

CITY OF WINDSOR AGENDA 07/08/2024

City Council Meeting Agenda

Date: Monday, July 8, 2024 Time: 10:00 o'clock a.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:

Mayor Drew Dilkens

- Ward 1 Councillor Fred Francis
- Ward 2 Councillor Fabio Costante
- Ward 3 Councillor Renaldo Agostino
- Ward 4 Councillor Mark McKenzie
- Ward 5 Councillor Ed Sleiman
- Ward 6 Councillor Jo-Anne Gignac
- Ward 7 Councillor Angelo Marignani
- Ward 8 Councillor Gary Kaschak
- Ward 9 Councillor Kieran McKenzie
- Ward 10 Councillor Jim Morrison

ORDER OF BUSINESS

Item # Item Description 1. ORDER OF BUSINESS

2. CALL TO ORDER - Playing of the National Anthem

READING OF LAND ACKNOWLEDGEMENT

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

3. DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

4. ADOPTION OF THE MINUTES

4.1. Adoption of the Windsor City Council minutes of its meeting held June 10, 2024. (SCM 194/2024)

5. NOTICE OF PROCLAMATIONS

6. COMMITTEE OF THE WHOLE

7. COMMUNICATIONS INFORMATION PACKAGE (This includes both Correspondence and Communication Reports)

- 7.1. Correspondence 7.1.1. through 7.1.8. (CMC 10/2024)
- 7.2. Engineering/Architectural Consultants Engaged via Roster July 1 2023 to December 31, 2023 "City Wide" (CM 2/2024)

8. CONSENT AGENDA

- 8.1. Report to Repeal By-Law 91-2024, Municipal Vacant Home Tax (C 76/2024)
- 8.2. Municipal Funding Agreement with AMO Canada Community-Building Fund (CCBF) City Wide (C 72/2024)
- 8.3. Lou Romano Water Reclamation Plant (LRWRP) Conveyor Room Floor Structural Repairs (C 61/2024)

CONSENT COMMITTEE REPORTS

- 8.4. Letter from the Ministry of Citizenship & Multiculturalism regarding the changes made to the Ontario Heritage Act (OHA) as part of Bill 23, More Homes Built Faster Act, 2022 (SCM 181/2024)
- 8.5. 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 (SCM 184/2024) & (S 68/2024) & (AI 12/2024)
- 8.6. Zoning By-Law Amendment Z013-24(ZNG/7201) Baird AE Inc 285 Giles Boulevard and 0 Giles Boulevard, Ward 3 (SCM 185/2024) & (S 59/2024)
- 8.7. Z010-24 [ZNG7188] & OPA187[7189] Castle Gate Towers -2230-2240 Daytona Ave (SCM 186/2024) & (S 67/2024)
- 8.8. City of Windsor Community Improvement Plans-Rescindment of Grant Approvals with no expiry deadline (City-wide) (SCM 188/2024) & (S 69/2024)
- 8.9. Council Question Feasibility Report on the Elimination of Alley Closure Administrative Fees, CQ 21-2023 (SCM 189/2024) & (S 60/2024)
- 8.10. Minutes of the International Relations Committee of its meeting held May 8, 2024 (SCM 190/2024) & (SCM 154/2024)
- 8.11. Report No. 52 of the International Relations Committee City of Windsor and Arlington, Texas Friendship City Agreement (SCM 191/2024) & (SCM 155/2024)

9. REQUEST FOR DEFERRALS, REFERRALS AND/OR WITHDRAWALS

10. PRESENTATIONS AND DELEGATIONS

11. **REGULAR BUSINESS ITEMS (Non-Consent Items)**

- 11.1. Electric vehicles charging stations City Wide Public-private partnership pilot project (C 73/2024)
- 11.2. Declaration of a Vacant Parcels of Land Municipally Known as 0 Malden Avenue Surplus and Authority to Offer Same for Sale – Ward 2 (C 75/2024)
- 11.3. Declaration of a Vacant Parcel of Land Municipally Known as 0 Santo Drive Surplus and Authority to Offer for Sale Ward 1 (C 77/2024)
- 11.4. Proposed Expropriation of 0 St. Etienne Boulevard Ward 9 (C 74/2024)
- 11.5. Award of Tender: 81-24 Barrymore Lane Rehabilitation Prince Road to Brock Street -Ward 2 (C 71/2024)

12. CONSIDERATION OF COMMITTEE REPORTS

- 12.1. (i) Report of the Special In-Camera meeting or other Committee as may be held prior to Council (if scheduled)
- 12.2. Report of the Special Meeting of Council In Camera of its meeting held June 10, 2024 (SCM 200/2024)
- 12.3. Report of the Special Meeting of Council In Camera of its meeting held June 18, 2024 (SCM 201/2024)

13. BY-LAWS (First and Second Reading)

- 13.1 **By-law 115-2024** A BY-LAW TO ASSUME FOR SUBSEQUENT CLOSURE THE 5.49 METRE EAST/WEST ALLEY SOUTH OF TECUMSEH ROAD EAST, EAST OF LEONARD LANE, AND WEST OF GEORGE AVENUE, CITY OF WINDSOR. Authorized by CR62/2024 dated February 12, 2024.
- 13.2 **By-law 116-2024** A BY-LAW TO CLOSE, STOP UP AND CONVEY THE 5.49 METRE EAST/WEST ALLEY SOUTH OF TECUMSEH ROAD EAST, EAST OF LEONARD LANE, AND WEST OF GEORGE AVENUE, CITY OF WINDSOR. Authorized by CR62/2024 dated February 12, 2024.
- 13.3 **By-law 117-2024** A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600 CITED AS THE "CITY OF WINDSOR ZONING BY-LAW". See Item 8.6.
- 13.4 **By-law 118-2024** A BY-LAW TO EXPROPRIATE THE LANDS KNOWN MUNICIPALLY AS 0 ST. ETIENNE BOULEVARD. See Item 11.4.

- 13.5 **By-law 119-2024** A BY-LAW TO ESTABLISH A VACANT HOME TAX IN THE CITY OF WINDSOR. See Item 8.1.
- 13.6 **By-law 120-2024** A BY-LAW TO CONFIRM PROCEEDINGS OF THE COUNCIL OF THE CORPORATION OF THE CITY OF WINDSOR AT ITS MEETING HELD ON THE 8TH DAY OF JULY, 2024
- 14. MOVE BACK INTO FORMAL SESSION

15. NOTICES OF MOTION

16. THIRD AND FINAL READING OF THE BY-LAWS

By-law 115-2024 through 120-2024 (inclusive)

17. PETITIONS

18. QUESTION PERIOD

- 18.1. Summary of Outstanding Council Questions as of June 26, 2024 (SCM 196/2024)
- 18.2. Outstanding Council Directives as of June 10, 2024 (SCM 99/2024)

19. STATEMENTS BY MEMBERS

20. UPCOMING MEETINGS

Development & Heritage Standing Committee Tuesday, July 2, 2024 4:30 p.m., Council Chambers

Community Services Standing Committee **CANCELLED** Wednesday, July 3, 2024 9:00 a.m., Council Chambers Special Meeting of Council – Training Session Wednesday, July 10, 2024 9:00 a.m., Room 204, 350 City Hall Square West

International Relations Committee Wednesday, July 10, 2024 3:30 p.m., Room 522a, 350 City Hall Square West

City Council Meeting Monday, July 22, 2024 10:00 a.m., Council Chambers

21. ADJOURNMENT

Item No. 4.1



Committee Matters: SCM 194/2024

Subject: Adoption of the Windsor City Council minutes of its meeting held June 10, 2024.



CITY OF WINDSOR MINUTES 06/10/2024

City Council Meeting

Date: Monday, June 10, 2024 Time: 10:00 o'clock a.m.

Members Present:

Mayor Mayor Drew Dilkens

Councillors

- Ward 1 Councillor Fred Francis
- Ward 2 Councillor Fabio Costante
- Ward 3 Councillor Renaldo Agostino
- Ward 4 Councillor Mark McKenzie
- Ward 5 Councillor Ed Sleiman
- Ward 6 Councillor Jo-Anne Gignac
- Ward 7 Councillor Angelo Marignani
- Ward 8 Councillor Gary Kaschak
- Ward 9 Councillor Kieran McKenzie
- Ward 10 Councillor Jim Morrison

1. ORDER OF BUSINESS

2. CALL TO ORDER

Following the playing of the Canadian National Anthem and reading of the Land Acknowledgement, the Mayor calls the meeting to order at 10:00 o'clock a.m.

3. DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

None disclosed.

4. ADOPTION OF THE MINUTES

4.1. Adoption of the Windsor City Council minutes of its meeting held May 27, 2024.

Moved by: Councillor Mark McKenzie Seconded by: Councill Jim Morrison

That the minutes of the Meeting of Council held May 27, 2024 **BE ADOPTED** as presented. Carried.

Report Number: SCM 177/2024

5. NOTICE OF PROCLAMATIONS

Proclamations

"World/National/Ontario Sickle Cell Awareness Day" – June 19, 2024 "BRAVE Day" – June 22, 2024

Illumination

"World Blood Donor Day" – June 14, 2024 "World/National/Ontario Sickle Cell Awareness Day" – June 19, 2024 "World Fascioscapulohumeral Muscular Dystrophy (FSHD) Day" – June 20, 2024

6. COMMITTEE OF THE WHOLE

Moved by: Councillor Ed Sleiman Seconded by: Councillor Renaldo Agostino

That Council do now rise and move into Committee of the Whole with the Mayor presiding for the purpose of dealing with:

(a) communication items;

- (b) consent agenda;
- (c) hearing requests for deferrals, referrals and/or withdrawals of any items of business;
- (d) hearing presentations and delegations;
- (e) consideration of business items;
- (f) consideration of Committee reports:

(g) Report of Special In-Camera Meeting or other Committee as may be held prior to Council (if scheduled); and,

(h) consideration of by-laws 102-2024 through 114-2024 (inclusive) Carried.

7. COMMUNICATIONS INFORMATION PACKAGE

7.1. Correspondence for Monday, June 10, 2024

Moved by: Councillor Fabio Costante Seconded by: Councillor Fred Francis

Decision Number: CR247/2024

That the following Communication Items 7.1.1 and 7.1.2 as set forth in the Council Agenda **BE REFERRED** as noted:

No.	Sender	Subject
7.1.1	Ministry of Citizenship and Multiculturalism	Letter regarding the changes made to the Ontario Heritage Act (OHA) as part of Bill 23, More Homes Built Faster Act, 2022.
		Commissioner, Economic Development Commissioner, Corporate Services City Solicitor City Planner Deputy City Planner Heritage Planner Chief Building Official GP2024 Council direction requested for letter of support, otherwise Note & File

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	No.	Sender	Subject
Ī	7.1.2	Association of	Letter regarding AMO Policy Update - continuation
		Municipalities of	of the National Housing Strategy Fund.
		Ontario (AMO)	
			Commissioner, Human & Health Services
			Commissioner Economic Development
			MMA2024
			Note & File

Carried.

Report Number: CMC 9/2024

8. CONSENT AGENDA

8.1. Corporate Energy Management Plan 2024-2028 City Wide

Moved by: Councillor Jo-Anne Gignac Seconded by: Councillor Gary Kaschak

Decision Number: CR248/2024

That Council **APPROVE** the City of Windsor's Corporate Energy Management Plan (EMP) 2024-2028 attached in compliance with Ontario Regulation 25/23 made under the 1998 *Electricity Act*; and,

That Council **AUTHORIZE** the City Treasurer to submit the annual energy and greenhouse gas emissions reporting as required under Ontario Regulation 25/23 and its future iterations made under the 1998 *Electricity Act*, subject to documentation being satisfactory in technical content to the Senior Manager, Asset Planning, or designates; and,

That Council **SUPPORT** the continuing development, implementation, and monitoring of the EMP to reduce the Corporation's energy consumption and greenhouse gas emissions; and,

That Administration **REPORT BACK** to Council on the development of a Corporate Energy Management Policy, once finalized. Carried.

Report Number: C 64/2024 Clerk's File: SPL/14728 & SPL/14799

8.2. Response to CQ 24-2024 – Free Public Skating - City Wide

Moved by: Councillor Jo-Anne Gignac Seconded by: Councillor Gary Kaschak

Decision Number: CR249/2024

That the report from the Manager of Arenas & Recreation Facilities and the Executive Initiatives Coordinator, Community Services dated May 28, 2024 entitled "Response to CQ 24-2024 – Free Public Skating - City Wide" **BE RECEIVED** for information; and,

That administration **BE REQUESTED** to report back to Council regarding the funding required for free skates for the 2025 season; and that the information **BE BROUGHT** forward to the 2025 Budget Meeting. Carried.

Report Number: C 66/2024 Clerk's File: SR2024

8.4. Minutes of the Transit Windsor Working Group of its meeting held March 20, 2024

Moved by: Councillor Jo-Anne Gignac Seconded by: Councillor Gary Kaschak

Decision Number: CR251/2024 ETPS 1000

That the minutes of the Transit Windsor Working Group meeting held March 20, 2024 **BE RECEIVED**.

Carried.

Report Number: SCM 159/2024 & SCM 106/2024

8.5. Minutes of the Environment & Climate Change Advisory Committee of its meeting held March 19, 2024

Moved by: Councillor Jo-Anne Gignac Seconded by: Councillor Gary Kaschak

Decision Number: CR252/2024 ETPS 1001 That the minutes of the Environment & Climate Change Advisory Committee meeting held March 19, 2024 **BE RECEIVED**. Carried.

Report Number: SCM 160/2024 & SCM 107/2024

8.6. Essex-Windsor Solid Waste Authority Regular Board Meeting Minutes from its meeting held April 10, 2024

Moved by: Councillor Jo-Anne Gignac Seconded by: Councillor Gary Kaschak

Decision Number: CR253/2024 ETPS 1002 That the minutes of the Essex-Windsor Solid Waste Authority Regular Board meeting held April 10, 2024 **BE RECEIVED**. Carried.

Report Number: SCM 161/2024 & SCM 139/2024

8.7. Minutes of the Windsor Licensing Commission of its meeting held April 23, 2024

Moved by: Councillor Jo-Anne Gignac Seconded by: Councillor Gary Kaschak

Decision Number: CR254/2024 ETPS 1003 That the minutes of the Windsor Licensing Commission meeting held April 23, 2024 **BE RECEIVED**.

Carried.

Report Number: SCM 162/2024 & SCM 152/2024

8.9. Local Improvement Programme Implementation 2024 Update - City Wide

Moved by: Councillor Jo-Anne Gignac Seconded by: Councillor Gary Kaschak

Decision Number: CR257/2024 ETPS 1004

- I. THAT the report of the Engineer II dated May 6, 2024 entitled "Local Improvement Program Implementation 2024 Update City Wide" **BE RECEIVED** for information; and,
- II. THAT Council **APPROVE** the prioritization of Local Improvement Projects (LIP) presented in this report; and,
- III. THAT Council **RECEIVE** for information the response to CQ 22-2024, and the attached list of outstanding LIPs in Appendix D; and,
- IV. THAT given significant time that has passed since previous notice was sent and construction costs have increased since the original notice, Administration **BE DIRECTED** to issue new

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notices to the benefitting property owners on the 3700 Block of Byng Road notifying them of the City's intention to proceed with a City initiated Local Improvement for Curb & Gutter, Storm Sewers, Private Drain Connections, and Boulevard Restoration, such notice to include updated cost estimates and to be prepared in accordance with O. Reg. 586/06 section 6.

Carried.

Report Number: SCM 164/2024 & S 24/2024 Clerk's File: SL2024

8.11. Response to CQ 2-2024 Enhanced Street Sweeping Initiative – City Wide

Moved by: Councillor Jo-Anne Gignac Seconded by: Councillor Gary Kaschak

Decision Number: CR259/2024 ETPS 1007 That the report of the City Engineer dated May 8, 2024 entitled "Response to CQ 2-2024 Enhanced Street Sweeping Initiative – City Wide" **BE RECEIVED** for information. Carried.

Report Number: SCM 166/2024 & S 61/2024 Clerk's File: SW2024

8.12. Response to CQ15-2024 - Excess Soil Reuse Site Update - City Wide

Moved by: Councillor Jo-Anne Gignac Seconded by: Councillor Gary Kaschak

Decision Number: CR260/2024 ETPS 1008

 That the report of the Environmental Compliance Coordinator dated May 9, 2024 entitled "Response to CQ15-2024 - Excess Soil Reuse Site Update - City Wide" BE RECEIVED for information.

Carried.

Report Number: SCM 167/2024 & S 62/2024 Clerk's File: EI2024

8.13. Response to CQ 18-2024 - Little River Dyke Flood Protection System - Ward 6

Moved by: Councillor Jo-Anne Gignac Seconded by: Councillor Gary Kaschak

Decision Number: CR261/2024 ETPS 1009

I. That the report of the Engineer III / Drainage Superintendent dated May 10, 2024 entitled "Response to CQ 18-2024 - Little River Dyke Flood Protection System - Ward 6" **BE RECEIVED** for information.

Carried.

Report Number: SCM 168/2024 & C 59/2024 Clerk's File: SW2024

8.14. Pedestrian Generator Sidewalk on the North Side of Adstoll Avenue from the Sainte-Therese School Driveway Entrance to Rivard Avenue (approximately 116m) - Ward 8

Moved by: Councillor Jo-Anne Gignac Seconded by: Councillor Gary Kaschak

Decision Number: CR262/2024 ETPS 1010

- I. That Council **APPROVE** the construction of a Pedestrian Generator Sidewalk on the north side of Adstoll Avenue from the Sainte-Therese School Driveway Entrance to Rivard Avenue as proposed in this report; and further,
- II. That the estimated cost of \$ 61,938 **BE CHARGED** to the Pedestrian Safety Improvement Project (Project No. 7045034); and further,
- III. That Council **PRE-APPROVE** and **AWARD** the Tender related to this project, provided that the Tender amount is within the approved budget, pursuant to the Purchasing By-Law 93-2012 and amendments thereto; and further,
- IV. That the CAO and the City Clerk EXECUTE an agreement with the low bidder, provided that the Tender amount is within the approved budget, with said contract being satisfactory in form to the City Solicitor, in technical content to the City Engineer, and in financial content to the City Treasurer.

Carried.

Report Number: SCM 169/2024 & S 63/2024 Clerk's File: SW2024

8.15. CQ 4-2023 and CQ 37-2023 – Electric Vehicles – City Wide

Moved by: Councillor Jo-Anne Gignac Seconded by: Councillor Gary Kaschak

Decision Number: CR263/2024 ETPS 1011

 That the report of the Supervisor of Energy Contracts, Asset Planning dated May 10, 2024 entitled "CQ 4-2023 and CQ 37-2023 – Electric Vehicles – City Wide" BE RECEIVED for information; and,

- 2. That based on the content and discussion of this Report, City Council **DIRECT** Administration to develop a "Policy for Municipal Electric Vehicle (EV) Charging Stations"; and,
- 3. That in an effort to support the expansion of EV charging station infrastructure throughout the municipality, that City Council **DIRECT** Administration continue to explore proposed projects facilitating third-party ownership of EV charging stations in municipally-owned parking lots and garages; and,
- 4. That City Administration **PROVIDE SUPPORTS** for the installation of privately-owned EV Charging Infrastructure for residential, commercial, and municipally-owned properties through:
 - a. The support and facilitation of third-party ownership of EV charging infrastructure in municipally-owned parking lots and garages on municipally-owned properties; and,
 - b. Exploring amendments to the Zoning By-law for new residential development; and,
 - c. Exploring amendments to Zoning By-law for new multi-residential and non-residential development; and,
- 5. That administration **BE REQUESTED** to report back with information related to a fee model and enforcement options for not moving vehicles from the charging station after being fully charged.

