease and sale and be registered on title of all properties located in area as defined above;

> "Purchasers/ Tenants/ Occupants are advised that despite the inclusion of noise control features in this development noise levels due to road traffic on Huron Church Road may on occasion interfere with some of the indoor and outdoor activities of the dwelling occupants as the noise levels may exceed the Ministry of the Environment noise criteria."

- No building permits shall be issued by the Building (b) Commissioner in Areas "B" and "C" on Schedule SC-3: Noise Control Areas, Area "B" being composed of Registered Plan 989; lots 61 to 98 both inclusive; lots 112 to 151 both inclusive; lots 302 to 312 both inclusive; lots 317 to 328 both inclusive; Registered Plan 883; lots 206 to 248 both inclusive; lots 259 to 302 both inclusive; lots 715 to 758 both inclusive. Registered Plan 973; lots 212 to 257 both inclusive; lots 307 to 311 both inclusive; and Area "C" being composed of Registered Plan 973; lots 728 to 747 both inclusive; lots 812 to 837 both inclusive; Registered Plan 1195; lots 154 to 170 both inclusive; lots 86 to 123 both inclusive; lots 49 to 85 both inclusive; lots 1 to 43 both inclusive; Registered Plan 1280; lots 286 to 302 both inclusive; lots 306 to 311 both inclusive; lots 101 to 107 both inclusive; Registered Plan 1110; lots 229 to 262 both inclusive, unless:
 - A new four (4) metre high noise barrier at the locations shown on Schedule SC-3: Noise Control Areas is built and appropriate construction costs (per section 4.7.10) are paid to the Corporation of the City of Windsor;
 - the following warning clause shall be included in all agreements of purchase, lease and sale and is registered on title:

"Purchasers/Tenants/Occupants are advised that despite the inclusion of noise control features in this development, noise levels due to road traffic on Huron Church Road and E.C. Row Expressway may on occasion interfere with some indoor and outdoor activities of the dwelling occupants as the noise levels may exceed the Ministry of the Environment's noise criteria from time to time." (iii) All dwellings located on the following properties shall be fitted with a central air conditioning system so that windows and doors can be kept closed to reduce the indoor noise levels:

> <u>Area B:</u> Registered Plan 989; lots 91 to 98 both inclusive; lots 112 to 121 both inclusive; lots 302 to 312 both inclusive; lots 317 to 328 both inclusive; Registered Plan 883; lots 236 to 248 both inclusive; lots 259 to 272 both inclusive; lots 745 to 758 both inclusive; Registered Plan 883; lots 236 to 248 both inclusive; lots 259 to 272 both inclusive; lots 745 to 758 both inclusive; Registered Plan 973; lots 242 to 257 both inclusive.

<u>Area C</u>: Registered Plan 1196; lots 108 to 123 both inclusive; lots 49 to 64 both inclusive; lots 30 to 43 both inclusive; Registered Plan 1280; lots 286 to 302 both inclusive.

- (c) No building permits shall be issued by the Building Commissioner in Area "D" on Schedule SC-3: Noise Control Areas, Area "D" being composed of Registered Plan 1289; lots 95 to 128 both inclusive; lots 46 to 82 both inclusive; Registered Plan 1375; lots 36 to 62 both inclusive, unless:
 - A new four (4) metre high noise barrier at the location shown on Schedule SC-3 : Noise Control Areas is built and appropriate construction costs (per section 4.7.10) are paid to the Corporation of the City of Windsor;
 - (ii) The following warning clause shall be included in all agreements of purchase, lease and sale and is registered on title:

"Purchasers/Tenants/Occupants are advised that despite the inclusion of noise control features in this development, noise levels due to road traffic on E.C. Row Expressway and rail traffic on CN/CP railway tracks located in east may on occasion interfere with some indoor and outdoor activities of the dwelling occupants as the noise levels may exceed the Ministry of the Environment's noise criteria from time to time."; and

 (iii) All dwellings shall be fitted with a central air conditioning system so that windows and doors can be kept closed to reduce the indoor noise levels. (d) No building permits for new dwelling units or other sensitive land uses shall be issued by the Commissioner of Planning and Building Services in Area "E" on Schedule SC-3: Noise Control Areas, Area "E" being composed of all residentially designated land within 1000 metres of the Van de Water Rail Yard, unless the following warning clause is included in all agreements of purchase, lease and sale is registered on title:

RAIL YARD WARNING CLAUSE

All persons intending to acquire an interest in the real property by purchase or lease are advised of the proximity of the Canadian National Railway's Yards, which operate on a 24-hour basis. It is possible that the rail yard operations may cause disturbance and may be altered or expanded which could affect the living environment of the residents despite the inclusion of any noise and vibration attenuating measures in the design of the outdoor amenity area(s) and individual dwelling(s). Residents are advised that further mitigation cannot be expected and Canadian National Railways will not be responsible for any complaints or claims arising from use of such facilities and/or operations. (amended by OMB order 1485 – 11/01/2002)

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Appendix "H"

Excerpts from the Provincial Policy Statement (PPS) 2020

Settlement areas are urban areas and rural settlement areas, and include cities, towns, villages and hamlets. Ontario's settlement areas vary significantly in terms of size, density, population, economic activity, diversity and intensity of land uses, service levels, and types of infrastructure available.

The vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities. Development pressures and land use change will vary across Ontario. It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial wellbeing of the Province and municipalities over the long term;
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

Appendix "H"

Excerpts from the Provincial Policy Statement (PPS) 2020

1.1.3.1 Settlement areas shall be the focus of growth and development.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) prepare for the impacts of a changing climate;
- e) support active transportation;
- f) are transit-supportive, where transit is planned, exists or may be developed; and
- g) are freight-supportive.

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

APPENDIX "G" Excerpts from Zoning By-law 8600

11.2 RESIDENTIAL DISTRICT 2.2 (RD2.2)

11.2.1 PERMITTED USES

One Double Duplex Dwelling One Duplex Dwelling One *Multiple Dwelling* containing a maximum of four *dwelling units* One *Semi-Detached Dwelling* One Single Unit Dwelling *Townhome Dwelling* Any use accessory to any of the preceding uses

11.2.5 Provisions

.1 Duplex Dwelling

.1 Lot Width – minimum 12.0 m

.2 Lot Area – minimum 360.0 m2

.3 Lot Coverage – maximum 45.0%

.4 Main Building Height – maximum 9.0 m

.5 Front Yard Depth – minimum 6.0 m

.6 Rear Yard Depth – minimum 7.50 m

.7 Side Yard Width - minimum 1.20 m

.10 Gross Floor Area - Main Building - maximum 400 m2

.2 Semi-Detached Dwelling

.1 Lot Width – minimum 15.0 m .2 Lot Area – minimum 450.0 m2 .3 Lot Coverage – maximum 45.0% .4 Main Building Height – maximum 9.0 m .5 Front Yard Depth – minimum 6.0 m .6 Rear Yard Depth – minimum 7.50 m .7 Side Yard Width – minimum 1.20 m .10 Gross Floor Area – Main Building– maximum 400 m2

.3 Single Unit Dwelling

.1 Lot Width – minimum 9.0 m

.2 Lot Area – minimum 270.0 m2

.3 Lot Coverage – maximum 45.0%

.4 Main Building Height – maximum 9.0 m

.5 Front Yard Depth – minimum 6.0 m

.6 Rear Yard Depth – minimum 7.50 m

.7 Side Yard Width – minimum 1.20 m

.10 Gross Floor Area – Main Building– maximum 400 m2

.4 Double Duplex Dwelling or Multiple Dwelling

.1 Lot Width – minimum 18.0 m

.2 Lot Area – minimum 540.0 m2

.3 Lot Coverage – maximum 45.0%

.4 Main Building Height – maximum 9.0 m

.5 Front Yard Depth – minimum 6.0 m

.6 Rear Yard Depth – minimum 7.50 m .7 Side Yard Width – minimum 1.80 m

.5 Townhome Dwelling

.1 Lot Width – minimum 20.0 m

.2 Lot Area – per dwelling unit – minimum 200.0 m2

.3 Lot Coverage – maximum 45.0%

.4 Main Building Height – maximum 9.0 m

.5 Front Yard Depth – minimum 6.0 m

.6 Rear Yard Depth – minimum 7.50 m

.7 Side Yard Width – minimum 1.50 m

(AMENDED by B/L 101-2022, July 11, 2022)

11.5 RESIDENTIAL DISTRICT 2.5 (RD2.5)

11.5.1 PERMITTED USES

Double Duplex Dwelling Duplex Dwelling Multiple Dwelling Semi-Detached Dwelling Single Unit Dwelling Townhome Dwelling Any use accessory to the above uses

11.5.5 PROVISIONS

.1 Double Duplex Dwelling

.1 Lot Width – minimum / maximum 18.0 m / 24.0 m

.2 Lot Area – minimum / maximum 540.0 m2 / 840.0 m2

.3 Lot Coverage – maximum 50.0%

.4 Main Building Height – minimum / maximum 7.0 m / 14.0 m

.5 Front Yard Depth – minimum / maximum 6.0 m / 7.0 m

.6 Rear Yard Depth – minimum 7.50 m

.7 Side Yard Width - minimum 1.20 m

.2 Duplex Dwelling

.1 Lot Width – minimum / maximum 12.0 m / 15.0 m

.2 Lot Area – minimum / maximum 360.0 m2 / 525.0 m2

.3 Lot Coverage – maximum 50.0%

.4 Main Building Height – minimum / maximum 7.0 m / 14.0 m

.5 Front Yard Depth – minimum / maximum

Detached garage or carport in rear yard 3.0 m / 4.0 m

No detached garage/carport in rear yard 6.0 m / 7.0 m

.6 Rear Yard Depth – minimum 7.50 m

.7 Side Yard Width - minimum 1.20 m

.3 Semi-Detached Dwelling

.1 Lot Width – minimum / maximum 15.0 m / 18.0 m

.2 Lot Area – minimum / maximum 450.0 m² / 630.0 m²

.3 Lot Coverage – maximum 50.0%

.4 Main Building Height – minimum / maximum 7.0 m / 14.0 m

.5 Front Yard Depth - minimum / maximum

Detached *garage* or *carport* in *rear yard* 3.0 m / 4.0 m No detached *garage/carport* in *rear yard* 6.0 m / 7.0 m .6 Rear Yard Depth – minimum 7.50 m .7 Side Yard Width – minimum 1.20 m

.4 Single Unit Dwelling

.1 Lot Width – minimum / maximum 9.0 m / 12.0 m .2 Lot Area – minimum / maximum 270.0 m2 / 420.0 m2 .3 Lot Coverage – maximum 45.0% .4 Main Building Height – minimum / maximum 7.0 m / 14.0 m .5 Front Yard Depth – minimum / maximum Detached garage or carport in rear yard 3.0 m / 4.0 m No detached garage/carport in rear yard 6.0 m / 7.0 m .6 Rear Yard Depth – minimum 7.50 m .7 Side Yard Width – minimum 1.20 m

.5 Multiple Dwelling with four *dwelling units* or less

.1 Lot Width – minimum / maximum 18.0 m / 24.0 m

- .2 Lot Area minimum / maximum 540.0 m2 / 840.0 m2
- .3 Lot Coverage maximum 50.0%

.4 Main Building Height – minimum / maximum 7.0 m / 14.0 m

.5 Front Yard Depth – minimum / maximum 6.0 m / 7.0 m

- .6 Rear Yard Depth minimum 7.50 m
- .7 Side Yard Width minimum 1.20 m

.6 Multiple Dwelling with 5 or more *dwelling units*

.1 Lot Width – minimum 20.0 m

.2 Lot Area – per *dwelling unit* – minimum 166.0 m2

.3 Lot Coverage – maximum 50.0%

.4 Main Building Height – minimum / maximum 7.0 m / 18.0 m

.5 Front Yard Depth – minimum / maximum 6.0 m / 7.0 m

.6 Rear Yard Depth – minimum 7.50 m

.7 Side Yard Width - minimum 2.50 m

.7 Townhome Dwelling

.1 Lot Width – minimum 20.0 m

.2 Lot Area – per *dwelling unit* – minimum 190.0 m2

.3 Lot Coverage – maximum 50.0%

.4 Main Building Height – maximum 14.0 m

.5 Front Yard Depth – minimum / maximum 6.0 m / 7.0 m

.6 Rear Yard Depth – minimum 7.50 m

.7 Side Yard Width - minimum 2.50 m

.50 Notwithstanding Section 24, for a *townhome dwelling* unit that fronts a *street*, the required number of *parking spaces* shall be one *parking space* for each *dwelling unit*.

.50 For all *dwellings*, except a *Multiple Dwelling* with five or more *dwelling units*, the exterior walls shall be entirely finished in brick.

.60 Where a *garage* forms part of the *main building*, no exterior wall enclosing the *garage* shall project more than 1.0 m beyond the front wall or side wall of the *dwelling*.

APPENDIX "J" Draft Amending By-law

BY-LAW NUMBER -2024

A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600 CITED AS THE "CITY OF WINDSOR ZONING BY-LAW"

Passed the day of , 2024.

WHEREAS it is deemed expedient to further amend By-law Number 8600 of the Council of The Corporation of the City of Windsor, cited as the "City of Windsor Zoning By-law" passed the 31st day of March, 1986, as heretofore amended:

THEREFORE the Council of The Corporation of the City of Windsor enacts as follows:

- 1. **THAT** subsection 1 of Section 20, of said by-law, is amended by adding the following clause:
- 2. **THAT** Zoning By-Law amendment on the lands of Plan 1015, Lots 76 to 79, Part Lot 75 and RP 12R21146 Parts 5 to 7; Windsor (Roll 080-490-04510-000), situated on the East side of Daytona Avenue, South of Northwood Street and known municipally as 2230-2240 Daytona Avenue **BE AMENDED** by adding a site-specific exception to Section 20(1) as follows:

505. EAST SIDE OF DAYTONA AVENUE, SOUTH OF NORTHWOOD STREET

For the lands comprising Plan 1015, Lots 76 to 79, Part Lot 75 and RP 12R21146 Parts 5 to 7; Windsor (Roll 080-490-04510-000), situated on the East side of Daytona Avenue, South of Northwood Street and known municipally as 2230-2240 Daytona Avenue, a multiple dwelling with five or more dwelling units shall be an additional permitted main use subject to the following additional provisions:

1. Notwithstanding the definition of "front lot line" in Section 3, the exterior lot line adjacent to Daytona Avenue shall be deemed to be the front lot line.

- 2. Lot Width minimum 40.0 m
- 3. Lot Area per dwelling unit minimum 90.0 m2
- 4. Lot Coverage maximum 40.0%
- 5. Main Building Height maximum 10.5 m
- 6. Front Yard Depth minimum 4.0 m
- 7. Side Yard Width minimum 5.0 m
- 8. Rear Yard Depth minimum 7.50 m

9. Notwithstanding Section 24.20, for a multiple dwelling that fronts a street, the required number of parking spaces shall be one parking space for each dwelling unit.

10. Notwithstanding Sections 25.5.20.1.5 and 25.5.20.1.6, where a building is located on the same lot as the parking area, for a building wall containing a habitable room window, a main pedestrian entrance facing the parking area, or containing both a habitable room window and main pedestrian entrance facing the parking area, the minimum horizontal parking area separation from that building wall shall be 1.2 m and the vertical parking area separation from that building wall shall be 0m.

11. Direct vehicular access to Northwood Street is prohibited.

[ZDM 4, ZNG/7189]

3. The said by-law is further amended by changing the Zoning District Maps or parts thereof referred to in Section 1, of said by-law and made part thereof, so that the lands described in Column 3 are delineated by a broken line and further identified by the zoning symbol shown in Column 5:

1.	2.	3.	4.	5.
ltem Number	Zoning District Map Part	Lands Affected	Official Plan Amendment Number	Zoning Symbol
1	4	Plan 1015, Lots 76 to 79, Part Lot 75 and RP 12R21146 Parts 5 to 7; Windsor		S.20(1)505

(known municipally as 2230-2240 Daytaon Ave; Windsor; (080-490-04510-000)

DREW DILKENS, MAYOR

CLERK

First Reading	-	, 2024
Second Reading	-	, 2024
Third Reading	-	, 2024

SCHEDULE 2

- 1. By-law _____ has the following purpose and effect:
- I.
- To amend the zoning on the lands Plan 1015, Lots 76 to 79, Part Lot 75 and RP 12R21146 Parts 5 to 7; Windsor (Roll 080-490-04510-000), situated on the East side of Daytona Avenue, South of Northwood Street and known municipally as 2230-2240 Daytona Avenue by adding a site-specific exception to Section 20(1) as follows:

505. EAST SIDE OF DAYTONA AVENUE, SOUTH OF NORTHWOOD STREET

For the lands comprising Plan 1015, Lots 76 to 79, Part Lot 75 and RP 12R21146 Parts 5 to 7; Windsor (Roll 080-490-04510-000), situated on the East side of Daytona Avenue, South of Northwood Street and known municipally as 2230-2240 Daytona Avenue, a multiple dwelling with five or more dwelling units shall be an additional permitted main use subject to the following additional provisions:

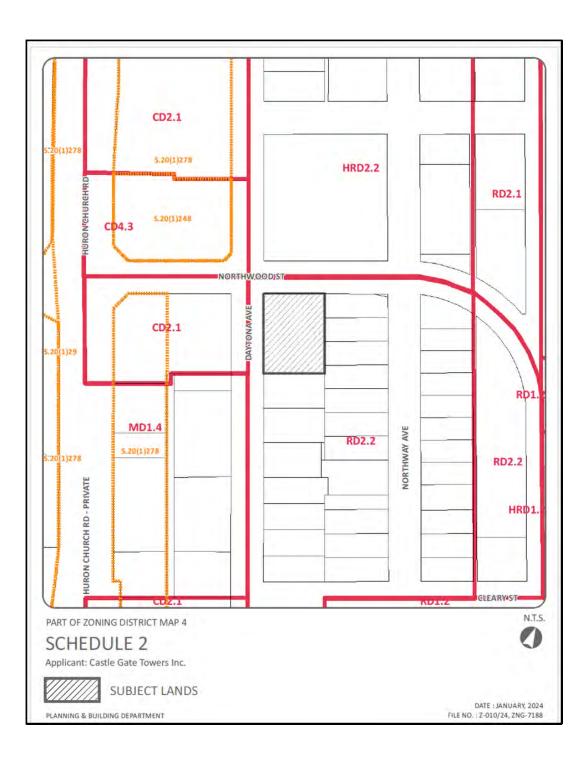
1. Notwithstanding the definition of "front lot line" in Section 3, the exterior lot line adjacent to Daytona Avenue shall be deemed to be the front lot line.

- 2. Lot Width minimum 44.0 m
- 3. Lot Area per dwelling unit minimum 90.0 m2
- 4. Lot Coverage maximum 40.0%
- 5. Main Building Height maximum 10.5 m
- 6. Front Yard Depth minimum 4.0 m
- 7. Side Yard Width minimum 5.0 m
- 8. Rear Yard Depth minimum 7.50 m

9. Notwithstanding Section 24.20, for a multiple dwelling that fronts a street, the required number of parking spaces shall be one parking space for each dwelling unit.

10. Notwithstanding Sections 25.5.20.1.5 and 25.5.20.1.6, where a building is located on the same lot as the parking area, for a building wall containing a habitable room window, a main pedestrian entrance facing the parking area, or containing both a habitable room window and main pedestrian entrance facing the parking area, the minimum horizontal parking area separation from that building wall shall be 1.2 m and the minimum vertical parking area separation from that building wall shall be 0m.

11. Direct vehicular access to Northwood Street is prohibited.



APPENDIX "J" Consultations

BELL CANADA

The information that municipalities provide to Bell Canada is instrumental to the provisioning of telecommunications infrastructure and we appreciate the opportunity to be proactively engaged in development applications and infrastructure and policy initiatives.

Bell Canada will provide a response should any comments / input be required on the information included in the circulation received. Bell Canada kindly requests that even if a specific comment is not provided at this time that you continue to circulate us at circulations@wsp.com on any future materials related to this development project or infrastructure / policy initiative so that we can continue to monitor its progress and are informed of future opportunities for engagement.

1) Bell Canada Responses to Pre-Consultation & Complete Development Application Circulations: Pre-consultation Circulations

Please note that Bell Canada does NOT generally comment on pre-consultation circulations unless the information provided identifies that a future draft plan of subdivision, draft plan of condominium and/or site plan control application will be required to advance the development proposal.

Complete Application Circulations & Recirculations

Please note that Bell Canada does NOT generally comment on the following development applications - official plan and zoning by-law amendments, part lot control, temporary use and interim control by-laws. However, Bell Canada does generally comment on site plan approval, draft plans of subdivision and draft plan of condominium applications.

Bell Canada will generally comment on recirculations where the change modifies the proposed residential dwelling unit count and/or non-residential gross floor area in a draft plan of subdivision, draft plan of condominium and/or site plan control application.

2) Bell Canada Responses to Infrastructure and Policy Initiative Circulations:

If required, a follow-up email will be provided by Bell Canada to outline any input to be considered on the infrastructure / policy initiative circulation received at this time. Concluding Remarks:

If you have any other specific questions, please contact planninganddevelopment@bell.ca directly. We note that WSP operates Bell Canada's development tracking system, which includes the intake and processing of municipal circulations. However, all responses to circulations and requests for information, such as requests for clearance, will come directly from Bell Canada, and not from WSP. WSP is not responsible for the provision of comments or other responses.

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 stop to this property is located on Industrial at Ambassador Southwest Corner. This bus stop is approximately 345 metres from this property falling within Transit Windsor's 400 metre walking distance guidelines to a bus stop. This will be greatly enhanced with Transit Windsor's City Council approved 2023 service plan where a new local route will be introduced to this area. A new bus stop will be located directly across from this property on Northwood at Daytona Northeast Corner providing direct transit access for this development. This will be maintained with Transit Windsor's City Council approved Transit Master Plan.

ENVIRONMENTAL SERVICES – ANNE-MARIE ALBIDONE

When looking at the concept site drawing, it would be preferrable if the garbage bin location were switched with the loading zone location (immediately next to it). I did not see any location designated for Recycling or for Source Separated organics (this will be coming to multi-res in the

not so distant future). These might be located in the same location as the garbage, but the information provided does not specify that.

Please don't hesitate to reach out to me or Jim Leether if there are any questions on the above.

ENBRIDGE – SANDRO AVERSA

After reviewing the provided information at Daytona Ave and consulting our mapping system, please note that Enbridge Gas has active infrastructure in the proposed area. PDF drawings have 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.

ENVIRONMENTAL SUSTAINABILITY – BARBARA LAMOURE

There are currently no comments from the Environmental Sustainability and Climate Change team. We are awaiting a revised Energy Strategy at the Site Plan Control.

TRANSPORTATION PLANNING – CHRIS GERARDI

• All parking must comply with ZBL 8600 otherwise a parking study would 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).

• Transportation Planning has reviewed the Traffic Impact Statement for the above-noted application "DAYTONA AVENUE APARTMENTS, 2240 DAYTONA AVENUE WINDSOR, ONTARIO" dated December 12 2023, by Shurjeel Tunio (P. Eng.) Senior Project Manager, and we find the Traffic Impact Statement satisfactory in its current form.

SPC

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

Stage 1 may be made following completion of the requisite Development and Heritage Standing Committee meeting at https://ca.cloudpermit.com/login.

ZONING – CONNER O'ROURKE

Proposed Use: Multiple Dwelling with 20 Dwelling Units - Permitted

- Current Zoning Designation: RD2.2
- Proposed Zoning Designation: RD 2.5 with site specific provision

Section 5 - General Provisions

5.2.20 the following are prohibited in any zoning district 0

.20 In any required yard, a refuse bin unless incidental to the erection, renovation or demolition of structures or the removal of waste on the same lot.

Section 11.5 – Zoning Provisions

- 0 Minimum Lot Area:
- 90.38m2 per dwelling unit proposed
- 1807m2 proposed (Required)
- 1808m2(Provided)

Section 24 - Parking, Loading and Stacking Provisions

Curb Cut or Ramp for Accessible Parking Space 0

24.24.20.1 Where a parking area is bounded by perimeter curbing which separates the principal pedestrian entrance of a building from the parking area, there shall be provided and maintained at least one curb cut or ramp that has a minimum width of 1.2 metres and a maximum slope of 1:8 where elevation is less than 7.5 cm or 1:10 where elevation is 7.5 cm to 20 cm.

Slope is too steep

Location of Parking Spaces 0

24.26.5 A parking space, visitor parking space or accessible parking space is prohibited in a required front yard

Section 25 - Parking Area Provisions

Construction and Maintenance of Parking Area: 0

25.5.10.5 Any curb shall be constructed of poured in place concrete, shall be continuous and shall have a minimum width and height of 15.0 centimetres. Precast concrete, rubber, plastic or other curbing or a parking stop that is not continuous is prohibited

5.5.10.13 For any part of a parking area that is located less than 4.50 metres from a dwelling unit on an abutting lot, a screening fence with a minimum height of 1.20 metres shall be provided along the lot line on which the parking area is located

Parking Area Separation from a building wall in which is located a main pedestrian 0 entrance facing the parking area: (25.5.20.5)

- 2.00m (Required)
- 0.00m (Provided)

Access Area: 0

25.5.30.4

An access area needs to be 7.0m wide to permit two lane access 6.0 (Provided)

LANDSCAPE & URBAN DESIGN – STEFAN FEDIUK

Pursuant to the application for a zoning amendment (Z 010/24 & OPA 187) to permit RD2.5 Residential Zoning for a 4-storey multiple dwelling with 20 dwelling units with relief from lot area requirements on the subject, please note the following comments:

Zoning Provisions for Parking Setback:

The applicant has provided a 1.2m buffer between the proposed development and the singlefamily residential uses to the east along Northway Avenue. It is recommended that a site-specific zoning provision in conjunction with the amendment for change of permitted use, specifying a minimum 1.2 m landscape setback for parking areas in the Exterior Yard.

Tree Preservation:

Through the Committee of Adjustment process it was identified that the owner had removed Cityowned tree without authority. The owner has compensated the city for the loss and should not have these included in any requirements through Site Plan Control. Only the minimum required number of trees as per Site Plan Control will be assessed through that process.

Parkland Dedication:

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

FORESTRY - Yemi Adeyeye

Forestry has no comments on this property. There are no city owned trees on this development proposal.

NAUTRAL AREAS - Karen Alexander

Natural Areas has no comments on this liaison. Just a request to ensure mowing continues until construction begins.

PARKS - Hoda Kameli,

Parks D&D has no objection to this Liaison.

ENWIN

HYDRO ENGINEERING: Keegan Morency Kendall

No Objection, provided adequate clearances are achieved and maintained.

Please note the following.

1- ENWIN has a three phase 300KVA, 27.6KV-347/600V transformer bank on the pole located across the street from 2240 Daytona Ave.

2- ENWIN has 27.6kV overhead primary conductors on the west side of the Daytona Ave and beside the property along Northwood St.

3- ENWIN has 347/600V overhead secondary conductors on the west side of the Daytona Ave.

Prior to working in these areas, we would suggest notifying your contractor and referring to the Occupational Health and Safety Act and Regulations for Construction Projects to confirm clearance requirements during construction.

Also, we suggest referring to the Ontario Building Code for permanent required clearances for New Building Construction.

WATER ENGINEERING: Bruce Ogg

ENWIN Water has no objections to the rezoning.

CANADA POST

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.



Memo

Subject:	2230-2240 Daytona Ave Roll# 080-490-04510 ZNG-010-24
From:	Engineering Department – Development Division
То:	Planning Department, Attention: Rezoning Planner
Date:	Thursday, May 23, 2024

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

Sanitary and Storm Sewers

A Functional Servicing Study, dated August 23, 2023 and revised December 12, 2023 by Baird AE, has been received and reviewed. The applicant's consultant has confirmed that the existing 250mm PVC sanitary sewer and the roadside ditch within the Daytona Avenue right-of-way will effectively accommodate the site's sewer servicing needs. The study demonstrates that both the municipal storm and sanitary sewers have adequate capacity, and no adverse impacts are expected on the surrounding areas as a result of the proposed development.

The Functional Servicing Study has been deemed acceptable, and the proposed servicing strategy is supported by the Engineering Development department

The proponent will be required to use existing connections to municipal sewer where feasible. Any redundant connections shall be abandoned in accordance with the City of Windsor Engineering Best Practice B.P 1.3.3. All private storm and sanitary sewers must be located within private property.

The applicant will be required to submit, prior to Site Plan Control (**SPC**) approval, a stormwater management plan in accordance with Windsor Essex Region Stormwater Management Standards Manual, restricting stormwater runoff to pre-development levels. This will include, at a minimum:

- Submission of stormwater management review fee,
- Stormwater management report stamped by a professional engineer
- Site servicing drawings stamped by a professional engineer
- Stormwater management check list (see link below)

Please visit the <u>City of Windsor website</u> and the <u>ERCA website</u> for additional information on stormwater management requirements.

Right-of-Way

Daytona is classified as Local Road according to the Official Plan requiring a right-ofway width of 20.1m. The current right-of-way is sufficient therefore, no conveyance is required at this time. Northwood Street is classified as a Class II collector road requiring a right-of-way width of 26.2m; however no conveyance will be required at this time. A 4.6 meter corner cut off is required at the corner of Daytona Avenue and Northwood Road.

Daytona Avenue is deficient of curb/gutter, streetlights and sidewalk. As a condition of approval, the applicant will be required to provide a cash contribution in lieu of construction to the satisfaction of the City Engineer.

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

<u>Site Plan Control Agreement</u> – 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.

<u>Sidewalks</u> - The applicant(s) agrees to pay to the Corporation, prior to the issuance of a Building Permit, the sum of \$5,750.00 being the Owner's contribution towards the future construction of a concrete sidewalk on the Daytona Avenue frontage of the subject lands.

<u>Corner Cut-Off</u> – The owner(s) agrees, prior to the issuance of a construction permit, to gratuitously convey a 4.6 m x 4.6 m corner cut-off at the intersection of Daytona Avenue and Northwood Road in accordance with City of Windsor Standard Drawing AS-230.

<u>Street Lighting</u> – The applicant(s) agrees to pay to the Corporation, prior to the issuance of a Building Permit, the sum of \$6,300.00 being the Owner's contribution towards the future construction of streetlighting including all poles, wiring, fixtures, and conduits with design, on the Daytona Avenue frontage of the subject lands.

<u>**Curb and Gutter**</u> – The owner(s) agree to pay to the Corporation, prior to the issuance of a construction permit, the sum of \$3000.00 being the Owner's contribution towards the future construction of concrete curb and gutter on the frontage of the subject lands.

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

Juan Paramo, P.Eng. Development Engineer (A)

APPENDIX "K" Draft Amending By-law

DRAFT

AMENDMENT NO. 187

TO THE

OFFICIAL PLAN

CITY OF WINDSOR

Part D (Details of the Amendment) of the following text, and attached map of the City of Windsor Official Plan constitute Amendment No. 187.

Also included, but not constituting part of the Amendment, are explanations of Purpose, Location, Background and Implementation of the Amendment

A. <u>PURPOSE:</u>

The purpose of this amendment is to apply a special policy area to the subject lands that would permit a Multiple Dwelling as an additional permitted use on the subject lands.

B. LOCATION:

The amendment applies to the land generally described as Plan 1015, Lots 76 to 79, Part Lot 75 and RP 12R21146 Parts 5 to 7, in the City of Windsor, known municipally as 2230-2240 Daytona Ave. located on the East side of Daytona Ave, South of Northwood Street.

Ward: 10 Planning District: South Cameron

ZDM: 4

C. <u>BACKGROUND:</u>

The site is designated *"Residential"* on Schedule D: Land Use of the City of Windsor Official Plan and designated as *"Residential Low Profile"* on Schedule SC-1: Development Concept in Volume II: Special Policy Areas and Secondary Plans of the Official Plan. The objectives and policies of the Residential land use designation establish the framework for development decisions in Residential areas within the City of Windsor.

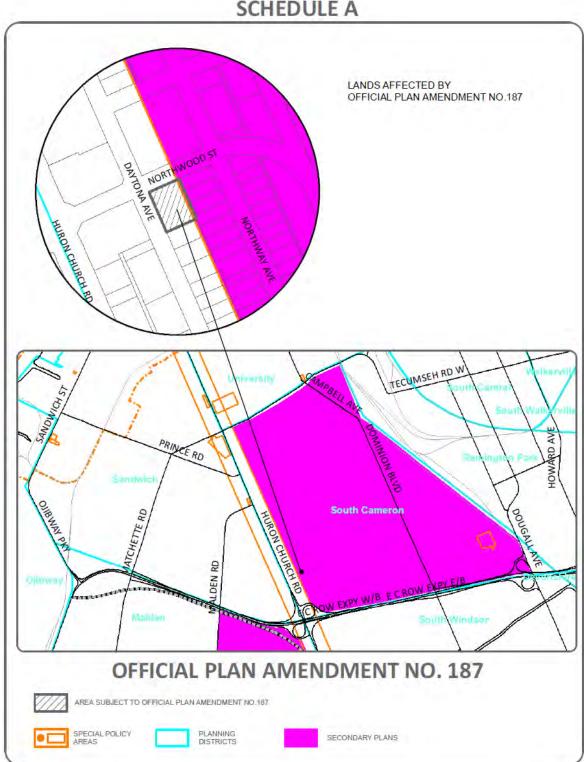
The applicant proposes to construct a four (4) storey, 20-unit multiple dwelling on the area of development. The parking area will have an access on Daytona Ave.

D. <u>DETAILS OF THE AMENDMENT:</u>

That the City of Windsor Official Plan, Volume I, Schedule A: Planning Districts & Policy Areas **BE AMENDED** by adding a Special Policy Area to the area of development that will allow for a Multiple dwelling as an additional permitted land use.

E. <u>IMPLEMENTATION:</u>

- i. **THAT** Schedule "A" of Volume I: The Primary Plan of the City of Windsor Official Plan **BE AMENDED** by designating lands on Plan 1015, Lots 76 to 79, Part Lot 75 and RP 12R21146 Parts 5 to 7; Windsor (Roll 080-490-04510-000), situated on the East side of Daytona Avenue, South of Northwood Street and known municipally as 2230-2240 Daytona Avenue, as a Special Policy Area.
- ii. This amendment shall be implemented through the amendment to Zoning By-law 8600 as recommended in Report Number S 067/2024 (Z-010/24; ZNG-7188).
- iii. The proposed development on the subject lands is deemed a development per Section 41(1) of the Planning Act; therefore, Site Plan Control shall be an additional tool for the implementation of this amendment.



SCHEDULE A



Council Report: S 66/2024

Subject: OPA and Rezoning – Generation Development Contractors Inc. – 3930 & 3950 Sixth Concession Road – OPA 185 OPA/7185 Z-008/24 ZNG/7184 - Ward 9

Reference:

Date to Council: June 3, 2024 Author: Author: Diana Radulescu, Planner II – Development 519-255-6543 x 6918 dradulescu@citywindsor.ca

Author: Adam Szymczak, MCIP, RPP - Senior Planner 519-255-6543 x 6250 aszymczak@citywindsor.ca Planning & Building Services Report Date: May 16, 2024 Clerk's File #: Z/14777 & Z/14779

To: Mayor and Members of City Council

Recommendation:

1. THAT Schedule "A" of Volume I: The Primary Plan of the City of Windsor Official Plan **BE AMENDED** by designating Part of Lot 14, Concession 6, Sandwich East and Part 3, Plan 12R-14860 (PIN 01560-0993), and Lot 104, Plan 12M-524 (PIN 01560-2471), further identified as Parts 1, 2, and 3, Plan 12R-28726 (Roll No. 070-150-00801, 070-150-23126), situated on the north side of Ducharme Street, east of Sixth Concession Road, and known municipally as 3930 and 3950 Sixth Concession Road, as a Special Policy Area.

2. THAT Chapter 1 in Volume II: Secondary Plans and Special Policy Areas of the City of Windsor Official Plan **BE AMENDED** by adding a new Special Policy Area as follows:

1.X NORTHEAST CORNER OF SIXTH CONCESSION ROAD AND DUCHARME STREET

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LOCATION
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1.X.1 The property described as Part of Lot 14, Concession 6, Sandwich East and Part 3, Plan 12R-14860 (PIN 01560-0993), and Lot 104, Plan 12M-524 (PIN 01560-2471), further identified as Parts 1, 2, and 3, Plan 12R-28726, situated at the northeast corner of Sixth Concession Road and Ducharme Street is designated on Schedule A: Planning Districts and Policy Areas in Volume I - The Primary Plan. ADDITIONAL1.X.2Notwithstanding the "Low Profile Residential" land use
designation on Schedule NR2-7: Land Use Designations
and the Low Profile Residential policies in Section 3.7.2 of
the North Roseland Planning Area, a townhome dwelling or
multiple dwelling having a maximum building height of 11 m
shall be an additional permitted use.

3. THAT Zoning By-law 8600 **BE AMENDED** by changing the zoning of Part of Lot 14, Concession 6, Sandwich East and Part 3, Plan 12R-14860 (PIN 01560-0993), and Lot 104, Plan 12M-524 (PIN 01560-2471), further identified as Parts 1, 2, and 3, Plan 12R-28726; Roll No: 070-150-00801 and 070-150-23126, situated on the north side of Ducharme St, east of Sixth Concession Rd, and known municipally as 3930 and 3950 Sixth Concession Road, further identified as Parts 1, 2 and 3 on the draft reference plan attached as Appendix A to Report S 66/2024, by adding the following site specific exception:

502. NORTHEAST CORNER SIXTH CONCESSION ROAD AND DUCHARME STREET

For the lands described as Part of Lot 14, Concession 6, Sandwich East and Part 3, Plan 12R-14860 (PIN 01560-0993), and Lot 104, Plan 12M-524 (PIN 01560-2471), further identified as Parts 1, 2, and 3, Plan 12R-28726, the following additional provisions shall apply:

1) The following are an additional permitted *main use*:

Multiple Dwelling

Townhome Dwelling

- 2) The following additional provisions shall apply to an additional permitted *main use*:
 - a) Notwithstanding the definition of "*front lot line*" in Section 3, for the purpose of the additional provisions below, the *exterior lot line* adjacent to Sixth Concession Road shall be deemed to be the *front lot line*.

b)	Dwelling units – maximum	24
c)	Lot Width – minimum	20.0 m
d)	Lot Area – minimum	135 m² per unit
e)	Lot Coverage – maximum	45% of <i>lot area</i>
f)	Main Building Height – maximum	11.0 m
g)	Front Yard Depth – minimum	4.5 m
h)	Rear Yard Depth – minimum	7.5 m
i)	Side Yard Width – minimum	2.5 m
j)	Gross Floor Area – Total Main Building – maximum	3,900 m ²

- k) Notwithstanding Section 25.5.10.1, tandem parking spaces are permitted.
- m) Notwithstanding Section 25.5.20.1.5, the minimum parking area separation from a *building* wall in which is located a main pedestrian entrance facing the *parking area* shall be 0.0 m.
- n) Notwithstanding Section 25.5.20.1.6, where a *building* is located on the same *lot* as the *parking area*, for that portion of a *building* wall not containing a *habitable room window* within 4.0 m of the *ground*, the minimum parking area separation from that portion of the *building* wall shall be 0.0 m.
- p) Sections 5.11.5 and 24.40 shall not apply.

Executive Summary:

N/A

Background:

Application Information

- Location: 3930 and 3950 6th Concession Road (north side of Ducharme St, east of 6th Concession Rd; Roll No: 070-150-00801, 070-150-23126)
- Ward: 9 Planning District: North Roseland Zoning District Map: 13
- Applicant: Andi Shallvari, Generation Development Contractors Inc.
- **Owner:** Same as Applicant
- Agent: Mike Davis, Siv-ik Planning and Design Inc.
- **Proposal:** Construct a total of 24 dwelling units (16 dwelling units and 8 additional dwelling units (ADUs)) in four townhome dwellings with a maximum height of 12m over three storeys. A total of 40 parking spaces are proposed (16 spaces within 16 garages, 16 spaces in front of the garages and 8 parallel parking spaces). Zero loading spaces and zero visitor parking spaces are indicated. The current front lot line is the lot line adjacent to Ducharme Street. Vehicular access is from Ducharme Street. The project site existing conditions include a residential dwelling, vegetation, a driveway and vehicular access to 6th Concession Road.

The Applicant is seeking an Official Plan Amendment to remove the lands from the North Roseland Secondary Plan Area to permit multiple dwellings. The Applicant is also seeking a Zoning Bylaw Amendment to add site specific exceptions to the existing zoning of Residential District 1.2 (RD1.2) & Residential District 1.4 (RD1.4).

Submitted Materials: Attached to Report S 66/2024 as an Appendix:

Appendix A – Plan of Survey

Appendix B – Concept Site Plan

Appendix C – Concept Floor Plan

Appendix D - Planning Rationale Report

Appendix E – Open House Report

Appendix F – Comments

Appendix G – Site Photos

Not attached to this report but available <u>online</u> or via <u>email</u>:

Application Form Zoning By-law Amendment, Application Form Official Plan Amendment, Plan of Survey, Infill Grade Plan, Natural Site Features Inventory and Preservation Plan, Sanitary Sewer Study, Transportation Impact Assessment

All documents are available online via the Current Development Applications <u>page</u> or via email at <u>dradulescu@citywindsor.ca</u>

Site Information

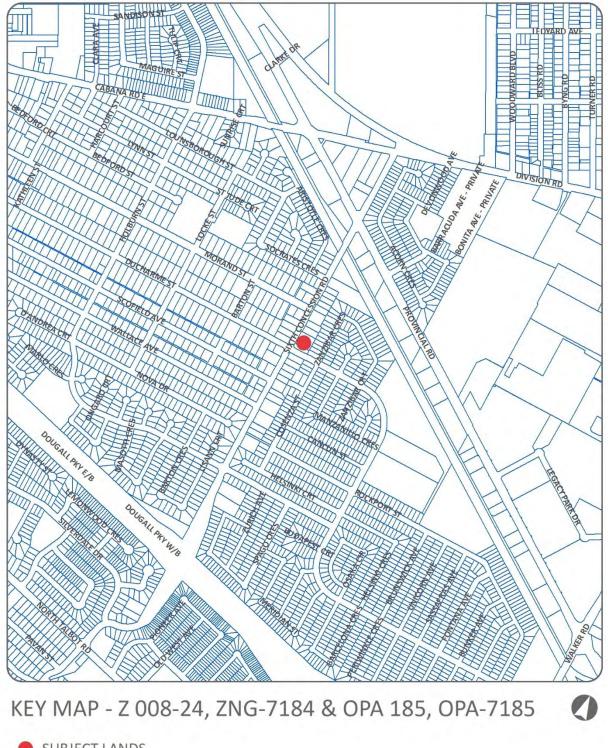
OFFICIAL PLAN	ZONING	CURRENT USE	PREVIOUS USE	
Residential	Residential District 1.4 (RD1.4); Residential District 1.2 (RD1.2)	Dwelling	Unknown	
LOT WIDTH	LOT DEPTH	LOT AREA	LOT SHAPE	
55.2 m	60.8 m	3,335.5 m ²	Rectangular,	
181.1 ft	1995 ft	35,903.02 sq. ft	Irregular	
All measurements are provided by the Applicant and are approximate.				

Neighbourhood:

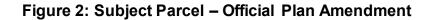
Section 2.1 in the Planning Rationale Report (see Appendix D) contains an aerial image of the subject parcels in relation to the surrounding neighbourhood. Residential uses are located to the north, east, south, and west. Commercial and railway uses are located to the north and east. There are several schools nearby including Talbot Trail Public School 525m southeast and First Lutheran Christian Academy 480m northwest. There are several parks nearby including Captain J Wilson Park 400m southeast and Roseland Park 500m northwest. The nearest library is Budimir Public Library 4.2 km northwest.

Sixth Concession Road is classified as a Class I Collector as per Schedule F: Roads and Bikeways and a Recreationway as per Schedule B: Greenway System. Ducharme Street is classified as a Class II Collector as per Schedule F: Roads and Bikeways and a Proposed Recreationway per Schedule B: Greenway System. Active transportation is available directly adjacent to the adjacent through existing bike lanes on Sixth Concession Road and Ducharme Street. Public Transit is currently available on the South Windsor 7 bus route to the north-east of the site. The closest bus stop is located on at the southwest corner of the Provincial Road and Sixth Concession Road intersection approximately 460 m to the northeast. The Transit Master Plan has a new local route (310) that will provide service along Ducharme Street between Sixth Concession Road and Holburn Street. This would provide direct transit access to the subject site with proposed bus stops nearby.

Sanitary and storm sewers are available to service the subject lands.



SUBJECT LANDS



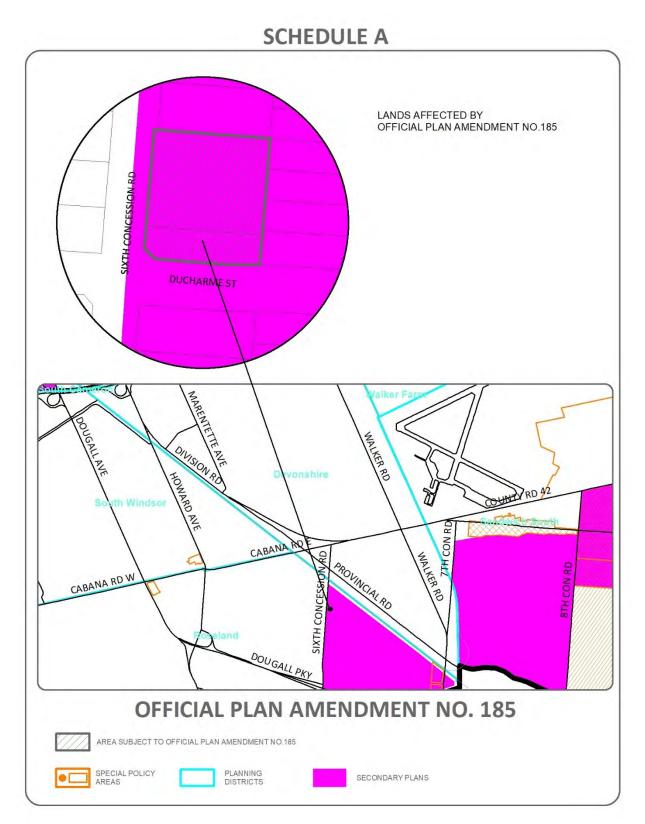


Figure 3: Subject Parcel - Rezoning



PART OF ZONING DISTRICT MAP 13

REZONING

Applicant: Generation Development Contractors

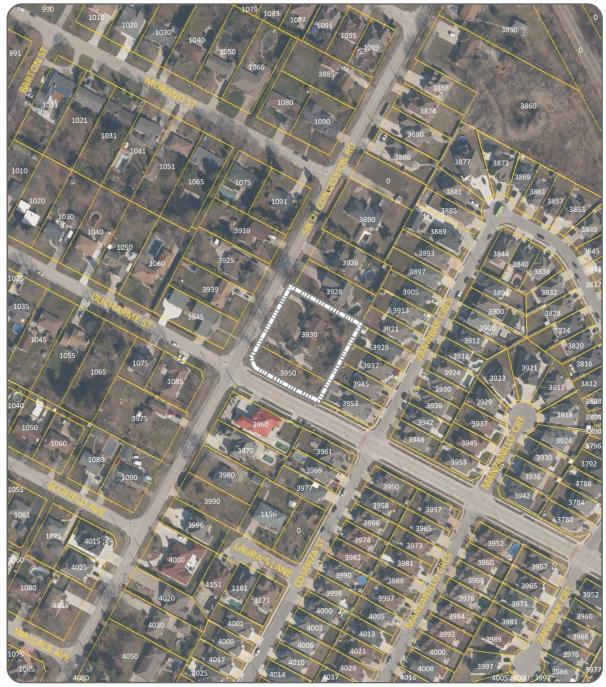


SUBJECT LANDS

PLANNING & BUILDING DEPARTMENT

DATE : MARCH, 2024 FILE NO. : Z-008/24, ZNG/7184

Figure 4: Neighborhood Map



NEIGHBOURHOOD MAP - Z-008/24, ZNG-7184, OPA 185, OPA-7185



SUBJECT LANDS

Discussion:

Planning Rationale Report (Siv-ik Planning & Design – February 24, 2024)

The Planning Rationale Report (PRR), attached as Appendix D to Report S 66/2024, states that the site is ideally suited for residential development as there is sufficient land to accommodate the development and the site can accommodate municipal water, storm and sanitary infrastructure. The PRR outlines that the built form has been conceived to be sensitive to neighbouring uses and buildings, to respond to the unique context of the site and has considered the Provincial Policy Statement, Windsor Official Plan and Zoning Bylaw 8600. The PRR concludes that the proposed development is compatible with the existing area and represents "*a substantial opportunity for infill development.*". The Planning Department generally concurs with the PRR.

Transportation Impact Assessment (RC Spencer Associates Inc - October 2023)

The Transportation Impact Assessment concluded that the existing surrounding intersections are expected to operate well when factoring in the proposed development. In addition, the City will be undertaking intersection improvements as part of already planned reconstruction projects and the completed Sixth Concession-North Talbot Environmental Assessment. There is sufficient sight distance for safe egress from the proposed Ducharme Street access to the development. The report concludes that *"based on the results of the technical work, it is the engineers' opinion that the proposed development will not adversely impact area traffic operations. Geometric/ traffic control improvements are not required to accommodate the subject development proposal."*

Sanitary Sewer Study (Haddad Morgan & Associates Ltd – November 3, 2023)

The Sanitary Sewer Study concludes that "the existing 250 mm diameter Sixth Concession Road sanitary sewer has sufficient capacity to accommodate the sanitary servicing of the proposed residential development at 3930/3950 Sixth Concession Road."

Provincial Policy Statement (PPS) 2020:

The PPS provides direction on matters of provincial interest related to land use planning and development and sets the policy foundation for regulating the development and use of land in Ontario.

Policy 1.1.1 of the PPS states:

"Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

e) promoting the integration of land use planning, growth management, transitsupportive development, intensification and infrastructure planning to achieve costeffective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;"

The proposed development of up to 24 dwelling units represents an efficient development and land use pattern that will have no adverse impact on the financial wellbeing of the City of Windsor, land consumption and servicing costs, accommodates an appropriate range of residential uses, and optimizes investments in transit and infrastructure. The requested zoning and official plan amendments are consistent with Policy 1.1.1.

Policy 1.1.3.1 states "Settlement areas shall be the focus of growth and development" and Policy 1.1.3.2 of the PPS states:

"Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- e) support active transportation;
- f) are transit-supportive, where transit is planned, exists or may be developed;"

The lot is located within a settlement area. The zoning amendment promotes a land use – a multiple dwelling with 24 dwelling units - that makes efficient use of land and existing infrastructure. Active transportation options and transit services are located near the parcel and include planned improvements. The zoning amendment is consistent with Policies 1.1.3.1 and 1.1.3.2.

The agent indicates that the objectives of the PPS have been considered and have informed their professional planning opinion and concept design for the project site. The Planning Department generally concurs with this and is of the opinion that the proposed amendments to the Official Plan and Zoning Bylaw 8600 are consistent with the PPS.

Official Plan:

The subject property is located within the Roseland Planning District in Schedule A – Planning Districts & Policy Areas of Volume I of the Official Plan.

The subject property is designated Low Profile Residential in the North Roseland Secondary Plan (hereafter referred to as "the Plan"). This designation provides for single detached, semi-detached and on-street townhouse developments and only permits on-street townhouses along local roads (section 3.7.2). The Plan objectives indicate that low profile residential lot frontage should be avoided along collector roads, which includes Sixth Concession Rd and Ducharme St (section 3.6.3). The road network policies indicate that only limited access to the Sixth Concession will be permitted with the exception of infill single detached homes (section 3.7.7.4). As the following sections outline, the proposed Amendment adheres to the goals of the PPS and Volume I of the Windsor Official Plan.

The Plan was approved by Council in 1998 to provide direction for the development of 108 ha of undeveloped vacant land west of Sixth Concession Road. At that time, there were no supporting facilities available within the Plan area (i.e. schools, library, parks, police precinct, fire station, public or active transportation, etc.). The Plan was prepared in accordance with the former City of Windsor Official Plan (1972, as amended). Most of the lands in the area are built-out and services are available. The Planning Department generally concurs with the North Roseland Secondary Plan analysis in sections 3.2, 3.3 and 6.1 of the Planning Rationale Report submitted by the Applicant.

Since the adoption of the Plan, the PPS has been revised several times and now encourages a range of residential dwelling types, residential intensification and redevelopment, and compact form (see PPS analysis above).

The Windsor Official Plan has also been revised to reflect the PPS changes and encourages residential intensification. Objective 6.3.1.1 of the Official Plan supports a complementary range of housing forms and tenures in all neighbourhoods. Objective 6.3.1.2 seeks to promote compact neighbourhoods and balanced transportation systems. Objective 6.3.1.3 seeks to promote selective residential redevelopment, infill and intensification initiatives. The proposed low profile residential multiple dwelling with 24 units represents a complementary and compact form of housing, redevelopment, and intensification that is located near active and public transportation. The proposed amendment to the Official Plan satisfies the objectives set out in Section 6.3.1 of the Official Plan.

The proposed development is composed of multiple dwellings classified as a Low-Profile housing development under Section 6.3.2.3 (a) and is compatible and complementary with the surrounding land uses (Section 6.3.2.5 (c)). Through the proposal of low profile residential dwelling units, the development is of a scale that is compatible with profile and uses of the surrounding neighbourhood. No deficiencies in municipal physical and emergency services have been identified (Section 6.3.2.5 (e)). The proposed Official Plan amendment conforms to the policies in Sections 6.3.2 of the Official Plan.

The recommended Official Plan Amendments adds a special policy to the subject lands that notwithstanding the "Low Profile Residential" land use designation and the Low Profile Residential policies in Section 3.7.2 of the North Roseland Planning Area, a townhome dwelling or multiple dwelling having a maximum building height of 11 m shall be an additional permitted use. This is consistent with the direction of the PPS and conforms to the residential intensification goals in the Official Plan.

The proposed amendment to Zoning By-law 8600 will conform to the general policy direction of the Official Plan when Official Plan Amendment 185 is adopted. The Planning and Development Services generally concurs with the Official Plan analysis in section 6.1 of the PRR submitted by the Applicant.

City of Windsor Intensification Guidelines:

The City of Windsor intensification Guidelines provide further direction for infill and intensification within existing neighbourhood patterns. The intent is to guide new development to become distinctive, while relating harmoniously to the use, scale, architecture, streetscapes, and neighbourhoods of Windsor, as well as meeting the needs of its citizens and visitors.

The subject parcels are located within an established neighbourhood area but not within a defined Mature Neighbourhood or a Mixed-Use Corridor as per the Official Plan. Due to this, the Applicant has included an analysis of the Intensification Guidelines for Mature Neighbourhoods in the PRR.

The general guidelines for all development within the Intensification Guidelines state that low profile development includes single-detached, semidetached, duplex, townhouses, and apartments that are generally no greater than three (3) storeys in height and should be compatible and sensitively integrated with residential buildings in the surrounding neighbourhood.

For a townhouse development, the guidelines state that building mass should be compatible with buildings in the immediate vicinity of the development, that a development should maintain traditional range of building heights (i.e. not more than three storeys), and that the main entrance to a building should face the street.

The Planning Department and Development Division reviewed the Windsor Intensification Guidelines and is of the opinion that the proposed rezoning and Official Plan amendments are consistent with the general directives of the Guidelines.

Zoning By-Law:

The parcel is zoned Residential District 1.4 (RD1.4) and Residential District 1.2 (RD1.2) which permits one single unit dwelling, semi-detached dwellings and duplexes. The Applicant is requesting to amend the zoning of the two parcels from RD1.4 and RD1.2 to Residential District 2.5 (RD2.5) with site-specific provisions to allow for multiple dwellings and associated design.

The Applicant's request for a change in zoning to RD 2.5 with site-specific provisions is supported in principle. However, a better approach is to maintain the existing RD1.4 and RD1.2 zones and add a site-specific exception that allows the development to proceed as proposed. Below is a discussion of relevant additional provisions.

<u>Dwelling units:</u> Site-specific provision 2b) recommends a maximum number of dwelling units of 24 for this proposed development. The Applicant is proposing 24 dwelling units [16 units with 8 additional units (ADUs)]. Section 5.99.80.1.1.b) of the Additional Dwelling Unit provisions states that: "For the purposes of this provision each semi-detached dwelling unit or townhome dwelling unit is considered to be located on its own parcel of urban residential land if it conforms with the provisions of the applicable zoning district and can be subdivided."

Section 35.1: *Restriction for residential units* of the *Planning Act* requires a zoning bylaw to allow a minimum of three (3) dwelling units on a parcel of urban residential land (lot) where a single unit dwelling, semi-detached dwelling, or townhome dwelling is a permitted use. The Applicant is proposing 8 ADUs in total, which is not permitted under section 5.9.9.80.1 b) of the Zoning By-law as ADUs are only permitted within townhome dwellings that are located on their own parcel of land or can be subdivided. The proposed site-specific provision would provide the development with the desired density in a multiple dwelling or mix of townhome and multiple dwellings.

<u>Parking:</u> A total of 30parking spaces are required and 40 spaces are shown on the Concept Plan (see Appendix B). There are two parking spaces provided for each of the 16 dwelling units, accessible through a combination of garages and driveways/parking spaces. There are eight additional parallel parking spaces provided along the East

property line. Site specific provision 2 k) permits tandem parking on this proposed development to facilitate the functionality of a garage and front yard parking. Site specific provision 2 m) permits the design of parking in front of a garage in each of the 16 multiple dwelling units. Site-specific provision 2 n) addresses a gap in the application of minimum parking separations with respect to habitable windows within section 25.5.20.1 in Zoning Bylaw 8600.

Loading zone: Site-specific provision 2 p) provides relief from loading zone requirements in sections 5.11.5 and 24.40 of Zoning Bylaw 8600. The conceptual site plan identifies excess parking spaces and land beyond what is required that can accommodate loading spaces.

The proposed development complies with all other applicable zoning provisions.

Site Plan Control:

The development as proposed is subject to Site Plan Control. Comments from municipal departments and external agencies will be considered during the Site Plan Control process.

Risk Analysis:

N/A

Climate Change Risks

Climate Change Mitigation:

In general, residential intensification minimizes the impact on community greenhouse gas emissions as these developments create complete communities and neighbourhoods while using available infrastructure such as sewers, sidewalks, and public transit.

Climate Change Adaptation:

The proposed construction of low profile residential multiple dwellings provides an opportunity to increase resiliency for the development and surrounding area through supporting a complementary and compact form of housing, redevelopment, and intensification that is near existing and future transit and active transportation options.

Financial Matters:

N/A

Consultations:

Two Open Houses were held virtually on October 25 and December 13, 2023. Notifications were distributed through postcards to residents within 120m of the subject site which directed to a project website with additional information. In total, 15 members of the public attended the Open Houses. Feedback received through the Open Houses and project website is summarized in the Open House Report (Appendix E).

Comments received from municipal departments and external agencies are attached as Appendix F. Statutory notice as required by the Planning Act was advertised in the Windsor Star, a local daily newspaper. A courtesy notice was mailed to property owners and tenants within at least 120m of the subject lands. Submitted documents were posted on the City of Windsor website.

Conclusion:

The *Planning Act* requires that a decision of Council in respect of the exercise of any authority that affects a planning matter, *"shall be consistent with"* Provincial Policy Statement 2020. Based on the supporting documents submitted by the Applicant and the analysis in this report, it is our opinion that the requested amendments to the Official Plan and Zoning By-law are consistent with the PPS 2020 and the requested Zoning By-law Amendment is in conformity with the City of Windsor Official Plan, as recommended for amendment.

The proposed amendment permits a use, low profile residential multiple dwellings containing up to 24 units, which is compatible with existing uses in the surrounding neighbourhood. The proposed development represents an incremental increase in density and provides an opportunity for the construction of modern and safe housing stock, while also supporting a complementary form of housing located near various transportation options. The proposed design has considered the Windsor Intensification Guidelines and design transitions to the surrounding neighbourhood.

Site plan control is an appropriate tool to incorporate the requirements and comments of departments and agencies. The recommendations to amend the Official Plan and Zoning By-law 8600 constitute good planning. Staff recommend approval.

Planning Act Matters:

I concur with the above comments and opinion of the Registered Professional Planner.

Greg Atkinson, MCIP, RPP

JM

Thom Hunt, MCIP, RPP

Deputy City Planner - Development City Planner

I am not a registered Planner and have reviewed as a Corporate Team Leader

JP

Approvals:

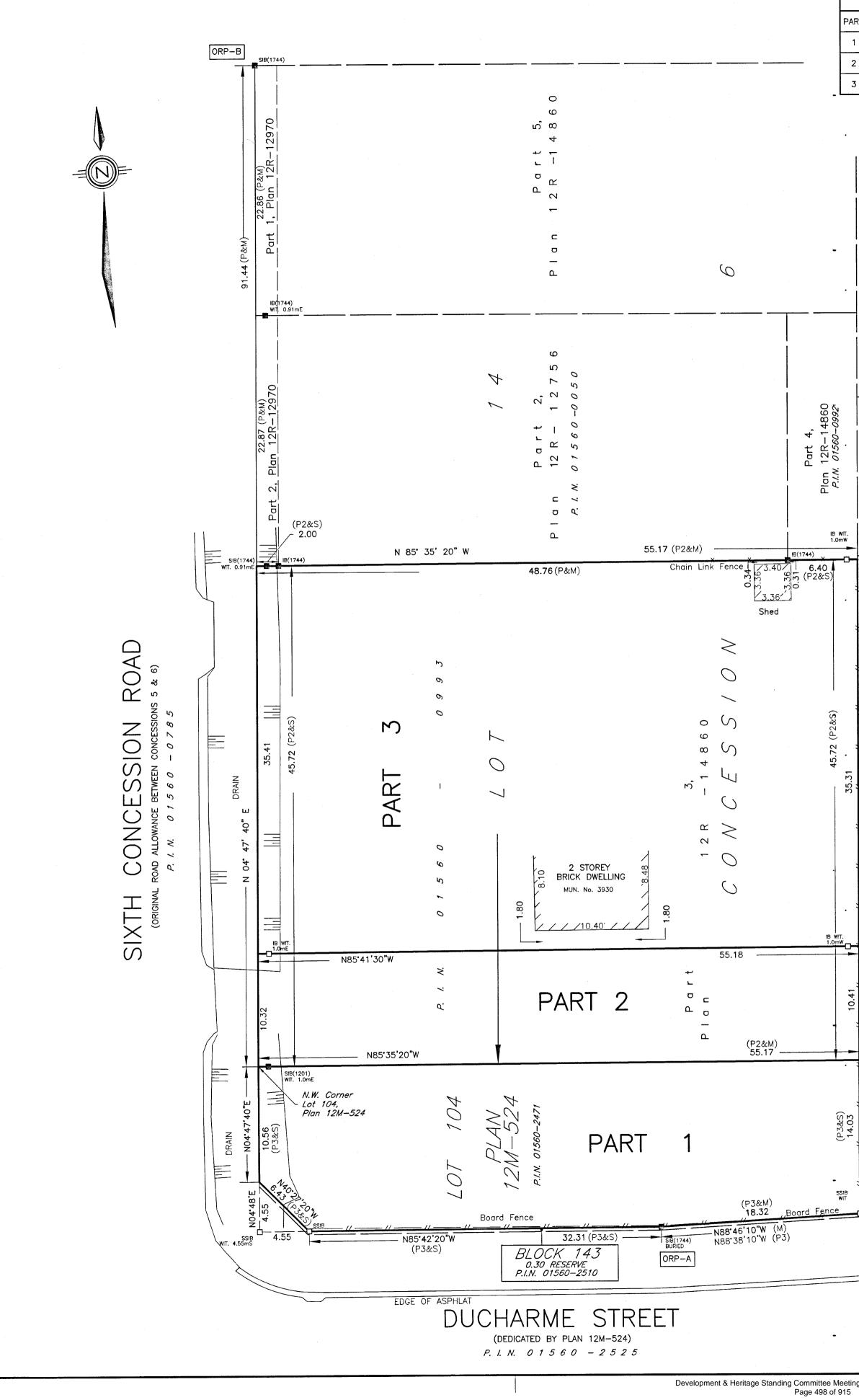
Name	Title
Greg Atkinson	Deputy City Planner - Development
Thom Hunt	City Planner
Aaron Farough	Senior Legal Counsel
Jelena Payne	Commissioner, Economic Development
Joe Mancina	Chief Administrative Officer

Notifications:

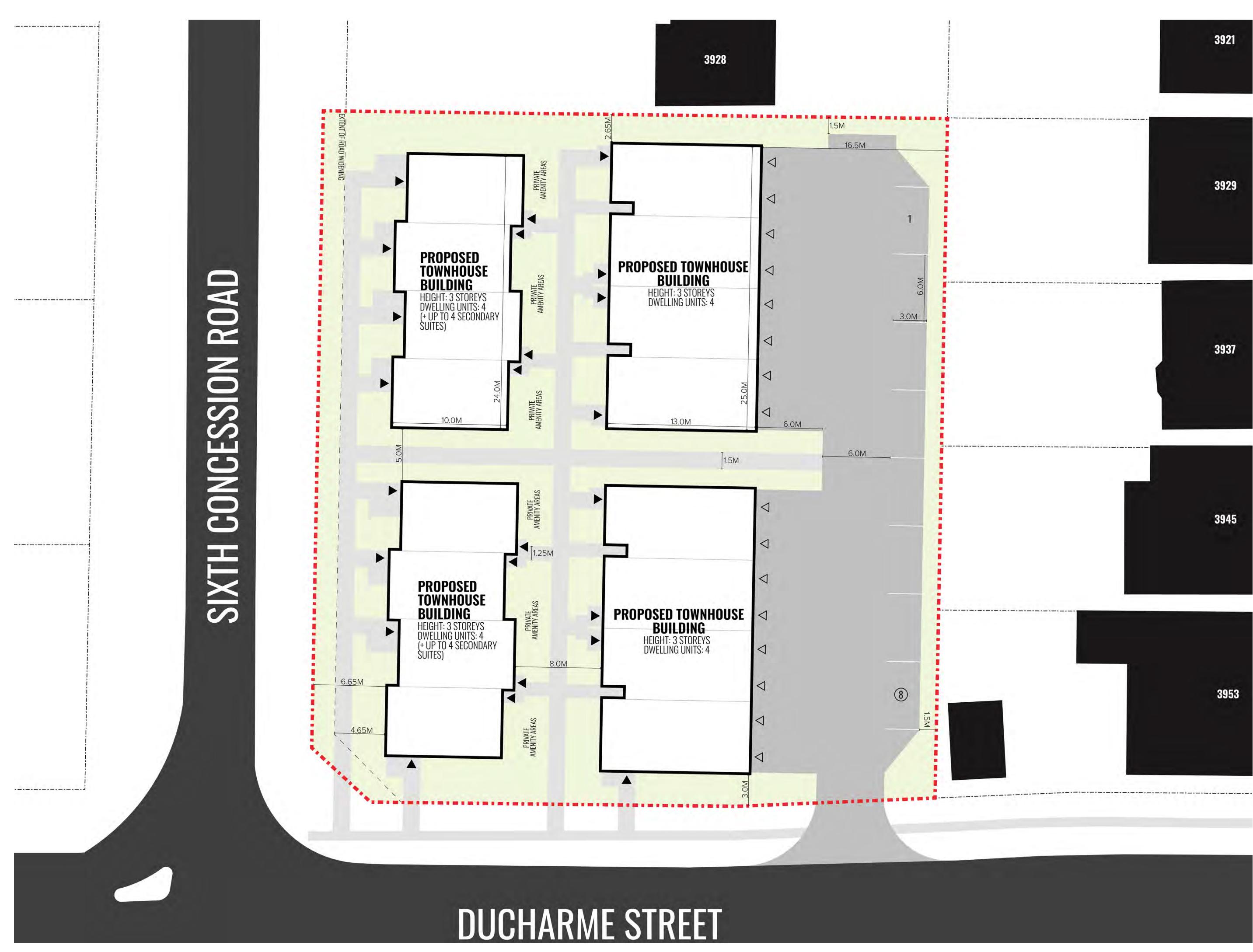
Name	Address	Email		
Generation Development Contractors Inc.	1780 N Talbot Rd	andi.shallvari@gmail.com		
Attn: Andi Shallvari	Windsor, ON N9A 6J3	and shallvan@gmail.com		
Siv-ik Planning and Design Inc.	201A-258 Richmond Street	mdavis@siv-ik.ca		
Attn: Michael Davis	London, ON N6B 2H7			
Kieran McKenzie (Ward 9)				
Property owners and tenants within 120 m of the subject lands				

Appendices:

- 1 Appendix A Plan of Survey
- 2 Appendix B Concept Site Plan
- 3 Appendix C Concept Floor Plan
- 4 Appendix D Planning Rationale Report
- 5 Appendix E Open House Report
- 6 Appendix F Comments
- 7 Appendix G Site Photos



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				PLAN OF SURVEY
				LOT 104, PLAN 12M-524 AND
				PART OF LOT 14, CONCESSION 6
				GEOGRAPHIC TOWNSHIP OF SANDWICH SOUTH NOW IN THE CITY OF WINDSOR
				COUNTY OF ESSEX, ONTARIO VERHAEGEN LAND SURVEYORS - A DIVISION OF J.D. BARNES LTD.
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	101			DISTANCES ON THIS PLAN ARE GROUND AND CAN BE CONVERTED TO GRID BY MULTIPLYING BY THE COMBINED SCALE FACTOR OF 0.99990360
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	10	1560-2474		INTEGRATION DATA
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	70	P.I.N. 01560		"METRIC" DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY
	7			METRIC ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048
	202	2472 A N		SURVEYOR'S CERTIFICATE
// N04°48'40"E	7	01560- L		 THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT, THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM. THIS SURVEY WAS COMPLETED ON THE 25th DAY OF MAY, 2021.
	07	P.I.N.		DATE JUNE 17, 2021 ANDREW S. MANTHA ONTARIO LAND SURVEYOR
30	12.14 .46 (P3&M)	(P3&S)	=	
	н. 			Image: Construction of the prime of the
				944 OTTAWA STREET, WINDSOR. ON, N8X 2E1 T: (519) 258-1772 F: (519) 258-1791 www.jdbarnes.com
				DRAWN BY: A.J.M. CHECKED BY: A.S.M. 21-47-212-00
				FILE: 21-47-212-01.dwg E-WIND-6-1 CAD Date: August 23, 2021 12:33 PM CAD File: 21-47-212-01.dwg



Lot Boundary Disclaimer: Site dimensions have been derived from publicly available Parcel Data from The City of Windsor. Siv-ik planning and design inc. makes no warranties or guarantees regarding the accuracy of the lot boundaries

Development & Heritage Standing Committee Meeting Agenda - Monday, May 6, 2024 Page 499 of 915



RD2₅

CONCEPT PLAN

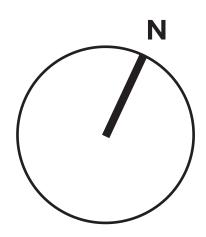
PROJECT SITE 3930 Sixth Concession Road



SITE DATA

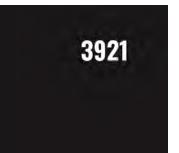
		ZONE
Regulations	Required	Proposed
Permitted Uses:	Section 11.5.2	Townhome Dwellings
		Additional Dwelling Units
Lot Area:	3,040m² (190m² per unit)	3,335.5m ²
Lot Width	20.0m (min)	60.8m
	6.0m (min.)	
Front Yard:	7.0m (max.)	4.65m*
		2.65m (North)
Side Yard:	2.5m (min.)	3.0m (South)
Rear Yard:	7.5m (min)	16.5m
Lot Coverage:	50% (max.)	32%
Height:	14.0m (max.)	3-Storeys
	Townhouse with attached garage: 1/unit	
	Townhouse without attached garage: 1.25/unit	
Parking:	Additional Dwelling Unit: 1/ unit	
	Visitor: 15% of stalls provided	
	Total required: 24	40 provided
		* Requires Special Provision

Client:	Masotti Construction Inc.
Date:	[11.22.23]
Drawn By:	D. Murphy
Plan Scale:	nts
File No:	3930SC
Version	1.0



SIV-IK PLANNING / DESIGN Contact Us www.siv-ik.ca info@siv-ik.ca 905.921.9029

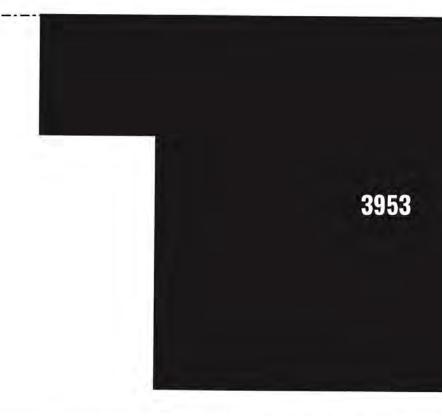
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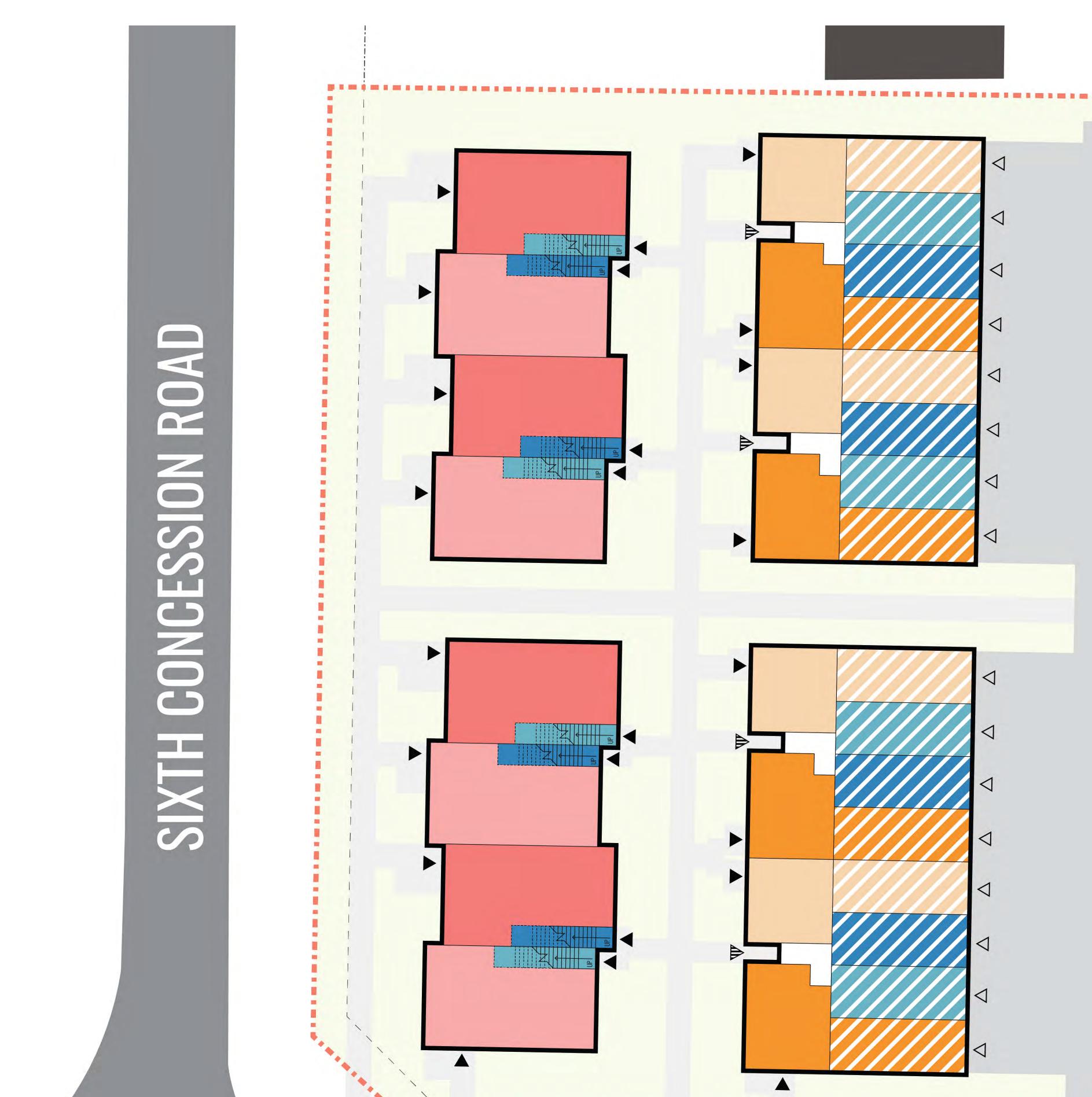












GROUND FLOOR PLAN

Lot Boundary Disclaimer: Site dimensions have been derived from publicly available Parcel Data from The City of Windsor. Siv-ik planning and design inc. makes no warranties or guarantees regarding the accuracy of the lot boundaries.



CONCEPTUAL FLOOR PLANS

PROJECT SITE 3930 & 3950 Sixth Concession Road

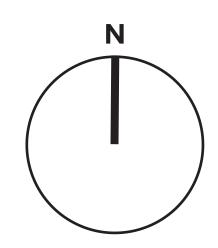




LEGEND

	Additional Dwelling Units
	Two - Storey Townhouse Units
0	Three - Storey Townhouse Units
1	Garage
	Individual Unit Entrance
\triangle	Garage Entrance
₼	Common Hallway Entrance

Client:	Masotti Construction Inc.
Date:	[12.06.23]
Drawn By:	L. Sooley
Plan Scale:	nts
File No:	3930SC
Version	1.0



Contact Us www.siv-ik.ca info@siv-ik.ca 905.921.9029

[siv-ik] PLANNING / DESIGN

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PLANNING & DESIGN BRIEF

3930 & 3950 6TH CONCESSION ROAD

WINDSOR / ON



Client

Masotti Construction Inc.

Contact

Michael Davis, MCIP, RPP mdavis@siv-ik.ca | 905.921.9029 | siv-ik.ca

PREPARED BY

Siv-ik Planning and Design Inc.

PREPARED FOR Masotti Construction Inc.

VERSION 2.0

ISSUED

02.29.2024

CONTACT

Michael Davisl Partner 905.921.9029 mdavis@siv-ik.ca

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ABOUT THIS REPORT

This report has been prepared by Siv-ik Planning and Design Inc. for Masotti Construction Inc. as part of our *CREATE* process. The report provides an overview of the physical context, planning framework and technical requirements that are the genesis of the project design. The graphics and supporting text are intended to highlight links between those factors the specific planning and design response proposed for the site. The report describes the relevant details of the proposed Official Plan and Zoning By-law Amendment for 3930 & 3950 6th Concession Road d and the unique planning process that is being undertaken by the project team.

S1 INTRODUCTION

S1.1 Project Consulting Team



[Siv-ik] PLANNING / DESIGN

Siv-ik Planning and Design Inc. is an urban planning and design studio based in London and Hamilton, ON and serving clients across southern Ontario. We're a team of planners and designers who help those around us unpack the complexities of urban development and use graphic design as fuel for these conversations, communicating complex ideas visually.



RC Spencer Associates Inc. is committed to technical excellence in civil engineering design, project management and inspection services, and to providing a full range of professional engineering services related to municipal roads, traffic and transportation engineering, bridges, land development, environmental assessment, sewerage and municipal drainage, water works, and parks development.



Founded in 1986 by Haddad Morgan and Associates Ltd has been proudly providing civil and structural consulting engineering services for 26 years. During its rich history our office has efficiently and professionally undertaken thousands of projects. These projects are for a vast spectrum of clientele including government agencies, institutional, commercial, residential, and industrial groups.

S1.2 About the Project

reality.

/ Project Timeline

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Masotti Construction Inc. is the registered owner of the properties known as 3930 & 3950 6th Concession Road in Windsor, ON. With the support of Siv-ik Planning & Design Inc. and the project team, they are planning a redevelopment of the site for a new low-rise, ground-oriented housing project which includes four new 3-storey buildings containing 16 townhouse dwelling units. Up to eight (8) of the proposed townhouses may include an accessory dwelling unit on the main floor. The project team understands that change in neighbourhoods warrants conversation. This report provides an opportunity for those who are interested to learn about the genesis of the development proposal, understand the various factors that shape development on this site, and specifically understand how that web of factors has informed the development proposal for 3930 & 3950 6th Concession Road. The report also provides an overview of our unique approach to navigating this project from concept to



S1.3 Site Description

The project site is comprised of two legal parcels, municipally referred to as 3930 & 3950 Sixth Concession Road in the City of Windsor. The site is located on the east side of Sixth Concession Road at the intersection of Ducharme Street. The project site is located in the North Roseland Planning District which encompasses the area generally bound by Cabana Road to the north, the CN rail line to the east, and Provincial Highway 401 to the south and west. The site currently contains an existing 2-storey single detached dwelling but is of a suitable size and shape to accommodate a new urban infill development.

The North Roseland area is predominantly a residential neighbourhood area. Within a 600m radius (i.e. 5 min walk) of the site there is a Public Elementary School, a Neighbourhood Park and recreational trail network. Transit services are also within a short distance with existing routes at Provincial Road, approximately 400m north of the site. Commercial services and employment opportunities are also within close proximity (800m-1km) of the site, providing an opportunity for residents of the area to access their day-to-day needs conveniently.

At-A-Glance

SITE AREAFRONTAGE0.3360.8HectaresMetres

DEPTH 55.2 Metres **EXISTING USE Residential** Single Detached Dwelling



Figure 1: The Project Site

S2 CONTEXT

S2.1 Spatial Analysis

Figure 2 shows the physical and spatial characteristics of the lands immediately surrounding the project site. The lands immediately surrounding the project site (within 150m) are predominantly developed with single-detached residential dwellings. Properties to the north and south of the project site, fronting onto Sixth Concession Road, are generally older larger residential lots, with a typical frontage of 24 metres (80ft.) and typical lot depths of over 50 metres. The period of construction for parcels on 6th Concession Road varies, ranging from the 1950's to as recently as the 2010's. The lands to the east of the project site are developed with 1-2 storey residential dwellings on more contemporary/smaller lots. These homes have been developed through more recent draft plan of subdivision approvals (mid 2010's) and given their age their is little forecast for redevelopment, even over the medium to long-term. In contrast, the size and shape of parcels along Sixth Concession Road, however, presents a substantial opportunity for infill development. This is an important planning/design consideration as the capacity for infill development along Sixth Concession Road means that the existing context could evolve significantly over the next planning horizon.

Spatial Context At-A-Glance

NORTH

Existing Single Detached Dwelling

EAST

Existina Single Detached Dwelling

Planned Unlikely to Change

Low Profile Housing

Planned

SOUTH

Existing Single Detached Dwelling

WEST

Existing Single Detached Dwelling

Planned Low Profile Housing

Low Profile Housing

Planned

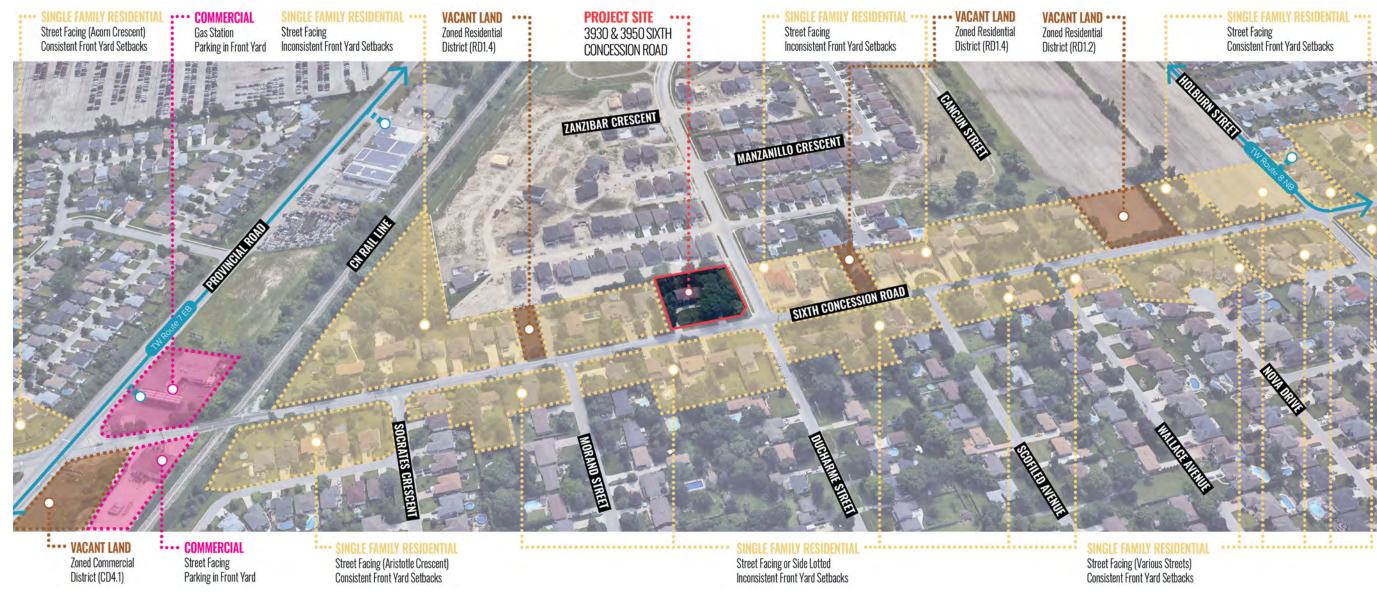


Figure 2: Neighbourhood Spatial Context (400m)

S3 PLANNING FRAMEWORK

S3.1 Provincial Planning Policy

The Provincial planning policy framework is established through the Planning Act (Section 3) and the Provincial Policy Statement (PPS 2020). The *Planning Act* requires that all municipal land use decisions affecting planning matters be consistent with the PPS.

The primary mechanism for the implementation of the Provincial plans and policies is through the City of Windsor Official Plan. Through the preparation, adoption and provincial approval of the City of Windsor Official Plan, the City of Windsor has established the local policy framework for the implementation of the Provincial planning policy framework. As such, matters of provincial interest are largely addressed in the Official Plan discussion in this report.

The PPS includes policy guidance on housing and residential intensification in settlement areas which are matters of provincial interest. It sets out four main objectives:

- 1. To encourage the development of a range of housing types and tenures that meet the diverse needs of Ontario's population.
- 2. To encourage the development of housing in a way that is efficient, compact, and environmentally sustainable.
- 3. To encourage the development of housing that is accessible and affordable for all Ontarians.
- 4. To encourage the development of housing in a way that supports healthy and livable communities.

These objectives are intended to guide land use decisionmaking and development in Ontario, with a focus on creating more diverse, sustainable, and accessible housing options for the benefit of all Ontarians. These key objectives have been considered and have informed our professional planning opinion and concept design for the project site.



Figure 3: Windsor City Structure

S3.2 City Policy Overview

/ Official Plan (Schedule D - Land Use)

The project site is within the "Residential" designation as per Schedule D - Land Use Plan - of the City of Windsor Official Plan. Lands designated as "Residential" are intended to provide the main locations for housing in Windsor. In order to develop safe and diverse neighbourhoods, residential lands provide opportunities for a broad range of housing types including low and medium profile forms of housing. Infill and intensification of existing neighbourhoods is generally supported based on a range of design criteria.



/ Official Plan (Schedule E - Roads & Bikeways)

The project site is bounded by a Class I Collector Road (6th Conc Rd) to the west and a Class II Collector Road to the South (Ducharme Street), as illustrated on the Schedule E - Roads and Bikeways of the City of Windsor Official Plan. Class I & II Collector Roads are intended to carry moderate volumes of traffic and shall have a minimum right-of-way width of 28 and 26 metres respectively. Direct property access in generally permitted with some limited controls.

/ North Roseland Secondary Plan

The North Roseland Secondary Plan was prepared in 1998 to provide direction for the development of 108 hectares of undeveloped vacant land west of Sixth Concession Road. This secondary plan was prepared in accordance with the former City of Windsor Official Plan (1972, as amended). The majority of the lands in the planning area have now built-out. The secondary plan was not designed with the purpose of enabling contemporary forms of low profile infill development and, in our opinion, does not accurately reflect the City's current infill policy for residential lands.

S3.3 Residential Designation Policies (Section 6.3)

The lands designated as "Residential" on Schedule D provide the main locations for housing in Windsor. In order to develop safe, caring and diverse neighbourhoods, opportunities for a broad range of housing types and complementary services and amenities are provided for in residential neighbourhoods. In accordance with the overarching intent for residential lands, the City of Windsor Official Plan establishes key objectives for lands in the residential designation including: supporting a complementary range of housing forms and tenures in all neighbourhoods; promoting compact neighbourhoods which encourage a balanced transportation system; and, promoting selective residential redevelopment, infill and intensification initiatives.

Uses permitted in the Residential land use designation include Low and Medium Profile dwelling units. High Profile Residential Buildings shall be directed to locate in the City Centre, Mixed Use Centres and Mixed Use Corridors. For the purposes of this Plan, these housing categories are further classified in the table below along with an evaluation of their appropriateness for implementation on the project site. For residential redevelopment in established neighbourhoods Section 6.3.2.5 of the Official Plan requires that a proposed residential development is: compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and amenity areas; provided with adequate off street parking; capable of being provided with full municipal physical services and emergency services; and, facilitating a gradual transition from Low Profile residential development to Medium and/or High profile development and vice versa, where appropriate.

Characteristics for Residential Land Use Categories: 3930 & 3950 Sixth Concession Road

LOW PROFILE DWELLING UNITS		MEDIUM PROFILE DWELLING UNITS	HIGH PROFILE DWELLING UNITS
☑ Low Profile buildings are generally than three (3) storeys.	no greater E	A Medium Profile building is any building generally no greater than six (6) storeys in height.	A High Profile building is a multi-storey structure generally no more than fourteen (14) storeys in height.
☑ Single detached, semi-detached, d rowhouses (i.e., townhouses) and m (under 8 units)	uplex and	A Medium Profile building can be a landmark, a prominent destination, or a focal point of a community that provides a transition between stable neighbourhoods and High Profile buildings.	Separate Medium and High Profile buildings from low profile buildings with a Local Road.
☑ Locate less dense and lower scale buildings in locations adjacent to ex density neighbourhoods.		Separate Medium and High Profile building from low profile buildings with a Local Road	
BEST FIT			

Give the location and physical attributes of the project site, we suggest that the applicable policies of the City of Windsor Official Plan would support the development of Low Profile Residential Uses uses on the project site. An Official Plan Amendment is being pursued given the existing designation of the lands in the North Roseland Secondary Plan which was applied to the land historically but does not reflect the contemporary intensification policies of the parent Official Plan.

/ Locational Criteria (Section 6.3.2.4)

Section 6.3.2.4 of the Official plan provides that residential intensification shall be directed to the Mixed Use Nodes and areas in proximity to those Nodes. Within these areas Medium Profile buildings, up 4 storeys in height shall be permitted. These taller buildings shall be designed to provide a transition in height and massing from low-profile areas. New residential development and intensification shall be located where: a) there is access to a collector or arterial road; b) full municipal physical services can be provided; c)adequate community services and open spaces are available or are planned; and d) public transportation service can be provided. With regard to the locational criteria outlined in Section 6.3.2.4, the site contains frontage on both a Class 1 and Class 2 collector road, has access to full municipal services with optimal capacity, is within close walking distance to Captain J Wilson Park and Talbot Trail Public School as well as public transit at 6th Concession/Provincial Road. As discussed further in Sections 5, 6 & 7 of this report, the proposed built form will remain of a low-profile nature (3-storeys) which is expressly permitted within lands having a neighbourhood development pattern.

/ Evaluation Criteria for a Neighbourhood Development Pattern (Section 6.3.2.5)

Section 6.3.2.5 provides a range of general policy criteria relating to residential intensification projects in neighbourhood areas, of which this project would qualify. 6.3.2.5 requires the proponent to demonstrate to the satisfaction of the Municipality that a proposed residential development within an area having a Neighbourhood development pattern is: in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area; (c) compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and amenity areas; 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; (d) provided with adequate off street parking; (e) capable of being provided with full municipal physical services and emergency services; and (f) facilitating a gradual transition from Low Profile residential development to Medium and/or High profile development and vice versa, where appropriate. This Planning and Design Brief has been prepared to aid in the evaluation of the proposal and draw direct links between key design considerations for residential intensification and the proposed site and building design. The graphics and illustrations in this brief also address functional considerations such as driveways, parking, landscaped open space, outdoor residential amenity area, buffering and setbacks, and waste storage/management which are key in evaluating the appropriateness of the proposed intensity of the development in the context of these policies.

Urban Design (Section 8.7.2.3)

From an urban design perspective, Section 8.7.2.3 of the Official Plan provides policy guidance for new proposed infill development/residential intensification within an established neighbourhood. The policies of 8.7.2.3 intend that new infill development is to be designed to function as an integral and complementary part of that area's existing development pattern by having regard for a multitude of existing neighbourhood character attributes. Subsection a) directs that new development should be complementary to adjacent development in terms of its overall massing, orientation, setback and exterior design, particularly character, scale and appearance. Windsor Council adopted Design Guidelines intended to assist in the design and review of applications for development in accordance with the policies noted above. In this regard, the information outlined in Section 2, 3 and 4 of this brief clearly articulates the character of the site and surrounding area. The design principles described and illustrated in Section 5 and the annotated graphics in Section 6 document how the proposed Zoning By-law and the conceptual site layout and building form(s) have been designed to respond to the unique context of the site, and have taken into account the Urban Design policies of the Official Plan along with other urban design best-practices for neighbourhood intensification projects.

/ Intensification Guidelines (2022)

Guided by the community vision articulated in the Official Plan (OP), and building on the principles of 'compatible' development, the objective of the City of Windsor's Intensification Guidelines is to provide direction for the design of future uses that respect the unique character of Windsor's neighbourhoods. The design guidelines are intended as a framework that outlines the salient characteristics of various design concepts and principles. The intent is to guide new development to become distinctive, while relating harmoniously to the use, scale, architecture, streetscapes, and neighbourhoods of Windsor, as well as meeting the needs of its citizens and visitors. The Urban Design Guidelines are meant to provide predictability for applicants, the City, and stakeholders, by providing consistent direction about the criteria for the design of proposed development in Intensification Areas. The subject site is within an established neighbourhood area but is not within a Mature Neighbourhood identified through OPA159 (and A-1 of the Official Plan). Some of the key guidelines for the development of new lowprofile residential forms at 3930 & 3950 Sixth Concession Road are summarized below for reference:

2.2 General Guidelines for All Development

- Low Profile development in the Stable and Mature Neighbourhoods includes single-detached, semidetached, duplex, townhouses, and apartments that are generally no greater than three (3) storeys in height.
- Ensure the scale of Low Profile buildings is compatible and sensitively integrated with residential buildings in the immediate vicinity in terms of building mass, height, setbacks, orientation, privacy, landscaping, shadow casting, accessibility, and visual impact.
- Maintain consistent front yard setbacks along the street. New development should have a set back equal to the predominant setback (70%+) on the street (+/- 1.0m), or a distance that is the average of those on either side of the development site (+/- 1.0m).
- Provide side yard setbacks that reflect those of adjacent homes, or are the average distance of those on either side of the development, in accordance with existing zoning standards, to a minimum of 1.2 metres.
- Limit continuous residential forms such as stacked townhouse buildings to **3 to 8 units per block** and the length of the townhouse block should not exceed 50 metres, unless it is essential to the architectural style of the building.

2.4 Townhouse Development

- Building mass should be compatible with buildings in the immediate vicinity of the development. Generally, the building foot print should not exceed
 35% of the lot area. In addition, 40% of the lot area should be dedicated to landscaped open space exclusive of parking facilities and driveways.
- Maintain the traditional range of building heights. Townhouses should not exceed three storeys. Consideration of height will depend on the height of housing in the immediate vicinity of the development.
- The main entrance should face the street, with the door in a prominent position. The front door should be clearly visible and approachable from the street.

S3.4 Zoning By-law 8600 Implications

/ Residential District 1 (RD1.4) Zone

The project site is currently zoned Residential District 1 (Low Density Housing) RD1.4 Zone in the City of Windsor Zoning By-law 8600. The existing RD1.4 Zone was originally applied to this site in 1986 through the passing of the City of Windsor's Comprehensive Zoning By-law 8600. The RD1 Zone is the least intense residential category zone and provides for and regulates single detached dwellings and duplexes. There are seven variations within the RD1 Zone family. The variations are differentiated on the basis of site requirements in order to provide for a range of lot sizes and dwelling styles. The following graphics highlight key regulations guiding development in the RD1.4 Zone variation which applies to the majority of the site. Our understanding of the existing zone permissions provides a frame of reference to measure and understand the degree of change being pursued through the proposed Zoning By-law Amendment and understand any potential impacts of the proposed change/intensification project.

HEIGHT

9.0m Maximum Height

4 Storeys

SETBACKS

6.0m Front (min.)

1.2m-1.8m Interior (min.)

7.5m Rear (min.)

Figure 4: Key Existing Zoning By-law Regulations



360-540m² Lot Area (min.)

OTHER

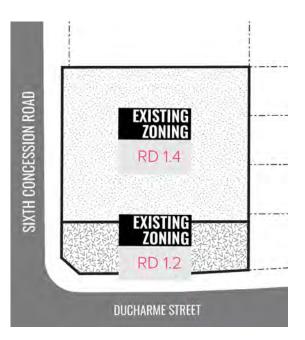
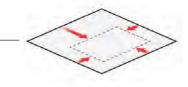
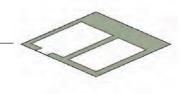


Figure 5: Existing Zoning Map



45% Coverage (max.)



S4 SITE ANALYSIS



1 Figure Ground

The existing size, shape, and location of built form in the immediate area, surrounding the project site, represents the framework upon which new infill development must integrate with and respond to. The figureground diagram illustrates the relationship between the existing built and unbuilt space on and in proximity to the site. Land coverage of buildings is visualized as solid mass, while unbuilt lands and public spaces are represented as voids.



Site Conditions 2

A range of potential physical and natural conditions (e.g., trees, vegetation, natural features, topography, major infrastructure, road widening dedications, etc.) can influence the ultimate design and complexity of any redevelopment project. The graphic above highlights the key physical characteristics of the site. The new development will respond to and account for these conditions from a planning and design perspective.



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Mobility

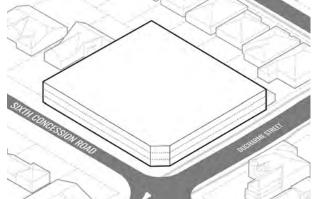
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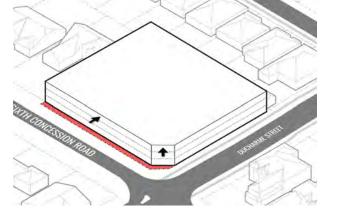
The surrounding mobility framework (e.g., roads, intersections, access driveways, sidewalks, bike lanes, transit routes and stops, etc.) has been taken into consideration while planning for the re-development of the site to ensure that the ultimate development is complementing or enhancing the planned function of the mobility network and minimizing operational impacts to the extent possible.

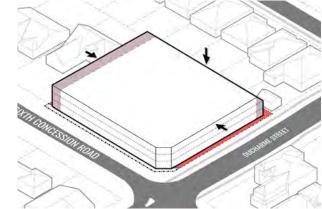
4 Edge Conditions

The placement, orientation and design of new development has been designed to respond to the existing/planned conditions directly adjacent to the site in order to minimize privacy impacts and protect access to sunlight/sky views for adjacent properties, particularity on adjacent rear yard amenity areas. The graphic above characterizes the various edge conditions/adjacencies that have been taken into consideration.

S5 DESIGN PRINCIPLES







1 Low-Rise Built Form

Given the locational characteristics of the site and the existing pattern of surrounding built form, the development to maintain a "low-profile" built form. The City's Residential Intensification Guidelines (2022) characterize "low-profile" as being 3-storeys in height or below. In this regard, the development will be within a traditional height range for a neighbourhood streetscape and not more than 1-storey taller than adjacent homes on 6th Concession Road.

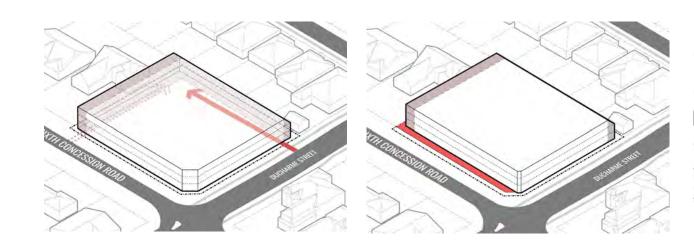
Official Plan References

Section 6.3 - Residential Designation Section 6.3.2.4 - Location Criteria Intensification Guidelines - Section 2.4.1.1 **2** Account for the Road Widening

As per Volume III, Schedule X, an approximately 2.0 metre road right-of-way widening is required to be dedicated to the City of Windsor along the Sixth Concession Road frontage of the project site. This reduction in land area has been accounted for in the development design.

3 Shape Massing to Fit Context

The new built form has been conceived to be sensitive to neighbouring uses and buildings. To achieve this, buildings have been designed to fit within a 45 degree angular plane measured from the east (rear) property line. The side yard setbacks respect the existing development pattern and include added regulations vary to accommodate appropriate facing distances based on the type of orientation (e.g., side-to-rear, front-to-rear)



4 Carve for Access

east.

Volume III: Right-of-Way Width Schedule

Section 6.3.2.5 - Evaluation Criteria for Neighbourhood Development Pattern Section 8.7.2.3 - Urban Design/Infill Development Intensification Guidelines - Section 2.2.1.2

Section 6.3.2.5 - Evaluation Criteria for Neighbourhood Development Pattern Section 8.7.2.3 - Urban Design/Infill Development Intensification Guidelines - Section 2.2.1.6 & 2.2.3

NOTE: The above noted urban design principles have been informed by the applicable policy, regulatory and contextual considerations for the site, many of which are highlighted in the preceding sections of this brief. These principles are central to our planning/design narrative for the site and the overall project goal of being sensitive to, compatible with, and a good fit within, the existing and planned urban fabric of the surrounding area. The images do not represent buildings. They show a potential "outer-envelope" within which a building or multiple buildings could be built.



The new development has been designed with a 6.0 metre wide access/driveway from Ducharme Street. The placement of the site access has been optimized to maximize separation from the intersection and also position the driveway to buffer new development, via horizontal plane separation, from existing development and rear yards to the

5 Acknowledge the Streetwall

The new development on the project site has considered the existing and planned (i.e., existing as-of-right zoning) "streetwall" character along 6th Concession Road to establish appropriate front yard setbacks and other design features facing 6th Concession Road.

6 Program and Activate

The proposed built form is street-oriented such that primary building frontage and entrance(s) faces towards Sixth Concession Road and the secondary building frontage faces towards Ducharme Street, with principal unit entrances and walkways facing the street where possible to create an interesting and animated streetscape.

Section 6.3.2.5 - Evaluation Criteria for Neighbourhood Development Pattern Section 8.7.2.3 - Urban Design/Infill Development Intensification Guidelines - Section 2.2.1.3 & 2.2.1.4

Section 8.7.2.3 - Urban Design/Infill Development Intensification Guidelines - Section 2.2.1.3 & 2.2.1.4

S6 THE PROPOSAL

S6.1 Proposed Official Plan Amendment

The City of Windsor has a series of "Secondary Plans" and special policy areas (i.e., Volume II of the Official Plan) which provide specific schedules and policies for those areas of the city where more detailed directions for land use, infrastructure, transportation, environment, urban design or similar matters are required beyond the general framework provided by the Official Plan. Secondary Plans are used to implement a variety of planning objectives including: to provide a process and a framework for addressing planning issues affecting or characterizing specific areas of the City; to facilitate the application of the general planning principles expressed in the Official Plan; to strengthen existing developed areas of the City and to facilitate, where desirable, appropriate and orderly redevelopment; to ensure the orderly, efficient and appropriate development of large tracts of vacant or underutilized land; to ensure that desirable characteristics of the City are protected and enhanced. The City currently has secondary plans for East Riverside Planning Area, North Roseland, and South Cameron.

The project site is within the boundary of the North Roseland Secondary Plan. This Secondary Plan was prepared in 1998 to provide direction for the development of 108 hectares of undeveloped vacant land west of Sixth Concession Road. This secondary plan was prepared in accordance with the former City of Windsor Official Plan (1972, as amended). The majority of the lands in the planning area have now "built-out", including key public uses/infrastructure such as Talbot Trail Public School, Captain Wilson Neighbourhood Park and the Stormwater Management Pond. Given the build-out of the area, the secondary plan has effectively served its intended purpose. The secondary plan is now over 25 years old and was not prepared with current local planning and housing objectives in mind, nor does it contemplate the Intensification, Infill and Redevelopment Policies outlined in Section 6.3. (through OPA 159). In our opinion, the plan does not accurately reflect the City's current infill policy for "Residential" lands and is not in conformity with the current Provincial Planning Framework as it relates to 3930 & 3950 6th Concession Road.

In light of the foregoing, the proposal includes an Official Plan Amendment which would effectively remove the lands from the North Roseland Secondary Plan Area. Given the nature of the amendment, the site would become subject of the Residential Designation policies of the parent Official Plan which more accurately represents and provides a policy framework for dealing with contemporary housing and infill policy.



CANCUN ST

/ Basis for the Amendment

The specific details of the proposed Official Plan amendment are outlined in Figure 6 on page 17 of this report. The following planning rationale serves as the basis for the proposed amendment:

Figure 6: Proposed Official Plan Amendment

OPAXXX_ 3930 & 3950 6th Concession Road

Volume II, Chapter 3 of the City of Windsor Official Plan is hereby amended by making the following change to Schedule NR2-7 - North Roseland Planning Area - Land Use Designations.

The proposed amendment will have the effect of removing the site from the land use framework and allow the parent Official Plan policies (including OPA 159) to guide development of the site.

1. The Plan was prepared in accordance with the former 1972 City of Windsor Official Plan and a previous growth and housing paradigm that is challenged by current demographic trends, affordability, growth objectives, etc.

2. The primary purpose of the North Roseland Secondary Plan was to guide the growth on what was (at the time of its creation) a large tract of vacant land to ensure the appropriate and orderly use of land, economic development and the efficient provision of infrastructure. Coordination, planing and implementation of the area servicing network, public school and neighbourhood park have now been resolved and implemented through various Draft Plans of Subdivision and, as such, one of the major purposes of the secondary plan has been fulfilled. In our opinion, the North Roseland Secondary Plan has largely served it's purpose in this regard.

3. The Policies of Section 6.3 "Residential Designation" provide appropriate guidance for redevelopment of the site, ensuring that but in a manner that considers contemporary planning and housing objectives.

4. Special Policy Areas are typically reserved for situations where more detailed direction is required beyond the policies of Volume I: The Primary Plan, and in this case it is our opinion that and the best policy approach is to remove the site form the North Roseland Secondary Plan.

S6.2 Proposed Zoning By-law Amendment

The proposed Zoning By-law will provide a framework for ground-oriented, medium density/low-profile residential development. To support the development vision for 3930 & 3950 Sixth Concession Road and to implement the applicable Official Plan policies, we propose to rezone the site from the Residential Districts 1 (RD1.4 & RD 1.2) to a Residential Districts 2 (RD2.5(_)) Special Provision Zone. The proposed Zoning By-law will provide a framework for ground-oriented residential intensification in an appropriate lowprofile building form. The proposed zone includes special regulations to account for the unique context of the project site, implement applicable form-based policy directions of the City of Windsor Official Plan and the Intensification Guidelines (2022). The proposed zone and special regulations are structured to facilitate an appropriate range of desirable site design outcomes but are not directly tied to a specific development design. In this regard, the proposed Zoning By-law Amendment will "lock-in" the key development and built form standards but will also allow for a degree of flexibility to address site and building design details through the future Site Plan Control application process.

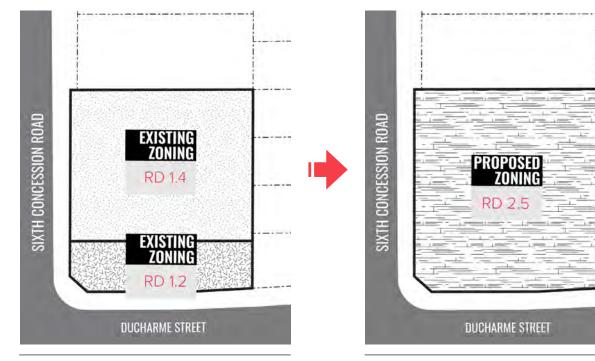


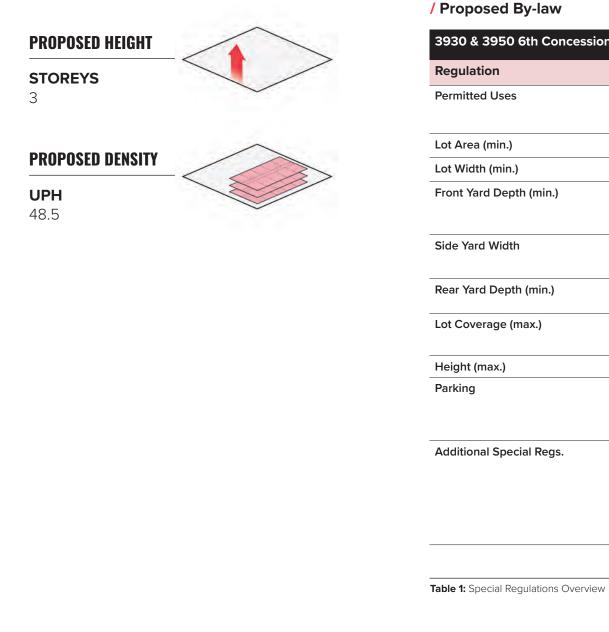
Figure 7: Existing Zoning

Figure 8: Proposed Zoning

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6th Concession Road		
	RD2.5	Proposed RD2.5(_)
	Double Duplex Dwelling; Duplex Dwelling; Multiple Dwelling; Semi- Detached Dwelling; Single Unit Dwelling; Townhome Dwelling; and, Any use accessory to the above uses.	-
	190m² per unit	200m ² per unit
)	20.0m	-
th (min.)	Min: 6.0m Max. 7.0m	Measured from existing ROW limit along 6th Concession Road and, where multiple buildings are to be developed, shall only apply to the building(s) nearest the lot line to the street.
1	2.5m	
h (min.)	7.5m	1.0m per 1.0m of main building height but in no case less than 7.5m.
nax.)	50%	-
	14.0m	3-Storeys 4
	Townhome Dwelling w/ Garage: 1 per unit Townhome Dwelling: 1.25 per unit Additional Dwelling Unit: 1 per unit Visitor: 15%	-
ial Regs.	-	Section 11.5.5.50 shall not apply.
	-	Notwithstanding any provisions of the by-law to the contrary, up to 50% of the Townhome Dwellings may contain an additional dwelling unit (subject to the remaining applicable provisions of Section 5.99.80)

Note: See page 21-23 for additional details and explanation for proposed special regulations.

/ Special Regulation Explanations

1 Gentle Density

The proposed RD2.5 Zone will provide an appropriate framework for the development of low-profile "townhome dwellings" on the subject site. It includes with a range of regulations designed to ensure the built form outcome fits well with a neighbourhood context. To provide further certainty to the concept shown through the rezoning process, we propose a stricter lot area requirement that will , in effect, limit the number of townhome dwellings to a maximum of 16, as shown.

Official Plan References

Section 6.3 - Residential Designation

4 Middle Height

The proposed Zoning By-law includes a sitespecific height regulation (i.e. max 3-storeys). The height regulation has been crafted to implement the Intensification Policies for Neighbourhood areas (i.e., 3 storeys) and the City of Windsor Intensification Guidelines. This regulation is more restrictive than the existing 14.0m height limit prescribed by the RD2.5 Zone, which, in and of itself, could enable a 4-storey building to be built.

Section 6.3 - Residential Designation Section 6.3.2.4 - Location Criteria Intensification Guidelines - Section 2.4.1.1

2 Front Yard Depth

The existing 6.0-7.0m front yard setback requirement is generally appropriate to guide development of the site, ensuring a streetoriented built form and fit with the planned context along 6th Concession Road. Additional clarification regarding the measurement of the "front yard" setback has been included to help clarify the measurement, in light of multiple buildings being developed on the site, the ROW widening requirement and the determination of front lot line.

3 Enhanced Rear Yard

The proposed zoning by-law includes an enhanced rear yard setback requirement. This special regulation has been included recognizing that existing low-rise residential development and rear yard amenity spaces to the east are unlikely to change. The enhanced regulation will ensure all new buildings on the project site fit within a 45 degree angular plane measured from grade, thereby mitigating potential massing and shadow impacts.

Section 6.3.2.5 - Evaluation Criteria for Neighbourhood Development Pattern Section 8.7.2.3 - Urban Design/Infill Development Intensification Guidelines - Section 2.2.1.3 & 2.2.1.4

5 Additional Regs.

There are a range of general provisions of By-law 00-8600 that apply to, and affect, the proposed development. A series of additional special regulations are proposed to clarify the nature of the proposed development/built form, and enable the development a limited amount of additional dwelling units within the main floor of 50% of the proposed townhouses to allow for housing choice and flexibility. The special regulations will defer appropriate material selection to occur through the Site Plan Control process.

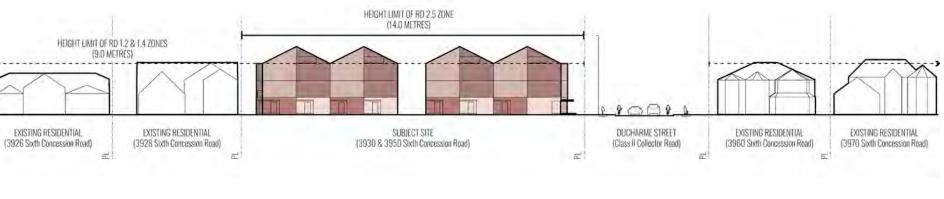
Section 6.3 - Residential Designation Section 6.3.2.23 - Additional Dwelling Units

Section 6.3.2.5 - Evaluation Criteria for Neighbourhood Development Pattern Section 8.7.2.3 - Urban Design/Infill Development Intensification Guidelines - Section 2.2.1.2



NORTH

Figure 9: North-South Section Diagram



Note: Figure 9 illustrates, via a north-south section diagram, the heights permitted by the existing RD1.2 & RD1.4 Zone categories that apply to adjacent properties along 6th Concession Road, the standard height limit for the proposed RD2.5 Zone, and the height of the proposed building forms themselves. Given the corner location of the site it acts as a logical transition/step-up zone. As evident by the cross-section analysis, the proposed development provides a built form that is only 1-storey taller than existing adjacent development, in conformity with the direction outlined in the intensification guidelines. The proposed building heights maintain a "human-scale" along 6th Concession Road and are appropriate for a low-profile residential area.

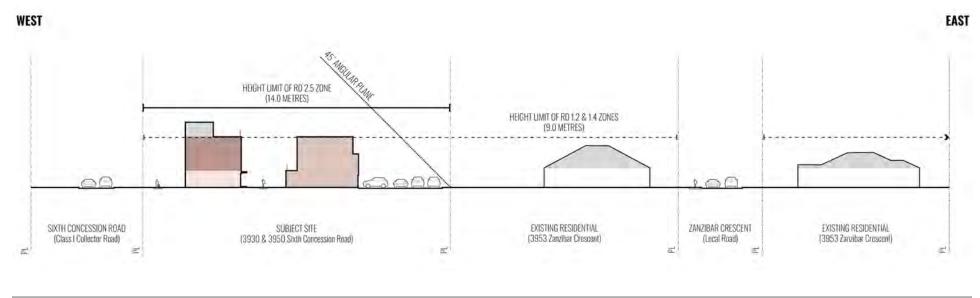


Figure 10: East-West Section Diagram

Note: Figure 10 above, illustrates the setbacks of the proposed development from the existing east and west property lines. The diagram illustrates a 45 degree angular plane measured from the shared lot line with the adjacent dwelling/rear yard on Zanzibar Crescent. The proposal establishes substantial separation in order to preserve access to sunlight and to minimize overlook into rear yard amenity spaces. The proposal is also showing a reduction in building height versus what is normally permitted via the proposed RD2.5 Zone, and how the proposed height, at many points, aligns with the height limit within the existing RD1.4 Zone that applies to the site and surrounding properties.

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S6.3 Proposed Development Concept

/ Mixed Urban Towns + ADU's

The following illustrations and graphics provide an overview of the development concept for 3930 & 3950 6th Concession Road. The development concept is representative of the developer's future intention for the project site and represents a desirable implementation of the proposed Zoning By-law amendment outlined in Section 6.2 of this brief. The concept includes a total of 16 3-storey townhouses, with the town house blocks/units along the Sixth Concession Road each also containing an additional dwelling unit (ADU) integrated into the main floor. The ADU's include front doors and porches facing the street, while the main units (above) and rear row of townhouses have their entrances facing the pedestrian courtyard in the centre of the site. Each townhouse unit features either integrated rooftop or balcony amenity spaces while the ADU's include at-grade amenity spaces in the internal pedestrian courtyard. Each townhouse unit has access to two parking spaces, provided through a combination of integrated garages and driveways. The eight parallel parking spaces located along the east property line are intended to serve the ADU's and/or visitors. A dimensioned conceptual site plan has been prepared and is available for public download at www.siv-ik.ca/3930sc. A series of simplified supporting illustrations have been included in this report to highlight key elements of the conceptual site and building design in a manner that enables a more seamless evaluation by stakeholders and decision-makers. The detailed conceptual site plan should be referred to where detailed dimensions and specifications are required for review or evaluation.



/ Concept At-A-Glance

SITE AREA

0.33

Hectares

BUILDING HEIGHT

3 Storeys

DENSITY

1.0 Floor Area Ratio

48 Units Per Hectare

DWELLING UNITS

16

Townhome Dwelling Units

(+ ADU's on the main floor of up to 8 of the Townhome Dwellings)

PARKING

2.5/unit Overall Rate

40 Overall Stalls

OTHER

42% Landscaped Open Space

32% Lot Coverage



SE PERSPECTIVE





2

The project pays consideration to neighbouring properties to the north through, limiting windows to habitable rooms, setbacks and building placement that avoids the creation of new shadows on the rear yard for extended periods.

The Townhome dwellings have been conceived with street oriented design features such as front door, stoops and walkways that will serve to animate enhance the quality of the street environment.

The Townhome blocks have been limited to a maximum of 4 units in a row which 3 serves to "break down" the massing of the proposed built form and complement the neighbourhood oriented streetscape.

4

The design includes the development of a common pedestrian walkway along the 6th Concession Road frontage, which ties to individual walkways and provides a safe connection to the sidewalk network at Ducharme Street.

5

6

Integrated garages and parking area have been strategically sited at the "rear" of the proposed buildings to ensure garages/parking do not dominate the streetscape and that the front and exterior yards are landscaped.

The proposal includes a 1.5m "landscaped strip" which will allow for the construction of a 1.83m privacy fence and plantings - collectively providing enhanced screening/buffering from existing development to the east.



The townhome blocks each have direct access to an interior green courtyard, providing opportunities for at-grade, outdoor residential amenity area and pedestrian circulation throughout the site.



The rear townhome blocks have been sited in a manner that maximizes horizontal plane separation from existing development to the east and minimizes direct overlook. The rear wall of the rear row is generally in line with the existing homes along 6th Concession Road.

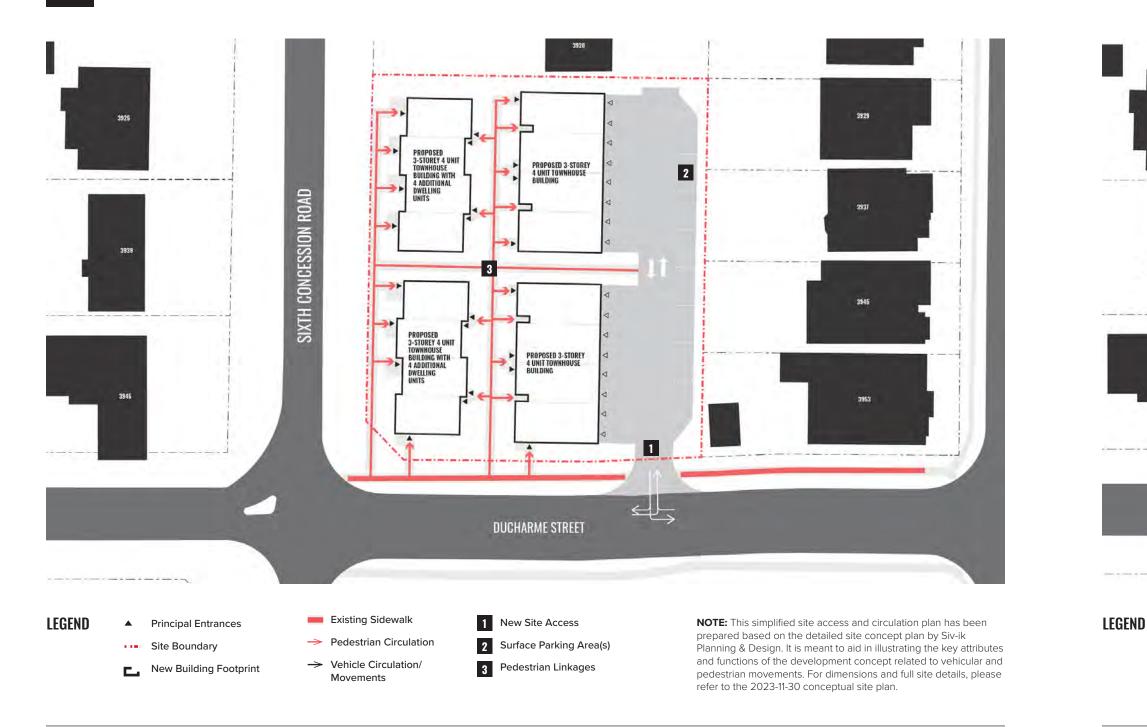


Figure 11: Simplified Site Circulation Plan



New Building Footprint

- Landscaped Area
- Common Outdoor Amenity
- Private Outdoor Amenity Area(s)

meant to aid in illustrating the parameters for the future detailed landscape plan which will be prepared by a Licensed Landscape Architect during subsequent stages of the planning process and reviewed through the Site Plan Control application.

Figure 12: Simplified Landscape Plan

S7 TECHNICAL ANALYSIS

S7.1 Sun/Shadow Study

/ Spring Equinox



March 21



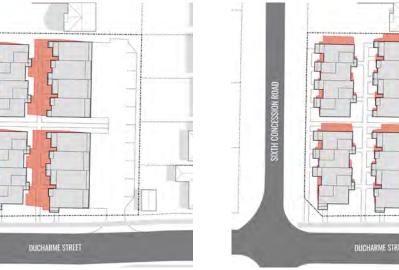
March 21

June 21

NOTES:

- 1. The sun/shadow diagrams have been created by Siv-ik Planning and Design Inc. using industry-standard modeling practices to help illustrate how the sun moves across the project site and surrounding area. These graphics estimate the potential shadows that could be cast by the proposed development upon the existing surrounding context. The results of sun/shadow study are conceptual in nature and represent an interpretation of the potential building massing, surrounding built form and natural features. The simulated dates and times shown are based on City of London requirements.
- 2. Sept 21 and March 21 (equinox) both result in similar shadow patterns so the diagrams have only shown March 21st.









12PM June 21



/ Winter Solstice





TOURNOUS STREET

9AM December 21 **12PM** December 21



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S7.2 Transportation Impact Assessment

A Transportation Impact Assessment has been prepared by RC Spencer Associates Inc. The Transportation Impact Study (TIS) includes an analysis of existing traffic conditions, a description of the proposed development, assessment of traffic impacts with recommendations to accommodate the proposed development as appropriate, review of on-site vehicle circulation and Transportation Demand Management measures appropriate to the subject site.

Figure 15 below highlights the peak hour vehicle trip generation anticipated from the proposed development. Based on the evaluation of the existing infrastructure and the proposed development, it was concluded that the intersection of 6th Concession Road and Ducharme Street is forecast to operate at the same exact level of service (LOS A & B depending on time of day and turning movement) pre and post-development and the site generated traffic by the development will not significantly impact traffic operations at this intersection. The proposed site access from Ducharme is forecast to operate with a desirable level of service (LOS A). A left-turn lane warrant analysis was completed for the eastbound approach on Ducharme Street to the proposed site access. Given the design speeds of Ducharme and the projected traffic volumes, a left-turn lane was not warranted. Lastly, a sight-line analysis was completed to evaluate the safety of the proposed access location and it was determined that there is sufficient sight distance to enable safe access at the proposed site access location on Ducharme Street. Further details and supporting technical analysis is contained within the RCSA TIA.



Figure 13: TIA Highlights

S7.3 Natural Features Inventory

A Natural Features Inventory was carried out for the property by Bezaire Partners Landscape Architects. No significant natural features or natural hazards were identified on the subject site. The most notable/relevant is the presence of existing trees/vegetation. The NFI identifies and evaluates all trees of all sizes in the adjacent City right-of-way and trees greater than 10 cm in diameter measured at breast height on, and within 3 metres of, the project site. The inventory identified 36 individual trees. The size, location and quality of the existing trees can be found on the Existing Tree List and Condition table on the Tree Inventory Plan prepared by BP. No rare or endangered tree species were identified. 12 of the 36 trees were identified as being in "Poor" condition or "Dead". In considering the potential impacts and disturbance associated with the proposed development concept, it is anticipated that the large majority of existing on-site trees will require removal. The preservation plan will continue to be refined through subsequent stages of the development process when further details about site grading and engineering are finalized (e.g., through the future site plan control application process). New tree plantings will be contemplated through the future landscape plan which will be prepared during the site plan control application process.

S7.3 Sanitary Servicing Report

Through the pre-application consultation process with the City of Windsor it was identified that the applicant's engineer was to provide a sanitary servicing report demonstrating how the site is intended to be serviced by municipal sanitary sewers. Haddad Morgan & Associates was retained to prepare a Sanitary Servicing Report to support the development strategy and Official Plan and Zoning By-law Amendment application. The report determines the maximum peak flows which will result from the proposed development and an overview of the function and capacity of the existing 250mm diameter sewer which exists along 6th Concession Road.



From a sanitary perspective, the HMA report assumed a peak population of 58 for the proposed development based on City of Windsor methodologies for townhome dwelling. It was concluded that the existing 250mm sewer outlet on 6th Concession Road is currently operating at a current peak utilization of 18%. Factoring in the maximum potential flow rates from the proposed development, the peak utilization will increase to 21%. Based on these factors, it is concluded that the existing sewer provides an appropriate outlet, with sufficient capacity to serve the planned development and significant additional redevelopment within this sewer-shed area.

> Diameter of existing sewer outlet on 6th Concession Road available to serve the development



Peak utilization rate of the 6th Concession sewer postdevelopment.

Figure 14: Servicing Feasibility Report Highlights

S8 ENGAGEMENT SUMMARY

S8.1 Our Program

We understand that change in neighbourhoods warrants conversation. Our community engagement program was designed to provide an opportunity for those who are interested to learn more about the vision for the site early on in the planning process and share their thoughts. The Developer (Masotti Construction Inc.) and the project team are committed to engaging with local residents at multiple points in the process.

The timeline below shows a general overview of the steps in the planning process for 3930 & 3950 6th Concession and how those steps interact with our applicant-led community engagement program.

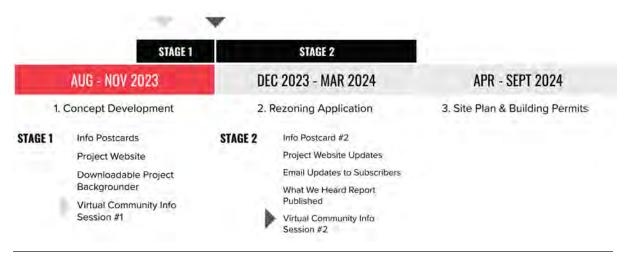


Figure 15: Engagement Program Overview

Feedback received through our outreach program is used to deepen our understanding of the local context and shape some elements of the design of the project, where possible. We acknowledge that change is difficult and that no outcome will satisfy all interested parties completely. As such, the project team cannot integrate everything suggested by our neighbours and the community at-large. However we commit to: providing residents with quality and up-to-date information about the project; helping residents to understand how they can participate in the process; asking for their thoughts and opinions; and sharing what we have heard and our team's response to it.

STAGE 1 TACTICS

Info Postcard

83 information postcards were circulated to surrounding homes and businesses to notify the local community of the planned redevelopment via direct mail and to direct them to the project website.

Project Website

A project website (www.siv-ik.ca/3930sc) was launched on October 11, 2023 to provide a "home base" for sharing information and updates about the project and gathering feedback through an online feedback form.

Downloadable "Project Backgrounder" Publication

Siv-ik published a project backgrounder document to provide informative content regarding City planning policy, the planning process and the preliminary design principles that were established for the site. The backgrounder was made available for download on the project website.

Virtual Community Information Session

The project team hosted a Zoom webinar on October 25, 2023 to provide a live forum to share information directly with residents/participants and to facilitate a Q&A session with lead members of the project team.

What We Heard Report

The report will been published and shared on the project website. The report "closes the loop" on Stage 1 of our community engagement program by clearly documenting the feedback that was received and our response to it.

REACH

ENGAGEMENT



FEEDBACK

/ INFO POSTCARDS CIRCULATED

/ UNIQUE VIEWS OF THE PROJECT WEBSIT





As a % of unique website views

Attended the Virtual Info Session #1

TOPICS OF INTEREST

Key topics of interest have been extracted from the feedback and comments provided. The table below shows the frequency that respondents provided feedback on specific topics. Some respondents provided feedback on more than one topic of interest. In some cases, comments were received that could not be organized into a topic of interest but were taken into consideration as part of this project.

Proposed Housing Type

Development Process & Timing

Site Layout

Traffic

NOTE: The graphics and text above represent highlights of Stage 1 of our community engagement program. Further details regarding the engagement program and the verbatim feedback can be found in the 2023-11-27 What We Heard Report by Siv-ik Planning and Design Inc. The report is available for public download at www.siv-ik.ca/3930sc.

S9 INTERPRETATION

Purpose of this Brief

We understand that site's are not blank slates. This Planning and Design Brief outlines the planning and design rationale for the development of 3930 & 3950 6th Concession Road in Windsor, ON. The Brief provides an overview of the proposed Official Plan Amendment, Zoning By-law Amendment and Concept Plan which is representative of the project team's best thinking for the site's development, considering the policy, regulatory and physical context and the end user. The Brief is meant to highlight the key factors that shape development on this site and help stakeholders to understand how those key factors have shaped the proposed Zoning By-law and Concept Plan.

The Development Design

The proposed zone and special regulations are structured to facilitate a narrow range of desirable site design and built form outcomes, however, the zone is not tied to a specific development design. The proposed Zoning By-law Amendment will "lock-in" the key development and built form standards but will also allow for a degree of flexibility to address site and building design details through the future Site Plan Control application process. The specific development plans highlighted in the report are conceptual in nature and are subject to a degree of change through the future development design and approval process. The massing diagrams presented are not to be construed as buildings but rather an artist's interpretation of typical elements found in buildings of a similar scale as what is contemplated through the proposed Zoning By-law Amendment.

Stakeholder Engagement

The project team has carried out early communications/engagement with the Ward 9 Councillor, City Administration (Planning and Development), and surrounding residents to inform the redevelopment vision for the site and looks forward to continuing to do so as the applications progress through the review process.



REFERENCES

- 1. City of Windsor Official Plan (2000).
- 2. North Roseland Secondary Plan (1998).
- 3. City of Windsor Intensification Guidelines (2022).
- 4. City of Windsor Zoning By-law 8600
- 5. City of Windsor, MappMyCity (Last updated 2023).
- 6. Notice of Adoption for City of Windsor Official Plan Amendment 159 (July 15, 2022)
- 7. Natural Features Inventory Plan, prepared by Bezaire Partners, dated October 12, 2023).
- 8. Transportation Impact Assessment, prepared by RC Spencer Associates Inc., dated October 2023.
- 9. Sanitary Servicing Study, prepared by Haddad Morgan & Associates Ltd., dated October 2023.
- 10. Legal Survey, prepared by Verhaegen Land Surveyors, dated June 17, 2021.



Contact Us www.siv-ik.ca | info@siv-ik.ca | 905.921.9029 SOCRATES COURT

MORAND STREET

DUCHARME ST

SCOFIELD AVENUE

XTH CONCESSION

DSENZA STREE

[siv-ik] PLANNING

STAGE 1 What we heard **Report**

Developer

Masotti Construction Inc.

Project Site

3930 & 3950 Sixth Concession Road / Windsor / ON

11.27.2023

Contact

Michael Davis mdavis@siv-ik.ca | 905.921.9029 | siv-ik.ca

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BAR CRESCEN

Development & Heritage Standing Committee Meeting Agenda - Monday, May 6, 2024 Page 525 of 915

PREPARED BY

Siv-ik Planning and Design Inc.

PREPARED FOR

Masotti Construction Inc.

VERSION 1.0

ISSUED

11.27.2023

CONTACT

Michael Davis | Partner 905.921.9029 mdavis@siv-ik.ca

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ABOUT THIS REPORT

This What We Heard Report has been prepared by Siv-ik Planning and Design Inc. for Masotti Construction Inc. as part of our CREATE process. It provides an account of all community engagement activities undertaken in support of the planning process for 3930 & 3950 Sixth Concession Road, the feedback received throughout the process and the project team's response to common questions and concerns. This report includes all of the feedback that the project team has received up to November 27, 2023. It will be updated as we continue to work with various stakeholders over the coming months through City review of the Official Plan and Zoning By-law Amendment application.

www.siv-ik.ca

S1: INTRODUCTION

S1.1 About the Project

The project site is comprised of two legal parcels, municipally referred to as 3930 & 3950 Sixth Concession Road in the City of Windsor. The site is located on the east side of Sixth Concession Road at the intersection of Ducharme Street. The project site is located in the Roseland Planning District which encompasses the area generally bound by Cabana Road to the north, the CN rail line to the east, and Provincial Highway 401 to the south and west. The site currently contains an existing 2-storey single detached dwelling but is of a suitable size and shape to accommodate a greater intensity of development.



Figure 1. The Project Site

Figure 2. Proposed Development

/ Project Timeline







Note: Projected "future" timelines subject to change.

S2: PROGRAM OVERVIEW

We understand that change in neighbourhoods warrants conversation. Our community engagement program was designed to provide an opportunity for those who are interested to learn more about the vision for the site early on in the planning process and share their thoughts. The Developer (Masotti Construction Inc.) and the project team are committed to engaging with local residents at multiple points in the process.

The timeline below shows a general overview of the steps in the planning process for 3930 & 3950 Sixth Concession Road and how those steps interact with our applicant-led community engagement program.

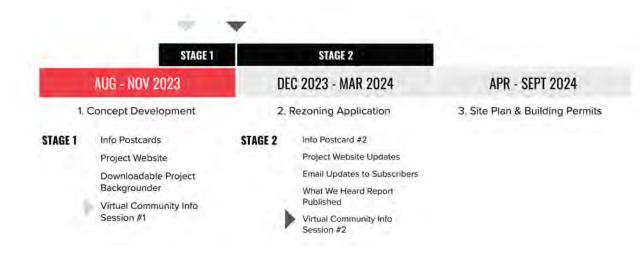


Figure 3. Engagement Program Overview

Feedback received through our outreach program is used to deepen our understanding of the local context and shape some elements of the design of the project, where possible. We acknowledge that change is difficult and that no outcome will satisfy all interested parties completely. As such, the project team cannot integrate everything suggested by our neighbours and the community at-large. However we commit to: providing residents with quality and up-to-date information about the project; helping residents to understand how they can participate in the process; asking for their thoughts and opinions; and sharing what we have heard and our team's response to it.

🖳 📑 🖬 ж **STAGE 1 TACTICS**



Info Postcard

83 information postcards were circulated to surrounding homes and businesses to notify the local community of the planned redevelopment via direct mail and to direct them to the project website.

Project Website

A project website (www.siv-ik.ca/3930sc) was launched on October 11, 2023 to provide a "home base" for sharing information and updates about the project and gathering feedback through an online feedback form.

Downloadable "Project Backgrounder" Publication

Siv-ik published a project backgrounder document to provide informative content regarding City planning policy, the planning process and the preliminary design principles that were established for the site. The backgrounder was made available for download on the project website.

Virtual Community Information Session

The project team hosted a Zoom webinar on October 25, 2023 to provide a live forum to share information directly with residents/participants and to facilitate a Q&A session with lead members of the project team.

What We Heard Report

The report has been published and shared on the project website. The report "closes the loop" on Stage 1 of our community engagement program by clearly documenting the feedback that was received and our response to it.

Figure 4. Info Postcard Snapshot





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and in the local day

Project Site

3930 and 3950 Sixth Concession Road Windsor / ON

cess for the project site

PROJECT BACKGROUNDER (VERSION 1.0)

Fin through to learn more about the future vision and planning

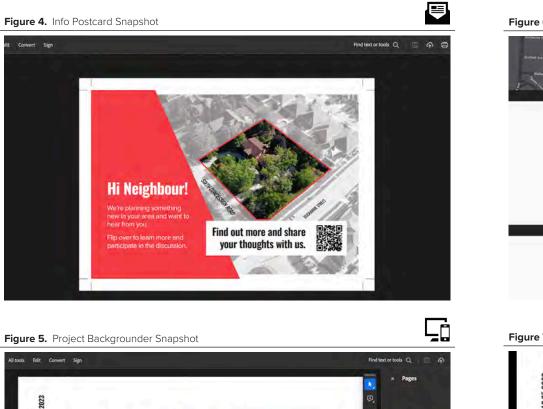
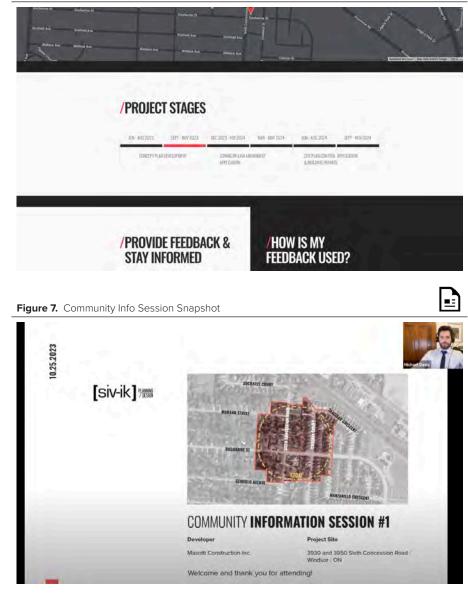


Figure 6. Project Website Snapshot



1

04



FEEDBACK



UNIQUE PROJECT WEBSITE VIEWS

20

UNIQUE RESPONDENTS

39

UNIQUE PIECES OF FEEDBACK



As a % of unique website views

Attended the Virtual Info Session #1

TOPICS OF INTEREST

Key topics of interest have been extracted from the feedback and comments provided. The table below shows the frequency that respondents provided feedback on specific topics. Some respondents provided feedback on more than one topic of interest. In some cases, comments were received that could not be organized into a topic of interest but were taken into consideration as part of this application process and included in this report. All verbatim responses received can be found in the Section 3 of this report.

Building Typology

Development Process and Timing

Site Layout

Traffic

Note: The graphics and text above represent highlights of Stage 1 of our community engagement program.

S3: WHAT WE HEARD

S3.1 Key Themes & Response

This section of the What We Heard Report includes an inventory of all written verbatim feedback collected by the project team through various channels during Stage 1 of the engagement process. The project team has applied best practice privacy rules to this What We Heard Report and therefore names, locations and contact information have been redacted in all instances to protect the anonymity of those who provided feedback.

1 Building Typology

SELECT COMMENTS

- I understand the need for higher density. But a 30+ apartment building on this lot is not realistic.
- I am concerned about the number of units in a small area.
- Will these be rental or resell units?

PROJECT TEAM RESPONSE

While the project site could accommodate a low-rise apartment building, after careful consideration of the existing city planning policies and the neighbourhood context the proposed concept plan includes 16 townhouses (up to 8 of the proposed townhouses may contain a secondary dwelling unit on the main floor). The proposed concept follows the applicable policies of the Windsor Official Plan and is supported by the City of Windsor Intensification Guidelines.

It is anticipated that the large majority of residential units will be offered at a market rate. The specific form of tenure (e.g. owner-occupied condominiums vs. rental housing) has not been determined at this time and is not regulated by the City of Windsor through the Official Plan and Zoning By-law Amendment application process.

2 Development Process and Timing

SELECT COMMENTS

- Are they looking to utilize government funding for the project?
- What stages can we make changes, provide feedback that will be listened to?
- I think there should be a public forum with the ward Councillor so we can have a public discussion.

PROJECT TEAM RESPONSE

At this time, the developer has not indicated whether they are looking to utilize any government funding for the project.

In addition to the applicant-led community engagement process, the City will provide an opportunity for additional participation in the planning process once the Official Plan and Zoning By-law Amendment application has been submitted to and accepted by the City. Community members will be able to provide comments directly to the City Planner assigned to the file, review the application materials and provide your comments at a future public participation meeting before the City's Development and Heritage Standing Committee. Windsor City Council is the approval authority for the applications.

3 Site Layout

SELECT COMMENTS

- parking lot?
- What is going to happen to all the mature trees that are on the lot?

4 Traffic

SELECT COMMENTS

- congestion.

• Where will the parking be? Will it be a large

• Where are the windows facing?

PROJECT TEAM RESPONSE

Vehicle parking for the proposed townhouse units is provided in the rear yard of the site, entered from Ducharme Street. Parking will be provided by way of integrated/attached garages and individual driveways in front of each garage. A single row of parallel parking spaces are provided along the common driveway.

The townhouse layout has been designed to reduce overlook onto neighbouring residential properties. The majority of unit windows face towards the public streets (Sixth Concession Road & Ducharme), towards the internal spaces of the site. or towards the rear of the property. In cases where windows face towards existing residential buildings (specifically towards the rear), increased setbacks and vegetation buffers have been contemplated to reduce the potential for overlook.

A Tree Inventory is required as part of this Official Plan and Zoning By-law Amendment application. Several of the large mature trees on the site are identified as "Poor" or "Fair" condition. New tree plantings will be contemplated through the future landscape plan which will be prepared during the site plan control application process. The Tree Inventory will be made available online at www.siv-ik.ca/3930sc.

PROJECT TEAM RESPONSE

 Is 6th concession going to be widened with 4 lanes with all this traffic? Also, are there going to be traffic lights by Ducharme and 6th concession for all this extra traffic?

I am against this proposal. It will cause too much

A Traffic Impact Brief is required by the City as part of the Official Plan and Zoning By-law Amendment application. Based on the evaluation of existing infrastructure and the proposed development, the study concluded that the existing intersection of Ducharme Street and Sixth Concession Road is expected to operate well even with the additional traffic generated by the proposed development. It was also identified that a mini roundabout is proposed at this intersection as part of the completed Sixth Concession-North Talbot Environmental Assessment. The full Traffic Impact Brief will be made available online at www.siv-ik. ca/3930sc.

S3.2 Verbatim Feedback

This section of the What We Heard Report includes an inventory of all written verbatim feedback collected by the project team through various channels during Stage 1 of the engagement process. The project team has applied best practice privacy rules to this What We Heard Report and therefore names and contact information have been redacted in all instances to protect the anonymity of those who provided feedback.

/ Online at www.siv-ik.ca/3930sc

Date	Respondent	Verbatim Feedback	
2023-10-14	#1	Please mail me info about the project. I don't have a computer.	
2023-10-17	#2	 Is 6th concession going to be widened with 4 lanes with all this traffic??? Also, are there going to be traffic lights by Ducharme and 6th concession for all this extra traffic. I'm not happy about this development at all. This was a quiet neighborhood now it's going to be one big traffic jam! 	2023-10-25
2023-10-25	#3	Interested in finding out what the development will look like.	
2023-10-25	#4	For zoom meeting!	
2023-10-26	#5	• We are not happy with Masotti constructions new project. It will ruin the entire street. Think about people who are already living here	
2023-10-26	#6	• I understand the need for higher density. But a 30+ apartment building on this lot is not realistic.	
2023-10-27	#7	What are you planning ?	
2023-10-27	#8	• I am not in favour of this multiple unit project in this neighbourhood . Instead would recommend 2-3 town houses .	2023-10-25
2023-10-29	#9	I am concerned about the number of units in a small area.	
		I think there should be a public forum with the ward councillor so we can have a public discussion.	
2023-10-30	#10	Stop ruining our beautiful neighbourhood. Get out of here!	
2023-10-31	#11	Will these be rental or resell units?	2023-10-25
		What zoning use will you be applying for?	
2023-10-31	#12	 I am against this proposal. It will cause too much congestion. Walker and Ducharme is already suffering. It's not fair to close up the other end. If there is a community vote, many will vote NO. 	2023-10-25

/ Virtual Community Meeting #1

Date	
2023-10-25	

Respondent	Verbatim Feedback
#13	What is the typology? Townhouse? Apartment? One building? Multiple buildings?
	How is drainage going to be affected?
	Concerned about multiple buildings – worried about too many people/apartments as they have kids
	 Renovated my house – beautiful neighbourhood, we will loose money when reselling our houses. Concerned about pool, property values – Do you think about the people living on this street for 20+ years
#14	How many units are you proposing?
	 If an apartment where will the parking be? Will it be a large parking lot?
	Is our plan for Sixth Concession to be redone before we start? Or will you go ahead before reconstruction?
	Are you looking more for condo or rental?
	How high is 3 storeys? In m?
	Where are the windows facing?
	 Do you know if there will be any changes to the intersection of Ducharme and Sixth Concession? Would there be a stop light? No one stops at the stop sign.
	 House was for sale for 10 months or so – why the change in direction?
	What's the projected timeline for construction? From shovels in the ground to occupancy?
	Would there be underground parking?
#15	What is the maximum number of units based on Design Principal 1?
	Concerns with an apartment complex.
	What stages can we make changes, provide feedback that will be listened to.
	 Believe that 2 houses should be developed on the site – no more, no apartment complex – does not want 25-35 units on the site.
#16	How many buildings are you actually considering and how many storeys?
	Are they looking to utilize government funding for the project?
	Can this project be stopped?
#17	 What is going to happen to all the mature trees that are on the lot. It doesn't sound that the green space will be saved. When I look out my window, instead of seeing beautiful green space I'm going to see an eyesore of a building?

Date	Respondent	Verbatim Feedback
2023-10-25	#18	Is there any chance or actually stopping this project with the provincial mandate?
2023-10-25	#19	Thank u all very professional.
2023-10-25	#20	Thank you for your time gentlemen.

/ This page has been intentionally left blank.

S4: SUMMARY

S4.1 **Purpose of this Report**

This report represents the culmination of Stage 1 of our Applicant-led community engagement program for the proposed redevelopment of 3930 & 3950 Sixth Concession Road. The report is intended to be read in conjunction with the 2023-11-27 Planning and Design Brief, also prepared by Siv-ik Planning & Design Inc. That brief will be made available for public download at www.siv-ik.ca/3930sc. We understand that what various stakeholders such as local residents think and say about an issue should be factored into the project planning for consideration. This report provides a transparent account of all feedback received to help inform decisionmakers about issues that are important to local residents. It also represents a "closing of the loop" with participants in our engagement program where they can learn about how key themes of feedback have been addressed by the project team

S4.2 Stakeholder Engagement

The project team has carried out early engagement with City Administration and surrounding residents, to inform the redevelopment vision for the site and looks forward to continuing to do so as the applications progress through the review. The next steps for our Applicant-led engagement program (i.e., Stage 2) are detailed above.



REFERENCES

- 1. City of Windsor Official Plan (2000).
- 2. North Roseland Secondary Plan (1998).
- 3. City of Windsor Intensification Guidelines (2022).
- 4. City of Windsor Zoning By-law 8600
- 5. City of Windsor, MappMyCity (Last updated 2023).



Contact Us www.siv-ik.ca | info@siv-ik.ca | 905.921.9029

APPENDIX D – CONSULTATION

ENBRIDGE – JOSE DELLOSA

After reviewing the provided drawing at Concession rd 6 and Ducharme St and consulting our mapping system, please note that Enbridge Gas has active infrastructure in the proposed area. A PDF drawing has been attached for reference.

Please Note:

1. The shown piping locations are approximate and for information purposes only

2. The drawings are not to scale

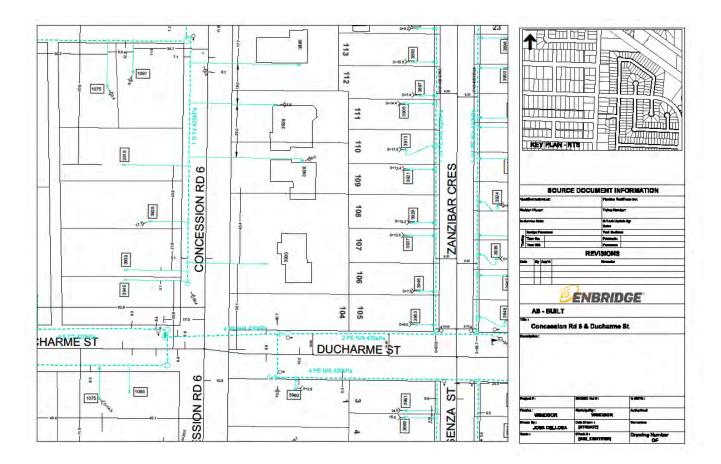
3. This drawing does not replace field locates. Please contact Ontario One Call for onsite locates prior to excavating, digging, etc

Enbridge Gas requires a minimum separation of 0.6m horizontal and 0.3m vertical from all of our plant less than NPS 16 and a minimum separation 1.0m horizontal and 0.6m vertical between any CER-regulated and vital pipelines. For all pipelines (including vital pipelines), when drilling parallel to the pipeline, a minimum horizontal clearance measured from the edge of the pipeline to the edge of the final bore hole of 1 m (3.3 ft) is required. Please ensure that this minimum separation requirement is maintained, and that the contractor obtains locates prior to performing any work and utilizes safe excavation practices while performing any work in the vicinity.

Also, please note the following should you find any abandoned infrastructure in the area:

- Any pipe that is excavated, please assume that it is live
- If during the course of any job, any pipe is found that is not on the locate sheet and is in conflict with your work, please call our emergency number (1-877-969-0999), and one of our Union Gas representatives will respond to determine if that plant is in fact live or dead

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



TRANSIT WINDSOR – 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 to this property is located on Provincial at Sixth Concession Southeast Corner. This bus stop is approximately 460 metres away falling outside of Transit Windsor's 400 metre walking distance guidelines to a bus stop. Transit Windsor's City Council approved Transit Master Plan does have a new local route being introduced into this area that will have transit service along Ducharme between Sixth Concession and Holburn. This would provide direct transit access to this development with proposed bus stops in the Ducharme Sixth Concession area.

CANADA POST – BRUNO DESANDO

Thank you for contacting Canada Post regarding plans for a new 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 development 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 development 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.

CITY OF WINDSOR - ENGINEERING - ROW AND DEVELOPMENT

We have reviewed the subject Official Plan & Zoning By-Law Amendment application and offer the following comments:

Sewers

The site may be serviced by a 250mm PVC sanitary sewer and the 5th Concession Drain for the storm outlet, located along the Sixth Concession Road frontage. The 5th Concession Drain is a municipal drain with by-laws, and is governed under the Drainage Act. An engineer's report prepared in accordance with the Drainage Act is required for any major improvements to the drain, which includes the installation, relocation, or removal of culverts for access. Any redundant sewer connections shall be abandoned in accordance with the City of Windsor Engineering Best Practice B.P 1.3.3.

A Sanitary Sewer Study, dated November 2023 by Haddad Morgan & Associates LTD, has been received and reviewed. The applicant's consultant has confirmed that the existing 250mm PVC sanitary sewer on Sixth Concession Road will effectively accommodate the site's sewer servicing needs. The study demonstrates that the municipal sanitary sewer has adequate capacity, and no adverse impacts are expected on the surrounding areas as a result of the proposed development. The Sanitary Sewer Study has been deemed acceptable, and the proposed sanitary servicing strategy is supported by the Engineering Development department.

The applicant will be required to submit, prior to the application for a building permit, a stormwater management plan in accordance with Windsor Essex Region Stormwater Management Standards Manual, restricting stormwater runoff to pre development levels.

The submission for a Storm Retention Scheme will include, at a minimum:

- a. Submission of stormwater management review fee,
- b. Stormwater management report stamped by a professional engineer
- c. Stormwater management check list (see link below)
- d. Site servicing drawings stamped by a professional engineer

Submission of a stormwater management report alone **will be deemed incomplete**, unless accompanied by the additional requirements specified above. Please visit the **City of Windsor Website** and the **ERCA Website** for additional information on stormwater management requirements.

Roads and Right-of-Way

Sixth Concession Road is classified as a Class I Collector road by the Official Plan, with a required right-of-way width of 24 metres according to Schedule X. The current right-of-way width is insufficient, however, a conveyance is not required as per the Sixth Concession Road/North Talbot Road Environmental Assessment. Ducharme Street is classified as a Class II Collector road by the Official Plan, with a required right-of-way width of 22 metres according to Schedule X. The current right-of-way width is sufficient; therefore, a land conveyance is not required.

Currently, Sixth Concession Road lacks curb and gutter, as well as sidewalks along both sides and are required under the Environmental Assessment. The owner shall agree to contribute \$3,626.55 towards the future construction of curb and gutter, as well as \$6,861.05 towards the future construction of sidewalks along the entire Sixth Concession Road frontage.

A 0.3 metre reserve (City owned) exists along the entire Ducharme Street frontage, which controls access to the right-of-way. Driveway and leadwalk access to Ducharme Street is subject to partial removal of the existing reserve. There are several proposed leadwalks connecting to the existing municipal sidewalk along Ducharme Street and shall be consolidated on private property prior to tying in two connections to the

municipal sidewalk. Driveways shall be constructed of asphalt or concrete as per the City of Windsor Standard Engineering Drawing AS-221 or AS-222, complete with straight flares and no raised curbs in the right-of-way. The proposed driveway entrance shall have a minimum 1.0 metre separation from any hydro poles or vertical obstruction and a minimum corner clearance of 15 meters.

There are several items that currently reside within the existing drain maintenance corridor (10 metre setback from edge of drain), including two redundant driveways, their associated culverts, and an existing brick wall along the Sixth Concession Road frontage. It was also noted that the proposed building will be located within this designated working space. An engineer's report under the Drainage Act is required and a "Notice of Request for Drain Major Improvement – 78 (1.1)" form shall be submitted, addressing the removal of said items as well as the change of land use. This report must also propose an acceptable working space (corridor) from the existing top of bank, including an easement setback from the property line, which must remain free of any structures in perpetuity.

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.

Sidewalks -The Owner(s) agrees to pay to the Corporation, prior to application for building permit, the sum of \$6,861.05 being the Owner's contribution towards the future construction of a concrete sidewalk along the Sixth Concession Road frontage of the subject lands.

Curb and Gutter – The Owner further agrees to pay to the Corporation, prior to application for building permit, the sum of \$3,626.55 being the Owner's contribution towards the future construction of concrete curb and gutter along the Sixth Concession Road frontage of the subject lands.

Drainage Report - The Owner agrees, at its own expense, to retain a Consulting Engineer to provide a detailed Engineer's Report in accordance with Section 78 of the Drainage Act, which shall include a working corridor from the existing top of bank, as well as a drain easement setback from the property line along the entire Sixth Concession Road frontage.

Drain Easement – Prior to application for building permit, the owner shall gratuitously grant an easement satisfactory to the City Engineer along Sixth Concession Road for the maintenance and improvement of the 5th Concession Drain.

If you have any further questions or concerns, please contact Amy Olsen, of this department at <u>aolsen@citywindsor.ca</u>

ENWIN

Hydro Engineering: Jeremy Allossery

No objection provided adequate clearances are achieved and maintained. Take note of the ENWIN owned hydro pole at the northern edge of the 3930 Sixth Consession property, within the 3928 property lines, carrying overhead secondary and communication conductors that dip underground. Also be advised of the underground secondary conductors servicing the currently existing building.

Water Engineering: Bruce Ogg

Water Engineering has no objections. The existing water service will need to be upgrades to accommodate the proposed development.

CITY OF WINDSOR - 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 Stage 1 may be made following completion of the requisite Development and Heritage Standing Committee meeting at <u>https://ca.cloudpermit.com/login</u>.

CITY OF WINDSOR - FORESTRY - Yemi Adeyeye

Forestry has following comments on this property.

After reviewing the Conceptual site plan and it looks to be a clear cut of the entire lot. If this site is going to be cleared of all the trees listed, it is a large loss of canopy cover for the City of Windsor.

I have removed all of the dead trees from the total and that DBH total is 1273cm.

For every 5cm of DBH = 1 replacement tree(\$680.00)

1273/5cm=254.6 replacement trees

255 replacement trees at \$680.00 = \$173 400.00

CITY OF WINDSOR - NATURAL AREAS - Karen Alexander

Natural Areas has following comments on this liaison.

The property is mowed under the trees, so the Natural Areas Inventory and Tree Preservation Plan is appropriate.

Natural Areas has no concerns as long as the tree inventory is approved by Forestry.

CITY OF WINDSOR - PARKS - Hoda Kameli

Parks D&D has <u>no objection</u> to this Liaison.

CITY OF WINDSOR - TRANSPORTATION PLANNING

• Sixth Concession Rd is classified as a Class I Collector road by the Official Plan with a required right-of-way width of 24 metres according to Schedule X. The current right-of-way width is insufficient, however, a conveyance is not required as per the 6th Concession Road/North Talbot Road Environmental Assessment.

- Ducharme St is classified as a Class II Collector road by the Official Plan with a required right-of-way width of 22 metres according to Schedule X. The current right-of-way width is sufficient; therefore, a land conveyance is not required.
- Per the Official Plan, a sidewalk is required on two sides of a Collector Road. A sidewalk contribution is required for Sixth Concession Rd frontage as per Engineering Right-of-Way requirements.
- All parking must comply with ZBL 8600, otherwise, a Parking Study will be required.
 - Accessible spaces and bicycle spaces must be clearly indicated on revised site plan
 - Transportation Planning would suggest additional bicycle parking to what is required according to ZBL, as there are many bicycle facilities within the area
 - The site plan does not show any loading spaces; they should be clearly indicated on the site plan if they are required as per ZBL 8600.
- Transportation Planning has reviewed the submitted Traffic Impact Brief titled, "3930 Sixth Concession Road Townhomes Windsor, On" conducted by RC Spencer Associates Inc. in October 2023 and has the following comments:
 - Transportation Impact Brief is satisfactory in its current form
- A Swept Path Analysis is required in order to demonstrate all turning maneuvers can be made with sufficient space
- All accesses shall conform to the TAC Geometric Design Guide for Canadian Roads and the City of Windsor Standard Engineering Drawings (AS-203 and AS-204).
- Raised curbs not permitted within the right-of-way
- Curved flares not permitted within the right-of-way
- Throat length for the proposed driveway onto Ducharme St must be 8 metres as per the TAC Guidelines
- Driveways proposed must be 7-9 metres total at the property line (minimum 3.5m/lane, maximum 4.5m/lane)
- All new exterior paths of travel must meet the requirements of the Accessibility for Ontarians with Disabilities Act (AODA).

APPENDIX G - Site Photos



Eastern view of subject property from Sixth Concession Road



Northeast view of the subject property at Sixth Concession Road and Ducharme Street



Northerly view from Ducharme St

Item No. 8.1



Committee Matters: SCM 138/2024

Subject: Adoption of the Development & Heritage Standing Committee minutes of its meeting held May 6, 2024



CITY OF WINDSOR MINUTES 05/06/2024

Development & Heritage Standing Committee Meeting

Date: Monday, May 6, 2024 Time: 4:30 o'clock p.m.

Members Present:

Councillors

Ward 1 - Councillor Fred Francis Ward 4 - Councillor Mark McKenzie Ward 7 - Councillor Angelo Marignani Ward 9 - Councillor Kieran McKenzie Ward 10 - Councillor Jim Morrison (Chairperson)

Members

Member Anthony Arbour Member Charles Pidgeon Member Robert Polewski Member Khassan Saka Member William Tape

Member Regrets

Member Joseph Fratangeli Member Daniel Grenier Member John Miller

PARTICIPATING VIA VIDEO CONFERENCE ARE THE FOLLOWING FROM ADMINISTRATION:

Sandra Gebauer, Council Assistant

ALSO PARTICIPATING IN COUNCIL CHAMBERS ARE THE FOLLOWING FROM ADMINISTRATION:

Jelena Payne, Commissioner, Economic Development Greg Atkinson, Deputy City Planner - Development Jason Campigotto, Deputy City Planner - Growth Stacey McGuire, Executive Director Engineering / Deputy City Engineer Matthew Johnson, Executive Director, Economic Development

Shawna Boakes, Executive Director Operations / Deputy City Engineer Emilie Dunnigan, Manager Development Revenue & Financial Administration Patrick Winters, Manager, Development Aaron Farough, Senior Legal Counsel Robert Perissinotti, Development Engineer Brian Nagata, Planner II – Development Review Diana Radulescu, Planner II – Development Review Justina Nwaesei, Planner III – Development Adam Szymczak, Planner III – Development Kristina Tang, Planner III – Development Kristina Tang, Planner III – Heritage Kevin Alexander, Planner III – Special Projects Laura Strahl, Planner III – Special Projects Natasha McMullin, Clerk Steno Senior Anna Ciacelli, Deputy City Clerk

Delegations—participating via video conference

Item 7.1 - Tracey Pillon-Abbs, RPP Principal Planner

Item 7.5 - Tracey Pillon-Abbs, RPP Principal Planner

Item 10.1 - David Mady, Vice President Real Estate Development, Roasati Construction

Item 11.2 - David Mady, Vice President Real Estate Development, Roasati Construction

Item 11.3 - Anthony Malandruccolo, Stipic Weisman LLP, solicitor for property owner

Delegations—participating in person

Item 7.2 - Karl Tanner & Theresa O'Neill, Dillon Consulting Limited

Item 7.2 - David Carlini, area resident

Item 7.3 - Karl Tanner & Theresa O'Neill, Dillon Consulting Limited

Item 7.3 - Laurie and Joe Lauzon, area residents

Item 7.5 - John Bortolotti, Sfera Architectural Associates Inc. Architects

Item 7.5 - David Girard, area resident

Item 7.6 - Cindy Prince, Vice President, Amico Affiliates

Item 10.2 - Heather Grondin, Chief Relations Officer, Windsor-Detroit Bridge Authority

Item 10.2 - Jose Luis Mendes, Project Director, Bridging North America

1. CALL TO ORDER

The Chairperson calls the meeting of the Development & Heritage Standing Committee to order at 4:30 o'clock p.m.

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2. DISCLOSURES OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

Councillor Mark McKenzie discloses an interest and abstains from voting on Item 7.5 being "Official Plan Amendment and Zoning By-law Amendment Applications for 835 Tecumseh Road East, 2148 Marentette Avenue, and 2175 Parent Avenue, Z-006/24 [ZNG-7179] & OPA 184 [OPA-7180], Ward 4," as he is a member of the Giovanni Caboto Club.

3. REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS

None requested.

4. COMMUNICATIONS

None presented.