Carried.

Report Number: SCM 170/2024 & S 64/2024 Clerk's File: SW2024

11.1. Declaration of a Vacant Parcel of Land Municipally Known as 0 Northway Avenue Surplus and Authority to Offer Same for Sale – Ward 10

Moved by: Councillor Jo-Anne Gignac Seconded by: Councillor Gary Kaschak

Decision Number: CR266/2024

- I. That the following City of Windsor (the "City") vacant parcel of land **BE DECLARED** surplus:
 - Municipal address: 0 Northway Avenue vacant land situate on the west side of Northway Avenue;
 - Legal Description: Lot 137 on Registered Plan 1074 Sandwich West, being Part 13 Plan 12R-29555; Part Alley on Registered Plan 1074 Sandwich West (closed by R1401805) abutting Lot 137, being Part 16 on Plan 12R-29555; City of Windsor
 - Approximate Lot size: 38.71 feet (11.8 m) x 106.46 feet (32.45 m)
 - Approximate Alley: 6.99 feet (2.13 m) x 38.71 feet (11.08 m)
 - Approximate Lot area: 4,121.07 sq ft (382.86 m²)
 - Approximate Alley area: 270.58 sq ft (25.14 m²)

(herein the "Subject Parcels"); and,

II. That the Manager of Real Estate Services **BE AUTHORIZED** to offer the Subject Parcel identified in Recommendation I for sale at a price to be determined by the Manager of Real Estate Services commensurate with an independent appraisal.

Carried.

Report Number: C 65/2024 Clerk's File: APM2024

11.3. RFT No. 43-24, Sludge Holding Tank Rehabilitation- Lou Romano Water Reclamation Plant (LRWRP)- City Wide

Moved by: Councillor Jo-Anne Gignac Seconded by: Councillor Gary Kaschak

Decision Number: CR267/2024 That the following tender be **ACCEPTED**:

TOTAL TENDER PRICE:

TENDERER:	Front Construction Industries Inc. 740 Morton Drive Windsor, ON N9J 3V2
TENDER NO:	43-24

and,

That the Chief Administrative Officer and City Clerk **EXECUTE** an Agreement with the tenderer, in form to the City Solicitor, in technical content to the City Engineer, and financial content to the Chief Financial Officer & City Treasurer; and,

\$499,600.00, excluding HST

That additional funds totalling \$550,000 required for the Sludge Holding Tank Rehabilitation at Lou Romano Water Reclamation Plant (LRWRP) **BE TRANSFERRED** from Pollution Control Reserve to a new Project LRWRP – Sludge Holding Tank Rehabilitation. Carried.

Report Number: C 67/2024 Clerk's File: SW/14809

9. REQUEST FOR DEFERRALS, REFERRALS AND/OR WITHDRAWALS

None requested.

10. PRESENTATIONS AND DELEGATIONS

10.1. 2024 Corporate Asset Management Plan

Natasha Gabbana, Senior Manager Asset Planning and Marie Gill, Manager, Asset Planning

Natasha Gabbana, Senior Manager Asset Planning and Marie Gill, Manager, Asset Planning appear before City Council regarding the Administrative report entitled "2024 Corporate Asset Management Plan" and provide a brief outline of the current Asset Management plan including the following: GEI Consultants - Where we are; GEI Consultants - GEI Canada Services; Asset Management Overview & Approach; What is Asset Management; Why is Asset Management Management Framework; Asset Canada's Infrastructure Deficit; Municipal Important: Requirements; Asset Management vs Capital Planning; Asset Management Plan Process; Ontario Regulation Compliant Asset Management Plan 2024; 2024 Corporate Asset Management Plan; Scope of 2024 AMP; 2024 AMP Asset Overview; Notable Additions to the 2024 AMP; Impact of Current Pricing on Replacement Value; State of the Infrastructure – City Departments & Agencies, Boards and Commissions (ABCs); State of the Infrastructure – All Assets; Overall Asset Condition - City Departments; Overall Asset Condition - ABCs; Current Strategies to Address Poor & Very Poor Condition; Current Status and Next Steps; Annual Infrastructure Deficit; Municipal Comparators; and conclude by providing information related to next steps.

Melissa Brindley, Director, and Barry Horrobin, Director of Planning & Physical Resources, Windsor Police Services

Melissa Brindley, Director, and Barry Horrobin, Director of Planning & Physical Resources, Windsor Police Services appear before City Council regarding the Administrative report entitled "2024 Corporate Asset Management Plan" and are available for questions.

Moved by: Councillor Jo-Anne Gignac Seconded by: Councillor Angelo Marignani

Decision Number: CR265/2024

That City Council **RECEIVE** and **ENDORSE** the attached 2024 Corporate Asset Management Plan for the City of Windsor which has been developed in compliance with Ontario Regulation 588/17 – Asset Management Planning for Municipal Infrastructure; and,

That whereas on February 2, 2024, the Capital Budget was deemed approved via Mayoral Decision MD05-2024 and subsequently City Council **SUPPORT** an expenditure of up to \$268,000, be it further resolved:

That the City Treasurer **BE DIRECTED** to transfer unallocated funds totalling \$268,000 from Fund 221 – Service Sustainability to project 7131117 – Asset Management Service Design for the extension of the two temporary Asset Coordinator positions in the Asset Planning Department to allow for the continued work required under the 2025 O. Reg. 588/17 requirements through December 31, 2025.

Carried. Councillor Fred Francis voting nay.

Report Number: C 63/2024 Clerk's File: SPL/14801

8.3. Response to CQ 29-2024 - Sandpoint Beach Safety Measures - City Wide

Peter Berry, Harbour Master / Chief Operating Officer

Peter Berry, Harbour Master / Chief Operating Officer appears before City Council regarding the Administrative report entitled "Response to CQ 29-2024 - Sandpoint Beach Safety Measures - Ward 7" and provides an overview of the concerns that exist at Sandpoint Beach as it relates to the number of unnecessary deaths and encourages Council to consider alternative designs for future plans for the beach.

Moved by: Councillor Angelo Marignani Seconded by: Councillor Jo-Anne Gignac

Decision Number: CR250/2024

That the report of the Executive Director, Recreation & Culture dated May 28, 2024 entitled "Response to CQ 29-2024 - Sandpoint Beach Safety Measures - Ward 7" **BE RECEIVED**; and,

That administration **BE DIRECTED** to install additional fencing in the area from Riverside Drive to the current fence near the waterline; and,

That administration **BE DIRECTED** to add signage with stronger language indicating that swimming outside of the designated swimming area may be potentially fatal and therefore prohibited to enter the area at all. Carried.

Report Number: C 68/2024 Clerk's File: SR2024

8.10 Response to CQ 4-2024 – Options for Modernizing Parking Operations – City Wide

Ray Blanchard, Chair, Professional Services, Distinctive Homes & Real Estate Ltd., Downtown Windsor BIA

Ray Blanchard, Chair, Professional Services, Distinctive Homes & Real Estate Ltd., Downtown Windsor BIA appears before City Council in support of the administrative recommendation in the report entitled "Response to CQ 4-2024 – Options for Modernizing Parking Operations – City Wide" and urges Council to immediately move forward with digital payments as it relates to enhancing user convenience for visitors to the area.

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

That the report of the Environment, Transportation & Public Safety Standing Committee of its meeting held May 29, 2024 regarding "Response to CQ 4-2024 – Options for Modernizing Parking Operations – City Wide" BE DEFERRED to a future Council Meeting to allow for a public information session and that the BIA's BE CONSULTED before moving forward with this initiative.

The motion is **put** and is **lost**.

Aye votes: Councillors Fred Francis, Mark McKenzie, Jo-Anne Gignac and Angelo Marignani. Nay votes: Councillors Fabio Costante, Jim Morrison, Renaldo Agostino, Kieran McKenzie, and Gary Kaschak.

Absent: Councillor Ed Sleiman. Abstain: None.

Moved by: Councillor Jo-Anne Gignac Seconded by: Councillor Ed Sleiman

Decision Number: CR258/2024

That the report of the Environment, Transportation & Public Safety Standing Committee of its meeting held May 29, 2024 regarding "Response to CQ 4-2024 – Options for Modernizing Parking Operations – City Wide" **BE REFERRED** back to administration to allow for administration to respond to issues brought forward and provide payment options and details related to implementation location; to allow for consultation with the BIAs and that the information **BE ROUGHT** forward to a future Council Meeting (within 4 months) for Council's consideration. Carried.

Councillors Fabio Costante, Jim Morrison, Kieran McKenzie and Renaldo Agostino voting nay.

Report Number: SCM 165/2024 & S 46/2024 Clerk's File: ST2024

8.8. Wyandotte Street Road Diet Update Report – Wards 4, 5 & 6

Wayne Lessard, area resident

Wayne Lessard, area resident appears before City Council regarding the Administrative report entitled "Wyandotte Street Road Diet Update Report – Wards 4, 5 & 6" and suggests that implementing bike lanes along with reducing speed limits and increasing speeding fines would be the most effective solution for cyclists to feel safer on the roads.

Diana Furlong, area resident

Diana Furlong, area resident appears before City Council regarding the Administrative report entitled "Wyandotte Street Road Diet Update Report – Wards 4, 5 & 6" and expresses concern with the lack of connection between cycling infrastructure across the City and encourages reduction of speed limits to encourage active transportation.

Matthew Charbonneau, area resident

Matthew Charbonneau, area resident appears before City Council regarding the Administrative report entitled "Wyandotte Street Road Diet Update Report – Wards 4, 5 & 6" and suggests that the current infrastructure in the City discourages cycling as it relates to the ability to do so safely and advocates for a safer corridor with the implementation of speed reductions and painted bike lanes.

Candyce Mollard, Coordinator, Olde Riverside Town Centre BIA

Candyce Mollard, Coordinator, Olde Riverside Town Centre BIA appears before City Council regarding the Administrative report entitled "Wyandotte Street Road Diet Update Report – Wards 4, 5 & 6" and strongly supports the administrative recommendation in the report, as it relates to enriching the business environment in the corridor.

Terry Yaldo, area resident & business owner, Midway Convenience

Terry Yaldo, area resident & business owner, Midway Convenience appears before City Council and expresses concern with the recommendation in the administrative report entitled "Wyandotte Street Road Diet Update Report – Wards 4, 5 & 6" and concludes by suggesting that this issue relates to the ongoing Riverside Drive Vista project to connect the City and the idea of the reduction of already limited parking, increased traffic, and decreased safety in the corridor should be stressed.

Moved by: Councillor Jo-Anne Gignac Seconded by: Councillor Mark McKenzie

Decision Number: CR255/2024 ETPS 1005 THAT the report of the Active Transportation Coordinator dated April

THAT the report of the Active Transportation Coordinator dated April 3, 2024 entitled "Wyandotte Street Road Diet Update Report – Wards 4, 5 & 6" **BE RECEIVED**; and,

That the projects for traffic calming, identified through the Pilette and Old Riverside Business Improvement Areas (BIAs) **BE FUNDED** as a priority during 2025 Budget deliberations; and further,

That speed reductions in the Pilette BIA, Old Riverside BIA, and the Glengarry to Devonshire areas of Wyandotte street **BE PRIORITIZED** when zone recommendations come forward. Carried.

At the request of Councillor Ed Sleiman, a recorded vote is taken on this matter.

Aye votes: Councillors Gary Kaschak, Fred Francis, Angelo Marignani, Mark McKenzie, Ed Sleiman, Jo-Anne Gignac, Renaldo Agostino, Jim Morrison and Mayor Drew Dilkens. Nay votes: Councillors Fabio Costante and Kieran McKenzie. Abstain: None. Absent: None.

Moved by: Councillor Jo-Anne Gignac Seconded by: Councillor Mark McKenzie

Decision Number: CR256/2024

That administration **BE DIRECTED** to petition the Province of Ontario—Ministry of Transportation, to increase fines for speeding and demerit points; and further,

That administration **BE DIRECTED** to review the Drouillard Road underpass to ascertain whether it can be designated as a recreational trail to legally allow usage by cyclists. Carried.

At the request of Councillor Ed Sleiman, a recorded vote is taken on this matter.

Aye votes: Councillors Gary Kaschak, Fred Francis, Angelo Marignani, Mark McKenzie, Ed Sleiman, Jo-Anne Gignac, Renaldo Agostino, Jim Morrison, Fabio Costante, Kieran McKenzie and Mayor Drew Dilkens Nay votes: None. Abstain: None.

Absent: None.

Report Number: SCM 163/2024 & S 146/2023 Clerk's File: MB/5331

11.2. City Hall Square Ice Rink - Ward 3

Art Roth, Coordinator of Skate Lending Program All Saints Church

Art Roth, Coordinator of Skate Lending Program All Saints Church appears before City Council regarding the Administrative report entitled "City Hall Square Ice Rink - Ward 3" in support of the administrative recommendation and to advocate for the swift completion of the project.

Caroline Taylor, area resident

Caroline Taylor, area resident appears before City Council regarding the Administrative report entitled "City Hall Square Ice Rink - Ward 3" and supports the administrative recommendation in the report as it relates to improving the downtown.

Ray Blanchard, Chair, Professional Services, Distinctive Homes & Real Estate Ltd., Downtown Windsor BIA

Ray Blanchard, Chair, Professional Services, Distinctive Homes & Real Estate Ltd., Downtown Windsor BIA appears before City Council regarding the Administrative report entitled "City Hall Square Ice Rink - Ward 3" and supports the administrative recommendation in the report as it relates to enhancing the downtown.

Moved by: Councillor Renaldo Agostino Seconded by: Councillor Jim Morrison

Decision Number: CR246/2024

- I. That Council **APPROVE** the award of RFT 46-24, City Hall Square Ice Rink to the low bidder Oscar Construction Company Limited for the amount of \$11,742,255 (excluding HST); and further,
- II. That the CAO and City Clerk **EXECUTE** an agreement with the low bidder Oscar Construction Company Limited for the amount of \$11,742,255 (excluding HST), with said contract being satisfactory in form to the City Solicitor, in financial content to the City Treasurer, and in technical content to the City Engineer; and,
- III. Whereas on February 2, 2024, the Capital Budget was deemed approved via Mayoral Decision MD05-2024 and subsequently City Council SUPPORT an expenditure up to \$15,455,000 for purposes of the City Hall Square Ice Rink project; Be it further resolved that the City Treasurer BE DIRECTED to effect the following transfers and pre-commitments of funding:
 - a. Transfer of \$2,300,000 in Service Sustainability funding (Fund 221) from the Corporate Inflation Mitigation project, 7235001
 - b. Pre-commitment of \$3,209,200 in uncommitted 2025 Canada Community-Building Fund funding, Fund 176, for immediate use
 - c. Pre-commitment of \$576,055 in uncommitted 2025 Tourism Development Infrastructure and Program Fund funding, Fund 214, for immediate use
- IV. That Council PRE-APPROVE and AWARD any further procurement(s) necessary that are related to the above noted project, provided that the procurement(s) are within the funds allocated to this project by Council, pursuant to the Purchasing By-Law 93-2012 and amendments thereto; satisfactory in financial content to the City Treasurer, in legal form to the City Solicitor; and in technical content to the City Engineer; and,
- V. That Council **AUTHORIZE** Administration to use the approved contingency identified within the project budget herein for any amendment(s) or change requirement(s)/directive(s) and additional documents relating to the executed agreement, pursuant to the Purchasing By-Law 93-2012 and amendments thereto, satisfactory in legal form to the City Solicitor, in financial content to the City Treasurer, and in technical content to the City Engineer; and,

- VI. That the Chief Administrative Officer and City Clerk **BE AUTHORIZED** to execute any amendment(s) as may be required, provided that the amendment(s) are within approved budget amounts, satisfactory in financial content to City Treasurer, in legal form to the City Solicitor; and in technical content to the City Engineer; and,
- VII. That the Chief Administrative Officer and the City Clerk **BE AUTHORIZED** to take any such action required to effect the recommendations noted above and sign any required documentation/agreement(s) for the project, satisfactory in financial content to City Treasurer, in legal form to the City Solicitor; and in technical content to the City Engineer; and,
- VIII. That Administration **BE AUTHORIZED** to issue any change order(s) for any amendment(s) as may be required, provided that the amendment(s) are within approved budget amounts, satisfactory in financial content to City Treasurer, and in technical content to the City Engineer; and,
- IX. That Administration **BE REQUESTED** to continue to review the potential to offset costs for this project by finding ways to secure revenue streams, including but not limited to, potential naming rights and other sponsorship opportunities.

Carried.

At the request of Councillor Fred Francis, a recorded vote is taken on this matter.

Aye votes: Councillors Renaldo Agostino, Jim Morrison, Kieran McKenzie, Gary Kaschak, Ed Sleiman, and Mayor Drew Dilkens.

Nay votes: Councillors Angelo Marignani, Jo-Anne Gignac, Fabio Costante, Fred Francis, and Mark McKenzie

Abstain: None.

Absent: None.

Report Number: C 58/2024 Clerk's File: SR/14410

11. REGULAR BUSINESS ITEMS (Non-Consent Items)

8.16. Red Light Camera Update – City Wide

Moved by: Councillor Fabio Costante Seconded by: Councillor Kieran McKenzie

Decision Number: CR264/2024 ETPS 1012 CR76/2024

That the Chief Administrative Officer and City Clerk **BE AUTHORIZED** to execute the agreement with TraffiPax LLC to provide work and services related to the installation and maintenance of ten (10) additional red light camera systems, satisfactory in form to the City Solicitor, in technical content to the City Engineer and in financial content to the CFO and City Treasurer; and,

That the Chief Administrative Officer and City Clerk **BE AUTHORIZED** to execute the agreement with the City of Toronto to utilize the resources of the Joint Processing Centre (JPC) for ten (10) additional red light camera systems, satisfactory in form to the City Solicitor, in technical content to the City Engineer and in financial content to the CFO and City Treasurer; and,

That Administration **BE REQUESTED** to report back prior to the end of 2024 related to the budget impacts as it relates to redirecting funds of the net profits from the City's red light camera program to specific speed calming and traffic calming initiatives. Carried.

Report Number: SCM 171/2024 & C 19/2024 & AI 10/2024 Clerk's File: ST/13765

12. CONSIDERATION OF COMMITTEE REPORTS

12.2. Minutes of the Community Public Art Working Group of its meeting held April 3, 2024

Moved by: Councillor Mark McKenzie Seconded by: Councillor Jim Morrison

Decision Number: CR268/2024

That the minutes of the Community Public Art Working Group meeting held April 3, 2024 **BE RECEIVED** as presented. Carried.