8. ADOPTION OF THE MINUTES

8.1. Adoption of the Development & Heritage Standing Committee minutes of its meeting held March 4, 2024

Moved by: Member William Tape Seconded by: Member Khassan Saka

THAT the minutes of the Development & Heritage Standing Committee meeting held March 4, 2024 **BE ADOPTED** as presented. Carried.

Report Number: SCM 66/2024

8.2. Adoption of the Development & Heritage Standing Committee minutes of its meeting held April 2, 2024

Moved by: Councillor Fred Francis Seconded by: Councillor Mark McKenzie

THAT the minutes of the Development & Heritage Standing Committee meeting held April 2, 2024 **BE ADOPTED** as presented. Carried.

Report Number: SCM 90/2024

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Thom Hunt, City Planner appears before the Development & Heritage Standing Committee and provides some kind words of thanks and appreciation to Marina Clemens who recently passed away. She was a community planning advocate, a promoter of social welfare. As executive director of Drouillard Place, she worked tirelessly and fiercely to make the neighbourhood of Ford City safe, healthy, and welcoming. She devoted that same energy as a member of the planning advisory committee for many years and several years as chairperson. She will be truly missed.

10. HERITAGE ACT MATTERS

10.1. 1958-1998 Wyandotte Street East, Strathcona Building – Request for Heritage Designation & Heritage Funding (Ward 4)

David Mady, Vice President Real Estate Development, Rosati Construction

David Mady, Vice President Real Estate Development, Rosati Construction, appears before Council regarding the administrative report dated April 9, 2024 entitled, "1958-1998 Wyandotte Street East, Strathcona Building – Request for Heritage Designation & Heritage Funding (Ward 4)" and is available for questions.

Moved by: Councillor Mark McKenzie Seconded by: Member William Tape

Decision Number: DHSC 611

With regards to the designation request of the Strathcona Building,1958-1998 Wyandotte Street East:

- I. THAT City Council **APPROVE** the designation, in accordance with Part IV of the Ontario *Heritage Act*; and,
- II. THAT the City Clerk **BE AUTHORIZED** to publish a Notice of Intention to Designate the Strathcona Building, at 1958-1998 Wyandotte Street East, in accordance with Part IV of the *Ontario Heritage Act* with the draft Statement of Cultural Heritage Value or Interest attached in Appendix 'A"; and,
- III. THAT the City Solicitor PREPARE the By-law for Council to designate the property; and,

Subject to the completion of the designation request process, be it further resolved:

- IV. THAT the following heritage incentives to a total upset value of \$92,829.00 (total cost of the recreation of the four bay windows) BE GRANTED to the owner of the Strathcona Building, 2798315 ONTARIO INC., at 1958-1998 Wyandotte Street East, which is comprised of the following:
 - a. Property tax reductions of 30% for up to 3 years, in accordance with the Heritage Property Tax Reduction By-law 164-2015 and its requirements to an upset value of \$55,533.67;

- b. Community Heritage Fund (Reserve Fund 157) award to an upset of \$37,295.33; and,
- V. THAT the heritage incentives funding identified under recommendations IV **BE SUBJECT** to the following:
 - a. Any additional financial requirements of the heritage incentive programs such as proof of payment
 - b. Determination by the City Planner that the work is completed to heritage conservation standards and the City Building Official for Building code compliance;
 - c. Owner's submission of paid receipts for work completed.

Carried.

Report Number: S 48/2024 Clerk's File: MBA/14768

10.2. Sandwich Street Infrastructure Enhancement Heritage Permit (Ward 2)

Heather Grondin, Chief Relations Officer, Windsor-Detroit Bridge Authority

Heather Grondin, Chief Relations Officer, Windsor-Detroit Bridge Authority appears before the Development & Heritage Standing Committee regarding the administrative report dated February 9, 2024, entitled "Sandwich Street Infrastructure Enhancement Heritage Permit (Ward 2)" to provide an overview of the project's initiatives, goals, vision and budget allocations.

Jose Luis Mendes, Project Director, Bridging North America

Jose Luis Mendes, Project Director, Bridging North America appears before the Development & Heritage Standing Committee regarding the administrative report entitled "Sandwich Street Infrastructure Enhancement Heritage Permit (Ward 2)" and provides highlights of the technical aspects of the project including an overview of the design, materials, vegetation, infrastructure, and the materials as they relate to enhancing the overall look and the heritage of the area.

Councillor Kieran requests more information related to the consultation process that was undertaken regarding landscaping. Ms. Grondin indicates that a more detailed breakdown can be provided, but that the vast majority of people were focused on enhancing landscaping in the area.

Councillor Kieran McKenzie inquires in terms of hardscaping, what informed the decision-making process to go in a different direction from what was initially proposed. Ms. Grondin indicates that as a result of the consultation, as more emphasis was placed on landscaping, the bulk of the budget was focused there instead of on hardscaping.

Councillor Kieran McKenzie asks how the addition of hardscaping would affect the budget. Mr. Mendes indicates that moving forward with hardscaping in addition to landscaping would push the budget over by about 50%, increasing it to \$1.5 Million.

Councillor Kieran McKenzie inquires where the discussion stands with the Sandwich Town BIA. Ms. Grondin responds that the Sandwich Town BIA meetings are regularly attended where conversations have been had regarding the design and planning of the enhancement. The latest feedback in recent briefings has been generally positive.

Member William Tape inquires as to the main function of the tree cells. Mr. Mendes indicates that the Tree cells' main function is to help the trees to grow bigger and healthier and to provide a larger canopy over the sidewalks.

Member William Tape inquires whether there have been any alternate plantings or species that have been considered for the project to help offset some of the costs, and related to the consultation process and the types of questions that were asked. Ms. Grondin responds that the consultation process included broad, general conversation, and when trends were identified, the surveys became more focused and specific. Ms. Grondin adds that there are projects that are being carried out outside of the Sandwich Street Enhancement Project.

Member William Tape inquires whether there are any features being considered regarding the transit history. Ms. Grondin responds that in the current art plans, it is not being considered however, it may be considered as part of interpretive signs.

Councillor Angelo Marignani inquires if the trolley tracks currently embedded in the intersections will be preserved or removed. Ms. Grondin indicates that the Sandwich Street Reconstruction Project intends to dig up anything that is found, and the City of Windsor representatives will evaluate their condition to determine what happens with them.

Councillor Kieran McKenzie inquires if the City should want to reincorporate additional heritage features, to what extent does the project create challenges to further highlighting the history using hardscaping or other types of investments. Kristina Tang, Heritage Planner appears before the Development & Heritage Standing Committee regarding the administrative report entitled "Sandwich Street Infrastructure Enhancement Heritage Permit (Ward 2)" and indicates that in the recommendation, administration proposes to work on heritage features at the time of construction and installation of other heritage features.

Councillor Kieran McKenzie inquires whether the City participation in heritage improvement features is going to require an additional budget source. Ms. Tang indicates that the costs associated with inclusion of the trolley tracks are outlined in the administrative recommendation.

Councillor Kieran McKenzie inquires whether there are elements of the current project that would hinder the addition of other heritage features outside of the project scope as it relates to the full implementation of the Heritage District Plan for Sandwich Town. Thom Hunt, City Planner appears before the Development & Heritage Standing Committee regarding the administrative report entitled "Sandwich Street Infrastructure Enhancement Heritage Permit (Ward 2)" and indicates that the planning department looked to see what heritage elements could be incorporated at the same timing of this project.

Councillor Kieran McKenzie inquires whether there are items that were previously considered that have been taken off the table. Stacey McGuire, Executive Director, Engineering, appears before the Development & Heritage Standing Committee regarding the administrative report entitled "Sandwich Street Infrastructure Enhancement Heritage Permit (Ward 2)" and indicates that in reviewing the budget and identifying which features could not be done later, the tree cells were one of them. Some other surface features could always be installed later. Once there are brand new sidewalks, tree cells and pavers are not items that you would want to have to do after the fact.

Councillor Kieran McKenzie inquires in terms of the streetscaping, benches and decorative items, if everything will be returned to their locations after being removed. Administration responds that all the street furniture will be removed, refurbished, and reinstalled in the same or similar location based on the new road reconstruction.

Councillor Angelo Marignani inquires about the tree cells. Ms. McGuire indicates that the tree cells are like big soil boxes underground that allow the tree roots to grow underneath the sidewalk. There is no stormwater management portion to this project.

Councillor Angelo Marignani inquires about the approximate cost related to maintenance. Administration indicates that they do not have any exact cost estimates, but they don't anticipate it will be more costly than what is currently there now.

Councillor Angelo Marignani inquires about whether there is a maintenance program for the soil cell system. Administration would need to consult with parks to provide that answer.

Moved by: Councillor Kieran McKenzie Seconded by: Councillor Angelo Marignani

Decision Number: DHSC 612

- THAT the Heritage Permit requested by Bridging North America Constructors Canada GP (BNA), on behalf of Windsor-Detroit Bridge Authority (WDBA), **BE APPROVED** for Infrastructure Enhancements along Sandwich Street within the Sandwich Heritage Conservation District, in accordance with Appendix A-D Heritage Permit Application, subject to the following condition(s):
 - a. Submission of satisfactory product details and samples to the City Planner or designate;
 - b. Final locational clearance with City Administration (such as Engineering & Parks Departments, etc.);
 - c. May include a listing of components that are not updated in their Heritage Permit
 - Use of Unilock Brussels Block in "Coffee Creek" colour
 - Minor relocation of bench and receptacle

- Verification of Tree and Plant species by City of Windsor Parks Department;
- d. Coordination with any other items if approved by Council in Recommendation II; and,
- II. THAT the additional heritage appropriate streetscape element(s) identified by the City BE APPROVED for the Sandwich Street Road Reconstruction Project to be consistent with the Sandwich Heritage Conservation District Plan in the following priority and subject to the upset limit of \$390,000:
 - a. Trolley Tracks embedded in the Concrete Crosswalks at intersections of Sandwich Street at Mill, Brock, and Detroit Streets
 - b. Traffic Signal Poles and Arms (textured coated black)
 - c. Heritage style transit shelter Daytech Bus Shelter AMF04X10N 'Colonial"
 - d. Repaint existing black coated decorative light poles; and,
- III. THAT the City Planner **BE DELEGATED** the authority to approve any further changes associated with the Sandwich Street Road Reconstruction Project within the Sandwich Heritage Conservation District, including but not limited to:
 - a. Further changes to the application
 - b. A separate future Heritage Permit submitted by the Sandwich Business Improvement Association (BIA) for a replacement Pergola, in coordination with the overall Infrastructure Upgrades; and,

Whereas on February 2, 2024, the 2024 10-year capital budget was deemed approved via Mayoral Decision MD05-2024 and subsequently Administration identified unallocated funding from the Canada Community-Building Fund, be it further resolved,

IV. THAT the City Treasurer BE DIRECTED to transfer up to \$390,000 currently available in Canada Community-Building Fund (Fund 176) funding to Project 7152001, Cabana Road Improvements, which replaces \$390,000 in existing Pay-As-You-Go (Fund 169) funding; and further,

Whereas, City Council **SUPPORTS** an expenditure of up to \$390,000 as it relates to the supply and implementation of Recommendation II, be it resolved:

V. THAT the City Treasurer **BE DIRECTED** to create a new capital project under Heritage Planning to be funded by way of a transfer of up to \$390,000 in available Pay-As-You-Go (Fund 169) funding from Project 7152001.

Carried.

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Report Number: S 20/2024 Clerk's File: MBA/9191

There being no further business the meeting of the Development & Heritage Standing Committee (*Heritage Act* Matters) portion is adjourned at 5:12 o'clock p.m.

The Chairperson calls the *Planning Act* Matters portion of the Development & Heritage Standing Committee meeting to order at 5:14 o'clock p.m.

5. ADOPTION OF THE *PLANNING ACT* MINUTES

5.1. Adoption of the Development & Heritage Standing Committee minutes (*Planning Act*) of its meeting held April 2, 2024

Moved by: Councillor Angelo Marignani Seconded by: Member Anthony Arbour

THAT the *Planning Act* minutes of the Development & Heritage Standing Committee meeting held April 2, 2024 **BE ADOPTED** as presented. Carried.

Report Number: SCM 105/2024

6. PRESENTATION DELEGATIONS (PLANNING ACT MATTERS)

See items 7.1 through 7.3 and items 7.5 through 7.6.

7. PLANNING ACT MATTERS

7.1. OPA & Rezoning – Bouzide Enterprise Ltd - 2144 Huron Church Rd - OPA 180 OPA/7168 Z-003/24 ZNG/7169 – Ward 10

Moved by: Councillor Fred Francis Seconded by: Councillor Angelo Marignani

Decision Number: DHSC 605

1. THAT Schedule "A" of Volume I: The Primary Plan of the City of Windsor Official Plan **BE AMENDED** by designating Lots 50 to 66, Part Lots 29 to 41, 67 & Part Block A, Part Ojibway Street (Closed), Part Alley (Closed), Plan 997, designated as Parts 1 to 3, 6 to 9, 11 to 17, 19 & 22, and Part of Parts 4, 5, 10, and 18, RP 12R24779 (PIN 01583-2726; 2144 Huron Church Road; Roll No. 080-510-00420), situated on the east side of Huron Church Road, west side of Daytona Avenue, north of Northwood Street, as a Special Policy Area; and,

2. THAT Chapter 1 in Volume II: Secondary Plans and Special Policy Areas of the City of Windsor Official Plan **BE AMENDED** by adding a new Special Policy Area as follows:

1.X 2144 Huron Church Road

- LOCATION 1.X.1 The property described as Lots 50 to 66, Part Lots 29 to 41, 67 & Part Block A, Part Ojibway Street (Closed), Part Alley (Closed), Plan 997, designated as Parts 1 to 3, 6 to 9, 11 to 17, 19 & 22, and Part of Parts 4, 5, 10, and 18, RP 12R24779 (PIN 01583-2726), situated on the east side of Huron Church Road, north of Northwood Street, is designated on Schedule A: Planning Districts and Policy Areas in Volume I - The Primary Plan.
- LAND USE 1.X.2 Notwithstanding the designation of these lands as DESIGNATION "Commercial Corridor" on Schedule SC-1: Development Concept in the South Cameron Planning Area in Volume II – Secondary Plans and Special Policy Area, the subject lands shall be designated as a "Mixed Use Corridor" and be subject to the appropriate policies in Chapter 6 – Land Use in Volume I – The Primary Plan.
- LANDSCAPED1.X.3Notwithstanding Special Policy Area1.2 Huron ChurchSETBACKRoad Corridor in Chapter 1 of Volume II of the City ofFROM HURONWindsor Official Plan, the minimum landscaped setbackCHURCH ROADfrom the Huron Church Road right-of-way shall be 10.0 m.

3. THAT Zoning By-law 8600 **BE AMENDED** by changing the zoning of Lots 50 to 66, Part Lots 29 to 41, 67 & Part Block A, Part Ojibway Street (Closed), Part Alley (Closed), Plan 997, designated as Parts 1 to 3, 6 to 9, 11 to 17, 19 & 22, & Part of Parts 4, 5, 10, & 18, RP 12R24779 (PIN 01583-2726; 2144 Huron Church Road; Roll No. 080-510-00420), situated on the east side of Huron Church Road, north of Northwood Street by adding a site specific exception to Section 20(1) as follows:

500. EAST SIDE OF HURON CHURCH ROAD, WEST SIDE OF DAYTONA AVENUE, NORTH OF NORTHWOOD STREET

For the lands consisting of Lots 50 to 66, Part Lots 29 to 41, 67 & Part Block A, Part Ojibway Street (Closed), Part Alley (Closed), Plan 997, designated as Parts 1 to 3, 6 to 9, 11 to 17, 19 & 22, and Part of Parts 4, 5, 10, and 18, RP 12R24779 (PIN 01583-2726), the following additional provisions shall apply:

a) Additional Permitted Main Use:

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Dwelling Units in a *Combined Use Building* with any one or more permitted uses in Section 15.1.1, save and except the following uses: *Gas Bar*; *Outdoor Market; Parking Garage; Public Parking Area; Tourist Home*.

- b) For the lands identified as the "Retained Parcel" on Appendix B Conceptual Site Plans to Report S 41/2024, the following additional provisions shall apply:
 - 1. Notwithstanding Section 24.20, the minimum total required *parking spaces* shall be 67.
 - 2. Notwithstanding Section 25.5.20.1.3, the minimum parking area separation from an *interior lot line* shall be 0.30 m.
- c) For the lands identified as the "Severed Parcel" on Appendix B Conceptual Site Plans to Report S 41/2024, for a *Combined Use Building*, the following additional provisions shall apply:
 - 1. Building Height maximum 20.2 m
 - 2. Amenity Area Per *Dwelling Unit* minimum 12.0 m² per unit
 - 3. Notwithstanding Section 24.20, the minimum total required *parking spaces* shall be 83.
 - 4. Notwithstanding Section 25.5.20.1.2, the minimum parking area separation from Daytona Avenue shall be 2.90 m.
 - 5. Notwithstanding Section 25.5.20.1.5, the minimum parking area separation from a *building* wall in which is located a main pedestrian entrance facing the *parking area* shall be 1.80 m.
 - 6. Notwithstanding Section 25.5.20.1.6, where a *building* is located on the same *lot* as the *parking area*, for that portion of a *building* wall not containing a *habitable room window* within 4.0 m of the *ground*, the minimum parking area separation from that portion of the *building* wall shall be 0.0 m.

(ZDM 4; ZNG/7169)

- 4. THAT, when Site Plan Control is applicable:
 - A. Prior to the submission of an application for site plan approval, at the discretion of the City Planner, Deputy City Planner, or Site Plan Approval Officer:
 - 1) those documents submitted in support of the applications for amendments to the Official Plan and Zoning By-law 8600 **BE UPDATED** to reflect the site plan for which

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approval is being sought, and any comments from municipal departments and external agencies.

- B. The Site Plan Approval Officer **BE DIRECTED** to incorporate the following, subject to any updated information, into an approved site plan and an executed and registered site plan agreement:
 - 1) Noise and vibration control measures identified in Sections 4, 5 and 6 in the Acoustical and Vibration Report, prepared by Baird AE, dated May 8, 2023, subject to the approval of the City Planner, Deputy City Planner, or Site Plan Approval Officer.
 - Requirements of the City of Windsor Engineering and City of Windsor Transportation Planning contained in Appendix D of Report S 41/2024, subject to the approval of the City Engineer.
 - 3) Mitigation measures identified in Section 5.0 of the Species at Risk Impact Assessment prepared by Insight Environmental Solutions Inc. and dated December 12, 2022. subject to the approval of the City Planner, Deputy City Planner, or Site Plan Approval Officer.
 - 4) Written confirmation from the Ministry of the Environment, Conservation and Parks (MECP) that a Record of Site Condition (RSC) has been filed in the Environmental Site Registry.
- C. The Site Plan Approval Officer **CONSIDER** all other comments contained in Appendix D of Report S 41/2024 and all recommendations in the documents submitted in support of the applications for amendments to the Official Plan and Zoning By-law 8600.

Carried.

Report Number: S 41/2024 Clerk's File: ZO/10790 & ZB/10789

7.2. Official Plan Amendment and Zoning Bylaw Amendment Site specific regulations for Multiple Dwelling – Z 004-24 [ZNG-7171] & OPA 182 [OPA-7173] 1027458 Ontario Inc. 0 Clairview Ave. - Ward 7

Moved by: Councillor Kieran McKenzie Seconded by: Councillor Fred Francis

Decision Number: DHSC 606

I. THAT the City of Windsor Official Plan, Volume II, Part 2 – East Riverside Secondary Plan, **BE AMENDED** by deleting Section 2.7.7.5. and replacing as follows:

"2.7.7.5 The mix and distribution of dwelling types within Residential Neighbourhoods will be established in the neighbourhood subdivision plans provided for in Section 2.8 of this

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Secondary Plan provided, however, that single detached dwellings shall be the only permitted use on any lot which abuts the municipal boundary of the Town of Tecumseh."; and,

- II. THAT Schedule "A" of Volume I: The Primary Plan of the City of Windsor Official Plan BE AMENDED by designating Part of Block A, Registered Plan 1161, more particularly described as Part 6, 12R-15252, in the City of Windsor, known municipally as 0 Clairview St. situated on North Side of Wyandotte St. E, between Clover St. and Chateau Ave., as a Special Policy Area; and,
- III. THAT the City of Windsor Official Plan, Volume II, Part 1 Special Policy Areas, BE AMENDED by adding site specific policies as follows:

1.# North Side of Wyandotte St. E, between Clover St. and Chateau Ave.

- 1.#.1 The property described as Part of Block A, Registered Plan 1161, more particularly described as Part 6, 12R-15252, in the City of Windsor, known municipally as 0 Clairview St., is designated a special policy area on Schedule A: Planning Districts and Policy Areas in Volume I The Primary Plan.
- 1.#.2 Notwithstanding Section 2.7.7.3 of the Official Plan, Volume II, Part 2 East Riverside Secondary Plan High Profile Residential Building shall be permitted
- 1.#.3 Notwithstanding Section 2.7.7.3 of the Official Plan, Volume II, Part 2 East Riverside Secondary Plan the maximum permitted density of the site shall be 187 units per ha.; and,
- IV. THAT an amendment to City of Windsor Zoning By-law 8600 BE APPROVED changing the zoning of Part of Block A, Registered Plan 1161, more particularly described as Part 6, 12R-15252, in the City of Windsor, known municipally as 0 Clairview St., from Residential District RD1.1 to Residential District with a hold provision HRD 3.3; and,
- V. THAT the hold provision **BE REMOVED** when the applicant/owner submits an application to remove the holding and the following condition is satisfied:
 - a. an addendum to the Environmental Evaluation Report, dated October 2023, is prepared and submitted to the satisfaction of the City Planner; and,
- VI. THAT subsection 1 of Section 20 of the City of Windsor Zoning By-law 8600 BE AMENDED for Part of Block A, Registered Plan 1161, more particularly described as Part 6, 12R-15252, in the City of Windsor, known municipally as 0 Clairview St by adding site specific regulations as follows:
 - 5##. North Side of Wyandotte St. E, between Clover St. and Chateau Ave.

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For the lands described as Part of Block A, Registered Plan 1161, more particularly described as Part 6, 12R-15252, in the City of Windsor, known municipally as 0 Clairview St. the following regulations shall apply:

Main Building Height - within 24m of Wyandotte St. E right of way – Maximum– 10 m Main Building Height – remainder of the site - Maximum - 44.0 m; Landscaped Open Space Area - Minimum - 30% Dwelling Unit Density – dwelling units per ha – Maximum - 187 Parking Rate - Minimum - 1.21/unit

Carried.

Councillor Angelo Marignani voting nay.

Report Number: S 56/2024 Clerk's File: Z/14734 & Z/14735

7.3. Official Plan Amendment and Zoning Bylaw Amendment Site specific regulations for Multiple Dwelling – Z 005-24 [ZNG-7174] & OPA 183 [OPA-7175] 1027458 Ontario Inc. 0 Wyandotte St E. - Ward 7

Moved by: Councillor Fred Francis Seconded by: Councillor Mark McKenzie

Decision Number: DHSC 607

- THAT Schedule "A" of Volume I: The Primary Plan of the City of Windsor Official Plan BE AMENDED by designating Part of Block A on Plan 1161; Part Streets and Alleys (Closed By R1088686); Part Lots 14, 31, 34 and 52 and all of Lots 32, 33, and 53 on Plan 1230; Part Lots 139, 140, and 141 Concession 1, in the City of Windsor, known municipally as 0 Wyandotte St. E, situated on South Side of Wyandotte St. E, between Clover St. and Lublin Ave., as a Special Policy Area; and,
- II. THAT Chapter 1 in Volume II: Secondary Plans and Special Policy Areas of the City of Windsor Official Plan **BE AMENDED** by adding a new Special Policy Area as follows:

1.# South Side of Wyandotte St. E, between Clover St. and Lublin Ave.

- 1.#.1 The property described as Part of Block A on Plan 1161; Part Streets and Alleys (Closed By R1088686); Part Lots 14, 31, 34, and 52 and all of Lots 32, 33, and 53 on Plan 1230; Part Lots 139, 140, and 141 Concession 1, in the City of Windsor, known municipally as 0 Wyandotte St. E, is designated a special policy area on Schedule A: Planning Districts and Policy Areas in Volume I The Primary Plan.
- 1.#.2 Notwithstanding Section 2.7.7.3 of the Official Plan, Volume II, Part 2 East Riverside Secondary Plan High Profile Residential Buildings shall be permitted on the subject property.

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- 1.#.3 Notwithstanding Section 2.7.7.3 of the Official Plan, Volume II, Part 2 East Riverside Secondary Plan the maximum permitted density of the site shall be 130 units per ha.; and,
- III. THAT an amendment to City of Windsor Zoning By-law 8600 BE APPROVED changing the zoning of Part of Block A on Plan 1161; Part Streets and Alleys (Closed By R1088686); Part Lots 14, 31, 34, and 52 and all of Lots 32, 33, and 53 on Plan 1230; Part Lots 139, 140, and 141 Concession 1, in the City of Windsor, known municipally as 0 Wyandotte St. E, from Residential District with a hold provision HRD1.2 to Residential District with a hold provision HRD 3.3; and,
- IV. THAT the hold provision **BE REMOVED** when the applicant/owner submits an application to remove the holding and the following condition is satisfied:
 - a. an addendum to the Environmental Evaluation Report, dated October 2023, is prepared and submitted to the satisfaction of the City Planner; and,
- V. THAT subsection 1 of Section 20 of the City of Windsor Zoning By-law 8600 BE AMENDED for Part of Block A on Plan 1161; Part Streets and Alleys (Closed By R1088686); Part Lots 14, 31, 34, and 52 and all of Lots 32, 33, and 53 on Plan 1230; Part Lots 139, 140, and 141 Concession 1, in the City of Windsor, known municipally as 0 Wyandotte St. E by adding site specific regulations as follows:

5##. South Side of Wyandotte St. E, between Clover St. and Lublin Ave.

For the lands described as Part of Block A on Plan 1161; Part Streets and Alleys (Closed by R1088686); Part Lots 14, 31, 34, and 52 and all of Lots 32, 33, and 53 on Plan 1230; Part Lots 139, 140, and 141 Concession 1, in the City of Windsor, known municipally as 0 Wyandotte St. E. the following regulations shall apply:

Main Building Height - within 24m of Wyandotte Street East right of way – Maximum – 10 m

Main Building Height – remainder of site - Maximum - 48.0 m; Carried.

> Report Number: S 57/2024 Clerk's File: Z/14731 & Z/14732

7.5. Official Plan Amendment and Zoning By-law Amendment Applications for 835 Tecumseh Road East, 2148 Marentette Avenue, and 2175 Parent Avenue, Z-006/24 [ZNG-7179] & OPA 184 [OPA-7180], Ward 4

Moved by: Councillor Fred Francis Seconded by: Councillor Angelo Marignani

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Decision Number: DHSC 609

- I. THAT Schedule "A" of Volume I: The Primary Plan of the City of Windsor Official Plan BE AMENDED by designating Lots 59 & 60, Part of Lot 1, & Part of Closed Alley, Plan 908; Part of Lots 23 & 24, Plan 140, known municipally as 835 Tecumseh Road East, 2148 Marentette Avenue, and 2175 Parent Avenue; shown as the *Area of Development* on Appendix A; situated on the southeast corner of Marentette Avenue and Tecumseh Road East as a Special Policy Area.
- II. THAT the City of Windsor Official Plan, Volume II, Chapter 1 Special Policy Areas, **BE AMENDED** by adding site specific policies as follows:

1.xx. Southeast Corner of Marentette Avenue and Tecumseh Road East

- 1.xx.1 The property described as Lots 59 & 60, Part of Lot 1, & Part of Closed Alley, Plan 908; Part of Lots 23 & 24, Plan 140, known municipally as 835 Tecumseh Road East, 2148 Marentette Avenue, and 2175 Parent Avenue, situated on the southeast corner of Marentette Avenue and Tecumseh Road East, is designated on Schedule A: Planning Districts & Policy Areas in Volume I The Primary Plan.
- 1.xx.2 Notwithstanding Section 6.5.3.3(a) of the City of Windsor Official Plan, Volume I, Chapter 6 Land Use:
 - a) A Medium Profile residential development shall have a building height of no less than 14.0 metres and no more than 26.0 metres.
- III. THAT Zoning By-law 8600 BE AMENDED by changing the zoning for the lands located on the southeast corner of Marentette Avenue and Tecumseh Road East, described as Lots 59 & 60, Part of Lot 1, & Part of Closed Alley, Plan 908; Part of Lots 23 & 24, Plan 140 [PIN No. 01322-0389 LT (in part)], shown as the Area of Development on Appendix A, from Commercial District 3.3 (CD3.3) in part and Residential District 1.3 (RD1.3), to Residential District 3.2 (RD3.2), subject to additional regulations:

501. SOUTHEAST CORNER OF MARENTETTE AVENUE AND TECUMSEH ROAD EAST

(1) For the lands comprising of Lots 59 & 60, Part of Lot 1, & Part of Closed Alley, Plan 908; Part of Lots 23 & 24, Plan 140, PlN No. 01322-0389 LT (in part), and delineated by a heavy blue line on Schedule 2, attached to By-law xxx-2024, the following shall apply:

14.0 m

- 1. Main Building Height minimum
- 2. A minimum of 80.0% of the north and west faces of the first and second floors not occupied by windows, doors, or HVAC infrastructure shall have an exterior finish of brick, textured concrete, and/or stone.
- 3. Side Yard Width from the north limit of Lot 61 & 20.0 m

Part of Closed Alley, Plan 908, PIN No. 01322-0359 LT - minimum.

- 4. A parking area is prohibited in a front yard and an exterior side yard, save and except for an access area or collector aisle necessary for providing access to a parking area from Marentette Avenue.
- Notwithstanding Section .3 of Table 25.5.20.1, a minimum separation of 2.00 metres shall be provided from a parking area to the north limit of Lot 61 & Part of Closed Alley, Plan 908, PIN No. 01322-0359 LT. [ZDM 7; ZNG/7179]
- IV. THAT, at the discretion of the City Planner, Deputy City Planner, or Site Plan Approval Officer, the following **BE SUBMITTED** with an application for Site Plan Approval:
 - a. Environmental Noise Assessment Report, prepared by Akoustik Engineering Limited, dated August 24, 2023.
 - b. Existing Tree Inventory & Preservation Plan, prepared by Bezaire Partners, sealed on June 29, 2023.
 - c. Planning Rationale Report (Revised), prepared by Pillon Abbs Inc., dated February 22, 2024.
 - d. Sanitary Sewer Study, prepared by Aleo Associates Inc. Consulting Engineers, dated September 1, 2023.
 - e. Transportation Impact Study, prepared by a qualified transportation consultant, in accordance with the TIS Scope set forth under Appendix 1 of Appendix E of this report; and,
- V. THAT the Site Plan Approval Officer **BE DIRECTED** to incorporate the following, subject to any updated information, into an approved site plan and executed and registered site plan agreement:
 - a. 1.83-metre-high screening fence shall be erected and maintained on that portion of the north limit of Lot 61 & Part of Closed Alley, Plan 908, PIN No. 01322-0359 LT, that flanks a rear yard or side yard therein.
 - b. Financial contributions towards any required traffic improvements identified within the aforesaid Transportation Impact Study.
 - c. Mitigation measures identified in the aforesaid Environmental Noise Assessment Report, subject to the approval of the City Engineer.
 - d. Servicing and right-of-way requirements of the City of Windsor Engineering Department - Right-of-Way Division contained in Appendix E of this report and measures identified in the Sanitary Sewer Study, prepared by Aleo Associates Inc. Consulting Engineers, dated September 1, 2023, subject to the approval of the City Engineer; and,
- VI. THAT the Site Plan Approval Officer **CONSIDER** the following matter in an approved site plan and/or executed and registered site plan agreement:

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- a. Written confirmation from the Ministry of the Environment, Conservation and Parks that a Record of Site Condition has been filed in the Environmental Site Registry; and,
- VII. THAT administration **BE REQUESTED** to provide options to mitigate traffic impacts in the area and in the neighbourhood, to address the concerns of traffic entering the neighbourhood as a result of this proposed development.

Carried.

Councillor Mark McKenzie discloses an interest and abstains from voting on this matter.

Report Number: S 49/2024 Clerk's File: Z/14755 & Z/14754

7.6. Zoning By-Law Amendment Z007-24(ZNG/7181) - Cindy Prince - 3589 Victoria Boulevard, Ward 9

Moved by: Councillor Kieran McKenzie Seconded by: Councillor Mark McKenzie

Decision Number: DHSC 610

 THAT Zoning By-law 8600 BE AMENDED by changing the zoning on the lands of Plan 1124, S Part Lot 223 N Part Lot 225 situated on the west side of Victoria Boulevard between Medina St West and Beals St West, and known municipally as 3589 Victoria Boulevard by adding a site-specific exception to Section 20(1) as follows:

X. WEST SIDE OF VICTORIA BOULEVARD BETWEEN BEALS ST WEST AND MEDINA ST WEST

For the 1393 m² lands comprising of Plan 1124, S Part Lot 223 N Part Lot 225; despite Section 10.4.5.4 and 10.4.5.8, the following additional regulations shall apply to a *Single Unit Dwelling*:

- a) Main Building Height maximum 10.4 m
- b) Gross Floor Area main building maximum 675 m²

Carried.

Report Number: S 51/2024 Clerk's File: Z/14758

7.4. Approval of a Plan of Condominium with Exemption under Section 9(3) of the *Condominium Act*, 705 and 755 Grand Marais Rd E.; Applicant: Seiko Homes Inc.; File No.: CDM 003-24 [CDM-7192]; Ward 10

Moved by: Councillor Angelo Marignani Seconded by: Member Anthony Arbour

Decision Number: DHSC 608

THAT the application of Seiko Homes Inc. for an exemption under Section 9(3) of The *Condominium Act* for approval of a plan of condominium (Standard Condominium), comprised of a total of 80 dwelling units within two new Multiple Dwelling structures under construction as shown on the attached Map Nos. CDM-003/24-1, CDM-003/24-2, CDM-003/24-3, and CDM-003/24-4, on parcels legally described as Part of Lots 88 and 89, Concession 2, designated as Parts 1 to 11 (inclusive) on Plan 12R16151, City of Windsor; located at the southwest corner of Grand Marais Road East and Elsmere Avenue intersection, **BE APPROVED** for a period of three (3) years. Carried.

Report Number: S 50/2024 Clerk's File: Z/14759

There being no further business the meeting of the Development & Heritage Standing Committee (*Planning Act* Matters) portion is adjourned at 7:10 o'clock p.m.

The Chairperson calls the Administrative Items portion of the Development & Heritage Standing Committee meeting to order at 7:10 o'clock p.m.

11. ADMINISTRATIVE ITEMS

11.2. Main Streets CIP Application, 1958-1998 Wyandotte Street East (Strathcona Building); Owner: 2798315 Ontario Inc. (c/o David Mady)

David Mady, Vice President Real Estate Development, Roasati Construction

David Mady, Vice President Real Estate Development, Roasati Construction, appears before Council regarding the administrative report dated April 12, 2024 entitled, "Main Streets CIP Application, 1958-1998 Wyandotte Street East (Strathcona Building); Owner: 2798315 Ontario Inc. (c/o David Mady)" and is available for questions.

Moved by: Councillor Fred Francis Seconded by: Councillor Mark McKenzie

Decision Number: DHSC 614

- THAT the request made by 2798315 Ontario Inc. (c/o David Mady), the owner of the property located at 1958-1998 Wyandotte Street East, for *Building Facade Improvement* grants totalling a maximum of \$60,000 BE APPROVED IN PRINCIPLE under the *Main Streets* Community Improvement Plan; and,
- II. THAT funds in the maximum amount of \$60,000 (*Building Facade Improvement grants*) under the *Main Streets CIP* **BE TRANSFERRED** from the CIP Reserve Fund 226 to *the*

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Main Streets CIP Project Fund (Project #7219018) when the grant funds are ready to be paid out; and,

- III. THAT grants **BE PAID** to 2798315 Ontario Inc., upon completion of improvements to the exterior of the property located at 1958-1998 Wyandotte Street East, from the *Building Facade Improvement Program Main Streets* CIP Project Fund (Project #7219018) to the satisfaction of the City Planner and Chief Building Official; and,
- IV. THAT grants approved **SHALL LAPSE** and the funds **BE UNCOMMITTED** if the applicant has not completed the work and fulfilled the conditions within 2 years of the council approval date. Extensions **SHALL BE** given at the discretion of the City Planner.

Carried.

Report Number: S 55/2024 Clerk's File: SPL2024

11.3. Additional Information Memo to Closure of north/south alley located between Vimy Avenue and Ypres Avenue, Ward 5

Anthony Malandruccolo, Stipic Weisman LLP, solicitor for property owner

Anthony Malandruccolo, Stipic Weisman LLP, solicitor for property owner, appears before Council regarding the administrative report dated April 12, 2024 entitled, "Additional Information Memo to Closure of north/south alley located between Vimy Avenue and Ypres Avenue, Ward 5" and is available for questions.

Councillor Kieran McKenzie inquires as to what extent were the residents satisfied with the responses that they received that they are welcome to purchase their section of the alley if they intend to use it as a driveway. Brian Nagata, Planner II Development Review, appears before the Development & Heritage Standing Committee regarding the administrative report entitled "Additional Information Memo to Closure of north/south alley located between Vimy Avenue and Ypres Avenue, Ward 5" and responds that the residents were not entirely happy with the response and building out the alley to City standards, and extending the storm sewer is not a feasible option. Driveway permit applications on Cadillac Street would be an acceptable alternative.

Moved by: Councillor Mark McKenzie Seconded by: Councillor Angelo Marignani

Decision Number: DHSC 615

- I. THAT the 4.27-metre-wide north/south alley located between Vimy Avenue and Ypres Avenue, and shown on Drawing No. CC-1838 (*attached* hereto as Appendix "A"), and hereinafter referred to as the "subject alley", **BE ASSUMED** for subsequent closure; and,
- II. THAT the subject alley **BE CLOSED AND CONVEYED** to the abutting property owners and as necessary, in a manner deemed appropriate by the City Planner, subject to the following:

- a. 3.0-metre-wide easement, measured 1.50 metres from either side of the following utility infrastructure, subject to there being accepted in the City's standard form and in accordance with the City's standard practice, be granted to:
 - i. Bell Canada to accommodate existing aerial facilities;
 - ii. ENWIN Utilities Ltd. to accommodate existing overhead 16kV and 120/240-volt distribution, poles and down guy wires; and,
 - iii. MNSi to accommodate existing plant on the pole line.
- b. Ontario Land Surveyor be directed to use existing encroachments, when present, for determining the boundaries of the lands to be conveyed to each abutting property owner; and,
- III. THAT Conveyance Cost **BE SET** as follows:
 - a. For alley conveyed to abutting lands zoned CD1.7, \$15.00 per square foot without easements plus HST (if applicable) and proportionate share of the survey costs as invoiced to The Corporation of the City of Windsor by an Ontario Land Surveyor, and \$7.50 per square foot with easements plus HST (if applicable) and proportionate share of the survey costs as invoiced to The Corporation of the City of Windsor by an Ontario Land Surveyor.
 - b. For alley conveyed to abutting lands zoned RD1.2, \$1.00 plus HST (if applicable), deed preparation fee and proportionate share of the survey costs as invoiced to The Corporation of the City of Windsor by an Ontario Land Surveyor; and,
- IV. THAT The City Planner **BE REQUESTED** to supply the appropriate legal description, in accordance with Drawing No. CC-1838, *attached* hereto as Appendix "A"; and,
- V. THAT The City Solicitor **BE REQUESTED** to prepare the necessary by-law(s); and,
- VI. THAT The Chief Administrative Officer and City Clerk **BE AUTHORIZED** to sign all necessary documents approved as to form and content satisfactory to the City Solicitor; and,

VII. THAT the matter **BE COMPLETED** electronically pursuant to By-law Number 366-2003. Carried.

Report Number: AI 7/2024 & S 4/2024 Clerk's File: SAA2024

11.1. Brownfield Redevelopment Community Improvement Plan (CIP) application submitted by St. Rhodes Development & Leasing Corporation for 1247 Riverside Drive East (Ward 4)

Moved by: Councillor Angelo Marignani Seconded by: Councillor Fred Francis

Decision Number: DHSC 613

- THAT the request made by St. Rhodes Development & Leasing Corporation to participate in the Environmental Site Assessment Grant Program **BE APPROVED** for the completion of a proposed Phase II Environmental Site Assessment Study for the property located at 1247 Riverside Drive East pursuant to the City of Windsor Brownfield Redevelopment Community Improvement Plan; and,
- II. THAT the City Treasurer **BE AUTHORIZED** to issue payment up to a maximum of \$15,000 based upon the completion and submission of a Phase II Environmental Site Assessment Study completed in a form acceptable to the City Planner and City Solicitor; and,
- III. THAT the grant funds in the amount of \$15,000 under the Environmental Site Assessment Grant Program **BE TRANSFERRED** from the CIP Reserve Fund 226 to Brownfield Strategy Remediation (project 7069003) when the eligible work is completed to the satisfaction of the City Planner; and,
- IV. THAT should the proposed Phase II Environmental Site Assessment Study not be completed within two (2) years of Council approval, the approval BE RESCINDED and the funds be uncommitted and made available for other applications. Carried.

Report Number: S 52/2024 Clerk's File: SPL2024

11.4. Sandwich Town CIP Application, 3218 Baby Street; Owner: Buschante Development Group Corporation (Ward 2)

Moved by: Councillor Angelo Marignani Seconded by: Councillor Fred Francis

Decision Number: DHSC 616

- THAT the Chief Building Official BE AUTHORIZED to issue a Demolition Permit to the registered owner Buschante Development Group Corporation to demolish a Single-Family Detached Dwelling located at 3218 Baby Street (see Appendix 'A'), to construct a Multiple Dwelling with (3) units (See Appendix 'B'); and,
- II. THAT any minor changes **BE SUBJECT** to the approval of the City Planner and Chief Building Official at the time of issuance of the Building Permit; and,

- III. THAT the Chief Building Official **BE DIRECTED** to require, as a condition of the demolition permit:
 - i. The redevelopment identified in Appendix 'B' and Site Plan be substantially complete within two (2) years following the issuance of the demolition permit;
 - ii. If the redevelopment, including construction of a new building, is not substantially complete within two (2) years of the commencement of the demolition the Clerk will enter the sum of Twenty Thousand Dollars (\$20,000) on the collectors roll of the property and prepare a certificate for registration; and,
- IV. THAT the City Solicitor **BE DIRECTED** to register the certificate in the land registry office against the property; and,
- V. THAT the request for incentives under the Sandwich Incentive Program made by the registered owner Buschante Development Group Corporation of the property located at 3218 Baby Street, **BE APPROVED** for the following programs:
 - i. *Development and Building Fees Grant* for 100% of the Development and Building Fees identified in the Sandwich CIP to a Maximum amount of \$30,000;
 - ii. *Revitalization Grant Program* for 70% of the municipal portion of the tax increment for up to 10 years (estimated at \$5,215 per year); and,
- VI. THAT the CAO and City Clerk **BE AUTHORIZED** to sign the Sandwich Incentive Program Agreement for the *Revitalization Grant* in accordance with all applicable policies, requirements, and provisions contained within the Olde Sandwich Towne Community Improvement Plan to the satisfaction of the City Planner as to content, the City Solicitor as to legal form, and the CFO/City Treasurer as to financial implication; and,
- VII. THAT funds to a maximum amount of \$30,000 under the *Development Building Fees Grant Program* **BE TRANSFERRED** from the CIP Reserve Fund 226 to the *Sandwich Community Development Plan Fund* (Project 7076176) once the work is completed; and,
- VIII. THAT grants **BE PAID** to Buschante Development Group Corporation upon completion of the Multiple Dwelling with (3) units from the *Sandwich Community Development Plan Fund* to the satisfaction of the City Planner and Chief Building Official; and,
- IX. THAT grants approved **SHALL LAPSE** if the applicant has not completed the work and fulfilled the conditions within 2 years of the approval date. Extensions may be at the discretion of the City Planner.

Carried.

Report Number: S 54/2024 Clerk's File: SPL2024

12. COMMITTEE MATTERS

None presented.

13. QUESTION PERIOD

None registered.

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14. ADJOURNMENT

There being no further business the meeting of the Development & Heritage Standing Committee (Administrative Item Matters) is adjourned at 7:13 o'clock p.m. The next meeting of the Development & Heritage Standing Committee will be held on Monday, June 3, 2024. Carried.

Ward	10	-	Councillor	Jim	Morrison
(Chairperson)					

Deputy City Clerk / Supervisor of Council Services



Council Report: S 15/2024

Subject: Windsor Archaeological Management Plan Review (City-wide)

Reference:

Date to Council: June 3, 2024 Author: Kristina Tang, MCIP, RPP Heritage Planner ktang@citywindsor.ca 519-255-6543 X 6179 Planning & Building Services Report Date: 1/30/2024 Clerk's File #: SPL/14797

To: Mayor and Members of City Council

Recommendation:

- I. THAT the update to the Windsor Archaeological Management Plan (WAMP) attached hereto in the Appendices **BE ADOPTED** by City Council; and further,
- II. THAT Council **DIRECTS** Administration to **DEVELOP** Corporate Procedures to implement the Windsor Archaeological Management Plan (WAMP); and further,
- III. THAT Administration **UNDERTAKE** a search for an appropriate location to study, curate, store and display significant archaeological resources resulting from future archaeological investigations within the municipal limits of Windsor and report back to City Council on options which may be available should a future need arise; and further,

Whereas on February 2, 2024 the 2024 Capital Budget was deemed approved via Mayoral Decision MD05-2024 and subsequently City Council **SUPPORT** expenditures of up to \$75,000, be it further resolved,

IV. THAT a new "Windsor Archaeological Fund" reserve fund BE ESTABLISHED to be used as needed for unexpected studies and/or surveys, or other related costs that may be required during the execution of capital projects as it relates to Stage 3 and Stage 4 archaeological assessments; and further,

- V. THAT the City Treasurer **BE DIRECTED** to transfer \$75,000 from the Pay-As-You-Go Reserve, Fund 169, to this new "Windsor Archaeological Fund" Reserve to provide initial funding; and further,
- VI. THAT the City Treasurer **BE DIRECTED** to bring forward a request to establish an annual transfer to the Windsor Archaeological Fund in the amount of \$50,000 to a new Corporate Account as part of the 2025 Operating budget for consideration of future funding; and further,
- VII. THAT the City Treasurer **BE AUTHORIZED** to approve the allocation of the "Windsor Archaeological Fund" to projects as required and THAT the use of this Reserve **BE REPORTED** to City Council semi-annually through the semi-annual variance report.

Executive Summary:

The Windsor Archaeological Management Plan (WAMP) 2024 Update is ready for Council adoption after a fulsome exercise of modeling the archaeological potential, reviewing of related legislation, and consulting with Indigenous and other stakeholders. The 2024 version replaces the original 2005 WAMP, to identify and conserve archaeological resources throughout the City boundaries. Further implementation of the WAMP would be executed through development of Corporate Procedures, potential future study for curation of significant artifacts, and establishment of a proposed "Windsor Archaeological Fund" for more in-depth archaeological assessments conducted by the City.

Background:

The City of Windsor is an area rich in archaeological resources from both Indigenous peoples and early settlers. City Council recognized this through adoption of the Windsor Archaeological Master Plan (WAMP) and associated Official Plan policies in 2005 and 2006, including a map of Archaeological Potential which has been used to identify when and where archaeological assessments (investigations) are required prior to land disturbances initiated by both private and public proponents. Windsor was at the forefront and was one of the earliest communities to adopt an Archaeological Management Plan. Since then, Archaeological Management Plans have become strongly encouraged by the Ministry and are a much more common tool used across municipalities and regions in Ontario to assist in managing and conserving archaeological resources.

After using the current WAMP for the past few decades and in keeping with other municipalities, Administration brought information forward to Council about the commencement and updates to the WAMP review project in 2020 and 2021 (S 71/2020 & S 18/2021). The Development & Heritage Standing Committee was appointed as the Steering Committee for the purpose of the project. The project objectives are to update the WAMP to reflect current legislation and standards (including in the area of Indigenous Engagement), and to refresh the Archaeological potential model with new data collected from the past 20 years, so as to bring more clarity to the locations of potential archaeological resources in Windsor.

Archaeological Services Inc. (ASI) was engaged as the archaeological consultants to lead the WAMP review project with Fisher Archaeological Consulting (FAC) as subconsultants. The Ministry regulates the practice of archaeology (now under Ministry of Culture & Multiculturalism MCM and referenced as the Ministry in this report) and was consulted throughout the project.

The key project components involved:

- Data collection of all archaeological assessments conducted up to year 2020 with continual updates to-date
- Technical Working Group input (Ministry & Ontario Archaeological Society, Windsor Branch)
- Indigenous Engagement
- Public stakeholder engagement (eg. parties in the development sector)
- Internal city departments consultation
- Background Research & Policy
- Archaeological Modelling & Mapping
- Preparation of Draft WAMP Report & Appendices
- Implementation, Education & Training

The draft updated 2024 WAMP is now complete and ready for Council Decision and subsequent implementation (attached in appendix). Like the 2005 WAMP, the updated 2024 WAMP will also apply to both private and public proponents of land disturbances. For private proponents, only when Planning Act process is triggered does archaeological review/requirement get considered. For public proponents, the requirement from 2024 WAMP references adherence to the Municipal Class EA (MCEA) document. As per applicable law, standard building permits alone do not trigger Archaeological Assessments unless someone in the course of their work unexpectedly encounters archaeological resources or remains.

Discussion:

Legislative Context and Policy Basis

The following provides brief references to select legislation and policy. Refer to associated Council Report S 16/2024 and Official Plan Amendment OPA 181 [OPA/7170].

Planning Act

Section 2 of the *Planning Act* identifies the conservation of features of significant archaeological interest as a matter of Provincial interest and requires that any decision made pursuant to the Planning Act by the Minister, City Council, and the Ontario Land Tribunal to have regard to this matter.

Section 3 of the Planning Act sets out further municipal responsibilities in regard to the Provincial Policy Statement by indicating that a decision of the council of a municipality, in respect of the exercise of any authority that affects a planning matter, "shall be consistent" with the policy statement.

Provincial Policy Statement

2.6 Cultural Heritage and Archaeology

2.6.2 Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.

2.6.4 Planning authorities should consider and promote archaeological management plans and cultural plans in conserving cultural heritage and archaeological resources.

2.6.5 Planning authorities shall engage with Indigenous communities and consider their interests when identifying, protecting and managing cultural heritage and archaeological resources.

Environmental Assessment Act

The Environmental Assessment Act (1997) applies to public sector projects and designated private sector projects. The Environmental Assessment Act requires the preparation of an environmental assessment document or a class environmental assessment, containing inventories, alternatives, evaluations, archaeological assessment and mitigation of the environment. Studies of archaeological resources, are therefore necessary to address the requirements of the Environmental Assessment Act.

Ontario Heritage Act

The Ontario Heritage Act governs the general practice of archaeology in the province to maintain a professional standard of archaeological research and consultation. The Archaeology Program Unit at the Ministry of Citizenship & Multiculturalism is responsible for licensing archaeologists and reviewing archaeological assessments. Part VI of the *Ontario Heritage Act* legislates the conservation of resources of archaeological value, restricting archaeological assessment removal of artifacts on both land-based and marine archaeological sites to licensed archaeologists. All archaeological assessment reports are submitted to the Ministry of Citizenship & Multiculturalism as a condition of an archaeological license and are reviewed by Ministry staff to ensure that the activities conducted under a license meet current technical guidelines, resource conservation standards, and the regulations of the Ontario Heritage Act.

Funeral, Burial and Cremation Services Act

Burial locations uncovered on archaeological sites are under the jurisdiction of the Funeral, Burial and Cremation Services Act. The discovery of such burials requires further archaeological investigation in order to define the extent and number of interments, and either the registration of the burial location as a cemetery, or the removal of the remains for re-interment in an established cemetery. The Registrar of Burial Sites in the Ministry of Public and Business Service Delivery assists the coordination and negotiation between various parties and ensures that burial site investigations by licensed archaeologists meet provincial policies, standards, and guidelines.

Windsor Archaeological Management Plan

The updated Main WAMP Report is divided into Part 1: Archaeological Potential Model, and Part 2: Archaeological Resource Management. Appendices A & B correspond to Part I and Appendices C & D to Part 2.

Part 1- Archaeological Potential Model

Creation of the Archaeological Potential Model

The Archaeological Potential Model is one part of the backbone of the WAMP in that it directs where archaeological assessments (further detailed in this report) should be undertaken prior to land disturbances. The archaeological potential model for Windsor was created by ASI, using methodology that has not changed fundamentally since ASI started doing Archaeological Management Plans (AMPs) since the late 1980s. What has changed tremendously since then has been the introduction of Geographic Information System (GIS) technology and the increasing scope and resolution of the datasets available to work with. The environmental history of each municipality is factored to tailor to their model, even though the modeling principles have been the same.

The overall approach to archaeological potential is always the same. ASI used an inductive/deductive approach, basing potential on geographic/environmental factors that would increase archaeological potential while also looking at the existing archaeological record and determining which environmental/social/geographic factors would affect the potential. The specific modeling in each AMP is tailored to what best suits the archaeology of the area. This is dictated by the geography, history, archaeological record, and availability of spatial data.

A composite archaeological potential layer was created first from a combination of the cultural heritage accumulation from the Pre-Contact Indigenous Archaeological Site Potential and the Colonial Period Archaeological Site Potential. Water-based predictors and pre-contact Indigenous sites were selected as the most useful for Pre-Contact considerations (reflected in detail in Appendix A of the WAMP). The Colonial Period Archaeological Site Potential was created from mapping of historical features which included historical settlement centres, early structures, transportation features, cemeteries, and registered archaeological sites (detail in Appendix B of the WAMP). The composite layer was then compared against information about archaeological integrity and previously assessed lands, to form the Archaeological interest and risk, are identified as part of the Archaeologically Sensitive Area (ASA) layer, which requires heightened consideration.

New 2024 Model compared to original 2005 Model

Windsor's original 2005 model used a point system that differentiated between low and high potential. Compared to the 2005 model, ASI was able to access more datasets and a larger archaeological record for reference. To test the efficacy of the 2005 model, ASI reviewed archaeological sites registered after 2005 and found that the 2005 model only captured 63% of those sites whereas ASI in all previous work tries to build a

potential layer that captures close to 80% of all sites. Through this test, ASI evaluated that the 2005 methodology could be problematic and lead to a loss of archaeological resources, thereby abandoning the 2005 methodology.

In the 2024 model, ASI used more datasets than in the 2005 model. The two main factors that increased the area of the potential layer are the greater use of historical data and the reconstruction of the ancient shoreline. Both factors were not present in the 2005 model. Prior to the 2011 Ministry- established Standards & Guidelines for Consultant Archaeologist (2011 S&G), it was very common to write off late 19th century sites as being less significant. Historical data in the 2005 model followed a mid-19th century cut off date, stating that post 1850s sites are less significant in the archaeological record unless they are unique in some way. To that extent, historical features that are visible in Windsor's 1880s mapping (but not visible in the 1857 mapping) were not included in the 2005 model's potential layer. However, a site's uniqueness is usually only discovered after a Stage 1 archaeological assessment background research and cannot be assessed based on a map review alone. In accordance with the 2011 S&G, a more contemporary approach to late 19th century sites is to conduct more exhaustive background research through a Stage 1 archaeological assessment to determine its significance. Therefore, ASI included all historical features that were present in late 19th century mapping into the 2024 model.

In summary, some of the historical sources that ASI used in the 2024 Model that were not present in the 2005 model were:

- Historical cores identified in late 19th century historical mapping;
- Roads identified in late 19th century historical mapping;
- Historical watercourses, from historical maps and early 20th century topographic maps; and,
- Indigenous trails.

The additional sources have created a much more robust potential layer that captured more sites. This was tested on the 2024 potential layer which now captures 89% of sites that were registered after 2005.

Application of the Archaeological Potential Model

The 2024 Archaeological Potential Model would be used to identify when and where archaeological assessments are required prior to land disturbances. Archaeological Assessments are classified in four Stages, as detailed by the Ministry's Archaeological Program Unit on their website:

"Stages of an assessment

During the first three stages, the consultant archaeologist will:

- discover any archaeological resources on the lands being developed;
- evaluate the cultural heritage value of any archaeological resources found on the property; and

• recommend the most appropriate strategies for conserving archaeological sites prior to land development activities.

The consultant archaeologist will recommend a fourth stage — mitigation of development impacts — where warranted. Not all stages will be necessary for all projects.

Stage 1: background study and property inspection

The archaeologist determines whether there is potential for archaeological sites on the property. They review geographic, land use and historical information for the property and the relevant surrounding area, visit the property to inspect its current condition and contact the ministry to find out if there are any known archaeological sites on or near the property. A Stage 2 assessment is required when the consultant archaeologist identifies areas of archaeological potential.

Stage 2: property assessment

The archaeologist surveys the land to identify any archaeological resources on the property. For a ploughed field, they will walk back and forth over it looking for artifacts on the surface. In forests, overgrown pasture areas or any other places that cannot be ploughed, they will dig parallel rows of small holes, called test pits, down to sterile subsoil at regular intervals and sift the soil to look for artifacts. They may use other strategies if properties are paved, covered in fill or have deeply buried former topsoils (such as floodplains or former sand dunes). The archaeologist will determine whether any archaeological resources found are of sufficient cultural heritage value or interest to require Stage 3 assessment.

Stage 3: site-specific assessment

The consultant archaeologist determines the dimensions of the archaeological site, evaluates its cultural heritage value or interest and, where necessary, makes recommendations for Stage 4 mitigation strategies. To this end, they conduct further background research and fieldwork that expands the information gathered in Stage 2. They map the spatial limits of a site and acquire further information about the site's characteristics by excavating one-metre by one-metre square test units across the site. Based on circumstances, some sites (for example, ones that have been paved or are deeply buried) may require specialized methods of assessment. The archaeologist will determine whether any archaeological sites have sufficient cultural heritage value or interest to require Stage 4 mitigation of development impacts.

Stage 4: mitigation of development impacts

This stage involves implementing conservation strategies for archaeological sites. Determining the best approach for conserving the site may include reviewing possible strategies with the development proponent, the municipality or other approval authority, Indigenous communities, and other heritage stakeholders. Conserving archaeological sites does not mean stopping development. Conservation can involve putting long-term protection measures in place around an archaeological site to protect it intact. The site is then avoided while development proceeds around it. This is called protection in situ

and is always the preferred option for mitigation of development impacts to a site. If protection is not viable, mitigation can involve documenting and completely excavating an archaeological site before development takes place.

Archaeological Potential Model as a Risk-Management Tool

The Archaeological Potential Model is a risk management tool. The level of risk is on a continuum from very high risk (such as the Archaeologically Sensitive Area ASA) to a more moderate risk (areas of archaeological potential) to a low risk (areas of no potential). The WAMP includes statements for discretion in managing the risk: "In exceptional situations, when a development proponent can demonstrate to the satisfaction of city officials that all archaeological integrity has been completely removed (eradicated) by previous development of the entire subject property (e.g., a building with a basement covers the whole property), the City of Windsor may exercise discretion in not requiring an archaeological assessment. However, given the potential for residual archaeological assessment will almost always or likely remain the minimum default requirement for the above. Only a licensed consultant archaeologist, undertaking a Stage 1 assessment, can determine that no archaeological potential survives within an area identified using the archaeological potential map of the WAMP GIS."

Part 2- Archaeological Resource Management

The Archaeological Resource Management portion of WAMP guides how the Archaeological Potential Model is to be used and would serve as an update to the existing 2005 WAMP Implementation Manual. The updated plan outlines the background and legislative framework around archaeological resources in Ontario, proposes Official Plan amendments (Appendix D of WAMP), and offers direction for practical application in different development situations. Roles are laid out for private or public proponents and consultant archaeologists. Step-by-step processes and flowcharts are provided for clarity. Additionally, Appendix C is a stand-alone contingency plan outlining measures to be followed should an archaeological site or human remains be discovered outside of the archaeological assessment process. The continual upkeep of the Model will be guided by periodic updating of site inventory and through updates to the archaeological assessment repository. As archaeological assessments continue to be carried out according to the model, significant artifacts may become available. It will be important to find an appropriate location for these artifacts so that they can be studied, curated, displayed and stored, in consultation with Indigenous First Nations and Communities if Indigenous artifacts are involved.

Implementation/Next Steps

The recommendations of this report (identified in italics) were taken either from the WAMP or created through feedback collected from consultation. Further explanation is provided below for some recommendations:

I. THAT the update to the Windsor Archaeological Management Plan (WAMP) attached hereto as Appendix A **BE ADOPTED** by City Council.

The 2024 WAMP would replace the 2005 version.

II. THAT Council **DIRECTS** Administration to **DEVELOP** Corporate Procedures to implement the Windsor Archaeological Management Plan (WAMP).

Through the consultation process, it was evident that with staff turnover, the current 2005 WAMP is not always referenced or understood by corporate staff, sometimes resulting in project delays, unanticipated budget overruns and potential loss of archeological resources. Therefore, the recommendation for development of a Corporate Procedure would allow for standardized adoption and implementation of the WAMP by each corporate department and service area. Separate Corporate Procedures may be developed by some service areas to provide guidance specific to their area of work. To assist City staff in understanding and implementing the WAMP, training of municipal staff by the Archaeological consultant (ASI) will be scheduled (training included in the original WAMP Review project contract with ASI), while the Heritage Planner will remain as a resource for centralized information about archaeology in Windsor. The training will be recorded and this knowledge transfer on archaeology will be sustained through the Corporate procedure and department customization.

The development of the Corporate Procedures will help establish internal processes for municipal departments to refer to the WAMP in order to properly pre-empt archaeological concerns when municipal infrastructure, projects, or works are proposed. There would also be development of standardized approaches such as embedded archaeological conditions/wording in infrastructure contracts, information to tenders, etc.

Through the consultation process of this project, City Administration have raised concerns about the identification of archaeology, and financial and technical resources to properly handle archaeology. City Administration have brainstormed the idea to proactively conduct archaeological assessments of any City property that has potential for development/ground disturbance activities to occur, to allow for archaeological studies and clearances to be in place before proposed projects are commencing in order to expedite process of work on city sites and more accurately budget for capital works. The corporate procedure and training would help City departments to contemplate inclusion of preliminary budgets to undertake necessary archaeological assessments prior to any work. It should be noted that it is very difficult to accurately budget for these assessments as the time and effort needed depend on the findings of the assessments. This includes highlighting any city capital projects in an upcoming budget year that may be at risk due to an archaeological component to better anticipate budgets. City departments should also consult with Asset Planning staff to ensure these budgetary concerns are reflected in Asset Management Plans and similar Lifecycle renewal studies/plans. These measures can all be considered in the Corporate Procedure.

The corporate procedure/training would also cover more specific specialty items such as reference to the City of Windsor Parks Metal Detecting Permit, Protocol, Procedure which were created prior to the WAMP updates, to be made consistent with the changes in the WAMP with respect to mapping (require annual or as needed updates) and a one-time update for the procedure and protocol.

It can also cover topics such as proposed standardized archaeological precautions that are recommended to be included during the issuance of Building Permits, Right-of-Way Permits, or any other Site Alteration Permits. The precautions would provide proponents with some basic understanding and steps to follow should any archaeological resources be encountered in the middle of the construction/demolition/alteration works. Also under discussion for implementation of the WAMP, is to explore the development of a system within future updates to the Building Permit system to automatically flag confidential registered archaeological sites. By way of example from another municipality, it is recommended that Windsor adopts an approach that would make this confidential data clear to relevant City Staff prior to Permit issuance.

III. THAT Administration **UNDERTAKE** a search for an appropriate location to study, curate, store and display significant archaeological resources resulting from future archaeological investigations within the municipal limits of Windsor and report back to City Council on options which may be available should a future need arise;

Currently, Ontario law stipulates that artifacts be safekept by the licensed archaeologist, or be deposited in public institutions (coordinated through the licencee with the Ministry). Most artifacts have generally been safekept with the license holder and not afforded the opportunity to be shared for public viewing. There is also no inventory of the artifacts that are currently held by consulting archaeologists and public agencies from Windsor sites. The WAMP recommends that all artifacts found on City property be reported for review and possible acceptance and curation by a museum in cases where it is determined by Museum Windsor to be significant. The Windsor community can also benefit where there are significant artifacts from private lands. Donation and curation at a museum would provide the public with a greater understanding of archaeology. However, if artifacts are transferred to a museum, such a museum would require storage and display space, especially because significant artifacts would likely be required to be transferred intact and alongside the entire collection of artifacts that was retrieved. If the collection fits within Museum Windsor current collections policy and resources are available including staff and space, then Museum Windsor will move forward with the transfer. However, if the collection does not fit within Museum Windsor collection policy and resources are insufficient for curation then the recommendation is that a search be undertaken by staff from the Community Services area to find an appropriate location or facility and report to Council with recommendations. Some options could include not receiving the collection, depositing into the Collection Care Services at The Museum of Ontario Archaeology (https://archaeologymuseum.ca/), or further request for storage locally. A Deposit Agreement with Museum Windsor and Archaeological Collection Deposit form would also need to be reviewed and approved by the Ministry prior to artifact deposition. Consultation with Indigenous First Nations and Communities would be required if Indigenous artifacts are involved.

Additional Steps

The following are additional administrative and operational measures that need to be taken in addition to the Recommendations, in order to implement the WAMP:

- Planning Department to create a process for site inventory and repository of archaeological assessments within Windsor, and to review and update such process on an annual basis, or at a schedule which aligns with the process;
- Coordinate with Purchasing Department to further develop the roster of consultant archaeologists who are both qualified to provide archaeological services and locally available to attend to the site of anticipated and unanticipated archaeological discoveries in a short amount of time;
- As suggested by the Ministry, prioritize providing the landowner within ASA with a list of consultant archaeologists capable of responding immediately by posting the roster of consultant archaeologists on the project website;
- Notify external stakeholders, namely consultant archaeologists, of the new WAMP requirement to submit GIS mapping of the study area in association with the archaeological assessment reports for purposes of updating and maintaining the WAMP GIS;
- Request to hyperlink WAMP updates into the City's consolidated "Environmental Assessments / Master Plans" page on website <u>https://www.citywindsor.ca/residents/Construction/Environmental-Assessments-Master-Plans/Pages/default.aspx;</u>
- Provide the Unanticipated Remains discovery contingency section to the Windsor Police (Appendix C); and,
- Coordinate with Departments before launching training on WAMP to municipal staff to have input into the development of training and implementation materials for municipal staff regarding the WAMP.

Risk Analysis:

Risk to not approving the draft WAMP is the continual use of dated information from the current WAMP with an outdated Archaeological Potential Model. This lack of clarity in identification of archaeological resources can lead to threat or risk of destruction and loss of archaeological resources, and budgeting overruns for city projects due to a lack of early understanding of Archaeological constraints. The above can lead to project delays, a lack of consistency across Corporate Departments, and lack of compliance to relevant legislation, as well as the undermining of reconciliation efforts with First Nations.

There is risk to the Corporation due to the lack of qualified technical internal resources available to address archeological concerns and indigenous relations on City projects. As noted previously, it is difficult to quantify the costs and effort associated with archeological assessments at the time of budget development since the actual assessment findings will drive the process moving forward, including the degree of First Nations engagement and/or consultation. This has resulted in significant cost overruns on past projects such as the Sandwich Street roundabout. This risk is in part mitigated

by the WAMP which helps to identify risks early, however the uncertainty and financial risks remain on a case by case basis.

This risk is further exacerbated by the limited number of licenced archeologists practicing in the Windsor-Essex region. All archeologists who carry out fieldwork in Ontario are required by law to hold an archaeological licence issued by the Ontario government. Due to the above, it is increasingly likely, with the implementation of the 2024 WAMP and the growing need for archeologist Province-wide, that delays to projects, and non-competitive pricing may be experienced as the City competes with the private sector for these limited resources.

It may be beneficial to explore the idea for the Corporation to hire a licensed archaeologist on-staff to provide an in-house expert for consistency, and so as not to rely fully on out-sourcing of work to Archaeological Consultants, who can be hard to find and may have more restrictions on availability. Independent third party archaeology consultants may also have additional requests or processes when engaging with First Nations that is outside of City of Windsor processes. Additionally, external contracts dictate timelines and acceptable work, so a City staff can instead work according to City priorities on City projects. Should an in-house corporate staff archaeologist be requested in the future as an FTE, there may be an opportunity for cost revenue for this position through establishment of Fees for Service for developers or use of service by non-City parties. Potentially, there may also be cost savings experienced from a corporate staff archaeologist as opposed to external vendor rates.

It is currently difficult to quantify the annual number of and costs associated with archeological assessments due to their inconsistent application in recent years, however with the approval of the WAMP, clear instruction has been provided to aid Administration in providing this type of analysis moving forward. Administration will continue monitoring the volume of archaeological assessments conducted by the City and should there be a business case for the FTE, Administration will bring the request for Council consideration as part of the annual budgeting process.

Climate Change Risks

Climate Change Mitigation: N/A

Climate Change Adaptation: N/A

Financial Matters:

The funding for the WAMP Review was previously approved, and the project cost included the training of municipal staff by archaeological consultants ASI after adoption of the WAMP.

Administration recommends that the costs of Stage 1 and Stage 2 archeological assessments be included in the budget of all capital projects where they may apply.

Further, Administration recommends that a new "Windsor Archaeological" reserve fund be established to provide funding for unexpected studies and/or surveys, or required Stage 3 or 4 archaeological assessments that may be necessary during the execution of capital projects. Should any capital project require Stage 3 and Stage 4 assessments, consideration will be given to cost estimates and project scope reductions and if funding from the reserve fund is insufficient, an additional funding request may be brought back to City Council.

Administration recommends that the City Treasurer be directed to transfer \$75,000 in unallocated funding from the Pay-As-You-Go Reserve, Fund 169, to the newly created reserve fund. Furthermore, to provide ongoing funding to the newly created reserve, the City Treasurer be directed to bring forward a request to establish an annual transfer in the amount of \$50,000 to a new Corporate Account as part of the 2025 Operating Budget process for consideration of future funding. Administration also recommends that the City Treasurer be responsible to approve the allocation of the reserve funds to capital projects, as required. Any allocation of funds will be reported to Council via the semi-annual capital variance report.

Consultations:

Indigenous Engagement

The project team reached out to 14 Indigenous First Nations and Communities to invite their engagement in the WAMP project:

- Aamjiwnaang First Nation;
- Aboriginal Education Centre Turtle Island at the University of Windsor;
- Caldwell First Nation;
- Can-Am Indian Friendship Center;
- Chippewa of the Thames First Nation;
- Delaware Nation;
- Haudenosaunee Confederacy Chiefs Council;
- Huron-Wendat Nation;
- Kettle and Stony Point First Nation;
- Métis Nation of Ontario;
- · Oneida of the Thames First Nation;
- Six Nations of the Grand River First Nation;
- Walpole Island First Nation; and,
- Wyandot of Anderdon

The list above was compiled by ASI based on established or potential Aboriginal or Treaty rights within the Study Area, or those who have an established interest in the City. Seven (7) Indigenous First Nations responded with Interest (highlighted above in bold) and their comments have been incorporated into the Project or noted as beyond the scope of the WAMP. Notice of Study Commencement and Project Updates, as well as invitation to review the draft WAMP, were circulated to the Indigenous contacts. Should Council decide to accept the Plan, a notice of study completion will also be sent to the Indigenous communities. The Indigenous Engagement is summarized in a report attached as part of the Appendix.

One of the major points identified by First Nations communities during the engagement process was the request for a formal and ongoing relationship between the City and First Nations' communities, which is beyond the scope of this WAMP review project. To that end, the City has recently approved the creation of an Equity, Diversity, and Inclusion Division within Corporate Services. Administration is actively recruiting for an Executive Director to lead that area, and this Executive Director will lead the work on formalizing a relationship with First Nations. As this area develops, the intent is to grow the internal expertise and resources toward fostering indigenous relationships.

Technical Working Group

A technical working group was established to provide more hands-on support, input, and oversight for the project. The members of this working group include key City of Windsor staff (Planning staff & Staff representing Museum Windsor/Recreation & Culture); key members of the consultant team; representatives from the Ministry; and the President of the Windsor Chapter of the Ontario Archaeological Society.

Stakeholder & Public Engagement

Besides the presentation overview of the WAMP project provided by ASI at the DHSC March 2021 Meeting, two public engagement sessions were also held virtually on June 16, 2021 to inform the public and gather input on the key background studies informing the Archaeological Management Plan update. A total of 44 people attended the public information sessions.

Municipal Departments were solicited for their input and involvement in the project in 2021, and circulated the draft WAMP for review in 2022, and again to separate departments in 2023 and 2024.

Where feedback was received, it was incorporated into the WAMP review and/or incorporated into the Recommendations of this report.

Departments Circulated:

- Planning
- Building
- Infrastructure Services
- Parks & Facilities
- Finance
- Recreation & Culture (Museum Windsor)
- Legal

Conclusion:

As the approval authority, the City of Windsor undertook an update to the current Windsor Archaeological Management Plan to satisfy the requirements of current legislation, and to update the archaeological potential model to better conserve archaeological resources in the community. The WAMP and its resulting recommendations should be considered by Council with the knowledge that the

respective policy and schedule changes will be incorporated into the Official Plan as part of a separate report S16/2024.

Planning Act Matters:

I concur with the above comments and opinion of the Registered Professional Planner.

Insert Name, Title

I am not a registered Planner and have reviewed as a Corporate Team Leader

Insert CLT Initials

Approvals:

Name	Title
Neil Robertson	Deputy City Planner- Growth
Thom Hunt	City Planner / Executive Director Planning & Building
Mark Nazarewich (on behalf of Wira Vendrasco)	City Solicitor (Acting)
Mark Winterton	Commissioner, Infrastructure Services and City Engineer (A)
Ray Mensour	Commissioner, Community Services
Janice Guthrie	Commissioner, Finance & City Treasurer
Dana Paladino	Commissioner, Corporate Services (A)
Jelena Payne	Commissioner, Economic Development & Innovation
Joe Mancina	Chief Administrative Officer

Notifications:

Name	Address	Email	

Name	Address	Email
List provided to Clerk's office.		

Appendices:

- 1 Windsor Archaeological Management Plan 2024
- 2 WAMP Appendix A Pre-Contact Indigenous Archaeological Site Potential
- 3 WAMP Appendix B Colonial Period Thematic History
- 4 WAMP Appendix C Contingency Plan for the Protection of Archaeological Resources in Urgent Situations
- 5 WAMP Appendix D Proposed Policy Revisions to the City of Windsor Official Plan
- 6 Indigenous Engagement Summary Report



City of Windsor Archaeological Management Plan

2024 Update

May 2024



FISHER ARCHAEOLOGICAL CONSULTING



Project Personnel

Archaeological Services Inc. (ASI)

Consultant Project Manager:	Robert I. MacDonald, Ph.D., Managing Partner
Project Archaeologist:	David Robertson, M.A., Partner
Project Manager:	Martin Cooper, M.A., Senior Associate
	Eric Beales, M.A., Project Manager
Geomatics Manager:	Jonas Fernandez, M.A.
Geomatics Specialist:	Adam Burwell, M.Sc.
	Peter Bikoulis, Ph.D.

Fisher Archaeological Consulting

Project Archaeologist:

Project Archaeologist:

Project Archaeologist:

Jacqueline Fisher, M.A., Principal Archaeologist

Jim Molnar, Ph.D., Manager

Ruth Macdougall, M.A., Project Manager

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Executive Summary

The archaeological sites that are the physical remains of the City of Windsor's 13,000year settlement history represent a fragile and non-renewable cultural heritage resource that must be conserved and protected. This document and associated mapping, developed on a geographical information system (GIS) platform, update Windsor's archaeological management plan (WAMP) based on best practices in archaeological resource management. With this updated WAMP, the City of Windsor can more easily identify where archaeological assessments are required in the land use planning and development process—or any other municipal processes involving land disturbance—and manage archaeological resources within its jurisdiction.

Through its GIS mapping of known archaeological sites and areas of archaeological potential, the WAMP allows the City of Windsor's Planning and Building Services Department, along with other city departments, property owners, developers, and prospective land buyers, to know whether archaeological investigations are necessary prior to land disturbing activities. Thus, the WAMP reduces the risk of unfortunate surprises occurring during land altering activities (such as disturbing an Indigenous burial site or a nineteenth century building foundation), and considerably enhances public awareness of archaeological resources. The WAMP also allows residents to know and appreciate their community's history better. For example, caring for and sharing information about Windsor's Indigenous archaeological heritage is an important step towards reconciliation with local Indigenous nations.

More specifically, the City of Windsor's archaeological management plan has three major objectives, as follows:

• the compilation of detailed, reliable inventories of registered archaeological sites within Windsor;

- the development of an archaeological site potential model specific to the City of Windsor, based on known site locations, past and present land uses, environmental and cultural-historical data, and assessment of the likelihood for survival of archaeological resources in various contexts; and,
- the provision of recommendations concerning the preparation of archaeological resource conservation and management guidelines for the City of Windsor.

The development of an archaeological site potential model was undertaken based on both an inductive and deductive approach to predicting where additional pre-contact Indigenous sites are most likely situated and detailed historical research to map historical archaeological potential. It was determined that the pre-contact Indigenous archaeological site potential layer captures all previously identified pre-contact Indigenous sites in Windsor excluding isolated finds.

The identification of areas in the Colonial Period archaeological potential layer involved the digitization of relevant nineteenth century residential, commercial, and industrial features and transportation routes from historical mapping and cemeteries, and captures all the colonial period archaeological sites previously discovered in Windsor.

The role of the City of Windsor in the conservation of cultural heritage resources is crucial. Although heritage conservation is regulated by the Province of Ontario, planning and land use control are predominantly municipal responsibilities and the impact of municipal land use decisions on archaeological resources is significant. This is particularly the case since municipally approved developments constitute most land disturbing activities in the Province. The primary means by which these resources may be protected is through the planning and development approval process.

The WAMP provides a series of policy recommendations within the planning and

development approvals process, to be integrated into Windsor's Official Plan, which will ensure the conservation of these valuable cultural heritage resources within the overall process of change and growth in the city. The WAMP policy recommendations are consistent with the Provincial Policy Statement (2020) and the Ontario Heritage Act (2005).

Development of the WAMP also benefitted from engagement with Indigenous nations. Windsor lies within the traditional territory of the Anishinaabe nations that comprise the Three Fires Confederacy: Ojibwa (Chippewa), Odawa (Ottawa), and Potawatomi. It is also within the scope of treaties signed by the British Crown, including Treaty #2 (also known as the 1790 McKee Purchase), signed with representatives of these Anishinaabe nations together with representatives of the Huron (Wendat/Wyandot) Nation, and the 1701 Nanfan treaty, signed with the Haudenosaunee Confederacy (Five Nations) at Albany, NY. These nations were also signatories of the 1701 Great Peace of Montreal treaty, negotiated between the government of New France and thirty-nine Indigenous nations, that ratified the Dish With One Spoon principle for sharing resources while respecting sovereign territories (Jacobs & Lytwyn, 2020). The WAMP recommends continued engagement with Indigenous nations in Windsor's archaeological review and planning approvals processes.

In summary, in having developed and updated this archaeological management plan, the City of Windsor joins with other major Ontario municipalities in pursuing the best approach available to ensuring archaeological site conservation within its jurisdiction.

1 Introduction

1.1 Study Objectives

The WAMP represents a comprehensive approach to the conservation of archaeological resources. The most effective means of protecting archaeological sites is through adoption of planning and management guidelines that are informed by both the known distribution and character of archaeological sites and by assessment of the potential location of additional sites that have yet to be discovered.

This report presents an archaeological potential model and planning and management guidelines that are consistent with provincial legislation. The archaeological potential model was developed using an ArcGIS[®] Geographic Information System to summarize and map various data sets as separate, but complementary layers. Modelling criteria specific to Windsor were then derived through analysis of these layers and applied to produce a final archaeological potential zone. This layer will be used by Windsor staff to evaluate planning applications and other municipal infrastructure projects for the necessity of carrying out archaeological resource assessments. While the archaeological potential zone has been derived with respect to land-based archaeological resources, adjacent water bodies may also have archaeological potential.

The report is divided into two main parts. Part I presents the archaeological potential model for both pre-contact Indigenous and colonial period sites. Part II addresses archaeological resource management, including outlines of the threats to archaeological resources and the legislative framework at the provincial and municipal levels to address those threats; how Windsor will apply the archaeological potential model across departments that participate in planning and development processes and infrastructure projects; and an explanation of the various roles that different agencies play in these processes. The report also addresses contingency planning for unexpected archaeological emergency finds, ownership and curation of archaeological artifacts, and periodic review of the archaeological potential model.

There are four appendices to the report as follows:

- Appendix A: Pre-contact Indigenous Archaeological Site Potential;
- Appendix B: Colonial Period Thematic History;
- Appendix C: Contingency Plan for the Protection of Archaeological Resources in Urgent Situations;
- Appendix D: Proposed Policy Revisions to the City of Windsor Official Plan.

1.2 Defining Archaeological Resources

Archaeological resources are scarce, fragile, and non-renewable and therefore must be managed in a prudent manner if they are to be conserved. The Government of Ontario, through various statutes and policies, asserts the stewardship interests of the provincial Crown on behalf of its citizens with respect to archaeological resources. In addition, the City of Windsor lies within the traditional territory of the Anishinaabe nations that comprise the Three Fires Confederacy: Ojibwa (Chippewa), Odawa (Ottawa), and Potawatomi. The land was acquired by the British Crown in the late eighteenth and nineteenth centuries through Treaty #2 (also known as the McKee Purchase) and a series of subsequent negotiated purchase agreements signed with representatives of these Anishinaabe nations together with representatives of the Huron (Wendat/Wyandot) Nation. Windsor also lies within the precincts of the Beaver Hunting Ground Deed (also known as the Nanfan treaty) signed between the Haudenosaunee Confederacy (Five Nations) and the British Crown at Albany, NY, in 1701. In addition to the provincial Crown, these nations assert their interests with respect to archaeological heritage management.

Effectiveness in incorporating archaeological heritage conservation and management within the overall land-use planning and development process requires a clear

understanding of the physical nature, variety of forms, and overall significance and value to society of archaeological resources.

The Provincial Policy Statement (2020), which is issued under the authority of Section 3 of the Planning Act, defines archaeological resources (Section on Definitions) as including "artifacts, archaeological sites, and marine archaeological sites."

Individual archaeological sites are distributed in a variety of locational settings across the landscape, being locations or places that are associated with past human activities, endeavours, or events. These sites may occur on or below the modern land surface or may be submerged under water. The physical forms that these archaeological sites may take includes the following: surface scatters of artifacts; subsurface strata which are of human origin or incorporate cultural deposits; the remains of structural features; or a combination of these attributes.

The Ontario Heritage Act (Ontario Regulation 170/04) provides the following definitions:

- "archaeological site" is "any property that contains an artifact or any other physical evidence of past human use or activity that is of cultural heritage value or interest;"
- "artifact" is "any object, material or substance that is made, modified, used, deposited or affected by human action and is of cultural heritage value or interest;"
- "marine archaeological site" is "an archaeological site that is fully or partially submerged or that lies below or partially below the high-water mark of any body of water;" and,
- "archaeological fieldwork" is "any activity carried out on, above or under land or water for the purpose of obtaining and documenting data, recovering artifacts and remains or altering an archaeological site and includes monitoring, assessing, exploring, surveying, recovering, and excavating."

1.3 Archaeological Background

Windsor is an area rich in cultural heritage resources and diverse cultural traditions. The Detroit River corridor is unquestionably an area of high cultural and historical significance not only to the First Nations who have lived here for millennia, but to the Europeans who settled here in the more recent centuries. For thousands of years, the river has facilitated the movement of both peoples and goods throughout the interior of the continent. In addition, the rich resources found in the water and the surrounding lands encouraged intensive Indigenous and early European settlement along its banks.

The shoreline comprises the earliest continuous European settlement in Ontario. The European influx began in the early eighteenth century with French settlement that grew up around Fort Pontchartrain (later Fort Detroit) on the north side of the river. The south shore, now Windsor, was settled later in the eighteenth century by French families from the St. Lawrence River settlements. By the 1790s, British settlement of the area was well underway, but although the interior of Essex County was surveyed, the population remained concentrated along the lakes and river shores for many decades. On the main thoroughfare of the Great Lakes, the Windsor area was pivotal as a base for the expansion of the eighteenth and nineteenth century fur trade and settlement throughout much of the interior and saw military action during the War of 1812, and the 1837 Upper Canada Rebellion. By the late nineteenth century, Windsor was becoming an industrial city important for international trade and shipping, a trend which expanded rapidly in the twentieth century with the influx of automobile plants and other manufacturing complexes.

Due to the limited extent of archaeological research undertaken in the Windsor area, the complexity of its archaeological heritage is poorly understood. Traces of Windsor's significant cultural and historical legacy have, however, been evident in the relatively small number of archaeological sites that have been identified within or immediately adjacent to the City. Documented Indigenous sites within the Windsor area include camps and villages spanning more than 10,000 years of habitation. Of particular

sensitivity are the various burial sites relating to both pre-contact and colonial period Indigenous settlement in the Windsor area. Colonial period sites include a wide range of domestic, military, commercial and industrial features primarily scattered along the Detroit River shoreline. Despite the minimal amount of systematic archaeological investigation carried out in the Windsor area, the presence of these sites indicates the potential for other similar sites throughout the region, reflecting over 13,000 years of human history.

Part 1: Archaeological Potential Model

2 Pre-contact Indigenous Archaeological Site Potential

2.1 Introduction

Only limited locational data exist for pre-contact Indigenous archaeological sites in the City of Windsor. While access to distributional information for all sites would be a significant advantage to land-use planners and heritage resource managers, the undertaking of a comprehensive archaeological survey of Windsor to compile a complete inventory is clearly not feasible. As an alternative, therefore, staff must depend on a model which predicts how sites are likely to be distributed throughout the city.

Archaeological site potential modelling can trace its origins to a variety of sources, including human geography, settlement archaeology, ecological archaeology, and paleoecology. The basic assumption is that pre-contact Indigenous land use was constrained by ecological and socio-cultural parameters. If these parameters can be discovered, through archaeology and paleoecology, pre-contact Indigenous land-use patterns can be reconstructed.

Two basic approaches to predictive modelling can be described. The first is an empirical or inductive approach, sometimes referred to as correlative (Sebastian and Judge 1988) or empiric correlative modelling (Kohler and Parker 1986). This method employs known site locations, derived from either extant inventories or through sample surveys, as a guide for predicting additional site locations. The second is a theoretical or deductive approach, which predicts site locations based on expected behavioural patterns as identified from suitable ethnographic, historical, geographical, ecological, and archaeological analogues. While data requirements or availability tend to influence the orientation of the study, every

modelling exercise will incorporate both inductive and deductive elements. Foremost is the need to employ all available data effectively and expeditiously.

Appendix A presents the detailed model of pre-contact Indigenous archaeological site potential developed for the City of Windsor. It begins with a brief review of the method and theory associated with pre-contact Indigenous site potential modelling and is followed by delineation of the modelling approach, which employs a descriptive reconstruction of pre-contact landscapes in Windsor together with a reconstruction of pre-contact Indigenous land-use patterns informed by both known site locations as well as archaeological and ethnographic analogues. This information is brought together in a list of criteria which are used to define a zone of pre-contact Indigenous archaeological potential on GIS mapping for Windsor.

2.2 Deductive Model

Throughout much of pre-contact Indigenous history, the inhabitants of Windsor were hunter-gatherers who practiced an annual subsistence round to exploit a broad range of natural resources for food and raw materials for such needs as shelter construction and tool manufacture. Assuming that access to natural resources influenced and constrained the movement and settlement of Indigenous peoples, the goal was to understand what these resources were, how they may have been distributed, how their use and distribution may have changed over time, and how the landscape itself may have constrained movement and access to resources as well as settlement location. The investigation proceeded chronologically since certain aspects of Windsor have changed dramatically through the period of human occupation.

2.2.1 Late Pleistocene/Early Holocene (ca. 13,000 – 11,000 cal BP)

The First Peoples began to move into what is now southwestern Ontario as the continental ice sheet retreated at the end of the last ice age. As populations increased in southeastern North America around 13,000 years ago, small groups of people gradually moved north into a newly revealed land (Chaput et al., 2015; Lothrop et al., 2016). The landscape that greeted them would have been open and

cold, sparsely vegetated with tundra plants such as lichens and sedges, with spruce and tamarack trees growing up over time (McCarthy et al., 2015; Stewart, 2013; Yu, 2003). The spruce parkland was home to mammoth, mastodon, stag-moose, giant beaver, caribou, arctic fox and snowshoe hare, California condors, and many other boreal species which no longer call the area home (Ellis, 2013; Stewart, 2013; Storck & Speiss, 1994). The first peoples would have moved across this post-glacial landscape in small groups, following herds of migrating animals and searching for food. As they travelled, they often followed the shoreline of glacial Lake Algonquin or one of the waterways that shifted across the clay plains, camping close to the water's edge (Deller, 1976, 1979; Jackson et al., 2000; Storck, 1984, 1988). They gathered nearby stones to support a portable shelter, cooked meals prepared from animals hunted, trapped, or fished, and resharpened large, fluted spear points or remade them into smaller tools for other uses (C.A.R.F., 1992; Ellis, 2013; Julig & Beaton, 2015).

Archaeological sites left behind by these First Peoples are usually small and ephemeral, the results of short-lived camps located close to ancient shorelines or at strategic inland locations (Jackson, 1997, 1998). Artifacts at these sites tend to consist of a few large spear points coupled with waste stone from the production of these tools, as organic materials such as wood, bone, and furs do not preserve on these exposed strandlines over the millennia. In combination with Indigenous oral histories, the archaeological record of these sites has the potential to illuminate the lives of the original residents of Windsor.

Sites dating to this earliest period are sparse in Ontario, and none have been identified within the bounds of the City of Windsor. There is, however, an unconfirmed report of contemporary artifacts having been recovered during an archaeological survey of the Turkey Creek valley conducted in 1968 and 1969 by Father Jack Lee (Baumann, 1978). Unfortunately, the sites from where these artifacts were recovered were not registered and their exact character and location are unclear. Sites which have been identified elsewhere in the province are located primarily on relict strandlines of glacial Lake Algonquin and its correlate in the Erie basin, and many have been discovered through targeted survey of these geological features

(Storck, 1984, 2004). If any of the earliest sites exist in Windsor, they would likely be situated near or above the estimated level of glacial Lake Algonquin (186 metres asl), although sites dating to later phases of this period may occur on recessional strandlines below this elevation.

The closest sites to Windsor, dating to the latter phase of this period, are the Holcombe Beach group of sites located about 15 kilometres north of Detroit. The Holcombe Beach sites were interpreted as temporary camp sites used to process barren ground caribou and make and repair stone tools and were located on a sand ridge overlooking a shallow glacial lake (Fitting et al., 1966). Chert types and the workmanship identified on projectile points link Holcombe to sites in Ohio, the Delaware Valley of the eastern US, and to quarrying areas around Saginaw Bay in Michigan and on the northeastern shore of Lake Erie (Ellis & Deller, 1990, p. 41; Fitting et al., 1966, pp. 90–92); groups moving between these areas would have passed through Windsor. Isolated Holcombe and Hi-Lo projectile points have been located within Windsor including within Sandwich West along the drainage of Turkey Creek, and on the grounds of the Windsor Airport along the drainage of the Little River (Ellis & Deller, 1990, p. 55; Garrad, 1971; Stantec, 2014), and it is possible that undiscovered sites also exist. Desirable site locations would have shifted as animal habitats and migratory routes changed with the retreat of glacial Lake Algonguin and early Lake Erie and the resulting alterations of local watersheds and drainages but raised sand ridges and glacial strandlines possess significant potential for sites from this period.

As time passed and Indigenous communities became more familiar with the seasonal changes and the habits of local animals, they began to establish regular camps to return to on a seasonal basis. Resources may have been initially quite limited, as the forest evolved from a conifer-dominated community to a more mixed community with nut-producers like oak. Although the ability of interior habitats to sustain hunter-gatherer bands through the warm season improved over time, reduced cold season carrying capacity would require bands to spread out their population over the winter. During the cold seasons, these bands likely dispersed themselves by smaller kinship groups into interior hunting territories.

Such hunting territories would likely have been organized on a sub-watershed basis, with individual families occupying adjacent stream catchment areas. Riparian wetlands and swamps would have provided fuel, building materials, roots and tubers, and small game. Archaeological evidence of such sites may be difficult to distinguish from warm season hunting camps, although the sustained occupation of a site over several months would likely leave a more substantial artifact assemblage. The few sites of this period in Windsor are situated in the middle and upper reaches of headwater streams and may reflect seasonal forays from coastal base camps later eradicated by the Nipissing highstand.

Throughout the lower Great Lakes there is evidence of seasonal camps being situated at toolstone (e.g., chert) sources, at wetlands where waterfowl gathered annually to lay eggs and raise young, or at river crossings where migrating herds of caribou were forced to slow down and bunch up (Ellis, 2013; Roosa & Deller, 1982). The most evocative example of large, seasonally visited sites is the evidence, now submerged beneath the waters of Lake Huron, of caribou hunting structures on the Alpena-Amberley Ridge (AAR). The network of hunting blinds, drive lines, cairns, caches, stone rings, and shelters are all that remains of a landscape in which, between 10,000 and 7,000 years ago, many of those living in the Great Lakes area would gather to take advantage of a constricted area on the annual caribou migration route (Julig & Beaton, 2015; Lemke & O'Shea, 2015; O'Shea & Meadows, 2009). While this is a good distance to the north of what is now Windsor, there are few landscapes like the AAR which can be examined on a large scale archaeologically, but the identification of sites of a similar age near Windsor is difficult due to their probable scarcity and small size. It is also possible that the Windsor area was less desirable during the lowstands in the Huron-Michigan and Erie basins, when flow into the St. Clair River and through Lake St. Clair and the Detroit River to Lake Erie was minimal or suspended.

2.2.1 Early/Middle Holocene (ca. 11,000 – 5,000 cal BP)

As the climate continued to warm after 11,000 years ago, the land in southern Ontario became more hospitable and food resources more abundant. Isostatic rebound altered drainages and caused water levels in the Great Lakes basins to begin rising again, but Lake Stanley (in the Huron basin) still drained northward via the North Bay outlet and not through the Detroit River and Lake St Clair. Some groups began to establish claims over specific areas of land and to follow the seasonal round within a more restricted territory, often within a particular watershed (Ellis 2013). One side effect was that access to the highest quality tool stone—none of which outcrops in the Windsor area—was no longer available to all groups (Fox 2013). Poorer quality local chert sources were sufficient for making everyday tools, but as a result the spear points and other lithic objects were never as finely made as those carried by earlier hunters (Ellis 2013; Fox 2013). Ground stone axes and adzes were added to the toolkit as coniferous forests established themselves in southern Ontario and the people made wooden dugout canoes and cooking troughs; other new ground stone tools were used to process a diversifying array of plant resources, or as weights for fishing nets (CARF 1992; Ellis 2013; Kapches 2013).

Ways of life changed over the next few millennia, as deciduous woodlands replaced the coniferous forests, and the post-glacial tundra became a distant cultural memory. Adaptive patterns would have completed the shift from the initial ecological framework outlined above in response to the establishment of the hardwood forest, with many nut-producing trees, abundant wetlands, and the wider range of available plant and animal resources. Warm season macroband camps would have still been situated at coastal river mouths to intercept spawning fish while interior stands of mast-producing trees (e.g., oak, hickory, beech) would have attracted both Indigenous foragers and game animals (e.g., deer, raccoons, squirrels, passenger pigeons) in the fall.

Warmer waters in the Great Lakes, and stable stream- and riverbeds provided new habitats for many of the fish species still found in the region today. These were caught using fishhooks made of bone or antler, or copper transported by canoe from the western end of Lake Superior (Ellis 2013; Fox 2013). Increasingly, large groups of people gathered together during spring and autumn fish spawning runs to catch fish in nets and to cooperate in the cleaning and processing of large catches

(Needs-Howarth, 2013). In parts of Ontario, fish weirs built at river narrows during this period were subsequently used for thousands of years; even when no longer used to harvest fish, the weirs still served as important gathering places for ceremonies and trading (Needs-Howarth, 2013). More changes to food gathering came with the introduction of the bow and arrow, which allowed hunters to target smaller game with something other than traps and snares (Needs-Howarth, 2013). A surplus of food, hides, or fur could be exchanged in trade or as gifts for exotic materials, allowing copper from Lake Superior, marine shells from the Atlantic coast and the Gulf of Mexico, and finely made Onondaga chert bifaces from the Niagara Peninsula to find their way into the hands of people living in diverse parts of eastern North America (Ellis, 2013; Fox, 2013). By about 3,500 years ago, favoured resource sites on the seasonal round were being re-inhabited year after year, with some groups beginning to establish cemeteries for their dead, marking ritually and territorially important places on the landscape (Ellis, 2013; Stewart, 2013).

2.2.2 Late Holocene (ca. 5,000 – 400 cal BP)

After the Nipissing highstand, water levels in the Huron-Michigan and Erie basins gradually fell to modern levels (Morrison, 2017) and by about 4,000 cal BP the physical and biotic landscape of Windsor was essentially similar to that which existed immediately prior to the colonial period. While the environment continued to fluctuate and evolve as a result of natural processes such as forest fire and windthrow, re-modelling of waterways, organic in-filling of wetlands, animal population cycles, and others, these generally cannot be resolved with currently available paleoenvironmental data. Nor is it necessary to do so given the scope and analytical scale of this study. The lifestyle of Late Holocene hunter-gatherers seems to have been relatively unchanged from that practiced by their ancestors.

Around 3,000 years ago, people in southern Ontario began to make low-fired ceramics, a change in technology which would eventually have a profound impact on ways of life. The earliest pots broke or wore out quickly, and so were made and used in the same camp and disposed of before moving on to a new location

(Kapches, 2013). They did not at first replace the string bags, birch bark containers, and skin sacks which were already being used as storage vessels but were instead used to cook foods at a simmer, allowing the integration of more plant foods into the diet (Kapches, 2013; Williamson, 2013).

Changes that had begun on a small scale in earlier times were now more entrenched, especially regarding treatment of the dead. The ancestors were buried in knolls, sandbanks, and other visible natural features, often close to a favoured camp re-inhabited on an annual basis (Spence, 2013; Williamson, 2013). The remains of those who died close to the cemetery were buried soon after death, some with finely made stone objects, or with red ochre, or with exotic traded materials like marine shells or galena (natural form of lead sulphite) obtained through exchange networks built up over the preceding millennia (C.A.R.F., 1992; Spence, 2013; Williamson, 2013). The remains of those who died at a distance from the cemetery were temporarily laid to rest on platforms or cremated, until they could be reunited with their community in the cemetery, often bundled together with other ancestors (C.A.R.F., 1992; Spence, 2013). The gatherings around this reinterment may have coincided with the spring resource harvest and included feasting and the presentation of gifts to the ancestors in the form of caches of stone tools, gorgets, and food such as turkey, deer, fish, and dog which were buried within the bounds of the cemetery but not necessarily with any particular individual (Spence, 2013).

Over the next several centuries, the daily life and sense of identity of those living in the Windsor area began to diverge from that of people living farther east. Some of this was a result of the widespread influence of mound-building peoples in the Ohio and Mississippi river valleys, whose extensive trade networks introduced new materials such as Flint Ridge chalcedony for stone tools, and new ceremonies involving the construction of earthworks and burial mounds (C.A.R.F., 1992; Fox, 2013; Watts, 2016; Williamson, 2013). These earthworks usually consisted of a circular or semicircular embankment with associated ditches and mounds, enclosing an open area "from around 100 m² to more than a hectare"; their use likely varied depending on time and context, providing defensive capabilities, an open space for trading, or for ceremonies (Watts, 2016, p. 1).

Life continued to follow a seasonal round; people congregated in larger groups for the warm season, usually in a succession of camps near the Detroit River, and dispersed to smaller, single-family camps in the interior during the cold season, with visits to numerous other small satellite camps throughout the year to take advantage of specific resources as they became available (Spence, 2013). Harvesting fish formed a major dietary focus, with different water and environmental conditions requiring the use of a wide variety of tools: harpoons, spears, leisters, and fishhooks to catch single fish; and seine nets to take advantage of spawning runs of fish such as walleye in spring, and freshwater drum in summer (Foreman, 2011; Needs-Howarth, 2013). Ceramic construction improved during this time: grit temper was added to clay to strengthen the fabric, and coil-built pots were fired at higher temperatures than they had been previously (C.A.R.F., 1992; Kapches, 2013). Regional differences in ceramic decoration and stone tool knapping across southern Ontario indicated that people held distinct identities tied to their places of settlement, which would be further delineated as life became increasingly settled (Monckton, 2013; Williamson, 2013).

By about 1,200 years ago, those living in the Windsor area shared their way of life with the people living in what would become southeastern Michigan and northwest Ohio but lived according to a different pattern than those living in south-central Ontario (Lennox & Dodd, 1991; Stothers & Abel, 2002). Spring was a time of gathering, when people reconnected to harvest spring spawning fish and to feast and hold ceremonies with the ancestors buried nearby (Killion et al., 2019; Lennox & Dodd, 1991; Stothers & Abel, 2002; Wright, 1977). The warm season, from spring until early autumn, was spent in large, multi-family settlements on the shores of the Detroit River. Houses were small, oval, bark-covered structures for one or two families each, which could be disassembled and moved to new locations (Ferris, 2013; Warrick, 2013). Here, the coastal marshes provided an abundance of animal and plant resources, as well as a defensive advantage in the event of the inter-

group violence which was on the rise (Stewart, 2013; Warrick, 2013; Williamson, 2013).

Women of the villages gathered clay from well-known spots along the riverbank, prepared it to remove impurities and strengthen it, then shaped the vessels and fired them in shallow pits covered in brush and wood, situated a good distance away from the settlement to avoid setting structures alight (Kapches, 2013). In most cases women made pots for themselves and their daughters and decorated them with motifs with personal or ancestral significance; children learned to make pots by watching their mothers, and by playing with clay to make small, rudimentary pinch pots of their own (Kapches, 2013; St John & Ferris, 2019; Williamson, 2013).

Both directly and indirectly, favoured wild plants were encouraged to establish themselves close to re-inhabited settlements, whether through replanting them just outside the village or by depositing food waste in nearby middens (Monkton 2013). These husbanded plants included raspberries, plums, elderberries, and other fruits along with chenopod, sumac, cattail, and spikenard. Techniques developed in husbanding wild plants began to be applied to new crops which had spread to Ontario from central America along exchange networks developed over the preceding millennia: first maize, then later squash, beans, sunflowers, and tobacco (Carroll, 2013; Monckton, 2013; St John & Ferris, 2019; Stothers & Abel, 2002; Williamson, 2013).

Deep storage pits were excavated to cache surplus food in large ceramic pots for later use (Ferris, 2013; Kapches, 2013). With the arrival of autumn, people dispersed from the warm season villages to small, one- or two-family cabins in the interior, located to take advantage of nut harvests, and as a base from which to set trap lines and for sugaring in winter (Ferris, 2013; Lennox & Dodd, 1991; Warrick, 2013). The autumn nut harvest was also an opportunity to hunt terrestrial animals such as deer, turkeys, squirrels, and raccoons, all of which were attracted to nut groves for their own subsistence purposes (Foreman, 2011). The colder months were also the most intensive time for deer hunting using blinds, drives, and corrals in addition to the bow and arrow (Needs-Howarth, 2013). In addition to meat, deer were a critical source of hides for clothes and shoes, antlers for tools, bones for awls and needles, and marrow and grease for food flavouring; a surplus of hides could potentially have been exchanged with those living to the east around Lake Ontario (Foreman, 2011; Needs-Howarth, 2013).

In the following centuries maize and other imported crops, initially consumed only at feast times or as a minor supplement to husbanded or wild local plant foods, began to form an increasingly significant part of the daily diet (Monckton, 2013; Stothers & Abel, 2002; Williamson, 2013). The greater investment in time required to grow large quantities of these domesticates conflicted with the timed gathering of other food resources: spring planting occurred around the time of fish spawning runs, and the autumn harvest conflicted with nut gathering and deer hunting (Foreman, 2011).

As a result, warm season settlements were located in places with good ground for crop planting, as well as access to a wide variety of aquatic foods which would be available for most of the season (Foreman, 2011; Needs-Howarth, 2013; Stothers & Abel, 2002). Women and children would catch turtles and amphibians and gather shellfish from the rich marsh environments; deer, squirrels, raccoons, turkeys, and other animals attracted to the crops were hunted in small numbers year-round rather than primarily in the autumn (Foreman, 2011; Lennox & Dodd, 1991; Needs-Howarth, 2013). The crops did not require constant monitoring and so smaller groups still spent time hunting and fishing at satellite camps, with locally available fish from the Detroit River forming an increasingly important part of subsistence (Foreman, 2011; Lennox & Dodd, 1991).

Warm season residences began to resemble the longhouses of the peoples to the east, though with a smaller footprint and different internal structure. Settlements were surrounded by palisades and sometimes by earthworks to add some measure of protection and were inhabited for more months out of the year (Ferris, 2013; Lennox & Dodd, 1991; St John & Ferris, 2019; Stothers & Abel, 2002). The increased time spent living in large communities had an effect on social organisation, with

more emphasis placed on matrilineal descent and identification with lineage groups (Carroll, 2013; Ferris, 2013; Spence, 2013; Williamson, 2013). Intercommunity conflict borne out of stronger internal group identities and competition for access to exchange networks was partially mitigated through lavish feasting and gift giving, maintaining social networks across the lower Great Lakes region (Carroll, 2013; Jamieson, 2013; Killion et al., 2019; Spence, 2013; Stothers & Abel, 2002). Political leaders were men, selected by influential women, responsible for diplomacy with nearby settlements, scheduling the seasonal round, organising raids, and other tasks, and governance was by consensus rather than by decree (Jamieson, 2013).

By the early 1500s, pressure from the westward expansion of Iroquoian peoples living around Lake Ontario caused many of those living in the Windsor area to relocate west and south for several decades, beginning to return to the area just before the onset of profound changes set in motion by European contact (C.A.R.F., 1992; Lennox & Dodd, 1991).

2.3 Inductive Model

While the preceding deductive model paints a general picture of pre-contact Indigenous land use in Windsor throughout the millennia, the sample of registered pre-contact Indigenous sites also allows for the development of an inductive model from which to extrapolate pre-contact Indigenous archaeological potential based on locations of known sites. This requires some understanding of site types and ages since land-use patterns changed over time. The inductive modeling also included observations based on distance to water, soil types and slope.

The total number of archaeological sites in Windsor is 115, of which 25 have precontact Indigenous components. Some, however, are isolated finds of flakes or projectile points lost while traveling through the landscape and are therefore not useful in the modeling exercise. Thus, the total number of pre-contact Indigenous sites used for inductive modeling was 14.

2.3.1 Distance to Water

For pre-contact Indigenous sites, the proximity of major lakes and rivers is considered to have always been a significant factor influencing land-use patterns in Windsor by acting as travel and settlement corridors. While the locations of the major shorelines have changed significantly over time, the layout of the inland drainage systems has remained relatively constant since the late Pleistocene. The middle and upper reaches of the inland drainages may have comprised seasonal hunting grounds analogous to those recorded historically throughout the Great Lakes-St. Lawrence region.

While the main source of hydrographic data used in the inductive site potential model was modern watercourse data, the dataset was found to be missing certain streams noted on various historical map sources. Accordingly, these were added manually to the hydrographic layer of the GIS.

Based on the above data, it was determined that a buffer of 250 metres from water sources captures 100% of the modellable registered pre-contact Indigenous sites in Windsor.

2.4 Summary of the Pre-contact Indigenous Potential Model

In light of these deductive and inductive modeling considerations reviewed above, ultimately four water-based criteria (Table 1) were chosen as the most useful predictors of pre-contact Indigenous archaeological potential (In a relatively small area such as a city, especially one like Windsor with very limited topographical/geophysical variability, other factors were decided to be excluded as irrelevant or as redundant due to overlaps). The criteria used to create the pre-contact Indigenous archaeological site potential layer, were as follows: all current and former watercourses; all waterbodies, including lakes, ponds, and wetlands. First, all river and major stream segments—defined as those represented by two lines (i.e., banks) on the hydrographic layer—were buffered at 250 metres from the top of bank. Second, all subordinate streams—defined as those watercourses represented by a single line on the hydrographic layer—were buffered by 250

metres on both sides of the line. Third, all lakes, ponds, and wetlands were buffered at 250 metres. The 250-metre buffer was employed since it captures 100% of the sites employed for inductive modeling within Windsor. Figure 1 presents the precontact Indigenous archaeological site potential layer.

Table 1: Pre-contact Indigenous Archaeological Potential Modelling Criteria

Environmental or Cultural Feature	Buffer Distance (metres)	Buffer Qualifier
Rivers and streams	250	 from top of bank for former; from centreline for latter; on all soil types
Lakes and ponds	250	 exterior buffer from current limits, all soil types
Wetlands	250	 200m exterior buffer and 50m interior buffer. Only for verified wetlands
Registered Indigenous archaeological sites	100	 Camps and other small sites
	250	Villages and other large settlements

Figure 1: Pre-contact Indigenous Archaeological Potential Layer

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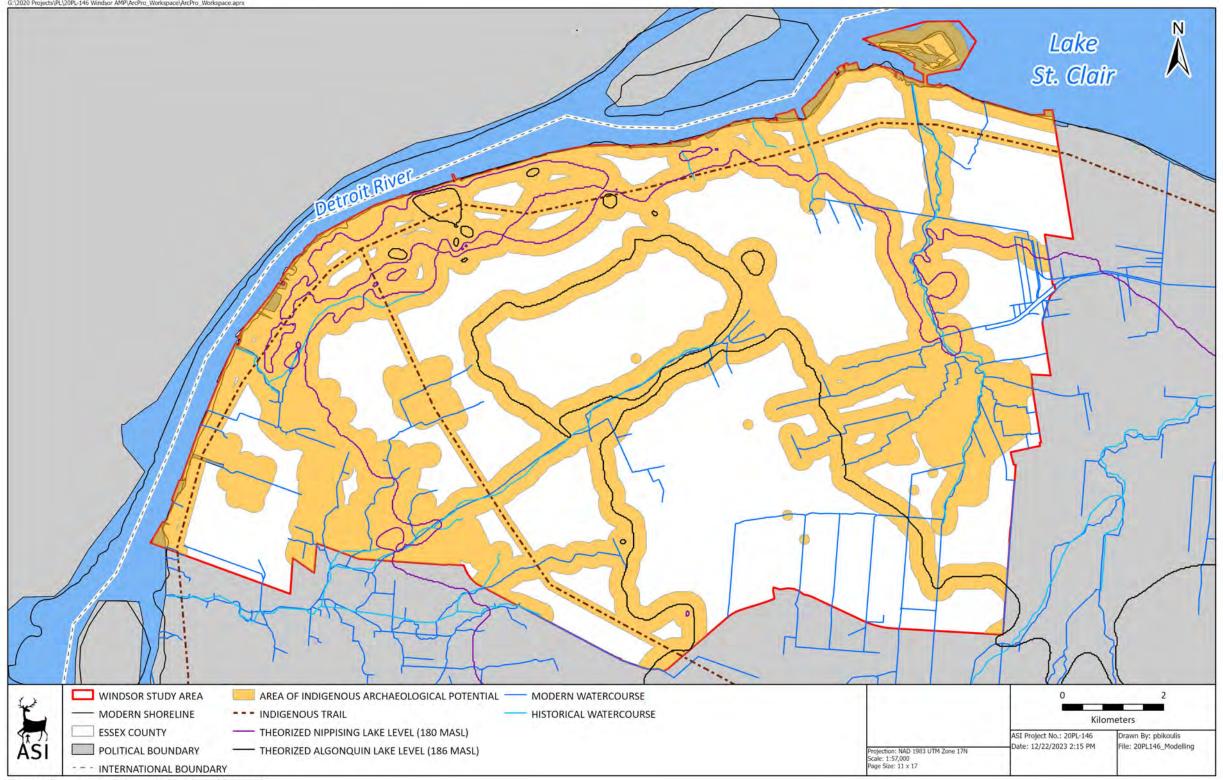


Figure 1: Precontact Indigenous Archaeological Potential

3 Colonial Period Archaeological Site Potential

3.1 Introduction

In contrast to the deductive and inductive modelling employed to create the precontact Indigenous archaeological site potential layer, the colonial period archaeological site potential layer was created primarily from historical mapping, historical thematic research, and the application of buffers to some features of historical interest. While it is primarily a terrestrial model, certain features (e.g., water-powered mills) may have marine archaeological components associated with them. In accordance with provincial standards and guidelines for consultant archaeologists, as detailed in Appendix B, attribution of archaeological significance focussed on historical features dating prior to 1900 (MTC, 2011, p. 41), especially those dating prior to 1870 (MTC, 2011, p. 59).

Europeans began mapping North America—commonly known as Turtle Island by Indigenous nations—soon after their arrival in the sixteenth century, and over the course of the seventeenth century several maps of Nouvelle France had been created by various explorers and cartographers working from their notes. One of the earliest maps depicting Indigenous settlement in the Windsor area is the 1641 "Novvelle France" map that shows locations of Great Lakes Indigenous peoples prior to the dispersals of the late seventeenth century (Heidenreich, 1988; Steckley, 1990). Peoples named just west of the Detroit and St. Clair Rivers include the Sauk and the Potawatomi (Steckley, 1990, p. 21). Other Algonquian-speaking peoples were living to the south and west in an area that is collectively marked "Gens du Feu" or Fire Nation.

Following the establishment of Fort Pontchartrain at present-day Detroit, more detailed mapping of the area ensued. Henri-Louis Deschamps de Boishébert, commandant of Detroit, produced several important early maps, including one entitled "Carte du Detroit et Partie du Lac Erie, et du Lac Ste. Claire" (Boishebert, 1731) that indicates the locations of several Indigenous villages on both sides of the river. Other eighteenth-and nineteenth-century maps of the area provide locations

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of Indigenous communities, military installations, farmsteads, early roads and railways, crossroad communities, urban cores, public buildings, cemeteries and some early industrial sites (Belden, 1881; de Lery, 1764; McNiff, 1791; McPhillips, 1892; Pinney, 1857; Walling, 1877).

In the eighteenth century, the land use patterns of Indigenous and settler cultural groups overlapped (for details, see Appendix B). Farmsteads laid out during the French regime using the seigneurial system of land tenure, which provided waterfront access to all, situated all the early French farms along the Detroit River in a zone that also exhibits high potential for pre-contact Indigenous settlement. In contrast, nineteenth-century settlement under the British regime imposed an artificial grid structure on the inland landscape as townships were surveyed in rectangular patterns, lands drained, and roads constructed along concession boundaries throughout Essex County. Potential for finding the archaeological remains of historical structures exists within early urban boundaries, along settlement roads or waterways, and within the vicinity of known sites. The 1881 urban boundaries of Windsor, Sandwich and Walkerville, as indicated in the *Illustrated Historical Atlas of Essex County* (Belden, 1881), are useful in this regard.

3.2 Recording Location of Features Present on Historical Maps

Several sources of historical mapping were used to identify the location of historical features of interest as well as settlement centres within the City of Windsor (Belden, 1881; McPhillips, 1892; Pinney, 1857). Digital versions of these maps were imported into GIS software and georeferenced using present lot boundaries as well as modern landmarks. The locations of historical features of interest identified on these maps were then digitized into geographic space in order to be included in the colonial period archaeological potential layer.

While every effort was made to reduce potential errors, there are numerous potential sources of error inherent in such a process. These include the vagaries of map production (both past and present), the need to resolve differences of scale and resolution, and distortions introduced by reproduction of the sources. To a large degree, the significance of such margins of error is dependent on the size of

the feature being plotted, the constancy of reference points, the distances between them, and the consistency with which both they and the target feature are depicted on the period mapping.

3.3 Recording Location of Features Identified through Thematic History

A thematic history of the City of Windsor was compiled to identify extant or former historical features that might yield associated archaeological deposits (Appendix B). Each of these was checked against the historical site archaeological potential layer generated from Pinney's 1857 map (Pinney, 1857), Belden's historical atlas (Belden, 1881) and other sources (see Section 3.1, above) to ensure that they were included in the mapping. For those features that were not represented by either the 1857 or 1881 maps, further research was conducted to ascertain the true location so that they could be included in the historical site potential layer.

Early roads were identified by comparing nineteenth-century maps to twentiethcentury topographic and City of Windsor mapping. Since a portion of the original Front Road, along the Detroit River, south of Sandwich, appears to have fallen into disuse and perhaps eroded into the river, between 1881 when the Belden atlas (Belden, 1881) was produced and the 1909 topographic mapping, part of that original trail could not be placed accurately. Most of the road alignments, however, appearing in Belden 1881 and on Walling 1877 (Walling, 1877), are still in existence. These include Riverside Drive, Huron Church Line, and Talbot Road lying along former Indigenous trails, and Grand Marais Road associated with the Turkey Creek marsh. Concession and sideroads in place by the mid-nineteenth century include Howard Avenue, Walker Road, Pilette Road, Lauzon Road and Malden Road running north to south, and Tecumseh Road, Cabana Road/Division Road and the former Second Concession aligned with E.C. Row expressway. Sprucewood Avenue and Morton Drive in Ojibwa are also early settlement roads with Sprucewood providing access to LaFrere's mill on Turkey Creek. With the exception of E.C. Row, all of these may retain some archaeological potential along portions of their routes.

The Great Western (now CNR) was the first railway into Windsor (1854). It was followed in the subsequent decades by several others, most of which still maintain their original corridors. These include the Lake Erie, Essex and Detroit River (later Pere Marquette, now CSX), the Canadian Pacific, Conrail (formerly Canada Southern, Michigan Central), and the Essex Terminal built to join up the various lines. The Sandwich, Windsor and Amherstburg, and The Windsor and Tecumseh electric street railways have also been mapped, as remnants of them may remain below current pavements, and former stations and terminals may still exist along the routes.

Although private and public wharves have been added along the Windsor shoreline, several shoreline structures on the Detroit River in Sandwich, apparent on the Belden (Belden, 1881) map, have not been mapped, as it was impossible to place them accurately along the shoreline. As the full extent of industrial land making along the riverfront through Sandwich and Ojibway is not known, the presence of early shoreline structures, now under water or fill, should be considered along with land-based archaeological resources during shoreline alterations in those areas.

Some well-known early industrial sites have been noted, including the Walker Distilleries (Walling, 1877), the early Ford factory (McKay, 1905), and Walkerside industrial dairy (1908 topographic). Detailed information on such sites is not consistently accessible and undoubtedly many other significant small industries, located in the urban cores, will be located as individual properties are assessed. Many small craft industries, such as blacksmith shops, mills and harness or carriage makers, often located in crossroad service communities, would all be considered to be of potential archaeological interest. Only one such operation, a blacksmith shop depicted on the northwest corner of Talbot Road and Howard Avenue (Belden, 1881), could be specifically located within the city limits. Early mill sites are also located within the city limits. Baby's mill in Sandwich has not yet been definitively located, but the site of the Badichon-Labadie (alternatively known as the Lassaline-Montreuil) windmill, which stood on what is now Walker distillery land, has likely been destroyed. Windsor now encompasses several nineteenth-century crossroad villages such as Meros Corners (Pilette Corners), Jackson's Corners (Roseland),

Pelton (Walker Junction) and North Pelton (Belden, 1881; Walling, 1877). These have been plotted according to the general boundaries indicated in Belden (Belden, 1881). Crossroad communities traditionally are the sites of important local services such as craft industries, hotels, churches, and schools.

Military sites in the Windsor area include two barracks sites, an 1812 American encampment, and several American landing sites along the river. The location of General Hull's 1812 American camp, sometimes referred to as Fort Gowie, could be mapped as it is known to have been on Lot 76, Concession I, a property purchased by Robert Gowie *circa* 1805 (Museum Windsor record M214 3/RR). The bastioned fortification has been depicted on an 1812 military engineer's map (Archives of Ontario record RG1 B-11) but due to various inconsistencies, the site could not be accurately mapped. With the exception, however, of the Windsor Barracks in Civic Square, all are within the high potential strip identified along the Detroit River frontage. The Sandwich barracks on the site of Brock School has been excavated.

All cemeteries identified on the historical mapping and the Ontario Genealogical Society, City of Windsor, and Bereavement Authority of Ontario databases were added to the colonial period archaeological site potential layer. Unregistered family burial plots may also be found unexpectedly on any early farmstead. The Ontario Genealogical Society's listing of cemeteries in Essex County was examined for unmapped family plots, but none were identified within the City boundary. Sometimes churchyards, which were in use as cemeteries in the past, no longer display evidence of grave markers. The Sandwich Baptist Church on Peter Street may be one example, as it is thought to have been used for burials in the nineteenth century.

The oldest church burial ground in Windsor is the Assumption Parish cemetery. It has, however, occupied several locations throughout its 250-year history, the latest of which is still in use and has been mapped. The earlier cemetery grounds are poorly documented and could not be pinpointed. They exist in the general areas north of Assumption Church in association with Vista Place and Patricia Road. Some parts of

these burial areas may be intact where buildings have not been constructed over them.

The two large eighteenth-century Indigenous cemeteries are shown generally on several early maps, particularly McNiff's map (McNiff, 1791). Both are also associated with village sites. Unfortunately, neither the villages nor cemeteries can be mapped with precision due to the inherent inaccuracy of the original maps. Nevertheless, an attempt has been made to place them generally in relation to landmarks such as unregistered Indigenous burial finds, French lot locations, and oral history about burial locations. In addition, certain parcels within the City of Windsor, including the Huron Reserve and the Huron Church Reserve (Surtees, 1984, p. 51), are of archaeological and other interest to regional First Nations (see also Section 7.2, below).

3.4 Summary of the Colonial Period Potential Model

The modelling of colonial period site potential is based on the premise that archaeological resources, including structures, are most likely to be found in and around documented cultural features. The proximity model assumes that most buildings and landscape alterations were built with access to nearby transportation routes, business trade, or specific resources such as waterpower. Urbanization on several scales also engenders clustering of structures creating city neighbourhoods and crossroad villages. Aspects of the roads, railways, and wharves themselves also contain potential for technological information.

Although historical maps provided general locations for former structures, they could not be relied upon for pinpoint accuracy because of differences of survey methodology, scale, and completeness. To allow for these variances, buffer zones using criteria listed in Table 2 were applied to the mapped features to determine general areas of potential. A 100-metre buffer zone was drawn around each specific registered archaeological site, early residential, institutional, or commercial structures where known, in order to capture associated outbuildings and make allowance for unreliable eighteenth- and nineteenth-century mapping. Buffer zones were not added to historical sites which fell within areas of high potential for pre-

contact Indigenous occupation, as they would already be captured. Several known wharves along the Detroit River, which represent both underwater and land-based potential, are marked with a 50-metre buffer zone to allow for approximate historical mapping.

Settlements and transport routes from the first half of the nineteenth century were considered to hold high potential for attracting roadside dwellings, businesses, utility buildings and route stations. Early routes considered significant were Riverside Drive (Front Road), Tecumseh Road (the first inland concession road), Grand Marais Road, Huron Church Road, Talbot Road, and farm lot sideroads leading from Riverside to Tecumseh (Howard, Walker, Lauzon, Pillette). The locations of farmsteads along settlement roads, although roughly illustrated on McNiff (McNiff, 1791) and Walling (Walling, 1877), were not individually plotted, as almost all lie within a short distance of an early road or the Detroit River within a buffer zone of 100 metres to either side of roadways. The buffer zones were plotted to catch most of these potential structures associated with the corridor rights-of-way. Similarly, 50-metre buffer were applied for early railways.

Developed urbanized areas, referenced as historical settlement centres, cannot automatically be eliminated from having potential because of the assumed disturbance of heritage resources by later construction. All areas within early to midnineteenth-century urban limits were considered to have archaeological potential, as many of them may encompass relatively undisturbed green patches and paved areas. Development dating prior to the 1950s has often been shown to only partially affect the integrity of pre-existing archaeological sites, and portions of such sites are often found to remain intact (see Section 4.1, below).

Registered cemeteries were given a buffer of 10-metres beyond known limits and other suspected or pioneer ones were marked with 100-meters buffer around a point.

Figure 2 presents the colonial period archaeological potential layer.

Environmental or Cultural Feature	Buffer Distance (metres)	Buffer Qualifier
Historical settlement centres	polygon as mapped	• none
Early residential, institutional, or commercial structures	100	• none
Early settlement roads	100	• none
Early wharves	50	• none
Early railways	50	• none
Cemeteries	10 100	 Registered cemeteries with known limits. 10 m beyond limits of cemetery Suspected cemetery or pioneer cemetery. 100 m around point
Registered archaeological sites	100	• none

Table 2: Colonial Period Archaeological Potential Modelling Criteria

Figure 2: Colonial Period Archaeological Potential Layer



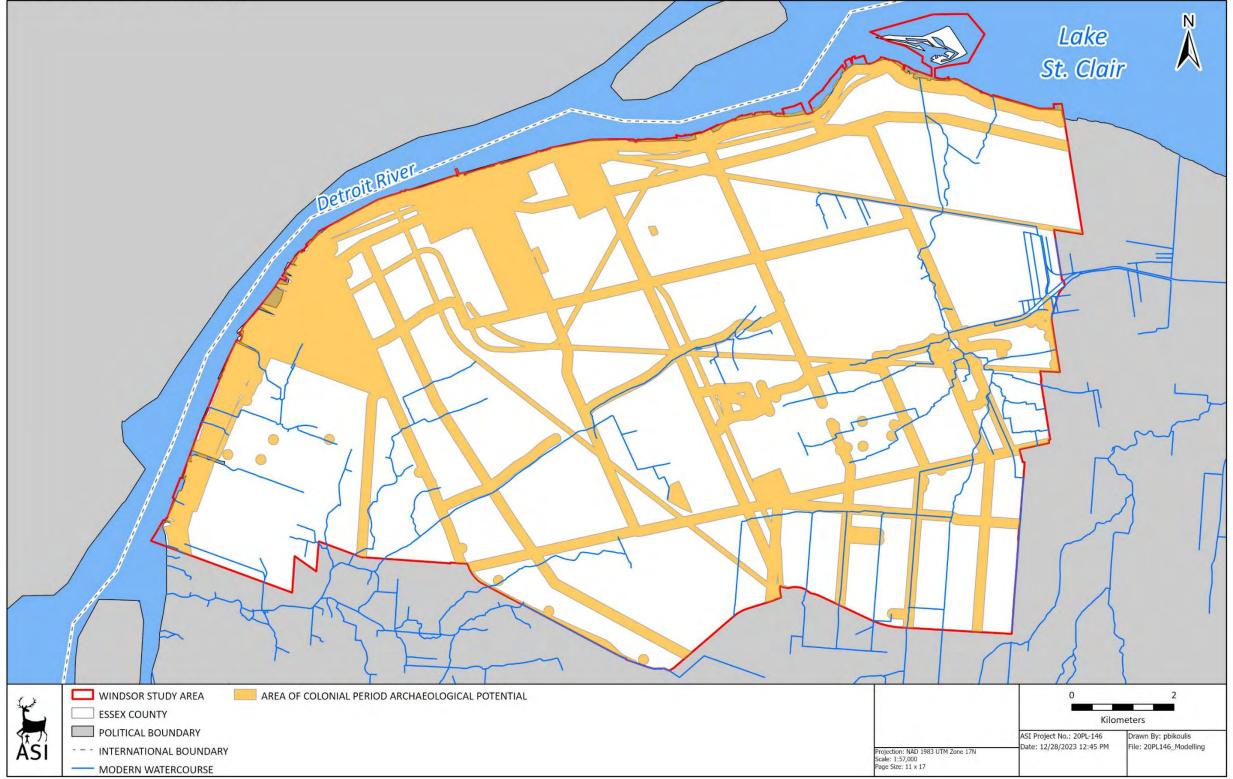


Figure 2: Colonial Period Archaeological Potential

4 Creating the Archaeological Potential Map

4.1 Archaeologically Sensitive Area Layer

Several known archaeological localities and settlement centres have been defined as "Archaeologically Sensitive Areas" (ASAs). In general, ASAs represent concentrations of interrelated features of considerable scale and complexity, some of which are related to single particularly significant occupations or a long-term continuity of use. Some may have an array of overlapping but potentially discrete deposits, including human burials. As such, the risk of encountering archaeological resources within an ASA are significantly elevated from the remainder of the archaeological potential zone. For Windsor, the following criteria were used to define ASAs: 250 metre proximity to the Detroit River; estimated area of the Huron Village and Jesuit Mission; estimated area of the Odawa Village and cemetery; approximate settlement limits of pre-1800 Sandwich; approximate limits of pre-1800 Euro-Canadian settlement; approximate limits of 1835 Euro-Canadian settlement.

4.2 Composite Archaeological Potential Layer

The composite archaeological potential layer (Figure 3) consolidates the precontact Indigenous archaeological potential layer (Figure 1) and the colonial period archaeological potential layer (Figure 2), as defined through application of the various modelling criteria (Tables 1-2).

As indicated in Tables 1 and 2, registered archaeological sites are included in the archaeological potential buffers. The original 2005 WAMP included discussions of unregistered archaeological sites and Indigenous burials (Sections 3.3 and 3.4, respectively). Although these sections have not been included in this update, the information has been reviewed and incorporated into Appendices A and B if the sites have been registered or sufficient information is provided to contribute to potential modeling. The remainder have not been included in this update, so readers are referred to the 2005 WAMP for details.

4.3 Integrity and Previously Assessed Lands Layers

The term archaeological integrity refers to the extent that development has modified or disturbed the physical landscape and, consequently, impacted archaeological resources through such activities as excavating, grading, filling, or compacting the soil. Land that has been extensively disturbed typically retains little or no archaeological integrity, whereas land that has been subjected to little or no disturbance exhibits a high degree of integrity. The latter may include parking lots, schoolyards, parks, farm fields, and golf courses. Certain settlement centres and registered archaeological sites that have not been completely excavated were also considered to retain integrity. The integrity GIS layer identifies areas that are deemed to possess low archaeological integrity and therefore do not warrant archaeological assessment.

The original WAMP integrity layer was compiled utilizing land use information within the city limits, aerial photographs flown in the year 2000, and a windshield survey through most major areas of the City of Windsor. For this update, integrity was reviewed using Google Earth ortho-imagery. Since detailed visual reconnaissance for integrity on a property-by-property basis was not feasible, and property-specific datasets for details such as individual building footprints with year of construction and presence of basements do not exist, the evaluation of integrity was based on a number of secondary sources. Areas such as landfills, brine holding areas, major industrial areas, and other large-scale landscape alterations were considered to have low integrity and were identified as such. City street maps were also utilized to check for street names which may have held some clue as to the history of a particular area, and to identify green spaces. Earlier topographic maps were also consulted, since some areas currently designated as green spaces were in fact, former land fill areas, which would have low integrity. Minimal visual reconnaissance was conducted to assess the general condition of green spaces, the overall age of various neighbourhoods, and any recent unmapped disturbances.

Areas deemed to have no remaining archaeological integrity were excluded from the zone of archaeological potential. Buffers extending from paved road centrelines, sufficient to capture standard roadbeds (7.5 metres), are considered to have been disturbed and not retaining integrity. Additionally, those portions of active quarry sites which have been subject to deep excavation were considered to not retain integrity. It should be noted that refinements to the integrity layer may result from a detailed Stage 1 archaeological resource assessment which demonstrates clearly that a study area has been severely disturbed, thereby negating archaeological potential.

Certain areas in Windsor have already been subject to archaeological assessments by licensed archaeological consultants and deemed to be free of further archaeological concern. As with lands with no archaeological integrity, these areas are also excluded from the archaeological potential zone. The areas with no archaeological integrity and/or having already been cleared of further archaeological concern are illustrated in Figure 4.

4.4 Archaeological Potential Map

The archaeological potential map will be used when assessing a development application or municipal infrastructure project area for archaeological potential. This map is the composite archaeological potential layer minus areas that have no archaeological integrity and/or have previously been subject to archaeological assessments and require no further work. The archaeological potential map also features the Archaeologically Sensitive Areas (ASA), and is illustrated in Figure 5.

Figure 3: Composite Archaeological Potential Layer



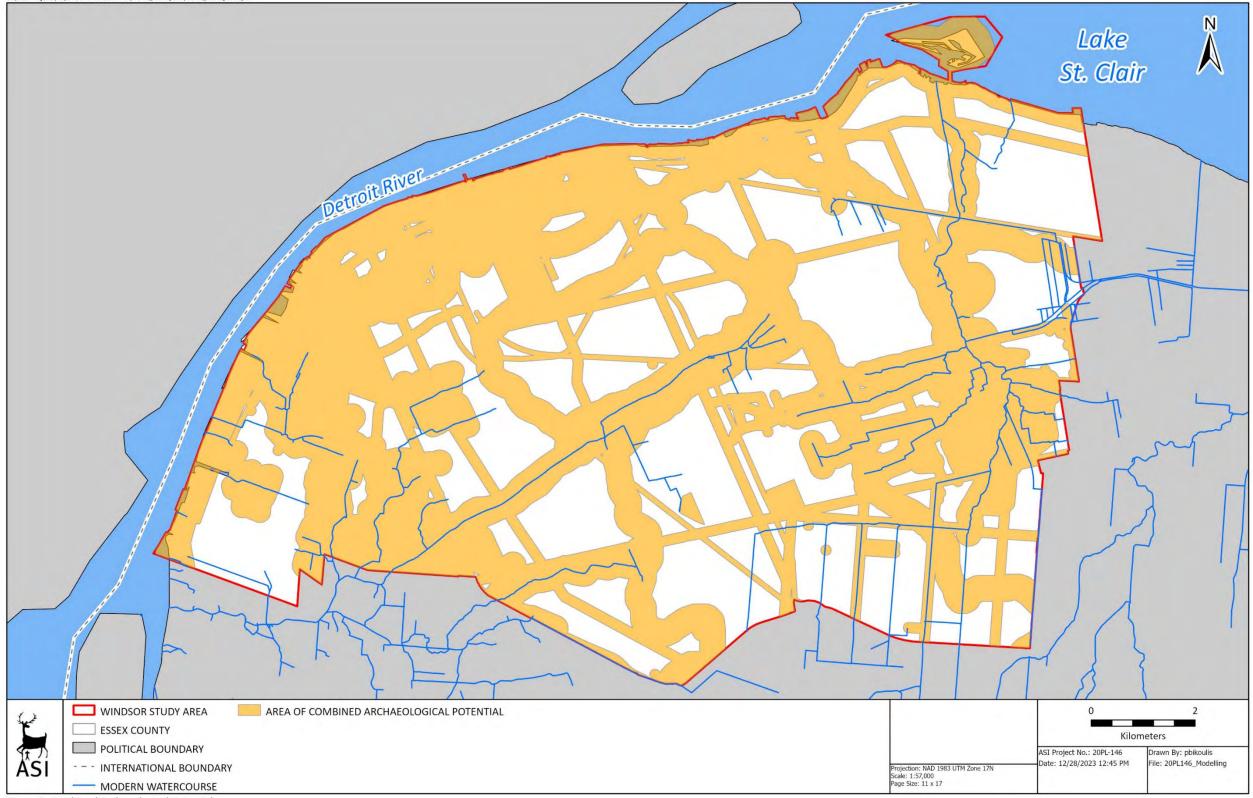


Figure 3: Combined Archaeological Potential

Figure 4: Lands With No or Low Archaeological Integrity

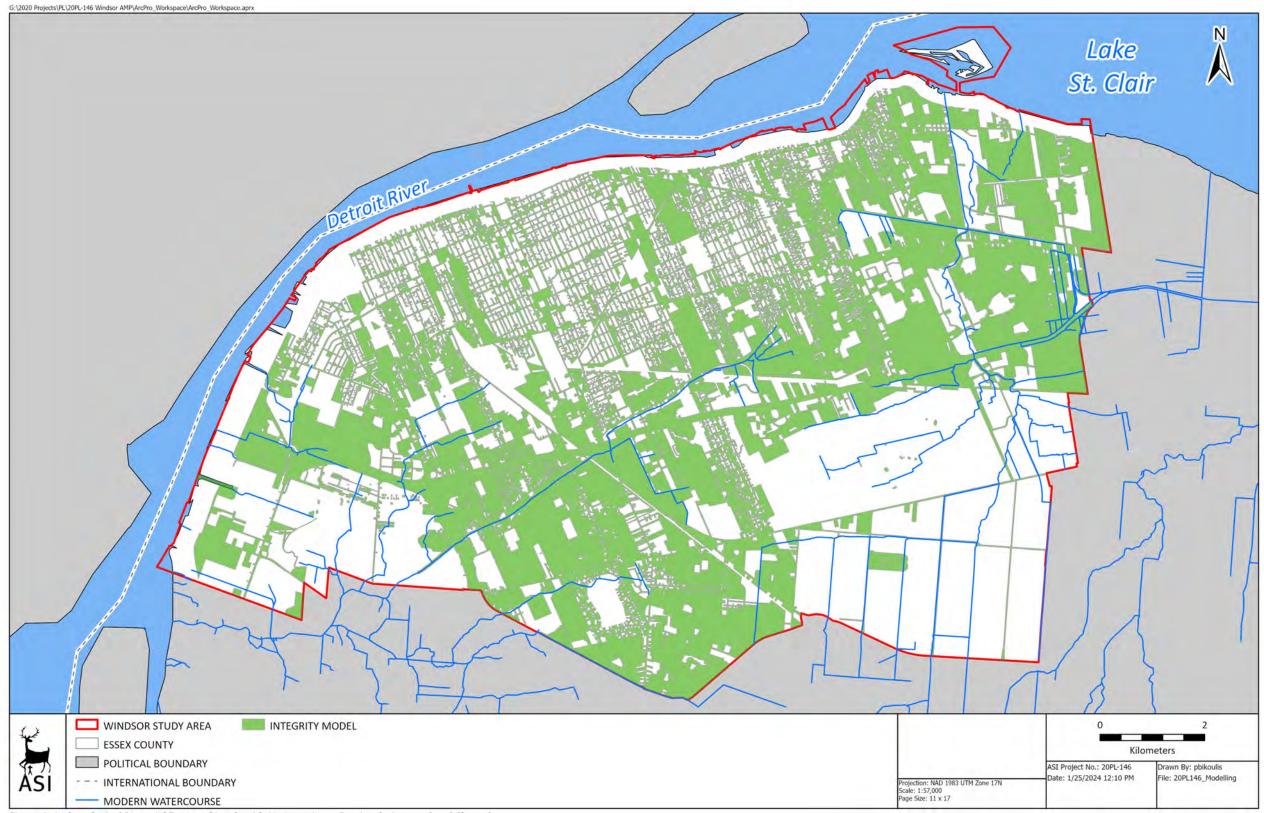


Figure 4: Archaeological Potential Zone and Lands with No Integrity or Previously Assessed and Cleared

Figure 5: Archaeological Potential in the City of Windsor



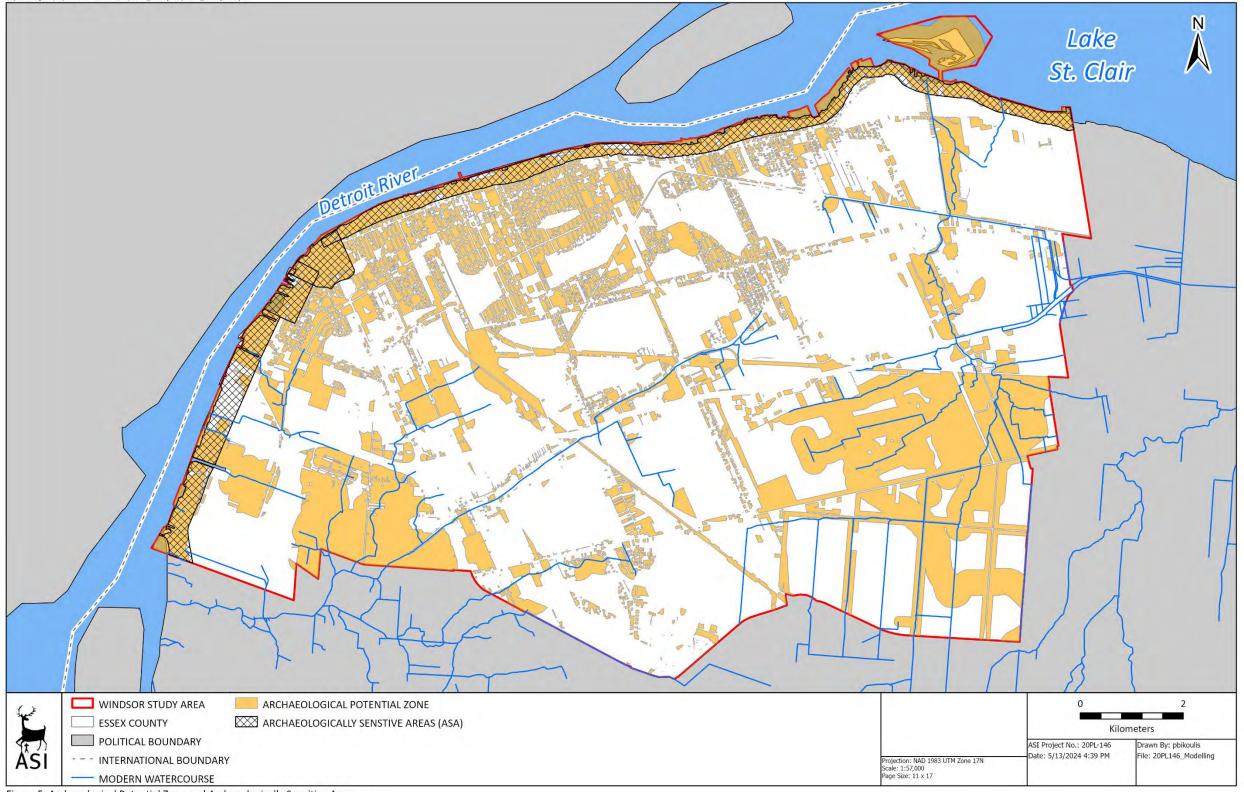


Figure 5: Archaeological Potential Zone and Archaeologically Sensitive Areas

Part 2: Archaeological Resource Management

It is the principal objective of Windsor's archaeological management plan to judiciously and uniformly apply the archaeological potential model across the city. The archaeological resource review and management approaches presented in this part of the Windsor Archaeological Management Plan are consistent with provincial legislation regulating archaeological resource conservation.

This part of the archaeological management plan also addresses site identification and mitigation through excavation, Indigenous nation engagement for archaeology, artifact care and the encouragement of greater citizen awareness of Windsor's archaeological record.

5 Archaeological Resource Conservation and Planning

In Ontario, the conservation of cultural heritage resources is an objective of planning activity, as it is in many other provinces and countries. As Section 2 of the Planning Act states, "the conservation of features of significant architectural, cultural, historical, archaeological, or scientific interest" is a matter of provincial interest.

This provides a key mechanism for protecting archaeological resources in Windsor to ensure that future development (e.g., residential, industrial, recreational and infrastructure construction) clearly respects and follows provincial policy. In response to this provincial direction, the conservation of archaeological resources is addressed in Windsor's Official Plan, which sets the goals and priorities to shape the future growth, conservation, and evolution of the city.

5.1 Threats to Archaeological Resources

Protecting archaeological sites has become especially important in southern Ontario

where landscape change has been occurring at an ever-increasing rate since 1950, resulting in substantial losses to non-renewable archaeological resources.

The scale of the threats facing the finite and non-renewable archaeological record of southern Ontario was considered in a study in which rates of demographic and agricultural change were examined over the last century for south-central Ontario, and estimates generated of the number of archaeological sites that have been destroyed (Coleman & Williamson, 1994). The period of initial disturbance to sites was from 1826 to 1921 when large tracts of land were deforested and cultivated for the first time. During this period, disturbance typically resulted in only partial destruction of archaeological data as most subsurface deposits remained intact.

Unprecedented population growth in the post-World War II period, however, resulted in large amounts of cultivated land being consumed by urban growth, significantly threatening Ontario's archaeological resources. It is possible that more than 10,000 sites were destroyed in the period between 1951 and 1991. Of these, 25% represented significant archaeological features that would have merited some degree of archaeological investigation since they could have contributed meaningfully to an understanding of the past (Coleman & Williamson, 1994).

Archaeological sites also face a less direct, but equally serious threat from man-made changes to the landscape that inadvertently alter or intensify destructive natural processes. Increased run-off of surface water in the wake of forest clearance, for example, or hydrological fluctuations associated with industrial and transportation development may result in intensified rates of erosion on certain archaeological sites due to natural processes such as inundation. The amount of land (and hence the potential number of archaeological sites) which has been subjected to these destructive forces is impossible to quantify but is likely considerable.

There has been a marked reduction in the rate of archaeological site destruction since provincial planning regulations were strengthened in the 1990s and almost all major

municipalities in southern Ontario have carried out archaeological management plans and adopted progressive planning policies concerning archaeological site conservation. The potential for the loss of archaeological resources in the future remains great, however, due to continuing growth and development.

In the process of landscape change, archaeological resources may be affected in several ways. Change may result from some action that is purposefully induced in the environment, such as development activities (e.g., road construction, residential building). Change may also be a gradual and natural process of aging and degeneration, independent of human action, which affects artifacts, building materials, human memories, or landscapes. One objective of land use planning is to ensure that change, when it does result from human activity, is controlled. Any impacts upon archaeological resources resulting from land disturbing activities must be either averted or minimized.

5.2 Provincial Legislative Framework

One of the objectives of the preparation of the WAMP was to review and ensure the City of Windsor is compliant with all current applicable provincial legislation and policy. This section outlines this legislation and policy, and the following sections provide guidance on how Windsor will adhere to it.

5.2.1 Provincial Legislation

The specific provincial legislation governing planning decisions is complex but provides for several opportunities for the integration of archaeological conservation at the municipal level. The two main pieces of provincial legislation that create triggers for archaeological resource assessment are the Planning Act and the Environmental Assessment Act, while the Ontario Heritage Act regulates archaeological practice and conservation and protection of cultural heritage resources. The Provincial Policy Statement, 2020 (PPS) encourages municipalities to develop and implement archaeological management plans. Approximately 500 to 800

archaeological sites have been documented annually in southern Ontario since 1990 because of municipalities implementing this provision.

5.2.2 Planning Act & Provincial Policy Statement

Conservation of features of significant archaeological interest is identified as a matter of provincial interest under Section 2 of the Planning Act. Section 2 of the Planning Act also indicates that municipalities "shall have regard to" matters of provincial interest when making decisions pursuant to the Planning Act. This is reinforced through the PPS, which is issued under Section 3 of the *Planning Act*. Section 3(5) of the *Planning Act* also lays out municipal responsibilities in regard to the Provincial Policy Statement:

a decision of the council of a municipality, a local board, a planning board, a minister of the Crown and a ministry, board, commission or agency of the government, including the Municipal Board, in respect of the exercise of any authority that affects a planning matter, "shall be consistent" with this policy statement.

Thus, all decisions made during the land development process, regardless of the nature of the proposed development or site alteration, should address known or potential impacts to archaeological resources. The provisions in the Planning Act make it clear that archaeological resources must be conserved on public or private lands prior to the approval of a planning or development application.

Section 51 (17) of the *Planning Act* sets out the information required to be submitted with an application for subdivision approval. Schedule 1 of O. Reg. 544/06 (under the Planning Act), indicates the prescribed information that the applicant has to provide to the approval authority (i.e., City of Windsor) as follows:

Section 23. Whether the subject land contains any areas of archaeological potential.

Section 24. If the plan would permit development on land that contains known

archaeological resources or areas of archaeological potential:

- an archaeological assessment prepared by a person who holds a license that is effective with respect to the subject land, issued under Part VI (Conservation of Resources of Archaeological Value) of the Ontario Heritage Act; and
- b) a conservation plan for any archaeological resources identified in the assessment.

Additionally, Section 34 (3.3) of the Planning Act indicates that Zoning by-laws may be passed by the councils of local municipalities for "prohibiting any use of land and the erecting, locating or using of any class or classes of buildings or structures on land that is the site of a significant archaeological resource."

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use and development. This vision and policy statement now guide all provincial and local planning authorities in their land use planning decisions. With respect to archaeological resources, the PPS states that:

Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.... [Conserved]"means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained under the Ontario Heritage Act. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision-maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments (Provincial Policy Statement, Ontario Ministry of Municipal Affairs and Housing, 2020). In PPS archaeological resources are defined as those which "includes artifacts, archaeological sites and marine archaeological sites, as defined under the Ontario Heritage Act. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the *Ontario Heritage Act.*" Areas of archaeological potential "means areas with the likelihood to contain *archaeological resources*. Criteria to identify archaeological potential are established by the Province. The Ontario Heritage Act requires archaeological potential to be confirmed by a licensed archaeologist."

The PPS also includes policies recognizing Indigenous interests in the land use planning and development process. This recognition acknowledges the importance of Indigenous peoples' history and cultural heritage and the need to engage with Indigenous communities when planning decisions are made that may affect their Aboriginal or treaty rights in accordance with Section 35 Constitution Act, 1982.

Note: At the time of preparation of this document the Province of Ontario proposed amendments to the Provincial Policy Statement 2020 through PPS 2024, which may impact the above provision. Therefore this document may need to be updated in the future to incorporate the provisions of proposed PPS 2024.

5.2.3 Environmental Assessment Act

The Environmental Assessment Act applies to public sector projects and designated private sector projects. Private sector projects that are designated by the Province as subject to the *Environmental Assessment Act* are usually major projects such as landfills. The purpose of the *Environmental Assessment Act* is "the betterment of the people ... by providing for the protection, conservation and wise management in Ontario of the environment" (Section 2).

Environment is very broadly defined to include "the social, economic and cultural conditions that influence the life of humans or a community" [Section 1(c) (iii)] and "any building, structure, machine or other device or thing made by humans" [Section

1(d) (iv)]. Within this definition, archaeological artifacts are included in the "things" made by humans, and archaeological remains of residential structures, for example, fall within the "buildings" and "structures" made by humans.

The Environmental Assessment Act requires the preparation of an environmental assessment document, containing inventories, alternatives, evaluations, and mitigation. It is subject to formal government review and public scrutiny and, potentially, to a tribunal hearing. In Section 6.1 (2), it is noted that "the environmental assessment must consist of," among other things, "(i) a description of the environment that will be affected or that might reasonably be expected to be affected, directly or indirectly; (ii) the effects that will be caused or that might reasonably be expected to be caused to the environment, and (iii) the actions necessary or that may reasonably be expected to be necessary to prevent, change, mitigate or remedy the effects upon or the effects that might reasonably be expected upon the environment." Studies of archaeological resources, as well as built heritage resources and cultural landscapes, are therefore necessary to address the requirements of the *Environmental Assessment Act*.

The Municipal Class EA process is a streamlined environmental assessment used for proposed municipal infrastructure projects like water supply, sanitary sewage, and road/transportation projects. These projects are categorized under four schedules according to their impacts on the environment; Schedule A and A+ projects are anticipated to have negligible to minimal effect on the environment and do not often require cultural heritage or archaeological assessments. Archaeological assessments are more commonly undertaken as part of Schedule B and Schedule C Municipal Class EA projects, where environmental impacts range from adverse to significant. Impacts to the Cultural Environment (archaeological resources and built heritage resources) must be inventoried to adequately consider the effects of a project on the environment. Archaeological assessments are a critical piece in the suite of considerations that inform the Municipal Class EA process, as it reviews existing conditions and develops and assesses alternatives for the proposed infrastructure

project.

Various provincial ministries are establishing protocols related to activities subject to the environmental assessment process in order to ensure that cultural heritage resource conservation in their respective jurisdictions is addressed. The Ontario Ministry of Transportation's *Environmental Reference for Highway Design* (2006), for example, ensures that archaeological assessments are undertaken in advance of all new road construction to ensure that no archaeological sites will be unknowingly damaged or destroyed. Similarly, the Ontario Ministry of Natural Resources and Forestry prepared the *Forest Management Guide for Cultural Heritage Values* (2014) to help protect archaeological sites, areas of archaeological potential, cultural heritage landscapes, historical Indigenous values, and cemeteries during forest operations.

5.2.4 Ontario Heritage Act

The Ontario Heritage Act governs the general practice of archaeology in the province to maintain a professional standard of archaeological research and consultation.

Pursuant to s.2 of the Ontario Heritage Act, the Minister is responsible for determining policies, priorities, and programs for the conservation, protection, and preservation of the cultural heritage of Ontario. These goals are partially accomplished through the provisions of the PPS and the legislated processes, such as those in the Planning Act and Environmental Assessment Act, rather than directly through the Ontario Heritage Act.

The Heritage Branch of the Ministry ¹ has the primary administrative responsibility

¹ Provincial management of cultural heritage resources has been carried out by operation units attached variously to the Ministry of Citizenship, Culture and Recreation (1993-1998), the Ministry of Tourism, Culture and Recreation (1998-2002),

under the Planning Act and Ontario Heritage Act for matters relating to heritage conservation. The Archaeology Program Unit is responsible for licensing archaeologists and reviewing archaeological assessments. The Heritage Planning Unit provides advisory services related to conservation of cultural heritage resources within the land use planning framework. Under the Planning Act, it is the responsibility of the Approval Authority (e.g., municipality) to ensure that land development applicants have undertaken archaeological resource identification and mitigation in advance of development through an archaeological assessment carried out by an archaeologist licensed under the Ontario Heritage Act for lands that contain any areas of archaeological potential.

Under Section 48 (1) of the Ontario Heritage Act, no person shall carry out archaeological fieldwork or, knowing that a site is a marine or other archaeological site within the meaning of the regulations, alter the site or remove an artifact or any other physical evidence of past human use or activity from the site unless the person applies to the Minister and is issued a licence that allows the person to carry out the activity in question.

The Ontario Heritage Act also contains significant penalties for altering an archaeological site without a permit. Under Section 69 (1) of the Ontario Heritage Act, anyone who disturbs or alters an archaeological site or removes an artifact from a site without a licence can be fined or imprisoned. A person or a director of a corporation on conviction under the Ontario Heritage Act or its regulations can face a fine of up to \$50,000 or imprisonment for up to one year or both. A corporation on conviction

the Ministry of Culture (2002-2010), the Ministry of Tourism, Culture and Sport (2011 to 2019), Ministry of Heritage, Sport, Tourism and Culture Industries (2019 to 2022), Ministry of Tourism, Culture, and Sport (2022), and Ministry of Citizenship and Multiculturalism (2022).

under the Ontario Heritage Act or the regulations can face a fine of up to \$250,000.

While the filing of charges is at the discretion of the Ontario Provincial Police, Section 62 (1) of the Ontario Heritage Act empowers the Minister, should they and the Ontario Heritage Trust be of the opinion that property is of archaeological or historical significance and is likely to be altered, damaged, or destroyed by reason of commercial, industrial, agricultural, residential or other development, to issue a stop work order directed to the person responsible for such commercial, industrial, agricultural, residential and prohibit any work on the property for a period of no longer than 180 days. Within that period the Minister or any person authorized by the Minister in writing may examine the property and remove or recover artifacts from the property.

All archaeological assessment reports are submitted to the Ministry as a condition of an archaeological license and are reviewed by Ministry staff to ensure that the activities conducted under a license meet current technical guidelines, resource conservation standards, and the regulations of the Ontario Heritage Act.

5.2.5 Renewable Energy Approvals Regulation

The Renewable Energy Approvals regulation (O. Reg. 359/09), issued under the Environmental Protection Act, sets out the cultural heritage resource identification and mitigation requirements for obtaining approval to proceed with a renewable energy project. The regulation provides a streamlined approvals process, while simultaneously ensuring that the proposed project considers and avoids or mitigates impacts to the environment, including the cultural environment. O. Reg. 359/09 separates cultural heritage resources into "archaeological resources" and "heritage resources" (including both built heritage and cultural heritage landscapes) and addresses each separately (Sections 19 through 23 of O. Reg. 359/09). The Ministry has also issued a bulletin entitled Cultural Heritage Resources: An Information Bulletin for Projects Subject to Ontario Regulation 359/09 – Renewable Energy Approvals (2013).

The Renewable Energy Approvals regulation requires the development proponent to conduct archaeological and heritage assessments that identify and consider potential impacts to cultural heritage resources and propose strategies for mitigation of those impacts. Applicants may choose to undertake a self-assessment if there is reason to believe that there is low likelihood for archaeological and heritage resources to be present at the project location. The "self-assessment" is undertaken using Ministry checklists to determine if there is potential for archaeological resources present.

5.2.6 Aggregate Resources Act

The Ministry of Natural Resources and Forestry, which administers the Aggregate Resources Act (1990), recognizes the potential impact quarrying activities may have on cultural heritage resources such as archaeological sites. Pursuant to O. Reg. 244/97 under the Aggregate Resources Act, the process for addressing archaeological concerns is similar to that outlined for Planning Act related projects. This regulation indicates that a background study, field survey and detailed archaeological investigations are required in accordance with the Aggregate Resources of Ontario-Technical Reports and Information Standards. Furthermore, the development of a pit or quarry will often require an Official Plan Amendment or Zoning By-law Amendment, and thus would require involvement by the municipality.

5.2.7 Funeral, Burial and Cremation Services Act

The Funeral, Burials and Cremation Services Act, 2002 (formerly the *Cemeteries Act*, which was repealed in 2012) addresses the need to protect human burials, both marked and unmarked, which are yet another valuable link to the past. Burial locations uncovered on archaeological sites constitute "burial ground". The discovery of such burials requires further archaeological investigation in order to define the extent and number of interments, and either the registration of the burial location as a cemetery, or the removal of the remains for re-interment in an established cemetery. The actual workings of this process are complex and vary depending on the nature of the burial(s) (e.g., isolated occurrence or part of a more formal cemetery)

and on the cultural affiliation of the remains. In all cases, the success of the process is dependent upon the co-operation of the property owner, the next of kin (whether biological or prescribed), and the Registrar of Burial Sites in the Ministry of Public and Business Service Delivery (formerly Ministry of Government and Consumer Services). The role of the Ministry is to assist in co-ordinating contact and negotiation between the various parties and ensuring that burial site investigations by licensed archaeologists meet provincial policies, standards, and guidelines.

5.3 Compliance and Enforcement

The City of Windsor has an important role to play when municipal approval is engaged, in not only ensuring compliance with the statutory obligations outlined above, but in facilitating and enforcing compliance in conjunction with the Windsor Police Service, the Ontario Provincial Police, and the Archaeology Program Unit of the Ministry. If municipal approval processes are not engaged, then only provincial jurisdiction and enforcement applies.

Protections afforded to archaeological resources under the Ontario Heritage Act make it illegal to alter or remove artifacts from a site except under licence issued by the Ministry (see Section 5.2.4, above). This pertains not only to archaeological management in the context of various approvals processes and other major soil-disturbing activities, but also activities pursued by avocational archaeologists and hobbyists, including artifact hunting on cultivated agricultural lands, prospecting on archaeological sites, or metal detecting. To pursue such activities legally, individuals must obtain an Avocational Licence from the Ministry.

The WAMP is a tool that Windsor can use to inform all stakeholders of the locations of archaeological potential to comply with the obligations under various legislation. Additionally, the City of Windsor issues Metal Detecting Permits for City Parks outside of archaeological potential zones. The permit system and protocol began around 2020, after approval and review by the Ministry and First Nations representatives. However, the provisions of WAMP and all relevant legislation apply in the event that any archaeological resources are encountered.

6 Municipal Policy

6.1 Official Plan

The City of Windsor Official Plan enables the implementation of the WAMP.

The current Official Plan's heritage policies (Chapter 9 Heritage Conservation) provide for the identification and conservation of archaeological sites in accordance with the Ontario Heritage Act. For reference, these policies are included here in Appendix D, Section 2.

These policies provide a strong foundation for the protection and sound management of archaeological resources in the City of Windsor. As part of the preparation of this archaeological management plan, the Official Plan policies will be amended to align with the 2020 Provincial Policy Statement under the Planning Act as it relates to archaeological conservation and engagement with Indigenous nations. Accordingly, amendments to some of the existing policies are presented in Appendix D, Section 3, of this report.

7 Indigenous Engagement in the Archaeological Assessment Process

7.1 Principles and Methods of Indigenous Engagement

Canadian society is striving to rebalance the relationship with Indigenous peoples guided by statutory rights and obligations, including those established in the Canadian constitution and developing case law, principles, such as those outlined in the United Nations Declaration on the Rights of Indigenous People (UNDRIP), and recommendations, such as the Calls to Action of the Truth and Reconciliation Commission of Canada (TRC) (Association of Municipalities Ontario, 2021a; Ontario Professional Planners Institute, 2019).

This section is intended to provide Windsor with contextual information to help understand its Indigenous engagement role specifically as it pertains to the protection of Indigenous archaeological heritage resources. It may help inform Windsor's broader role and Indigenous engagement responsibilities, but it should not be considered a substitute for enterprise-level municipal engagement policies and procedures, nor for advice from legal counsel who specialize in Indigenous law and the constantly evolving case law and government policy.

7.1.1 Crown Duty to Consult and Accommodate

Public sector agencies who represent the Crown, including federal, provincial, and territorial governments and certain Crown agencies and regulatory bodies in some situations, bear the Crown duty to consult and accommodate Indigenous nations when making decisions that may affect Aboriginal and/or Treaty rights. These agencies are generally alert to this duty and often have professionals in their ranks with the responsibility of guiding the process. While they cannot delegate the Crown duty, they may delegate procedural aspects to other agencies and municipalities to assist in its fulfillment (Kleer et al., 2011).

Since municipalities are not identified as the Crown in Canada's constitutional legislation, municipalities do not have the Crown's duty to consult Indigenous nations. However, from a practical point of view municipalities and their service providers (such as consulting archaeologists – described below) are often either subject to regulatory requirements related to the Duty to Consult Indigenous peoples or are actually delegated responsibilities related to these duties.

The PPS mandates Indigenous engagement in the planning process. Private sector land development proponents also need to be aware of these changes and the fact that engagement with Indigenous peoples is becoming a more rigorous feature of the planning approvals process across Ontario and throughout Canada (Yarahmadi, 2021).

7.1.2 Engagement Obligation of Licensed Archaeologists

The Ministry licenses archaeologists under the provisions of the Ontario Heritage Act. In carrying out their work, licensees have a statutory obligation to comply with *Standards and Guidelines for Consultant Archaeologists* (MTC, 2011). These include engaging with Indigenous nations when dealing with Indigenous archaeological sites.

Support for engagement by licensed archaeologists is in the best interest of the development proponent and the approval authority (City of Windsor) to develop and maintain positive working relationships with interested Indigenous nations.

In an effort to facilitate the engagement process, the archaeological resource management industry works with Indigenous nations to develop best practices for engagement. The approach that has gained the most widespread acceptance has been the training and inclusion of Indigenous practitioners, variously referred to as liaisons, monitors, or field liaison representatives, to work alongside consultant archaeologists in the field. With costs for these workers underwritten by development proponents, Indigenous nations gain both capacity funding, allowing them to participate in the engagement process, and first-hand knowledge of the archaeological fieldwork dealing with their cultural patrimony. Working with Indigenous liaisons, often from more than one Indigenous nation with overlapping treaty lands or traditional territories, has become routine practice for licensed archaeologists.