Report Number: SCM 119/2024

12.3. Minutes of the Meeting of the Board of Directors, Willistead Manor Inc., held March 20, 2024

Moved by: Councillor Mark McKenzie Seconded by: Councillor Jim Morrison

Decision Number: CR269/2024 That the minutes of the Board of Directors, Willistead Manor Inc. meeting held March 20, 2024 **BE RECEIVED** as presented. Carried.

Report Number: SCM 125/2024

12.4. Minutes of the Meetings of the Executive Committee and Board of Directors, Willistead Manor Inc., held April 11, 2024.

Moved by: Councillor Mark McKenzie Seconded by: Councillor Jim Morrison

Decision Number: CR270/2024

That the minutes of the Executive Committee of Board of Directors, Willistead Manor Inc. meeting held April 11, 2024 **BE RECEIVED** as presented. Carried.

Report Number: SCM 126/2024

12.5. Report No. 119 of the Board of Directors Willistead Manor Inc.

Moved by: Councillor Mark McKenzie Seconded by: Councillor Jim Morrison

Decision Number: CR271/2024

That Report No. 119 of the Willistead Manor Inc. Board of Directors indicating: That the Annual Report and Financial Statements on the affairs and operations of Willistead Manor Inc. for the year 2023, attached as *Appendix A*, **BE ACCEPTED** as presented; and,

That upon acceptance of the Willistead Manor Inc. 2023 Annual Report by City Council, copies **BE FORWARDED** to a list of appropriate parties as approved by the Board; and,

That in accordance with Sections 6 (c) of *the City of Windsor Act, 1981,* an amount of \$65,170. **BE PAID OVER** to the City of Windsor Willistead Capital Restoration Reserve Fund.

BE APPROVED.

Carried.

Report Number: SCM 127/2024

12.6. Minutes of the Age Friendly Windsor Working Group of its meeting held April 11, 2024

Moved by: Councillor Mark McKenzie Seconded by: Councillor Jim Morrison

Decision Number: CR272/2024

That the minutes of the Age Friendly Windsor Working Group meeting held April 11, 2024 **BE RECEIVED**.

Carried.

Report Number: SCM 137/2024

12.7. Report of the Special meeting of Council – In-camera of its meeting held Monday, May 27, 2024

Moved by: Councillor Mark McKenzie Seconded by: Councillor Jim Morrison

Decision Number: CR245/2024 That the report of the Special In-Camera meeting held May 27, 2024 **BE ADOPTED** as presented. Carried.

> Report Number: SCM 172/2024 Clerk's File: ACO2024

12.8. Report of the Striking Committee – In-camera of its meeting held Monday, May 27, 2024

Moved by: Councillor Mark McKenzie Seconded by: Councillor Jim Morrison

Decision Number: CR273/2024 That the report of the In-Camera Striking Committee of its meeting held May 27, 2024 **BE ADOPTED** as presented. Carried.

> Report Number: SCM 173/2024 Clerk's File: ACO2024

12.9. Report of the Striking Committee of its meeting held Monday, May 27, 2024

Moved by: Councillor Mark McKenzie Seconded by: Councillor Jim Morrison

Decision Number: CR274/2024

That the report of the Striking Committee of its meeting held May 27, 2024 **BE ADOPTED** as presented.

Carried.

Report Number: SCM 174/2024

13. BY-LAWS (First and Second Reading)

Moved by: Councillor Ed Sleiman Seconded by: Councillor Renaldo Agostino

That the following By-laws No. 102-2024 through 114-2024 (inclusive) be introduced and read a first and second time:

102-2024 A BY-LAW TO FIX THE TAX RATES AND TO PROVIDE FOR THE LEVY AND COLLECTION OF PROPERTY TAXES FOR THIS YEAR. Authorized by CR200/2024 dated May 13, 2024.

103-2024 A BY-LAW TO PROVIDE FOR THE IMPOSITION OF SPECIAL CHARGES UPON PRESCRIBED BUSINESS PROPERTY CLASSES OF RATEABLE PROPERTY WITHIN IMPROVEMENT AREAS FOR THE YEAR 2024. Authorized by CR201/2024 dated May 13, 2024

104-2024 A BY-LAW TO FURTHER AMEND BY-LAW 9023 BEING A BY-LAW TO REGULATE VEHICULAR PARKING WITHIN THE LIMITS OF THE CITY OF WINDSOR ON MUNICIPAL STREETS, MUNICIPAL PARKING LOTS AND PRIVATE PROPERTIES. Authorized by CAO 73-2024 dated April 10, 2024.

105-2024 A BY-LAW TO PROVIDE THAT PART-LOT CONTROL SHALL NOT APPLY TO CERTAIN LAND THAT IS WITHIN REGISTERED PLANS 679 and 531 IN THE CITY OF WINDSOR. Authorized by By-law 139-2013 dated August 26, 2013.

106-2024 A BY-LAW TO ADOPT AMENDMENT NO. 180 TO THE OFFICIAL PLAN OF THE CITY OF WINDSOR. Authorized by CR230/2024 dated May 27, 2024.

107-2024 A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600 CITED AS THE "CITY OF WINDSOR ZONING BY-LAW". Authorized by CR230/2024 dated May 27, 2024.

108-2024 A BY-LAW TO ADOPT AMENDMENT NO. 183 TO THE OFFICIAL PLAN OF THE CITY OF WINDSOR. Authorized by CR228/2024 dated May 27, 2024.

109-2024 A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600 CITED AS THE "CITY OF WINDSOR ZONING BY-LAW". Authorized by CR228/2024 dated May 27, 2024.

110-2024 A BY-LAW TO ADOPT AMENDMENT NO. 184 TO THE OFFICIAL PLAN OF THE CITY OF WINDSOR. Authorized by CR227/2024 dated May 27, 2024.

111-2024 A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600 CITED AS THE "CITY OF WINDSOR ZONING BY-LAW". Authorized by CR227/2024 dated May 27, 2024.

112-2024 A BY-LAW TO ADOPT AMENDMENT NO. 182 TO THE OFFICIAL PLAN OF THE CITY OF WINDSOR. Authorized by CR229/2024 dated May 27, 2024.

113-2024 A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600 CITED AS THE "CITY OF WINDSOR ZONING BY-LAW". Authorized by CR229/2024 dated May 27, 2024.

114-2024 A BY-LAW TO CONFIRM PROCEEDINGS OF THE COUNCIL OF THE CORPORATION OF THE CITY OF WINDSOR AT ITS MEETING HELD ON THE 10^{TH} DAY OF JUNE, 2024. Carried.

14. MOVE BACK INTO FORMAL SESSION

Moved by: Councillor Fabio Costante Seconded by: Councillor Fred Francis

That the Committee of the Whole does now rise and report to Council respecting the business items considered by the Committee:

- 1) Communication Items (as presented)
- 2) Consent Agenda (as amended)
- 3) Items Deferred Items Referred
- 4) Consideration of the Balance of Business Items (as amended)
- 5) Committee Reports as presented
- 6) By-laws given first and second readings as presented Carried.

15. NOTICES OF MOTION

Moved by: Councillor Renaldo Agostino Seconded by: Councillor Fabio Costante

Decision Number: CR275/2024

That Rule 13.9 of the Procedure By-law **BE WAIVED** to introduce a motion for consideration without prior notice regarding the waiver of the noise and road closure by-laws in support of the Edmonton Oilers in the Stanley Cup Finals. Carried.

Moved by: Councillor Renaldo Agostino Seconded by: Councillor Fabio Costante

Decision Number: CR276/2024

That administration **BE DIRECTED** to waive the noise and road closure by-laws in order to support the Edmonton Oilers in the Stanley Cup finals; and to allow to broadcast games three and four to start, in the streets of downtown Windsor, beginning on Thursday June 13, 2024 in front of Panache Restaurant, La Guardia Italian Cuisine and On A Roll Sushi. Carried.

Clerk's File: APR2024

16. THIRD AND FINAL READING OF THE BY-LAWS

Moved by: Councillor Jo-Anne Gignac Seconded by: Councillor Gary Kaschak

That the By-laws No. 102-2024 through 114-2024 having been read a first and second time be now read a third time and finally passed and that the Mayor and Clerk **BE AUTHORIZED** to sign and seal the same notwithstanding any contrary provision of the Council. Carried.

17. PETITIONS

None presented.

18. QUESTION PERIOD

18.3 CQ 31-2024

Moved by: Councillor Mark McKenzie Seconded by: Councillor Jim Morrison

Decision Number: CR277/2024

That the following Council Question by Councillor Kieran McKenzie **BE APPROVED**, and that Administration **BE DIRECTED** 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 the Procedure By-law 98-2011:

CQ 31-2024:

Assigned to: Commissioner, Infrastructure Services & City Engineer

Asks that Administration bring forward a Capital Plan for Council consideration, to construct appropriate cycling facilities along Riverside Drive from Ford Ave. to Strabane Ave. along a concurrent timeline as the Riverside Vista Phase 2A and that the project be funded through the Bikeways Development Fund.

Carried.

Clerk's File: SW/8513 & ACOQ2024

21. ADJOURNMENT

Moved by: Councillor Ed Sleiman Seconded by: Councillor Renaldo Agostino

That this Council meeting stand adjourned until the next regular meeting of Council or at the call of the Mayor. Carried.

Accordingly, the meeting is adjourned at 4:17 o'clock p.m.

Mayor

City Clerk

Adopted by Council at its meeting held June 10, 2024 (CR245/2024) SV/bm

SPECIAL MEETING OF COUNCIL – IN CAMERA May 27, 2024

Meeting called to order at: 12:24 p.m.

Members in Attendance:

Mayor Drew Dilkens Councillor Renaldo Agostino Councillor Fabio Costante Councillor Fred Francis Councillor Gary Kaschak Councillor Angelo Marignani Councillor Kieran McKenzie Councillor Mark McKenzie Councillor Jim Morrison Councillor Ed Sleiman

Members Absent:

Councillor Jo-Anne Gignac (regrets conveyed)

Also in attendance:

Joe Mancina, Chief Administrative Officer Andrew Daher, Commissioner, Human and Health Services Mark Winterton, Acting Commissioner of Infrastructure Services/City Engineer Tony Ardovini for Janice Guthrie, Commissioner of Finance/City Treasurer Dana Paladino, Acting Commissioner of Corporate Services Ray Mensour, Commissioner of Community Services Jelena Payne, Commissioner Economic Development Steve Vlachodimos, City Clerk Wira Vendrasco, Acting City Solicitor Matthew Stubbings, Mayor's Chief of Staff Denise Wright, Manager of Real Estate Services (Items 1,2 and 3) Neil Robertson, Deputy City Planner (Item 4) Mark Nazarewich, Senior Legal Counsel (Item 5) Milan Vujanovic, Senior Economic Development Officer (Item 7) Stephen Laforet, Fire Chief (Item 1) Jamie Waffle, Deputy Fire Chief (Item 1)

Colleen Middaugh, Manager of Corporate Projects (Item 1) Tracy Beadow, Project Administrator (Item 1) James Chacko, Executive Director Parks and Facilities (Item 3) Matthew Johnson, Executive Director Economic Development (Items 4, 7)

Verbal Motion is presented by Councillor Kieran McKenzie, seconded by Councillor Fabio Costante,

to move in Camera for discussion of the following item(s):

Item No.	Subject & Section - Pursuant to <i>Municipal Act</i> , 2001, as amended
1	Property matter – purchase of land, Section 239(2)(c)
2	Property matter – purchase of land, Section 239(2)(c)
3	Property matter – purchase of land, Section 239(2)(c)
4	Property matter – proposed disposition of land, Section 239(2)(c)
5	Personal matter – labour negotiations/security of the property/advice subject to solicitor-client privilege, Sections 239(2)(a)(d)(f)
6	Legal matter – advice subject to solicitor- client privilege/plan – project update, Section 239(2)(f)(k)

7	Property matter – disposition of land/plan update, Section 239(2)(c)(k)
8	Property matter – acquisition of land/advice subject to solicitor-client privilege, Section 239(2)(c)(f)

Motion Carried.

Declarations of Pecuniary Interest:

None declared.

Discussion on the items of business.

Verbal Motion is presented by Councillor Ed Sleiman, seconded by Councillor Mark McKenzie,

to move back into public session. Motion Carried.

Moved by Councillor Angelo Marignani, seconded by Councillor Renaldo Agostino,

THAT the Clerk BE DIRECTED to transmit the recommendation(s) contained in the report(s) discussed at the In-Camera Council Meeting held May 27, 2024 directly to Council for consideration at the next Regular Meeting.

1. That the recommendation contained in the in-camera report from the Manager of Real Estate Services, Acting City Solicitor, Acting Commissioner of Corporate Services, Fire Chief, Commissioner of Community Services and Commissioner of Finance and City Treasurer respecting a property matter – purchase of land **BE APPROVED**.

2. That the recommendation contained in the in-camera report from the Manager of Real Estate Services, Acting City Solicitor, Acting Commissioner of Corporate Services, Executive Director of Parks and Facilities, Service Director of Security, Acting Commissioner of Infrastructure Services and Commissioner of Finance and City Treasurer respecting a property matter – purchase of land **BE APPROVED**.

3. That the recommendation contained in the in-camera report from the Manager of Real Estate Services, Acting City Solicitor, Acting Commissioner of Corporate Services, Executive Director of Parks and Facilities, Commissioner of Community Services and Commissioner of Finance and City Treasurer respecting a property matter – purchase of land **BE APPROVED**.

4. That the recommendation contained in the in-camera report from the City Planner, Executive Director of Economic Development and Climate Change, Acting City Solicitor, Commissioner of Economic Development, Commissioner of Infrastructure Services and Commissioner of Finance and City Treasurer respecting a property matter – proposed disposition of land **BE APPROVED**.

5. That the confidential in-camera report from the Acting Deputy City Solicitor, Acting Commissioner of Corporate Services, Acting City Solicitor, Acting Commissioner of Infrastructure Services and Commissioner of Finance and City Treasurer respecting a personal matter – labour negotiations/security of the property and advice subject to solicitor-client privilege **BE RECEIVED**, and that Administration **PROCEED** in accordance with the verbal direction of Council.

6. That the recommendation contained in the in-camera report from the Executive Initiatives Coordinator, Manager of Development Revenue and Financial Administration, Senior Legal Counsel, Financial Manager of Asset Planning, Financial Planning Administrators and Deputy Treasurer of Taxation, respecting a legal matter – advice subject to solicitor-client privilege/plan **BE APPROVED**.

7. That the recommendation contained in the in-camera report from the Senior Economic Development Officer, Executive Director of Economic Development, Commissioner of Economic Development, Acting City Solicitor, Acting Commissioner of Infrastructure Services and Commissioner of Finance and City Treasurer respecting a property matter – disposition of Iand/plan update **BE APPROVED AS AMENDED**.

8. That the recommendation contained in the in-camera report from the Manager of Real Estate Services, Acting City Solicitor, Acting Commissioner of Corporate Services, Executive Director of Recreation and Culture, Executive Director of Parks and Facilities, Commissioner of Community Services, Acting Commissioner of Infrastructure Services and Commissioner of Finance and City Treasurer respecting a property matter – acquisition of land/advice subject to solicitor-client privilege **BE APPROVED**.

Motion Carried.

Moved by Councillor Jim Morrison, seconded by Councillor Gary Kaschak, That the special meeting of council held May 27, 2024 BE ADJOURNED. (Time: 1:09 p.m.) Motion Carried. Adopted by Council at its meeting held June 10, 2024 (CR273/2024) SV/bm

STRIKING COMMITTEE – IN CAMERA May 27, 2024

Meeting called to order at: 1:09 p.m.

Members in Attendance:

Mayor Drew Dilkens Councillor Renaldo Agostino Councillor Fabio Costante Councillor Fred Francis Councillor Gary Kaschak Councillor Angelo Marignani Councillor Kieran McKenzie Councillor Mark McKenzie Councillor Ed Sleiman Councillor Jim Morrison

Members Absent:

Councillor Jo-Anne Gignac

Also in attendance:

Joe Mancina, Chief Administrative Officer Andrew Daher, Commissioner, Human and Health Services Mark Winterton, Acting Commissioner, Infrastructure Services/City Engineer Tony Ardovini for Janice Guthrie, Commissioner of Finance/City Treasurer Dana Paladino, Acting Commissioner, Corporate Services Ray Mensour, Commissioner, Community Services Jelena Payne, Commissioner Economic Development Steve Vlachodimos, City Clerk Wira Vendrasco, Acting City Solicitor Matthew Stubbings, Mayor's Chief of Staff Anna Ciacelli, Deputy Clerk Verbal Motion is presented by Councillor Ed Sleiman, seconded by Councillor Fabio Costante, to move in Camera for discussion of the following item(s):

to move in Camera for discussion of the following item(s):

Item No.	Subject & Section - Pursuant to <i>Municipal Act</i> , 2001, as amended
1	Personal matter – about identifiable individual(s) – appointment of member to the Windsor Public Library Board, Section 239(2)(b)

2 Personal matter – about identifiable individual(s) – appointment of 2 citizens to the Windsor Essex Community Housing Board of Directors, Section 239(2)(b)

Motion Carried.

Declarations of Pecuniary Interest:

None declared.

Discussion on the items of business.

Verbal Motion is presented by Councillor Fred Francis, seconded by Councillor Jim Morrison, to moved back into public session. Motion Carried.

Moved by Councillor Ed Sleiman, seconded by Councillor Jim Morrison, THAT the Clerk BE DIRECTED to transmit the recommendation(s) contained in the report(s) discussed at the In-Camera Striking Committee Meeting held May 27, 2024 directly to Council for consideration at the next Regular Public Meeting or Special meeting of Council.

Minutes City Council Monday, June 10, 2024

1. That the confidential discussions regarding the appointment of members to the Windsor Public Library Board **BE APPROVED** (see open report of the Striking Committee).

2. That the confidential discussions regarding the appointment of members to the Windsor Essex Community Housing Board of Directors **BE APPROVED** (see open report of the Striking Committee).

Motion Carried.

Moved by Councillor Ed Sleiman, seconded by Councillor Fred Francis. That the special Striking Committee meeting held May 27, 2024 BE ADJOURNED. (Time: 1:11 p.m.) Motion Carried. Adopted by Council at its meeting held June 10, 2024 (CR274/2024) SV/bm Windsor, Ontario, May 27, 2024

REPORT OF THE STRIKING COMMITTEE of its meeting held May 27, 2024

Members in Attendance:

Mayor Drew Dilkens Councillor Renaldo Agostino Councillor Fabio Costante Councillor Fred Francis Councillor Gary Kaschak Councillor Angelo Marignani Councillor Kieran McKenzie Councillor Mark McKenzie Councillor Jim Morrison Councillor Ed Sleiman

Members Absent:

Councillor Jo-Anne Gignac

Also in attendance:

Joe Mancina, Chief Administrative Officer Andrew Daher, Commissioner, Human and Health Services Mark Winterton, Acting Commissioner, Infrastructure Services/City Engineer Tony Ardovini for Janice Guthrie, Commissioner of Finance/City Treasurer Dana Paladino, Acting Commissioner, Corporate Services Ray Mensour, Commissioner, Community Services Jelena Payne, Commissioner Economic Development Steve Vlachodimos, City Clerk Wira Vendrasco, Acting City Solicitor Matthew Stubbings, Mayor's Chief of Staff Anna Ciacelli, Deputy Clerk

Declarations of Pecuniary Interest:

None declared.