7.2 Legislative Context

Section 17 of the Planning Act requires that the Chief of every First Nation Council on a Reserve within one kilometer of proposed official plan or official plan amendments is circulated on notices for those applications, as part of the public notice process (O. Reg. 543/06, s. 3 (9); O. Reg. 467/09, ss. 2, 3).

While there are no Reserves that fall within that distance of the boundaries of the City of Windsor, planning authorities in Ontario are further required to engage with Indigenous nations having interest in the area in the planning approvals process. This is affirmed in the PPS which states that:

"The Province's rich cultural diversity is one of its distinctive and defining features. Indigenous communities have a unique relationship with the land and its resources, which continues to shape the history and economy of the Province today. Ontario recognizes the unique role Indigenous communities have in land use planning and development, and the contribution of Indigenous communities' perspectives and traditional knowledge to land use planning decisions. The Province recognizes the importance of engaging with Aboriginal communities on planning matters that may affect their section 35 Aboriginal or treaty rights. Planning authorities are encouraged to build constructive, cooperative relationships through meaningful engagement with Indigenous communities to facilitate knowledge-sharing in land use planning processes and inform decision-making." (Part IV, Vision for Ontario's Land Use Planning System).

The Provincial Policy Statement also states the following:

- Planning authorities shall engage with Indigenous communities and coordinate on land use planning matters (Policy 1.2.2, Section 1.2 Coordination);
- This Provincial Policy Statement shall be implemented in a manner that is consistent with the recognition and affirmation of existing Aboriginal and treaty rights in Section 35 of the *Constitution Act, 1982* (Policy 4.3, Section 4.0 Implementation and Interpretation).

The Indigenous engagement process should be distinct and separate from the general public engagement process. While Indigenous nations may be invited to the public engagement meetings, they will expect to discuss these matters on a government-to-

government basis.

With respect to archaeological resources, the Provincial Policy Statement states that:

• Planning authorities shall engage with Indigenous communities and consider their interests when identifying, protecting and managing cultural heritage and archaeological resources (Policy 2.6.5, Section 2.6 Cultural Heritage and Archaeology).

It is therefore recommended that the City of Windsor adopt an administrative process for engagement with the Indigenous nations identified in Section 7.4. This process should be tailored to the engagement and accommodation preferences of each community. It should involve relationship development and maintenance of a dialogue that is responsive to changing needs and capacities. Indigenous input can ultimately influence the development of plans which protect ecologically sensitive lands, significant archaeological sites, and other important areas, as well as the development of interpretation plans to share information about Indigenous heritage through plaques, signage, exhibits, social media posts, etc. The above-noted applications and projects have the greatest potential for impacting land use decisions and therefore would benefit from meaningful engagement with Indigenous nations. In turn, Indigenous input can ultimately influence the development of plans which protect ecologically sensitive lands, significant archaeological sites, and other important areas, as well as the development of interpretation plans.

Also, the Ministry *Standards and Guidelines for Consultant Archaeologists* (MTC, 2011) mandate engaging with Indigenous nations for Stage 3 and Stage 4 archaeological assessments as follows:

• In Stage 3, when assessing the cultural heritage value or interest of an Indigenous archaeological site that is known to have or appears to have sacred or spiritual importance or is associated with traditional land uses or geographic features of cultural heritage interest or is the subject of Indigenous oral histories [Section 3.4].

- At the end of Stage 3, when formulating a Stage 4 strategy to mitigate the impacts on the following types of Indigenous archaeological sites through avoidance and protection or excavation [Sections 3.4 and 3.5]:
 - 1. rare Indigenous archaeological sites;
 - 2. sites identified as sacred or known to contain human remains;
 - 3. Woodland period Indigenous sites;
 - 4. Indigenous archaeological sites where topsoil stripping is contemplated;
 - 5. undisturbed Indigenous sites; and,
 - 6. sites previously identified as of interest to an Indigenous community.

These standards are emphasized in the Ministry bulletin entitled *Engaging Aboriginal Communities in Archaeology: a Draft Technical Bulletin for Consultant Archaeologists* (Ministry of Tourism, Culture and Sport, 2011), which provides additional resources and guidelines to help licensed archaeologists fulfill their statutory obligation for engagement with Indigenous nations.

Much has changed since this engagement obligation came into effect and the engagement process continues to evolve as Indigenous nations seek to participate more fully in all stages of archaeological assessment and mitigation. For example, many nations now seek funding from development proponents to assign Indigenous monitors to Stages 2 through 4 archaeological fieldwork and this is becoming common practice throughout the province. It is expected that the engagement process will continue to develop through the coming years as Canadian society seeks to rebalance its relationship with Indigenous peoples in accordance with developing case law and other guiding declarations and principles (e.g., the Crown Duty to Consult and Accommodate Indigenous nations, the Truth and Reconciliation Commission Calls to Action (2015), and the United Nations Declaration on the Rights of Indigenous Peoples

(UNDRIP) with its tenet of Free, Prior and Informed Consent (FPIC)). All those involved in managing archaeological resources in the land-use planning process—including Indigenous nations, municipal planning approval authorities, development proponents, and licensed archaeologists—have important roles in proactively developing a respectful engagement process that best serves the needs of all concerned.

It is often assumed that the Indigenous nation that is geographically closest to a given project is the most suitable group with whom to engage It. However, the complex histories of the Indigenous peoples of Windsor and vicinity, both before and after European contact and colonial settlement, means that such assumptions can be simplistic and detrimental to the success of the entire engagement process. Under these circumstances there should be an effort to identify all groups that are appropriate (on culture-historical grounds) to act as the designated descendants of those who occupied the region in the past, and who are willing to participate. This identification process is best achieved through communication with a variety of Indigenous nations and communities in order that they may arrive at the final decision. In this way, ancient sites are represented by several nations together.

7.3 Indigenous Treaty History and Traditional Territories

The City of Windsor lies within the traditional territory of the Anishinaabe nations that comprise the Three Fires Confederacy: Ojibwa (Chippewa), Odawa (Ottawa), and Potawatomi. The land was acquired by the British Crown in the late eighteenth and nineteenth centuries by Treaty #2 (also known as the McKee Purchase or the 1790 Treaty of Fort Detroit) and a series of subsequent negotiated purchase agreements signed with representatives of these Anishinaabe nations together with representatives of the Huron (Wendat/Wyandot) Nation. The latter community had taken sanctuary in the area at the invitation of their Anishinaabe allies in the early eighteenth century (Jacobs & Lytwyn, 2020; Walpole Island Heritage Centre, 2018).

The land also lies within the precincts of the Beaver Hunting Ground Deed (also known as the Nanfan treaty and the 1701 Treaty of Fort Albany) signed between the Haudenosaunee Confederacy (Five Nations) and the British Crown at Albany, NY, in 1701. That same year, the Anishinaabe and the Haudenosaunee signed the Great Peace of Montreal treaty, negotiated between the government of New France and thirty-nine Indigenous nations, that ratified the Dish With One Spoon principle for sharing resources while respecting sovereign territories (Jacobs & Lytwyn, 2020).

The advent and significance of historical treaties are rooted in the Royal Proclamation of 1763, issued by King George III. The Proclamation affirmed that Indigenous people live under the protection of the Crown and that they were not to be "molested or disturbed in the Possession of such Parts of Our Dominions and Territories as, not having been ceded to, or purchased by Us, are reserved to them, or any of them, as their Hunting Grounds...." This statement recognized the existence of Aboriginal rights and title to vast areas within North America and beyond. In particular, the Royal Proclamation identified the lands west of the Appalachian Mountains, not including Rupert's Land in the north as being Indigenous land, and therefore subject to land acquisition agreements between the Crown and the affected nations.

Between 1764 and 1815, the government acquired the lands of the shoreline of the upper St. Lawrence as well as the lower Great Lakes. While the earliest treaties were related to the use of land for military and defensive purposes, following the American Revolutionary War many treaties were for the purposes of settling the roughly 30,000 United Empire Loyalists who refused to accept American rule. After the War of 1812, the colonial administration of Upper Canada focused on greater settlement of the colony, and land purchases were then concerned with those lands beyond this first range of settlement. These involved a swath of about seven million acres from the Ottawa River to the eastern shores of Georgian Bay. After 1836, many portions of the northern and northwestern sections of the province were acquired, including the Saugeen Peninsula, Manitoulin Island and the north shores of Lake Huron and Lake Superior (Hall, 2019; Indigenous and Northern Affairs Canada, 2010; Surtees, 1984).

While the Royal Proclamation of 1763 established that all lands had to be purchased by the Crown before being allocated to settlers, several land purchases in the Detroit area, including the Thames Valley, had been privately negotiated with Indigenous groups or were being occupied by illegal squatters (Surtees, 1984, p. 47). The fact that these land purchases had been negotiated prior to a formal agreement placed additional pressure on the Crown to legitimize these purchases and to protect these lands from encroachment from American or French settlement (Surtees, 1984, p. 51). To regulate the situation, and to ensure the protection of the western part of its territory, the Crown appointed Alexander McKee to negotiate on its behalf the cession of the lands north of Lake Erie.

McKee was Deputy Agent for the Crown and had strong relationships with Indigenous communities in the Detroit area, having served in this capacity for both American and British forces through the latter half of the eighteenth century (Horsman, 1979). Aware of the political situation, McKee toured the area to discuss with Indigenous nations the potential negotiation of lands North of Lake Erie. McKee's request was met positively, and he convened a meeting to formalize the purchase at Detroit in May 1790. Present at the meeting were the officers of the 60th Regiment at Detroit, fur traders, officials of the Indian Department and 27 chiefs, representing the Odawa, Chippewa, Potawatomi and Huron (Wendat/Wyandot) Nations (Surtees 1984:51). Communities received a single payment of £1,200 in Quebec currency worth of goods (Surtees, 1984, p. 51). The Treaty was signed on June 22, 1790 and covers a 5,440 square kilometre area north of Lake Erie going from the Detroit River to the west to the base of Long Point to the east and as far north as the Thames River (Crown-Indigenous Relations and Northern Affairs, 2016a; Surtees, 1984, p. 51).

As part of the original purchase, all the islands in the St Clair River were excluded from the purchased lands as well as two small tracts of land in the Windsor area, known as the Huron Reserve and the Huron Church Reserve (Surtees, 1984, p. 51). These lands were renegotiated throughout the nineteenth century, beginning with the cession of the 1,078-acre (436 ha.) Huron Church Reserve in 1800 under Treaty #12 (CrownIndigenous Relations and Northern Affairs, 2016b). The remaining Huron Reserve was ceded through multiple small transactions through the remainder of the nineteenth century and was concluded in 1876 when the Wyandots of Anderdon applied for enfranchisement under the Indian Act, thereby removing the land rights for the band (Surtees, 1984, p. 127).

In 2014, Walpole Island First Nation filed a specific claim with the Federal Government stating that the Crown did not fulfill its obligations to set apart the proper amount of land to form the Huron Church Reserve for the ancestors of the Walpole Island First Nation. This claim is still under negotiation (Aboriginal and Treaty Rights Information System, 2020).

7.4 Indigenous Nations With Interests in the City of Windsor

There are currently seven Indigenous nations that have an expressed interest in archaeological heritage in the City of Windsor, as follows:

- Walpole Island First Nation
- Caldwell First Nation
- Chippewas of the Thames First Nation
- Aamjiwnaang First Nation
- Haudenosaunee Confederacy Chiefs Council
- Six Nations of the Grand River
- Huron-Wendat Nation

These Indigenous nations have been provided the opportunity to comment on this WAMP update and the City of Windsor met with representatives of Walpole Island First Nation, Caldwell First Nation, Chippewas of the Thames First Nation, and

Aamjiwnaang First Nation in the course of the project.

7.5 Indigenous Perspectives on Stage 4 Mitigation

In 2013, during the preparation of archaeological policies and guidelines for York Region, a discussion was held with thirteen Indigenous nations that resulted in an outline of Stage 4 mitigative recommendations for sites of various time periods and types. The indicators for cultural heritage value that these Indigenous nations communicated for Indigenous sites were not based in any way on the provincial indicators outlined in Table 3 in Section 8.3.5. In their view, any Indigenous site should be deemed to be of significant cultural heritage value. As such, there is a preference by Indigenous nations in favour of protection and preservation of all Indigenous sites. In any case, engagement with Indigenous nations is a statutory requirement of licensed archaeologists, whether pursuing avoidance and protection or excavation as Stage 4 mitigative options (see Section 8.3.6).

While conversation is ongoing as it relates to policies and protocols within the City of Windsor, the City's archaeological policies similarly encourage protection as the preferred option to mitigate the impacts of proposed development on any archaeological feature.

8 Archaeological Assessment in the Development Review Process

Heritage conservation planning and management is generally concerned with ensuring that valued cultural heritage resources, including archaeological sites, are conserved and protected in a sound and prudent manner in the continuing and unavoidable process of change in the environment. The role of custodian and steward of these resources generally falls to the private property owner, as it is neither possible nor desirable that all resources be brought into public ownership. Therefore, cultural heritage conservation management is undertaken by a variety of actors, and it is necessary, through legislation and education, to bring all of these actors together in pursuit of a common goal. In many instances, it is traditional planning mechanisms that seek to ensure that cultural heritage resources are conserved and/or maintained within the process of land use change.

8.1 Archaeological Review Process in Ontario – Roles and Responsibilities

8.1.1 Role of Province

Under the Planning Act, the Ministry has only limited responsibility for matters relating to cultural heritage including archaeological resources. Where the provincial government is involved in a process under the Planning Act (for example when a municipal planning document is circulated for provincial review through the Ministry of Municipal Affairs and Housing's One Window service), the Ministry's Heritage Planning Unit is the government's lead with respect to cultural heritage, including archaeological resources. Otherwise, the role of the Ministry with respect to archaeology is defined primarily by the Heritage Act, under which the Archaeology Program Unit of the Ministry is responsible for issuing archaeological consulting licenses to qualified individuals. All consultant archaeologists who undertake Stage 1 to 4 archaeological assessments in Ontario must be licensed by the Ministry. All work conducted by the consultant archaeologist must conform to the standards set forth in the most current *Standards and Guidelines for Consultant Archaeologists* authorized by the Ministry and the accompanying bulletins, such as, but not limited to:

- Engaging Aboriginal Communities in Archaeology: A Draft Technical Bulletin for Consultant Archaeologists in Ontario (2011);
- Land-Based Archaeological Licensing: A Bulletin for Archaeologists in Ontario (2017);

- Archaeological Reports: An Administrative Bulletin for Archaeologists in Ontario (2017);
- The Archaeology of Rural Historical Farmsteads: A Draft Technical Bulletin for Consultant Archaeologists in Ontario (2021);
- Project Information Forms: Protocols and Support for Licensed Archaeologists using Ontario's Past Portal (2013);
- Winter Archaeology: A Technical Bulletin for Consultant Archaeologists in Ontario (2013); and
- Forest Operations on Crown land: A Draft Technical Bulletin for Consultant Archaeologists in Ontario (2009).

The Ministry also has numerous fact sheets and memoranda on its website to explain the process of consultant archaeology in Ontario and, together with the Standards and Guidelines for Consultant Archaeologists, these supporting documents form the basis for evaluating archaeological fieldwork and determining whether it is compliant with the terms and conditions of the specific archaeological license and the Ontario Heritage Act. In order to determine where archaeological assessments are required, the Ministry has prepared checklists entitled *Criteria for Evaluating Archaeological* Potential: A Checklist for the Non-Specialist (2015) and Criteria for Evaluating Marine Archaeological Potential: A Checklist for Non-Marine Archaeologists which provide generic criteria for anyone to use to assess archaeological potential. Completion of the latter checklist indicates whether proposed in-water impacts require a marine archaeological assessment. Licensing, fieldwork and reporting on marine archaeology differs from the land-based archaeology process and are separate from the *Standards* and Guidelines for Consultant Archaeologists. Municipalities with archaeological management plans, like the City of Windsor, have access to much more detailed information specific to their jurisdictions which provide more effective and accurate means of determining archaeological potential and the need for archaeological assessments than the provincial checklists.

Most approval authorities rely on the Ministry review of archaeological assessment reports when deciding whether concerns for archaeological sites have been addressed by a development proponent. After reviewing an archaeological assessment report, Ministry staff will provide the consultant archaeologist with a review letter. If the archaeological assessment report complies with the Ontario Heritage Act, specifically the Ministry's *Standards and Guidelines for Consultant Archaeologists*, the letter will inform the consultant archaeologist that the archaeological assessment report has been accepted and entered into the Ontario Public Register of Archaeology Reports. The Ministry provides a copy of the review letter to the approval authority and development proponent, as identified by the consultant archaeologist, when submitting the report. The letter, in conjunction with the archaeological assessment report, can be used by the City of Windsor to verify that concerns for archaeological sites have been addressed for the property that was assessed or that further work is required.

The Ministry is also ultimately responsible for all matters related to the management of the archaeological resources documented, mitigation strategies proposed, and can provide advice or direction as needed should disputes arise between interested parties from the conservation of archaeological resources under the land use planning and development process.

8.1.2 Role of Consultant Archaeologists

As part of the land use planning and development process, development proponents rely on consultant archaeologists who hold a professional license issued by the Ministry. Consultant archaeologists carry out archaeological assessments to ensure that requirements for archaeological sites and features have been addressed and that previously unknown archaeological sites are identified. They also provide technical advice on appropriate measures for the mitigation and conservation of archaeological sites.

Only Ministry-licensed consultant archaeologists, engaged with descendant

communities, may determine the cultural heritage value or interest of archaeological sites. Moreover, only licensed archaeologists have the skills and authority to evaluate archaeological potential and integrity on a parcel of land or underwater.

8.1.3 Role of the Private-Sector Development Proponent

When an archaeological assessment is required by the City of Windsor for planning or development applications, it is the responsibility of the development proponent to retain a consultant archaeologist to carry out the requisite archaeological work (see Section 8.1.4 for similar responsibilities for municipal projects). In order to carry out any necessary archaeological work (typically Stage 1 and/or 2 assessments to begin with), the consultant archaeologist will usually require the following from the development proponent:

- signed consent to enter the property and carry out the fieldwork;
- a copy of the most recent development plan, if available, or plan of topographic survey, ideally in a digital format (e.g., GIS, CAD); and,
- the study area limits clearly marked on the plan/survey; this map should show existing conditions, including contour lines, trees and tree lines, fence lines, property lines, structures, driveways, watercourses, etc.

Should an archaeological resource with potential cultural heritage value or interest be found during Stage 2 field assessment, it must be subject to Stage 3 investigations prior to its protection or mitigative excavation (Stage 4). However, a Stage 3 assessment of that resource is not required should the development proponent decide to not proceed with the development that triggered the Stage 2 assessment provided that long-term protective measures are addressed in the Stage 2 report. In such an instance, the archaeological resource will be protected from further disturbance by Section 48(1) of the Ontario Heritage Act.

It is the responsibility of the development proponent to provide to the City of Windsor

copies of all archaeological assessment reports, including any revised reports, and GIS mapping of archaeological study area, produced in support of a proposed development as part of a complete application.

All licensed archaeological activities must comply with the most current Ministry *Standards and Guidelines for Consultant Archaeologists*. If the development proponent submits documentation for archaeological activities that pre-date the current standards and guidelines, the Ministry will assess the sufficiency of the documentation in accordance with the current standards and guidelines.

Frequent issues that arise between development proponents, their consultant archaeologists, and the Ministry include whether consultant archaeologists are able to undertake field assessments when there is snow on the ground (including Stage 1 assessments), whether a consultant archaeologist can provide a summary letter to the Ministry rather than a full Stage 1 report, whether a marine archaeological assessment is required, and if there is built-in flexibility in the *Standards and Guidelines for Consultant Archaeologists* which allows for a consultant archaeologist to deviate from the provincial requirements. Resolution to these issues often requires communication between the consultant archaeologist, the proponent, the Approval Authority, and the Ministry.

The Ontario Heritage Act mandates the reporting requirements of archaeological investigations carried out under license, and these requirements are detailed in the Ministry's *Standards and Guidelines for Consultant Archaeologists*. The Approval Authority should refuse to issue clearance to a property until an archaeological assessment report has been submitted and reviewed and a letter of review issued by the Ministry. Copies of all archaeological assessment reports, GIS mapping of the project area, and correspondence with the Ministry must be filed with the City of Windsor Planning and Building Services Department for purposes of updating and maintaining the WAMP GIS.

8.1.4 Role of the City of Windsor

An approval authority "is any public body (municipality, conservation authority, provincial agency, and ministry) that has the authority to regulate and approve development projects that fall under its mandate and jurisdiction (*Standards and Guidelines for Consultant Archaeologists*: 162)." It approves those planning applications where development proponents have met all local by-laws, other legislated requirements, and public concerns, including whether the lands to be developed contained archaeological potential that merited an archaeological assessment.

For the City of Windsor, the Council is the Approval Authority for land use planning applications. The City's Planning and Building Services Department is responsible for advising Council on matters concerning the mitigation and protection of archaeological resources related to the planning process. Planning and Building Services Department staff, in particular a Heritage Planner, will also review archaeological assessment reports submitted by consultant archaeologists to ensure that the City's policies have been met.

If the City of Windsor determines that a property has archaeological potential using the archaeological potential map in the WAMP GIS (and the Ministry's *Criteria for Evaluating Marine Archaeological Potential* checklist, if applicable), it will advise the development proponent to retain a licensed consultant archaeologist to carry out an archaeological assessment before any soil disturbance, development, and/or site alteration occurs. This requirement will be communicated during the pre-application process as part of any application for Official Plan Amendments, Zoning By-law Amendments, Site Plan Control, Plans of Subdivision or Condominium, or Committee of Adjustment applications.

The City of Windsor must receive copies of all archaeological assessment reports conducted as part of proposed development as part of a complete application, including the Ministry letter(s) of acceptance for those reports. All archaeological

assessment reports will be submitted to the Heritage Planner at City of Windsor by the development proponent once completed. The Ministry will provide a copy of the acceptance letter to the consultant archaeologist and the development proponent, and may sometimes also copy the Heritage Planner at the City of Windsor. Regardless, the development proponent is responsible for providing the Ministry letter to the Heritage Planner. The archaeological assessment should be conducted early in the development process and Stages 1 and 2 if recommended, be submitted as part of the complete application.

It is also the responsibility of the City of Windsor that when it undertakes soil disturbance, development, and/or site alteration activities associated with project work in an archaeological potential zone, a consultant archaeologist must be retained to carry out an archaeological assessment before any soil disturbance occurs. Copies of all archaeological assessment reports, GIS mapping of the project area, and correspondence with the Ministry prepared by the City are to be filed with the City of Windsor Planning and Building Services Department for purposes of updating and maintaining the WAMP GIS.

All municipal public works projects must conform with Windsor's Official Plan which include its cultural heritage and archaeological resources policies. Works must also be consistent with the Provincial Policy Statement. It is understood that there are instances where public works may have an impact on known archaeological sites or lands identified within the archaeological potential map in the WAMP, such as the development or replacement of infrastructure (e.g., roads, bridges, sewage and water systems), the construction and maintenance of municipal assets (e.g., public service facilities), and public realm improvements such as parks and open spaces within Windsor's jurisdiction. While many of these examples are regulated by other legislation, such as the Environmental Assessment Act, the Ontario Water Resources Act and Drainage Act, an archaeological assessment is also required.

Refer to Section 8.3, Figure 6: Archaeological Review Process Flowchart for a graphic

summary of the process.

8.2 When Does the Archaeological Potential GIS Layer Apply?

An archaeological assessment may be required for the following types of development applications, if any portion of the subject lands is within the archaeological potential zone of the WAMP GIS:

- Official Plan Amendments (including Secondary Plans/ Secondary Plan Amendments) (as per Planning Act s.22);
- Zoning By-law Amendments (as per Planning Act s.34);
- Site Plans (as per Planning Act s. 41);
- Plans of Subdivision (including Plans of Condominium) (as per Planning Act s. 51);
- Consents or Minor Variance applications (where there is soil disturbance, which may include activities such as excavation and compaction.) (as per Planning Act sections 53 and 45 respectively);
- Permits involving Site Alteration (meaning activities, such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site as per the Provincial Policy Statement Section 2.6.2); and,
- City of Windsor public works (as per Planning Act, s. 24). (ie. City of Windsor municipal works and projects)

In exceptional situations, when a development proponent can demonstrate to the satisfaction of city officials that all archaeological integrity has been completely removed (eradicated) by previous development of the entire subject property (e.g., a building with a basement covers the whole property), the City of Windsor may exercise discretion in not requiring an archaeological assessment. However, given the

potential for residual archaeological resources to remain even within developed urban landscapes, a Stage 1 archaeological assessment will almost always or likely remain the minimum default requirement for the above. Only a licensed consultant archaeologist, undertaking a Stage 1 assessment, can determine that no archaeological potential survives within an area identified using the archaeological potential map of the WAMP GIS. In cases where it is clear that a property has archaeological potential, and it is assumed that a Stage 2 archaeological assessment will be required as part of the complete development application, it is recommended that the development proponent retain a consultant archaeologist to undertake a combined Stage 1 and 2 archaeological assessment.

8.2.1 Official Plan Amendments

If a property owner or development proponent wishes to use, alter, or develop a property in a way that does not conform to the Official Plan, they must apply for an Official Plan Amendment. These applications require archaeological assessments of the subject lands if any portion of those lands fall within the archaeological potential zone identified in the WAMP GIS. The resultant report may recommend further archaeological assessment to be completed prior to soil disturbance, development, and/or site alteration.

8.2.2 Secondary Plans

Secondary Plans establish local development policies to guide growth and change in a defined area of a municipality. Secondary Plan policies adapt and implement the objectives, policies, land use designations and overall planning approach of the Official Plan to fit local contexts and are adopted as amendments to the Official Plan. Archaeological assessments undertaken at the Secondary Plan stage provide the best opportunity for protecting significant archaeological sites through development design. Typically, this is conducted as a Stage 1 archaeological assessment during the development of the Secondary Plan, and is the responsibility of the applicant of the Secondary Plan. Any future assessment is the responsibility of the development proponent; a combined Stage 1 and 2 archaeological assessment can also be conducted, if feasible.

8.2.3 Zoning By-law Amendments

Section 34 of the Planning Act, authorizes municipalities to implement land use controls through Zoning By-laws. The Zoning By-law is the legal mechanism that implements policies and objectives described in the Official Plan and regulates the use and development of buildings and land by:

- 1. stating what types of land uses are permitted in various areas. Examples of these uses are residential, commercial, mixed commercial-residential, institutional, and industrial; and,
- outlining how the land can be developed by establishing regulations for factors such as lot size and frontage, building setbacks, the height and built form of structures, the number and dimensions of parking and loading spaces and requirements for open space.

If a property owner wishes to make changes to a property that deviates from the permitted uses or the regulations of the Zoning By-law, the owner must apply for a Zoning By-law Amendment. A Zoning By-law Amendment process could be used to manage a known archaeological resource.

8.2.4 Holding Provision By-laws

In order to protect known archaeological resources, where an archaeological assessment cannot be undertaken immediately, a municipality may use its authority under Section 36 of the Planning Act to enact a holding provision by-law. As the Section states:

36. (1) The council of a local municipality may, in a by-law passed under section 34, by the use of the holding symbol "H" (or "h") in conjunction with any use designation, specify the use to which lands, buildings or structures may be put at such time in the future as the holding symbol is removed by amendment to

the by-law. R.S.O. 1990, c. P.13, s. 36 (1).

The wording of the holding provision by-law should be consistent with the objective to ensure that archaeological resources are investigated and if found are conserved in accordance with the provisions of the Ontario Heritage Act, the Planning Act, and/or the Provincial Policy Statement, such as:

- that the development proponent shall complete required archaeological assessment(s);
- that the development proponent shall conserve significant archaeological resources identified through the completed archaeological assessments;
- that the development proponent shall complete required engagement with Indigenous nations; and,
- that no soil disturbance, development, and/or site alteration shall take place on the subject property prior to the issuance of a letter of review by the Ministry.

8.2.5 Site Plans

Section 41 of the Planning Act authorizes municipalities to establish areas to be designated as areas of Site Plan Control. In Windsor, all lands within city limits have been designated areas of Site Plan Control.

Site Plan Control ensures that new developments or redevelopments meet municipal standards, policies, and guidelines. This authority provides a process that examines the design and technical aspects of a proposed development or redevelopment to ensure it is compatible with the surrounding area. Features such as building location, site access and servicing, waste storage, parking, loading, and landscaping are all subject to review.

Should a property subject to site plan application approval fall within an archaeological potential zone and ground disturbance is contemplated, an archaeological assessment report will be required.

8.2.6 Plans of Subdivision and Plans of Condominium

When a property owner wants to divide a piece of land into multiple parcels and offer them for sale, the subdivision provisions of the Planning Act require the submission of an archaeological assessment.

Applications for plans of subdivision and condominiums require archaeological assessments of the entire property if any portion of the property falls within the archaeological potential zone in the WAMP GIS. The resultant report may recommend further archaeological assessment to be completed prior to any soil disturbance, development, and/or site alteration.

8.2.7 Consent Applications

Consents provide property owners with some flexibility within the land subdivision control process. A consent application is required to sever land into new lots, add land to an existing lot, establish easements or rights-of-way, and lease land in excess of twenty-one years or register a mortgage.

Archaeological assessments will be required when the consent application will create two or more new lots and falls within an Archaeological Potential Zone (and where soil disturbance will occur or might be reasonably anticipated). When a consent application creates less than two new lots, archaeological assessments will not be required unless the application falls within Archaeologically Sensitive Areas (ASA) in the WAMP GIS.

For clarity, when a consent application falls within Archaeologically Sensitive Areas (ASA) and when soil disturbance will occur or might be reasonably anticipated, archaeological assessment(s) will be a condition of the consent application regardless of the number of lot(s) created. Where the intent is to develop the severed lands and not the retained lands, only the severed land is required to be archaeologically assessed.

8.2.8 Minor Variance Applications

Minor variance applications that fall within the Archaeologically Sensitive Areas (ASA) in the WAMP GIS, and where soil disturbance will occur or might be reasonably anticipated, must be subject to a condition requiring that an archaeological assessment be completed prior to approval. An accessory building constructed on slabs without footings, or a typical-sized garage or addition maybe exempt (eg. new construction of 50 square metres).

8.2.9 Building Permits

Building Permits do not require archaeological assessments since archaeological assessments are not defined as applicable law for the purposes of issuing building permits. However, during the Building Permit process, the City of Windsor may wish to advise owner(s) of properties containing a registered archaeological site of the provincial statute prohibiting its disturbance and provide notification of archaeological precautions. Standard archaeological warning clauses are recommended to be added to Building Permits.

8.2.10 Site Alteration

Site alteration include any construction activities requiring permits or approvals under legislation including the Building Code Act; this includes, but is not limited to, Fill Permits, Foundation Permits, Right-of-way Permits, etc.

Section 2.6.2 of the Provincial Policy Statement stipulates that development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved. Section 48.1 of the Ontario Heritage Act prohibits alteration of an archaeological site by anyone without an archaeological license.

Site alteration is defined as activities such as grading, excavation, and the placement of fill that would change the landform and natural vegetative characteristics of a site.

As a result, any activities (beyond normal gardening) such as landscaping, work on existing or new driveways and sidewalks, and the installation of patios, decks, pools, sheds, outbuildings, and utilities, may be considered as "site alterations."

City of Windsor departments issuing the site alteration permits should require publicservice proponents (such as Utility companies who conduct work resulting in large ground disturbing impact) to undertake archaeological assessment when the proposed work falls within the Archaeological Potential Zone, prior to the issuance of a permit or the proponent starting any work under their city-issued permit.

Should site alteration be contemplated in an area that falls within the Archaeologically Sensitive Area (ASA) in the WAMP GIS, and this work has not been subject to a statutory trigger (e.g., Class EA, Planning Act approval), City of Windsor departments issuing the site alteration permits should recommend to proponents that an archaeological assessment be undertaken prior to issuance of the permit.

Standard archaeological warning clauses is recommended to be added to Site Alteration Permits.

8.2.11 City of Windsor Departments

Any improvement of a structural nature or other undertaking that is within the jurisdiction of the City or a local board, conducted by all City Departments, must conform to Windsor's Official Plan; this includes its cultural heritage policies. Works must also be consistent with the Provincial Policy Statement. It is understood that there are instances where municipal infrastructure, works, projects may have an impact on known archaeological sites or lands identified within the archaeological potential zone in the WAMP GIS. These include the development or replacement of infrastructure (e.g., roads, sidewalks, utilities), the construction and maintenance of municipal assets, and public realm improvements including urban cores as well as in all parks and open spaces in Windsor.

In particular, where any soil disturbance, development, and/or site alteration is proposed, the City's Project Manager must refer to the WAMP GIS to determine if any lands associated with the project are within archaeological potential areas. The Project Manager should then consult with the City's Heritage Planner to confirm their determination. If the lands are ultimately identified as being within an area with archaeological potential, the City's Project Manager must retain a consultant archaeologist to undertake the requisite archaeological assessments prior to soil disturbance. Infrastructure projects must therefore include adequate budgets to address any archaeological requirements. Copies of all archaeological assessment reports, GIS mapping of the project area, and correspondence with the Ministry must be filed with the City of Windsor Planning and Building Services Department for purposes of updating and maintaining the WAMP GIS.

Some Schedule A projects listed under Municipal Road Projects, Municipal Water and Wastewater Projects and Municipal Transit Project Systems in the Municipal Class Environmental Assessment (March 2023) document (MCEA) may be exempt from the provisions of Environmental Assessment Act (EAA). The MCEA also lists Schedule A projects that are identified as eligible for screening, subject to the archaeological screening process (identified as "ASP") may also be exempt from MCEA as determined by the archaeological screening process as set out in Appendix 1 MCEA. All Schedule B and C projects are subject to the requirement for an archaeological assessment. Where the project area impacts water bodies that are identified as areas of archaeological potential zone, the proponent shall utilize the Ministry's Criteria for Evaluating Marine Archaeological Potential to determine if a marine archaeological assessment. For projects abutting known archaeological sites or cemeteries, an archaeological assessment is also required

Asset Management Plans and similar Lifecycle renewal studies/plans must ensure that areas of archaeological potential are clearly identified within the areas of their concern and include adequate budgets to undertake the necessary archaeological assessments prior to any work that will result in soil disturbance, development, and/or site alteration beyond existing disturbance.

One method of providing for the archaeological needs of city projects is to establish a corporate archaeological assessment fund to address archeological issues on projects. Pro-active archaeological assessment of City properties where development involving ground-disturbing activities may occur would also be useful. This would require budgeting of archaeological costs well in advance of any such City project.

Note: At the time of preparation of this document the Province of Ontario proposed amendments to the Environmental Assessment Act and to MCEA 2023 which may impact the above provisions. Therefore this document may need to be updated in the future to incorporate the proposed amendments.

8.3 Archaeological Review Process in Windsor

Figure 6 outlines the basic decision flow recommended for use in the development review process for all land development applications and municipal projects in Windsor. The sections below provide an outline of the archaeological assessment process and its stages and the standard condition that can be applied to all applications and projects where a portion of the property falls within the archaeological potential zone in the WAMP GIS.

8.3.1 The Archaeological Assessment Process

The archaeological assessment process in Ontario is a staged process with the results of each stage determining the requirements, if any, for the subsequent stage. The stages of assessments are described by the Ministry as follows:

Stage 1: Background study and property inspection

The archaeologist determines whether there is potential for archaeological sites on the property. They review geographic, land use and historical information for the property and the relevant surrounding area, visit the property to inspect its current condition and contact the ministry to find out if there are any known archaeological sites on or near the property. A Stage 2 assessment is required when the consultant archaeologist identifies areas of archaeological potential. Stage 1 may only be used to recommend exempting a property from Stage 2 assessment where it has been confirmed through a property inspection that potential for the entire project has been removed by extensive and deep ground disturbance. (ie. In accordance with 2011 *Standards and Guidelines for Consultant Archaeologist*, s. 1.4.2, recommending no further concern must be verified in person and cannot be a desktop study only).

Stage 2: Property assessment

The archaeologist surveys the land to identify any archaeological resources on the property. For a ploughed field, they will walk back and forth over it looking for artifacts on the surface. In forests, overgrown pasture areas or any other places that cannot be ploughed, they will dig parallel rows of small holes, called test pits, down to sterile subsoil at regular intervals and sift the soil to look for artifacts. They may use other strategies if properties are paved, covered in fill or have deeply buried former topsoils (such as floodplains or former sand dunes). The archaeologist will determine whether any archaeological resources found are of sufficient cultural heritage value or interest to require Stage 3 assessment.

Stage 3: Site-specific assessment

The consultant archaeologist determines the dimensions of the archaeological site, evaluates its cultural heritage value or interest and, where necessary, makes recommendations for Stage 4 mitigation strategies. To this end, they conduct further background research and fieldwork that expands the information gathered in Stage 2. They map the spatial limits of a site and acquire further information about the site's

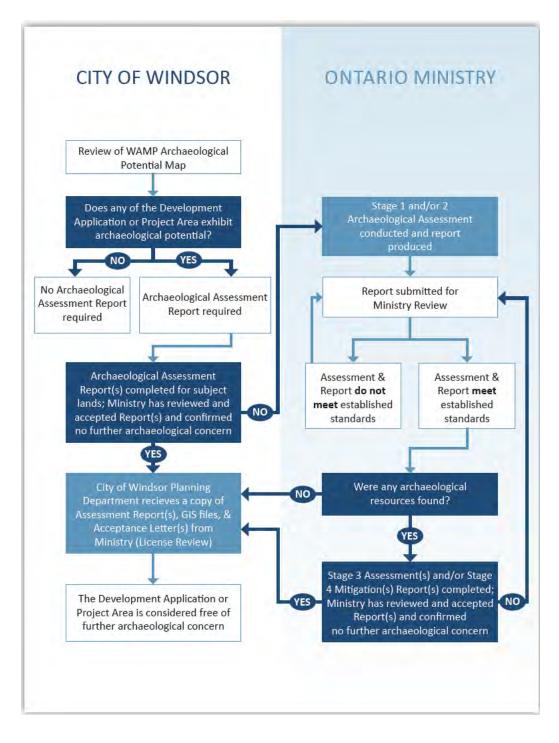
characteristics by excavating one-metre by one-metre square test units across the site. Based on circumstances, some sites (for example, ones that have been paved or are deeply buried) may require specialized methods of assessment (Safety considerations and requirements must be taken into account during excavation work. This may require consultation with a civil engineer). The archaeologist will determine whether any archaeological sites have sufficient cultural heritage value or interest to require Stage 4 mitigation of development impacts.

Stage 4: Mitigation of development impacts

This stage involves implementing conservation strategies for archaeological sites. Determining the best approach for conserving the site may include reviewing possible strategies with the development proponent, the municipality or other approval authority, Indigenous communities, and other heritage stakeholders. Conserving archaeological sites does not mean stopping development. Conservation can involve putting long-term protection measures in place around an archaeological site to protect it intact. The site is then avoided while development proceeds around it. This is called protection in situ and is always the preferred option for mitigation of development impacts to a site. If protection is not viable, mitigation can involve documenting and completely excavating an archaeological site before development takes place.

Where an Archaeological assessment predates the 2011 *Standards and Guidelines for Consultant Archaeologist*, the applicant can choose to conduct a new assessment or submit the study to the City of Windsor Planning Department, who will then forward the assessment to the Ministry for acceptability or not. The Ministry shall hold the final decision on the acceptability of the Report.

Figure 6: Archaeological Review Process Flowchart



8.3.2 Sample Wording for Conditions requiring Archaeological Assessments in Planning and Development Applications or Approvals

The development proponent shall retain an archaeologist, licensed by the Ministry under the provisions of the Ontario Heritage Act to carry out a Stage 1 (or Stage 1 and 2) archaeological assessment of the entire property and follow through on recommendations to mitigate, through preservation or resource removal and documentation, adverse impacts to any significant archaeological resources found (Stages 3 and 4). The archaeological assessment must be completed in accordance with the most current Ministry *Standards and Guidelines for Consultant Archaeologists.*

All archaeological assessment reports will be submitted to the City of Windsor in PDF format by the development proponent once completed. This also includes the letter from the Ministry stating that the report is compliant with the terms and conditions of the Ontario Heritage Act and has been entered into the Public Registry. Mapping of the study area used in the archaeological assessment(s) must also be provided to the City.

Significant archaeological resources will be incorporated into the proposed development through either in situ preservation or interpretation where feasible or may be commemorated and interpreted through exhibition on site including, but not limited to, commemorative plaque, subject to stakeholder discussions.

No demolition, construction, grading or other soil disturbances shall take place on the subject property prior to Windsor receiving the Ministry review letter indicating that all archaeological licensing and technical review requirements have been satisfied.

8.3.3 City of Windsor Planning and Building Services Department – Implementation Process

The archaeological review procedure, as it relates to planning and development applications, requires close co-operation between the Planning and Building Services Department and staff of the Archaeology Program Unit of the Ministry, as well as the development and archaeological consulting communities.

The general sequence of actions is as follows:

- 1. As part of the pre-application consultation process, the Planning and Building Services Department will determine if an archaeological assessment is required by means of review of the archaeological potential zone in the WAMP GIS. This will be done by reviewing the proposed development parcel against the archaeological potential zone. Should any portion of the property fall within that zone, an archaeological assessment of the entire property will be required. The archaeological assessment would be undertaken by the consultant archaeologist for the development proponent and submitted by the proponent as part of the complete planning or development application. If required, the Planning and Building Services Department will recommend that the completion of further archaeological assessments (e.g., a Stage 3 archaeological assessment) be made a condition of approval.
- 2. If impacts are proposed within a waterbody or watercourse, the proponent will be required to complete the Ministry's *Criteria for Evaluating Marine Archaeological Potential* checklist and submit it to the Planning Department to determine the requirement for a marine archaeological assessment. The study area to evaluate is the proposed project impact plus the extent of any construction impacts. Data about registered archaeological sites can be obtained from Windsor's GIS or from the data coordinator of the Ministry's Archaeology Program Unit.
- Provincial legislation provides that only licensed consultant archaeologists (and/or marine archaeologist) can undertake field work, alteration or removals from of archaeological sites. The consultant archaeologist will conduct a Stage 1 or Stage 1 & 2 combined archaeological assessment of the entire subject

property, not simply the portion(s) that falls within the archaeological potential zone in the WAMP GIS. The assessment of the entire subject property addresses any discrepancies between the archaeological potential zone and the actual conditions of the subject property. This is consistent with Windsor's mapping and the requirements of the most current *Standards and Guidelines for Consultant Archaeologists* and associated bulletins issued by the Ministry.

- 4. All work conducted by the consultant archaeologist must conform to the standards set forth in the most current *Standards and Guidelines for Consultant Archaeologists* and associated bulletins issued by the Ministry.
- 5. Once a Stage 1-2 archaeological assessment, consisting of background research and a field survey, has been completed, the consultant archaeologist will submit a report to the Archaeology Program Unit of the Ministry. The staff of the Archaeology Program Unit of the Ministry will review the report to determine if the assessment has met current licensing and technical standards. If this is not the case, the Ministry will require the consultant archaeologist to carry out additional field work, and/or provide more extensive documentation.
- 6. If the archaeological assessment complies with licensing and technical standards and did not result in the identification of any intact archaeological potential within the property (in the case of a Stage 1 assessment) or did not result in the documentation of any significant archaeological resources (in the case of a Stage 1&2 or Stage 2 assessment), the staff of the Archaeology Program Unit of the Ministry will provide a acceptance letter to the consultant archaeologist and to the City of Windsor in its capacity as Approval Authority, which will serve to notify them that all provincial concerns with respect to archaeological resource conservation and archaeological licensing have been met.
- 7. Upon receipt of the archaeological acceptance letter from the Ministry that archaeological conservation and licensing concerns have been addressed, and receipt of the final copies of archaeological assessment report(s) and of the GIS files for the assessed study area, Windsor will then clear the subject property/site of any further archaeological concern.
- 8. Should the development proponent choose not to proceed with all necessary Stage 3 and Stage 4 assessments prior to submitting a planning and development application, the completion of these activities to the satisfaction

of the Ministry must be made a condition of approval (e.g., draft plan condition of approval for a Plan of Subdivision).

9. Copies of all archaeological assessment reports, GIS mapping of the project area, and relevant correspondence with the Ministry must be filed with the City of Windsor Planning and Building Services Department for purposes of updating and maintaining the WAMP GIS.

It should be noted that completion of an archaeological assessment of a particular development property, no matter how rigorous, does not fully guarantee that all significant archaeological resources on that property will be identified prior to land disturbance. This is particularly the case in areas where natural processes, such as flooding or erosion, have resulted in the burial of original ground surfaces, or with respect to isolated human burials that are typically small features that can escape detection.

Therefore, in compliance with Ministry *Standards and Guidelines for Consultant Archaeologists*, every archaeological assessment report must contain the statement that should deeply buried archaeological remains be found on a property during construction activities, all ground-altering activities should be stopped, the Ministry should be notified immediately, and a licensed archaeologist should be retained to assess the situation (see Appendix C: Contingency Plan for the Protection of Archaeological Resources in Urgent Situations for more details). It must further specify that if human remains are encountered during construction, the development proponent must immediately contact the police, the Ministry, and the Registrar of Burial Sites, Ministry of Public and Business Service Delivery (formerly Ministry of Government and Consumer Services) (see Appendix C: Contingency Plan for the Protection of Archaeological Resources in Urgent Situations for best practices protocol). Where Stage 3 and Stage 4 archaeological assessments are required to be completed, these two warning clauses will be included in the appropriate development agreements between the City and the applicant.

8.3.4 Additional Considerations When Archaeological Resources are Identified

If the Stage 1-2 assessment resulted in the documentation of one or more significant archaeological resources as determined by the consultant archaeologist, appropriate mitigation and/or preservation options must be recommended by the consultant archaeologist and approved by the Ministry. Upon completion of the mitigation, the consultant archaeologist must provide a report detailing this work and its results to the Ministry. The Ministry will review the work and provide the consultant archaeologist, and the City of Windsor in its capacity as approval authority, with an acceptance letter that there are no further archaeological concerns or that additional mitigation measures have been recommended.

It should be noted, in this regard, that once Stage 3 assessments have been completed on the archaeological sites requiring further investigation, it is generally possible to secure partial clearance for the property, in that the archaeological requirement may be removed from the balance of the subject lands not encompassed by the archaeological site(s) and the protective buffer zones surrounding it/them, which are defined in the *Standards and Guidelines for Consultant Archaeologists*.

Similarly, as the final report of a comprehensive Stage 4 archaeological excavation may take many months to complete, final clearance for the property may be available upon the consultant archaeologist completing the fieldwork and submitting a preliminary Stage 4 excavation report to the Ministry. The preliminary excavation report process allows the Ministry to assess whether the fieldwork and reporting is compliant prior to the full evaluation and reporting of the archaeological resources.

8.3.5 Determining the Cultural Heritage Value of Archaeological Resources

The *Standards and Guidelines for Consultant Archaeologists* (MTC, 2011) set out criteria for determining the cultural heritage value of archaeological resources, including information value, value to a community, and value as a public resource. They define a set of indicators based on these criteria, outlined in Table 3 below, which helps to determine which archaeological resources are significant and therefore must be preserved or conserved. Indigenous nations may also identify values not captured in this table.

Table 3: Indicators Showing Cultural Heritage Value or Interest (reproduced from *Standards and Guidelines for Consultant Archaeologists*, 2011)

Criteria	Indicators
Information Value	The archaeological site contributes to local, regional, provincial, or national archaeological history.
Cultural Historical Value	 Information from the archaeological site advances an understanding of: Cultural history – locally, regionally, provincially, or nationally Past human social organization at family, household, or community level Past material culture – manufacture, trade, use and disposal

Criteria	Indicators
Historical Value	 The archaeological site is associated with: Oral histories of a community, Indigenous community, or specific group or family Early exploration, settlement, land use or other aspect of Ontario's history The life or activities of a significant historical figure, group, organization, or institution A significant historical event (cultural, economic, military, religious, social, or political)
Scientific Value	 The archaeological site contains important evidence that contributes to: Paleo-environmental studies Testing of experimental archaeological techniques
Rarity or Frequency	 The archaeological site is: Unique – locally, regionally, provincially, or nationally Useful for comparison with similar archaeological sites in other areas A type that has not been studied or has rarely been studied, and is therefore underrepresented in archaeological research

Criteria	Indicators
Productivity	 The archaeological site contains: Large quantities or artifacts, especially diagnostic artifacts Exotic or rare artifacts demonstrating trade or other exchange patterns
Integrity	The archaeological site is well preserved and retains a large degree of original material.
Value to a Community	The archaeological site has intrinsic value to a particular community, Indigenous community, or group.
The archaeological site has traditional, social, or religious value.	 The archaeological site: Contains human remains Is identified as a sacred site Is associated with a traditional recurring event in the community, Indigenous community, or group (e.g., an annual celebration) Is a known landmark

Criteria	Indicators
Value as a Public Resource	The archaeological site contributes to enhancing the public's understanding and appreciation of Ontario's past.
The archaeological site has potential for public use for education, recreation, or tourism	 The archaeological site: Is or can be made accessible to tourists, local residents or school groups Is or can be incorporated into local education, recreation or tourism strategies and initiatives

8.3.6 Assessing Archaeological Resource Impacts and Identifying Mitigation Strategies

If no adverse impacts to an archaeological resource will occur, then development may proceed as planned. Many of the archaeological sites routinely encountered will prove to be of little or no cultural heritage value or interest and will not require further investigation, beyond the mapping, measuring, and photographing of the surface attributes of the archaeological site that occurred during the Stage 2 archaeological assessment.

8.3.6.1 Indigenous Archaeological Sites

Should an Indigenous archaeological resource with cultural heritage value or interest be discovered during an archaeological assessment, the *Standards & Guidelines for Consultant Archaeologist* require the consultant archaeologist to — engage with the affiliated Indigenous nations, or those identified in Section 7.4, and the development proponent—to assess the potential impact(s) to it and arrive at rational decisions

regarding potential mitigation options. Those may involve protection and avoidance of the archaeological site within the context of the proposed development, its mitigation by excavation, or a combination of these approaches. These decisions are subject to review and approval by the Ministry.

The relevant Indigenous nations must also be engaged throughout the agreed upon site mitigation process. Typically, engagement with Indigenous nations as it relates to archaeological assessment is undertaken by the consultant archaeologist with support of the development proponent. Engagement with Indigenous nations through the archaeological assessment process is defined by the Ministry's *Standards and Guidelines for Consultant Archaeologists* as well as the Ministry's draft bulletin entitled *Engaging Aboriginal Communities in Archaeology*. Under all circumstances there should be an effort to identify the group(s) that are the most appropriate (on cultural-historical and legislative grounds) to act as the designated descendants of those who occupied the project area in the past, and who are willing to participate and ensure that cultural heritage remains are treated in an appropriate and seemly manner.

This identification process is best achieved through communication with a variety of Indigenous nations in order that they may themselves arrive at the final decision. It should also be noted that the Ministry's bulletin *Engaging Aboriginal Communities in Archaeology* (2011) requires Indigenous engagement at Stage 3 when assessing the cultural heritage value or interest of certain types of Indigenous sites, at the end of Stage 3 archaeological investigations for formulating mitigation on significant Indigenous sites, to solicit input regarding Stage 4 mitigation strategies, and encourages engagement before Stages 2 and other Stage 3 scenarios. Section 7.4 (above) identifies those Indigenous nations that should be engaged as part of this process.

8.3.6.2 Non-Indigenous Archaeological Sites

In the case of non-Indigenous archaeological sites, the same process is involved as with Indigenous archaeological sites. Engagement with Indigenous nations may not be required, although many non-Indigenous sites also yield Indigenous artifacts, in which case engagement would be required.

In the process of determining appropriate mitigation strategies on a non-Indigenous archaeological site, it is always possible that other descendant communities, heritage stakeholders, or interest groups may express a desire to participate.

8.3.6.3 Archaeological Site Mitigation Options

There are several mitigation options for archaeological sites, including avoidance, modifications to construction techniques, long-term protection, and various degrees of documentation and/or excavation, as discussed below. Appropriate options for addressing the interpretive and educational potential of the site should be documented by Windsor through consultation with the development proponent and the consultant archaeologist. It should also be noted that detailed information regarding a site is frequently required to make a more accurate assessment of significance and to determine the potential for adverse effects. This may involve several stages of on-site investigations by the consultant archaeologist.

Avoidance and protection of archaeological sites is the preferred form of mitigation and is most viable when the cultural heritage value or interest of the archaeological site is determined early in the planning process. There are both short- and long-term components to the process of site protection, as outlined in the *Standards and Guidelines for Consultant Archaeologists*. The decision to avoid and protect a site is generally made by the development proponent in consultation with the consultant archaeologist and the Ministry.

By following this process, development proponents will have sufficient time to plan

for archaeological site protection, rather than mitigation through excavation, by considering alternative site plan designs.

Effective avoidance and protection strategies will include both avoidance measures to protect the archaeological site from impacts during construction and long-term protection measures to ensure that the site is not impacted during any future activities on the site.

In cases in which the avoidance and protection option is pursued, the limits of the site must have been fully defined through completion of Stage 3 archaeological assessment. The avoidance and protection area defined for the site must include the entire archaeological site and a minimum 20 metre buffer zone in the case of Late Woodland village sites or a minimum 10 metre buffer zone for all other site types. The buffer zone may be reduced in areas where pre-existing, permanent physical constraints to the extent of the site are present.

To ensure there are no impacts to the avoidance and protection area in the short term, during development of contiguous lands, the limits of the avoidance and protection area must be fenced (snow fencing or similar type) by the development proponent under the supervision of a consultant archaeologist prior to any soil disturbance, development, and/or site alteration. The protective fencing must remain in place for the duration of any development work resulting in land disturbance and instructions issued to all on-site contractors that there are to be no impacts of any sort within avoidance and protection area. It is a "no go" area. The avoidance and protection area must also to be identified on all project mapping.

Written confirmation from the development proponent regarding their commitment to implement this strategy and confirmation that any ground alterations will avoid the avoidance and protection area must be submitted to the Ministry prior to initiation of any such work and copied to the City of Windsor as the Approval Authority. The maintenance and efficacy of the fencing must be confirmed through monitoring on the part of a consultant archaeologist and a report documenting this process must be submitted to the Ministry and the City of Windsor upon completion.

In terms of long-term protection, the most effective mechanisms are a restrictive covenant on title or a Zoning By-law Amendment, and preferably, the transfer of ownership to Windsor or another public landholder. The allowable uses of the protected area, under the terms of the covenant or by-law amendment, must not include any activities that would result in even minor soil disturbances or alterations, such as tree removal, minor landscaping, and installation of utilities.

Should transfer of ownership be part of the long-term protection strategy, the new property owner must provide documentation to the Ministry demonstrating that they are aware of their obligations with respect to the archaeological site and its protection and their ability to fulfil those obligations. It is also often recommended that this documentation include a proviso acknowledging that any future alterations or soil disturbances that may ultimately be proposed within the protection zone must be preceded by further Stage 3 archaeological assessment and Stage 4 mitigation of impacts in accordance with the Ministry *Standards and Guidelines for Consultant Archaeologists*.

In summary, when extensive archaeological mitigation is required, recommended mitigation options may take numerous forms, including:

• *Preservation*: the preferred mitigation option. Preservation may involve longterm protective measures such as project design changes (archaeological site protection) that integrate the resource within the overall development plan. To further avoid both accidental impact and intentional vandalism and looting, additional protective measures may include fencing, screening, or in special circumstances, capping. Windsor must determine whether preservation is to occur on the landscape scale (e.g., areas of high cultural heritage landscape integrity combined with high archaeological potential are to be preserved as a whole), or at the scale of individual sites that are deemed to be particularly significant or sensitive (e.g., Late Woodland settlements that may contain human burials).

The site preservation/avoidance option has both short- and long-term components. The short-term component involves both the redesign of the development plan (e.g., lot layouts, parkland, road, and service alignments) and ensuring that the resource(s) to be preserved are physically protected during construction by means of fencing or other visible barriers. The long-term protective measures entail the use of prohibitive zoning by-laws, as permitted by subsection 34(1) of the Planning Act, or through other conditions or orders that prohibit any future land use activities that might result in soil disturbance for the avoidance and protection area of the site. Consideration should be given for Site Management Plans for archaeological resources retained in situ, as well as funding for perpetual care of sites transferred into public ownership.

- *Stabilization*: may be required in the case of eroding archaeological deposits. This may involve the excavation of the eroding area and/or the construction of retaining walls or barriers.
- Systematic Data Recovery: involves the recovery of data from significant archaeological sites when other mitigation options are not feasible. It includes a complete or partial systematic surface collection, excavation, or both; a comparative analysis and interpretation of site content and contextual information; and production of an investigative report. This mitigation strategy ultimately results in the destruction of the archaeological site and the elimination of its archaeological potential.
- Monitoring: monitoring may be undertaken in specific circumstances (e.g., deeply buried deposits which cannot be assessed prior to construction) to ensure that adverse impacts on archaeological sites which could not be predicted or evaluated prior to construction are addressed. Monitoring requires the presence of a consultant archaeologist during the construction phase of a project. This takes the form of scheduled site visits and on-call availability during a long-term project.

All decisions regarding mitigation options or preservation strategies are subject to

Ministry review and approval.

8.4 Archaeological Resource Management – Operations and Administration

8.4.1 Managing Geospatial Data

The layers used to create the composite archaeological potential layer are stored in Windsor's geospatial database. Access to these individual layers is granted only by permission of Windsor's Heritage Planner. These individual layers should not be publicly accessible due to the sensitivity of the information related to archaeological sites. Only the final archaeological potential map should be accessible to the public through Windsor's website.

The Planning and Building Services Department should update the archaeological potential map on a regular basis (at minimum annually) by adding all new archaeological sites with their Borden number and ensuring that all properties that have been subject to archaeological assessment and cleared of further archaeological concern are removed from the archaeological assessments layer as appropriate. Where archaeological sites are protected permanently, only the balance of the assessed property in which the site was found is removed from the archaeological assessments layer; the site and its avoidance and protection area retain their archaeological potential.

8.4.2 Contingency Planning

There exist certain situations in which unforeseen and deeply buried archaeological deposits may be discovered during construction. There are also redevelopment contexts when Windsor may have limited planning control, thus being restricted in its ability to implement the WAMP.

In any case in which deeply buried archaeological remains (including burials) are encountered, all construction activity in the vicinity of the discovery must be suspended immediately until an appropriate mitigation strategy is identified and executed. A consultant archaeologist may be required to visit the site and assess the resource prior to the development of the mitigation strategy.

In light of these considerations, Windsor has developed a "Contingency Plan for the Protection of Archaeological Resources in Urgent Situations" (Appendix C). While a Contingency Plan is not required by legislation, it represents best planning practice. The Contingency Plan addresses:

- Notification process, involving the City of Windsor, relevant Indigenous nations, and the Ministry;
- Investigation and reporting process undertaken by a consultant archaeologist;
- ,A recommendation that Windsor develop a roster of pre-qualified consulting archaeologists capable of responding immediately to contingent situations.

8.4.3 Site Locations and Reports – Constraints in Sharing Information

Archaeological site locations are considered sensitive information. To protect these sensitive resources from damage and looting, Windsor shall not provide information concerning archaeological site locations to anyone externally except on an as need to know basis. To clarify, this information can only be provided externally by the City for a given property to an agent of the property owner, such as consultant archaeologists retained by the owner of a property for the purpose of site mitigation or preservation. In all other circumstances, consultant archaeologists should be referred to the Ministry for site information, as should any other external requests to Windsor for information about site locations.

Amendments to the *Ontario Heritage Act* on April 28th, 2005 created provisions in Section 65.1 for providing a register of archaeological reports. Reports filed with the ministry by licensed archaeologists on or after that date, and found to meet ministry requirements for fieldwork and reporting, are entered into the Ontario Public Register of Archaeological Reports (Register) and the Ministry of Citizenship and Multiculturalism (MCM) is allowed to release a copy of these reports to a requestor. Redistribution of the Register report by the requestor requires authorization of the copyright owner of the work in question. Reports received prior to the creation of the Register require permission from the licensee before those reports can be released. The MCM redacts personal information from all released archaeological reports and removes site location information from reports requested by the public. City of Windsor may use archaeological assessment reports for internal purposes and provide copies to consultant archaeologists.

8.4.4 Ownership of Artifacts

The question of ownership of archaeological resources, whether they be sites or individual artifacts, remains unresolved in Ontario. Consequently, issues of ownership have often complicated the protection or conservation of the resource.

The Ontario Heritage Act governs matters related to the care and curation of artifacts. Under Section 66 (1), the Ontario Heritage Act stipulates that, "The Minister may direct that any artifact taken under the authority of a license or a permit be deposited in such public institution as the Minister may determine, to be held in trust for the people of Ontario". Moreover, under O. Reg. 8/06, pertaining to licensing under the Ontario Heritage Act, "It is a term and condition of a license that the licensee keep in safekeeping all objects of archaeological significance that are found under the authority of the license and all field records that are made in the course of the work authorized by the license, except where the objects and records are donated to [His Majesty the King] in right of Ontario or are directed to be deposited in a public institution under subsection 66 (1) of the Act."

The application of this section of the Ontario Heritage Act and O. Reg. 8/06 typically involves the curation of recovered artifacts by the consultant archaeologist until such time that the analyses are complete and that a place for ultimate disposition can be arranged, usually a fully accredited public repository, such as a regional museum .

8.4.5 Artifact Curation

In general, it is preferable that material from an archaeological site is ultimately deposited in a public institution located in the same community, provided that adequate storage and curatorial facilities for both artifacts and field records are available, that the institution's collections are accessible to researchers, and that the material is not transferred or disposed of without provincial approval.

The City of Windsor should consider making it Official Plan policy that all artifacts found on city-owned property are to be deposited with Museum Windsor if determined to be significant (see Section 3, Appendix D). It is understood that the Museum Windsor may also accept donations of significant artifacts found on private land, subject to their collections policy.

The Museum of Ontario Archaeology already houses collections of material from southern Ontario, including Windsor, at their Sustainable Collections Repository and are willing to accept additional material according to their policies. Some artifacts from sites in Windsor, however, are currently curated elsewhere. Indeed, most collections derived from the activities of private archaeological consulting firms, remain in the care of those firms.

It is recommended that significant archaeological assemblages resulting from future archaeological investigations within the City of Windsor be curated at Museum Windsor. Where Indigenous artifacts are involved, the repatriation of cultural artifacts will be addressed through ongoing dialogues with First Nations communities, the City, and the Ministry.

It is recommended that Windsor consider preparing an accurate and comprehensive inventory of the archaeological collections recovered from archaeological sites within Windsor currently held by consulting archaeologists and public agencies and plan for their curation, including provisions for additional storage space, as needed.

8.4.6 Periodic Update to the Plan

To ensure the long-term viability of the WAMP, it should be subject to comprehensive review in co-ordination with the review of Windsor's Official Plan as required by the Planning Act. Such a review should consider any changes in Ministry criteria for site significance, any data gaps in the site inventory, changes required to the composite archaeological potential and archaeological potential layers, and all procedures and guidelines related to the implementation of the WAMP.

It is recommended that the site inventory and repository of archaeological assessments within Windsor be subject to review and updating at minimum on an annual basis, or at a schedule which aligns with processes at the City of Windsor.

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9.1 Archives of Ontario

F47-5-1-0-44.1

RG1-100, C-34 A28 1821	Sandwich South Township Patent Plan			
RG1-100, C-34 A36 1797	Abraham Iredell Survey, Sandwich South Twp.			
RG1 B-11 1812?	River Detroit "No.18"			
RG1-100 C-35 Map 46 After 18	00 Sandwich Town Site			
RG1-100 C-68 1889	George McPhillips Outline Plan of Town of Windsor			
RG1-100 C-81 1828	Plan showing water lots in front of Lots 40-68,			

McNiff's Survey, Conc. I Town of Sandwich

RG1-100 C-82 1828 Plan showing water lots in front of Lots 63-93, McNiff's Survey, Conc. I Township of Sandwich

RG1-100 C-83 1828Plan showing water lots in front of Lots 94-156,McNiff's Survey, Conc. I, Town of Sandwich

R-E 1877 H.Walling Map of Essex County, Ontario. Publ. R.M.Tackleberry

9.2 Museum Windsor

M109 3/L 1815 Captain Erie to Lake St. Clair	W.R.W. Owei	n A Survey of the River Detroit from Lake		
M173 3/RR early 19th	T.M.	County of Essex, Western District		
M214 3/RR 1922 G.F.Ma	icdonald	Fort Gowie property plan Land Petition G. No.7,		
No.18 (1805) National Archives Lot 76, Conc. I, Sandwich Township				
M380 6/L 1813 Surrounding Areas.	Map of De	troit River Showing Military Positions in the		
M389A 1826 Michigan.	John Farme	rMap of Surveyed Part of the Territory of		
M392 6/R 1868 XCII. XCIV, Con. I & II	O. Bartley	Plan of the Moy Property, Lot XCIII and part		
1800 A. Iredell	untitled [su	rvey of Sandwich Twp., Western District, details		

1800 A. Iredell untitled [survey of Sandwich Twp., Western District, details of Concession 1 along Detroit River]

1857 Charles Pinney Map of the Town of Windsor, County of Essex, Canada West.

1954The Badichon-Labadie Windmill on Hiram Walker Property(1808) [Lassaline-Montreuil] ca.1930Walker Airport

1905 Owen McKay Plan showing the location of the Windsor & Tecumseh Electric Railway Co's Line through portions of the City of Windsor, Town of Walkerville and Township of Sandwich East.

2000 WACAC Windsor Heritage Properties Inventory

Appendix A – Pre-contact Indigenous Archaeological Site Potential

Appendix B – Colonial Period Thematic History

Appendix C – Contingency Plan for the Protection of Archaeological Resources in Urgent Situations

Appendix D – Proposed Policy Revisions to the City of Windsor Official Plan



City of Windsor Archaeological Management Plan

2024 Update Appendix A:

Pre-contact Indigenous Archaeological Site Potential

May 2024



FISHER ARCHAEOLOGICAL CONSULTING



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Project Personnel

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1 Introduction

Pre-contact Indigenous archaeological sites in the City of Windsor represent an important heritage resource for which only limited locational data exist. Access to such distributional information is imperative to anyone managing archaeological heritage; however, the undertaking of a comprehensive archaeological survey of Windsor in order to compile a complete inventory is clearly not feasible. The only alternative is a model that predicts how sites are likely to be distributed throughout the city. The model design may vary, depending on such factors as its desired function, the nature and availability of data used in its development, the geographic scope of the project, and the available budget. Ideally these constraints are balanced in order to produce a model of maximum validity and utility.

In the following sections, a model of pre-contact Indigenous site potential is developed for Windsor. It begins with a brief review of the method and theory associated with site potential modelling. A strategy has been selected which employs a descriptive reconstruction of pre-contact landscapes in Windsor together with a reconstruction of pre-contact land-use patterns informed by both known site locations as well as archaeological and ethnographic analogues. This information is brought together in the definition of a list of criteria which are used to define a zone of archaeological potential on GIS-based mapping of the City.

This document makes only general reference to the very rich and varied Indigenous culture history of Windsor, which is thoroughly detailed elsewhere in Indigenous oral and written histories, historical records, academic histories and ethnographies, and archaeological reports and published literature.

2 Background and Theory

Archaeological site potential modelling can trace its origins to a variety of sources, including human geography, settlement archaeology, ecological archaeology, and

paleoecology. The basic assumption is that human land use was influenced and constrained by ecological and socio-cultural parameters. If these parameters can be discovered, through archaeology and paleoecology, land-use patterns of the past can be understood.

Two basic approaches to predictive modelling can be described. The first is an empirical or inductive approach, sometimes referred to as correlative (Sebastian & Judge, 1988) or empiric correlative modelling (Kohler & Parker, 1986). This method employs known site locations, derived from either extant inventories or through sample surveys, as a guide for predicting additional site locations. The second is a theoretical or deductive approach which predicts site locations on the basis of expected behavioural patterns as identified from suitable ethnographic, historical, geographical, ecological, and archaeological analogues. While data requirements or availability tend to influence the particular orientation of the study, every modelling exercise will incorporate both inductive and deductive elements. Foremost is the need to employ all available data effectively and expeditiously.

It is important to note that, while those managing archaeological heritage generally prefer to work with specific inventories of resource locations, predictive models do not provide this degree of resolution. Instead, they classify the environment into zones of archaeological potential. Three major factors limit the resolution of our images of the past and hence our ability to predict pre-contact site locations with precision.

First, our knowledge of the structure of the socio-political environment in the past is limited by both the inadequacies of the existing archaeological database and the inherent difficulties in interpreting extinct socio-political systems. With respect to the database, the coverage of archaeological survey in Ontario remains spotty at best. Comprehensive survey, using officially sanctioned methods, has only recently been implemented for three decades in the context of various pre-development approval processes and archaeological management plans. Areas that have been the object of such comprehensive surveys are relatively few. Although coverage in some other areas may be adequate, through the cumulative efforts of both professional and avocational archaeologists over time, there is currently no quantification of this work that would permit analysis of the province-wide quality of coverage. It is known, however, that vast tracts, including most of Windsor, have never been systematically surveyed.

Second, our knowledge of the pre-contact natural environment is limited by both the inadequacies of the existing paleoenvironmental database and the inherent difficulties in interpreting extinct ecosystems. Just as reconstruction of past social environments minimally requires a basic understanding of the structure of pre-contact social networks, so does reconstruction of past natural environments require some minimal direct evidence of the structure of extinct biotic communities. Although evidence from early historic land surveys, pollen cores, floral and faunal remains, and other sources is slowly accumulating, it remains difficult to carry paleoenvironmental reconstruction beyond a relatively general level. As it does in archaeology, stochasticity, or randomness, imposes interpretive limits on the data since the dynamic character of biotic systems makes them increasingly difficult to reconstruct at larger scales. More importantly, it is clear that the distribution of natural resources on the landscape merely constrained rather than strictly determined pre-contact land use.

Third, from a modern perspective it is probably not reasonable to assume that decisions made in pre-contact cultural contexts necessarily followed the same lines of economic logic that we might employ today. People in the past possessed a world view that was both structurally and substantively different than our own. Therefore, our own concepts of rational behaviour may not completely apply to the pre-contact case. Moreover, there are certain classes of sites, for example rock art sites or burial grounds, that were situated primarily for ideological or aesthetic reasons and are therefore impossible to assess using economically based methods of spatial analysis.

In spite of these limitations, predictive modelling efforts to date have proven successful to the extent that they can permit site potential assessments at a level of probability that is useful in the context of heritage resource assessment and planning.

2.1 Scale and Resolution

The portrayal of land use patterns, in either a modern or pre-contact context, must also address the limitations imposed by mapping scales. Specifically, one must consider the requirements of accuracy and resolution of the intended analysis. In southern Ontario, archaeological sites typically range between about 10 and 500 metres in diameter, although most are probably around 25 metres. It is therefore possible to place known sites on existing 1:50,000 topographic base maps, and in fact the Ontario Archaeological Sites Database (OASD) employed this format for many years. In recent years site locations have been increasingly determined through global positioning system (GPS) technology and the OASD is now maintained on a digital geographic information system (GIS) platform.

Whether working with analogue or digital maps for purposes of mapping archaeological sites, one must consider both the accuracy of the base map and the accuracy with which additional features can be added to it. For example, the accuracy ratings of Class A Standard 1:50,000 N.T.S. maps are as follows: horizontal—90% \pm 25 metres; vertical—90% \pm 0.5 metres of contour interval (Geomatics Canada, 1996, 2003; Surveys and Mapping Branch, 1974, 1976). In other words, a feature mapped at this scale has a 90% chance of being within 25 metres (0.5 mm on the map) of its actual location on the ground. Displacement of archaeological sites, due to inaccuracies of the base map alone, could therefore range from 250% of the site diameter for the smallest sites to 5% for the largest. Additional displacement, stemming from difficulties in accurately relating the site to existing features on the map, can be expected to be equally, if not more, severe. Such distortion may be entirely acceptable in the context of evaluating broad categories of archaeological site potential. In contrast, it would clearly be unacceptable as the basis for locating the

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majority of sites in the field.

In addition to accuracy, one must consider the implications of generalization that pertain to various scales. Since maps are abstractions of reality, and given the constraints of accuracy noted above, maps at different scales exhibit different degrees of resolution. In other words, a feature visible on a 1:2,000 scale map may be too small to represent at 1:50,000. Resolution standards are arbitrary and subject to cartographic licence, however published guidelines are available. For example, N.T.S. 1:50,000 series maps employ the following minimum dimensions for topographic features: islands—15 metres (width); eskers—500 metres (length); lakes—60 metres (width); marshes—150 metres (width)(Surveys and Mapping Branch, 1974). The ramifications of generalization apply primarily to the utility of various mapping scales as sources of physiographic data. For instance, at a scale of 1:50,000 one might have difficulty relating known sites to all parts of a drainage system since springs and smallest water courses might not be represented.

For purposes of this study, base mapping was developed from a LiDAR-based Digital Elevation Model (DEM) with an error range of \pm 0.5 m obtained from Land Information Ontario. This provided very high resolution of all topographic features. Scaling of the soils data to the 1:2,000 base will have resulted in some distortion, since the original soils mapping was compiled at a scale of 1:63,360. Any such distortion was deemed to be acceptable for purposes of this study, given that the original soils mapping depicts relatively gross generalizations.

2.2 Modeling Criteria

A useful analogy can be drawn between the criteria used to construct predictive models and the optical filters used in photography: each is used to clarify an image by screening out nonessential information. In predictive modelling, we seek to improve our image of past land-use patterns by focusing on places with a positive attractive value to humans and filtering out places with a neutral or negative value. Some filters are designed to admit a very narrow spectrum while others are less discriminating. Since the efficacy of each filter is in part determined by what is being viewed, none are truly all-purpose. The best image is often achieved by selectively combining several filters. Proper use, therefore, requires knowledge of both the characteristics of the filters and the proposed context of application.

In Ontario, most criteria for predicting pre-contact site potential modelling can be considered narrow-spectrum filters. The best broad-spectrum filter to date, and by far the most methodologically developed, is the one implemented in the "Ontario Hydro Distance to Water Model," also known as simply "The Hydro Model" (MacDonald & Pihl, 1994; Peters, 1986, 1994; Pihl, 1986). The success of this model can be attributed to its focus on a criterion that is arguably the most fundamental human resource: water. Regardless of a group's subsistence economy, whether based on hunting herds of caribou or growing corn, it will require access to water. The universality of the need for this resource makes its consideration a logical point-of-departure for most predictive modelling exercises. Having considered proximity to water there are a variety of narrow-spectrum filters that can be considered. Selection of additional criteria will depend on consideration of the context of use as well as a cost-benefit analysis of their application. While the concatenation of various criteria will improve the filtering effect, there will always be residual sites that cannot be isolated by modelling. The objective, therefore, is to implement a logical series of criteria until one reaches a threshold of diminishing returns that is determined by the needs of the particular study.

3 Human Paleoecology

Since the end of the last ice age, the Windsor area has been the stage upon which a series of peoples have acted out the events of human history. For over 13,000 years, Indigenous peoples occupied and exploited the changing landscape of what is now southern Ontario and eastern Michigan adapting to changes in the environment and climate, to the movement of peoples and ideas, and to the introduction of new technologies and new cultures. These adaptations will be tracked from Late Pleistocene hunters through to the Indigenous farmers encountered by European explorers in the seventeenth century.

3.1 Terminology

Indigenous peoples have been living in southwestern Ontario since time immemorial, something that is generally not acknowledged or reflected in the archaeological practice of subdividing the past. Discussions in the Ontario archaeological community have started to recognise the sharp divide between Indigenous and archaeological understandings of the past, and to acknowledge the negative effect that certain archaeological terminology has on the ongoing process of reconciliation (Hazell, 2019; Hinshelwood, 2019; Sherratt, 2019; Taylor-Hollings, 2019). In light of this, we will discuss the Indigenous history of southwestern Ontario without reference to the periodization terminology traditionally employed by archaeologists (e.g., Paleo, Archaic, Woodland).

3.2 Geo-physical Setting

3.2.1 Bedrock Geology

Windsor is underlain by sedimentary bedrock which dips gently southward (Figure A1). These Paleozoic rocks are of Devonian age (ca. 359-416 million years). All

comprise limestone, dolostone, and shale, and are classified as facies of the Onondaga Formation/Detroit River Group, Dundee Formation, and Hamilton Group. The bedrock surface, which slopes gently to the northeast and exhibits very modest topographical relief, is buried by Quaternary deposits ranging from 30 to 60 metres in depth

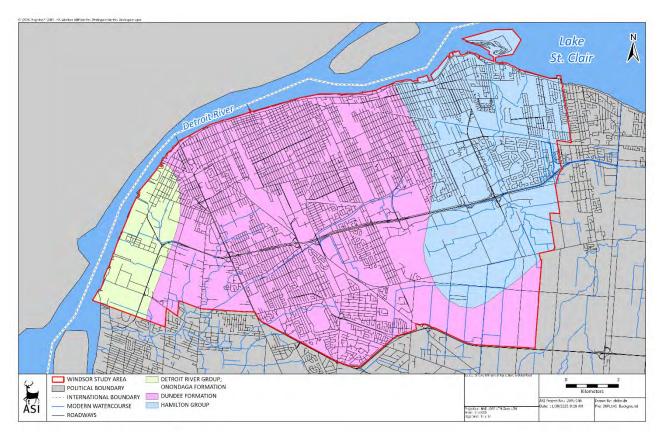


Figure A1: Bedrock Geology

throughout Windsor (Morris 1994).

3.2.2 Surficial Geology

The surficial deposits of Windsor (Figure A2) are Late Pleistocene sediments of Late Wisconsinan age or later. Although underlain by earlier sediments, fine-grained Tavistock till is the oldest outcropping stratum. Morris (1994:26-30) has identified a series of modest recessional moraines in Essex County, two of which extend into

Windsor. The Bryndale moraine is a glacial recessional ridge that trends along a

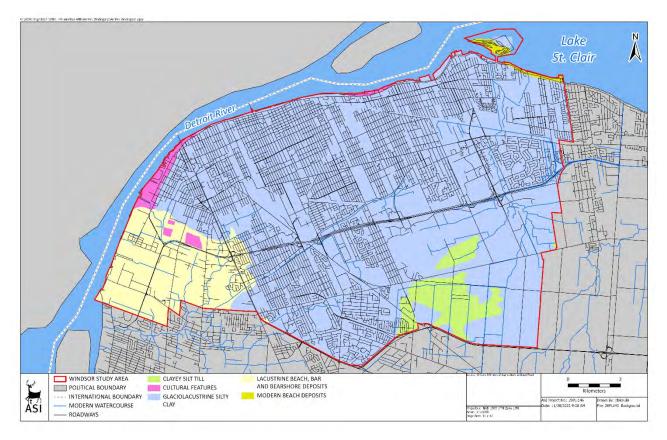


Figure A2: Surficial Geology

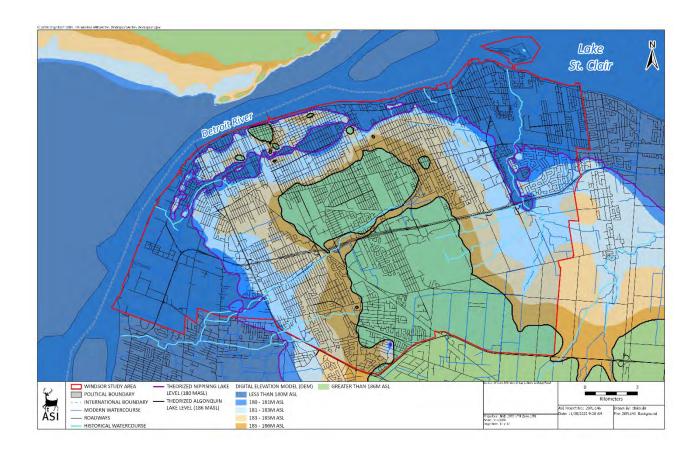
northwest/southeast alignment extending into Windsor east of the airport. Composed of till with a half-metre cap of sand, this feature rises a mere 2.8 metres above the surrounding clay plain. The Elmstead moraine is a similar recessional moraine that extends southward from the airport.

As the Laurentide Ice Sheet withdrew from the Windsor area, it was fronted to the south by glacial Lake Warren and its recessional successors (glacial lakes Wayne, Grassmere, and Lundy) (Calkin and Feenstra 1985; Chapman and Putnam 1984). These pro-glacial lakes capped the Tavistock till with widespread deposits of thinly laminated

glaciolacustrine clay and silt.

The inception of non-glacial waters, which marks the beginning of early Lake Erie, occurred around 14,500 cal. BP (Calkin & Feenstra, 1985, p. 163). The evolution of the lake since then is characterized by a complex sequence of fluctuating levels controlled largely by variations of inflow from the Huron basin via Port Huron, and by changes in the controlling outlet sills of the Niagara River attributable to the countervailing effects of erosion and isostatic rebound. Meteorological conditions have also contributed to fluctuations in lake level. Annual fluctuations historically range about a metre on average, although extreme rises of up to 2.4 metres have been recorded. From deglaciation until around 13,000 cal. BP a sill at Fort Erie/Buffalo was in control. Control then switched to the Lyell/Johnson sill located downstream near Niagara Falls, as isostatic rebound raised it to, and eventually about three metres above, the Fort Erie/Buffalo sill. During this time, the main highstand of glacial Lake Algonquin in the Huron-Michigan basin may have contributed waters to the Erie basin raising the water plane to earlier levels and flooding the Windsor area (Figure A3) up to an estimated elevation of 186 metres asl (above sea level) (Lewis et al., 2012; Tinkler et al., 1992). This highstand lasted until about 12,500 cal. BP, when a new outlet at North Bay was established in the Huron-Michigan basin thereby diverting drainage from the upper Great Lakes down the Ottawa River and cutting off flow into the Erie basin. During the resulting lowstand, the Erie basin was a closed system with no outlet and a water plane up to twenty metres lower than today. The overland distance to Lake Erie from Windsor would have increased from roughly twenty to about thirty kilometres, as waters in the western basin shrank in extent and were isolated from the waters in the central and eastern Erie basins. This lowstand lasted until ca. 6,000 cal. BP when climate change, closure of the North Bay outlet, and return of drainage from the upper Great Lakes raised water levels once again through a phase called the Nipissing highstand (Herdendorf, 2013; Lewis et al., 2012; Lewis, 2016; Pengelly et al., 1997).