Your Committee submits the following recommendations:

3. That Delia Greco **BE APPOINTED** to the *Windsor Public Library Board* to fill the vacancy of Nicole Coco Daignault, resigned, for the term expiring November 14, 2026, or until successors are appointed, and further that Councillor Renaldo Agostino **BE REAPPOINTED** to the Board for the term expiring November 14, 2026.

(2) That David Ennis and Paresh Kumar Ratila Jariwala **BE APPOINTED** to the *Windsor Essex Community Housing Board* as citizen representatives to fill the vacancies of Shelly Lucier, resigned and Marina Clemens, deceased, for the term expiring November 14, 2026 or until successors are appointed.

MAYOR

CITY CLERK



Correspondence Report: CMC 10/2024

ATTACHMENTS

Subject: Correspondence for Monday, July 8, 2024 City Council Meeting

No.	Sender	Subject
7.1.1	County of Essex AND NPG Solutions	County of Essex Draft New Official Plan and associated supporting documents. Commissioner, Economic Development Commissioner, Infrastructure Services & City Senior Legal Council City Solicitor Engineer (Interim) City Planner Chief Building Official GM2024 Note & File
7.1.2	County of Essex	Notice of Transportation Master Plan Public Information Centre No. 1 Commissioner, Economic Development Commissioner, Infrastructure Services & City Engineer (Interim) City Solicitor City Planner GM2024 Note & File
7.1.3	Town of Tecumseh	Notice of Oldcastle Hamlet Special Planning Study Notice of Public Open House #2 Commissioner, Infrastructure Services and City Engineer (Interim) Commissioner, Economic Development City Solicitor City Planner Chief Building Official SPL2024 Note & File

No.	Sender	Subject
7.1.4	Women and Gender Equality Canada	Letter of acknowledgement regarding intimate partner violence.
		Commissioner, Human & Health Services Commissioner, Corporate Services GF2024 Note & File
7.1.5	Windsor Police Services	Report in response to Council Question CQ 31-2023 regarding installation of CCTV-enabled emergency police call boxes in public areas.
		Commissioner, Community Services SP2024 & ACOQ2024 Note & File
7.1.6	City Planner/ Executive Director	Application for Zoning Amendment, Olivia Construction Homes Inc., 0 Turner Road, to permit a three storey multiple dwelling.
		Z/14808 Note & File
7.1.7	City Planner/ Executive Director	Application for Zoning Amendment, Olivia Construction Homes Inc., 1920 Grove Avenue, to permit townhome dwellings and/or multiple dwellings on the subject land ZB/13468
7.1.8	Committee of Adjustment	Note & File Applications heard by the Committee of Adjustment/Consent Authority, Thursday, June 27, 2024.
		Z2024 Note & File

From: Lichheng Lim <<u>lim@npgsolutions.ca</u>>
Sent: Friday, May 31, 2024 10:15 AM
Cc: Mary Lou Tanner <<u>mtanner@npgsolutions.ca</u>>; Rob Fiedler <<u>rfiedler@npgsolutions.ca</u>>; Belanger, Rebecca <<u>rbelanger@countyofessex.ca</u>>; Larry Silani <<u>LSilani@millersilani.ca</u>>
Subject: RE: County of Essex New Draft Official Plan and Mapping - Notice of Circulation

Good morning, everyone,

Please note that the County's Draft New Official Plan and its associated mapping and supporting documents are now available at the following link: <u>https://www.countyofessex.ca/en/doing-business/comprehensive-official-plan-review-2021-2023.aspx</u>

Thank you,

Lichheng

Lichheng Lim (she/her), BES Planning

Intermediate Planner M 647 676 3738 E <u>llim@npgsolutions.ca</u>



To our valued clients and industry partners:

Offices: We are working in a hybrid office format at full capacity in our Niagara Falls, Hamilton and Toronto offices. Contacting us: Our landline - 905 321-6743, is available and all NPG team members are available via our individual cell phones. If you are having trouble reaching us, please email Dianne Rintjema @ drintjema@npgsolutions.ca. Thank you for working with NPG.

From: Lichheng Lim
Sent: Friday, May 3, 2024 1:31 PM
Cc: Mary Lou Tanner <<u>mtanner@npgsolutions.ca</u>>; Heather Sewell NPG <<u>hsewell@npgsolutions.ca</u>>; Rebecca Belanger
<<u>RBelanger@countyofessex.ca</u>>; Larry Silani <<u>LSilani@millersilani.ca</u>>
Subject: County of Essex New Draft Official Plan and Mapping - Notice of Circulation

Good afternoon,

The County of Essex and NPG Planning Solutions Inc. have completed a draft of the New Official Plan. We are pleased to present the County's Draft New Official Plan and its associated mapping and supporting documents that can be found at the following link: https://www.countyofessex.ca/en/doing-business/comprehensive-official-plan-review-2021-2023.aspx

We respectfully request your comments and feedback no later than **June 15th, 2024**. Please submit your comments to Mary Lou Tanner at <u>mtanner@npgsolutions.ca</u>. Further details are provided in the attached Notice of Circulation.

Sincerely,

NPG Planning Solutions Inc.



To our valued clients and industry partners:

Offices: We are working in a hybrid office format at full capacity in our Niagara Falls, Hamilton and Toronto offices.

Contacting us: Our landline - 905 321-6743, is available and all NPG team members are available via our individual cell phones. If you are having trouble reaching us, please email Dianne Rintjema @ drintjema@npgsolutions.ca. Thank you for working with NPG.

1



Comprehensive Official Plan Review

The County of Essex is conducting a comprehensive review of its Official Plan. The review began in 2022 and is expected to be complete in 2024. On this page you will find the background information and latest updates.

The final phase of the review (Phase 3) is currently underway and a <u>draft new County</u> of <u>Essex Official Plan and schedule maps</u> are available for review and comment. Information will also be a available at a Public Open House, where consultants and Essex County staff will be on hand to answer questions :

Public Open House - County of Essex Official Plan

McGregor Community Centre, 9751 Walker Road, McGregor

Wednesday, June 26, 2024

2 p.m. to 4 p.m. and 5 p.m. to 7 p.m.

Those wishing to attend must register no later than 5 p.m. on Friday, June 21, 2024.

Register to attend the Public Open House

What is an Official Plan and how does it affect the daily lives of people who live and work in Essex County?

People want to live in vibrant places with economic opportunities and town/village centres nearby that are safe, walkable and filled with a wide range of activities and services. They also want to live in places that have good schools, libraries, museums, recreational facilities and green spaces that they can enjoy year-round.

Our region is fortunate to have many of these attributes that make it a highly desirable place to live, work and play. We also have land and water resources and

climatic conditions that can support strong and vibrant agricultural and tourism sectors.

A Municipal Official Plan is one of the most important policy documents that a council adopts.

The overall health, well-being and prosperity of people living in this region will be impacted and shaped by the goals and policies that are contained within the Official Plan.

It will guide and provide direction to landowners, business owners, developers/homebuilders and the community at large on matters such as:

- the location and extent of urban (settlement area) boundaries in each of local municipality;
- population, employment and housing projections, and corresponding land resources needed to meet these projections;
- how growth is managed for fiscal and environmental sustainability;
- housing affordability, residential intensification, and how communities are designed, serviced and built (and new lots are created);
- land uses and activities that are to be encouraged and supported in rural areas;
- agricultural land and natural heritage protection and enhancement;
- how people and property are protected from flooding and other hazards;
- climate change mitigation and adaptation;
- cultural heritage and archaeological resource conservation;
- transportation and mobility for all types of vehicles and users; and
- other policy matters and implementation tools as required to responsibly address Planning Act and <u>Provincial Policy Statement</u> requirements.

Why is a review being undertaken at this time of the existing County of Essex Official Plan?

In 2020, the Province of Ontario adopted a new <u>Provincial Policy Statement</u>. The Planning Act requires municipalities to review their Official Plan once every five years to ensure that it is up to date and consistent with the statement.

The current County Official Plan was adopted and approved in 2014, based on background work that started in 2009.

Since that time, residents of this region have witnessed and are continuing to experience the effects of fundamental changes that are taking place as a result of a

changing climate, migration from other parts of Ontario and from overseas, and the changing nature of employment and how we now live our daily lives.

This Official Plan Review provides a forum for elected officials (decision makers), working collaboratively with key stakeholders and the community at large, to formulate new fiscally and environmentally responsible policies that can not only take advantage of these regional attributes, but can also respond to the opportunities, challenges and issues that lie ahead.

It should be noted that the Planning Act requires that all local Official Plans (as adopted by each of the seven Essex County municipalities) conform to the approved County of Essex Official Plan. All public works undertaken by local municipalities and by the county and all zoning by-laws adopted by each local council are also required to conform to County Official Plan.



Review Work Program

The Official Plan Review is being undertaken in three phases, including:

Phase 1 – February 2022 to October 2022

Consultations with stakeholders, council and the community were held. Participants provided input about Essex County's strengths, challenges and opportunities. They also addressed how the Official Plan can improve the health, well-being and prosperity of residents. The results of the consultations, as well as background research and growth analysis, are summarized in two reports produced during Phase 1.

Background Report

The Background Report contains important information about:

- How the County Official Plan affects the daily lives of Essex County residents;
- The Provincial Planning Framework;
- Planning in a two-tier governance structure;
- Why the Official Plan Review is being undertaken at this time;
- How the region has changed over the last two decades;
- Settlement area changes;
- Lot creation approvals granted by the County;

- The County's Climate Change Emergency Declaration and the County Energy Plan;
- The Healthy Places, Healthy People Statement of Principles; and
- A detailed summary of the initial round of consultations.

Growth Analysis Report

The **Growth Analysis Report** was prepared by Watson & Associates, with input provided by County planning staff, local municipal planning staff and the County planning adviser. Some of the key findings include:

- Over the next 30 years Essex County's population is forecast to grow from 199,100 to between 268,100 and 315,000. This amounts to an average of 2,300 to 3,900 additional residents per year, compared to an average of 1,040 per year over the past 15 years;
- The county's population is also getting older and the fastest growing segment of the population over the next 30 years will be those 75 years and over;
- An increasing demand is anticipated for medium and high-density forms of housing, including purpose-built seniors' housing;
- Based on growth forecasts, the county will need to accommodate the addition of 990 to 1,430 households per year, compared to an average of 606 new households per year over the last 15 years; and
- The number of jobs in Essex County is expected to grow from 72,300 to between 107,900 and 124,200 by 2051.

Phase 2 – January 2023 to November 2023

- Based on the scope of the additional work that is identified in the Phase 1 discussion paper, background studies and technical reports will be undertaken in Phase 2. One of those will be completing an analysis of future land requirements based on growth projections that are generated during Phase 1.
- A Policy Options and Key Directions Report will be prepared.
- Additional workshops will be held with county council, stakeholders and the project steering committee to discuss various policy options.
- There will be public meeting regarding the new Official Plan during this phase.

Video and agenda of public meeting held June 7, 2023

Notice of the virtual public meeting June 7, 2023

Official Plan public meeting FAQs

Essex County Council received an update on the Official Plan review at its Sept. 6, 2023, meeting.

Read the Sept. 6, 2023, report to council

Watch the video of the Sept. 6, 2023, presentation to Essex County Council:



On Nov. 4, 2023, the draft Growth Management and Policy Direction reports were presented to Essex County Council. Feedback about the reports will be collected until Dec. 8, 2023.

Growth Management Report

Policy Directions Report

Phase 3 – November 2023 to September 2024

- This phase will include the preparation of the draft new Official Plan, and the presentation of the draft document to Essex County council, key stakeholders and the community.
- Workshops, open houses and meetings will be held to review and obtain feedback on the draft document.
- Comments will be sought from all local municipal councils on the plan prior to adoption.
- A draft of the Official Plan will be posted on the county's website and notice will be given in accordance with the Planning Act requirements and public meetings will be held in advance of the new Official Plan being brought to county council for adoption purposes.

The draft of the new County of Essex Official Plan and Schedule maps are available for review and comment.

Draft County of Essex Official Plan 2024

Draft County of Essex Schedule Maps 2024

A Public Open House is scheduled for June 26, 2024, at the McGregor Community Centre from 2 p.m. to 4 p.m. and 5 p.m. to 7 p.m. The purpose of the Open House is to provide an opportunity for the public to learn about the draft updated County of Essex Official Plan. Planning Consultants along with County staff will be available to answer questions. The meeting will be a walk-through session with no presentation. Attendees must register in advance. Only those registered will be provided with access to the event as space is limited in the venue.

Register for the June 26, 2024, Public Open House

We Want Your Feedback

To submit your comments related to the draft of the updated County of Essex Official Plan please email County Planning Services at <u>officialplanreview@countyofessex.ca</u>

Alternatively, you may mail written comments to:

County of Essex Attn: Planning Services 360 Fairview Avenue West, Essex, ON N8M 1Y6

Notice of Collection

Personal information collected as a result of the Official Plan Review is collected under the authority of the *Municipal Act, the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA), the Planning Act*, and all other relevant legislation, and will be used to assist in making a decision on this matter. All personal information (as defined by MFIPPA), including (but not limited to) names, addresses, opinions and comments collected will be made available for public disclosure to members of the public, at the meeting, through requests and through the County of Essex website. Questions regarding the collection, use and disclosure of this personal information may be directed to the Clerk, Essex County Civic; 360 Fairview Avenue West, Essex, ON, N8M 1Y6.

How to Stay Connected

Copies of background reports, discussion papers and draft and final versions of the county's new Official Plan document will be posted on this page as they become available.

Following the Open House on June 26, 2024, a Statutory Public Meeting will be held at a date to be determined. Notice of the Public Meeting will be posted in accordance with Planning Act requirements. The goal is to bring the final version of the County of Essex Official Plan and accompanying Schedule maps before County Council for adoption in September 2024.

If you would like to sign up for the project email list to stay informed of key dates, please email <u>officialplanreview@countyofessex.ca</u>. Please include your full name and mailing address.



How To Find Us

County of Essex

360 Fairview Ave W, Essex ON N8M 1Y6 Telephone: <u>519-776-6441</u> TTY: <u>1-877-624-4832</u> Fax: <u>519-776-4455</u> Email

Connect with County of Essex

Warden and County Council By Department





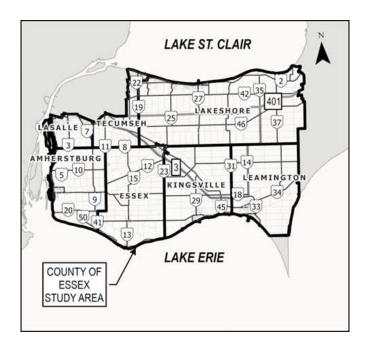
County of Essex Transportation Master Plan Notice of Public Information Centre No. 1

The Study

The County of Essex has initiated a Transportation Master Plan (TMP) study to identify a long-term transportation vision and strategy to achieve the County's objectives for safe, efficient movement of people and goods, and to address current needs and anticipated growth in the County to 2053. The Transportation Master Plan will be carried out under Master Plan Approach 1, in accordance with Phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA) process (Municipal Engineers Association, February 2024).

Public Information Centre No. 1

You are invited to attend the Public Information Centre to provide your input. The County and its Consultant (R.J. Burnside & Associates Limited) will be present to discuss the study and answer your questions in a drop-in format. Additional information is available at:



https://www.countyofessex.ca/TransportationMasterPlan/ or by scanning the QR Code.

Thursday, June 27, 2024 Date: Time: 5:00 pm - 8:00 pm Second Floor, Lobby Area Location: **Essex County Civic & Education Centre** 360 Fairview Ave W, Essex, ON N8M 1Y3

To submit a comment or question, or if you would like to be added to the Project Contact List to receive future project notices, please contact:

Jerry Behl, P.Eng., PMP, PTOE, RSP1 Manager, Transportation Planning & Development County of Essex 360 Fairview Avenue West Essex ON N8M 1Y6 Tel: 519-776-6441 ext. 1316 E-mail: jbehl@countyofessex.ca

Alvaro L. Almuina, P.Eng. M.Eng. PMP, DCE **Consultant Project Manager** R.J. Burnside & Associates Limited 128 Wellington Street W. Unit 301 Barrie ON L4N 8J6 Tel: 1-800-265-9662 ext. 4383 E-mail: alvaro.almuina@rjburnside.com



Notice of Collection: Personal information is collected under the authority of the Municipal Act, the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA), The Environmental Assessment Act and all other relevant legislation, will be used to assist in making a decision on this matter. All personal information (as defined by MFIPPA), including (but not limited to) names, addresses, opinions, and comments collected will be made available for public disclosure to members of the public, at the meeting, through requests, and through the County of Essex website. Questions regarding the collection, use, and disclosure of this personal information may be directed to the Director, Legislative and Community Services / Clerk by email clerks@countyofessex.ca or by phone, by calling 519-776-6441 ext. 1335.

This Notice first issued June 12, 2024.

Oldcastle Hamlet Special Planning Study Notice of Public Open House #2

Following the Public Open House #1 that was held in January of 2024, a second Public Open House has been scheduled for the Special Planning Study (the "Study") for lands currently designated "Future Development" in Town's Official Plan, within the Oldcastle Hamlet Settlement Area (see Figure 1 below).

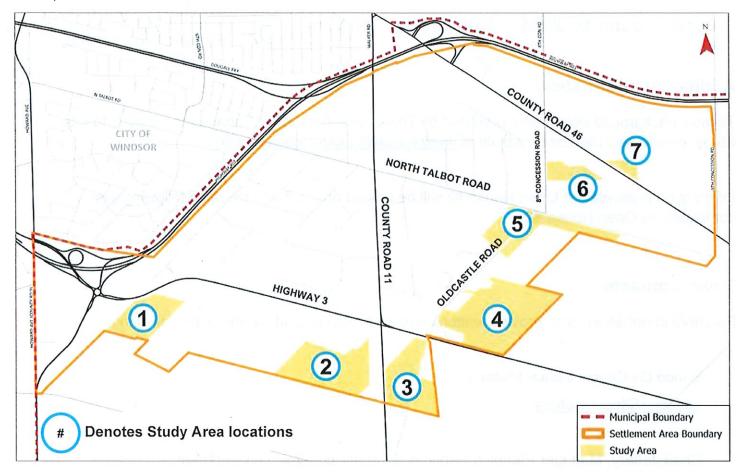


Figure 1 - Oldcastle Special Planning Study Areas

Details of Public Open House #2

Open House #2 will present the preliminary land use scenarios for the Study Area that have been created following the comments and feedback received from agency/stakeholder consultation that occurred at Open House #1.

Why is the Study Being Undertaken?

In 2021, the Town approved a new Official Plan to guide growth and development across Tecumseh. Within Oldcastle, the Official Plan requires that the Town complete a planning study to determine the preferred and appropriate mix of land uses for 104 hectares of land in the Hamlet designated as "Future Development". The "Future Development" designation limits future uses in these seven locations until a planning study is completed and the Official Plan is amended to

implement its recommendations. City Council Meeting Agenda - Monday, July 8, 2024 Page 52 of 747

When and where is the Public Open House #2?

The in-person public open house will be a drop-in event. No registration is required.

Date	Time	Location	
Tuesday June 19, 2024	5:00 n m to 7:00 n m	Ciociaro Club – Salon "C"	
Tuesday, June 18, 2024	5.00 p.m. to 7.00 p.m.	3745 N Talbot Rd, Oldcastle	

Additional Information

To view background documents prepared by Town consultant WSP Canada Inc., related to this Study, please visit the Town website at <u>www.tecumseh.ca/oldcastlehamlet</u>.

Information presented at Open House #2 will be posted on the Town web-site following the completion of Open House #2.

Town Contacts

For more information, or to provide written comments please contact one of the following:

Enrico De Cecco, Senior Planner edececo@tecumseh.ca

Chad Jeffery, Manager Planning Services & Local Economic Development cjeffery@tecumseh.ca

> CITY OF WINDSOR COUNCIL SERVICES

> > JUN ITTOLY



From: Correspondance / Correspondence (FEGC/WAGE) <<u>FEGC.Correspondance-Correspondence.WAGE@fegc-wage.gc.ca</u>> Sent: Friday, May 31, 2024 11:09 AM To: clerks <<u>clerks@citywindsor.ca</u>> Subject: Correspondence on behalf of the Department For Women and Gender Equality



Women and Gender Femmes et Égalité Equality Canada des genres Canada

Dear Anna Ciacelli,

Thank you for writing to the Prime Minister Justin Trudeau and Minister Dominic LeBlanc, Minister of Public Safety, Democratic Institutions and Intergovernmental Affairs on April 26, 2024, on the issue of intimate partner violence. Their offices have shared your letter with the Honourable Marci Ien, Minister for Women and Gender Equality and Youth.

Gender-based violence is one of the most pervasive, deadly and deeply-rooted human rights violations of our time and our government continues to be committed to preventing and addressing this serious problem in our country, including improving both prevention and response efforts. Given the prevalence of gender-based violence, the barriers faced by victims and survivors, and the contributing societal factors, I would like to highlight some of the ongoing and forthcoming work taking place.

Gender-based violence, which includes intimate partner violence, is one of the most pervasive, deadly and deeply-rooted human rights violations of our time. The Government of Canada remains committed to preventing, addressing and ultimately ending all forms of gender-based violence.

In November 2022, Federal, Provincial and Territorial Ministers responsible for the Status of Women launched the National Action Plan to End Gender-Based Violence, representing a historic milestone for Canada. This 10-year National Action Plan is a concrete step toward fulfilling a long-standing commitment of federal-provincial-territorial governments to work together for a Canada free of gender-based violence that supports victims/survivors and their families from coast to coast to coast.

The GBV National Action Plan builds on the foundation laid by Canada's *Strategy to Prevent and Address Gender-Based Violence* (federal GBV Strategy). Since its launch in 2017, over \$800 million in new funding was committed under its three pillars: 1) Preventing Gender-Based Violence, 2) Supporting Survivors and their Families, and 3) Promoting Responsive Legal and Justice Systems. More information on Canada's Strategy can be found on the <u>Gender-Based Violence Knowledge Centre online</u> platform.

Building on the Budget 2021 investment of \$601.3 million over 5 years to advance toward a GBV National Action Plan, Budget 2022 provided \$539.3 million over five years to support provinces and territories in their efforts to implement it.

Intimate partner violence is a crucial issue and your letter addressing opportunities for change is appreciated. The Government of Canada will continue to listen and work collaboratively with provinces and territories, victims, survivors, Indigenous partners, civil society organizations and others to advance progress on ending gender-based violence in Canada.

Sincerely,

Briefings and Correspondence Unit Corporate Secretariat Women and Gender Equality Canada

Canada



Date: June 19, 2024

To: Windsor City Council

From: Matt Caplin, Director, Technology Services

Re: City Council Question – CQ31-2023 (CR450/2023)

RECOMMENDATION

THAT City Council **RECEIVE** for information, this response to City Council Question CQ31-2023.

BACKGROUND

At the City of Windsor Council meeting on October 30, 2023, the following Council Question by Councillor Angelo Marignani was APPROVED, and administration was DIRECTED to proceed with the necessary actions to respond to the Council Question in the form of a written report in accordance with Section 17.1 of the Procedure By-law 98-2011.

CQ 31-2023:

Assigned to Windsor Police Service / Police Chief

Asks that Administration look into and report on a pilot project to install video police box. These safety tools will create confidence in our community and help our police force deter crime. I would like to see the pilot project at Optimist Park in Forest Glade or wherever administration sees fit.

At the October 30th City Council meeting, Councillor Marignani shared the following picture of a City of Detroit Emergency Call Box with a CCTV camera from the Detroit waterfront:



DISCUSSION

There are two related but distinct items for consideration in this Council Question:

- 1. Emergency Call Boxes
- 2. Public Safety CCTV Cameras in Public Spaces

Emergency Call Boxes

Emergency Call Boxes are simply two-way speakerphones, usually on pedestals with beacon lights, that connect with an emergency service via the single push of an emergency button. As it relates to this Council Question, it is important to note that Emergency Call Boxes are not installed and maintained by local police services. Emergency Call Boxes are installed and maintained by property owners, and the automatic call routing depends on purpose and location. The following are local examples of Emergency Call Boxes:

• There are several Emergency Call Boxes along the Herb Gray Parkway trail system. These units were installed by the Ministry of Transportation (MTO) several years ago and are maintained via the MTO's maintenance program for the trails. These Emergency Call Boxes are configured to automatically call 911, and depending on the

location, the calls are routed to the Windsor Police Service, the LaSalle Police Service, or the Ontario Provincial Police.

- There are many Emergency Call Boxes throughout the University of Windsor campus. These boxes were installed and are maintained by the University of Windsor. They are configured to automatically call the University of Windsor Special Constable Service.
- The City of Windsor has emergency phones in the penalty box of every City of Windsor arena and at every City of Windsor aquatic facility for medical emergencies. These phones are configured to automatically call the Windsor Fire & Rescue Services dispatch centre.
- The City of Windsor installed an Emergency Call Box in Bruce Park during the park's 2020 makeover. See the picture below.



The Windsor Police Service (WPS) has no concern if the City of Windsor, through the Parks & Facilities Department, elects to install additional Emergency Call Boxes in parks and other public spaces, but offer the following suggestions:

- Consider the current effectiveness of call boxes, and the related return on investment, given the ubiquitous proliferation of connected smartphones and other connected devices.
- Consider any challenges that the City may have experienced with maintaining the Emergency Call Box in Bruce Park.
- Emergency Call Boxes should have a common look and feel. There are several different colour schemes in this product space (e.g. blue light, green light, red light, various coloured pedestals, etc), which has the potential of creating confusion and risk.

• In order to maximize effectiveness and minimize costs related to installation, maintenance and nuisance calls, the locations should be prioritized based strategic criteria (e.g. crime, volume of foot traffic, etc).

While Call Boxes are relatively straightforward, the feasibility of the Council Question is complicated by the inclusion of CCTV cameras with the call boxes.

Public Safety CCTV Cameras in Public Spaces

The inclusion of CCTV cameras with Emergency Call Boxes introduces two additional considerations:

- 1. Privacy
- 2. Monitoring

Privacy

If the City of Windsor introduces CCTV cameras with new call boxes, the City's implementation process should include the development of a Privacy Impact Assessment, which is informed by findings and guidance from the Information and Privacy Commissioner of Ontario (IPC). From the IPC:

Ontario public sector institutions must meet high standards of care and trust whenever collecting, using and disclosing personal and other sensitive information. Any public institution considering new information technologies, systems, and program services that may affect privacy are strongly encouraged to complete a privacy impact assessment (PIA). A PIA is an organizational risk management tool and a process used to identify the effects of a given process or other activity on an individual's privacy.

Monitoring

City Council discussion related to CQ31-2023 referenced CCTV-enabled Emergency along the Detroit waterfront. The Detroit Police Department (DPD) has made over \$12 Million in capital investments to build a 9,000 sq. ft. Real Time Crime Centre (RTCC) at the DPD HQ, along with two 900 sq. ft. satellite RTCC's. The DPD operates the RTCC with dozens of staff members on a 24x7x365 basis. The DPD actively monitors thousands of public and private CCTV feeds from various locations in the city. With the initial investment in 2016, and the expansion of the RTCC in 2019, the DPD has the structure, capacity, and processes to monitor and action public safety CCTV cameras. While the WPS operates a Primary Public-Safety Answering Point, which can receive and action 911 calls from Emergency Call Boxes, there is no operating structure in place to actively monitor public safety cameras. The WPS will not be able to actively monitor CCTV feeds from video-enabled Emergency Call Boxes. The WPS is currently investigating best practices for Canadian Real Time Operations Centres.

CONCLUSION

The installation and maintenance of Emergency Call Boxes in parks and other public spaces, with or without CCTV, would be the responsibility of the appropriate City of Windsor operating department. If the City of Windsor elects to install Emergency Call Boxes, the considerations noted in this report should be incorporated into the analysis and planning. The introduction of CCTV cameras with Emergency Call Boxes will introduce privacy obligations for the City. Further, the Windsor Police Service will not be able to actively monitor these cameras. This report is submitted in response to CQ31-2023.



PLANNING DEPARTMENT – DEVELOPMENT DIVISION

Memo

To:City ClerkFrom:City Planner/Executive Director

Date: May 30, 2024

Subject: TRANSMITTAL OF NEW FILE

Our File Number: Z-014/24 [ZNG/7202]

RE: Application For: (X) Zoning Amendment () Part Lot Control

() Official Plan Amendment

() Draft Plan of Subdivision/Condominium

Applicant: OLIVIA CONSTRUCTION HOMES INC.

Location: 0 TURNER RD.

Description: Application to amend Zoning By-law 8600 to permit a three storey multiple dwelling as an additional permitted use, where only an existing single unit dwelling is permitted.

The ZONING AMENDMENT application submitted by OLIVIA CONSTRUCTION HOMES INC. for 0 TURNER RD. has been deemed as complete on MAY 13, 2024.

Enclosures:

- (X) 1 copy of Application Form
- () 1 copy of Drawings
- () 1 copy of Site Plan

Thom Hunt, MCIP, RPP City Planner, Executive Director

TH/nm



Thom Hunt, MCIP, RPP City Planner/Executive Director

May 24, 2024

Pillon Abbs Inc. c/o Tracey Pillon-Abbs 23669 Prince Albert Rd. Chatham, ON N7M 5J7

Dear Agent,

Re: ZONING BYLAW AMENDMENT APPLICATION APPLICANT: OLIVIA CONTRUCTION HOMES INC. LOCATION: 0 TURNER RD. FILE NO.: Z 014/24 [ZNG/7202]

This is to acknowledge receipt of the application for a rezoning amendment which has been assigned the above-referenced file number. In accordance with the delegation authority as prescribed by By-Law 139-2013, the information and material required has been provided, therefore the application was deemed COMPLETE on May 13, 2024, and processing has begun.

You will be advised prior to the Development & Heritage Standing Committee and Council meetings of the position of the Planning Department on the application and the dates of the public meetings.

Please email me at <u>bnagata@citywindsor.ca</u>, if you have any questions.

Sincerely,

Brian Nagata, MCIP, RPP Planner II – Development Review

BN/nm



INSTRUCTIONS

Verify that you are using the most current application form.

- Section 1: Before this application can be submitted, you must complete both Stage 1 and Stage 2 Planning Consultation Applications.
- Section 2: During the Stage 2 process, any required studies must be completed and submitted for review and comment. The final studies for Stage 2 must be included with this application and the proposal must remain unchanged.
- Section 3: Provide the full name, address, phone number, fax number and email address of the applicant, agent, and registered owner. If any of these are a corporation, provide the full corporate name. Include the full name of the contact person. If there is more than one person, corporation, or registered owner, use additional sheets.
- Section 4: Indicate if you are submitting other companion applications with this application. Please note that an application to amend the Official Plan or an application for Plan of Subdivision/Condominium are the only applications that will be accepted for processing concurrently with a Zoning Amendment.
- Section 5: Provide information about the subject land. This information is used to determine supporting information requirements and to assist in the review of the application.
- Section 6: Indicate the amendment, proposed uses and describe the nature and extent of the amendment being requested. Indicate why the amendment is being requested and how it is consistent with the Provincial Policy Statement and conforms to the City of Windsor Official Plan.
- Section 7: If there are any existing buildings or structures on the subject land, provide the required information or submit a sketch, drawing or plan that shows this information.
- Section 8: If you propose to build any buildings or structures on the subject land, provide the required information or submit a sketch, drawing or plan that shows the information.
- Section 9: Indicate how the property is accessed. Check all boxes that apply.
- Section 10: Provide information about water service, sanitary sewage disposal, and storm drainage.
- Section 11: Provide a sketch of the subject land showing, in metric units, the items listed or indicate if this information is provided on an existing plan or a conceptual site plan.
- Section 12: Please refer to the Stage 2 Planning Consultation letter for details regarding the fees needing to be paid.
- Section 13: Explain your proposed strategy for consulting with the public with respect to the application.
- Section 14: Complete and sign in the presence of a Commissioner of Taking Affidavits.

Other: Read, complete in full, and sign Schedules A & E.

Submit application form, supporting information, and application fee to Senior Steno Clerk at Planning & Development Services, Suite 210, 350 City Hall Square West, Windsor ON N9A 6S1 or planningdept@citywindsor.ca

TYPE OF REZONING AMENDMENT

- The type of amendment is stated in the Stage 2 Consultation letter. **Minor Zoning Amendment:**
- Site zoned commercial, institutional, or manufacturing
 - Addition to the list of permitted uses
- Site already zoned
 - Change to existing regulations or to zoning district boundary to match lot lines
- Site designated in the Official Plan for residential use
 - Rezoning to accommodate a maximum of six dwelling units
- Site designated in the Official Plan for the proposed use other than residential

 Site-specific zoning for a site with a lot area of less than 1,000.0 m²

Major Zoning Amendment: Any other amendment not listed as minor.

DATE RECEIVED STAMP

ZONING BY-LAW AMENDMENT PROCESS

The application will be terminated without notice after 60 days of inactivity. The following is for your information only. Review the Planning Act and relevant regulations for statutory requirements. The processing of the application is subject to change. Direct all questions to the assigned Planner. The process is generally as follows:

- 1. The application is reviewed to ensure all prescribed and required information and the fee have been submitted. Within 30 days of the receipt of the application, you will be notified in writing that the application is deemed incomplete or complete.
- 2. If deemed incomplete, the application and fee will be returned. If deemed complete, fees are not refundable, the application is circulated to departments and external agencies for review and comment, and all submitted documents are made available to the public.
- 3. Following circulation, a draft staff report containing a recommendation and any conditions is prepared. The City Planner and other staff review the draft staff report.
- 4. When the staff report is approved by appropriate municipal staff, it will be scheduled for a future meeting of the Development and Heritage Standing Committee (DHSC).
- 5. The DHSC meeting is the public meeting required by the Planning Act. Public notice of the DHSC meeting is advertised in the Windsor Star, a local newspaper, at least 20 days in advance of the DHSC meeting. A courtesy notice may be mailed to property owners and/or tenants within 120 metres or more of the subject land.
- 6. 10 days prior to the DHSC meeting, the staff report is circulated to the applicant and DHSC members and made available to the public. All supporting documentation submitted by the applicant is available for review.
- 7. At the DHSC meeting, a staff planner may make a presentation. The applicant and other parties have an opportunity to provide verbal and/or written submissions. The DHSC may ask questions of staff, the applicant, agent, and other parties. The DHSC may decide to defer or recommend approval or denial of the application.
- 8. If deferred, the application along with any additional information or a new staff report will be considered at a future DHSC meeting. If recommended for approval or denial, the staff report, the minutes of the DHSC meeting, and the amending by-law are forwarded to City of Windsor Council for consideration at a future date. The applicant, agent and all interested parties will be notified by Council Services of the date, time, and location of the Council meeting. Call 311 or contact Council Services at 519-255-6211 or clerks@citywindsor.ca.
- 9. The application may be placed on the Consent Agenda of the Council Meeting, a part of the meeting where Council approves several matters with a single motion. If the application is not on the Consent Agenda, the staff planner may introduce the application, review the staff recommendation and any additional information provided to Council, and advise Council of any differences between the staff and DHSC recommendations. The applicant and other interested parties have an opportunity to make verbal and/or written submissions. Council may decide to approve, deny, or defer the application. If Council approves the application, the amending by-law may be approved at the same Council meeting, otherwise it will be approved at a future Council meeting.
- 10. When the amending by-law is passed, Council Services will mail a notice of the passing of the amending by-law to property owners and various public agencies within 15 days. There is a 20-day appeal period commencing the day after this notice is given. The notice will include the last day to file an appeal. An appeal is made to the Ontario Land Tribunal (OLT) through Council Services. If no appeal is filed, the amending by-law is final and binding as of the date of Council's passing of the by-law. Contact Council Services at 519-255-6211 or clerks@citywindsor.ca.
- 11. If the rezoning is subject to a holding symbol, it is the responsibility of the property owner to satisfy the conditions to remove the holding symbol, to apply, and to pay the fee to remove the holding symbol.

CONTACT INFORMATION

Planning & Development Services Suite 210 350 City Hall Square West Windsor ON N9A 6S1 Telephone: 519-255-6543 Fax: 519-255-6544 Email: planningdept@citywindsor.ca Web Site: www.citywindsor.ca

1. PLANNING CONSULTATION – Completion of Stage 2

Planning Consultation (Stage 2 Application) must be completed before this application can be submitted. Has the Planning Consultation Stage 2 Application been completed? NO YES File Number: PC-Staff Use Only Date of Consultation Signature of Staff Planner Jim Abbs Kevin Alexander Tracy Tang Frank Garardo Brian Nagata Justina Nwaesei Simona Simion Laura Strahl Adam Szymczak

2. REQUIRED SUPPORTING INFORMATION as Identified in the Planning Consultation Stage 2 Process:

For each document, provide one paper copy, and where possible, one digital copy on a USB flash drive or by email. All drawings or plans shall be in letter size (8.5 x 11 inches) in JPG and PDF format. All other document shall be provided in Word and PDF format. All PDF documents shall be flattened with no layers.

The City of Windsor reserves the right to require additional supporting information during the processing of the application. All supporting information submitted is made available for public review.

If you are submitting a companion application submit only one set of documents.

Sta	ff Use Only					
	Deed or Offer to Purchase		Corporation Profile Report	Site Plan Conceptual (see Section 8)	\square	Sketch of Subject Land (see Section 11)
	Archaeological Assessment – Stage 1		Built Heritage Impact Study	Environmental Evaluation Report		Environmental Site Assessment
	Floor Plan and Elevations		Geotechnical Study	Guideline Plan		Lighting Study
	Market Impact Assessment		Micro-Climate Study	Noise Study		Planning Rationale Report
	Record of Site Condition (see Schedule E)		Sanitary Sewer Study	Species at Risk Screening		Storm Sewer Study
	Storm Water Retention Scheme		Topographic Plan of Survey	Transportation Impact Statement		Transportation Impact Study
	Tree Preservation		Tree Survey Study	Urban Design Study		Vibration Study
	Wetland Evaluation Study	Oth	er Required Information: _			

3. APPLICANT, REGISTERED OWNER, AND AGENT INFORMATION

Provide in full the name of the applicant, registered owner, and agent, the name of the contact person, and address, postal code, phone number, fax number and email address.