Figure A3: Watercourses and Strandlines



With the elevation of the Erie water plane controlled by the Lyell-Johnson sill, a highstand in the Erie basin returned, essentially turning the lower Detroit River into a large embayment meeting an expanded river at Windsor (Figure A3). The water plane in the Erie basin is estimated to have been about 180 metres asl (Lewis et al., 2012; Pengelly et al., 1997) while levels in the Huron basin have been calculated at 183.3 metres asl at the Port Huron/Sarnia outlet (Morrison, 2017; Thompson et al., 2011), so Lake St. Clair would also have risen to a level between these elevations during the Nipissing phase. An abandoned channel, situated within 2 kilometres of the Detroit River and likely dating to the Main Algonquin highstand, may have been partially or fully reactivated during the Nipissing highstand. Deposits of lacustrine sand, minor gravel, and sandy silt in beach, bar, and nearshore deposits that occur in southwest Windsor at the terminus of these abandoned channels (Morris, 1994) may have been laid down where this channel discharged into the freshwater estuary (Herdendorf,

2013; Lewis et al., 2012).

This final Lake Erie basin highstand lasted until ca. 3,770 cal. BP when the Lyell-Johnson sill was breached by headward erosion of Niagara Falls. Throughout the last three millennia, water levels in the Erie basin appear to have been largely within the modern range due to the relative stability of inflow and the controlling sill, although isostatic rebound continues to gradually lift the north shore. Meteorologically produced lake-level fluctuations also occur, and significant rises have been suggested for the periods around 2170, 1350, 820 and 430 B.P. again (Herdendorf, 2013; Lewis et al., 2012; Lewis, 2016; Pengelly et al., 1997).

3.2.3 Hydrography

Windsor is drained by three primary and several smaller subwatersheds of the Detroit River (Figure A3). The Little River rises south of the airport and flows northerly to its mouth on the Detroit River at the outlet of Lake St. Clair. It drains an area of about 6,490 hectares, most of which lies within the City of Windsor with the remainder in Tecumseh. Turkey Creek rises along a drainage divide with the Little River, generally west of the airport, and flows westerly to its mouth at Lasalle across from the north end of Fighting Island. This subwatershed of about 6,112 hectares lies mostly within Windsor but also extends into Tecumseh and Lasalle. The 8,993-hectare Pike Creek subwatershed, which straddles the townships of Tecumseh and Lakeshore, drains a tiny portion of eastern Windsor. The remainder is drained by minor watercourses rising along the drainage divides with Turkey Creek and Little River and flowing northerly or westerly into the Detroit River. Also noteworthy is the Canard River, the largest subwatershed in Essex County, which lies immediately south of Windsor and drains an area of 34,776 hectares westerly into the Detroit River at north Amherstburg.

Studies of the St. Clair River delta (Thomas et al., 2006) reveal a developmental history consistent with water level changes in the Huron and Erie basins described above. Flow into Lake St. Clair began depositing deltaic sediments during the Nipissing

highstand prior to which this was no flow into the St. Clair River from roughly 12,500 cal. BP to 6,000 cal. BP. The St. Clair delta exhibits two surfaces, an upper one laid down on a much older surface of lacustrine clay dating to about 6,000 cal. BP and a lower, modern surface dating to around 3,770 cal. BP. Contemporary flow through the Detroit River would have been similar.

During the Great Lakes lowstands there would have been lower base levels and flow through the entire Lake St. Clair/Detroit River/Lake Erie system and the Windsor subwatersheds described above. Given that the Holocene lowstands of the Great Lakes were a phenomenon primarily driven by a drier climate, it is expected that all hydrographic features in and around Windsor, including wetlands, shrank or disappeared completely from the early to middle Holocene but were reactivated thereafter.

Prior to European land clearance and drainage, it is estimated that wetlands comprised 9,854 ha (82.0%) of Windsor, which is similar to the percent estimate for Essex County (83.4%). As of 2002, it has been estimated that this area had been reduced to 107 ha (0.9%), a loss of roughly 99% from the original coverage. This is above the provincial average for southern Ontario, which is estimated to be on the order of 72% (Ducks Unlimited Canada, 2010).

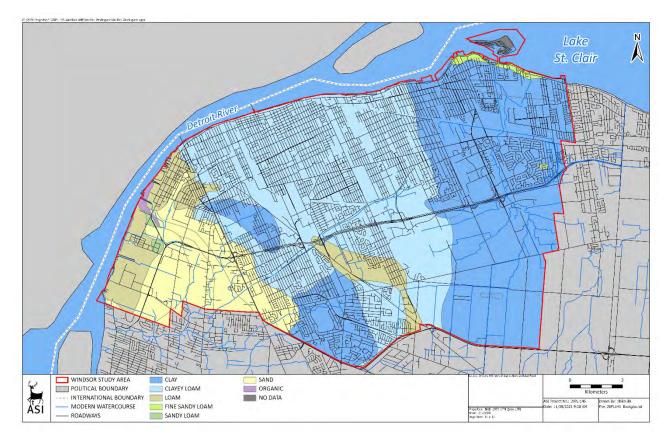
3.2.4 Soils

Several different soils have developed on the surficial deposits of Windsor (Figures A4-A6). These have been mapped according to 12 soil series together with marsh, bottom land, and unmapped (urban) lands (Richards et al., 1949).

With respect to soil texture, the distribution (Figure A4) is strongly correlated with the geological origins of the parent materials (Figure A2). Fine-grained materials were primarily derived from glacio-lacustrine silts and clays and Tavistock till. Coarser materials were derived from sandy to gravelly lacustrine beach, bar, and nearshore deposits. Heavier soils composed of clays and clay loams are most common,

representing about 82% of Windsor, while coarser sands, sandy loams, and gravels only comprise about 17% of mapped soils. The coarser soils mostly occur on the west side of Windsor within the former Lake Erie highstand embayment discussed above. There is also some sand capping the Bryndale and Elmstead moraines. Heavier texture clays and clay loams occur throughout most of central and eastern Windsor.

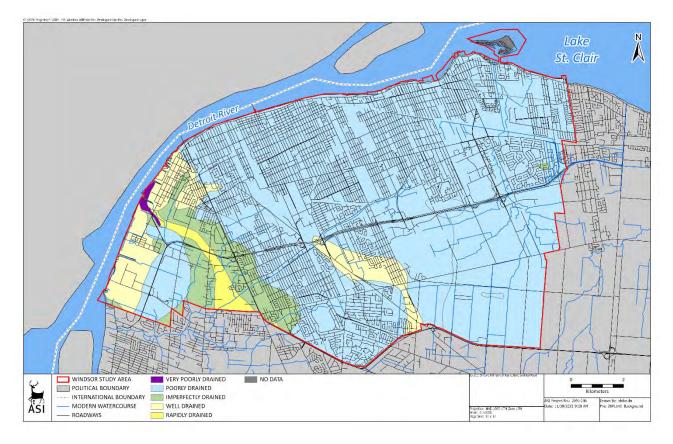
Figure A4: Soil Texture



The generally low relief and high density of the surficial deposits has produced soils in Windsor that are predominantly imperfectly to poorly drained (83%). By drainage class they break down as follows: rapidly drained (0.3%), well drained (1.2%), imperfectly drained (14%), poorly drained (82.6%), very poorly drained (0.03%), variably drained bottom land (0.1%) and a mix of lands without soil classifications,

(1.3%) (Figure A5). The well and imperfectly drained soils are mostly situated on the coarse lacustrine sediments and moraines. The remaining soils are mapped as poorly drained.

Figure A5: Soil Drainage



The Canada Land Inventory (Canada Land Inventory, 1965) rates 98% of Windsor as arable farmland (Figure A6). Most of this mapped as Class 2 with moderate limitations to agriculture arising from low fertility (14%) or excess moisture (84%). Only 1.5% is rated Class 7 with severe limitations due to excess moisture.

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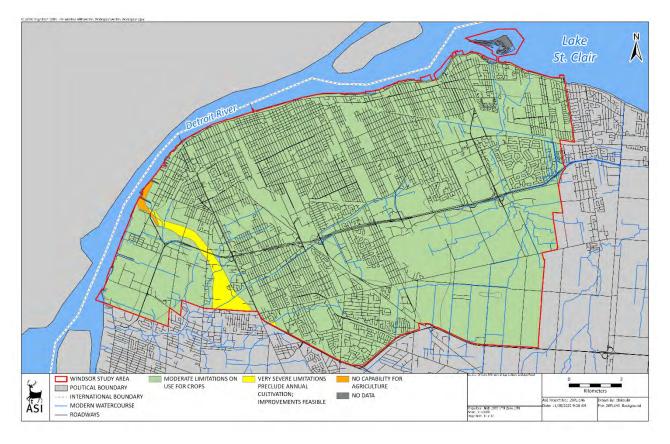


Figure A6: Soil Capability for Agriculture

3.2.5 Climate

The climate of southern Ontario is described as having warm summers, mild winters, and a long growing season with usually reliable rainfall. Precipitation is fairly evenly distributed throughout the year. Regional climatic variations are due primarily to elevation and topography, prevailing winds, and proximity to the Great Lakes. Year to year variability is attributable to the nature and frequency of weather systems which cross the area (Brown et al., 1980, pp. 1–2).

The fossil pollen record provides an outline of the regional paleoclimate (Byun et al., 2021). After adjustments are made for the differential dispersion of pollen by various plant species, a reconstruction of the prevailing climatic conditions through time can be undertaken on the basis of the preferred habitats of those species, especially trees.

During the period of initial deglaciation (ca. 14,000 cal. BP), a harsh climate characterized by cool and extremely dry conditions prevailed throughout southern Ontario. Mean annual temperatures were probably less than -3° Celsius (McAndrews, 1981). Some have attributed these low temperatures throughout the Great Lakes-St. Lawrence region to the inflow of large volumes of glacial meltwater or proglacial lake water (Lewis et al., 2008; Lewis & Anderson, 1989). However, more recent research suggests that the residual Laurentide Ice Sheet north of the Great Lakes continued to affect the climate by favouring the flow of cold dry Pacific and Arctic air masses across the basin thereby blocking the northward flow of moist subtropical air masses leading to a much cooler and drier climate through the early to middle Holocene (Lewis, 2016). This resulted in a protracted lowstand throughout the Great Lakes watershed between roughly 12,300 and 8,300 cal. BP (Lewis, 2016; Lewis et al., 2012).

After about 8,300 cal. BP, the regional climate became more moderate, experiencing warmer mean annual temperatures and greater precipitation (Lewis, 2016). At their maximum, during this Holocene Climatic Optimum (also known as the Altithermal or Hypsithermal), temperatures probably exceeded present levels by 1° to 2° Celsius. It is unlikely, however, that this climatic amelioration was sufficient to affect the zonal vegetation (McAndrews, 1981). Essentially modern mean annual temperatures and precipitation levels were reached by around 7,000 cal. BP.

Climatic trends and fluctuations play a significant role in determining the character of the natural environment to which human populations must adapt. As the shift in climatic conditions which occurred following deglaciation was very gradual, the concomitant changes which were necessary to the subsistence modes of Indigenous populations were also gradual. While long-term climatic trends did not directly influence the subsistence practices of a population in the short term, there are many short-term climatic factors that had significant implications for local settlementsubsistence practices, the most critical of which were temperature, precipitation, potential evapotranspiration, frost-free days, snowfall, and wind-speed and direction. Short-term climatic irregularities may have been most keenly felt during the last millennium before European contact, as Indigenous groups became increasingly reliant upon agriculture to supplement their dietary requirements.

The number of frost-free days, which represents the effective length of the growing season for agriculture, would have been of importance to Indigenous horticulturalists. The mean length of the frost-free period is about 165 days in the Essex and Kent counties area (Brown et al., 1980, p. 60), which is more than adequate for traditional Indigenous agriculture. Moreover, Windsor lies within the 3300-3500 range for corn heat units (CHU), a measure of capacity for corn maturation based on maximum and minimum daily temperatures. Grain corn is typically grown in areas exhibiting >2500 CHU, while corn can be grown for sileage in areas of only 2100 CHU (Brown et al., 1980, pp. 37–38).

The mean annual precipitation in the Windsor area is about 76 centimetres, with monthly means fairly evenly distributed at about 65 millimetres. The Essex and Kent counties area has the shortest period of snow cover in southern Ontario, with a median of 42 days and a typical maximum cover of 36 cm. Factors influencing precipitation at the mesoclimatic scale in southern Ontario are slope, elevation, proximity to the large lakes, and the prevailing winds (Brown et al., 1980, p. 39). The last two variables exert considerable influence on local precipitation patterns. For Indigenous horticulture, the amount of precipitation during the growing season would have been sufficient in Windsor, ranging around 35 centimetres.

The relatively flat topography of Windsor and its proximity to large bodies of water would have moderated climatic variability across the City on an annual basis, however climatic conditions have been far from constant over the last millennium. Of particular importance is a climatic period characterized by cooling and referred to as the "Little Ice Age" (Bryson & Murray, 1977; Grove, 2004). This episode, which is conventionally dated to between A.D. 1550 and 1880, may have reduced average daily temperatures in southern Ontario by about one-half degree Celsius. In addition, early fall temperatures may have been reduced by about 1.5 degrees Celsius (Bryson & Murray,

1977).

3.3 Bio-physical Setting

While a comprehensive discussion of the pre-contact vegetation of Windsor is beyond the scope of this study, it is possible to draw some general conclusions regarding the development of plant communities within the City since the Pleistocene. In addition, as the nature of understorey and forest floor vegetation is often dependent on the same factors which determine forest cover, and on the forest cover itself, an understanding of these factors may be useful in the recognition of particular floral resources within the environment which may have been actively sought out by past populations. The identification of these potential resources, and the determination of their general spatial and temporal variation within the study area, will further assist in reconstructing the subsistence strategies of Windsor's pre-contact Indigenous occupants and the changes these practices may have undergone over time.

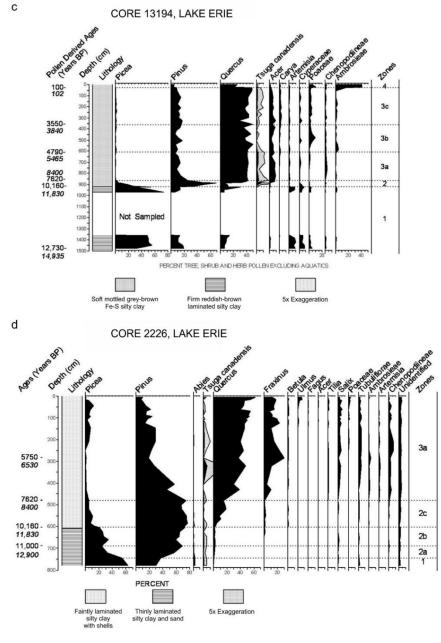
Since the geographical distribution of forest communities is significantly influence by factors such as soil texture and drainage, terrain, and climate, it is important to remember that these attributes of Windsor have changed significantly over time. During the first millennium of human occupation, water levels in the Great Lakes were high. The situation was much different over the next six millennia, as levels in the Erie basin dropped during a cool, dry climatic regime (see Byun et al. 2021). These lower base levels would have promoted downcutting of tributary watercourses, thereby locally lowering the water table and likely shifting the location of wetlands and forest communities adapted to moist conditions onto the former Erie and St. Clair lakebeds. This was reversed again during the roughly two millennium Nipissing highstand in the Huron and Erie basins. Essentially modern conditions developed over the final four millennia.

Pollen spectra from central Lake Erie (Figure A7) (Lewis et al., 2012) indicate that spruce (Picea sp.) and pine (likely Jack pine (Pinus banksiana) dominated the regional

forest in the period following deglaciation until around 11,000 cal. BP. Pine (likely white pine (Pinus strobus)) assumed dominance at that time and was joined by oak (Quercus sp.), likely the more dry-adapted species of oak given the climate at the time. After about 8,300 cal. BP, as the climate became more moist, additional northern hardwood taxa became established, including maple (Acer sp.), hemlock (Tsuga canadensis), ash (Fraxinus sp.), birch (Betula sp.), alder (Alnus sp.), and willow (Salix sp.).

Although this northern mixed hardwood forest prevailed throughout southern Ontario until the land clearances of the nineteenth century, there would have been fluctuations in forest composition due to climatic change and regional processes of forest succession. These processes would have included centuries of Indigenous farming up to the middle of the seventeenth century that would have been a local





Lewis_figS1cd

agent of land clearance triggering forest succession. This succession would still have been in progress when Euro-Canadian settlement began roughly two centuries later.

Since the late eighteenth century, the natural vegetation communities of Windsor have been severely reduced with only isolated remnants still extant. A number of sources are available to permit the reconstruction of local vegetation immediately prior to colonial settlement. These include historical descriptions, early land surveyors' notes and maps, phytosociological reconstruction based on soils, and extrapolation from extant forest stands in, and adjacent to, the study area.

Under the widely used ecological land classification system developed for Ontario by Hills (Hills, 1958), revised by Burger (Burger, 1993), and others (Crins et al., 2009; Wester et al., 2018), Windsor lies within Ecoregion 7E Lake Erie. Characteristic tree species for various soil moisture and ecoclimatic regimes within these site regions are presented in Table A1.

Ontario's ecoregions have been further classified into ecodistricts (Wester et al., 2018). Windsor lies within Ecodistrict 7E-1 (Essex Ecodistrict), which extends easterly beyond the boundary of Essex County. Ecosystems in this area often exhibit a high degree of biodiversity. Tree species typical of the Essex Ecodistrict include sugar maple (*Acer saccharum*), American beech (*Fagus grandifolia*), northern red oak (Quercus rubra), American basswood (*Tilia americana*), white ash (*Fraxinus americana*), eastern hop-hornbeam (*Ostrya virginiana*), black cherry (*Prunus serotina*), bitternut hickory (*Carya cordiformis*), trembling aspen (*Populus tremuloides*), large-toothed aspen (*Populus grandidentata*), butternut (*Juglans cinerea*), yellow birch (*Betula alleghaniensis*), and balsam poplar (*Populus balsamifera*). On moist sites common tree species include bur oak (*Quercus macrocarpa*), silver maple (*Acer saccharinum*), black ash (*Fraxinus nigra*), American elm (*Ulmus americana*), red maple (*Acer rubrum*), green ash (*Fraxinus pennsylvanica*), and Manitoba maple (*Acer negundo*) are typical.

			ECOCLIN	ΛΑΤΕ (ΤΕΜΡΕΙ	RATURE)			
Hotter			Normal			Colder		
			S	OIL MOISTUR	E			
Drier	Fresh	Wetter	Drier	Fresh	Wetter	Drier	Fresh	Wetter
			Site I	Region 7E Lake	e Erie			
r, b, ch Oak	w,r Oak	r, si Maple	w Pine	h Maple	sw, pi Oak	e Hemlock	w Elm	ba Fir
sb Hickory Butternut	w Ash	w, r Ash	r w Oak	Beech	r, b Ash	w Pine	b Ash	w Spruce
	h maple	w Elm	sb, p Hickory	Basswood	w Elm	h Maple	r Maple	r Maple
	b Walnut	Sycamore	w, ro Elm	r, w Oak	bn Hickory		e Hemlock	y,w Birch
	Tulip	Tulip		sb, bn Hickory				ew Cedai
t,l Aspen	p Hickory	e Cottonwood		e Cottonwood				
	Butternut	b Gum		b Cherry				

Table A1: Characteristic Tree Species - Site Relationships in Ecoregion 7E

Bold = High proportion of site region, Normal = Moderate Proportion of site region, *Italics* = Low Proportion of site region

For each site region, upper row taxa are climax species and lower row are pioneer species.

Abbreviations: b=black, ba=balsam, bn=bitternut, ch=chinquapin, e=eastern, ew=eastern white, h=hard, l=largetooth, p=pignut, pi=pin, r=red, ro=rock, sb=shagbark, si=silver, sw=swamp, t=trembling, w=white, y=yellow (Burger, 1993)

Subordinate species, many with southern affinities, include black maple (*Acer nigrum*), black walnut (*Juglans nigra*), blue-beech (*Carpinus caroliniana*), shagbark hickory (*Carya ovata*), sycamore (Platanus occidentalis), black willow (*Salix nigra*), rock elm

(*Ulmus thomasii*), common hoptree (*Ptelea trifoliata*), American chestnut (*Castanea dentata*), eastern cottonwood (*Populus deltoides*), common hackberry (*Celtis occidentalis*), and slippery elm (*Ulmus rubra*). Several Carolinian species reach the northern limit of their range in the Essex Ecodistrict including tulip tree (*Liriodendron tulipifera*), sassafras (*Sassafras albidum*), Kentucky coffee-tree (*Gymnocladus dioicus*), black gum (*Nyssa sylvatica*), blue ash (*Fraxinus quadrangulate*), chinquapin oak (*Quercus muehlenbergii*), black oak (*Quercus velutina*), honey-locust (*Gleditsia triacanthos*), swamp white oak (*Quercus bicolor*), shellbark hickory (*Carya laciniosa*), and pawpaw (*Asimina triloba*) (Wester et al., 2018).

The use of historical survey data involves the reconstruction of vegetation based on the observations of early land surveyors. These surveyors routinely recorded information about trees located along their survey lines. These data are found in the surveyor's notebooks, diaries, and maps, compiled when the original land surveys were carried out in the early nineteenth century. The quantity and quality of information regarding vegetation in these notebooks, however, is quite variable (Gentilcore & Donkin, 1973; Karrow & Suffling, 2016). The procedure for transcribing vegetational data from the notebooks to topographic maps has been outlined by Heidenreich (1973), and carried out for parts of Essex County (Finlay, 1978). While the necessary survey records are incomplete or missing for most of Windsor, this evidence can be augmented by commentaries from early observers. Together, some understanding of pre-settlement vegetation communities and associations of these with physiographic and edaphic conditions can be elucidated and extrapolated.

On 11 August 1679, Recollet missionary Father Louis Hennepin sailed up the Detroit River on the sailing ship "Griffon" with French explorer Rene-Robert Cavelier Sieur de Lasalle and Lasalle's crew. Hennepin described the scene as follows (Thwaites 1903: 108-109):

This straight is finer than that of Niagara, being thirty Leagues long, and everywhere one League broad, except in the middle, which is wider, forming the Lake we have call'd St. Claire. The navigation is easie (sic) on both sides, the Coast being low and even. It runs directly from North to South.

The Country between those two Lakes is very well situated, and the Soil very fertile. The Banks of the Streight (sic) are vast Meadows, and the Prospect is terminated with some Hills covered with Vineyards, Trees bearing good Fruit, Groves, and Forests, so well dispos'd, that one would think Nature alone could not have made, without the Help of Art, so charming a Prospect. That Country is stock'd with Stags, Wild-Goats, and Bears, which are good for Food, and not fierce as in other Countries; some think they are better than our Pork. Turkey-Cocks and Swans are there also very common; and our Men brought several other Beasts and Birds, whose names are unknown to us, but they are extraordinary relishing.

The Forests are chiefly made up of Walnut-trees, Chestnut-trees, Plum-trees, and Pear-trees, loaded with their own Fruit and Vines. There is also abundance of Timber fit for building; so that those whose who shall be so happy as to inhabit that Noble Country, cannot but remember with Gratitude those who have discover'd the way, by venturing to sail upon an unknown Lake for above one hundred Leagues.

Seventy years later, in 1749, French military engineer Joseph Gaspard Chaussegros de Lery provided additional detail along with a map of the area (Lajeunesse 1960):

The lands on the east side of the river are bordered by prairies in such a way that the inhabitants have no wood to cut in order to clear their fields and sow their grain. It is only necessary to plough the land and cut down some shrubs.

A "sandy barren plain" extending along the Detroit River waterfront from a point roughly opposite the western end of Belle Isle westerly and southerly to the Canard River marshes is also noted by land surveyor Patrick McNiff in 1792. It is estimated that these plains encompassed an area of 45 square kilometres (Bakowsky and Riley 1992: 9). Today the Ojibway Prairie Remnants Area of Natural and Scientific Interest (ANSI) together with the Ontario Prairie Provincial Nature Reserve protect about 349 hectares of these plains, which include tallgrass prairie, black oak savanna, and other rare communities (https://www.ojibway.ca/complex.htm).

When Father Hennepin commented on the appealing landscape of the straight connecting Lake Erie with Lake Huron that "one would think Nature alone could not have made, without the Help of Art, so charming a Prospect" he may not have been wrong. Szeicz and MacDonald (1991) have investigated the postglacial history of oak savanna in southern Ontario in order to test the hypothesis that purposeful burning by Indigenous hunter-gatherers contributed to the development of these rare communities by delaying forest succession (see also Munoz and Gajewski 2010). While they concluded that, for the areas they studied, other factors—particularly the dry climate regime that created the early through middle Holocene lowstands in the Great Lakes combined with dry and well-drained substrates—were more compelling with respect to the initial establishment of these communities, it seems reasonable to consider the possible manipulation of the environment with fire by Indigenous people. Such activity has been well documented throughout the northeast (Blarquez et al. 2018; Munoz and Gajewski 2010) and may have contributed to the maintenance of oak savanna. This may be particularly true in areas like Windsor where prairie and/or savanna extended into areas with poorly drained substrates (Munoz and Gajewski 2010).

In its climax state on mesic substrates, the closed canopy hardwood forest exhibits a heavily shaded understorey of limited biotic diversity and productivity, hence it is relatively impoverished as habitat for game animals or plant resources. This may be mitigated locally by the relative complexity of the vegetation as determined by the terrain and to historical contingencies, such as windthrow, which created gaps in the forest canopy. For example, being more exposed, the fringe of the Detroit River valley and shores of Lake St. Clair may have been more prone to windthrow. A glimpse of the pre-settlement forests of the interior can be gleaned from timber records made by the early land surveyors (Finlay, 1978). Unfortunately, the available mapping of this information for Essex County is limited to the area south of County Road 42, south of the airport. Nevertheless, this sample suggests a mosaic of forest communities likely reflecting variable local factors as noted above, including potential Indigenous manipulation of the landscape by fire. The mapped forest communities include mesic to moist forests dominated by maple and beech with subordinates that include basswood, elm, and oak, oak dominated communities with subordinates of maple, beech, and basswood, and black ash swamp with elm, basswood, willow, and hickory (Finlay, 1978).

3.4 Culture History

3.4.1 Late Pleistocene/Early Holocene (ca. 13,000 – 11,000 cal BP)

The First Peoples began to move into what is now southwestern Ontario as the continental ice sheet retreated at the end of the last ice age. As populations increased in southeastern North America around 13,000 years ago, small groups of people gradually moved north into a newly revealed land (Chaput et al., 2015; Lothrop et al., 2016). The landscape that greeted them would have been open and cold, sparsely vegetated with tundra plants such as lichens and sedges, with spruce and tamarack trees growing up over time (McCarthy et al., 2015; Stewart, 2013; Yu, 2003). The spruce parkland was home to mammoth, mastodon, stag-moose, giant beaver, caribou, arctic fox and snowshoe hare, California condors, and many other boreal species which no longer call the area home (Ellis, 2013; Stewart, 2013; Storck & Speiss, 1994). The first peoples would have moved across this landscape in small groups, following herds of migrating animals and searching for food in a post-glacial landscape that was constantly changing. As they moved across the landscape, they often followed the shoreline of glacial Lake Algonquin or one of the waterways that shifted across the clay plains, camping close to the water's edge. They gathered nearby stones to support a portable shelter, cooked meals prepared from animals hunted, trapped,

or fished, and resharpened large, fluted spear points or remade them into smaller tools for other uses (C.A.R.F., 1992; Ellis, 2013; Julig & Beaton, 2015).

Archaeological sites left behind by these First Peoples are usually small and ephemeral, the results of short-lived camps located close to ancient shorelines or at strategic inland locations (Jackson, 1997, 1998). Artifacts at these sites tend to consist of a few large spear points coupled with waste stone from the production of these tools, as organic materials such as wood, bone, and furs do not preserve on these exposed strandlines over the millennia. In combination with Indigenous oral histories, the archaeological record of these sites has the potential to illuminate the lives of the original residents of Windsor.

Sites dating to this earliest period are sparse in Ontario, and none have been identified within the bounds of the City of Windsor. There is, however, an unconfirmed report of contemporary artifacts having been recovered during an archaeological survey of the Turkey Creek valley conducted in 1968 and 1969 by Father Jack Lee (Baumann, 1978). Unfortunately, the sites from where these artifacts were recovered were not registered and their exact nature and location are unclear. Sites which have been identified elsewhere in the province are located primarily on relict strandlines of glacial Lake Algonquin and its correlate in the Erie basin, and many have been discovered through targeted survey of these geologic features (Storck, 1984, 2004). If any of the earliest sites exist in Windsor, they would likely be situated near or above the estimated level of glacial Lake Algonquin (186 metres asl), although sites dating to later phases of this period may occur on recessional strandlines below this elevation.

The closest sites to Windsor dating to the latter phase of this period are the Holcombe Beach group of sites located about 15 kilometres north of Detroit. The Holcombe Beach sites were interpreted as temporary camp sites used to process barren ground caribou and make and repair stone tools and were located on a sand ridge overlooking a shallow glacial lake (Fitting et al., 1966). Chert types and the workmanship identified on projectile points link Holcombe to sites in Ohio, the Delaware Valley of the eastern US, and to quarrying areas around Saginaw Bay in Michigan and on the northeastern shore of Lake Erie (Ellis & Deller, 1990, p. 41; Fitting et al., 1966, pp. 90–92); groups moving between these areas would have passed through Windsor. Isolated Holcombe and Hi-Lo projectile points have been located within Windsor including within Sandwich West along the drainage of Turkey Creek, and on the grounds of the Windsor Airport along the drainage of the Little River (Ellis & Deller, 1990, p. 55; Garrad, 1971; Stantec, 2014), and it is possible that undiscovered sites also exist. Desirable site locations would have shifted as animal habitats and migratory routes changed with the retreat of glacial Lake Algonquin and early Lake Erie and the resulting alterations of local watersheds and drainages but raised sand ridges and glacial strandlines possess significant potential for sites from this period.

As time passed and Indigenous communities became more familiar with the seasonal changes and the habits of local animals, they began to establish regular camps to return to on a seasonal basis. Resources may have been initially guite limited, as the forest evolved from a conifer-dominated community to a more mixed community with nut-producers like oak. Although the ability of interior habitats to sustain huntergatherer bands through the warm season improved over time, reduced cold season carrying capacity would require bands to spread out their population over the winter. During the cold seasons, these bands likely dispersed themselves by smaller kinship groups into interior hunting territories. Such hunting territories would likely have been organized on a sub-watershed basis, with individual families occupying adjacent stream catchment areas. Riparian wetlands and swamps would have provided fuel, building materials, roots and tubers, and small game. Archaeological evidence of such sites may be difficult to distinguish from warm season hunting camps, although the sustained occupation of a site over several months would likely leave a more substantial artifact assemblage. The few sites of this period in Windsor are situated in the middle and upper reaches of headwater streams and may reflect seasonal forays from coastal base camps later eradicated by the Nipissing highstand.

Throughout the lower Great Lakes there is evidence of seasonal camps being situated at toolstone (e.g., chert) sources, at wetlands where waterfowl gathered annually to lay eggs and raise young, or at river crossings where migrating herds of caribou were forced to slow down and bunch up (Ellis, 2013; Roosa & Deller, 1982). The most evocative example of large, seasonally visited sites is the evidence, now submerged beneath the waters of Lake Huron, of caribou hunting structures on the Alpena-Amberley Ridge (AAR). The network of hunting blinds, drive lines, cairns, caches, stone rings, and shelters are all that remains of a landscape in which, between 10,000 and 7,000 years ago, many of those living in the Great Lakes area would gather to take advantage of a constricted area on the annual caribou migration route (Julig & Beaton, 2015; Lemke & O'Shea, 2015; O'Shea & Meadows, 2009). While this is a good distance to the north of what is now Windsor, there are few landscapes like the AAR which can be examined on a large scale archaeologically, but the identification of sites of a similar age near Windsor is difficult due to their probable scarcity and small size. It is also possible that the Windsor area was less desirable during the lowstands in the Huron-Michigan and Erie basins, when flow into the St. Clair River and through Lake St. Clair and the Detroit River to Lake Erie was minimal or suspended.

3.4.2 Early/Middle Holocene (ca. 11,000 – 5,000 cal BP)

As the climate continued to warm after 11,000 years ago, the land in southern Ontario became more hospitable and food resources more abundant. Isostatic rebound altered drainages and caused water levels in the Great Lakes basins to begin rising again, but Lake Stanley (in the Huron basin) still drained northward via the North Bay outlet and not through the Detroit River and Lake St Clair. Some groups began to establish claims over specific areas of land and to follow the seasonal round within a more restricted territory, often within a particular watershed (Ellis 2013). One side effect was that access to the highest quality tool stone—none of which outcrops in the Windsor area—was no longer available to all groups (Fox 2013). Poorer quality local chert sources were sufficient for making everyday tools, but as a result the spear points and other lithic objects were never as finely made as those carried by earlier

hunters (Ellis 2013; Fox 2013). Groundstone axes and adzes were added to the toolkit as coniferous forests established themselves in southern Ontario and the people made wooden dugout canoes and cooking troughs; other new groundstone tools were used to process a diversifying array of plant resources, or as weights for fishing nets (CARF 1992; Ellis 2013; Kapches 2013).

Ways of life changed over the next few millennia, as deciduous woodlands replaced the coniferous forests, and the post-glacial tundra became a distant cultural memory. Adaptive patterns would have completed the shift from the initial ecological framework outlined above in response to the establishment of the hardwood forest, with many nut-producing trees, abundant wetlands, and the wider range of available plant and animal resources. Warm season macroband camps would have still been situated at coastal river mouths to intercept spawning fish while interior stands of mast-producing trees (e.g., oak, hickory, beech) would have attracted both Indigenous foragers and game animals (e.g., deer, raccoons, squirrels, passenger pigeons) in the fall.

Warmer waters in the Great Lakes, and stable stream and river beds provided new habitats for many of the fish species still found in the region today. These were caught using fish hooks made of bone or antler, or copper transported by canoe from the western end of Lake Superior (Ellis 2013; Fox 2013). Increasingly, large groups of people gathered together during spring and autumn fish spawning runs to catch fish in nets and to cooperate in the cleaning and processing of large catches (Needs-Howarth, 2013). In parts of Ontario, fish weirs built at river narrows during this period were subsequently used for thousands of years; even when no longer used to harvest fish, the weirs still served as important gathering places for ceremonies and trading (Needs-Howarth, 2013). More changes to food gathering came with the introduction of the bow and arrow, which allowed hunters to target smaller game with something other than traps and snares (Needs-Howarth, 2013). A surplus of food, hides, or fur could be exchanged in trade or as gifts for exotic materials, allowing copper from Lake Superior, marine shells from the Atlantic coast and the Gulf of Mexico, and finely made

Onondaga chert bifaces from the Niagara Peninsula to find their way into the hands of people living in diverse parts of eastern North America (Ellis, 2013; Fox, 2013). By about 3,500 years ago, favoured resource sites on the seasonal round were being reinhabited year after year, with some groups beginning to establish cemeteries for their dead, marking ritually and territorially important places on the landscape (Ellis, 2013; Spence, 2013; Stewart, 2013).

3.4.3 Late Holocene (ca. 5,000 – 400 cal. BP)

After the Nipissing highstand, water levels in the Huron-Michigan and Erie basins gradually fell to modern levels (Morrison, 2017) and by about 4,000 cal. BP the physical and biotic landscape of Windsor was essentially similar to that which existed immediately prior to the colonial period. While the environment continued to fluctuate and evolve as a result of natural processes such as forest fire and windthrow, re-modelling of waterways, organic in-filling of wetlands, animal population cycles, and others, these generally cannot be resolved with currently available paleoenvironmental data. Nor is it necessary to do so given the scope and analytical scale of this study. The lifestyle of Late Holocene hunter-gatherers seems to have been relatively unchanged from that practiced by their ancestors.

Around 3,000 years ago, people in southern Ontario began to make low-fired ceramics, a change in technology which would eventually have a profound impact on ways of life. The earliest pots broke or wore out quickly, and so were made and used in the same camp and disposed of before moving on to a new location (Kapches, 2013). They did not at first replace the string bags, birch bark containers, and skin sacks which were already being used as storage vessels but were instead used to cook foods at a simmer, allowing the integration of more plant foods into the diet (Kapches, 2013; Williamson, 2013).

Changes that had begun on a small scale in earlier times were now more entrenched, especially regarding treatment of the dead. The ancestors were buried in knolls, sandbanks, and other visible natural features, often close to a favoured camp re-

inhabited on an annual basis (Spence, 2013; Williamson, 2013). The remains of those who died close to the cemetery were buried soon after death, some with finely made stone objects, or with red ochre, or with exotic traded materials like marine shells or galena (natural form of lead sulphite) obtained through exchange networks built up over the preceding millennia (C.A.R.F., 1992; Spence, 2013; Williamson, 2013). The remains of those who died at a distance from the cemetery were temporarily laid to rest on platforms or cremated, until they could be reunited with their community in the cemetery, often bundled together with other ancestors (C.A.R.F., 1992; Spence, 2013). The gatherings around this reinterment may have coincided with the spring resource harvest and included feasting and the presentation of gifts to the ancestors in the form of caches of stone tools, gorgets, and food such as turkey, deer, fish, and dog which were buried within the bounds of the cemetery but not necessarily with any particular individual (Spence, 2013).

Over the next several centuries, the daily life and sense of identity of those living in the Windsor area began to diverge from that of people living farther east. Some of this was a result of the widespread influence of mound-building peoples in the Ohio and Mississippi river valleys, whose extensive trade networks introduced new materials such as Flint Ridge chalcedony, and new ceremonies involving the construction of earthworks and burial mounds (C.A.R.F., 1992; Fox, 2013; Watts, 2016; Williamson, 2013). These earthworks usually consisted of a circular or semicircular embankment with associated ditches and mounds, enclosing an open area "from around 100 square metres to more than a hectare"; their use likely varied depending on time and context, providing defensive capabilities, an open space for trading, or for ceremonies (Watts, 2016, p. 1).

Life continued to follow a seasonal round; people congregated in larger groups for the warm season, usually in a succession of camps near the Detroit River, and dispersed to smaller, single-family camps in the interior during the cold season, with visits to numerous other small satellite camps throughout the year to take advantage of specific resources as they became available (Spence, 2013). Harvesting fish formed a

major dietary focus, with different water and environmental conditions requiring the use of a wide variety of tools: harpoons, spears, leisters, and fishhooks to catch single fish; and seine nets to take advantage of spawning runs of fish such as walleye in spring, and freshwater drum in summer (Foreman, 2011; Needs-Howarth, 2013). Ceramic construction improved during this time: grit temper was added to clay to strengthen the fabric, and coil-built pots were fired at higher temperatures than they had been previously (C.A.R.F., 1992; Kapches, 2013). Regional differences in ceramic decoration and stone tool knapping across southern Ontario indicated that people held distinct identities tied to their places of settlement, which would be further delineated as life became increasingly settled (Monckton, 2013; Williamson, 2013).

By about 1,200 years ago, those living in the Windsor area shared their way of life with the people living in what would become southeastern Michigan and northwest Ohio but lived according to a different pattern than those living in south-central Ontario (Lennox & Dodd, 1991; Stothers & Abel, 2002). Spring was a time of gathering, when people reconnected to harvest spring spawning fish and to feast and hold ceremonies with the ancestors buried nearby (Killion et al., 2019; Lennox & Dodd, 1991; Stothers & Abel, 2002; Wright, 1977). The warm season, from spring until early autumn, was spent in large, multi-family settlements on the shores of the Detroit River. Houses were small, oval, bark-covered structures for one or two families each, which could be disassembled and moved to new locations (Ferris, 2013; Warrick, 2013). Here, the coastal marshes provided an abundance of animal and plant resources, as well as a defensive advantage in the event of the inter-group violence which was on the rise (Stewart, 2013; Warrick, 2013; Williamson, 2013).

Women of the villages gathered clay from well-known spots along the riverbank, prepared it to remove impurities and strengthen it, then shaped the vessels and fired them in shallow pits covered in brush and wood, situated a good distance away from the settlement to avoid setting structures alight (Kapches, 2013). In most cases women made pots for themselves and their daughters and decorated them with motifs with personal or ancestral significance; children learned to make pots by

watching their mothers, and by playing with clay to make small, rudimentary pinch pots of their own (Kapches, 2013; St John & Ferris, 2019; Williamson, 2013).

Both directly and indirectly, favoured wild plants were encouraged to establish themselves close to re-inhabited settlements, whether through replanting them just outside the village or by depositing food waste in nearby middens (Monkton 2013). These husbanded plants included raspberries, plums, elderberries, and other fruits along with chenopod, sumac, cattail, and spikenard. Techniques developed in husbanding wild plants began to be applied to new crops which had spread to Ontario from central America along exchange networks developed over the preceding millennia: first maize, then later squash, beans, sunflowers, and tobacco (Carroll, 2013; Monckton, 2013; St John & Ferris, 2019; Stothers & Abel, 2002; Williamson, 2013).

Deep storage pits were excavated to cache surplus food in large ceramic pots for later use (Ferris, 2013; Kapches, 2013). With the arrival of autumn, people dispersed from the warm season villages to small, one- or two-family cabins in the interior, located to take advantage of nut harvests, and as a base from which to set trap lines and for sugaring in winter (Ferris, 2013; Lennox & Dodd, 1991; Warrick, 2013). The autumn nut harvest was also an opportunity to hunt terrestrial animals such as deer, turkeys, squirrels, and raccoons, all of which were attracted to nut groves for their own subsistence purposes (Foreman, 2011). The colder months were also the most intensive time for deer hunting using blinds, drives, and corrals in addition to the bow and arrow (Needs-Howarth, 2013). In addition to meat, deer were a critical source of hides for clothes and shoes, antlers for tools, bones for awls and needles, and marrow and grease for food flavouring; a surplus of hides could potentially have been exchanged with those living to the east around Lake Ontario (Foreman, 2011; Needs-Howarth, 2013).

In the following centuries maize and other imported crops, initially consumed only at feast times or as a minor supplement to husbanded or wild local plant foods, began

to form an increasingly significant part of the daily diet (Monckton, 2013; Stothers & Abel, 2002; Williamson, 2013). The greater investment in time required to grow large quantities of these domesticates conflicted with the timed gathering of other food resources: spring planting occurred around the time of fish spawning runs, and the autumn harvest conflicted with nut gathering and deer hunting (Foreman, 2011).

As a result, warm season settlements were located in places with good ground for crop planting, as well as access to a wide variety of aquatic foods which would be available for most of the season (Foreman, 2011; Needs-Howarth, 2013; Stothers & Abel, 2002). Women and children would catch turtles and amphibians and gather shellfish from the rich marsh environments; deer, squirrels, raccoons, turkeys, and other animals attracted to the crops were hunted in small numbers year-round rather than primarily in the autumn (Foreman, 2011; Lennox & Dodd, 1991; Needs-Howarth, 2013). The crops did not require constant monitoring and so smaller groups still spent time hunting and fishing at satellite camps, with locally available fish from the Detroit River forming an increasingly important part of subsistence (Foreman, 2011; Lennox & Dodd, 1991).

Warm season residences began to resemble the longhouses of the peoples to the east, though with a smaller footprint and different internal structure. Settlements were surrounded by palisades and sometimes by earthworks to add some measure of protection and were inhabited for more months out of the year (Ferris, 2013; Lennox & Dodd, 1991; St John & Ferris, 2019; Stothers & Abel, 2002). The increased time spent living in large communities had an effect on social organisation, with more emphasis placed on matrilineal descent and identification with lineage groups (Carroll, 2013; Ferris, 2013; Spence, 2013; Williamson, 2013). Inter-community conflict borne out of stronger internal group identities and competition for access to exchange networks was partially mitigated through lavish feasting and gift giving, maintaining social networks across the lower Great Lakes region (Carroll, 2013; Jamieson, 2013; Killion et al., 2019; Spence, 2013; Stothers & Abel, 2002). Political leaders were men, selected by influential women, responsible for diplomacy with nearby settlements, scheduling

the seasonal round, organising raids, and other tasks, and governance was by consensus rather than by decree (Jamieson, 2013).

By the early 1500s, pressure from the westward expansion of Iroquoian peoples living around Lake Ontario caused many of those living in the Windsor area to relocate west and south for several decades, beginning to return to the area just before the onset of profound changes set in motion by European contact (C.A.R.F., 1992; Lennox & Dodd, 1991).

4 Archaeological Potential Modelling

4.1 Introduction

Archaeological resources are not randomly distributed across the landscape. Human land use and resource exploitation follow patterns of resource distribution and are influenced by a variety of specific cultural, environmental and geomorphological factors. Consequently, specific areas within a general landscape will have been more or less intensively utilized through time. Through the preparation of a potential model, researchers attempt to identify the specific factors that contributed to the patterning of human land and resource exploitation. The goal is to build a model which reflects a plausible potential use of the land within a given cultural landscape.

This section discusses the criteria around which the City of Windsor's Indigenous archaeological site potential model was developed. It is based primarily on environmental and geomorphological criteria which would have influenced Indigenous land use. Although social factors have also been taken into consideration, these are difficult to re-create or interpret given both the time and cultural differences that separate the researcher from the people who lived here in the more distant past.

The archaeological potential model was developed using an ArcGIS® Geographic

Information System to summarize and map various data sets as separate but complementary layers. Modelling criteria were then derived through analysis of these layers, and these criteria were applied to produce a final, composite layer which maps archaeological site potential in Windsor.

Digital spatial data sets were obtained from the City of Windsor and the Province of Ontario (Land Information Ontario). These included environmental data such as bedrock and surficial geology, hydrography and wetlands, topography, soils, and landforms. They also included cultural and historical data such as the road network, railways, and early settlements. Through the research process, many additional datasets were reviewed and incorporated in order to inform the development of the model.

4.2 Environmental Layers

4.2.1 Hydrography

Hydrographic features, including major rivers, creeks and their tributaries, as well as other bodies of water, such as ponds and wetlands already existed as layers on the digital base mapping, yet when overlaid on the ortho-imagery, there are clearly historical or intermittent watercourses that are not included. Therefore, it became necessary to improve the resolution of hydrographic features by digitizing data from other sources, such as historical maps.

Another potential source of error in the hydrographic dataset comes from the extensive improvements to the drainage networks within the City, such as agricultural tiling and the rerouting of streams. As such, various historical Department of Militia and Defense topographic maps dating to the first half of the twentieth century, recorded at a scale of 1:63,360 and modern National Topographic Survey maps, recorded at a scale of 1:50,000, were consulted for additional missing watercourses. Lastly, historical and modern aerial photography and ortho-imagery was consulted for areas where research would dictate that a water source should be close by. Digital

versions of these maps were imported into GIS software and georeferenced using present lot boundaries, as well as modern landmarks, such as roads. The final watercourse dataset was then cross-referenced against historical mapping, whereby any streams not present in the modern dataset but shown on historical maps were added. Lastly, given the large amount of suspected wetland loss in Essex County since settlement, it was determined that a layer representing the full pre-settlement wetland extent would be necessary to evaluate pre-settlement period land use. This dataset was provided by Ducks Unlimited Canada, and was created using a model which combined edaphic variables such as drainage and soil type with local topography (Ducks Unlimited Canada, 2010; Snell, 1987). While these efforts greatly improved the resolution of the hydrographic layer, it was recognized that a small percentage of site locations may have been influenced by water sources than could not be practically resolved through available mapping.

Another important consideration is the location of former strandlines within the City during various hydrographic highstands. As discussed in Section 3.2.2, the two major former shorelines present in Windsor are those dating to the Main Algonquin and Nipissing highstands of the Huron-Michigan and Erie basins. To approximate their location for the purposes of this study, they were mapped (Figure A3) using the following elevations above mean sea level in accordance with published observations (Herdendorf, 2013; Lewis et al., 2012; Morrison, 2017; Pengelly et al., 1997; Thompson et al., 2011): Main Algonquin - 186 m asl (Morrison, 2017; Thompson et al., 2011) and Nipissing phase Lake Erie - 180 m asl (Lewis et al., 2012; Pengelly et al., 1997).

Initially, elevational data at 1 m and 5 m contour intervals were drawn from a LiDARbased Digital Terrain Model (DEM) obtained from Land Information Ontario with an error range of ± 0.5 m. The high resolution of this data set rendered it unsuitable for contour mapping, since it captured too much detail of the cultural landscape (i.e., buildings, roads, etc.). To create more suitable topographical mapping, a custom DEM had to be developed. Terrestrial contour lines were digitized from 1909 NTS 1:63,360 map series (Windsor, Belle River, Amherstburg and Essex Sheets), while bathymetric data from the Ontario Ministry of Natural Resources and Forestry was used for below modern water-level topography. These were then rasterized and smoothed using a standard geostatistical interpolation function (regularized-spline with tension). While derived from mapping over a century-old, the resulting model (Figure A3) preserves the topography of the Windsor study area prior to major recent development, which was a problem encountered when trying to use modern remotely sensed products.

Given that coastal environments are highly dynamic and there are no mapped paleostrandlines in Windsor, this level of accuracy was deemed to be quite sufficient. Given the low topographical relief across the City of Windsor, even modest fluctuations in water plane elevation may produced significant lateral movement of the shoreline (Figure A3).

4.2.2 Soils

Digital soils data were acquired from the Geomatics Service Centre, Ontario Ministry of Agriculture, Food and Rural Affairs. This layer is essentially a digital version of the soils mapping contained in the Ontario Soil Survey Report for Essex County (Richards et al., 1949).

The soil survey for Essex County had mapped some 44 discrete soil series polygons within the City of Windsor at 1:63,360 scale (Richards et al., 1949). This array of mapped soils made it difficult to interpret gross City-wide trends. Accordingly, the soil series were re-grouped in order to provide mapped summaries of relevant attributes, including soil texture, drainage, and agricultural capability. The soil texture layer discriminated between the following, from coarsest to finest grained: sand, sandy loam, fine sandy loam, loam, clay loam, clay, and organic. The soil drainage layer discriminated between the following: rapidly drained, well drained, imperfectly drained, poorly drained, very poorly drained, and variably drained. The soil capability for agriculture layer discriminated between: Class 1, having no significant limitations for agriculture (none in Windsor); Class 2, having moderate limitations that restrict the range of crops or require moderate conservation practices; Class 3, having

moderately severe limitations that restrict the range of crops or require special conservation practices; Class 4, having severe limitations that restrict the range of crops or require special conservation practices (none in Windsor; Class 5, having very severe limitations that restrict their capability in producing perennial forage crops, and improvement practices are feasible; Class 6, which are capable only of producing perennial forage crops, and improvement practices are not feasible (none in Windsor); and Class 7, having no capability for arable culture or permanent pasture (Canada Land Inventory, 1965).

The objective in aggregating the soils data this way was to facilitate its use as proxy measures for physiographic attributes for which there was no digital mapping, such as preferred growing conditions for various tree species (Burger, 1993; Crins et al., 2009; Hills, 1958; Wester et al., 2018). The soil texture layer reveals the strong correlation between parent materials associated with certain surficial (Quaternary) deposits and soils.

As noted in Section 3.2.4, the soil capability for agriculture layer reveals that most of Windsor (98%) is arable farmland (Class 2 and 3). This indicates that availability of good quality soil would generally not have been a concern for Indigenous farmers. It also indicates that the substrate would generally have not been a significant constraint on the development of climax forest, although as noted in Section 3.3, local conditions such as edaphic variability may have locally favoured certain vegetative associations over others.

4.3 Pre-Contact Indigenous Modelling Criteria

For the purposes of inductively modeling potential for the discovery of pre-contact Indigenous archaeological sites, based on the locations of previously registered sites, the total number of archaeological sites in Windsor to date is 115, of which twenty five have Indigenous components. Of the Indigenous sites, eleven lack artifacts that would allow dating or attribution of cultural affiliation. Understanding roughly when a site was occupied is important for modeling in order to tie settlement trends to contemporary environments. Eight sites are listed as isolated artifact finds, typically projectile points lost while hunting. While they may confirm the presence of Indigenous people in an area if they are temporally diagnostic tools, the relative randomness of their distribution limits their utility for understanding contemporary land-use patterns. Three sites are described as artifact scatters or campsites and three are registered as villages. Four sites include human burials, including one village. The nature of the remaining eight sites is undetermined. Having reviewed all the sites with Indigenous components, the total number of substantial and datable Indigenous occupation sites most useful for inductive modeling was fourteen. All registered Indigenous archaeological sites were included in the project GIS as a discrete layer and considered for purposes of evaluating the validity of the model.

While the number of registered Indigenous sites in Windsor was insufficient to permit development of an inductive model to extrapolate archaeological potential based on locations of known sites, any identified land-use trends should also be consistent with expectations arising from deductive modeling. The following deductive model paints a general picture of pre-contact Indigenous land use throughout the millennia in Windsor, based on an understanding of regional site types, ages, and evolving landuse patterns.

Throughout much of prehistory, the inhabitants of Windsor were hunter-gatherers who practised an annual subsistence round to exploit a broad range of natural resources for food and raw materials for such needs as shelter construction and tool fabrication. Assuming that access to natural resources influenced and constrained the movement and settlement of Indigenous peoples, our goal was to understand what these resources were, how they may have been distributed, how their use and distribution may have changed over time, and how the landscape itself may have constrained movement and access to resources as well as settlement location. Given the requirements of this study, and our limited ability to precisely resolve details of past environments, we began by considering the relative merits of the physiographic areas, as it could be demonstrated that these represented certain constellations of environmental attributes. We proceeded chronologically in this investigation since certain aspects of Windsor had changed dramatically through the period of human occupation.

4.3.1 Late Pleistocene/Early Holocene (ca. 13,000 – 11,000 cal BP)

Hunter-gatherer bands have occupied Windsor from as early as 13,000 years ago, but currently the oldest firm evidence is two isolated finds dating to around 11,500 cal. BP. Both are situated inland, one close to the estimated elevation of the Main Algonquin highstand and one slightly below that. The age would suggest these findspots date towards the beginning of the Middle Holocene lowstand, so they may have been associated with coastal campsites later inundated by the Nipissing highstand. At that time, the boreal woodlands likely offered a rather limited selection of floral resources, hence subsistence would have been primarily oriented towards hunting and fishing. Contemporary foragers, with base camps situated in proximity to lakeshore resources such as fish and waterfowl, would have ranged widely in pursuit of other game. It is expected that contemporary archaeological sites in Windsor will be either additional findspots of chipped stone projectile points lost while hunting or small scatters of chipped stone debitage indicative of ephemeral cold season interior campsites.

Notes from Father Jack Lee's 1968-69 survey of Essex County also record the discovery of seven of early projectile points in the Turkey Creek valley (Baumann, 1978). Unfortunately, these sites have not been registered, and their exact nature and location is unclear.

4.3.2 Middle Holocene (ca. 9,000 – 5,000 cal BP)

After about 12,000 cal. BP, the shorelines of Lake Erie and Lake St. Clair receded significantly from their current locations and remained so until after 6,000 cal. BP. Hunter-gatherer bands would have established warm season base camps at river

mouths adjacent to receding Great Lakes shorelines where resources such as spawning fish could support small communities of perhaps 35 to 50 people. Such sites would now be submerged or eradicated by the later rise of Lake Erie waters during the Nipissing highstand around 6,000 cal. BP. Resources may have been initially quite limited, as the forest evolved from a conifer-dominated community to a more mixed community with nut-producers like oak. Although the ability of interior habitats to sustain hunter-gatherer bands through the warm season improved over time, reduced cold season carrying capacity would require bands to spread out their population over the winter. During the cold seasons, these bands likely dispersed themselves by smaller kinship groups into interior hunting territories. Such hunting territories would likely have been organized on a sub-watershed basis, with individual families occupying adjacent stream catchment areas. Riparian wetlands and swamps would have provided fuel, building materials, roots and tubers, and small game. Archaeological evidence of such sites may be difficult to distinguish from warm season hunting camps, although the sustained occupation of a site over several months would likely leave a more substantial artifact assemblage. In Windsor, there are three findspots and one camp dating between about 9,000 and 5,000 cal. BP. Like the earlier examples, the findspots are likely associated with coastal campsites later inundated by the Nipissing highstand. The campsite must postdate the Nipissing highstand, since it is situated below the estimated high-water elevation and may have actually been situated near the shore of Lake St. Clair when it was occupied.

4.3.3 Late Holocene (ca. 5,000 – 400 cal. BP)

Coastal sites begin to appear in Windsor after the Nipissing highstand, including two between Black Oak Heritage Park and the Detroit River and one near the Ambassador Bridge. A fourth findspot is situated in the headwaters of the Little River near the airport. Coastal locations remain popular through the millennium leading up to the colonial period when Indigenous communities began farming. However, the search for better drained soils suitable for agriculture seems to have also led farming communities inland, as illustrated by the E.C. Row (AbHs-7) and Lucier (AbHs-1) settlements, which are situated in close proximity to each other on slightly elevated, better drained soil in the Turkey Creek watershed (Lennox & Molto, 1995).

4.3.4 Trails

Indigenous transportation networks, while technically a cultural factor for potential mapping, are closely related to many of the environmental themes, and as a result, are strong indicators of archaeological potential. Wherever possible, these trails would have been oriented so as to provide access to food and water resources and utilize dry, accessible landscapes.

A few Indigenous trail alignments were recorded for Essex County in the eighteenth century. The main trail ran along the Detroit River frontage close to the shoreline, corresponding generally to the alignment of Riverside Drive in the north and the former Front Road through Sandwich on the west. A cross-country trail, corresponding roughly to Huron Church Line and Talbot Rd. (Highway 3), ran across Essex County from the narrowest part of the river toward Point Pelee. For much of this distance, the alignment made use of a low relief gravel moraine to elevate the trail above the surrounding marshlands (Clarke, 1983, p. 81; Lajeunesse, 1960).

4.3.5 Summary of Modeling Criteria

To summarize our deductive modelling observations, the sequence of highstands and lowstands of lakes Huron, Erie, and St. Clair, and the associated size and position of the Detroit River, have been significant factors influencing Indigenous land-use in Windsor since the end of the Pleistocene. Changing water levels have also likely resulted in the eradication of significant coastal macroband camps dating to the Middle Holocene lowstand that spanned six millennia. While the layout of the interior drainage systems has remained relatively the same, especially since about 4,000 cal. BP, they too have been affected by the major changes in regional hydrology. The biophysical landscape has similarly been affected by the changing hydrology and the climatic regimes which were a major driver thereof. The physiography of Windsor, although generally modest in topographical relief, nevertheless contributed to the development of an evolving mosaic of forest biomes. In addition, the distribution of well-drained soils appears to have become a factor influencing Indigenous settlement in the millennium before European contact when maize agriculture was added to the foraging economy.

Having considered all the environmental parameters reviewed above, and subjecting key parameters to iterative buffering trials, it was determined that a buffer of 250 metres from a historic or current water source captures all of the sites (n = 20). While the sample size is insufficient to support further statistical testing, this is clearly a very robust capture rate.

In light of these considerations, ultimately four water-based criteria were chosen as the most useful predictors of pre-contact Indigenous archaeological potential (In a relatively small area such as a city, especially one like Windsor with very limited topographical/geo-physical variability, other factors were decided to be excluded as irrelevant or as redundant due to overlaps). The following criteria were used to create the pre-contact Indigenous archaeological potential layer. All rivers, major streams, and lakeshores (current and former) were buffered by 250 metres. Verified wetlands were buffered 200 metres outward and 50 metres inward from the border. Registered sites were buffered by 250 metres for villages and large settlements and 100 metres for camps and other small sites.

5 Model Evaluation

The modelling exercise undertaken above presents an approximation of the overall distribution of Indigenous archaeological resources in Windsor. The purpose of this exercise has been to provide land-use planners and heritage resource managers with a theoretically supported estimate of the scope of a resource for which there is limited substantive data available. Given the hypothetical nature of such a model, however, potential users must be fully aware of its limitations in order to employ it

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appropriately.

The unknown but undoubtedly complex distribution of sites in Windsor can be described in terms of a geographical continuum of density, or potential for discovery, ranging from none to very high. In this study, the continuum has been subdivided into two classes: areas that demonstrate archaeological potential and areas that do not demonstrate potential. Through a deductive and inductive modelling procedure, involving interpretation of the changing pre-contact landscape and the expected land-use patterns of its pre-contact and historic human occupants, Windsor has been tentatively partitioned into zones representing these categories. Since the principal orientation of the model revolves around access to water for travel and subsistence, it is anticipated that certain site classes, sacred sites for example, may not conform to the mapped zonation. Residual sites of this kind, and sites in localized zones of potential that could not be resolved at this mapping scale, can be expected to occur throughout Windsor. The validity and utility of archaeological site potential models can be assessed in terms of predictive capacity or gain. Predictive gain has been explicitly defined as follows (Kvamme, 1988, p. 326):

 $Gain = 1 - \left(\frac{\text{percentage of total area covered by model}}{\text{percentage of total sites within model area}}\right)$

where the total sites variable would represent all known and unknown archaeological sites in Windsor. Of course, since the total number of sites is never known, the evaluation of gain cannot be based on a random sample of sites. One way of dealing with this problem is to undertake a random sample of the study area in the hope that this will constitute a suitable proxy for a random sample of sites. In most cases, where there is reason to believe that site distributions may be non-random, the confidence of this approach can often be improved by stratifying the sample into hypothetical density classes. For example, the site potential model for Windsor has suggested that sites may be non-randomly distributed and has defined two zones to predict the nature of the distribution. A stratified random sample of the City suggested the model

was effective at this point for capturing Indigenous sites. An alternative approach for evaluating gain is to employ relatively large samples or data acquired through some sort of preliminary investigation (Altscul & Nagle, 1988, pp. 265–268; Kvamme, 1988, pp. 403–404; Rose et al., 1988, pp. 173–255). Systematic archaeological survey, undertaken in Windsor in the context of the pre-development approvals process, will continue to accumulate just this sort of information, and once the site sample has grown even further, the gain statistic can eventually be evaluated. This is one reason why it is recommended that, where any part of a development application falls into the zone of archaeological potential, the entire application should be subject to assessment. This will continue to afford the opportunity of examining lands beyond the archaeological potential zone, thereby improving the site sample and avoiding the self-fulfilling prophesy of only finding sites where one looks for them.

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City of Windsor Archaeological Management Plan

2024 Update Appendix B:

Colonial Period Thematic History

May 2024







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1 Thematic Overview of Colonial Period Settlement

With the arrival of French explorers followed by European and other settlers some three hundred years ago, Indigenous peoples faced the greatest challenge to their culture and very survival. The overview of post-contact settlement history extends from Indigenous peoples' first contact with Europeans, through the initial stages of French and British settlement along the shores of the Detroit River, the expansion of Euro-Canadian towns and farm communities, to the late nineteenth century urbanization and industrialization of Windsor.

Although the historical themes outlined in this chapter interweave to form the tapestry of Windsor in the twenty-first century, resources dating to the initial period of major colonization are generally considered to exhibit the highest degree of cultural heritage value or interest (CHVI). Consequently, when the provincial standards and guidelines for consultant archaeologists were implemented in 2011, the year 1870 was adopted as an arbitrary demarcation point whereby sites with most (80% or more) of the time span of occupation predating 1870 were deemed to have CHVI (MTC, 2011, p. 59). It is worth noting that the 2005 WAMP employed the year 1850 in a similar fashion. These arbitrary demarcation points are not definitive however, and the provincial standards and guidelines make it clear that any site dating before 1900, or twentieth century sites "where background documentation or archaeological features indicate possible cultural heritage value or interest," may be worthy of archaeological concern (MTC, 2011, p. 41).

1.1 Post-Contact Indigenous Settlement

The arrival of Europeans and their new diseases brought about disastrous consequences to Indigenous groups throughout the Americas. Indigenous populations were decimated and the social fabric which had developed over the millennia was changed rapidly and irreparably. These changes resulted in the relocation and reorganization of Indigenous groups as European influences moved north and west from the original points of contact. In southwestern Ontario, conflict that had started between the Neutral and the Anishinaabe in the fifteenth century continued into the sixteenth century. By the mid-sixteenth century, the Algonquian groups were shifting out of southwestern Ontario, and the Neutral had retreated east of the Grand River (Heidenreich, 1990, p. 478).

The earliest historical references to Indigenous villages in the Windsor area are drawn from mid-seventeenth century French sources¹. The 1641 "Novvelle France" map, discovered in a British naval archive in the 1980s, depicts the locations of the peoples² of the Great Lakes in their locations before the dispersals of the following decades (Heidenreich, 1988; Steckley, 1990). Peoples named just west of the Detroit and St. Clair Rivers include the Sauk and the Potawatomi (Steckley, 1990, p. 21). Other Algonquian speaking peoples were living to the south and west in an area that is collectively marked "Gens du Feu." The 1656 Sanson map also depicts the Gens du Feu in what is now Michigan. Sanson's placement of (abandoned) Neutral villages near

¹ Lajeunesse suggests that a Neutral village was in the vicinity of Windsor (Lajeunesse, 1960), but this is a misinterpretation of the original sources. Lajeunesse notes that the Jesuits Brebeuf and Chaumonot spent the winter of 1640-41 travelling among Neutral villages, one village was called Khioetoa. Lajeunesse says that this was a village of a different nation, and he uses indirect evidence from later maps to suggest that it was near the Detroit River. Lajeunesse misinterprets the original text from volume 21, page 231 of the Jesuit Relations (Thwaites, 1896) which says that Khioetoa had a population from a different nation. Lajeunesse says this fact shows that the village was set far away from the rest of the Neutral, but he missed the identification of the nation, whose name in the Wendat language is given as Awenrehronon. This nation is the Wenro, who previously lived south of Lake Ontario before coming to join the Neutral. They later moved north to live with the Huron-Wendat. The wider story of the Wenro is told in Hawkins (Hawkins, 2001).

² Names on the "Novvelle France" map are given in the Huron-Wendat language.

Windsor is a cartographic error (Lennox & Fitzgerald, 1990, p. 406).

After the Great Peace of 1701, concluded in Montreal by the French and the First Nations, Sieur de Lamothe Cadillac moved to establish a fort at Detroit in 1701, effectively countering an English move to infiltrate the Great Lakes region. With the establishment of Fort Pontchartrain du Détroit, on the north shore of the river, Cadillac invited the Huron-Wendat and Odawa from his post at Fort Buade (Michilimackinac) to settle at Detroit. The Odawa were amenable to this invitation since the Detroit area had been a summering ground for them since at least the 1680s (C.A.R.F., 1990, p. 3). As a result of an uprising instigated by the Fox people beginning in 1712, many Indigenous peoples abandoned their settlements around Detroit (C.A.R.F., 1990, p. 12) returning after a few years.

Three Indigenous settlements were present in the Windsor area during the 1700s: the Potawatomi, the Odawa (Ottawa) and the Huron-Wendat (Wyandotte) each had a settlement. The Potawatomi village was always on the Detroit side, while for a time, each of the latter two were located on the Windsor side.

1.1.1 The Odawa/Ottawa Village

The Odawa people were dispersed during the contact period. In the early 1600s, the Odawa lived on Manitoulin Island, the Bruce Peninsula, the southern shore of Georgian Bay, and in northern Michigan (Fox, 1990; Molnar, 1997). By the mid-1600s, the Five Nations Iroquois (Haudenosaunee) of Upper New York State had pushed northward to disperse the Ontario Iroquoian peoples known as the Petun, Huron-Wendat and Neutral nations. Facing increased threat of warfare, starvation and adoption, some of the Huron-Wendat's northern neighbours and allies, including the Nipissing, the Southeastern Ojibwa nations, and the Odawa, joined the Ontario Iroquoian peoples in their westward dispersal (Molnar, 1997, p. 6). Some of the Odawa returned to Manitoulin Island in 1670, and the Straits of Mackinac between 1676-1695 (Molnar, 1997, p. 6). By 1700, Odawa peoples also returned to southern Ontario.

At the beginning of the 1700s, the village was located on the northern shore near the French fort. The Fox siege may have caused the Odawa to move to the Mackinac area shortly after 1712, and then move back to the Detroit area by around 1717 (Mainfort, 1979, p. 285). By 1721, the Odawa village was located on the south shore of the Detroit River. "To the south on the other side of the river are the Outaouais who, together with the Huron and the Poutouatamis have made wastes containing about two leagues frontage by eight arpents deep" (Lajeunesse, 1960, p. 26). An interpreter for the Odawa also obtained a land grant on the south shore in the 1749-1751 period (C.A.R.F., 1990, p. 4).

Boishebert's map of 1730 shows the Odawa village on the south shore and those of the Potawatomi and Huron on the north shore (Lajeunesse, 1960). De Lery's maps of 1749 and 1764 (Figures 1 and 2) show the locations of the Odawa (Ottawa) and the Huron-Wendat villages on the southern side of the Detroit River and a Potawatomi village on the north shore opposite the Huron-Wendat village (de Lery, 1749, 1764). The general configuration of communities did not immediately change with the imposition of British rule in 1763. Montessor's map of that year suggests that the Odawa, Huron-Wendat and Potawatomi villages continued to inhabit the same lands as during the French regime (Lajeunesse, 1960).

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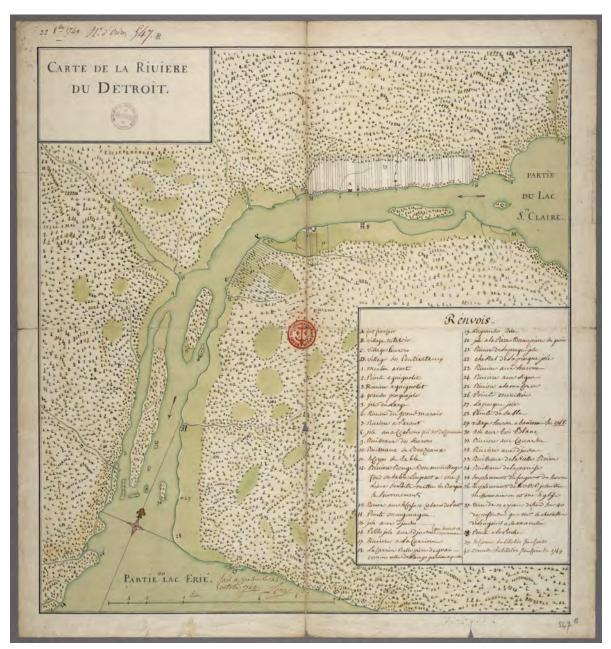
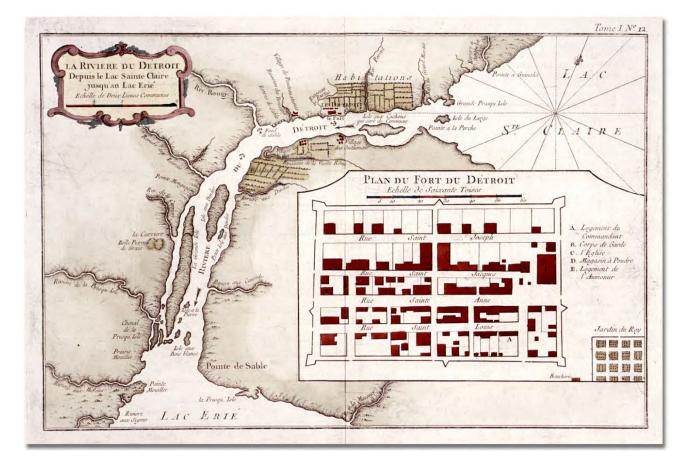


Figure 1: Carte de la Rivière du Détroit by de Lery, 1749

Figure 2: La Riviere du Detroit Depuis le Lac Sainte Claire Jusqu'au Lac Erie by de Lery, 1764



When the first formal British surveys were undertaken, Patrick McNiff (McNiff, 1791) identified a large area on the south shore extending from opposite the French fort eastward past Belle Isle (Isle au Cochon) as being the Odawa village. Within the lands of the Odawa, McNiff identified their burying ground as occupying a small knoll located directly across the river from the fort.

Only minimal traces of the Odawa village have been identified archaeologically. The Great Western Park site (AbHs-11) and an associated burial, identified as a result of an archaeological assessment in 1989 (C.A.R.F., 1990), are affiliated with the Odawa village site. The park is located along the Detroit River waterfront between Riverside Drive and the shoreline. However, the original area of the village and associated

cemetery as indicated on McNiff's 1791 map would have extended well inland, perhaps as far as Brant Street, centred on Louis Street where a natural sand knoll still exists. During construction of the Great Western Railway along this section of the Windsor waterfront, numerous Indigenous burials were disturbed. Newspaper accounts of the day reported that the burials contained a rich offering of European trade goods. Similar burials continued to be found into the early twentieth century near the water works and at the foot of Devonshire Road (Gladstone White, 1989; Windsor Evening Record, 1903). More recently, burials have been found while repairing a light fixture near the foot of Langlois, and during construction of a bike path at the foot of Pierre Street. Although the full extent of the Odawa cemetery is not known, the distribution of burials recovered from the area suggests that it may extend as far west as Langlois Street, as far east as Devonshire Road and inland at least to Brant Street.

1.1.2 The Huron-Wendat Village

The Huron-Wendat came to the Detroit area in response to Cadillac's 1701 invitation to relocate from the French post at Michilimackinac. They had lived in the region between Lake Simcoe and Georgian Bay before being dispersed by the Haudenosaunee in 1649-50. Some members relocated to Quebec, where they live today. Other Huron-Wendat people, along with some of the Petun, fled west and lived in a series of refugee communities. These Huron-Wendat and Petun are also known by the name Wyandot. According to a description provided by Cadillac, the initial Huron-Wendat village was established to "...the right of the fort, at a good distance..." (Lajeunesse, 1960, p. 21). It is assumed that Cadillac is writing from the perspective of the fort looking south toward the river. Consequently, the Huron-Wendat village would have been situated downstream from the fort on the Detroit side of the river. According to a report prepared by Father Charlevoix, a Royal envoy, visiting the French colonies in 1721, a Huron-Wendat village was located on the north shore of the Detroit River, just down river from the fort (Lajeunesse, 1960). Upon the request of the Huron-Wendat in Detroit, a Jesuit missionary, Father Armand de La Richardie, was sent to minister to them in 1728. In correspondence dating from 1741, La Richardie referred to the mission as the "Mission of the Assumption of the Blessed Virgin Mary among the Hurons" (Lajeunesse, 1960, p. 27) which was later known simply as the L'Assomption parish (Lajeunesse, 1960). Leaving the area briefly in 1738, more than 500 Huron-Wendats returned in 1742 to a new location on Bois Blanc (Bob-lo) Island. Before 1752, they were re-settled upriver at La Pointe de Montreal on the south shore (now at the base of Huron Church Road in Windsor), where a new mission church was built within sight of the French Fort.

Several eighteenth-century maps record the Huron Village and the Mission at Pointe de Montreal. De Lery (de Lery, 1764) depicted both the Huron-Wendat and Odawa villages as having orderly "streets." McNiff (McNiff, 1791) depicts an irregular cluster of houses just west of a farm lot, presumably that given originally for the Mission. As part of the Treaty of 1791, a 1078-acre triangle of land was set aside by the British for the Huron-Wendat³. The town of Sandwich was established on this tract of land in 1797, although it was not formally surrendered to Britain by the Huron-Wendat until 1800 (Lajeunesse, 1960, p. 205). A portion of this tract is currently part of a land claim initiated by Bkejwanong (Walpole Island First Nation).

Although no formal archaeological excavations have been conducted on the Mission site, a remote sensing study strongly points to the remnants of the third church and related buildings (O.H.T., 2011b, 2011a). While the Huron-Wendat village and cemetery have not been identified, they may yet be found within the buried undisturbed soil deposits that exist in between the urban development of the area.

1.2 French Settlement

As early as the 1670s, Fathers Dollier and Galinee, and later the adventurer LaSalle made their way up the Detroit River to Lake St. Clair (Morrison, 1954, p. 3) and

³ The Anishinaabeg of Walpole Island contest the basis of this decision by the British (D. Jabobs and V. Lytwyn 2020, "Naagan ge bezhig emkwaan A Dish with One Spoon Reconsidered," Ontario History 112: 191-210).

documented for France the importance of the region. Not until 1701, however, was a European settlement established on the Detroit River. In that year, Sieur de Lamothe Cadillac began construction of Fort Pontchartrain on the north side of the river in the area that later became the centre of Detroit, opposite to Windsor's Goyeau and Ouellette streets. European settlement on the south shore of the Detroit River began in 1749 when the governor at Quebec sponsored the movement of farming families to the area in order to promote Detroit as a granary for more distant outposts.

Although settlement on the north shore had extended short distances up and down river from the fort, settlers on the south shore initially took up lots well down stream of the main settlement. The long narrow lots fronted onto the river in the Petite Cote area between the community of Sandwich and Turkey Creek. Within a few years, the south shore settlement had extended south well past Turkey Creek, as well as infilling the unoccupied lands strategically situated immediately across from the fort and between the Huron-Wendat and Odawa villages. This eastern extension of the French settlement encroached on the Odawa village.

The mid-eighteenth-century Jesuit Mission at La Pointe de Montreal is estimated to have been located south of Riverside Drive near the foot of Huron Church Road next to the Ambassador Bridge. The existing Assumption church is the fourth sanctuary to be built for the Parish. The associated French cemetery has also been moved several times. By the time McNiff was conducting his 1780s surveys of the area, there were 13 French farm lots identified in the area of downtown Windsor, and 36 lots in Petite Cote. McNiff's 1791 map depicts irregular clusters of three to six buildings on each lot near the trail which ran along the shoreline for the length of the settlement. His map also indicated that small plots of land had been cleared and orchards planted. Much of the inland area was as yet impassable due to extensive swamplands.

As most of the French farmstead sites lie within areas that have undergone extensive nineteenth century development, none of them have ever been properly examined for archaeological sites. Communities such as Brighton Beach, Ojibway and LaSalle may retain the most potential, although the possibility of finds in denser urban areas cannot be ruled out, as evidenced by the discovery of traces of an eighteenth-century French farmstead in downtown Detroit (Branstner, 2000). This is the only French farm site that has been found and professionally examined on either shore of the Detroit River. It should be noted that amateur "treasure hunters" have for several years been actively recovering eighteenth century French material from construction sites in the LaSalle area. As Windsor's French settlement is the earliest of its kind in Ontario, the search for intact eighteenth-century French sites should be given priority in all planning processes.

After the signing of the Treaty of Paris in 1763, French Canada came under British rule. The French settlers already established in the Detroit River settlement, being far from the administrative centres, were initially little affected by this governmental change and the settlement continued to grow slowly and quietly.

The Windsor Municipal Heritage Register lists a number of buildings along the length of Riverside Drive as associated with French farms. Although none of the existing buildings date to the eighteenth century, they undoubtedly continue to be associated with remnants of earlier structures.

1.3 British Settlement

Following the American Revolutionary War, the influx of United Empire Loyalists prompted formal surveys along the north shores of the lower Great Lakes. McNiff's *ca*. 1790 surveys show irregularly spaced farmsteads on both sides of the river, each with several buildings within a couple of hundred metres of the Detroit River (McNiff, 1791). McNiff instigated a full survey of the French lots along the river, re-numbering them from southwest to northeast. Abraham Iredell, a few years later, re-surveyed the French Concessions. British names begin to appear on the landowner lists of the *circa* 1800 surveys of Iredell, as traders and Loyalists moved into Essex County. Not until the nineteenth century were the inland areas of the township surveyed, using the

standard British grid system where possible. These areas were not settled until well into the nineteenth century, as the land was poorly drained. Even the Walling map of 1877, which is quite complete as to landowner listings, shows some of the inland lots untenanted.

1.4 The Underground Railroad

Black people have lived in the Windsor area since at least the time of the first Loyalist settlers, many of whom were slave owners. A community of freedom seekers existed in Sandwich as early as 1820, when they founded the first Baptist congregation there. After slavery was outlawed by Britain and, following the passage of the Fugitive Slave Act in the United States, the influx of freedom seekers to Canada increased, with Sandwich and Windsor serving as major border crossings for the Underground Railroad (Smardz Frost, 2007, p. 197).

Windsor contains several important sites related to the history of Black people in this country. The Sandwich Baptist Church building, dating from the mid-nineteenth century, may be associated with a number of unmarked burials. Both the Sandwich and Windsor barracks provided interim accommodation for freedom seekers upon their arrival. A prominent American abolitionist wrote of his visit to the Windsor and Sandwich barracks shelters in 1853 (Ruchames, 1971, pp. 72–74). An important Black newspaper, *Voice of the Fugitive*, was published in Windsor by Henry and Mary Bibb, who had recently escaped to Canada. Both the newspaper office and the Windsor Barracks were destroyed by arson in the 1850s.

1.5 Urbanization

The City of Windsor encompasses the nineteenth century cores of three communities, Sandwich, Windsor, and Walkerville. Several other small crossroad communities have also been surrounded by city development in the twentieth century. Ethnicity of settlers has varied over time, with many descendants of the original French still in the community. Scottish and Irish in the early nineteenth century moved into the inner township areas, followed by other Europeans by the late nineteenth and early twentieth centuries, attracted by work and business opportunities. Black settlers and freedom seekers and their descendants have also been here since the late eighteenth century.

1.5.1 Sandwich

The earliest urban settlement in the area, the town of Sandwich, was planned in the 1790s and lots were given by lottery to fur traders from the fort at Detroit. In 1796, after the other side of the Detroit River was ceded to the Americans, many of these businessmen moved across the river, to remain under British rule. They consisted of both French and Scottish traders.

The original town plan encompasses the area now bordered by Huron Church Road on the north, the Detroit River on the west, John B. Avenue on the south and the Essex Terminal Railway track on the east. Lands within the old Huron Reserve that were cleared for agriculture lie east of the tracks. These lands were allotted as "park lands" when Sandwich was taken up in the 1790s and may contain early structures or remnants associated with the Huron-Wendat village.

Sandwich was the County seat for many years, with a court house and gaol located at the centre of the planned village at the intersection of Bedford (later Sandwich) and Brock streets. Both the Catholic (Assumption) and Anglican (St. John's) churches and burial grounds were located here, and Windsor residents had to travel to Sandwich to worship. The earliest Black congregation worshipped in the Sandwich First Baptist Church building still standing on Lot 22 west of Peter Street (3652 Peter Street).

During the War of 1812, the Sandwich Stone College (now the General Brock School complex) provided a barracks for some of General Brock's army, and then was used as a base by the invading American troops. Later, during the Upper Canada Rebellion, the school formed the core of a log barracks occupied by militia, who in 1838 defended Windsor during an attack by rebels and sympathizers from Detroit. The Stone College

and barracks later provided accommodation for Black freedom seekers in the 1850s and 1860s (Ruchames, 1971, pp. 72–74).

Fires and neglect have destroyed many of Sandwich's early buildings. However, archaeological remnants of early Sandwich are likely to be encountered within most of the dwelling lots and parks. Further evidence of this important community continues to lie buried beneath the streets, parking lots and yards of north Sandwich.

1.5.2 Windsor

Windsor's first settlement was established around the southern terminus of the ferries run by the French farmers to carry goods, produce, and people across the river to Detroit. The settlement was initially known as South Detroit. In 1835, public meetings were held to select a new name for the community. The citizens first chose Richmond, but the following year the name was changed to Windsor. At this time, the settlement consisted only of the riverside portions of First Concession Lots 78 to 83 along Riverside Drive, extending only one block inland from the river. Ferry and Church streets were named. Buildings were on both sides of Sandwich Street and there were two wharves (MacDonald, 1921). Sandwich remained the principal settlement on the south side of the river.

By 1857, Pinney's map depicted urban expansion that extended along the river from Lots 78 to 87, with Goyeau as the main thoroughfare to Tecumseh Road. Subdivision extended to Tecumseh along Howard and Goyeau (Pinney, 1857). The coming of the Great Western Railroad in 1854 marked the beginning of faster expansion and Windsor outstripped Sandwich as the economic centre.

By 1892, McPhillips' map (McPhillips, 1892) showed that development stretched along the Detroit River from lot 68 to 91 but was laid out only intermittently inland to Tecumseh Road. South of Tecumseh, at the top of Ouellette, was a popular "Driving Park" or fair grounds, which has since become part of the grounds of Jackson Park and Kennedy Collegiate. At this time, large expanses of undivided fields still lay between Windsor and the neighbouring communities of Walkerville and Sandwich. The combined growth of large industry, starting with Walker's distillery, Ford's Canadian automobile plant in Walkerville, and salt mining in Sandwich, signalled massive residential and mercantile growth in the twentieth century.

1.5.3 Walkerville

Walkerville got its start in 1858 when American-born distiller Hiram Walker set up his distillery on Lots 95 and 96, east of Windsor (Morrison, 1954, p. 44). Part of his decision would have been based on the recent completion of the Great Western Railway through these properties near the shoreline, giving new opportunities for commercial expansion. Walker also operated subsidiary industries such as farms, stockyards, and a dairy to grow grain and use waste products from the distillery. In 1885, he constructed his own railroad, the Lake Erie Essex & Detroit River, to link the Great Western, his shipping wharves and the inner County. Initially, he developed Walkerville as a planned community designed to house and support his workforce. The core of old Walkerville from Walker Road to Lincoln Road and from the river inland to Niagara Street was established by 1881 (Belden, 1881) but the community was not incorporated as a town until 1890 (Gardner, 1913).

Portions of Walkerville's commercial core remain beyond the distillery but are quickly being subsumed by new development.

1.6 Transportation

French settlement in the Windsor area made use of the existing Indigenous trail system and water transport via the Detroit River for many years. Since the interior was so swampy, settlement did not extend inland until well into the nineteenth century. Although county lands were surveyed and grants given by the 1820s, roads and settlers had to wait for provincial and federal drainage projects of the mid to late nineteenth century. Early settlement roads of particular note are Riverside Drive (Front Road), Sandwich Street (Bedford Street), Huron Church Line, old Talbot Road,

Tecumseh Road, Grand Marais Road, and Division and Cabana Roads (Concession 3). Historic maps indicate that early structures can be found within a relatively short distance from these roads where they have not been destroyed by twentieth century development (Belden, 1881; McNiff, 1791; Walling, 1877).

Ferries, which played such a crucial role in the founding of Windsor, continued to play an important role well into the twentieth century. Ferries operated from a wharf situated at the foot of Ferry Street and later from Walker's dock until the late 1930s, when they were finally discontinued. Completion of the Ambassador Bridge and the Windsor-Detroit Tunnel by 1930 all but eliminated the need for ferry transport.

In 1851 Windsor had a modest population of 300 persons, fewer than nearby Sandwich; ten years later that population had reached 2,500, eclipsing Sandwich (Lafreniere & Rivet, 2009). This rapid rise was tied directly to the completion of the Great Western Railway (GWR) in 1854, connecting Windsor to Niagara; the well-established ferry service from Windsor provided additional connections from the train to Detroit. The completion of the GWR signalled the rise of Windsor as an international trade nexus and focus for new industrial development, and in 1858 Windsor was incorporated as a town. As Windsor grew, the prominent citizens and businesses of Sandwich relocated east. New industries such as meat packing benefited enormously from access to the railroad (Lafreniere & Rivet, 2009; Morrison, 1954).

The 1860s were a time of continued growth for Windsor, with the railroad acting as a stimulus for the formation of new industries and the development of trade infrastructure, especially along the waterfront. The railroad provided locals with a way to get agricultural and timber goods to markets in Detroit, Toronto, Chicago, and elsewhere; more farmland was cleared including in the swampier concessions away from the river which had been mostly undeveloped. Access to markets in the larger population centres caused farmers to shift away from personal subsistence crops towards cash crops such as wheat, corn, and tobacco, and a few wealthy local families amassed large land holdings for streamlined agricultural production, like Hiram Walker's tobacco farm and processing centre in Sandwich East Township (Morrison,

1954). Catches of whitefish and herring from the Detroit River's productive fisheries were shipped as far as Boston, New Orleans, and San Francisco (Morrison, 1954).

By the turn of the twentieth century, Windsor was a main junction point for rail shipping to and from the United States. The Great Western (later Grand Trunk, then Canadian National) had been followed by the Canada Southern (later Michigan Central, Conrail) in the 1880s, Walker's 1885 Lake Erie, Essex and Detroit River (later Pere Marquette, Chesapeake and Ohio, CSX) and the Canadian Pacific in 1890. By 1910, the Michigan Central rail tunnel beneath the river was completed, thus reducing the problems and dangers of ferrying rail trains across the river.

Hiram Walker and Sons built a local airport in 1928, which formed the core of what is now the Windsor Airport (Walker Airport map, ca. 1930). The early airport lay at the southwest corner of the airport lands where the terminal is now located.

1.7 Industries

Founded on the fur trade frontier and on agriculture, the Windsor area has altered its economic framework dramatically over the last three centuries. Until the first decade of the twentieth century, industries were mainly small manufacturing plants and craft industries, most of which grew up after the coming of the railroad. Walker's distillery operation with its associated supporting industries was an outstanding exception in the late nineteenth century as it was much larger in scale. Cross-border trading formed a major portion of the urban economic base.

Several mills were built along the Detroit River and Turkey Creek in the late eighteenth and early nineteenth centuries. One of these, Baby's Mill, has been commemorated with a reconstructed building at the foot of Mill Street in Sandwich. The actual site of Baby's mill lies to the north on Lot 3 south of Russell Street (Sandwich Town Patent Plan) and may retain some archaeological integrity. Other mills are depicted on early maps. McNiff's 1791 survey (Lajeunesse, 1960; Figure 9) shows as many as six windmills on the river between Hogg Island (Péche Island) and Turkey Creek, none of which are in the location of Baby's. All of these would have been associated with the dwellings of a miller and workers. The mill known to have stood on the Walker Distillery property, once owned by Montreuil, was built in 1815 (Belden, 1881; Douglas, 2001; Neal, 1909; Teasdale, 2018, p. 122).

The 1812 military engineer's map shows only one of the mills on a small point between McKee's homestead (Lot 59) and the mouth of Turkey Creek (about Lot 35). This mill is mentioned in the *Historical Atlas of Essex County* (Belden, 1881, p. 10) as still standing with a copestone date of 1802. Although this exact location is unknown, any construction in the area should be aware of its potential.

Although most of the mills were wind powered, water powered mills were situated on the stream variously named Ruisseau de la Vielle Reine, Riviere à Jarvais/Gervais, Nagg's Creek) which formerly flowed through Sandwich, and on Turkey Creek in the First Concession. Fere's mill on Turkey Creek was in place by 1798 (Lajeunesse, 1960) and structures remained in the area on the 1881 map. Similarly, a mill which may be Gervais' is depicted on a 1797 map as being on Col. McKee's Lot 59 just south of the Huron Purchase (Lajeunesse, 1960). Gervais is listed as the landowner on de Lery's map (de Lery, 1764).

After Henry Ford established a Canadian automobile plant in the Walker Wagon works building in 1904, the influx of supporting industries and other automobile companies was dramatic. A small community, eventually named Ford City (incorporated in 1915; incorporated as City of East Windsor in 1928), quickly grew up around the rapidly expanding Ford factory, just east of Walkerville on Francois Drouillard's land (Price & Kulisek, 1992). The development of supporting manufacturing industries, low taxes and the presence of a skilled workforce eventually drew other automobile makers to the Walkerville area. The Chrysler Corporation had its beginnings in the 1916 Maxwell Motor Company on Tecumseh Road East and General Motors grew out of a small 1920s auto parts plant on Walker Road.

1.8 Schools and Institutions

Early schools in Ontario were locally organized by subscription. Not until the School Improvement Act of 1871 were curricula broadened and attendance more accessible for everyone.

Sandwich residents put together money to build the first subscription school *circa* 1808. The Stone College was a one storey, U-shaped masonry building opposite St. John's Church on Sandwich Street. Soon after its construction, the school was occupied by troops during the War of 1812 and records are unclear as to whether this building was ever again used for education. In 1868, a new school was built on the original site, and it is now the location of the current General Brock School.

The Assumption College building was constructed in 1857 as a seminary school. By 1866, Catholic girls were accommodated at St. Mary's Academy on the corner of Ouellette and Park (Morrison, 1954, pp. 96–97). Affiliated with the University of Western Ontario until 1953, Assumption formed the foundation of the University of Windsor.

The first Windsor primary school may have been built in 1838 by James Dougall opposite his house on Sandwich Street and soon after, a brick building was erected on the corner of Pitt and Windsor Avenues. After 1854 it became necessary to expand, and two new schools (one Catholic and one Protestant) were constructed, one on the south side of Chatham between Church and Bruce, and the other on Goyeau near Park. The grammar (secondary) school moved from Sandwich to Windsor in 1857. Classes were held in a building on Pitt Street and later on the upper floor of the newly opened City Hall building, now demolished. The schools were combined in the Windsor Central School in 1873 (Morrison, 1954, p. 40).

Walkerville had an elementary school on the corner of Wyandotte and Devonshire by at least 1890 (W.A.C.A.C., 1997) which was replaced in 1905 by King Edward Public School, now demolished.

Windsor has not retained any of its original nineteenth century school buildings. Several of them, however, are built on the sites of earlier schools and their grounds retain archaeological potential.

1.9 Religion

By 1752, the Jesuits' Huron Mission had become the earliest Catholic parish in Ontario. The Mission had also expanded its mandate to serve the French community. Assumption Church stands on a portion of its original property and there is archaeological potential for the previous churches, mission houses and cemeteries through much of it. No other denominations were populous in the area until after the influx of United Empire Loyalists. Since Sandwich was the early centre of settlement in the Windsor area, the first Anglican church was also built here. St. John's, on the corner of Sandwich and Brock streets retains its original cemetery, although the original 1807 church building has been replaced. Residents living along Detroit River shoreline had to travel to Sandwich to worship. The freedom-seeking Black population formed a Baptist congregation by the 1820s but did not build the existing Sandwich First Baptist Church until the 1850s.

The first churches in the Windsor settlement were built in the 1850s after the Great Western railway terminus sparked a population boom. The first St. Alphonsus church, near Goyeau and Park, dates to this period. All Saints Anglican church, situated just north of City Hall Square, dates to 1857 and St. Andrew's Presbyterian Church followed in 1865 at the corner of Chatham Street and Victoria Avenue. A non-sectarian church building, on the site of the *Windsor Star* building, served the Methodists until they opened a new church in 1873 at Windsor Avenue and Chatham Street. Two Black churches, built on McDougall Street, were the African Methodist Episcopal (1856) and the Baptist (1861) (Morrison, 1954, p. 39).

1.10 Recreation

Numerous parks and fields for games existed around the core of nineteenth century

Windsor and Sandwich, although no pleasure parks existed in the mid-nineteenth century. The Windsor Driving Park and fairgrounds at the top of Ouellette at Tecumseh, (now Jackson Park and Kennedy Collegiate) was the site of horse racing by 1889 (McPhillips, 1892). During World War I, barracks were established in and around the Exhibition building of the Fair Grounds. The open spaces in the existing grounds likely retain archaeological integrity.

The Mineral Springs Spa in Sandwich was established after a sulphur spring was found in 1866 while drilling for oil. A luxury brick hotel was constructed at Chappell and Sandwich Streets for the accommodation of visitors to the springs and a canal was dug from the Detroit River to Russell Street for easy access to American tourists. It was still operating in 1909 under the name Lagoon Park (Neal, 1909, p. 61).

2 Colonial Period Site Potential Model

The archaeological potential modelling for colonial period sites was derived by reviewing historic documentation of colonial settlement in the Windsor area. Unlike the environmental modelling necessary for understanding pre-contact Indigenous land use, settlement after about A.D. 1700 had been partially documented, and it is recognized that these historical sources provide more specific locational information than could be gained through geographic analysis. Historic eighteenth and nineteenth century maps of the Detroit River and Windsor areas have provided general locations for military installations, French farmsteads, eighteenth century Indigenous settlements, early roads and railways, crossroad communities, urban cores, public buildings, cemeteries, and some early industrial sites. In order to identify areas of archaeological potential, historic structures, settlement areas, and transportation routes were transcribed as closely as possible from historical maps. The greatest potential for finding Euro-Canadian sites is found in proximity to these mapped features.

In the eighteenth century, the land use patterns of Indigenous and European cultural groups overlapped, with all the initial French farms apparently falling within the area along the Detroit River already identified as having high potential for Indigenous sites. Early nineteenth-century settlement imposed a structure on the inland landscape as townships were surveyed in rectangular patterns, lands were drained, and roads were constructed along concession lines throughout Essex County. Potential for finding the archaeological remains of historic structures exists within early urban boundaries, along settlement roads or waterways, and within the vicinity of known sites.

The second main criterion for modeling colonial period archaeological potential is based on the determination of archaeological site significance. In Ontario, the Standards and Guidelines for Consultant Archaeologists (MTC, 2011, p. 41) suggest that colonial sites may have cultural heritage value or interest when they date prior to 1900 or when the site is associated with the first generation of settlement. Sites dating after this marker tend to be considered less significant unless they are unique in some way, such as an association with a famous person or event, an institution (schools, churches, hospitals, town halls) or small craft industry/business such as a blacksmith shop, general store or hotel.

2.1 Registered Colonial Period Sites Layer

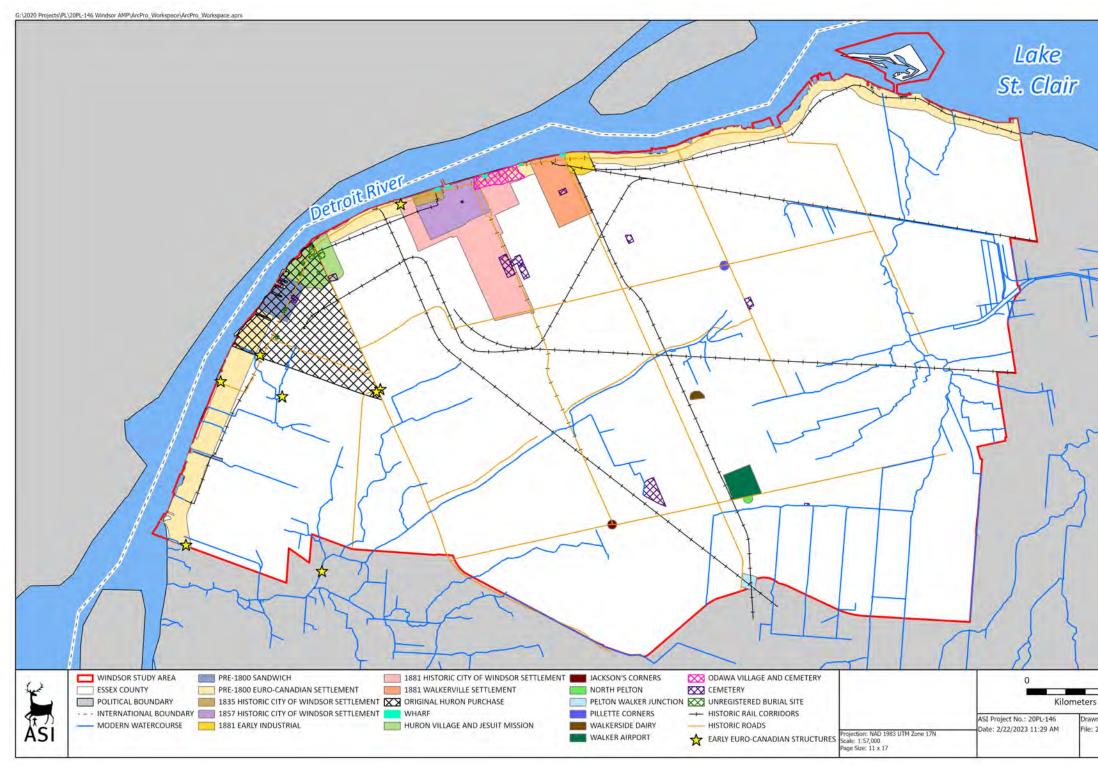
To date, the Ontario Archaeological Sites Database (OASD) includes sixty-six colonial period sites in Windsor. Fifteen of these also have Indigenous archaeological components. All have been incorporated into the project GIS. They are classified in the OASD as follows: residential/house/farmstead/homestead (32), unknown (16), artifact scatter (8), campsite (3), village (2), administrative/jail (1), burial (1), depot (1), dump (1), and railway (1).

2.2 Colonial Period Settlement Layer

As noted above, colonial period settlement mapping was based on the analysis of primary documents. As most early maps are notoriously unreliable for locating the sites of former historic structures, the plotting of a number of significant sites required the examination of several maps. Mapping attempted to identify localities that had the potential to contain archaeologically significant settlement. Significant settlement

City of Windsor Archaeological Management Plan 2024 Update Appendix B: Colonial Period Thematic History

Figure 3: Historical Features





structures included wind and water mills, hotels, schools, churches, government institutions, military emplacements, cemeteries, roads, railways, wharves and small industries. Specific structure locations were found on McNiff (McNiff, 1791), Walling (Walling, 1877) and Belden (Belden, 1881) maps.

Since European settlement proceeded in two phases, farmstead buildings may be expected to be found in two general patterns. The eighteenth-century French farmers set up along the Detroit River, with buildings oriented to the river "highway" along the frontage. McNiff's map (McNiff, 1791) illustrates irregular clusters of structures in a long strip parallel to the shoreline within a relatively short distance from the river. Although specific structures could not be accurately mapped, the strip was found to lie within the high potential zone already identified for Indigenous occupation along the river. The second phase of settlement involved the extension of the French seigneury-style lots inland for three concessions and filling in behind them with the standard British rectangular grid pattern of concessions. Buildings associated with these later settlers would be expected to lie within a reasonable distance of early concessions and side roads.

Since historical mapping was insufficient to identify all the significant structure locations within developed urban population cores, the urban boundaries of Windsor, Sandwich and Walkerville were plotted and all areas within the nineteenth century cores were considered to exhibit archaeological potential. Urban boundary mapping was derived from Pinney (Pinney, 1857), Belden (Belden, 1881), McPhillips (McPhillips, 1892) and MacDonald (MacDonald, 1921).

Early roads were identified by comparing nineteenth century maps to twentieth century topographic and City mapping. Since a portion of the original Front Road, along the Detroit River, south of Sandwich, appears to have fallen into disuse and eroded into the river between 1881 when the Belden *Atlas* was produced and the 1909 topographic mapping, part of that original trail could not be placed accurately. Most of the road alignments, however, appearing in Belden 1881 and on Walling 1877, are

still in existence. These include Riverside Drive, Huron Church Line, and Talbot Road lying along former Indigenous trails, and Grand Marais Road associated with the Turkey Creek marsh. Concession and sideroads in place by the mid- nineteenth century include Howard Avenue, Walker Road, Pilette Road, Lauzon Road and Malden Road running north to south, and Tecumseh Road, Cabana Road/Division Road and the former Second Concession aligned with E.C. Row expressway. Sprucewood Avenue and Morton Drive in Ojibwa are also early settlement roads with Sprucewood providing access to LaFrere's mill on Turkey Creek. With the exception of E.C. Row, all of these may retain some archaeological potential along portions of their routes.

The Great Western (now CNR) was the first railroad into Windsor (1854). It was followed in the subsequent decades by several others, most of which still maintain their original corridors. These include the Lake Erie, Essex and Detroit River (later Pere Marquette, now CSX), the Canadian Pacific, Conrail (formerly Canada Southern, Michigan Central), and the Essex Terminal built to join up the various lines. The Sandwich, Windsor and Amherstburg, and The Windsor and Tecumseh electric street railways have also been plotted (Belden, 1881; Walling, 1877), as remnants of them may remain below current pavements, and former stations and terminals may still exist along the routes.

Although private and public wharves have been added along the Windsor shoreline, several shoreline structures on the Detroit River in Sandwich, apparent on the Belden (Belden, 1881) map, have not been included as it was impossible to place them accurately along the shoreline. As the full extent of industrial land reclamation along the riverfront through Sandwich and Ojibwa is not known, the presence of early shoreline structures, now under water or landfill, should be considered along with land resources during shoreline alterations in those areas.

Some well-known early industrial sites have been noted, including the Walker Distilleries (Walling, 1877), the early Ford factory (McKay, 1905), and Walkerside industrial dairy (1908 topographic). Detailed information on such sites is not

consistently accessible and undoubtedly many other significant small industries, located in the urban cores, will be located as individual properties are assessed. Many small craft industries such as blacksmith shops, mills and harness or carriage makers, often located in crossroad service communities, would all be considered significant. Only one such operation, a blacksmith shop depicted on the northwest corner of Talbot Road and Howard Ave (Belden, 1881), could be specifically located within the city limits. Early mill sites are located within the city limits. Baby's mill in Sandwich has not yet been definitively located, but the site of the Badichon-Labadie (alternatively known as the Lassaline-Montreuil) windmill which stood on what is now Walker distillery land, has likely been destroyed. Windsor now encompasses several nineteenth century crossroad villages such as Meros Corners (Pilette Corners), Jackson's Corners (Roseland), Pelton (Walker Junction) and North Pelton (Belden, 1881; Walling, 1877) (Canada Topographic Series, Essex No.46 1913). These have been plotted according to the general boundaries indicated in Belden (Belden, 1881). Crossroad communities traditionally are the sites of important local services such as craft industries, hotels, churches and schools.

Military sites in the Windsor area include two barracks sites, an 1812 American encampment and several American landing sites along the river. The location of General Hull's 1812 American camp, sometimes referred to as Fort Gowie, could be mapped as it is known to have been on Lot 76, Conc. I, a property purchased by Robert Gowie *circa* 1805 (M214 3/RR). The bastioned fortification has been depicted on an 1812 military engineer's map (RG1 B-11) but due to various inconsistencies, the site could not be accurately mapped. With the exception, however, of the Windsor Barracks in Civic Square, all are within the high potential strip identified along the Detroit River frontage. The Sandwich barracks on the site of Brock School has been excavated.

2.3 Cemeteries

All burials and cemeteries, regardless of age, are considered significant and are

afforded protection under the Ontario Funeral, Burial, and Cremation Services Act.

Unregistered family burial plots may be found unexpectedly on any early farmstead. The Ontario Genealogical Society's listing of cemeteries in Essex County was examined for unmapped family plots, but none have as yet been identified within the city boundary. Sometimes churchyards, which were in use as cemeteries in the past, no longer display evidence of grave markers. The Sandwich First Baptist Church on Peter Street is thought to have been used for burials in the nineteenth century.

The oldest church burial ground in Windsor is the Assumption Parish cemetery. It has, however, occupied several locations throughout its 250-year history, the latest of which is still in use and has been included in the WAMP mapping. The earlier cemetery grounds are poorly documented and could not be pinpointed. They exist in the general areas north of Assumption Church in association with Vista Place and Patricia Road. Some parts of these burial areas may be intact where buildings have not been constructed over them.

The two large eighteenth century Indigenous cemeteries are shown generally on several early maps, particularly McNiff (McNiff, 1791). Since these locations are approximate and not delimited, thus, mapping of true boundaries for the Windsor AMP has not been possible. An attempt has been made to place them generally in relation to landmarks such as unregistered Indigenous burial finds, French lot locations, and oral history about burial locations. These cemeteries were associated with the Odawa and Wendat villages described in Sections 1.1.1 and 1.1.2, above, the precise locations and extents of which are also unknown.

2.4 Application of the Colonial Period Potential Model

The modelling of colonial period site potential assumes that archaeological resources, including structures, are most likely to be found in and around documented cultural features. The proximity model assumes that most buildings and landscape alterations were built with access to nearby transportation routes, business trade, or specific

resources such as water power. Urbanization on several scales also engenders clusters of structures creating city neighbourhoods and crossroad villages. Aspects of the roads, rails, and wharves themselves also contain potential for technological information. As described above, areas of historical settlement dating prior to the mid-nineteenth century were treated as having high archaeological potential.

Although historical maps provided general locations for former structures, they could not be relied upon for accuracy because of differences of survey methodology, scale and completeness. To allow for these variances, buffer zones were applied to the mapped features to determine general areas of potential. A 100-metre buffer zone was drawn around each specific registered archaeological site, early residential, institutional, or commercial structures where known, in order to capture associated outbuildings and make allowance for unreliable eighteenth and nineteenth century mapping. Buffer zones were not added to historical sites which fell within areas of high potential for Indigenous occupation, as they already included a sufficient buffer zone. Several known wharves along the Detroit River, which represent both underwater and land-based potential, are marked with a 50-metre buffer zone to allow for approximate historic mapping.

Nineteenth century settlements and transport routes from the first half of the nineteenth century were considered to hold high potential for attracting roadside dwellings, businesses, utility buildings, and route stations. Early routes considered significant were Riverside Drive/Sandwich Street (Front Road), Tecumseh Road (the first inland concession road), Grand Marais Road, Huron Church Road, Talbot Road, and farm lot sideroads leading from Riverside to Tecumseh (Howard, Walker, Lauzon, Pillette). The locations of farmsteads along settlement roads, although roughly illustrated on McNiff (McNiff, 1791) and Walling (Walling, 1877), were not individually plotted, as almost all lie within a short distance of an early road or the Detroit River within a buffer zone of 100 metres to either side of roadways. The buffer zones were

plotted to catch most of these potential structures associated with the corridor rightsof-way. Similarly, 50-metre buffer were applied for early railways.

Developed urbanized areas, referenced as historical settlement centres in Table 2 of the Main Report, cannot automatically be eliminated from having potential because of the assumed disturbance of heritage resources by later construction. All areas within early nineteenth century urban limits were considered to have archaeological integrity in the model, as many of them may encompass relatively undisturbed green patches and paved areas. Development dating prior to the 1950s has often been shown to affect the integrity of pre-existing archaeological sites only partially, and portions of such sites are often found to remain intact. Such locations include school yards, parking lots, house yards, roadsides, and parks.

Registered cemeteries were given a buffer of 10 metres beyond known limits and other suspected or pioneer ones were marked with a 100 metre buffer around a point.

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City of Windsor Archaeological Management Plan

2024 Update Appendix C: Contingency Plan for the Protection of Archaeological Resources in Urgent Situations

May 2024





Development & Heritage Standing Committee Meeting Agenda - Monday, May 6, 2024 Page 804 of 915

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1 Introduction

The archaeological sites that are the physical remains of the City of Windsor's 13,000-year settlement history represent a fragile and non-renewable cultural heritage resource that must be conserved and protected.

The City of Windsor Archaeological Management Plan (WAMP) represents a comprehensive approach to the conservation of its archaeological resources. While the WAMP reduces the risk of unexpected discovery of archaeological remains during construction (such as disturbing a burial site or nineteenth century building foundation), unexpected discoveries may still occur. To address this possibility, this document outlines processes for dealing with such discoveries:

- A notification process involving the City of Windsor, relevant Indigenous communities, and the Ministry (MCM)¹ from the Archaeology Program Unit;
- An investigation and reporting process undertaken by a consultant archaeologist;

One of the underlying premises of this contingency plan is that, upon discovery of an archaeological resource in an urgent situation, it is illegal for any person or agency to alter that archaeological site, whether registered or not, without an archaeological license issued by the Province of Ontario. This offers automatic protection to all archaeological sites and the City of Windsor must exercise due diligence in all contexts, including emergency situations, such as broken water mains, to ensure that archaeological features are protected from disturbance of any nature.

¹ Provincial management of cultural heritage resources has been carried out by operation units attached variously to the Ministry of Citizenship, Culture and Recreation (1993-1998), the Ministry of Tourism, Culture and Recreation (1998-2002), the Ministry of Culture (2002-2010), the Ministry of Tourism, Culture and Sport (2011 to 2019), Ministry of Heritage, Sport, Tourism and Culture Industries (2019 to 2022), Ministry of Tourism, Culture, and Sport (2022), and Ministry of Citizenship and Multiculturalism (2022).

While the nature of the emergency must obviously be balanced with the needs of archaeological resource conservation, the identification of human remains in such situations requires an immediate cessation of work in the area of the remains.

This contingency plan is divided into two main parts, the first of which presents a process for dealing with urgent situations concerning archaeological resources other than human remains. The second part includes a best practice approach to situations involving the unanticipated discovery of human remains. These parts are followed by recommendations and references.

2 Discovery of Archaeological Resources (Non-Human Remains)

2.1 Defining Archaeological Resources

The 2020 Provincial Policy Statement defines archaeological resources (Section 6.0, Definitions) as including "artifacts, archaeological sites, and marine archaeological sites." Individual archaeological sites are distributed in a variety of locational settings across the landscape, being locations or places that are associated with past human activities, endeavours, or events. These sites may occur on or below the modern land surface or may be submerged under water. The physical forms that these archaeological sites may take includes the following: surface scatters of artifacts; subsurface strata which are of human origin or incorporate cultural deposits; the remains of structural features; or a combination of these attributes.

As such, archaeological sites are both highly fragile and non-renewable. The Ontario Heritage Act (Ontario Regulation 170/04) defines "archaeological site" as "any property that contains an artifact or any other physical evidence of past human use or activity that is of cultural heritage value or interest;" "artifact" as "any object, material or substance that is made, modified, used, deposited or affected by human action and is of cultural heritage value or interest;" and "marine archaeological site" as "an archeological site that is fully or partially submerged or that lies below or partially below the high-water mark of any body of water." Archaeological fieldwork is defined as "any activity carried out on, above or under land or water for the purpose of obtaining and documenting data, recovering artifacts and remains or altering an archaeological site and includes monitoring, assessing, exploring, surveying, recovering, and excavating."

2.2 Policies and Protocols in other Jurisdictions Regarding Contingency Plans

Relevant planning policies do exist within infrastructure agreements between environmental monitoring agencies in association with, or separately from, Indigenous communities in Canada and large infrastructure construction corporations (e.g., TransCanada Pipelines, Enbridge). The policies in such agreements follow a similar direction to those presented here, although they are also consistent with the corporate consultation and contingency planning policies of those corporations and those of the planning jurisdiction(s) within which the project is located.

Thus, there are numerous models upon which to base the creation of *specific* emergency procedures in terms of the course of actions to take upon the discovery of archaeological resources. Such protocols are found applied to specific projects, such as state- or sometimes city-level infrastructure works in the United States (i.e., New York City, Minnesota, Wyoming and Washington State). These are all situations in which the funding and legislative context has triggered archaeological requirements. Some U.S. state departments of transportation, such as California, also maintain a roster of contractors qualified to carry out the cultural resource management components of their development projects.

For major projects undertaken by the City of Windsor, special clauses might be inserted in agreements with the contractors to allow for emergency discoveries of archaeological resources. In New Zealand, for example, the Heritage Places Trust may require that an "Accidental Discovery Protocol" be applied to private development projects, and the protocol may form part of the original archaeological assessment report(s) completed for the initiative. Such documents are generally comparable with Ontario's "Discovery of Human Remains – Best Practices Protocol" (see Section 3, below) in terms of the manner in which they outline the steps to be followed (e.g., stop work \rightarrow secure area of concern \rightarrow notify authorities \rightarrow consult with relevant stakeholders and experts to evaluate significance \rightarrow develop suitable mitigation plan, etc.). Such plans may also identify specific individuals who will serve as project management and supervisory personnel, agency and stakeholder contacts and archaeological consultants who are responsible for implementing the procedures, should they be required during the execution of the project.

2.3 Role of Province

The Ministry is charged under Section 2 of the Ontario Heritage Act with the responsibility to "determine policies, priorities and programs for the conservation, protection and preservation of the heritage of Ontario" and so fills the lead provincial government role in terms of direct conservation and protection of cultural resources. The Minister is responsible for determining policies, priorities, and programs for the conservation, protection, and preservation of the heritage of Ontario. These goals are partly accomplished through other legislated processes, such as those required by the Planning Act and Environmental Assessment Act, rather than directly through the *Ontario Heritage Act* itself.

The Ministry has the primary administrative responsibility under the *Planning Act* and *Ontario Heritage Act* for matters relating to cultural heritage resource conservation including archaeological resource identification and mitigation in advance of land development, specifically the Archaeology Program Unit with respect to the latter.

The Ontario Heritage Act governs the general practice of archaeology in the province in order to maintain a professional standard of archaeological research and consultation. The Minister is responsible for issuing licenses to qualified individuals. All consultant archaeologists who undertake Stage 1 to 4 archaeological assessments must be licensed by the Ministry. All work conducted by the consultant archaeologist must conform to the standards set forth in the most current *Standards and Guidelines for Consultant Archaeologists* (2011) authorized by the Ministry and the accompanying bulletins, such as *Engaging Aboriginal Communities in Archaeology*. All archaeologists.

In the case of the discovery of unanticipated archaeological remains, under Subsection 48(1) of the Ontario Heritage Act, it is illegal for any person or agency to knowingly alter an archaeological site without a license. Alteration of an

archaeological site is deemed to include any form of unsanctioned disturbance or destruction of an archaeological resource brought about by any means (e.g., construction, archaeological excavation, or soil disturbance of any nature on the site). This in effect offers automatic protection to all archaeological sites and the City of Windsor should help in all accidental discovery contexts to ensure that archaeological features are protected from further disturbance of any nature.

Accordingly, contractors should stop work in the vicinity of a find pending its assessment by a consultant archaeologist. It is likely that most discoveries will be found by a contractor, a pedestrian observer, a private citizen on their own property, or a City of Windsor official. In any of these cases, authorities should be alerted and any further disturbance to the archaeological resource should stop. The City of Windsor by-law enforcement staff can issue a stop work order in such situations, if necessary.

All reports on archaeological investigations concerning accidental discoveries will be submitted to the Ministry by the consulting archaeologist, as a condition of an archaeological license. These will be reviewed by Ministry staff to ensure that the activities conducted under a license meet current technical guidelines, resource conservation standards, and the regulations of the Ontario Heritage Act. The reports must also be provided to the City of Windsor's Planning Department. Figure 1 outlines the basic process to be followed in a development context.

2.4 Role of the City of Windsor

Figure 1 charts the steps in the process of dealing with an accidental discovery of archaeological resources and Appendix 1 of this contingency plan includes one-page instruction sheets for handling the accidental discovery of archaeological resources or human remains. In the event that a municipal employee observes archaeological resources during a property inspection, he or she should consult the one-page instruction sheet and make the necessary calls to alert officials to the discovery. The person discovering or reporting the find can seek assistance from the municipal planning department should they require help in determining next steps. A roster of pre-qualified consultants can also be used to secure professional

help immediately in the case of either private property projects or public sector projects (see Recommendation 4 in Section 4, below).

2.5 Role of Consultant Archaeologist

Once a consultant archaeologist has attended to the scene, retained by either the relevant municipality or a private proponent/landowner, the consultant archaeologist will define the nature and extent of the deposit and direct arrangements for the protection of the precise area of concern. Should a stop work order have been placed by the municipality, arrangements can be made to have it rescinded to allow a development proponent or property owner to carry on without impact to the archaeological resource. The consultant archaeologist will then investigate the archaeological resource and assess the potential impact to the archaeological resource, development, and/or site alteration.

The development proponent or property owner, the consultant archaeologist, the Ministry, and the municipal approval authority must then arrive at appropriate decisions regarding integration of that resource into the development plan or the implementation of mitigative options. In the case of the discovery of Indigenous archaeological resources, the consultant archaeologist is required to engage with the appropriate First Nations to seek their input into this process in accordance with the *Standards and Guidelines for Consultant Archaeologists* (MTC, 2011).

2.6 Role of Property Owner

Should the resource be further threatened on a construction site, the two options available are to immediately avoid and protect the resource in the development plan, such as through the allocation of the area as non-parkland open space or undertake procedures to mitigate the resource through excavation. In the case of a private property owner, the decision will generally be to either abandon the project or undertake mitigative removal of the feature. These decisions will most likely be subject to a cost-benefit analysis where the mitigative option involves input from all stakeholders and rightsholders (i.e., the City of Windsor, Ministry, City of Windsor Archaeological Management Plan 2024 Update Appendix C: Contingency Plan for the Protection of Archaeological Resources in Urgent Situations Page 226

First Nations, and the property owner). In the case of a private property owner, the financial implications of an unexpected find may be onerous (see Recommendation 3 in Section 4, below). All participants in any consultation process undertaken in the event of an unexpected discovery must enter into it with the understanding that it will take some time to complete.

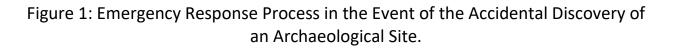
2.7 Mitigative Options

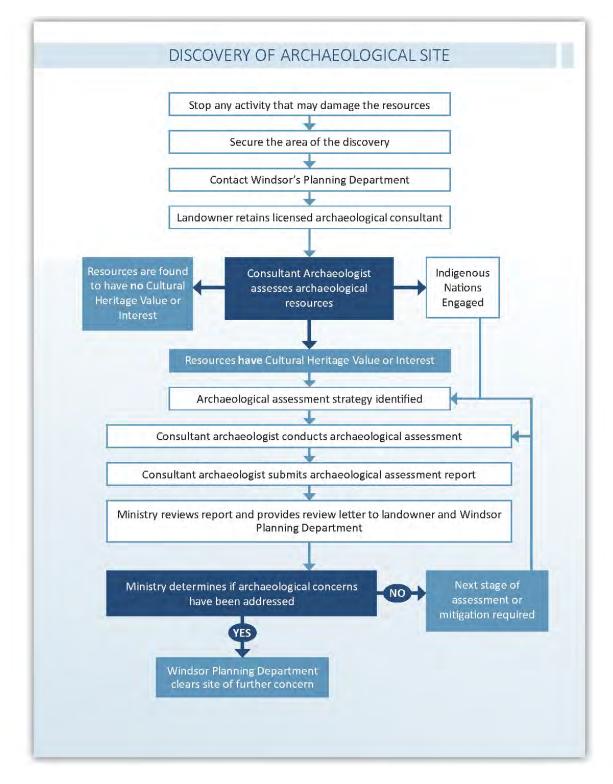
Section 8.3.5 of the WAMP Main Report sets out the criteria for determining the cultural heritage value of archaeological resources, including information value, value to a community and value as a public resource. There is also a set of indicators based on these criteria, which helps to determine which archaeological resources are significant and therefore must be preserved or conserved. Section 8.3.6 of the WAMP describes a number of mitigative options, including avoidance, modifications to construction techniques, long-term protection, and various degrees of documentation and/or excavation.

It should be noted that detailed information regarding a site is frequently required in order to make a more accurate assessment of significance and to determine the potential for adverse effects. This may involve different levels of intensity and phases of on-site investigations.

2.8 Emergency Response Process

The following flowchart (Figure 1) outlines the recommended decision-making process and actions for responding to the unanticipated discovery of archaeological resources.





3 Discovery of Human Remains – Best Practices Protocol

3.1 Introduction

The following is designed to assist all those involved in responding to and addressing unanticipated discoveries of human skeletal remains outside of a licensed cemetery. This is presented as a series of best practices among the many overlapping interests and jurisdictions of several ministries, agencies, police services and other government bodies that are triggered when human skeletal remains are uncovered. This approach was developed originally for the Toronto region with the support and approval of many Indigenous representatives from across Ontario and is equally applicable to discoveries of human remains elsewhere in the province.

These best practices support the existing regulatory and statutory mechanisms in Ontario. Responsibility for previously unknown human remains passes through a number of jurisdictions (i.e., police, coroner, and the Registrar of Burials in the Ministry of Public and Business Service Delivery, formerly Ministry of Government and Consumer Services), and the intent of this section is to ensure this flow is effective and as seamless as possible.

3.2 Media

Getting through the entire discovery and disposition process when human remains are found will see the authority for the issue shift among several agencies. As such, until all investigations have been carried out and the disposition resolved, formal press releases or contacting the media should only occur if all affected authorities have concurred (i.e., police, coroner, First Nations and Registrar of Burials). In addition, after all investigations have been completed, the concerns of the landowner and group acting as representative for the deceased should be considered before media contact. Premature media notification, particularly prior to having accurate identification of the deceased, will lead to misinformation, misplaced concerns being raised, and potentially a hardening of attitudes. This can make a final disposition agreement more difficult to reach.

Any media interest should be directed to the agency that has authority over the burial site at the time of the media contact (i.e., police, coroner's office or Registrar of Burials). Media photography of the remains, particularly if they are of Indigenous peoples, should be avoided. A publicly displayed photograph of skeletal remains may be offensive to representatives of the deceased.

3.3 Role of Consultant Archaeologist

It is important to note that the discovery of human remains will occur in two basic contexts: either through accidental discovery by an individual in unexpected circumstances, such as during construction, or through discovery as part of an archaeological examination/excavation of a locale by a consultant archaeologist. In any case, a Burial Site Investigation ordered by the Registrar of Burials, Ontario Ministry of Public and Business Service Delivery, under the provisions of the Funeral, Burials and Cremation Services Act must be conducted by the holder of a Professional-class archaeological license issued by the Ministry of Citizenship and Multiculturalism (MCM) under the Ontario Heritage Act. The work must also be done under a Project Information Form (PIF) issued by MCM with all the attendant license reporting obligations. The consulting archaeologist must have the necessary skills, knowledge and expertise to assist both the police and coroner in determining the age of the interment, as well as to assist the property owner in generating the information required by the Registrar to determine the nature, extent and cultural affiliation of the person(s) buried. His or her presence at the front end of the discovery process is required by law and will greatly aid all authorities in making quick and accurate determinations and should be relied on as much as possible in such circumstances.

3.4 Coroner Notification

A person finding any skeletal material that may be human is required to immediately report the find to the local police or coroner. An appropriate contact

list (e.g., police, regional coroner's offices, Registrar of Burials, MCM) should be maintained by all municipal divisions involved in or managing land disturbing activities, including municipal law enforcement officers, property and building inspectors, and contractors working on behalf of the City of Windsor who may be the first contact with such a discovery. Figure 2 outlines the process that will be followed from the time of discovery onward.

When the police are first contacted, they will attend the scene, protect the site and contact the local coroner. The coroner, or the police on behalf of the coroner, will conduct an investigation to determine if the remains are human and if foul play is involved. The investigator will need to obtain all the information required to make a determination. Efforts should be made at this stage to minimize site disturbance. All bone and associated grave goods still embedded in the ground should not be disturbed. Poking, pulling, and digging up the bone in an uncontrolled manner can quickly destroy critical data essential to making accurate identifications.

The police and coroner will typically rely on their forensic anthropologists in conducting the investigation. Burials are archaeological deposits in their own right and are often found as part of more extensive archaeological deposits. The consultant archaeologist can help ensure that the larger cultural heritage resource is not destroyed or damaged during investigation of the skeletal material as well as determine whether or not the human remains are part of a crime scene.

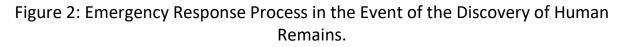
If the burial is found in the course of an archaeological site investigation, or if other archaeological evidence is immediately available without further disturbing the burial, consultant archaeologists may be able to assist with the coroner's initial determination. Such evidence may include the following: the condition and discoloration of the bone; presence of artifacts around the discovery site, such as the presence/absence of a coffin, grave goods, etc.; knowledge of known archaeological sites at or in the vicinity of the burial; intact archaeological features, such as a grave shaft; or depth of and position of remains. Such evidence will also be collected in the course of a subsequent Burial Site Investigation (see Section 3.5).

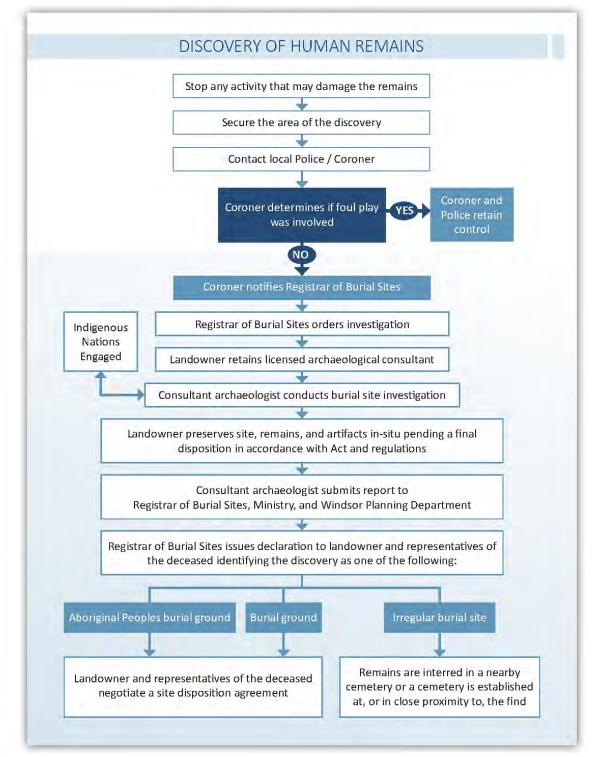
When skeletal material is found and it is not readily obvious that this material is either a burial or crime scene, coroners will often employ the services of a forensic

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anthropologist to examine the bone in detail. While the coroner requires only a basic determination of age (i.e., recent vs. historic/ancient) and nature of the interment, the forensic anthropologist's examination can also determine cultural affiliation (based on the presence/absence of specific skeletal traits), age of the individual at death, sex and even funerary practices. This information will be essential for the investigations for the Registrar of Burials, as well as for the deceased's representative in determining the appropriate re-interment requirements. Allowing the forensic anthropologist to complete a descriptive analysis of the skeletal material as part of the coroner's investigation will greatly aid in addressing remaining issues associated with this process.

When the coroner makes a determination that no foul play is involved, they will contact the Registrar of Burials who may choose to order a Burial Site Investigation. It is essential that the Registrar of Burials and the City of Windsor are notified of the discovery, and given any relevant information (e.g., contacts, results of any analyses). The property owner is legally required to preserve and protect the site when the police are no longer involved until a disposition is made under Regulation O. Reg. 30/11 of the Funeral, Burial and Cremation Services Act.





3.5 Funeral, Burial and Cremation Services Act Requirements

As detailed in Section C of O. Reg. 30/11, issued in accordance with the Funeral, Burial and Cremation Services Act , the Registrar of Burials will be required to determine and formally declare whether the discovery constitutes an Aboriginal Peoples Burial Ground, a Burial Ground, or an Irregular Burial Site, as defined in the Act. To support this determination, the Registrar of Burials will issue an order to the property owner requiring the submission of a Burial Site Investigation report prepared by a licensed professional archaeologist.

The objectives of the Burial Site Investigation include the following: whether or not the interment(s) was/were intentional, and the basis on which this conclusion is made; the cultural affiliation of the deceased; the defined limits of the area containing burials; the style and manner in which the remains are interred; a description of the artifacts determined to form part of the burial site; and any other information relevant to the preparation of a site disposition agreement as determined by the Registrar (O. Reg. 30/11 s174(2)6.). It may also be necessary to determine the exact number of discrete burials present in the area. Excavation methods should maximize recovery of these data, while minimizing disturbances to the remains. At the conclusion of the investigation, a report must be submitted to the Registrar of Burials, Archaeology Program Unit of MCM, and to the City of Windsor's Planning Department.

During the investigation, the remains must be treated with respect and care. All artifacts found in the burial are to be considered grave goods and should be treated as part of the burial and kept with the skeletal remains. Burials must not be unnecessarily exposed to the elements or to casual viewing and must be covered over as soon as possible following identification. The property owner continues to be responsible for preserving and protecting the site during this investigation and until a disposition is made under the Funeral, Burial and Cremation Services Act.

Once the Registrar of Burials makes a declaration, attempts will be made to locate a representative for the deceased. If the locale is deemed to be an Aboriginal

Peoples Burial Ground, the Registrar of Burials will contact the appropriate First Nation(s).

There are currently seven Indigenous nations that have an expressed interest in the City of Windsor, as follows:

- Walpole Island First Nation
- Caldwell First Nation
- Chippewas of the Thames First Nation
- Aamjiwnaang First Nation
- Haudenosaunee Confederacy Chiefs Council
- Six Nations of the Grand River
- Huron-Wendat Nation

If the burial is non-Indigenous, the Registrar of Burials will attempt to find a representative. Where no descendant is identified, a representative of the same religious denomination as the person buried can act for the deceased. If religious affiliation cannot be determined, the Registrar of Burials will determine the appropriate representative.

For Aboriginal Peoples Burial Grounds and Burial Grounds, the property owner and the representative for the deceased shall reach a disposition agreement outlining what is to be done with the burials. Where there is no agreement, binding arbitration is provided for under the Funeral, Burial and Cremation Services Act. Removal of remains or associated artifacts from the site is not permitted without the consent of the representative of the deceased. A site disposition agreement will contain the following elements (O.Reg. 30/11, s. 184):

1. a legal description of the location of the burial site in which the human remains are interred and, if applicable, a statement that the remains will be left where they are interred, and the site established as a cemetery;

- 2. the style and manner in which the human remains are to be disinterred and reinterred, if applicable;
- 3. the time within which the disinterment and reinterment are to take place, if applicable;
- 4. the provisions being made for the future maintenance of the cemetery in which the human remains are to be located;
- 5. the allocation of the costs of carrying out the agreement;
- 6. all other matters that the parties to the agreement agree upon; and
- 7. in the case of an arbitration, all other matters that the arbitration board or arbitrator considers necessary.

If the discovery is declared to be an Irregular Burial Site, the process will not be subject to a site disposition agreement. Instead, the owner of the land is required to carry out either of two options, as follows:

- 1. leave the remains in place or move them to land in close proximity to the site and establish the site as a cemetery; or
- 2. remove the remains and re-inter them into an existing cemetery in the same local municipality as the site or in an adjoining local municipality.

The property owner is responsible for all costs, although claims of financial hardship will be evaluated by the Registrar in cases where the landowner cannot pay.

The option selected with respect to an Aboriginal Peoples Burial Ground will be negotiated between the property owner and representative for the deceased.

With respect to an Aboriginal Peoples Burial Ground, if a disinterment/reburial option is ordered by the Registrar, the Registrar will direct this process. Costs associated with a disposition agreement will be negotiated by the property owner and representative of the deceased. While the time it takes to complete this work will be subject to the terms laid out in the site disposition agreement, factors such as the number and nature of interments and level of observations prescribed in the site disposition agreement will affect the length of time needed to complete the removal and re-interment.

4 Recommendations

The major recommendations arising from this *Contingency Plan for the Protection* of Archaeological Resources in Urgent Situations are the following:

- 1. In the case of private property projects, it is recommended that municipal staff provide the landowner with a list of those consultant archaeologists capable of responding immediately. In the case of public sector projects, the roster of pre-qualified consultants can be used to secure professional help immediately.
- 2. The City of Windsor should develop a roster of pre-qualified consulting archaeologists capable of responding immediately to contingent situations. The key criteria for the roster are the ability of the consultant archaeologist to attend a site within 24 hours or less and demonstration that the consultant archaeologist has an appropriate Health and Safety Plan in place for use under all circumstances. The roster of archaeologists could be accessed through the City of Windsor Planning Department.

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6 Appendices

6.1 Appendix 1: Instruction Sheet – Accidental Discoveries of Archaeological Sites

The City of Windsor has developed a *Contingency Plan for the Protection of Archaeological Resources in Urgent Situations*.

Archaeological Sites

The Ontario Heritage Act is intended to ensure the protection of heritage buildings and archaeological sites. Under Subsection 48(1) of the Act, it is illegal for any person or agency to knowingly disturb an archaeological site without a license, with penalties specified in Subsection 69(1). The City of Windsor must exercise due diligence in all contexts, including emergency situations, to ensure that this requirement is enforced.

Evidence of an Indigenous archaeological site may include stone (flint or chert) tools or flakes, burnt and unburnt animal bone, reddish-brown unglazed earthenware-like pottery, burnt stones and spreads of charcoal. Evidence of later colonial archaeological sites may include bottle glass, crockery, iron/metal items, old foundations, wells, drains or similar structures. Examples of some of these types of remains are provided in the photographs overleaf.

In the event that the property owner/proponent believes that such remains have been uncovered and are being destroyed by actions not being carried out by licensed archaeologists, the property owner/proponent should:

- 1. Request work stop on the property.
- 2. Ensure that the area is secured.
- Notify the appropriate authorities: the Archaeology Program Unit, Ministry (MCM) and the City of Windsor Planning Department (see contact information below).

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Arrangements will then be made with the development proponent or property owner to have qualified archaeological personnel investigate the remains.

If in doubt about potential archaeological remains, take a photograph of the site/finds and send it to the City of Windsor planning department.

Contact Information

	Archaeology Program Unit				
Department,	Ministry of Citizenship and				
City of Windsor					
Suite 201, 350 City Hall Square East	Multiculturalism				
Windsor, Ontario, Canada					
N9A 7K6	email: <u>archaeology@ontario.ca</u>				
Phone: (519) 255-6543	Include "Hrgent" in subject line				
Fax: (519) 255-6544	Include "Urgent" in subject line.				
Email:					
planningdept@citywindsor.ca					

6.2 Appendix 2: Accidental Discoveries of Archaeological Sites – Examples



Examples of Indigenous stone tools.



An example of a charcoal and dark soil stain that is an archaeological feature.



An example of a field stone foundation.



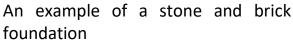
An example of a well.

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An example of a stone foundation







An example of a wood drain



of

Examples ceramics

nineteenth-century

6.3 Appendix 3: Instruction Sheet – Accidental Discoveries of Human Remains

The process to be followed regarding unanticipated discoveries of human skeletal remains outside of a licensed cemetery is laid out in O.Reg. 30/11 of the Funeral, Burial and Cremation Services Act. If human remains should be encountered during construction, the following steps must be followed by those individuals who discover the remains:

- 1. Work must cease immediately.
- 2. The area must be secured.
- 3. The discovery must be reported to the **City of Windsor Police Service** and the **Coroner** (note that the police may do this themselves). The police/coroner may call in specialists in forensic or biological anthropology to determine whether or not the bones are human.
- 4. In the event that the police/coroner determine that the remains do not constitute a crime scene, the City of Windsor Police Service or the Coroner will notify the Registrar of Burials, Ministry of Public and Business Service Delivery. The City of Windsor Planning Department and the Archaeology Program Unit of MCM, (see contact information below) should be contacted by the property owner or their delegate (e.g., licensed consultant archaeologist).
- 5. The **Registrar of Burials, Ministry of Public and Business Service Delivery**, which is the senior agency in this process, may order a formal burial investigation to be carried out by a licensed archaeologist.

If in doubt about potential human remains, take a photo and send it to the City of Windsor's Planning Department.

City of Windsor Archaeological Management Plan 2024 Update Appendix C: Contingency Plan for the Protection of Archaeological Resources in Urgent Situations Page 244

Contact Information

Windsor Police Service

Police Headquarters 150 Goyeau Street P.O. Box 60 Windsor, ON N9A 6J5 519-255-6700 Dr. Crystal Forrest

Registrar of Burials,

Ministry of Public and Business Service Delivery

T: 647-233-4033

Email: crystal.forrest@ontario.ca

Amherstburg Detachment 532 Sandwich Street South Amherstburg, ON N9V 3R2 519-736-8559

Manager

Archaeology Program Unit

Ontario Ministry of Citizenship and Multiculturalism

email: archaeology@ontario.ca

Include "Urgent" in subject line.

Office of the Chief Coroner

Regional Supervising Coroner's Office, West Region

Richmond North Office Centre 235 North Centre Rd, Suite 303 London, ON N5X 4E7

To contact the Coroner on Call -Coroners Dispatch -- 1-855-299-4100

Email: occ.london@ontario.ca

Planning & Building ServicesDepartmentPlanning DivisionCity of WindsorT: (519) 255-6543Email: planningdept@citywindsor.ca



City of Windsor Archaeological Management Plan

2024 Update Appendix D: Proposed Policy Revisions to the City of Windsor Official Plan

May 2024



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Project Personnel

Archaeological Services Inc. (ASI)

Consultant Project Manager:	Robert I. MacDonald, Ph.D., Managing Partner
Project Archaeologist:	David Robertson, M.A., Partner
Project Manager:	Martin Cooper, M.A., Senior Associate Eric Beales, M.A., Project Manager
Geomatics Manager:	Jonas Fernandez, M.A.
Geomatics Specialist:	Adam Burwell, M.Sc.

Fisher Archaeological Consulting

Project Archaeologist:

Project Archaeologist:

Project Archaeologist:

Jacqueline Fisher, M.A., A.P.A., Principal Archaeologist

Jim Molnar, Ph.D., Manager

Ruth Macdougall, M.A., Project Manager



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1 Introduction

The following appendix provides a presentation of the City of Windsor's current policies in the Official Plan related to the identification and conservation of archaeological resources.

The City of Windsor Official Plan enables the implementation of the Archaeological Management Plan. Amendments to the Official Plan will include revised policies for identifying and conserving archaeological resources and for engaging with Indigenous nations in this regard.

The current Official Plan's general objectives and cultural heritage policies include ones that obligate the City to identify archaeological sites in accordance with the Ontario Heritage Act, and adhere to provincial legislation regarding the conservation of archaeological resources.



2 Current Official Plan Policies Pertaining to Archaeological Resources

The current policies relevant to conservation and management of archaeological resources in the City of Windsor Official Plan are presented below. These were consolidated in January 2012 as part of Official Plan Amendment #76. The numbered headings of these policies follow that of the Official Plan, not this report.

9.3 Policies

9.3.2 Identification of Heritage Resources

9.3.2.1 Council will identify Windsor's heritage resources by:

ARCHAEOLOGICAL MASTER PLAN

(a) Maintaining and updating the inventory of registered archaeological sites or lands of archaeological potential, as identified in the Windsor Archaeological Master Plan and Schedule 'C-1': Development Constraint Areas – Archaeological Potential; (added by OPA 55 – July 24, 2006)

9.3.4 Protection of Heritage Resources

9.3.4.1 Council will protect heritage resources by:

ARCHAEOLOGICAL SITES

(a) Requiring that development or infrastructure undertakings on lands containing potential archaeological resources avoid the destruction or alteration of these resources; or where this is not possible, requiring the proponent to conserve significant archaeological resources through documentation and removal or mitigation in advance of land disturbances, in accordance with the Ontario Heritage Act and the policies contained within the Windsor Archaeological Master Plan, its implementation manual and Schedule 'C-1': Development Constraint Areas – Archaeological Potential; (amended by OPA 55 – July 24, 2006)



9.3.7 Heritage Resources and Planning Initiatives

9.3.7.1 Council will integrate heritage conservation into the development and infrastructure approval process by:

ARCHAEOLOGICAL ASSESSMENT

(a) Requiring the preparation of an archaeological assessment when development proposals or infrastructure undertakings affect known archaeological resources or areas of archaeological potential as designated on Schedule 'C-1': Development Constraint Areas – Archaeological Potential and in accordance with the Windsor Archaeological Master Plan and its implementation manual; (amended by OPA 55 – July 24, 2006)



3 Proposed Amendments to Windsor's Official Plan Policies

The following amendments are recommended to update Windsor's official plan. New sections are indicated by the letter X. All policies may be subject to repositioning within the Official Plan Chapter during the amendment.

9.2 Objectives

- **9.2.X** To identify, protect and conserve Windsor's archaeological resources in place wherever possible and encourage development that respects Windsor's archaeological heritage. Through an understanding of, and measures to protect archaeological heritage, Windsor can incorporate the past into planning for the future.
- **9.2.XX** To recognize that the lands within its jurisdiction are of interest to a number of Indigenous communities. As such, Windsor will engage with all such communities in the land development process.
- **9.2.XXX** To use as appropriate relevant Provincial legislation that references the conservation of cultural heritage resources, particularly the provisions of the Ontario Heritage Act, the Planning Act, the Environmental Assessment Act, and the Funeral, Burial and Cremation Services Act in order to identify and conserve Windsor's cultural heritage including archaeological resources.

9.3 Policies

9.3.2 Identification of Heritage Resources

9.3.2.1 Council will identify Windsor's heritage resources by:

WINDSOR ARCHAEOLOGICAL MANAGEMENT PLAN (WAMP)

(a) Preparing and maintaining an archaeological management plan that identifies known archaeological resources and areas of archaeological potential, and that provides direction and requirements for the



identification, evaluation, conservation and management of archaeological resources in accordance with the Ontario Heritage Act. Maintenance will include updating the inventory of registered archaeological sites and lands for which an archaeological assessment has been completed by a provincially licensed archaeological consultant in accordance with provincial standards and guidelines.

Schedule C-1 of the Official Plan is a map indicating areas of archaeological potential in Windsor.

9.3.4 Protection of Heritage Resources

9.3.4.1 Council will protect and conserve heritage resources by:

ARCHAEOLOGICAL SITES

(a) Requiring that development or infrastructure undertakings on lands containing potential archaeological resources avoid the destruction or alteration of these resources; or where this is not possible, requiring the proponent to mitigate the impact to archaeological resources through documentation and removal in advance of land disturbances, in accordance with the Ontario Heritage Act and the policies contained within the Windsor Archaeological Management Plan. Where archaeological resources must be preserved in situ, avoidance and protection measures must be implemented under the direction of a licensed archaeological consultant in accordance with provincial standards and guidelines.

(b) Where Indigenous archaeological resources are to be preserved on site, the development proponent, and the consultant archaeologist shall engage with the appropriate Indigenous communities to identify approaches to the landscaping and interpretation of the site if desired, subject to discussions with stakeholders.

(c) Where Indigenous archaeological resources are identified and preservation on site is not possible, the development proponent, and the consultant archaeologist shall engage with the appropriate Indigenous communities to identify interpretive and commemorative opportunities relating to the resource if desired, subject to discussions with stakeholders.



HUMAN REMAINS

(X) In the event that unexpected human remains or cemeteries are identified or encountered during assessment, development, or site alteration, all work must immediately cease, and the site must be secured. The appropriate provincial and municipal authorities must be notified. Provisions of the Funeral, Burial and Cremation Services Act, the Ontario Heritage Act, and other applicable protocols and policies must be followed. Where there are Indigenous burials, they will be addressed in consultation with the relevant Indigenous communities. A licensed archaeological consultant will be required to carry out an investigation if ordered by the Bereavement Authority of Ontario or the Registrar of Burials, Ministry of Public and Business Service Delivery.

ARTIFACT CURATION

(XX) All artifacts found on property owned by the City of Windsor are to be reported to the City of Windsor for review and possible acceptance and curation by Museum Windsor, in accordance with the artifact transfer process of the Archaeology Program Unit, Ministry of Citizenship and Multiculturalism (MCM). Museum Windsor will also consider accepting transfers of significant artifacts found on private land, subject to Museum Windsor's Collections Policy.

9.3.7 Heritage Resources and Planning Initiatives

9.3.7.1 Council will integrate heritage conservation into the development and infrastructure approval process by:

ARCHAEOLOGICAL ASSESSMENT

(a) An archaeological assessment is required as part of a complete application for all development or site alteration applications, including municipal projects, if it is determined using the archaeological management plan potential mapping that any part of a potential development area possesses archaeological potential or known archaeological resources as set out in Schedule C-1. Projects involving in-water works may require a marine archaeological assessment if so determined using



the *Criteria for Evaluating Marine Archaeological Potential* checklist published by the Archaeology Program Unit, MCM.

(b) Archaeological assessments shall be undertaken to the Appropriate Stage of assessment by a consultant archaeologist in compliance with provincial requirements and standards.

(c) All archaeological assessments reports shall be provided to the Archaeology Program Unit, Ministry of Citizenship and Multiculturalism in accordance with the Ontario Heritage Act. The assessment report shall also be provided to the City of Windsor for comment to ensure that the scope is adequate and consistent with the conservation objectives of the WAMP. A copy of the Ministry review letter will be provided to the City by the licensed archaeologist who completed the assessment or the proponent. The City will maintain copies of all reports and review letters for information purposes.

(d) Where archaeological resources are documented and found to be Indigenous in origin, a copy of the assessment report shall be provided by the consultant to the appropriate Indigenous communities.

(e) Where Stage 3 or Stage 4 archaeological assessments are undertaken on Indigenous archaeological resources, the consultant archaeologist shall engage with appropriate Indigenous communities in accordance with Ministry *Standards and Guidelines for Consultant Archaeologists*.



City of Windsor Archaeological Management Plan Update

Indigenous Engagement Summary Report

March 12, 2024

Development & Heritage Standing Committee Meeting Agenda Monday, May 6, 2024 416-966-1069 Page 844 of 91523 asiheritage.ca

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1.0 Introduction

The Indigenous engagement program for the City of Windsor Archaeological Management Plan Update project followed the approach of separate and direct engagement with Indigenous communities or organizations. A list of Indigenous communities or nations that have established or potential Aboriginal or Treaty rights within the Study Area, or who have an established interest in the City, has been consolidated from several sources, including contact lists maintained by the City of Windsor and ASI. Based on these criteria, 14 nations, communities and organizations were contacted about the project:

- Aamjiwnaang First Nation;
- Aboriginal Education Centre Turtle Island at the University of Windsor;
- Caldwell First Nation;
- Can-Am Indian Friendship Center;
- Chippewa of the Thames First Nation;
- Delaware Nation;
- Haudenosaunee Confederacy Chiefs Council;
- Huron-Wendat Nation;
- Kettle and Stony Point First Nation;
- Métis Nation of Ontario
- Oneida of the Thames First Nation;
- Six Nations of the Grand River First Nation;
- Walpole Island First Nation, and;
- Wyandot of Anderdon

2.0 Notices and updates to all communities

In total, there have been four notices or updates circulated to all Indigenous nations or communities as it relates to the City of Windsor Archaeological Management Plan Update. This includes a formal Notice of Study Commencement on March 2, 2021, a formal Project Update on October 15, 2021, and a Notice of Study Completion on ??, 2023 (Table B1). All notices and update emails are provided below.

Date	Subject	Format	Description
03/02/2021	Notice of Study Commencement	Email / mail	This notice describes the decision to undertake the project, its goals and timeline, as well as providing a contact for the City of Windsor. The notice invites recipients to contact the City if they have any preliminary comments on the project or would like to organize a meeting to discuss the project further.
10/15/2021	Project Update	Email	Kristina Tang (City of Windsor) circulates project update outlining meetings with Indigenous communities, Stakeholders meetings, Public engagement sessions, as well as the status of the potential model, heritage policies and the draft report.
08/13/2022	Project Update	Email	Kristina Tang (City of Windsor) distributes the draft City of Windsor AMP Update for review and comment to all recipients.
MM/DD/2024	Notice of Study Completion	Email / Mail	This letter will be provided to Communities upon completion of the Study

Table B1: Correspondence between City of Windsor and all Indigenous Communities

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2.1 Notice of Study Commencement – March 2, 2021



THE CORPORATION OF THE CITY OF WINDSOR PLANNING AND BUILDING DEPARTMENT PLANNING DIVISION

Thom Hunt, MCIP, RPP *City Planner/Executive Director*

March 2, 2021



Notice of Study Commencement: Windsor Archaeological Management Plan

Dear

The City of Windsor is updating its Archaeological Management Plan (AMP) in order to further identify, protect, and conserve the City's archaeological sites. The Planning Act requires that municipal decision makers and planners be aware of all lands containing known archaeological sites or areas of archaeological potential, and that all planning decisions are made in accordance with provincial policies and regulations. Once complete, this study will provide comprehensive mapping of all known archaeological sites in the City of Windsor as well as areas of Indigenous and colonial period archaeological potential to help guide future planning and development decisions.

Given the importance of this study in guiding future development, the City of Windsor plans to seek council endorsement of the AMP documents and mapping by December 2021. The approved Archaeological Management Plan will also include recommended policies related to archaeological assessments and review, the accidental discovery of archaeological features or remains, and engagement with Indigenous communities related to cultural heritage concerns. As with other archaeological management plans, the City of Windsor intends to make the final archaeological potential layer publicly available for use in identifying areas that require archaeological assessment prior to development. For further information on the process being undertaken by the City of Windsor and upcoming events and milestones, we will be setting up a project webpage, which should be up and running in the near future. In the meantime, feel free to contact me for any information on the project.

The City of Windsor would like to ensure that Indigenous communities that may have an interest in the AMP project are fully engaged in its preparation. For this reason, the City is contacting **sector** to invite you to participate in the study. Should **sector** wish to participate, require additional information, or would like to organize a meeting to discuss this project further, please contact the Project Manager for City of Windsor, Kristina Tang, at <u>ktang@citywindsor.ca</u>.

Sincerely,

Kristina Tang, MCIP, RPP
Heritage Planner
City of Windsor Planning & Building Services
<u>ktang@citywindsor.ca</u>
Phone: 519-255-6543 ext. 6179
*Note that due to COVID, at this time staff is working on a rotational schedule at the office and may not have phone access.
The best way to start the contact would be through email. Subsequently, other preferred means of communication can be arranged.

Copy to: Martin Cooper, ASI;

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2.2 Project update email – October 15, 2021



THE CORPORATION OF THE CITY OF WINDSOR PLANNING AND BUILDING DEPARTMENT PLANNING DIVISION

Thom Hunt, MCIP, RPP City Planner/Executive Director

October 15, 2021



Wallaceburg, ON N8A 4K9

Project Update #1:

Windsor Archaeological Management Plan

Dear

I wanted to provide you a brief update on the progress of the City of Windsor Archaeological Management Plan (WAMP) update, which is being prepared for us by Archaeological Services Inc. (ASI) and Fisher Archaeological Consulting (FAC). The original City of Windsor WAMP was prepared in 2005 and is available <u>here</u> on the WAMP website. It is anticipated that the current update will be completed early in 2022 following which you will be informed of any changes to the Plan prior to consideration by City Council. Once complete, this study will provide comprehensive GIS mapping of all known archaeological sites in the City of Windsor as well as areas of Indigenous and colonial period archaeological potential to help guide future planning and development decisions. Please find below a description of the major tasks that have been completed to date and upcoming milestones.

Meetings with Indigenous Communities:

A notice of study commencement for the Windsor AMP update was sent to Indigenous communities and organizations on March 2, 2021. At present, City Staff and consultants have met with two Indigenous communities, including WIFN to discuss the Windsor Archaeological Management Plan update project. Comments received at these meetings are being incorporated into the WAMP project. The City looks forward to future meetings with Indigenous communities with rights or interests in City of Windsor as draft deliverables and studies are produced.

Public Meetings:

Two Public Engagement Session were held virtually on June 16, 2021 to inform the public and gather input on the key background studies informing the Archaeological Management Plan update. ASI and FAC project staff, along with City staff, were in attendance at the session and engaged in discussions with the inquiring public about the AMP project. A total of 44 people attended the PIC. Video recordings of the PICs are publicly available on the <u>WAMP website</u>.



Stakeholder Consultation:

Consultation activities for gathering stakeholder input is ongoing, with opportunities to comment on key deliverables both in writing and in person.

The steering committee for the AMP review is the <u>Development & Heritage Standing Committee</u> of Windsor City Council. With respect to the AMP review project, the role of the steering committee is to support the project, provide feedback on the study work products, and review the final draft AMP at the end stages of the project before it proceeds to Council and ultimately for final adoption. A virtual presentation on the project was made to the steering committee on March 22, 2021.

A technical working group has been established to provide more hands-on support, input, and oversight for the project. The members of this working group include key City of Windsor staff; key members of the consultant team; representatives of the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries; and the president of the Windsor Chapter of the Ontario Archaeological Society. A meeting was held with the Technical Working Group on April 30, 2021

There has also been stakeholder consultation of different municipal department staff. Their feedback would be incorporated into the WAMP review.

Draft Potential Modelling, Policies and Reporting:

The City of Windsor, ASI and FAC continue to analyze the archaeological site data, historical data and information, environmental data, and policies in order to develop an updated plan that best fits the needs of the City. Several documents and draft Indigenous and colonial period archaeological potential models are in preparation and the City hopes to provide these to you soon for your review. Please feel free to reach out if you would like to know more about these documents prior to circulation. The City of Windsor would like to ensure that Indigenous communities that may have an interest in the WAMP update project are fully engaged in its preparation and your community's continuing involvement is welcomed and valued.

Please feel free to contact me should you require additional information, would like to discuss the project in greater detail, or if you would like to schedule a meeting. We look forward to hearing from you.

Sincerely,

the The

Kristina Tang, MCIP, RPP Heritage Planner City of Windsor Planning & Building Services ktang@citywindsor.ca

Copy to: Martin Cooper, ASI;

2.3 Project update email – July 13, 2022



THE CORPORATION OF THE CITY OF WINDSOR PLANNING AND BUILDING DEPARTMENT PLANNING DIVISION

Thom Hunt, MCIP, RPP City Planner/Executive Director

July 13, 2022



Indigenous Nations and Communities Draft WAMP Review:

Windsor Archaeological Management Plan

Dear

Please find attached a draft version of the City of Windsor Archaeological Management Plan (WAMP) Update report. This document, as well as the associated appendices and geospatial datasets, presents the recommended archaeological resource management for the City of Windsor with several major objectives: the compilation of inventories of registered and unregistered sites within the City of Windsor; the development of an archaeological site potential model based on archaeological site data, environmental data, and an understanding of past and present land uses; and lastly, recommendations and policies as it relates to archaeological resources and land disturbance processes in the City of Windsor. Given the importance of this study in guiding future decisions, the City of Windsor is hoping to finalize these documents over the next several months so that they can be brought to Council for endorsement in the fall of 2022. Following endorsement of the WAMP documents, the City Planning Department will also commence an Official Plan Amendment process to update the corresponding Archaeology and Cultural Heritage policies of the Official Plan.

For your interest, all appendices to the main report are included: Appendix A represents the research conducted in the development of the Pre-Contact Indigenous Site Potential model; Appendix B is the Colonial Period Thematic History, including the Post-Contact Indigenous history and the Colonial Period Site Potential Model. Appendix C presents a stand-alone contingency plan outlining what measures to follow should an archaeological site or human remains be discovered outside of the archaeological assessment process. Appendix D are proposed policy revisions to the City of Windsor Official Plan based on the 2022 WAMP update. The City of Windsor would greatly value any feedback that you have on these documents.

Your Nation's continued participation and input in the City of Windsor Archaeological Management Plan project is welcomed and valued. Please note that the City of Windsor would like to receive all comments on the draft Archaeological Management Plan report, mapping, and appendices by **Friday August 5**, 2022. Should you require additional information, documents, or would like to organize a meeting to discuss this project or reports further, please contact me at the email address below.

Sincerely,

Kristina Tang, MCIP, RPP Heritage Planner City of Windsor Planning & Building Services ktang@citywindsor.ca



THE CORPORATION OF THE CITY OF WINDSOR PLANNING AND BUILDING DEPARTMENT PLANNING DIVISION

Thom Hunt, MCIP, RPP City Planner/Executive Director

Copy to:

Martin Cooper, ASI;

2.4 Notice of Study Completion Letter – TBD

This letter will be provided to Communities upon completion of the Study.

3.0 Specific correspondence with Indigenous communities

In addition to the notices and updates sent to all communities, the City of Windsor and ASI corresponded directly with designated contacts for each of the Indigenous communities identified in Section 1.0. These individual points of contact included emails, phone conversations, and virtual meetings. Individual correspondence is presented below as a table for each community. All emails and meeting minutes are on file at Archaeological Services Inc. and at the City of Windsor.

3.1 Amjiwnaang First Nation

AFN: Courtney Jackson (CJ); Norm Joseph (NJ); Lynn Rosales (LR); Cathleen O'Brien (CO)									
City of Windsor: Kristina Tang (KT); Tracy Tang (TT)									
ASI: Martin Cooper (MSC); Rob MacDonald (RM)									
<u>Date</u>	From	<u>To</u>	<u>cc</u>	<u>Method</u>	Action	Description/Comments			
2021-03-02	KT	NJ	MSC	email and	NOSC	Notice of Study			
				post		Commencement			
2021-10-15	КТ	NJ, MSC, TT		email	Project update #1	Project Update #1			
2022-07-13	KT	NJ, MSC		email	Draft WAMP	Draft WAMP Update sent			
					review	for review			
2022-08-08	KT	NJ, MSC		email	follow up	reminder to return			
						comments on the Draft			
						plan by Aug 26			
2022-08-11	CJ	КТ	LR, CO	email	follow up	Thank you and would like			
						to invite to upcoming			
						Environment Committee meeting			
2022-08-11	KT	CJ	LR, CO,	email	follow up	Thank you and look			
			MSC			forward to hearing about meeting			
2022-08-25	LR	KT, CJ	CO, MSC	email	meeting	provided meeting dates			
					scheduling	and Presentation			
						Guidelines			
2022-08-29	KT	LR, CJ	CO, MSC,	email	meeting	ASI team will provide			
			RM		scheduling	presentation Sept 6, 6:50-			
						7:20			
2022-08-29	LR	КТ <i>,</i> СЈ	CO, MSC,	email	meeting	Is a 5:40 start time			
			RM		scheduling	acceptable?			