If the applicant or registered owner is a numbered company, provide the name of the principals of the company. If there is more than one applicant or registered owner, copy this page, complete in full and submit with this application.

All communication is with the Agent authorized by the Owner to file the application. If there is no Agent, all communication is with the Applicant.

Applicant

Name:	Contact:	Name of Contact Person
		Name of Contact Person
Address:		
Address:	F	Postal Code:
Phone:	Fax:	
Email:		
Registered Owner Same as Applicant		
Name:	Contact:	Name of Contact Person
Address:		
Address:		Postal Code:
Phone:	Fax:	
Email:		
Agent Authorized by the Owner to File the	Application (Also complete	e Section A1 in Schedule A)
Name:	Contact:	Name of Contact Person
Address:		Name of Contact Person
Address:		Postal Code:
Phone:	Fax:	
Email:		
4. COMPANION APPLICATIONS		
Are you submitting a companion Official Plan Amendme	nt application? NO	YES 🗌
Are you submitting a companion Plan of Subdivision/Co	ndominium application? NO	YES 🗌
Please note that if a development proposal requires site	plan approval, that application	on can only be submitted after the

zoning amendment has been considered by City Council and the appeal period has concluded.

SUBJECT LAND INFORMATION 5.

Municipal Address	
Legal Description	
Assessment Roll Number	
If known, the	date the subject land was acquired by the current owner:
Frontage (m)	Depth (m) Area (sq m)
Official Plan Designation	
Current Zoning	
Existing Uses	
	engths of time that the existing uses have continued:
List the name subject land:	s and addresses of the holders of any mortgages, charges, or other encumbrances in respect of the
-	easements or restrictive covenants affecting the subject lands? NO YES YES scribe the easement or restrictive covenant and its effect:
If known, has	the subject land ever been subject of: <i>(leave blank if unknown)</i>
	An application for a Plan of Subdivision or Consent: NO 🗌 YES 🗌 File:
A	n application for an amendment to a Zoning By-law: NO 🗌 YES 🗌 File:
	An application for approval of a Site Plan: NO 🗌 YES 🗌 SPC
	A Minister's Zoning Order (Ontario Regulation): NO 🗌 YES 🗌 OR#:
July 27, 2023	Eity et Wirstanse Troging Brute with the adaption Page 5 of

6. DESCRIPTION OF AMENDMENT

Amendment to Zoning By-law from:
to:
Proposed uses of subject land:
Describe the nature and extent of the amendment(s) being requested:
Why is this amendment or these amendments being requested?
Explain how the amendment to the Zoning By-law is consistent with the Provincial Policy Statement:
Explain how the application conforms to the City of Windsor Official Plan:
If this application is to remove land from an area of employment, details of the official plan or official plan amendment that deals with this matter:
See Planning Rationale Report See Official Plan Amendment

7. EXISTING BUILDINGS / STRUCTURES ON SUBJECT LAND

Are there any buildings or structures on the subject land?

□ NO □ YES	Continue to Section 8 Indicate the type of building or structure, the date of construction (if known), and, in metric units, the setback from the front lot line, rear lot line and side lot lines, the height of the building or structure and its dimensions or floor area.				
	See attached Existing Plan or Sketch of Subject Land				

8. PROPOSED BUILDINGS / STRUCTURES ON SUBJECT LAND

Do you propose to build any buildings or structures on the subject land?

NO Continue to Section 9

YES Indicate the type of building or structure and, in metric units, the setback from the front lot line, rear lot line and side lot lines, the height of the building or structure, and its dimensions or floor area.

See attached concept plan

9. ACCESS TO SUBJECT LAND

Indicate if a	access to subject land	is by: (check all that apply)	
🗌 Municip	oal Road	Provincial Highway	Another public road or a right-of-way
U Water			e the parking and docking facilities used or to be used ese facilities from the subject land and the nearest
 10. WA	TER, SANITAF	RY SEWAGE AND STO	ORM DRAINAGE
		ter will be provided to the subjec	
Publicly	y owned & operated p	iped water system	
Private	ly owned & operated	individual well	
Private	ly owned & operated	communal well	
Other _			
SANITAF	RY - Indicate whether	sewage disposal will be provide	d to the subject land by:
Publicly	y owned & operated s	anitary sewage system	
Private	ly owned & operated	individual septic system - See No	ote below
Private	ly owned & operated	communal septic system - See N	lote below
Other_			
sys	stems, and more than	4,500 litres of effluent would be	owned and operated individual or communal septic produced per day as a result of the development eport and a Hydrogeological Report.
STORM I	_	ate whether storm drainage will b es	e provided by:

11. SKETCH OF SUBJECT LAND

Provide a sketch showing, in metric units,

- a) the boundaries and dimensions of the subject land;
- b) the location, size, and type of all existing and proposed buildings and structures on the subject land, including their distance from the front lot line, rear lot line, and side lines;
- c) the approximate location of all natural and artificial features (for example, buildings, railways, roads, watercourses, drainage ditches, banks of rivers or streams, wetlands, wooded areas, wells and septic tanks) that are located on the subject land and on land that is adjacent to it, and in the applicant's opinion, may affect the application;
- d) the current uses of all land that is adjacent to the subject land;
- e) the location, width and name of any roads within or abutting the subject land, indicating whether it is an unopened road allowance, a public travelled road, a private road, or a right of way;
- f) if access to the subject land will be water only, the location of the parking and docking facilities to be used; and
- g) the location and nature of any easement affecting the subject land.

12. APPLICATION FEE & OTHER FEES

The amendment type and corresponding application fees are identified in the Planning Consultation Stage 2 process.

Fees may be subject to change and are not refundable once the application is deemed complete. Method of payment: Cash, Mastercard, Visa or Certified Cheque or Personal Cheque payable to The Corporation of the City of Windsor. If paying by Mastercard or Visa, contact the Senior Steno Clerk for further direction at planningdept@citywindsor.ca or 519-255-6543.

APPLICATION FEE

Amendment Type	Code	Minor Rezoning	Major Rezoning
Base Fee	53001	\$4,347.00	\$5,837.40
GIS Fee	63024	+ \$50.00	+ \$50.00
Essex Region Conservation Authority	Fee 53023	+ <u>\$200.00</u>	+ <u>\$300.00</u>
Total Application Fee		= \$4,597.00	<mark>= \$6,187.40</mark>

The following fees are provided for information purposes. They are not due at this time but may be assessed depending on the type(s) of applications associated with the development proposal

OTHER FEES

Re-Notification/Deferral Fee Required when an applicant requests a deferral after notice of a public meeting has been given.

Legal Fee - Servicing Agreement Code 63002 \$597.64 plus \$50 per unit, lot, or block Required when the preparation of a servicing agreement is a condition of approval.

Removal of the Holding Symbol Application Code 53001

It is the responsibility of the property owner to satisfy the conditions to remove the holding symbol and to apply and fee to remove the holding symbol.

\$1.536.00

\$1,100.00

Ontario Land Tribunal (OLT) Appeal Fee

An appeal is made through Council Services (519-255-6211 or clerks@citywindsor.ca). Fees, forms, and processes are subject to change. Visit https://olt.gov.on.ca for additional information

13. PROPOSED PUBLIC CONSULTATION STRATEGY

Select or describe your proposed strategy for consulting with the public with respect to the application:

Required Public Consultation (Public Notice & Public Meeting as required per the Planning Act)

Open House

I,

Website

Other

14. SWORN DECLARATION OF APPLICANT

Complete in the presence of a Commissioner for Taking Affidavits. If the declaration is to be administered remotely, you must be able to see, hear and communicate with the Commissioner and show documentation that confirms your identity.

, solemnly declare that the information required under

Schedule 1 to Ontario Regulation 545/06 and provided by the applicant is accurate and that the information contained in the documents that accompany this application is accurate, that if this declaration was administered remotely that it was in accordance with Ontario Regulation 431/20, and I make this solemn declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath.

Ashraf Botros

Signature of Applicant Sign in the presence of a Commissioner For Taking Affidavits Location of Applicant at time of declaration

This declaration was administered remotely in accordance with Ontario Regulation 431/20

Declared before me	at the			
	Signature of Commis	sioner		Location of Commissioner
this	_ day of	,	20	
day	тс	onth	year	
PLA	CE AN IMPRINT OF YOUR S	STAMP BELOW		
Provin	/ Lynn Cecilia Pillon-Abbs, a ce of Ontario, for Pillon Abbs s August 4, 2026			

READ & COMPLETE SCHEDULES A & E IN FULL & SIGN

SCHEDULE A – Authorizations & Acknowledgements

A1. Authorization of Registered Owner for Agent to Make the Application

If the applicant is not the registered owner of the land that is the subject of this application, the written authorization of the registered owner that the agent is authorized to make the application must be included with this application form or the authorization below must be completed.

I,,	am the registered owner of the land that is
Name of Registered Owner	
subject of this application for an amendment to the City of Windson	r Zoning By-law and I authorize
	to make this application on my behalf.
Name of Agent	
Ashraf Botros	
Signature of Registered Owner	Date
If Corporation - I have authority to bind the corporation	

A2. Authorization to Enter Upon the Subject Lands and Premises

I,

Name of Registered Owner

hereby authorize the Development and Heritage Standing Committee or their successor, City Council, and staff of The Corporation of the City of Windsor to enter upon the subject lands and premises described in Section 5 of the application form for the purpose of evaluating the merits of this application and subsequently to conduct any inspections on the subject lands that may be required as a condition of approval. This is their authority for doing so.

Ashraf Botros

Signature of Registered Owner

If Corporation – I have authority to bind the corporation

SCHEDULE A CONTINUES ON NEXT PAGE

Date

SCHEDULE A – Authorizations & Acknowledgements - Continued

A3. Acknowledgements

Receipt, Fees, Additional Information, Termination, and Freedom of Information

I acknowledge that receipt of this application by the City of Windsor does not guarantee it to be a complete application, that further review of the application will occur, and that I may be contacted to provide additional information and/or resolve any discrepancies or issues with the application as submitted.

I further acknowledge that after the application is deemed complete, fees are not refundable, additional information may be requested, and that after 60 days of inactivity the City of Windsor may terminate the application without notice.

I further acknowledge that pursuant to the provisions of the Planning Act and the Municipal Freedom of Information and Protection of Privacy Act, this application and all material and information provided with this application are made available to the public.

Species at Risk

Ontario's *Endangered Species Act* protects endangered and threatened species — animals and plants in decline and at risk of disappearing from the province by restricting activities that may affect these plants, animals or their habitats.

I acknowledge that it is my sole responsibility as the Applicant to comply with the provisions of the *Endangered Species Act, 2007, S. O. c.6.* This could require me to register an activity, get a permit or other authorization from the Ministry of the Environment, Conservation and Parks (MECP) prior to conducting an activity that could impact an endangered or threatened plant or animal or its habitat. I further acknowledge that any *Planning Act, R.S.O. 1990, c.P.13* approval given by the City of Windsor does not constitute an approval under the *Endangered Species Act*, nor does it absolve me from seeking the necessary authorization, approvals or permits from the MECP prior to conducting any activity that may affect endangered or threatened plant or animal or its habitat.

Additional information can be found at:

https://www.ontario.ca/page/development-and-infrastructure-projects-and-endangered-or-threatened-species

or by contacting MECP at SAROntario@ontario.ca

Acknowledgement

I acknowledge that I have read and understand the above statements:

Ashraf Botros

Signature of Applicant or Agent

Date

END OF SCHEDULE A COMPLETE SCHEDULE E ON NEXT PAGE

SCHEDULE E – Environmental Site Screening Questionnaire

Prev	vious Use of Prope	rty					
	Residentia	d 🗌	ndustrial		Commercial		Institutional
	Agricultura	al 🗌 I	Parkland		Vacant		Other
a)	If previous use of	the property is	Industrial or Com	merc	ial, specify use:		
b)	Has the grading o land?	of the subject la	and been changed	by a	dding earth or materi	al? I	Has filling occurred on the subject
	Yes	🗌 No	🗌 Unknown				
c)	Has a gasoline sta any time?	ation and/or au	itomobile service s	statio	n been located on the	e sul	bject land or adjacent lands at
	🗌 Yes	🗌 No	🗌 Unknown				
d)	Has there been pe	etroleum or oth	ner fuel stored on t	he su	ubject land or adjace	nt la	nds?
	🗌 Yes	🗌 No	🗌 Unknown				
e)	Are there or have lands?	there ever bee	en underground st	orage	e tanks or buried was	ste o	n the subject land or adjacent
	🗌 Yes	🗌 No	🗌 Unknown				
f)			s ever been used a or sewage sludge			on wł	nere cyanide products may have
	🗌 Yes	🗌 No	🗌 Unknown				
g)	Have the lands or	adjacent land	s ever been used	as a	weapons firing range	?	
	🗌 Yes	🗌 No	🗌 Unknown				
h)					0 metres (1,640 feet oosal site, landfill or d	<i>,</i>	he boundary line of an o?
	🗌 Yes	🗌 No	🗌 Unknown				
i)					he subject lands, are blic health (e.g., asb		re any building materials s, PCB's)?
	🗌 Yes	🗌 No	🗌 Unknown				
j)	Is there reason to adjacent sites?*	believe the su	bject lands may h	ave b	een contaminated by	y exi	sting or former uses on the site or
	🗌 Yes	🗌 No	🗌 Unknown				
	stations, dispo activities and s dry cleaning pl the potential fo	sal of waste m spills. Some co lants have sim or site contamii	inerals, raw mater mmercial propertie ilar potential. The l	ial ste es su longe ies of	orage, and residues l ch as gasoline statio r a property is under different industrial ol	left ii ns, a indu	peration of electrical transformer n containers, maintenance automotive repair garages, and ustrial or similar use, the greater nilar uses upon a site could

k) If current or previous use of the property is Industrial or Commercial, or if YES to any of a) to j) above, attach a previous use inventory showing all former uses of the subject land, or if applicable, the land(s) adjacent to the subject lands.

SCHEDULE E CONTINUES ON NEXT PAGE

SCHEDULE E - CONTINUED

Acknowledgement Clause

I hereby acknowledge that it is my responsibility to ensure that I am in compliance with all applicable laws, regulations, guidelines and the City's Official Plan policies pertaining to potentially contaminated sites, and to use all reasonable effort to identify the potential for contamination on the subject property.

I acknowledge that as a condition of approval of this application that the City may require me to file a Record of Site Condition signed by a qualified person in the provincial Environmental Site Registry, and provide verification to the City of Windsor of acknowledgement of this Record of Site Condition by the Ministry of Environment.

I acknowledge that the City may require the qualified person signing the Record of Site Condition to submit to the City a Declaration acknowledging that the City of Windsor may rely on the statements in the Record of Site Condition.

I acknowledge that the City of Windsor is not responsible for the identification and/or remediation of contaminated sites, and I agree, whether in, through, or as a result of any action or proceeding for environmental clean-up of any damage or otherwise, I will not sue or make claim whatsoever against the City of Windsor, its officients, officials, employees or agents for or in respect of any loss, damage, injury or costs.

Name of Applicant (print)

Ashraf Botros

Signature of Applicant

Date

Name of Agent (print)

Signature of Agent

Date

END OF SCHEDULE E

DO NOT COMPLETE BELOW – STAFF USE ONLY

Receipt and Assignment	nt of Application		Date Received Stamp
This application has been assigned	to:		
Adam Szymczak (AS)	Brian Nagata (BN)		
🔲 Frank Garardo (FG)	Tracy Tang (TT)		
☐ Jim Abbs (JA)	Justina Nwaesei (JN)		
Kevin Alexander (KA)	Laura Strahl (LS)		
Simona Simion (SS)	□		
Complete Application			
This application is deemed comple	to on		
		Date	
Signature of Delegated	l Authority		
Neil Robertson, MCIP, RPP Manager of Urban Design	Greg Atkinson, MCIP Manager of Developr		n Hunt, MCIP, RPP Planner & Executive Director
	Manager of Developi		
Internal Information			
Fee Paid: \$	Receipt No:	Date:	
Payment Type: 🗌 Cash	Certified Cheque	Credit Card	Personal Cheque
NEW Zoning File No. ZNG/	Z		
Previous Zoning File No. ZNG/_	Z		
Related OPA File No. OPA/	OPA		
Other File Numbers:			
Notes:			

THIS IS THE LAST PAGE OF THE APPLICATION FORM

Item No. 7.1.7



Office of the Commissioner of Economic Development & Innovation

Thom Hunt, MCIP, RPP City Planner/Executive Director

June 28, 2024

Pillon Abbs Inc. c/o Tracey Pillon-Abbs 23669 Prince Albert Rd. Chatham, ON N7M 5J7

Dear Agent,

Re: ZONING BYLAW AMENDMENT APPLICATION APPLICANT: OLIVIA CONSTRUCTION HOMES INC. LOCATION: 1920 GROVE AVE. FILE NO.: Z 016/24 [ZNG/7206]

This is to acknowledge receipt of the application for a rezoning amendment which has been assigned the above-referenced file number. In accordance with the delegation authority as prescribed by By-Law 139-2013, the information and material required has been provided, therefore the application was deemed COMPLETE on June 24, 2024, and processing has begun.

You will be advised prior to the Development & Heritage Standing Committee and Council meetings of the position of the Planning Department on the application and the dates of the public meetings.

Please email me at <u>jnwaesei@citywindsor.ca</u>, if you have any questions.

Sincerely,

Justina Nwaesei, MCIP, RPP Planner III – Development Review

JN/nm



PLANNING DEPARTMENT – DEVELOPMENT DIVISION

Memo

To:City ClerkFrom:City Planner/Executive Director

Date: June 24, 2024

Subject: TRANSMITTAL OF NEW FILE

Our File Number: Z-016/24 [ZNG/7206]

- RE: Application For: (X) Zoning Amendment () Part Lot Control
- () Official Plan Amendment
- () Draft Plan of Subdivision/Condominium

Applicant: OLIVIA CONSTRUCTION HOMES INC.

Location: 1920 GROVE AVE.

Description: Application to amend Zoning By-law 8600 by changing the current HRD2.1 to HRD2.5 to permit townhome dwellings and/ or multiple dwellings on the subject land and facilitate the proposed development of 2-storey townhomes with a total of 43 dwelling units.

The ZONING AMENDMENT application submitted by OLIVIA CONSTRUCTION HOMES INC. for 1920 GROVE AVE. has been deemed as complete on JUNE 24, 2024.

Enclosures:

- (X) 1 copy of Application Form
- () 1 copy of Drawings
- () 1 copy of Site Plan

Thom Hunt, MCIP, RPP City Planner, Executive Director

TH/nm



INSTRUCTIONS

Verify that you are using the most current application form.

- Section 1: Pre-Submission consultation with a staff Planner is mandatory per By-law 199-2007. If you do not have a valid Pre-Submission Letter, you must meet with a staff Planner who must sign and date this section.
- Section 2: During Pre-Submission consultation a staff Planner will indicate what supporting information must be submitted with the application.
- Section 3: Provide the full name, address, phone number, fax number and email address of the applicant, agent, and registered owner. If any of these are a corporation, provide the full corporate name. Include the full name of the contact person. If there is more than one person, corporation, or registered owner, use additional sheets.
- Section 4: Indicate if you are submitting other companion applications with this application.
- Section 5: Provide information about the subject land. This information is used to determine supporting information requirements and to assist in the review of the application.
- Section 6: Indicate the amendment, proposed uses and describe the nature and extent of the amendment being requested. Indicate why the amendment is being requested and how it is consistent with the Provincial Policy Statement and conforms to the City of Windsor Official Plan. If this information is in a Planning Rationale Report, check the box beside "See Planning Rationale Report".
- Section 7: If there are any existing buildings or structures on the subject land, provide the required information or submit a sketch, drawing or plan that shows this information.
- Section 8: If you propose to build any buildings or structures on the subject land, provide the required information or submit a sketch, drawing or plan that shows the information.
- Section 9: Indicate how the property is accessed. Check all boxes that apply.
- Section 10: Provide information about water service, sanitary sewage disposal, and storm drainage.
- Section 11: Provide a sketch of the subject land showing, in metric units, the items listed or indicate if this information is provided on an existing plan or a conceptual site plan.
- Section 12: Check the appropriate box based on a valid Pre-Submission Letter or pre-submission consultation.
- Section 13: Explain your proposed strategy for consulting with the public with respect to the application.
- Section 14: Complete and sign in the presence of a Commissioner of Taking Affidavits.
- Other: Read, complete in full, and sign Schedules A & E.

Submit application form, supporting information, and application fee to Senior Steno Clerk at Planning & Development Services, Suite 210, 350 City Hall Square West, Windsor ON N9A 6S1 or planningdept@citywindsor.ca

TYPE OF REZONING AMENDMENT

DATE RECEIVED STAMP

The type of amendment is determined by the City Planner or their designate.

Minor Zoning Amendment

- Site zoned commercial, institutional, or manufacturing

 Addition to the list of permitted uses
- Site already zoned
 - Change to existing regulations or to zoning district boundary to match lot lines
- Site designated in the Official Plan for residential use
 - Rezoning to accommodate a maximum of six dwelling units
- Site designated in the Official Plan for the proposed use other than residential

 Site-specific zoning for a site with a lot area of less than 1,000.0 m²

Major Zoning Amendment

Any other amendment not listed as minor.

2022 May 9

ZONING BY-LAW AMENDMENT PROCESS

The application will be terminated without notice after 60 days of inactivity. The following is for your information only. Review the Planning Act and relevant regulations for statutory requirements. The processing of the application is subject to change. Direct all questions to the assigned Planner. The process is generally as follows:

- 1. The application is reviewed to ensure all prescribed and required information and the fee have been submitted. Within 30 days of the receipt of the application, you will be notified in writing that the application is deemed incomplete or complete.
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- 7. At the DHSC meeting, a staff planner may make a presentation. The applicant and other parties have an opportunity to provide verbal and/or written submissions. The DHSC may ask questions of staff, the applicant, agent, and other parties. The DHSC may decide to defer or recommend approval or denial of the application.
- 8. If deferred, the application along with any additional information or a new staff report will be considered at a future DHSC meeting. If recommended for approval or denial, the staff report, the minutes of the DHSC meeting, and the amending by-law are forwarded to City of Windsor Council for consideration at a future date. The applicant, agent and all interested parties will be notified by Council Services of the date, time, and location of the Council meeting. Call 311 or contact Council Services at 519-255-6211 or clerks@citywindsor.ca.
- 9. The application may be placed on the Consent Agenda of the Council Meeting, a part of the meeting where Council approves several matters with a single motion. If the application is not on the Consent Agenda, the staff planner may introduce the application, review the staff recommendation and any additional information provided to Council, and advise Council of any differences between the staff and DHSC recommendations. The applicant and other interested parties have an opportunity to make verbal and/or written submissions. Council may decide to approve, deny, or defer the application. If Council approves the application, the amending by-law may be approved at the same Council meeting, otherwise it will be approved at a future Council meeting.
- 10. When the amending by-law is passed, Council Services will mail a notice of the passing of the amending by-law to property owners and various public agencies within 15 days. There is a 20-day appeal period commencing the day after this notice is given. The notice will include the last day to file an appeal. An appeal is made to the Ontario Land Tribunal (OLT) through Council Services. If no appeal is filed, the amending by-law is final and binding as of the date of Council's passing of the by-law. Contact Council Services at 519-255-6211 or clerks@citywindsor.ca.
- 11. If the rezoning is subject to a holding symbol, it is the responsibility of the property owner to satisfy the conditions to remove the holding symbol, to apply, and to pay the fee to remove the holding symbol.

CONTACT INFORMATION

Planning & Development Services Suite 210 350 City Hall Square West Windsor ON N9A 6S1

Telephone: 519-255-6543 Fax: 519-255-6544 Email: planningdept@citywindsor.ca Web Site: www.citywindsor.ca

1. PRE-SUBMISSION CONSULTATION

By-law 199-2007 requires pre-submission consultation with a staff Planner to determine what supporting information is required, to verify fee payable, and to review the process. This application is incomplete unless you have a valid Pre-Submission Letter or a staff Planner signs below.

Valid Pre-Submission Letter? Staff Use Only	NO 🗌 YES 🔳	File Number: PS-070/22	
Signature of Staff Pl	anner	Date of Consultation	
Jim Abbs	Kevin Alexander	Greg Atkinson	Frank Garardo
Brian Nagata	Justina Nwaesei	Simona Simion	Laura Strahl
Adam Szymczak	□		<u> </u>

2. REQUIRED SUPPORTING INFORMATION (To be completed by a staff Planner)

Unless you have a valid Pre-Submission Letter, a staff Planner will indicate below what supporting information must be submitted with the application during pre-submission consultation. The City of Windsor reserves the right to require additional supporting information during the processing of the application. All supporting information submitted is made available for public review.

For each document, provide one paper copy, and where possible, one digital copy on a CD or USB flash drive. All drawings or plans shall be in letter size (8.5 x 11 inches) in JPG and PDF format. All other document shall be provided in Word and PDF format. All PDF documents shall be flattened with no layers.

If you are submitting a companion application submit only one set of documents.

Deed or Offer to Purchase	Corporation Profile Report	Site Plan Conceptual (see Section 8)	\boxtimes	Sketch of Subject Land (see Section 11)
Archaeological Assessment – Stage 1	Built Heritage Impact Study	Environmental Evaluation Report		Environmental Site Assessment
Floor Plan and Elevations	Geotechnical Study	Guideline Plan		Lighting Study
Market Impact Assessment	Micro-Climate Study	Noise Study		Planning Rationale Report
Record of Site Condition (see Schedule E)	Sanitary Sewer Study	Species at Risk Screening		Storm Sewer Study
Storm Water Retention Scheme	Topographic Plan of Survey	Transportation Impact Statement		Transportation Impact Study
Tree Preservation	Tree Survey Study	Urban Design Study		Vibration Study
Wetland Evaluation Study	Other Required Information:			

3. APPLICANT, REGISTERED OWNER, AND AGENT INFORMATION

Provide in full the name of the applicant, registered owner, and agent, the name of the contact person, and address, postal code, phone number, fax number and email address.

If the applicant or registered owner is a numbered company, provide the name of the principals of the company. If there is more than one applicant or registered owner, copy this page, complete in full and submit with this application.

All communication is with the Agent authorized by the Owner to file the application. If there is no Agent, all communication is with the Applicant.

Applicant

Name:	Olivia Construction Homes Ltd	Contact: As	shraf Botro	os
Address:	1797 South Cameron Blvd	2 0.0000000000		Contact Person
Address:	Windsor, ON		Postal Cod	_{e:} N9B 3P6
Phone:	519-969-7557			e
Email:	ashrafbotros@icloud.com	ux		
0.823	Owner Same as Applicant			
Name:		Contact:	Name of (Contact Person
Address:				
Address:		· · · · · · · · · · · · · · · · · · ·	Postal Code	e:
Phone:	F	ax:		
Email:				
Agent Auth	norized by the Owner to File the Application	on (Also com	plete Section A	A1 in Schedule A)
Name:	Pillon Abbs Inc	Contact: Tr	acey Pillor	n-Abbs, RPP
Address:	23669 Prince Albert Rd		Name of C	Contact Person
Address:	Chatham, ON		Postal Code	N7M 5J7
Phone:	776-340-1737			
Email:	tracey@pillonabbs.ca			
4. COM	PANION APPLICATIONS			
Are you subm	itting a companion Official Plan Amendment application	on?	NO 🔳 Y	ES 🗍
	itting a companion Plan of Subdivision/Condominium	application?	NO 🗵 🛛 Y	ES 🗌
Are you subm	itting a companion Site Plan Control application?		NOXY	ES 🗌

5. SUBJECT LAND INFORMATION

Municipal Address	1920 Grove Avenue				
Legal Description	Pt Lot 68 Concession 1 Sandwich West as in R141457; Windsor				
Assessment Roll Number	050-330-16300-0000				
If known, the c	late the subject land was acquired by the current owner: 2017				
Frontage (m)	24.29 m (Grove Ave) Depth (m) Irregular Area (sq m) 12,079 m2				
Official Plan Designation Residential, Schedule D - Land Use					
Current Zoning Holding Residential District 2.1 (HRD2.1), Map 4					
Existing Uses	Vacant				
If known, the le	ngths of time that the existing uses have continued: 2018				
Previous Uses	Institutional use (school)				
Previous Uses	ngths of time that the existing uses have continued: Institutional use (school) and addresses of the holders of any mortgages, charges, or other encumbrances in respect of the				
Previous Uses List the names subject land: N/A Are there any e	Institutional use (school)				
Previous Uses List the names subject land: N/A Are there any e If yes, desc	Institutional use (school)				
Previous Uses List the names subject land: N/A Are there any e If yes, desc If yes, desc	Institutional use (school) and addresses of the holders of any mortgages, charges, or other encumbrances in respect of the asements or restrictive covenants affecting the subject lands? NO IN YES I ribe the easement or restrictive covenant and its effect: e subject land ever been subject of: <i>(leave blank if unknown)</i> application for a Plan of Subdivision or Consent: NO IYES IFile:				
Previous Uses List the names subject land: N/A Are there any e If yes, desc f known, has th Ar	Institutional use (school) and addresses of the holders of any mortgages, charges, or other encumbrances in respect of the assements or restrictive covenants affecting the subject lands? NO YES YES e subject land ever been subject of: (leave blank if unknown) application for a Plan of Subdivision or Consent: NO YES File:				
Previous Uses List the names subject land: N/A Are there any e If yes, desc f known, has th Ar	Institutional use (school) and addresses of the holders of any mortgages, charges, or other encumbrances in respect of the asements or restrictive covenants affecting the subject lands? NO YES ribe the easement or restrictive covenant and its effect: e subject land ever been subject of: (leave blank if unknown) application for a Plan of Subdivision or Consent: NO YES File:				

6. DESCRI	TION OF AMENDMENT
Amendment to Zon	ng By-law from: Holding Residential District 2.1 (HRD2.1)
	to: Site Specific Residential District 2.5 (RD2.5)
Proposed uses of s	ubject land: Residential use
	and extent of the amendment(s) being requested: townhome
Proposed to e	construct a total of 43 residential units in the form of 2-storey multiple
dwellings with	on-site parking for 56 vehicles and amenity space. Tenure will be freehold.
individually owr	ed units.
Why is this amendry To permit mu	ent or these amendments being requested? Itiple dwellings and to increase the required front yard setback
(see PRR for	details). Also, decrease the required rear yard setback and loading space.
Also, building ma	iterial exemption.
Explain how the ame	ndment to the Zoning By-law is consistent with the Provincial Policy Statement:
See Planning Ratio	
Explain how the app	cation conforms to the City of Windsor Official Plan:
See Planning Ra	tionale Report
f this application is to hat deals with this m	remove land from an area of employment, details of the official plan or official plan amendment atter:
See Planning Ra	ionale Report See Official Plan Amendment

7. EXISTING BUILDINGS / STRUCTURES ON SUBJECT LAND

Are there any buildings or structures on the subject land?

NO Continue to Section 8

YES Indicate the type of building or structure, the date of construction (if known), and, in metric units, the setback from the front lot line, rear lot line and side lot lines, the height of the building or structure and its dimensions or floor area.



8. PROPOSED BUILDINGS / STRUCTURES ON SUBJECT LAND

Do you propose to build any buildings or structures on the subject land?

NO Continue to Section 9

YES Indicate the type of building or structure and, in metric units, the setback from the front lot line, rear lot line and side lot lines, the height of the building or structure, and its dimensions or floor area.

See attached Site Plan Conceptual

9. ACCESS TO SUBJECT LAND

Indicate if access to subject land is by: (check all that apply)

- Municipal Road
- Provincial Highway

Another public road or a right-of-way

Water - If access to the subject land is by water only, describe the parking and docking facilities used or to be used and provide the approximate distance in metric of these facilities from the subject land and the nearest public road:

10. WATER, SANITARY SEWAGE AND STORM DRAINAGE

WATER – Indicate whether	water will b	e provided to	the subject	t land	by:
--------------------------	--------------	---------------	-------------	--------	-----

Publicly owned & operated piped water system

Privately owned & operated individual well

Privately owned & operated communal well

Other _____

SANITARY - Indicate whether sewage disposal will be provided to the subject land by:

Publicly owned & operated sanitary sewage system

Privately owned & operated individual septic system - See Note below

Privately owned & operated communal septic system - See Note below

Other _____

Note: If the application would permit development on privately owned and operated individual or communal septic systems, and more than 4,500 litres of effluent would be produced per day as a result of the development being completed, you must submit a Servicing Options Report and a Hydrogeological Report.

STORM DRAINAGE - Indicate whether storm drainage will be provided by:

Sewers

Ditches

Swales

Other _____

11. SKETCH OF SUBJECT LAND

Provide a sketch showing, in metric units,

- a) the boundaries and dimensions of the subject land;
- b) the location, size, and type of all existing and proposed buildings and structures on the subject land, including their distance from the front lot line, rear lot line, and side lines;
- c) the approximate location of all natural and artificial features (for example, buildings, railways, roads, watercourses, drainage ditches, banks of rivers or streams, wetlands, wooded areas, wells and septic tanks) that are located on the subject land and on land that is adjacent to it, and in the applicant's opinion, may affect the application;
- d) the current uses of all land that is adjacent to the subject land;
- e) the location, width and name of any roads within or abutting the subject land, indicating whether it is an unopened road allowance, a public travelled road, a private road, or a right of way;
- f) if access to the subject land will be water only, the location of the parking and docking facilities to be used; and
- g) the location and nature of any easement affecting the subject land.

12. APPLICATION FEE & OTHER FEES

The amendment type is determined by the City Planner or their designate.

Verify fees before submitting the application. Fees are subject to change and are not refundable when the application is deemed complete. Method of payment: Cash, Mastercard, Visa or Certified Cheque or Personal Cheque payable to The Corporation of the City of Windsor. If paying by Mastercard or Visa, contact the Senior Steno Clerk for further direction at planningdept@citywindsor.ca or 519-255-6543.

APPLICATION FEE			
Amendment Type	Code	Minor Rezo	ning 📃 Major Rezoning
Base Fee	53001	\$4,347.0	\$5,837.40
GIS Fee	63024	+ \$50.0	+ \$50.00
Essex Region Conservation Authority Fee	53023	+ \$200.00	<u>)</u> + <u>\$300.00</u>
Total Application Fee		= \$4,597.0) = \$6,187.40
OTHER FEES			
Re-Notification/Deferral Fee Required when an applicant requests a defe	Code 53016 erral after notice o	\$2,258.40 f a public meeting	
Legal Fee - Servicing Agreement Required when the preparation of a servicing	<i>Code 63002</i> g agreement is a		l plus \$50 per unit, lot, or block val.
Removal of the Holding Symbol Application It is the responsibility of the property owner the fee to remove the holding symbol.		\$1,536.00 ditions to remove th	
Ontario Land Tribunal (OLT) Appeal Fee An appeal is made through Council Services processes are subject to change. Visit https:			sor.ca). Fees, forms, and

13. PROPOSED PUBLIC CONSULTATION STRATEGY

Select or describe your proposed strategy for consulting with the public with respect to the application:

Required Public Consultation (Public Notice & Public Meeting as required per the Planning Act)

Open House

Website

Other

14. SWORN DECLARATION OF APPLICANT

Complete in the presence of a Commissioner for Taking Affidavits. If the declaration is to be administered remotely, you must be able to see, hear and communicate with the Commissioner and show documentation that confirms your identity.

L Ashraf Botros

__, solemnly declare that the information required under

Schedule 1 to Ontario Regulation 545/06 and provided by the applicant is accurate and that the information contained in the documents that accompany this application is accurate, that if this declaration was administered remotely that it was in accordance with Ontario Regulation 431/20, and I make this solemn declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath.

Signature of Applicant Sign in the presence of a Commissioner For Taking Affidavits

Municipality of Chatham-Kent

Location of Applicant at time of declaration

This declaration was administered remotely in accordance with Ontario Regulation 431/20

Declared before me	<u> </u>	_{at the} Chatha	am-Kent
	Signature of Commissioner		Location of Commissioner
this 24th	_{day of} April	, 20 <u>23</u>	
day	month	year	
PL	ACE AN IMPRINT OF YOUR STAMP BEL	OW	

Tracey Lynn Cecilia Pillon-Abbs, a Commissioner, etc., Province of Ontario, for Pillon Abbs Inc. Expires August 4, 2026

READ & COMPLETE SCHEDULES A & E IN FULL & SIGN

SCHEDULE A – Authorizations & Acknowledgements

A1. Authorization of Registered Owner for Agent to Make the Application

If the applicant is not the registered owner of the land that is the subject of this application, the written authorization of the registered owner that the agent is authorized to make the application must be included with this application form or the authorization below must be completed.

Ashraf Botros

, am the registered owner of the land that is

Name of Registered Owner

subject of this application for an amendment to the City of Windsor Zoning By-law and I authorize

Pillon Abbs Inc

Name of Agent

to make this application on my behalf.

Date

April 24, 2023

Signature of Registered Owner

If Corporation - I have authority to bind the corporation

A2. Authorization to Enter Upon the Subject Lands and Premises Ashraf Botros

Name of Registered Owner

hereby authorize the Development and Heritage Standing Committee or their successor, City Council, and staff of The Corporation of the City of Windsor to enter upon the subject lands and premises described in Section 5 of the application form for the purpose of evaluating the merits of this application and subsequently to conduct any inspections on the subject lands that may be required as a condition of approval. This is their authority for doing so.

Signature of Registered Owner

If Corporation - I have authority to bind the corporation

SCHEDULE A CONTINUES ON NEXT PAGE

April 24, 2023

Date

SCHEDULE A – Authorizations & Acknowledgements - Continued

A3. Acknowledgements

Receipt, Fees, Additional Information, Termination, and Freedom of Information

I acknowledge that receipt of this application by the City of Windsor does not guarantee it to be a complete application, that further review of the application will occur, and that I may be contacted to provide additional information and/or resolve any discrepancies or issues with the application as submitted.