			Donald (RM	Method	Action	Description (Commonto
<u>Date</u> 2022-08-29	From KT	To	<u>cc</u> CO, MSC,	email	Action	Description/Comments That time is good for us
2022-06-29	NI NI	LR, CJ	RM	eman	meeting scheduling	That time is good for us
2022-08-29	LR	KT, CJ	CO, MSC,	email	meeting	confirmed, will you be
		,	RM		scheduling	doing a PowerPoint?
2022-09-02	LR	KT, RM,	CO	email	Zoom	Zoom meeting Invite
		MSC			Meeting	
					Invite	
2022-09-06	KT	LR, MSC,	СО	email	meeting	ASI team will provide
		RM			scheduling	presentation
2022-09-06	LR	KT, RM,	СО	email	meeting	please send copy of
2022 00 00	ИТ	MSC	<u> </u>	ome:!	scheduling	presentation
2022-09-06	КТ	LR, MSC, RM	СО	email	meeting scheduling	presentation attached
2022-09-07	RM	LR, CO	KT, MSC	email	follow up	providing requested
2022 05 07				Cillan	ionow up	contacts: MP, Dan Minkin
						(MTCS), Andrea Williams
						(MTCS) and link to
						Empathic Traditions
2022-09-07	KT	LR, CO	MSC, RM	email	follow up	Thank you and we would
						like to receive feedback b
						Sept. 16
2022-09-21	MSC	LR		email	follow up	will AFN be submitting
						comments, we would like
						to finalize draft by the end
2022-09-21		MSC		omoil	fallow	of the month
2022-09-21	LR	IVISC		email	follow up	Auto reply, will be away until Sept. 23
2022-09-21	MSC	со		email	follow up	will AFN be submitting
2022 05 21	inise .	00		cilian	Tonow up	comments, we would like
						to finalize draft by the en
						of the month
2022-09-26	СО	MSC		email	follow up	Waiting for meeting
						minutes but support the
						contents of the WAMP
						update, which was well
						received. Does not
						anticipate any comments

3.2 Aboriginal Education Centre – Turtle Island at the University of Windsor

Table B3: Correspondence with Aboriginal Education Centre – Turtle Island at the University of Windsor

AEC: Russel Nahdee (RN)									
City of Windsor: Kristina Tang (KT); Tracy Tang (TT)									
ASI: Martin Cooper (MSC									
Date	<u>Fr</u>	<u>To</u>	<u>cc</u>	Method	<u>Action</u>	Description/Comments			
	<u>o</u>								
	<u>m</u>								
2021-03-02	ΚT	RN	MSC	email and post	NOSC	Notice of Study			
						Commencement			
2021-10-15	KT	RN	MSC, TT	email	Project	Project Update #1			
					update #1				
2022-07-13	KT	RN	MSC	email	Draft WAMP	Draft WAMP Update sent for			
					review	review			
	KT	RN	MSC	email	follow up	reminder to return comments			
2022-08-08						on the Draft plan by Aug 26			

3.3 Caldwell First Nation

Table B4: Correspondence with Caldwell First Nation

CFN: Allen Deleary (AD); Zack Hamm (ZH); Julia Irullo (JI); July Le (JL); Michelle McCormack (MM); Brianna Sands (BS); Susan Sullivan (SS)

City of Windsor: Michael Cooke (MC); Kristina Tang (KT); Tracy Tang (TT); Rob MacDonald (RM), Windsor Museum: Michelle Phillips (MP)

ASI: Martin Cooper (MSC); Rob MacDonald (RM)

Fisher Archaeological Services: Jacquie Fisher (JF)

<u>Date</u>	From	<u>To</u>	<u>cc</u>	Method	Action	Description/Comments
				email		Notice of Study
2021-03-02	КТ	BS	MSC	and post	NOSC	Commencement
						Call to discuss consultation
						portal and set up meeting
						for WAMP with CFN. Portal
					meeting	up and running but is not
2021-04-30	MSC	BS		phone	scheduling	necessary for WAMP.
						Looking forward to meeting
					meeting	and sent link to the project
2021-04-30	MSC	BS	КТ	email	scheduling	webpage
						Request for Teams meeting
					meeting	with CFN, providing
2021-05-07	MSC	BS		email	scheduling	potential dates
						available May 27, also
					meeting	would like to include
2021-05-07	BS	MSC		email	scheduling	consultation coordinator
						will send invite, request
					meeting	correct contact info for BS
2021-05-07	MSC	BS		email	scheduling	and con. cood.
		BS, JL, KT,		Teams		
		TT, MC, MP,		Meeting	meeting	
2021-05-07	MSC	RM, JF, MSC		Invite	scheduling	Invite sent
					0	Request to add Julia, the
					meeting	consultation coordinator at
2021-05-12	BS	MSC		email	scheduling	CFN to meeting
					Ŭ	Invite already sent to
					meeting	consultation coordinator,
2021-05-12	MSC	BS		email	scheduling	will send again to Julia
				Teams		
				Meeting	meeting	
2021-05-12	MSC	II		Invite	scheduling	Invite sent
2021 05 12	14150				meeting	
2021-05-12	BS	MSC		email	scheduling	Thanks for sending Invite

CEN: Allen De	leary (AD):	Zack Hamm (7F	i): Iulia Irull	o (II): July I	e (II.): Michell	e McCormack (MM); Brianna			
Sands (BS); Su		-	ij, sana nan						
			ristina Tang	(KT): Tracv	Tang (TT): Rob	o MacDonald (RM),			
		elle Phillips (MP		(,)					
			•						
ASI: Martin Cooper (MSC); Rob MacDonald (RM) Fisher Archaeological Services: Jacquie Fisher (JF)									
Date	From	То	сс	Method	Action	Description/Comments			
Dute	<u></u>	<u></u>	<u></u>	meenou	meeting	meeting info and request			
2021-05-25	MSC	BS		email	scheduling	for Julia's last name			
					meeting				
2021-05-25	BS	MSC		email	scheduling	Julia Irullo			
		BS, JI, KT,							
		TT, MC, MP,			meeting				
2021-05-25	MSC	RM, JF, MSC		email	scheduling	Agenda sent			
		BS, JI, KT,							
		TT, MC, MP,		Teams					
2021-05-27		RM, JF, MSC		Meeting	meeting	meeting			
						copy of the presentation,			
						look forward to working			
						with you and your			
			JI, KT, TT,			community on the AMP and			
			MC, MP,		C 11	will be in touch to follow up			
2021-05-27	MSC	BS	RM, JF	email	follow up	on our discussion.			
						Agenda from previous two			
						TWGM and invitation to join TWG or continue separate			
		BS, JI, KT, TT, MC, MP,				engagement (in response to			
2021-06-01	кт	RM, JF, MSC		email	follow up	their interest in joining TWG			
2021-00-01	KI			eman		Invitation to join WAMP PIC			
						to be held via Zoom on June			
						16, 2021, also links to social			
2021-06-04	кт	BS, JI	TT, MSC	email	PIC	media.			
		,	JI, TT,						
2021-06-07	BS	кт	MSC	email	follow up	Thank you			
		BS, JI, MSC,			Project				
2021-10-15	KT	TT		email	update #1	Project Update #1			
					Draft				
					WAMP	Draft WAMP Update sent			
2022-07-13	KT	BS	JI, MSC	email	review	for review			
						Thank you and CFN requires			
		KT, MSC,			C. 11	capacity funding to perform			
2022-07-13	ZH	MM		email	follow up	review			
2022 07 45	WT.				C . U .	please send agreement and			
2022-07-15	КТ	ZH		email	follow up	I will pass it on to staff			
2022 07 45	711	ИТ		o m a !!	fallow	agreement and estimate			
2022-07-15	ZH	KT	MC, MM	email	follow up	30+ hour range for review			

				(KT); Tracy	Tang (TT); Ro	b MacDonald (RM),
		elle Phillips (N	•			
ASI: Martin Cooper (MSC); Rob MacDonald (RM) Fisher Archaeological Services: Jacquie Fisher (JF)						
Date	From	To	cc	Method	Action	Description/Comments
Date	<u></u>	<u></u>		Incened	Action	Thank you and will pass it
						on. Question about time
						and cost. Request a review
						sooner than 30 days, would
2022-07-15	кт	ZH		email	follow up	like comments by Aug. 5th
					·	will try to meet deadline but
						presentation to chief and
						council and community
						engagement must be
2022-07-15	ZH	КТ		email	follow up	considered
						review process will only
						begin after contract is
2022-07-20	ZH	КТ	MM	email	follow up	signed
2022-07-25	ZH	KT, MM		email	follow up	
						problem with single
						sourcing over \$5,000, would
2022-07-26	KT	ZH		email	follow up	need to write report to CAO
						made comments, will do
						best to review in a timely
2022 07 20	711	VT		o mo o il	fallowing	manner. If OK to sign will
2022-07-28	ZH	KT		email	follow up	begin review Windsor has made some
						changes, highly values CFN's
2022-08-02	кт	ZH		email	follow up	review
2022 00 02		211		Cinali		CFN consents to the
						changes and look forward to
2022-08-03	ZH	кт		email	follow up	conducting the review
					·	
			MM,			
			Allen AD,			review has begun but will
2022-08-22	ZH	кт	JL, SS	email	follow up	take into next week.
2022 00 22			MM, AD,			Thank you and will the
			JL, SS,			review be complete by Sept
2022-08-24	кт	ZH	MSC	email	follow up	2 and if not when?
			MM, AD,			
			JL, SS,		report	CFN review of draft WAMP
2022-09-01	ZH	кт	MSC	email	review	update

3.4 Can-Am Indian Friendship Center

Table B5: Correspondence with Can-Am Indian Friendship Centre

CIFC: Matt Nahdee (MN); Russell Nahdee (RN) City of Windsor: Kristina Tang (KT); Tracy Tang (TT) ASI: Martin Cooper (MSC) Method **Description/Comments** Date From То Action СС email and Notice of Study 2021-03-02 KΤ MN RN, MSC post NOSC Commencement thank you and would like to keep updated on project and MN; points out other 'stakeholders' NOSC 2021-03-02 RN KΤ MSC email response such as WIFN. MN; NOSC interest noted and WIFN has 2021-03-02 KΤ MSC RN email response received notice MN, MSC, Project 2021-10-15 KΤ ΤT email update #1 Project Update #1 Draft WAMP Draft WAMP Update sent for 2022-07-13 KΤ MN, MSC email review review reminder to return comments 2022-08-08 KΤ MSC email follow up on the Draft plan by Aug 26

3.5 Chippewa of the Thames First Nation

Table B6: Correspondence with Chippewa of the First Nation

COTFN: Fallon Burch (FB); Rochelle Smith (RS); Carolyn Albert (CA), Jennifer Mills (JM) City of Windsor: Michael Cooke (MC); Kristina Tang (KT); Tracy Tang (TT); Rob MacDonald (RM), Windsor Museum: Michelle Phillips (MP) ASI: Martin Cooper (MSC); Rob MacDonald (RM)

Fisher Archaeological Services: Jacquie Fisher (JF)

<u>Date</u>	<u>From</u>	<u>To</u>	<u>cc</u>	<u>Method</u>	<u>Action</u>	Description/Comments
				email and		Notice of Study
2021-03-02	КТ	FB	MSC	post	NOSC	Commencement
						received NOSC and that
						WAMP is in McKee Treaty area
						of which COTTFN were a
						signatory. Also located in trad.
						Territory. Would like to
2021-03-21	FB	КТ	MSC	email	follow up	receive updates.
						interest noted and will be in
2021-03-21	КТ	FB	MSC	email	follow up	contact
					Project	
2021-10-15	КТ	FB	MSC, TT	email	update #1	Project Update #1
2021-11-05	FB	кт	RS, CA, MSC, TT	email	follow up	response letter and request for a meeting
			/			Thank you, we will get back to
			RS, CA,			you after Nov 15 to arrange a
2021-11-05	кт	FB	MSC, TT	email	follow up	meeting
2021-11-23	кт	FB	RS, CA, RM, JF, MSC, MP, MC, TT	email	meeting scheduling	response to meeting request from COTTFN with potential dates
						proposed dates are not good,
					meeting	request to meet in the New
2021-11-23	FB	КТ		email	scheduling	Year
			TT, JM,		meeting	would like to schedule the
2021-12-16	FB	кт	RS	email	scheduling	meeting Jan. 12, 2022
		FB, RS,				
		CA, JS, KT,				
		MC, TT,		Teams		
		MP, RM,		Meeting	meeting	
2021-12-26	MSC	JF		Invite	scheduling	Invite sent

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Windsor Mus		-				o MacDonald (RM),
ASI: Martin Co	• •		•			
Fisher Archae						
<u>Date</u>	<u>From</u>	<u>To</u>	<u>cc</u>	<u>Method</u>	<u>Action</u>	Description/Comments
		FB, RS, C				
		A, JM, JS,				
		KT, MC,				
		TT, MP,			meeting	
2022-01-11	MSC	RM, JF		email	scheduling	Agenda sent
		FB, RS, C				
		A, JM, JS,				
		KT, MC,				
		TT, MP,				
		RM, JF,		Teams		
2022-01-12		MSC		Meeting	Meeting	meeting
			RS, C A,			
			JM, JS,			
			КТ, МС,			
			TT, MP,			Thank you and presentation
2022-01-12	MSC	FB	RM, JF	email	follow up	on WAMP attached
					Draft WAMP	Draft WAMP Update sent for
2022-07-13	КТ	FB	MSC	email	review	review
			RS, JM,		6 H	reminder to return comments
2022-08-08	КТ	FB	MSC	email	follow up	on the Draft plan by Aug 26
			RS, JM,		6 H	Thank you and appreciate the
2022-08-08	FB	КТ	MSC	email	follow up	extra time
						Thank you and we look
			RS, JM,		C 11	forward to receiving your
2022-08-08	КТ	FB	MSC	email	follow up	comments
						would like extension of
						deadline for comments to Sep
2022-08-19	FB	КТ	MSC	email	follow up	2
						We look forward to hearing
2022-08-24	КТ	FB	MSC	email	follow up	back from you on Sept. 2
						COTTFN review of draft WAM
2022-09-01	FB	КТ	MSC	email	report review	update
						Events and Promotion
						Coordinator refers to the time
2022-09-06	FB	КТ	MSC	email	follow up	RS spent reviewing the docs

3.6 Delaware Nation

Table B7: Correspondence with Delaware Nation

DN: Denise Stonefish (DS) City of Windsor: Kristina Tang (KT); Tracy Tang (TT) ASI: Martin Cooper (MSC)								
Date	From	To	<u>cc</u>	Method	Action	Description/Comments		
				email and				
2021-03-02	КТ	DS	MSC	post	NOSC	Notice of Study Commencement		
					Project			
2021-10-15	КТ	DS	MSC, TT	email	update #1	Project Update #1		
						reminder to return comments on the		
2022-08-08 KT DS MSC email follow up Draft plan by Aug 26								

3.7 Haudenosaunee Confederacy Chiefs Council

Table B8: Correspondence with the Haudenosaunee Confederacy Chiefs Council

HCCC: Aaron Detlor (AD); Brian Dolittle (BD); Tracey General (TG); Haudenosaunee Development Institute (HDI); Leroy Hill (LH); Wayne Hill (WH); Todd Williams (TW) City of Windsor: Kristina Tang (KT); Tracy Tang (TT) ASI: Martin Cooper (MSC)

Date	From	To	<u>cc</u>	Method	Action	Description/Comments
			HDI, TG,	email and		
2021-03-02	КТ	LH	MSC	post	NOSC	Notice of Study Commencement
						would like to formalize
						involvement and receive
			BD, AD,		NOSC	information as project
2021-03-03	WН	КТ	TG, TW	email	response	progresses.
			BD, AD,			
			TG, TW,		NOSC	interest noted and will be in
2021-03-03	КТ	WH	MSC	email	response	contact
			HDI, TG,		Project	
2021-10-15	КТ	LH	MSC, TT	email	update #1	Project Update #1
					Draft	
		LH, TG,			WAMP	Draft WAMP Update sent for
2022-07-13	КТ	MSC		email	review	review

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3.8 Huron-Wendat Nation

Table B9: Correspondence with the Huron-Wendat Nation

HWN: Marie Sophie Gendron (MSG); Mario Gros Iouis (MGL); Isabelle Lasseur (IL); Maxime Picard (MP); Domenic Sainte -Marie (DSM); Melanie Vincent (MV); Naomi Leduc; Thieffaine Terrier (ThT); Lori-Jeanne Bolduc (LJB); Rémy Vincent (RV); René Picard (RP); Louis Lesage (LL); Simon Picard (SP) City of Windsor: Kristina Tang (KT); Tracy Tang (TT)

ASI: Martin Cooper (MSC)

Date	<u>From</u>	<u>To</u>	<u>cc</u>	Method	Action	Description/Comments
				email and		Notice of Study
2021-03-02	КТ	MP	MV; MSC	post	NOSC	Commencement
						HWN is interested in the
						study and would like to
2021-03-10	MP	KT	MV; MSC	email	follow up	discuss next steps
						interest noted and will be in
						contact to discuss next
2021-03-10	КТ	MP	MV; MSC	email	follow up	steps
					Project	
2021-10-15	кт	MSG	IL, MSC, TT	email	update #1	Project Update #1
					Draft	
					WAMP	Draft WAMP Update sent
2022-07-13	кт	MGL	DSM, MSC	email	review	for review
						reminder to return
						comments on the Draft plan
2022-08-08	кт	MGL	DSM, MSC	email	follow up	by Aug 26
						HWN general comments
2022-11-08	LJB	КТ	RV, RP, LL, SP			regarding WAMP
						The Wendat Nation does
						not have the capacity to
						properly assess this AMP.
						We thank you for the
						integration of our
						comments in your current
2023-03-14	DSM	KT	MC, NL, ThT	email	Follow up	draft AMP.

3.9 Kettle and Stony Point First Nation

Table B10: Correspondence with the Kettle and Stony Point First Nation

	KSPFN: Valerie George (VG) City of Windsor: Kristina Tang (KT); Tracy Tang (TT)							
ASI: Martin Cooper (MSC)								
Date From To cc Method Action Description/Comments								
				email and				
2021-03-02	кт	VG	MSC	post	NOSC	Notice of Study Commencement		
		VG, MSC,			Project			
2021-10-15	КТ	TT		email	update #1	Project Update #1		
					Draft			
					WAMP			
2022-07-13	КТ	VG, MSC		email	review	Draft WAMP Update sent for review		
2022-08-08	КТ	VG, MSC		email	follow up	reminder to return comments on the Draft plan by Aug 26		

3.10 Métis Nation of Ontario

Table B11: Correspondence with Métis Nation of Ontario

ASI: Martin Co	poper (MS	sc)				
<u>Date</u>	<u>From</u>	<u>To</u>	<u>cc</u>	<u>Method</u>	<u>Action</u>	Description/Comments
2021-03-02	кт	MNO	JH, SL, MSC	email and post	NOSC	Notice of Study Commencement
2021-03-26	MSC	JF		email	follow up	NOSC returned, request for update contact information
2021-03-26	JF	MSC		email	follow up	JF provided updated address and contact information.
2021-03-26	MSC	JF		email	follow up	Thanks for update
2021-03-26	JF	MSC		email	follow up	No worries
2021-10-15	кт	JH, SL, MSC, TT		email	Project update #1	Project Update #1
2022-07-13	кт	MNO, SL	MSC	email	Draft WAMP review	Draft WAMP Update sent for review
2022-08-08	КТ	MNO	SL, MSC	email	follow up	reminder to return comments on the Draft plan by Aug 26

3.11 Oneida of the Thames First Nation

Table B12: Correspondence with Oneida of the Thames First Nation

City of Windso	-				lra Doxtator (SI			
ASI: Martin Cooper (MSC)								
Date	From	To	<u>cc</u>	Method	Action	Description/Comments		
2021-02-05	MSC	DD		email	contact information	MSC request contact info for consultation coordinator at OTFN		
2021-02-05	DD	MSC		email	follow up	DD indicates that there is no consultation coordinator, but Mary Elijah should be able to help		
2021-02-06	MSC	DD		email	follow up	MSC thanks DD		
2021-02-08	SD	MSC		phone	follow up	enquiring regarding request for contact information for OTFN.		
2021-02-08	MSC	DS		email	follow up	MSC request contact info for consultation coordinator at OTFN		
2021-02-08	DS	MSC		email	follow up	will forward information regarding WAMP to Environmental Departmen for follow up.		
2021-03-02	кт	AC	MSC	email and post	NOSC	Notice of Study Commencement		
2021-10-15	кт	AC	MSC, TT	email	Project update #1	Project Update #1		
2022-07-13	кт	AC	MSC	email	Draft WAMP review	Draft WAMP Update sent for review		
2022-07-13	кт	AC	MSC	email	follow up	reminder to return comments on the Draft plan by Aug 26		

3.12 Six Nations of the Grand River First Nation

Table B13: Correspondence with the Six Nations of the Grand River First Nation

SNGRFN: Lonny Bomberry (LB); Dawn LaForme (DL); Tanya Hill-Montour (THM) City of Windsor: Kristina Tang (KT); Tracy Tang (TT) ASI: Martin Cooper (MSC)

Date	From	To	<u>cc</u>	Method	Action	Description/Comments
				email		
2021-03-02	КТ	LB	DL, MSC	and post	NOSC	Notice of Study Commencement
						received NOSC for WAMP and was
2021-03-23	THM	MSC		email	follow up	happy that MSC was involved
			DL, THM,		Project	
2021-10-15	КТ	LB	MSC, TT	email	update #1	Project Update #1
					Draft	
					WAMP	Draft WAMP Update sent for
2022-07-13	KT	THM	LB, DL, MSC	email	review	review
						Thank you and will reach out if
2022-07-14	THM	KT	MSC, LB, DL	email	follow up	she has any questions
						reminder to return comments on
2022-08-08	КТ	THM	LB, DL, MSC	email	follow up	the Draft plan by Aug 26

3.13 Walpole Island First Nation

Table B14: Correspondence with Walpole Island First Nation

WIFN: Dean Jacobs (DJ); James Jenkins (JJ); Kennon Johnson (KJ); Burton Kewayosh (BK); Everett Kicknosway (EK); Janet MacBeth (JM)

City of Windsor: Michael Cooke (MC); Kristina Tang (KT); Tracy Tang (TT); Rob MacDonald (RM),

Windsor Museum: Michelle Phillips (MP)

ASI: Martin Cooper (MSC); Rob MacDonald (RM)

Fisher Archaeological Services: Jacquie Fisher (JF)

<u>Date</u>	<u>From</u>	To	<u>cc</u>	<u>Method</u>	<u>Action</u>	Description/Comments
					MSC to DJ to	
					touch base	
					and	
					introduce	MSC to DJ to touch base and
2020-12-10	MSC	DJ		phone	WAMP	introduce WAMP
						It was great speaking with you
						this morning. I would greatly
						appreciate receiving the
						publications and any other
						information that you can pass
						along that will benefit the
						indigenous engagement process
					MSC to DJ	for the Windsor AMP. I look
					phone call	forward to working with you on
2020-12-10	MSC	DJ		email	follow up	this exciting project.
						DJ provides MOU with City of
						Windsor, Write up on mural, the
						U of W Statement of Respect
						and a link to the Article in
						Ontario History on the Dish with
2020-12-10	DJ	MSC		email	follow up	One Spoon Treaty.
						MSC request article that DJ co-
						wrote with Neal Ferris and Mike
2020-12-10	MSC	DJ		email	follow up	Spence
						DJ sends Learning from
2020-12-11	DJ	MSC		email	follow up	Ancestors article
2020-12-12	MSC	DJ		email	follow up	MSC thanks DJ
	Kristina					
	Tang			email		
2021-03-02	(КТ)	DJ	JM, MSC	and post	NOSC	Notice of Study Commencement
						WIFN is interested in the project
					NOSC	and would like to set up a
2021-03-02	JM	DJ, KT	MSC	email	response	meeting

WIFN: Dean Jacobs (DJ); James Jenkins (JJ); Kennon Johnson (KJ); Burton Kewayosh (BK); Everett Kicknosway (EK); Janet MacBeth (JM)

City of Windsor: Michael Cooke (MC); Kristina Tang (KT); Tracy Tang (TT); Rob MacDonald (RM),

Windsor Museum: Michelle Phillips (MP)

ASI: Martin Cooper (MSC); Rob MacDonald (RM)

Fisher Archaeological Services: Jacquie Fisher (JF)

				/		
<u>Date</u>	<u>From</u>	<u>To</u>	<u>cc</u>	<u>Method</u>	<u>Action</u>	Description/Comments
					NOSC	interest noted and will be in
2021-03-02	KT	JM	DJ; MSC	email	response	touch to set up meeting
					meeting	Request for Teams meeting with
2021-05-07	MSC	DJ	JM	email	scheduling	WIFN, providing potential dates
						will be away for a month would
					meeting	like to book the beginning of
2021-05-07	JM	MSC; DJ		email	scheduling	June
					meeting	will check team's availability in
2021-05-07	MSC	JM; DJ		email	scheduling	June
2024 05 07				1	meeting	Request for Teams meeting with
2021-05-07	MSC	JM	DJ	email	scheduling	WIFN, providing potential dates
2024 05 07				1	meeting	available June 11 at 10:00 AM,
2021-05-07	JM	MSC; DJ		email	scheduling	request for invite
		JM, DJ,		Teams		
		KT, TT, MC, MP,		Meeting	meeting	
2021-05-07	MSC	RM, JF		Invite	scheduling	Invite sent
2021-05-07	IVISC	1\1 V 1, J1			schedding	
				Teams		
2024 05 20				Meeting	meeting	JM declined June 11 meeting,
2021-05-28	JM			Invite	scheduling	will be away until July 12
2024 05 20	MCC	15.4			meeting	asked to re-schedule meeting
2021-05-28	MSC	JM		email	scheduling	after July 2
2021-05-28	JM	MSC		email	meeting	auto reply, will be away until
2021-05-28	JINI	IVISC		eman	scheduling	July 12 Invitation to join WAMP PIC to
			MSC, RM,			be held via Zoom on June 16,
2021-06-03	кт	JM; DJ	TT	email	PIC	2021
2021-00-03		JM, DJ,		Cinali		
		KT, TT,		Teams		
		MC, MP,		Meeting	meeting	June 11 meeting cancelled, will
2021-06-04	MSC	RM, JF		Invite	scheduling	reschedule after July 2
					meeting	Request for Teams meeting with
2021-07-07	MSC	JM	DJ, JJ	email	scheduling	WIFN, providing potential dates
					meeting	
2021-07-13	DJ	MSC	JJ	email	scheduling	July 21, 1:00 to 4:00 is good

2021-07-16

2021-07-16

2021-07-19

DJ

MSC

DJ, KT,

TT, MC,

RP

MSC

DJ

MSC

WAMP team. Sent link to the

will go out on Monday

Miigwech

Agenda sent

project website and that Agenda

(EK); Janet Ma City of Winds	•	•	C); Kristina 1	Гang (KT); Tr	acy Tang (TT);	Rob MacDonald (RM),
, Windsor Mus			-	0, 1,	,,	
ASI: Martin Co	ooper (MS	SC); Rob Ma	Donald (RN	1)		
- isher Archae	ological Se	ervices: Jacq	uie Fisher (J	F)		
<u>Date</u>	From	<u>To</u>	<u>cc</u>	Method	Action	Description/Comments
					meeting	
2021-07-13	MSC	DJ		email	scheduling	How is 2:00 PM?
					meeting	
2021-07-13	DJ	MSC		email	scheduling	ОК
		JM, DJ,				
		КΤ, ΤΤ,		Teams		
		MC, MP,		Meeting	meeting	
2021-07-13	MSC	RM, JF		Invite	scheduling	Invite sent
					meeting	should an invites be sent to JM
2021-07-13	MSC	DJ		email	scheduling	and JJ?
					meeting	provided information on WAMI
2021-07-14	MSC	JJ		phone	scheduling	update.
						followed up phone call with
					meeting	email asking who else should be
2021-07-14	MSC	JJ		email	scheduling	invited to meeting
	Robert					RP, Director of Operations,
	Pollock				meeting	asked for WIFN councillors BK
2021-07-15	(RP)	MSC	вк, кј	email	scheduling	and KJ be invited to meeting.
				Teams		
				Meeting	meeting	
2021-07-15	MSC	вк, кј		Invite	scheduling	Invite sent
2021-07-13	IVIJC			invite	meeting	
2021-07-16	вк	RP	MSC, КЈ	email	scheduling	BK is able to attend
						DJ wanted to know if there are
					meeting	any materials to review before
2021-07-16	DJ	MSC		phone	scheduling	the meeting
						told DJ that it is to find out
						about the project and meet the

email

email

email

meeting

meeting

meeting

scheduling

scheduling

scheduling

WIFN: Dean Jacobs (DJ); James Jenkins (JJ); Kennon Johnson (KJ); Burton Kewayosh (BK); Everett Kicknosway (EK); Janet MacBeth (JM)

City of Windsor: Michael Cooke (MC); Kristina Tang (KT); Tracy Tang (TT); Rob MacDonald (RM),

Windsor Museum: Michelle Phillips (MP)

ASI: Martin Cooper (MSC); Rob MacDonald (RM)

Fisher Archaeological Services: Jacquie Fisher (JF)

Date	From	<u>To</u>	<u>cc</u>	Method	<u>Action</u>	Description/Comments
		MP, RM,				
		JF, KJ, BK				
		DJ, KT,				
		TT, MC,		T		
2021-07-21		MP, JF, BK		Teams Meeting	Meeting	Meeting
2021-07-21		DJ, KT,		weeting	Meeting	Weeting
2021-10-06		MC		Virtual	Meeting	Meeting between KT, MC and DJ
		_	JJ, JM,		Project	,,
2021-10-15	КТ	DJ	MSC, TT	email	update #1	Project Update #1
			JJ, JM, EK,		Draft WAMP	Draft WAMP Update sent for
2022-07-13	КТ	DJ	MSC	email	review	review
			JJ, JM,			Thank you and would like to
2022-07-13	DJ	КТ	MSC	email	follow up	engage and consult
			JJ, JM, EK,			we will send a list of possible
2022-07-13	KT	DJ	MC, MSC	email	follow up	dates to meet
			JJ, JM, EK,		meeting	
2022-07-14	DJ	КТ	MC, MSC	email	scheduling	July 19 or 22 works
					Teams	
2022 07 40	N466	D 1		1	Meeting	Teams Meeting Invite for July
2022-07-18	MSC	DJ		email	Invite	22, 1:30 to 2:30
2022-07-21	MSC	DJ		email	meeting scheduling	who else would you like at the meeting?
2022-07-21	WIJC	0,		Ciliali	meeting	
2022-07-21	DJ	MSC		email	scheduling	Larissa Wrightman (LW) and JM
						Any particular area of the
					meeting	WAMP you would like to focus
2022-07-21	MSC	DJ		email	scheduling	on?
						Starting point would be to
					meeting	address previous comments and
2022-07-21	DJ	MSC		email	scheduling	brief presentation
		KT, MC, TT, DJ,				
		JM, LW,			meeting	
2022-07-21	MSC	RM, MP		email	scheduling	Agenda sent

WIFN: Dean Jacobs (DJ); James Jenkins (JJ); Kennon Johnson (KJ); Burton Kewayosh (BK); Everett Kicknosway						
(EK); Janet Ma	acBeth (JN	1)				
City of Winds	or: Michae	el Cooke (M	C); Kristina Ta	ang (KT); Tra	acy Tang (TT); F	Rob MacDonald (RM),
Windsor Muse	eum: Mich	nelle Phillips	(MP)			
ASI: Martin Co	ooper (MS	C); Rob Mad	Donald (RM)			
Fisher Archae	ological Se	ervices: Jacq	uie Fisher (JF)		
<u>Date</u>	<u>From</u>	To	<u>cc</u>	Method	Action	Description/Comments
		DJ, LW,				
		MP, KT,				
		TT, MC,				
2022-07-22	DJ,	RM, MSC			Meeting	meeting
			TT, MC,			Meeting notes, WIFN comment
		DJ, JM,	MP, RM,			matrix, areas of interest
2022-08-03	КТ	LW	MSC	email	follow up	highlighted
					report	
2022-08-16	DJ	КТ		email	review	WIFN comments on draft WAMP

3.14 Wyandot of Anderdon

Table B15: Correspondence with Wyandot of Anderdon

WA: John Cutting (JC) City of Windsor: Kristina Tang (KT); Tracy Tang (TT)						
ASI: Martin Cooper (MSC)						
Date	From	To	<u>cc</u>	Method	Action	Description/Comments
				email		
2021-03-02	КТ	JC	MSC	and post	NOSC	Notice of Study Commencement
					Project	
2021-10-15	КТ	JC	MSC, TT	email	update #1	Project Update #1
		JC,			Draft WAMP	Draft WAMP Update sent for
2022-07-13	КТ	MSC		email	review	review
		JC,				reminder to return comments on
2022-08-08	КТ	MSC		email	follow up	the Draft plan by Aug 26



Council Report: S 60/2024

Subject: Council Question - Feasibility Report on the Elimination of Alley Closure Administrative Fees, CQ 21-2023

Reference:

Date to Council: June 3, 2024 Author: Brian Nagata, MCIP, RPP Planner II - Development Review (519) 255-6543 ext. 6181

Planning & Building Services Report Date: May 7, 2024 Clerk's File #: SAA2024 & ACOQ2024

To: Mayor and Members of City Council

Recommendation:

- That Report No. S 60/2024 responding to Council question CQ 21-2023 regarding a feasibility report on the elimination of the alley closure application fee of \$1505.00 and other associated fees to assist in the acceleration of closing residential alleys **BE RECEIVED** for information.
- II. THAT Council **DIRECT** the Recommendations for Accelerating the Timeline for Closing Residential Alleys contained within Report S 60/2024 to the new Ad Hoc Alley Standards Committee, as approved by the Environment, Transportation & Public Safety Standing Committee on April 24, 2024.

Executive Summary:

N/A

Background:

On July 10, 2023, Council approved the following Council Question (CQ 21-2023) by Councillor Mark McKenzie and directed Administration to proceed with the necessary actions to respond to the Council Question in the form of a written report, consistent with Council's instructions and in accordance with Section 17.1 of Procedure By-law 98-2011.

"Asks that administration be directed to provide council with a feasibility report on the elimination of the alley closure application fee of \$1505 (and other associated fees) to assist in the acceleration of closing residential alleys."

Discussion:

Street & Alley Closure Fees

The fees for closing a street or alley are included under *Appendix D1: User Fee Schedule* to the 2024 Operating Budget. Table 1 below provides a chronological breakdown of the fees.

	ltem	Fee
1	Alley Search	\$59.00 per hour
2	Street and Alley Closing Application	\$1,505.00
3	Alley Transfer	
a)	Deed Preparation	\$217.50 per deed
b)	Records Search	\$50.00 per hour
c)	Registration of Deed	\$83.11 per deed
d)	Teranet	\$50.98 per deed

Table 1 - Chronological	Breakdown of Street	& Allev Closure Fees

The submission of a <u>Street and/or Alley Search (Form 166)</u> (alley search) is a prerequisite to the submission of an <u>Application to Close Street/Alley/Walkway (Form 164)</u> (closure application). An alley search is necessary to confirm if the subject lands are a street or alley and, if so, whether the street or alley is open. An alley search is completed using Teraview, which is a privately owned digital information system that provides access to the Land Registry Office's database.

- The alley search fee is intended to cover Teraview's charges for the Planning Department to conduct a property search and obtain any necessary documents and plans (i.e. agreements, by-laws, deeds, easements, etc.). The charges are broken down in detail on Teraview's Pricing webpage at: https://www.teraview.ca/en/teraview-pricing/.
- 2. The street and alley closing application fee covers a portion of the Planning Department's expenses for processing a closure application.
- 3. The Deed Preparation fee covers the cost of legal services provided by the Legal Department in connection with the preparation of the deed for the conveyance of a street or alley.
 - a. The Records Search fee covers the cost of time spent by the Legal Department searching the City's records relative to the street or alley.
 - b. The Registration of Deed fee is the cost incurred by the Legal Department by registering the deed in Teraview.
 - c. The Teranet fee is the cost incurred by the Legal Department in Teraview to pull a parcel register for the owner's property abutting the street or alley, and

to obtain a Sheriff's Certificate on registration.

The Finance Department provided a detailed breakdown of the revenue and expenses incurred for street and alley closings in 2023. A summary of their findings is illustrated in Table 4 of this report.

The Planning Department is of the opinion that the removal of the aforesaid fees will not assist in accelerating the timeline for closing residential alleys, or streets and alleys in general. Rather, from the Planning Department's perspective, removing the fees will only extend the timeline.

Factors Impacting Street & Alley Closure Timelines

There are several factors that contribute to the timeline for closing residential alleys, and streets and alleys in general. Table 2 below summarizes these contributing factors.

Table 2 - Factors Impacting Street & Alley Closure Timeline

Factor	Details
Complexity	 Conflicts between property owners requiring the Planner, the Street & Alley Clerk or the Legal Department to mediate Development proposals requiring the closure of an indispensable street or alley (Planner has been tasked as a facilitator between the proponent and municipal departments and/or utility companies to develop a solution to accommodate the development proposal) Existing encroachments require extensive dialogue with property owners to develop a recommendation that is amenable to all parties Illegal vehicular accesses off a street or alley are not recognized, but require extensive discussion with the property owner(s) who may be losing their access because of the closure Title issues may arise which need to be resolved by the Legal Department
DHSC	- Deferrals typically add an additional one (1) to two (2) months
Deferrals	 Property owners claiming notice was not received or received late Notice of Public Meeting is a common reason for deferral.
	 Notwithstanding this fact, Notice of Application is issued to abutting property owners upon the closure application being deemed complete. The Planner follow-ups with property owners who submit comments via email, letter and/or phone.
	Note: Notice of Application, a public meeting, and Notice of Public Meeting are not legislated requirements under the <i>Municipal Act</i> for the closure of a street or alley.
Property Ownership	- Changes in property ownership through the closure application process requiring the recirculation of Notice of Application or subsequent documentation to the new property owner(s).

Reference Plans	- Surveyors currently take approximately six (6) to eight (8) months to complete.
Staffing	 By-laws, Transfers and Title Corrections are completed by the Legal Department Mapping is completed by Geomatics and the Planning Department One (1) Street & Alley Legal Clerk One (1) Planner II - Development Review on a part time basis
Workload	 Alley Searches (54 completed in 2023) Required for closure applications and the purchase of a previously closed street or alley. Closure Applications (18 submitted in 2023) General inquiries Parks Canada has requested the closure and conveyance of several streets and alleys for Phase I of the Ojibway National Urban Park (ONUP) This request includes 94 PIN (Property Identifier Number) parcels (contiguous lands described under a Transfer/Deed) The Legal Department and Planning Department will be submitting a request to Parks Canada to cover staff time, resources, and overhead necessary to complete this task. This will include the hiring of additional temporary staff, as there is no capacity to complete this project under current staffing levels without giving it priority over existing applications.
	- Planner II's portfolio includes <i>Planning Act</i> applications and Planning Consultation Applications

Street and Alley Closing Application Process

The process to close a street or alley is comprised of several steps, many of which include a heavy administrative component. Table 3 below details the alley closure process.

Table 3 - Street &	Alley Closure	Application P	rocess
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No.	Step	Approximate Timing
1.	Alley Search submitted	
a.	Alley Search completed (S)	1-2 weeks
b.	Alley Search results issued (S)	
2.	Closure Application submitted	
a.	Maps for Liaison, Notice of Application, and Council Report prepared (T)	3-4 weeks

٦.	laws issued to Legal Department (S)	(from registration of Reference Plan)
q.	Memo instructing preparation of necessary by-	(from Notice of Decision)
p.	Reference Plan (O)	6-8 months
0.	Notice of Decision (C)	1-2 weeks (from Council)
n.	Council (decision on application)	2-4 weeks (from DHSC)
i.	Deferral by DHSC	1-2 months
m.	DHSC	
I.	Notice of Public Meeting issued to abutting property owners (C)	
k.	Mailing labels for Notice of Public Meeting issued to Clerks (P)	
j.	Council Report reviewed and approved by Planning Department, Legal Department, Commissioner of Economic Development, and Chief Administrative Officer	
i.	Council report presented at preliminary meeting with Legal Department and Planning Department staff (P)	
h.	Council report prepared (P)	
g.	Responses to questions and/or concerns raised through the Liaison and/or Notice of Application (P)	
f.	Site visit (P)	
e.	Comprehensive review of streets and/or alleys (P)	2 months*
d.	CC Drawing prepared (G)	
C.	Notice of Application issued to abutting property owners (S)	
b.	Liaison prepared and circulated to appropriate municipal departments and utility companies for review and comments (S)	

r.	By-laws prepared (L)	1 month
S.	Council (passing of by-laws)	
t.	Notice of Passing (C)	1-2 weeks (from Council)
U.	Registration of by-laws and easements (L)	1-2 weeks (from Notice of Passing)
V.	Letter issued to abutting property owners with the following forms to be completed:	1 month (from registration of by-laws)
	Form 1 - Owner(s) wish to purchase their half of the street or alley / Owner(s) wish to purchase their half of the street or alley and the other half if available.	
	Form 2 - Owner(s) wish to waive their rights to purchase their half of the alley.	
	The Letter provides an approximately one (1) month deadline to complete and return the appropriate form. (S)	
W.	Letter with Acknowledgment & Direction Form issued to abutting property owners that completed Form 1.	1 month (from deadline set forth in letter referenced under
	Acknowledgment & Direction Form includes conveyance price and associated fees. (S)	section v.)
X.	Memo instructing Transfer of the street or alley for those abutting property owners that completed their Acknowledgment & Direction Form and paid all fees for the purchase of their half of the alley (and the other half of the alley if applicable) issued to the Legal Department (S)	
у.	Transfers Registered (L)	1-2 weeks (from receiving Memo)
Z.	Planning Department sends Transfers to the respective property owners (S)	1 week (from receiving Transfers)
Арр	roximate Total Timing	14.25 months-21.5 months*

need Council reports. At the present time, it is taking approximately a year from the time that an application is submitted to start the council report. Applications associated with an active Site Plan Control application or Building Permit application are given priority.

Legend

- (C) Clerks Department
- (G) Geomatics Department
- (L) Legal Department
- (O) Ontario Land Surveyor
- (P) Planner II Development Review
- (S) Street & Alley Legal Clerk
- (T) Planning Technician

Recommendations for Accelerating the Timeline for Closing Residential Alleys

The Planning Department has the following recommendations for consideration to assist with accelerating the timeline for closing residential alleys, and streets and alleys in general.

- 1. Additional staffing to assist with administrative work until the backlog of closure applications is alleviated (e.g. Certified Engineering Technologist (CET), Planning Technician, second Street & Alley Legal Clerk).
- 2. Moving closure applications to another Department that may be more efficient (e.g. Engineering Operations, Engineering Right-of-Ways).
 - This would allow the Planning Department to reallocate the Planner II's time to *Planning Act* applications and Planning Consultation Applications.
- 3. Allocate funding to subsidize the costs for closing an alley (similar to the Alley Closing Subsidy Pilot Program that operated from 2014 to 2017).
 - Using the 2023 expenses in Table 4 as an example, Council would have had to allocate \$253,177.57 in subsidies.
- 4. Avoid deferrals of closure applications based on receipt of late Notice of Public Meeting.
 - Notice of Application is issued to all abutting property owners upon the submission of a closure application.
 - Recommendations are typically made in accordance with the Council approved *Classification of Alleys and Suitability for Closure* guideline document attached hereto as Appendix "A".
- 5. Consultation with surveying companies within the City, Essex County, and surrounding counties and municipalities to determine if surveys can be completed within a shorter timeframe.
- 6. Train frontline staff to handle basic street and alley inquiries, allowing the Street

& Alley Legal Clerk and Planner II to dedicate time and resources to closure applications.

Alley Standards and Development Committee

On September 27, 2021, Council directed Administration to develop an Alley Standards and Development Committee in accordance with report S 69/2021. Council also requested that Administration report back to Council on the capital and annual costs associated with developing, maintaining and enforcing a set of standards for all the City's alleys. The basis for report S 69/2021 originates from Council Decision B9/2020 to the 2020 Budget Deliberations (see below).

"That Administration **BE DIRECTED** to prepare a report for Council's consideration related to options for curbside garbage collection instead of alley collection city wide wherever possible."

On September 5, 2023, Council requested Administration to report back to Council with a specific proposed framework and work plan for the previously approved Alley Standards and Development Committee.

On April 24, 2024, the Commissioner of Infrastructure Services brought report S45/2024 to the Environment, Transportation & Public Safety Standing (ETPS) Committee. The report recommended that Council direct the development of a new Ad Hoc Committee in accordance with the criteria laid out in the report and that the Committee be directed to report back to Council. The report also identified the following deliverables to achieve Council's goal of developing and enforcing a set of alley standards for all the City's alleys:

Identify all paved alleys;

- Classify the alleys based on criteria such as usage, condition, and strategic relevance;
- Identify essential paved alleys for municipal services;
- Evaluate the potential for developing active transportation connections downtown as recommended in the Active Transportation Master Plan;
- Prioritize alleys for maintenance work, enforcement and alley closure candidates (including grass alleys); and
- Explore the conditions necessary for alley enhancement and revitalization, with an understanding that funding and initiative will come from BIAs and the private sector.

The ETPS Standing Committee approved the following motion:

Decision Number: ETPS 996

"THAT the report of the Commissioner, Infrastructure Services dated April 5, 2024 entitled "Ad Hoc Administrative Alley Committee - City Wide" **BE RECEIVED** in response to Council's request for a specific proposed framework and work plan for the previously approved Alley Standards and Development Committee; and, THAT Council **APPROVE** the development of a new Ad Hoc Alley Standards Committee as outlined in the report with the deliverables to support Council's goal of developing and enforcing a set of alley standards as amended; and,

THAT the Alley Standards Committee **REVIEW** and **CONSIDER** best practices to promote safety and security as an additional deliverable; and

THAT asset management plans **BE INCLUDED** in the analysis of activating those alley spaces; and,

THAT administration **BE DIRECTED** to report back to Council on an annual basis. Carried."

The deliverables go hand in hand with the Planning Department's Recommendations for Accelerating the Timeline for Closing Residential Alleys. Therefore, the Planning Department is recommending that Council direct the Recommendations for Accelerating the Timeline for Closing Residential Alleys contained within this report to the new Ad Hoc Alley Standards Committee. This will result in an efficient use of staff time and resources and avoid any duplication of efforts to achieve the same goals and objectives. The Planning department will participate on the Ad Hoc Alley Standards Committee.

Risk Analysis:

N/A

Climate Change Risks

Climate Change Mitigation:

N/A

Climate Change Adaptation:

N/A

Financial Matters:

The alley search fee does not cover all the charges from Teraview for the Planning Department to conduct a property search. The fee does not cover the Planning Department's Teraview license fee or the Street & Alley Legal Clerk's time and overhead to complete a property search and the subsequent administrative tasks. This deficit can be partially attributed to the Planning Department typically charging a flat rate of \$59.00 per search (i.e. payment is collected upfront and it's difficult to determine whether more than one hour is required).

The street and alley closing application fee covers notification costs and a small portion of the administrative costs for processing a closure application.

The Deed Preparation fees cover a portion of the Legal Department's time spent on preparing transfers for the conveyance of a street or alley. If deeds were prepared by outside law firms, the cost would be significantly higher.

The Registration of Deed and Teranet fees cover the costs incurred by the Legal Department by Teraview for the registration of a deed, searching the property of the abutting property owner, and required Sheriff's Certificate upon registration.

The Planning Department also fronts the cost for the preparation of Reference Plans. The cost is subsequently divided equally between the number of abutting properties and collected when and if the property owner(s) apply to purchase their respective part of the street or alley.

In 2023, the Planning Department budgeted \$33,100.00 for Reference Plans and spent \$181,027.51. That is an over-expenditure of \$147,927.51.

The aforesaid gaps in funding have been covered by reallocating funds from other areas within the Planning Department. The removal of the aforesaid fees will require further allocation of funds to cover the increased void.

In 2023, the Planning Department reallocated funds from vacant positions to cover a \$162,609.55 deficit. If the fees related to alley searches, street and alley closing applications, and deed preparations were removed in 2023, the deficit would have increased to \$215,394.55. The reallocation of funds is a temporary solution that will no longer be available once the Planning Department's vacancies are filled. This will eventually result in the Planning Department having to limit the number of closure applications to avoid an operating deficit.

Council may direct the Finance Department to use the Waiver of Fee Grant fund to cover a portion of the closure application fees. This, however, does not cover the funding gap of the Reference Plans. In 2023, the Planning Department was invoiced for 19 Reference Plans. The cost of the Reference Plans ranged from \$2,429.89 to \$23,923.95 and averaged \$9,527.76.

Table 4 below provides a detailed breakdown of the 2023 revenue and expenses.

Revenue			
Alley Search Fee	\$3,186.00		
Street and Alley Closing Application Fee	\$27,950.00		
Deed Preparation Fees	\$21,649.00		
12R Plan Payments*	\$37,683.02		
Alley Purchase (Subsidy Program)	\$100.00		
Total Revenue	\$90,568.02		
* Only \$6,640.36 were collected for 12R Plans Invoiced in 2023			
Expenses			
Alley Search (Teraview Charges)	\$15,829.97		

Table 4 - 2023 Summary of Revenue & Expenses

# Excludes Planner II - Development Review Salary & Benefits ** Street & Alley Legal Clerk salary based on partial year due to parental leave			
Total Expenses #	\$253,177.57		
Street & Alley Legal Clerk (Benefits)	\$13,060.53		
Street & Alley Legal Clerk (Salary)**	\$39,577.33		
Computer	\$1,000.00		
Law Pro Software (Teraview)	\$1,625.00		
12R Plan (Registration)	\$731.00		
12R Plan (Preparation)	\$181,027.51		
Postage (Notice of Application)	\$326.23		

Total Revenue & Expenses	(\$162,609.55)
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Consultations:

Consultations were held with the Finance Department, which resulted in the information provided in Table 4.

Conclusion:

The Planning Department is of the opinion that the removal of the alley search fee, street and alley closing application fee, deed preparation fees, records search fees, registration of deed fees and Teranet fees will not assist in accelerating the timeline for closing residential alleys and streets and alleys in general. The fees likely do not cover all work completed by the Planning Department and Legal Department in order to convey the closed streets and alleys. If the fees were removed completely, the result would be either a large deficit, or in the alternative the Planning Department and Legal Department would no longer be financially able to provide such services.

The Planning Department recommends that Council consider one or more of the recommendations listed herein for accelerating the timeline for closing residential alleys and streets and alleys in general.

Planning Act Matters:

I concur with the above comments and opinion of the Registered Professional Planner.

Greg Atkinson, MCIP, RPP Manager of Development Thom Hunt, MCIP, RPP City Planner

I am not a registered Planner and have reviewed as a Corporate Team Leader

JP JM

Approvals:

Name	Title
Greg Atkinson	Manager of Development/Deputy City Planner
Thom Hunt	City Planner / Executive Director, Planning & Development Services
Emilie Dunnigan	Manager of Development Revenue & Financial Administration
Kate Tracey	Senior Legal Council, Legal Services & Real Estate
Janice Guthrie	Commissioner of Finance & City Treasurer
Jelena Payne	Commissioner, Economic Development & Innovation
Joe Mancina	Chief Administration Officer

Notifications:

None

Appendices:

1 Appendix A - Classification of Alleys and Suitability for Closure

APPENDIX "A" Classification of Alleys and Suitability for Closure

Classification of Public Rights-of-Ways:

Currently streets and alleys fall into four classifications on the basis of their usefulness:

- Alleys that are indispensable. These would be alleys serving commercial properties and properties fronting on heavily traveled streets i.e. major arterial routes and alleys which contain sewers and must remain accessible for servicing; alleys or streets which serve as the only vehicular means of access to rear parking areas and garages where the property has insufficient lot width for a side drive; and, alleys which contain Fire Department connections that are deemed to be necessary for firefighting access.
- 2) Alleys that, **have some usefulness**, are nevertheless dispensable and may or may not be a complete liability.
- 3) Alleys that appear to serve **no useful purpose**, either now, or anticipated. Such alleys are in residential areas and locations where generally the lots are wide enough for side drives, or those alleys abutting parks and other parcels of land that do not require any servicing from the alley. Remnant or stub-end streets which are deadended and do not serve as access to other streets.
- 4) Alleys lying in Holding zones and other similar undeveloped areas where the alley system is clearly obsolete and has never been developed, but where the City needs to keep its options open until new area plans are prepared and development is imminent.

Suitability for Closing:

Following are the criteria and suitability for closing alleys in each of the above classifications:

- 1) Indispensable alleys should **not be closed**, conveyed, reduced or otherwise jeopardized through minority interests unless a suitable substitute alley is opened in lieu thereof. They are essential from the viewpoint of fire protection, police protection, emergency services (i.e. ambulance) and loading or unloading of goods, refuse collection, servicing of blocked sewers and utility services. Without such alleys, the above noted services would at least be more costly if not impossible to complete or adequately access; and would noticeably interfere with street traffic, thereby reducing the access capacity of the adjacent arterial, collector, or street for business.
- 2) Alleys having some usefulness should **be considered for closing** only upon request of abutting owners rather than by encouragement of the City.
- 3) Alleys that serve no useful purpose should **be closed** if at all possible, and in fact the owners abutting thereon should be encouraged to accept conveyance.
- 4) Alleys that are clearly obsolete should **not be closed** unless there is a municipal need or specific development proposals acceptable to the City are submitted.



Council Report: S 69/2024

Subject: City of Windsor Community Improvement Plans-Rescindment of Grant Approvals with no expiry deadline (City-wide)

Reference:

Date to Council: June 3, 2024 Author: Greg Atkinson, Deputy City Planner-Development 519-255-6543 ext. 6582 gatkinson@citywindsor.ca

Kevin Alexander, Senior Planner-Special Projects kalexander@citywindsor.ca

Laura Strahl, Senior Planner-Special Projects lstrahl@citywindsor.ca

Planning & Building Services Report Date: May 17, 2024 Clerk's File #: SPL2024

To: Mayor and Members of City Council

Recommendation:

- I. THAT approvals for financial incentives authorized under various Community Improvement Plans by Council Resolutions listed in Appendix A **BE RESCINDED** and funds be uncommitted;
- II. THAT funding in the amount of \$124,622, which has been allocated to various capital projects for use under the Community Improvement Plans BE
 RETURNED to CIP Reserve Fund 226; and,
- III. THAT future tax increment grants estimated in the amount of \$621,202 BE RETURNED to the general tax levy and used to offset future budget pressures.

Executive Summary:

N/A

Background:

Part IV, Section 28 of the Planning Act, allows City Council to designate a community improvement project area and prepare a Community Improvement Plan (CIP) whenever

there is an Official Plan in effect. The purpose of a CIP may be related to planning or replanning, design or redesign, resubdivision, clearance, development or redevelopment, construction, reconstruction and rehabilitation, improvement of energy efficiency, and provision of affordable housing within the project area.

Approved CIPs allow the City to take a variety of measures to further the objectives identified within the CIP that would otherwise be prohibited by Ontario's *Municipal Act*. This includes the acquisition and preparation of land; construction, repair, rehabilitation or improvement of buildings; the sale, lease or disposal of land and buildings; and the provision of grants to owners or tenants of land—all of which must conform with the objectives and policies contained within the CIP.

This report addresses the status of projects City Council has previously approved for financial incentives under the following seven (7) CIPs:

1. Olde Sandwich Towne Community Improvement Plan (Sandwich Town CIP)

- Officially came into effect on October 19, 2012, after City Council passed by-law 27-2009 to establish the CIP on January 26, 2009.
- The Sandwich Town CIP consists of grant programs that encourage new development, retail investment, facade improvements, and preservation of Heritage Resources in the Sandwich Heritage Conservation District and Community Improvement Area.

2. Brownfield Redevelopment Community Improvement Plan (Brownfield CIP)

- Approved by City Council on April 19, 2010, following a five-year study and consultation process that commenced October 2005.
- The Brownfield CIP provides incentives to promote the remediation, rehabilitation, adaptive re-use and redevelopment of brownfield sites throughout the City of Windsor.

3. Economic Revitalization Community Improvement Plan (Economic Revitalization CIP)

• Implemented by City Council on March 15, 2011, encourages new investment in targeted sectors within the city by providing financial incentives to new businesses, expansion of existing building, and small business.

4. Downtown Windsor Enhancement Strategy and Community Improvement Plan (Downtown CIP)

- Approved by City Council on September 29, 2017, and an adopting by-law was passed by City Council on October 16, 2017.
- The Downtown CIP provides financial incentives to encourage new residential development, retail investment, facade improvements, and building/property improvements.

5. The Ford City Community Improvement Plan (Ford City CIP)

- was approved on January 08, 2018, and adopted by City Council through by-laws 171-2018 and 172-2018.
- The Ford City CIP provides financial incentives to encourage retail/ residential development and building improvement in the neighbourhood.

6. Building Facade Improvement Program and Urban Design Guideline for Main Streets Community Improvement Plan

• Approved by City Council on January 28, 2018, and was amended and renamed to the Main Streets CIP on September 06, 2022providing additional financial incentives programs as part of the CIP and in newly expanded areas within the vicinity of Main Streets in the City of Windsor.

7. The University Avenue and Wyandotte Street Community Improvement Plan (University/ Wyandotte CIP)

- Approved by City Council on June 7, 2021, and an adopting by-law was passed by City Council on July 13, 2021.
- The University/ Wyandotte CIP provides financial incentives aimed towards encouraging private sector investment and redevelopment along the corridors connecting downtown to the University of Windsor.

Prior to 2020, Council approval of CIP applications did not contain a deadline to complete projects or sign grant agreements. Administration started to include deadlines in the recommendations to ensure that grant funds were not unnecessarily held for projects that did not move forward within a reasonable timeframe. Additionally, some completed projects have not followed up to complete administrative requirements such as the signing of legal agreements, submission of paid invoices, and other required material.

The purpose of this report is to recommend rescindment of grant approvals and uncommit funds so that they may be made available for other applications and/or to offset future budget pressures.

Discussion:

Grant Rescindments

When CIP grants are approved by Council the funds are committed and held for payment following the completion of eligible work and submission of all required information and documents (e.g. signing of legal agreements, submission of invoices, and other requirements). Council approved CIP grants for specific improvements (e.g. building façade improvement, environmental study grants, new residential units) are taken from a reserve account and placed in CIP capital project prior to payment. Rescinding these approvals will allow the funds to be returned to the reserve account and reallocated for future grant approvals.

Council approved tax increment-based CIP grants are recorded as an expense to a Corporate account on an annual basis over the lifespan of the grant program based on the amount of municipal tax increase resulting from property improvements. Rescindment of these grants will allow the funds to be uncommitted and used to offset future budget pressures.

Some applicants have decided to not pursue approved projects, other projects have not commenced within a reasonable timeframe, and some approvals have been affected due to a change in ownership. Some projects have proceeded but applicants have not followed up to submit required documentation.

Council has approved several CIPs to encourage investment that wouldn't be financially viable within Windsor without incentives. The onus is on the applicant to demonstrate to Council that incentives are necessary when seeking approval. Lack of follow-up to complete the grant requirements following completion of an approved project demonstrates that incentives were not necessary for the project to be economically viable within Windsor. Appendix A notes the status of each grant approval and the last contact with the applicant.

Risk Analysis:

The risk of rescinding the grant approvals is considered low due the passage of time since approval, coupled with the non-compliance with grant requirements, namely, execution of grant agreements and/or assignment agreement and executing the development plan. Projects that have not commenced may reapply for financial incentives and the new applications would be subject to Council approval. Projects that have been completed cannot reapply for financial incentives as the CIPs do not permit retroactive grant approvals.

The risk of not rescinding the approved grant payments means the approved funds may be encumbered indefinitely.

Climate Change Risks

Climate Change Mitigation:

N/A

Climate Change Adaptation:

N/A

Financial Matters:

Total value of funding that would be uncommitted and or returned to the CIP reserve fund due to CIP grants being rescinded and reallocated is \$171,059. The CIP grants being considered to be rescinded and reallocated have a date range from 2016 to 2022 and would allow the funding to be used for future CIP grant applications.

The portion of funding that relates only to uncommitting the funding from the CIP reserve to the various CIPs would be \$46,437. The rescinding of the attached grants would allow for a reduction of committed funds of \$35,000 from the Downtown CIP and the Sandwich CIP would reduce their committed balance by \$11,437.

The portion of funding that would be transferred to the CIP reserve fund from the various capital projects due to the grants being rescinding would total \$124,622. The breakdown of the transfers required from the capital projects to the CIP reserve fund is listed in the chart below.

CIP Project Transfer to the Reserve	Amount
Brownfield CIP	\$39,500
Downtown CIP	\$40,000
Sandwich CIP	\$32,001
Ford City CIP	\$13,121
Total Being Transferred	\$124,622

With regards to the tax increment grants to be rescinded a total of \$621,202 in future grant funding will not be required and therefore can be used to offset future budgetary pressures.

Consultations:

The City of Windsor's CIP were subject to stakeholder and public consultation as part of the approval process, including public meetings, a statutory public meeting and circulation among internal City staff and the Province.

Planning staff have consulted with applicants prior to making recommendations for approval to Council. Staff from the Planning, Finance and Legal Departments were also consulted in the preparation of this report.

Applicants listed in Appendix A have been notified of the standing committee at which this report will be considered.

Conclusion:

Administration recommends that Council rescind the approvals listed in Appendix A and uncommit the funds that have been held for payment of these grants. Returning the

approved funds to the CIP reserve account will allow them to be made available for future grant approvals. Reallocating tax-increment based CIP grants will allow them to be used to offset future budget pressures.

Planning Act Matters:

N/A

Approvals:

Name	Title
Laura Strahl	Planner III – Special Projects
Kevin Alexander	Planner III – Special Projects
Josie Gualtieri	Financial Planning Admin.
Greg Atkinson	Deputy City Planner - Development
Thom Hunt	City Planner/Executive Director of Planning and Building Services
Wira Vendrasco	City Solicitor
Janice Guthrie	Chief Financial Officer/City Treasurer
Jelena Payne	Commissioner of Economic Development & Innovation
Joe Mancina	Chief Administrative Officer

Notifications:

Name	Address	Email
Peter Do,		
Tu Do		
GBI Holding Company		

1486 Ontario Inc. (C/O: David Ducharme)	
Chlumecky Holdings Inc.	
Tessonics Holding Corp.	
2289622 Ontario Limited	
Windsor Tool & Die Ltd.	
Farrow Realty Inc.	
2313846 Ontario Limited	
1451285 Ontario Ltd	
Biwell Holdings Inc.	
GOVAS ENTERPRISES	
WALKERVILLE COMMERCIAL CENTRE INC	
Active Claims Management (2018) Inc.	
2515985 Ontario Ltd.	
THMC Windsor Inc	
2563712 ONTARIO LIMITED	
EI Hy Co Limited	
BASF CANADA INC.	
Skyline Commercial Real Estate Holdings Inc.	
Stonehedge Properties Inc.	
KADRI FAMILY HOLDINGS INC.	

Appendices:

1 Appendix A-CIP Approvals with No Expiry for Rescindment (City-wide)

Appendix A: CIP Approvals With No Expiry Recommended for Rescindment

Council Approval Date	Council Resolution	Address	Project Description	CIP	Status/Recommendation
May 11, 2011	CR168/2011	620 Sprucewood Ave	Addition to manufacturing facility	Economic Revitalization	 10 years has passed with no agreement signed Agreement sent to company on 2013 and 2015 with no response RESCIND
August 29, 2011	M208-20111	597 Ouellette Ave	Renovation of head office building	Economic Revitalization	 Agreement signed in 2012 Company has sold the property No assignment agreement received 10 years has passed RESCIND
November 7, 2011	CR282/2011	703-711 Ouellette Ave	Renovation of building to create media studio	Economic Revitalization	 Business has relocated 10 years has passed No Agreement signed RESCIND
January 23, 2012	M42-2012	1680 Kildare Rd	Renovation of manufacturing facility	Economic Revitalization	 10 years has passed No Agreement signed RESCIND
June 2012	M320-2012	2001 Huron Church Rd	Conversation of warehouse to office space	Economic Revitalization	 10 years has passed No Agreement signed RESCIND
February 3, 2014	M72-2014	3400 Grand Marais Rd E	Construction of tourist destination (indoor soccer facility)	Economic Revitalization	 10 years has passed No Agreement signed Letter re: rescinding sent on March 22, 2023 (no response) RESCIND
March 9, 2015	M133-2015	1207 Drouillard Rd	Renovation of building for microbrewery	Economic Revitalization	 No development No agreement signed Letter re: rescinding sent on April 5, 2023 (applicant confirmed project not proceeding) RESCIND
April 18, 2016	CR278/2016	2862 Kew Dr	Addition to manufacturing facility	Economic Revitalization	 Letter re: rescinding sent on April 5, 2023 Applicant responded wishing to proceed

Council Approval Date	Council Resolution	Address	Project Description	CIP	Status/Recommendation
					 Grant agreement sent April 28, 2023 No response received RESCIND
May 2, 2016	CR303/2016	775 Riverside Dr E	File RSC for former fuel station property	Brownfield Redevelopment	 Grant agreement signed Property sold Grant assignment agreement signed No development RESCIND
July 17, 2017	CR399/2017	0 Edna	Redevelop industrial property for residential use	Brownfield Redevelopment (Feasibility Grant Program)	 Work not completed RESCIND
August 8, 2017	CR446/2017	0 Munich Crt	Construction of new manufacturing facility	Economic Revitalization	 No development No Agreement signed Letter re: rescinding sent on April 5, 2023 (no response) RESCIND
October 7, 2017	CR604/2017	2415 Division Rd	Construction of new warehouse facility	Economic Revitalization	 No development No Agreement signed Letter re: rescinding sent on April 5, 2023 (no response) RESCIND
January 8, 2018	CR11/2018	600 Tecumseh Rd E	Redevelop commercial property for residential use	Brownfield Redevelopment (Feasibility Grant Program)	 Feasibility study not completed RESCIND
April 23, 2018	CR238/2018	1568 Ouellette Ave	Construction of new head office (50% of floor area eligible)	Economic Revitalization	 Signed grant agreement and required documents have been received. Waiting on in-person verification of eligible floor area No communication since April 2022. RESCIND
November 5, 2018	CR591/2018	3505 Rhodes Dr	Renovation of existing budling	Economic Revitalization	 Agreement circulated for signature – not response. Last contact March 2023.

Council Approval Date	Council Resolution	Address	Project Description	CIP	Status/Recommendation
			for manufacturing		RESCIND
March 4, 2019	CR103/2019	845 Wyandotte St W	Addition to manufacturing facility	Economic Revitalization	 Email sent September 23, 2020 withdrawing application. RESCIND
March 4, 2019	CR104/2019	6365 Hawthorne Dr	Addition to manufacturing facility	Economic Revitalization	 No agreement signed Reminder email sent to applicant April 12, 2023 (no response) RESCIND
May 6, 2019	CR220/2019	1519 Wyandotte St E	Renovation of building for Performance Venue.	Economic Revitalization	 No development No Agreement signed Letter re: rescinding sent on April 5, 2023 (no response) RESCIND
November 9, 2020	CR554/2020	1567 Ouellette Ave	Construction of new business incubator	Economic Revitalization	 Agreement signed No construction Property Sold No assignment agreement received RESCIND
November 9, 2020	CR555/2020	3355 Munich Dr	Renovate industrial building for head office (35% of floor area eligible)	Economic Revitalization	 Waiting on grant agreement from applicant No communication since October 12, 2022 RESCIND
June 04, 2018	CR305/2018	0 Victoria Avenue	120 unit residential apartment building with ground floor commercial units and underground parking	Downtown	 Applicant has made no progress on development. RESCIND
December 17, 2018	CR666/2018	659 to 665 Ouellette Avenue	Converting the upper storey of the existing building to eight	Downtown	 Property has changed ownership. New owner has different proposal and has been

Council Approval Date	Council Resolution	Address	Project Description	CIP	Status/Recommendation
			(8) new residential units		advised to submit new application for CIP grants. • RESCIND
June 1, 2020	CR285/2020	773 Assumption	New detached ADU	Downtown	 Development complete. Municipal taxes did not increase more than \$500, therefore ineligible for the grant. RESCIND.
September 14, 2020	CR461/2020	524 Bruce Avenue	New detached ADU.	Downtown	 Development complete. Municipal taxes did not increase more than \$500, therefore ineligible for the grant. RESCIND.
January 18, 2021	CR37/2021	477 Pelissier Street	Reuse existing building for 7 new residential units.	Downtown	 Development complete. Municipal taxes did not increase, therefore ineligible for the tax grant. RESCIND tax grant (New Residential Development Grant paid out).
January 19, 2021	CR38/2021	615 Pelissier Street	Facade improvements and convert upper storey to residential	Downtown	 Development complete. Municipal taxes did not increase, therefore ineligible for the tax grant. RESCIND tax grant (Upper Storey Residential Conversion and Facade Grants paid out).
July 5, 2021	CR309/2021	747 Ouellette Avenue	Renovate existing building for pharmacy.	Downtown	 Applicant has advised they are not moving forward with proposal. RESCIND.
March 9, 2020	CR213/2020 DHSC 144	700 Brock	Interior/exterior renovations to existing building	Sandwich Town	 The project has not started and the building has been sold RESCIND
March 21, 2022	CR123/2022	357-359 Indian Road	Demolish existing building and recreate the building with some of the	Sandwich Town	 The property has been sold RESCIND

Council Approval Date	Council Resolution	Address	Project Description	CIP	Status/Recommendation
			original building material		
July 10, 2017	CR445/2017 PHED 490	3822 Sandwich Street (Vollmer)	Addition to existing Industrial Facility	Sandwich Town	 Applicant is receiving TIF through Economic Development CIP RESCIND Development and Building Fees Grant of +/-\$12,098.00

Item No. 12.1



Committee Matters: SCM 154/2024

Subject: Minutes of the International Relations Committee of its meeting held

May 8, 2024

International Relations Committee

Meeting held May 8, 2024

A meeting of the International Relations Committee is held this day commencing at 2:30 o'clock p.m. in Room 522b, 350 City Hall Square West, there being present the following members:

Councillor Angelo Marignani, Chair Councillor Renaldo Agostino Councillor Fred Francis Councillor Ed Sleiman Saiful Bhuiyan Ronnie Haidar

Regrets received from:

Lubna Barakat Jerry Barycki L.T. Zhao

1. Call to Order

The Chair calls the meeting to order at 2:37 o'clock p.m. and the Committee considers the Agenda being Schedule A attached hereto, matters which are dealt with as follows:

2. Declaration of Conflict

None disclosed.

3. Adoption of the Minutes

Moved by Councillor Fred Francis, seconded by Councillor Ed Sleiman, That the minutes of the International Relations Committee of its meeting held January 17, 2024 **BE ADOPTED** as presented.

Carried.

4. Business Items

4.1 Arlington, Texas – Sister City/Friendship City Discussion

Sandra Gebauer advises a conversation was held with Sheri Capehart, Program Director for Arlington, Texas Sister Cities who asked for the status of their draft Memorandum. Sandra Gebauer explained that they were waiting for the Revised Twin City/Friendship City Policy to be approved by Council (which was approved). Sheri Capehart expressed that Arlington, Texas is requesting a formal Sister City agreement and not a Friendship City agreement. Sandra Gebauer explained there is little difference between the two agreements, except for the five year commitment with the Friendship City which means every five years it would be reviewed. She highlighted that the draft Memorandum of Understanding sent by Arlington, Texas Memorandum, asks that a review be conducted every five years, which is similar to the City of Windsor's Friendship City model.

Councillor Fred Francis adds that currently there is no five year commitment with our Sister Cities, it is essentially a life-long commitment. He suggests moving forward with a Friendship City agreement with Arlington, Texas.

Moved by Councillor Fred Francis, seconded by Councillor Ed Sleiman

That the International Relations Committee RECOMMEND that the City of Windsor and the City of Arlington, Texas enter into a Friendship City Agreement; and,

That if approved by both parties, that the Mayor's Office BE REQUESTED to sign a Friendship City Memorandum of Understanding for Arlington, Texas consistent with the process outlined in the Twin City/Friendship City Policy. Carried.

4.2 Invitation for the City of Windsor to send a delegation to attend the 2024 China International Friendship Cities Conference to be held in Kunming City, China from November 17 -20, 2024

Sandra Gebauer advises that the information provided by the organizers of the Friendship Cities Conference is from an event held in Wuhan China in 2018. Councillor Fred Francis requests that a list of delegates/delegations be provided.

Saiful Bhuiyan suggests that members of the IRC be given the opportunity to attend the Friendship Cities Conference and pay at their own expense if there is a limit to the number of delegations.

Councillor Francis asks if this invitation should be vetted through Foreign Affairs. Sandra Gebauer adds that there is a visa requirement to enter China. Moved by Councilor Fred Francis, seconded by Ronnie Haidar,

That Sandra Gebauer **BE REQUESTED** to provide further information relating to the number of delegates being invited to attend the 2024 China International Friendship Cities Conference to be held in Kunming City, China from November 17 -20, 2024 and to report back at the next meeting of the International Relations Committee.

Carried.

4.3 Request for a Sister City Agreement with the City of Kamianets-Podilskyi, Ukraine

Councillor Fred Frances suggests sending a copy of the City of Windsor Twin City/Friendship City Policy to the Mayor of Kamianets-Podilskyi for information purposes.

Moved by Councillor Fred Francis, seconded by Councillor Ed Sleiman That Sandra Gebauer **BE REQUESTED** to send the City of Windsor Twin City/Friendship City Policy to the Mayor of Kamianets-Podilskyi, Ukraine. Carried.

4.4 25th Anniversary of twinning with Lublin, Poland in 2025 – Delegation to go to Lublin, Poland to celebrate this event

Sandra Gebauer remarks that as there was no exchange in 2020 to commemorate the 20th Anniversary of our twinning with Lublin due to COVID, Jerry Barycki who is in Lublin presently, proposed celebrating the 25th Anniversary. Jerry Barycki will speak to this at the next meeting of the IRC.

This matter is deferred to the next meeting.

4.5 Fujisawa Misono High School Girls

Sandra Gebauer reports that she was contacted by the organizer and the students of Fujisawa's Misono Jogakuin High School will visit City Hall on Friday, July 26, 2024 at 1:00 p.m.

Moved by Councillor Fred Francis, seconded by Councillor Renaldo Agostino,

That **APPROVAL BE GIVEN** to an expenditure in the upset amount of \$200. for the purchase of cake and refreshments for the Fujisawa Misono Jogakuin High School student's reception to be held on Friday, July 26, 2024 at 1:00 o'clock p.m. in the Windsor City Council Chambers, City Hall.

Carried.

4.6 2024 Children's Art Exhibition – Verbal Update

Sandra Gebauer advises that she had a conversation with Michelle Staadegaard, Manager Culture and Events, with regards to partnering with Culture in purchasing some displays to be used for the children's art exhibition. Michelle has agreed to look into this and report back with some prices.

Sandra Gebauer indicates that she contacted Devonshire Mall and tentatively booked a space in the Mall from October 7 - 13, 2024 to host the 2024 Children's Art Exhibition.

Moved by Ronnie Haidar, seconded by Councillor Renaldo Agostino,

That the 2024 Children's Art Exhibition **BE HELD** at Devonshire Mall from October 7 - 13, 2024 and further, that Sandra Gebauer **BE REQUESTED** to reach out to the Twin Cities regarding the date of the event.

Carried.

The Chair proposes developing a theme for the Children's Art Exhibition, for example *"What I love about my city"*.

4.7 Use of Concrete portals with a Video Screen which connections people in different cities in real time

Councillor Renaldo Agostino states that the concrete portals with a video screen costs approximately \$100,000.

Moved by Councillor Fred Francis, seconded by Councillor Renaldo Agostino, That the update relating to the concrete portals with a video screen which connects people in different cities in real time **BE RECEIVED.** Carried.

5 Communications

Moved by Councillor Fred Francis, seconded by Councillor Ed Sleiman, That the following Communications **BE RECEIVED**:

- 5.1 Motion M-75 debated in the House of Commons regarding Polish Heritage Month
- 5.2 Article summarizing the Anniversary Jubilee (550) of the birth of Nicolaus Copernicus

- 5.3 Congratulatory letter from Mayor Drew Dilkens to Tsuneo Suzuki, Mayor of the City of Fujisawa, Japan on his recent re-election.
- 5.4 Congratulatory letter from Mayor Drew Dilkens to Mr. Krzystof Zuk, Mayor of Lublin, Poland on his recent re-election.
- 5.5 Save the Date 27th Annual Polish-Canadian Society Business Dinner, November 15, 2024.
- 5.6 Municipality Twinning Programs E-mail and letter from Omer Korkmaz wishing to build a relationship with the City of Windsor and other countries for business purposes.
- 5.7 Twin Cities with the Corporation of the City of Windsor Carried.

6. New Business

In response to a question asked by Ronnie Haidar regarding an update of the Twin Cities Sign Post, Sandra Gebauer responds that she will contact James Chacko, Executive Director Parks and Facilities for the status.

The Chair proposes the creation of an international brand/destination with the City of Detroit. Councillor Francis replies that this is a mayor to mayor request as it cannot be accomplished through City Council, Tourism Windsor Essex and Pelee Island (TWEPI) or through IRC.

Councillor Renaldo Agostino remarks that the City of Detroit approached the City of Windsor years ago asking if we would support them with a letter for the NFL Draft. Councillor Fred Francis indicates that many events were supported by the City of Detroit, including the International Children's Games and FINA, and indicates that similar to what Detroit did, Windsor asked for Detroit's support to host these events.

7. Date of Next Meeting

The next meeting will be at the call of the Chair

8 Adjournment

There being no further business, the meeting is adjourned at 3:20 o'clock p.m.

Item No. 12.2



Committee Matters: SCM 155/2024

Subject: Report No. 52 of the International Relations Committee - City of Windsor

and Arlington, Texas Friendship City Agreement

REPORT NO. 52 of the INTERNATIONAL RELATIONS COMMITTEE (IRC) Meeting held May 8, 2024

Present: Councillor Angelo Marignani, Chair Councillor Renaldo Agostino Councillor Fred Francis Councillor Ed Sleiman Saiful Bhuiyan Ronnie Haidar

Your Committee submits the following recommendation:

Moved by Councillor Fred Francis, seconded by Councillor Renaldo Agostino,

That the International Relations Committee RECOMMEND that the City of Windsor and the City of Arlington, Texas enter into a Friendship City Agreement; and,

That if approved by both parties, that the Mayor's Office BE REQUESTED to sign a Friendship City Memorandum of Understanding for Arlington, Texas consistent with the process outlined in the Twin City/Friendship City Policy.

Carried.

Clerk's Note: The Corporation of the City of Windsor Twin City/Friendship City Policy is *attached.*

NOTIFICATION		
Mayor's Office		
International Relations Committee	On file	

89THE CORPORATION OF THE CITY OF WINDSOR POLICY

Service Area:	Corporate Services	Policy No.:	
Department:	Office of the City Clerk	Approval Date:	
Division:	Council Services	Approved By:	
		Effective Date:	
	Twin City/Friendship City		
Subject:	Policy	Procedure Ref.:	
Review Date:		Pages:	Replaces:
Prepared By:			Date:

1. POLICY

1.1. A policy outlining the criteria necessary for entering into international friendship and twin city relationships with the City of Windsor.

2. PURPOSE

2.1. This Policy outlines the necessary steps and processes associated in the creation or establishment of entering into a new friendship and/or twin city agreement with another international municipality.

3. <u>SCOPE</u>

3.1. This policy will apply to all proposed friendship and twin city requests made from within the Windsor community or received by the Mayor of the City of Windsor from any international city, municipality or district.

4. **DEFINITIONS**

- **4.1.** *Twin City* refers to a form of legal agreement between two geographically and politically distinct localities for the purpose of promoting cultural and commercial tie. For the purposes of this policy, Twin Cities are defined by a formal request brought to and approved by Council upon recommendation of the International Relations Committee.
- **4.2.** *Friendship City* refers to a less formal agreement between localities. For the purposes of his report, Friendship Cities are characterized by the signing of a Memorandum of Understanding between Mayor's Offices. It is to be used as a first stage in the 'Twinning' relationship and if successful may lead to a formal Twin-City Agreement

5. <u>RESPONSIBILITY</u>

5.1. City Council will be responsible for:

- 5.1.1. Reviewing and approving new twin city agreements or partnerships as well as Friendship City MOU agreements.
- **5.2.** The Mayor's Office will be responsible for:
 - 5.2.1. Communicating City Council's resolution regarding a proposed new twin city relationship.
 - 5.2.2. Reviewing recommendations from the International Relations Committee regarding Friendship City requests and approving, if desired, the relationship through a Memorandum of Agreement.
- **5.3.** The Office of the City Clerk will be responsible for:
 - 5.3.1. The collection and cataloguing of official records, letters, agreements or charters when entering into a Friendship City or Twinning Agreement with the City of Windsor, including future correspondence between cities.
- **5.4.** The International Relations Committee (IRC) will be responsible for:
 - 5.4.1. Exploring and investigating new friendship and twin city relationships.
 - 5.4.2. Submitting a recommendation to the Mayor and Council regarding proposed friendship or twinning requests after a formal request has passed through the Mayor's Office and/or a formal investigation has been completed by the committee. Recommendations to City Council will follow normal protocols in the governance model process.
 - 5.4.3. Reviewing this policy and any associated procedures and forms every five years.

6. GOVERNING RULES AND REGULATIONS

- **6.1.** Request for Friendship City Relationships should be community driven, or driven by local municipal governments, supported by a formal organized cultural/ethnic association and must demonstrate that a sustainable relationship can be maintained.
 - 6.1.1. Legitimate and active organizational structure should exist in the related ethnic community to support friendship- based activities (i.e. hosting visiting delegations, providing translation services, conducting meetings/tours/receptions with their business community).
 - 6.1.2. The proposed friendship city should demonstrate certain identifiable similarities or mutual interests with potential for reciprocal cultural, educational and economic benefits.
 - 6.1.3. Friendship City relationships should be maintained for a minimum 5-year term, with the option to extend for an additional 5-year term. Extensions will be made in 5-year increments and will include an MOU.
 - 6.1.4. Friendship City relationships should be evaluated at the end of each defined term to determine is the relationship has seen any benefit and/or measurable results that the City of Windsor and the partner organization expect as a result of the Partnership.
 - 6.1.5. If Friendship City partnerships receive a successful evaluation, the option to formalize the relationship into a twinning relationship may be exercised as per section 6.2 of this policy

- **6.2.** Request for twinning's should also be community driven, supported by a formal organized cultural/ethnic association and must demonstrate that a sustainable relationship can be maintained.
 - 6.2.1. As with Friendship Cities, legitimate and active organizational structure should exist in the related ethnic community to support twinning activities and The proposed twin city should demonstrate certain identifiable similarities or mutual interests with potential for reciprocal cultural, educational and economic benefits.
 - 6.2.2. Details of a twinning proposal must be submitted in writing to the Mayor of Windsor, outlining a long-term plan and the community's responsibility for sustaining ongoing activities.
 - 6.2.3. If recommended by the IRC and approved by Council, a formal letter of interest is to be forwarded to the Mayor of the proposed twin city.
 - 6.2.4. If the proposed twin city approves Windsor's proposal, a formal signing protocol will be arranged.
 - 6.2.5. The twinning charter can be dissolved upon the mutual agreement between the twin cities.
 - 6.2.6. If a twinning request is received from another city outside of the friendship city realm, the request will be reviewed by the IRC and one or more of the following actions may occur;
 - 6.2.6.1. Investigate and forward a recommendation to the Mayor's Office for decision on Twinning Agreement.
 - 6.2.6.2. Review the request and offer a recommendation to the Friendship City program.

7. RECORDS, FORMS AND ATTACHMENTS

7.1. Records are the responsibility of The Office of the City Clerk and will be kept in accordance with the Records Retention Bylaw #21-2013 as amended from time to time.