I further acknowledge that after the application is deemed complete, fees are not refundable, additional information may be requested, and that after 60 days of inactivity the City of Windsor may terminate the application without notice.

I further acknowledge that pursuant to the provisions of the Planning Act and the Municipal Freedom of Information and Protection of Privacy Act, this application and all material and information provided with this application are made available to the public.

Species at Risk

Ontario's *Endangered Species Act* protects endangered and threatened species — animals and plants in decline and at risk of disappearing from the province by restricting activities that may affect these plants, animals or their habitats.

I acknowledge that it is my sole responsibility as the Applicant to comply with the provisions of the *Endangered Species Act, 2007, S. O. c.6.* This could require me to register an activity, get a permit or other authorization from the Ministry of the Environment, Conservation and Parks (MECP) prior to conducting an activity that could impact an endangered or threatened plant or animal or its habitat. I further acknowledge that any *Planning Act, R.S.O. 1990, c.P.13* approval given by the City of Windsor does not constitute an approval under the *Endangered Species Act*, nor does it absolve me from seeking the necessary authorization, approvals or permits from the MECP prior to conducting any activity that may affect endangered or threatened plant or animal or its habitat.

Additional information can be found at:

https://www.ontario.ca/page/development-and-infrastructure-projects-and-endangered-or-threatened-species

or by contacting MECP at SAROntario@ontario.ca

Acknowledgement

I acknowledge that I have read and understand the above statements:

Signature of Applicant or Agent

April 24, 2023

Date

END OF SCHEDULE A COMPLETE SCHEDULE E ON NEXT PAGE

SCHEDULE E – Environmental Site Screening Questionnaire

Pre	evious Use of Property					
	🗌 Residential 🔄 Industrial 📄 Commercial 🔲 Institutional					
	Agricultural Parkland Vacant Other					
a)	If previous use of the property is Industrial or Commercial, specify use:					
b)	Has the grading of the subject land been changed by adding earth or material? Has filling occurred on the s land?	ubject				
	Yes No Unknown					
c)	Has a gasoline station and/or automobile service station been located on the subject land or adjacent lands any time?	at				
	🗌 Yes 🔳 No 🗌 Unknown					
d)	Has there been petroleum or other fuel stored on the subject land or adjacent lands?					
	Yes No Unknown					
e)	Are there or have there ever been underground storage tanks or buried waste on the subject land or adjace lands?	nt				
	Yes No Unknown					
f)	Have the lands or adjacent lands ever been used as an agricultural operation where cyanide products may been applied as pesticides and/or sewage sludge applied to the lands?	have				
	Yes No Unknown					
g)	Have the lands or adjacent lands ever been used as a weapons firing range?					
	Yes No Unknown					
h)	Is the nearest boundary line of the application within 500 metres (1,640 feet) of the boundary line of an operational/non-operational public or private waste disposal site, landfill or dump?					
	🗌 Yes 🔳 No 📄 Unknown					
i)	If there are existing or previously existing buildings on the subject lands, are there any building materials remaining on site which are potentially hazardous to public health (e.g., asbestos, PCB's)?					
	🗌 Yes 🔳 No 🗌 Unknown					
j)	Is there reason to believe the subject lands may have been contaminated by existing or former uses on the adjacent sites?*	site or				
	🗌 Yes 🔳 No 🔛 Unknown					
	* Possible uses that can cause contamination include but are not limited to: operation of electrical transform stations, disposal of waste minerals, raw material storage, and residues left in containers, maintenance activities and spills. Some commercial properties such as gasoline stations, automotive repair garages, and dry cleaning plants have similar potential. The longer a property is under industrial or similar use, the great the potential for site contamination. Also, a series of different industrial or similar uses upon a site could potentially increase the number of chemicals that are present.	nd				

k) If current or previous use of the property is Industrial or Commercial, or if YES to any of a) to j) above, attach a previous use inventory showing all former uses of the subject land, or if applicable, the land(s) adjacent to the subject lands.

SCHEDULE E CONTINUES ON NEXT PAGE

SCHEDULE E - CONTINUED

Acknowledgement Clause

I hereby acknowledge that it is my responsibility to ensure that I am in compliance with all applicable laws, regulations, guidelines and the City's Official Plan policies pertaining to potentially contaminated sites, and to use all reasonable effort to identify the potential for contamination on the subject property.

I acknowledge that as a condition of approval of this application that the City may require me to file a Record of Site Condition signed by a qualified person in the provincial Environmental Site Registry, and provide verification to the City of Windsor of acknowledgement of this Record of Site Condition by the Ministry of Environment.

I acknowledge that the City may require the qualified person signing the Record of Site Condition to submit to the City a Declaration acknowledging that the City of Windsor may rely on the statements in the Record of Site Condition.

I acknowledge that the City of Windsor is not responsible for the identification and/or remediation of contaminated sites, and I agree, whether in, through, or as a result of any action or proceeding for environmental clean-up of any damage or otherwise, I will not sue or make claim whatsoever against the City of Windsor, its officers, officials, employees or agents for or in respect of any loss, damage, injury or costs.

Olivia Construction Homes Ltd

Name of Applicant (print)

51603

Signature of Applicant

April 24, 2023

Date

Pillon Abbs Inc

Name of Agent (print)

Signature of Agent

April 24, 2023

Date

END OF SCHEDULE E

DO NOT COMPLETE BELOW - STAFF USE ONLY

Receipt and Assignme	nt of Application		Date Received Stamp
This application has been assigned	ed to:		
Adam Szymczak (AS)	Brian Nagata (BN)		
Frank Garardo (FG)	Greg Atkinson (GA)		
☐ Jim Abbs (JA)	Justina Nwaesei (Jł	۷)	
Kevin Alexander (KA)	Laura Strahl (LS)		
☐ Simona Simion (SS)	□		
Complete Application			
This application is deemed comple	ete on		
		Date	
Signature of Delegate	d Authority		
Neil Robertson, MCIP, RPP Manager of Urban Design	Michael Cooke, M Manager of Planni		om Hunt, MCIP, RPP Planner & Executive Director
Internal Information			
Fee Paid: \$	Receipt No:	Date:	
Payment Type: 🗌 Cash	Certified Cheque	Credit Card	Personal Cheque
NEW Zoning File No. ZNG/_	Z		
Previous Zoning File No. ZNG/_	Z		
Related OPA File No. OPA/_	OPA _		
Other File Numbers:			
Notes:			
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THIS IS THE LAST PAGE OF THE APPLICATION FORM

COMMITTEE OF ADJUSTMENT/CONSENT AUTHORITY AGENDA RECORD

PLEASE BE ADVISED THIS MEETING IS CONDUCTED ELECTRONICALLY. VIA ZOOM

The following applications are scheduled to be heard by the Committee of Adjustment/Consent Authority on Thursday, June 27, 2024 in the order stated below.

ITEM	TIME	ROLL #	FILE #	APPLICANT	LOCATION	REQUEST
1	3:30 PM	3739030390037000000	A-029/24	LUCKY STAR DEVELOPMENTS	1153 OTTAWA ST	RELIEF: Construction of a combined use building with dwelling unit located on the same level as non-residential use, with reduced minimum number of parking spaces, type A accessible parking space, and parking area separations,
2	3:30 PM	3739070305019000000	B-016/24	ADI FAMILY HOLDINGS INC.	3940 NORTH SERVICE RD E	CONSENT: Lease in Excess of 21 years.
3	3:30 PM	3739040430041500000	B-017/24	SITAL SINGH GARHA, NIRMAL KAUR	1350 PELLETIER ST	CONSENT: Create a new Lot.
4	3:30 PM	3739070100155050000	A-030/24	DEVON PLACE INCORPORATED	3903 KATHLEEN ST	RELIEF: To accommodate the existing single unit dwelling, with reduced minimum lot width and area for the severed and retained lots and reduced minimum side yard width for the severed Lot.
5	3:30 PM	3739070100155050000	B-018/24	DEVON PLACE INCORPORATED	3903 KATHLEEN ST	CONSENT: Create a new Lot.
6	3:30 PM	3739070370022040000	A-031/24	1000596366 ONTARIO LIMITED	0 CENTRAL AVE – VACANT LOT NEXT NORTH OF 3400 CENTRAL AVE	RELIEF: Construction of a medical office with minimum reduced number of required parking spaces.
7	3:30 PM	3739070150231560000	A-032/24	HEYDAR MUSSAVI	3869 ZANZIBAR CRES	RELIEF: Construct addition to existing single unit dwelling with reduced minimum rear yard depth.
8	3:30 PM	3739080090038000000	A-033/24	DANIEL MATTHEW HOULE	3910 KENNEDY DR E	RELIEF: Construct a single unit dwelling exceeding maximum main building gross floor area.
9	3:30 PM	3739080590029000000	B-019/24	LUDWIG PATRICK DOBMEIER	1930 DOMINION BLVD	CONSENT: Alley severance - Lot Addition
10	3:30 PM	3739030210009000000	B-020/24	JASMINE MARIE LONG	1079 TUSCARORA ST	CONSENT: Create a new Lot.
11	3:30 PM	3739020240003010000	B-021/24	2486311 ONTARIO INC	1850 WALKER RD	CONSENT: Create two new Lots.

If a person or public body that files an appeal of a decision of the Committee of Adjustment in respect of the proposed consent does not make written submissions to the Committee of Adjustment before it gives or refuses to give a provisional consent, the Ontario Land Tribunal may dismiss the appeal. In addition, if you wish to be notified of the decision of the Committee of Adjustment in respect of the proposed applications,

you must make a written request to the Committee of Adjustment at the address shown below with the specific file number please emails <u>COAdjustment@citywindsor.ca</u>. **NOTE**: To access the Agenda Record, Comments for the upcoming meeting, and past Committee of Adjustment Minutes, please visit our website at: <u>Committee of Adjustment Meeting Agenda (citywindsor.ca</u>)



Council Report: CM 2/2024

Subject: Engineering/Architectural Consultants Engaged via Roster – July 1 2023 to December 31, 2023 "City Wide"

Reference:

Date to Council: July 8, 2024 Author: Alex Vucinic Manager of Purchasing & Risk Management 519-255-6100 ext. 6280 avucinic@citywindsor.ca Purchasing Report Date: June 17, 2024 Clerk's File #: SW/13041

To: Mayor and Members of City Council

Recommendation:

THAT this report **BE RECEIVED** by Council for information in compliance with section 163 of Bylaw 93-2012 (the "Purchasing Bylaw").

Background:

Section 163 of the Purchasing Bylaw provides:

163 ... "The responsible CLT Member and Manager of Purchasing and Risk Management (now Purchasing Manager) shall provide a semi-annual report to Council disclosing all consultants engaged through any rostering process in Part IX of this Bylaw."

This report is provided in satisfaction of these requirements.

Discussion:

Section 163 of the Purchasing Bylaw permits direct contract awards to firms listed on the engineering roster for professional services valued under \$100,000.

This method recognizes the fact that professional services for public works services are frequently utilized and are often of a repetitive or similar nature. Accordingly, proceeding with a request for proposals for each such project would be unnecessarily time- and resource- intensive. Instead, qualified professionals competed for inclusion on a roster and were categorized based on area of expertise, and contracts are awarded having regard to compatibility of work to be performed and consultant skill and expertise, with an intention to distribute work equitably.

Projects exceeding the established threshold must be addressed in accordance with the Purchasing Bylaw, either by issuing a Request for Proposals or, if applicable, proceeding with a sole source.

Section 163 of the Bylaw requires the Manager of Purchasing and Risk Management (now Purchasing Manager) and the responsible CLT member to provide a semi-annual report outlining the nature of the awards made under this section.

All contracts awarded by roster as described above are shown at Appendix "A."

Financial Matters:

Forty-One consultant contracts were awarded under section 163 of the Purchasing Bylaw during the second half of 2023 totalling \$1,112,501.00 (excluding HST).

Consultations:

Jennifer Musson, Senior Buyer

Conclusion:

Forty-One consultant contracts were awarded under section 163 of the Purchasing Bylaw during the second half of 2023 totalling \$1,112,501.00 (excluding HST).

Approvals:

Name	Title
Alex Vucinic	Manager of Purchasing & Risk Management
Dana Paladino	Commissioner, Corporate Services
Mark Winterton	Commissioner, Infrastructure Services
Joe Mancina	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:

1 Appendix "A" - Rostered Consultants Used by Public Works, Parks and Facilities – July 1 2023 to December 31 2023

APPENDIX "A" Rostered Consultants Used by Public Works, Parks and Facilities – July 1 2023 to December 31 2023

Contract Number	Consultant	Description	\$ Value
6977	Dillon Consulting	Cabana Corridor Phase 5 Excess Soils Support	\$31,500.00
6979	Haddad Morgan	Visual Assessment of Windsor Airport Terminal	\$14,000.00
5980	Pinchin	Hazardous Building Materials Assessment YQG Hanger	\$3,900.00
5982	Dillon Consulting	Riverfront Lighting Assumption North Park	\$15,250.00
5987	Dillon Consulting	Queue Analysis Lauzon & Tecumseh	\$5,000.00
5988	Verhaegan	Cabana Corridor Legal Plan Survey	\$28,000.00
5989	Dillon Consulting	Engineering Services for the Lakeview Marina Ground Fault System	\$11,900.00
5990	WSP E&I Limited	Geotechnical & Excess Soils Downtown Ice Rink	\$45,267.00
5991	Stantec	Condition Assessment of Dewatering Building Sludge	\$37,800.00
5992	WSP E&I Limited	Stage 1 and Stage 2 Archaeological Assessment of Aboriginal Park	\$23,950.00
5998	Stantec	Southwood Lakes Pond Elevation Adjustment Study	\$8,100.00
7000	EXP Services Inc.	HVAC review and report Fire Hall #2 3120 Milloy St.	\$12,500.00
7012	Indoor Environmental	DSS 690 Goyeau St. Windsor, ON	\$1,130.00
7013	Architecttura	Roseland Condominium Development	\$18,750.00
7019	WSP Canada	Geo Environmental Cabana Corridor Improvements Phase 5	\$99,700.00
7022	Aleo Associates Inc.	Structural study concrete baffles at the DND Outdoor Firing Range	\$8,000.00
/026	Dillon Consulting	Janette/Charl Pumping Station Generator & MCC Upgrades	\$37,100.00
/034	Archon Architects	Feasibility Study for new SE Windsor Branch	\$56,800.00
7036	WSP E&I Limited	Geotechnical hydrogeological study for the proposed Charles	\$51,050.00
		Brooks Memorial Peace Fountain replacement	
7044	WSP E&I Limited	Excess Soil & Geotechnical Investigation University Ave	\$84,911.00
7046	RC Spencer	Mic Mac Park Kimmy Lucier Parking Lot Storm Water & Survey	\$13,100.00
7060	WSP Canada	Geotechnical & Testing St. Rose Pumping Station	\$34,000.00
7061	WSP E&I Limited	Geotechnical Investigation LRWRP Confined Space Elimination	\$26,375.00
7067	Dillon Consulting	Indoor Air Quality Sampling Filters Screen Room LRWRP	\$5,500.00
7069	Dillon Consulting	Adie Knox Renovation Transportation Impact Study	\$1,900.00
7070	Architecttura	Building Envelope Investigation Huron Lodge	\$36,040.00
7075	Chorley + Bisset	Jefferson Police Generator Replacement	\$36,000.00
7076	WSP E&I Limited	Excess Soil Moy Avenue	\$24,450.00
7077	WSP E&I Limited	Geotechnical Investigation Moy Avenue	\$21,137.00
7078	WSP E&I Limited	Excess Soil Ellis Street East	\$22,500.00
7079	WSP E&I Limited	Geotechnical Investigation Ellis Street East	\$15,537.00
7080	WSP E&I Limited	Excess Soil Mercer Street	\$22,700.00
7081	WSP E&I Limited	Geotechnical Investigation Mercer Street	\$17,412.00
7082	WSP E&I Limited	Excess Soil Tecumseh Road East	\$26,325.00
/083	WSP E&I Limited	Geotechnical Investigation Tecumseh Road East	\$21,137.00
/084	GHD	Excess Soil Oak Street	\$8,300.00
/085	GHD	Geotechnical Investigation Oak Street	\$22,460.00
7087	AMG Environmental	Collaborative LID Project Sewer Flow Monitoring	\$89,260.00
7088	Stantec	LRWRP Dewatering Building Sludge Holding Tank Rehab	\$28,080.00
7090	Maged Basillious	Design and Construction Supervision for Elizabeth Kiskon and Little River Corridor Park Washroom Buildings	\$23,000.00
7092	Stantec	Combined Sewer Overflow Discharge Study 2023	\$22,680.00
		TOTAL	\$1,112,501.0



Council Report: C 76/2024

Subject: Report to Repeal By-Law 91-2024, Municipal Vacant Home Tax

Reference:

Date to Council: July 8, 2024 Author: Lorie Gregg (519) 255-6100 Ext. 6522 Igregg@citywindsor.ca Taxation & Financial Projects Report Date: June 24, 2024 Clerk's File #: GP2024

To: Mayor and Members of City Council

Recommendation:

That City Council REPEAL By-Law 91-2024; and further,

That City Council **PASS** By-law XX-2024, the By-Law to Establish a Municipal Vacant Home Tax in the City of Windsor at this meeting of Council.

Background:

On November 27, 2023, City Council (CR493/2023) approved a local framework for the administration of a Vacant Home Tax (VHT) and further authorized Administration to submit an application to the Minister of Finance to be designated as a municipality that has the power to impose a tax on residential vacant units, per Part IX.1 section 338.1 of the Municipal Act, 2001 (Act). The City of Windsor submitted its application to the Minister of Finance on March 13, 2024.

On March 27, 2024, with the passing of the 2024 Ontario Provincial Budget, the Province of Ontario extended the authority for all single-and-upper tier municipalities to impose a tax on vacant homes, by amending O. Reg. 458/2022. Further, the Province of Ontario issued a Provincial Policy Framework, providing guidance on the elements of the Municipal Vacant Home Tax Program (VHT Program). As such, Ministerial designation was not required.

On May 27, 2024, City Council passed By-law 91-2024 to establish a Municipal Vacant Home Tax in the City of Windsor.

Discussion:

The municipal by-law authorizing the VHT is considered a taxing by-law and therefore strict adherence to applicable laws and regulations is necessary for it to be considered enforceable. A subsequent review of By-law 91-2024 identified matters that should have been expanded and/or consistently defined within the context of other municipal taxing and enforcement by-laws. As such, Administration is recommending that By-law 91-2024 be repealed and replaced by a new By-law. The changes noted are considered to be housekeeping in nature.

Some of the more notable changes are:

- i. Inclusion of the effective date being March 27, 2024, consistent with the date of the passing of O. Reg. 143/2024 which amended O. Reg. 458/22.
- ii. Clarification of eligibility requirements and determination of vacancy periods in the first year of application.
- iii. Clarification of the appeal process and authority for the City Treasurer to deem a property vacant.
- iv. Additional language to allow for the City Treasurer to assess or reassess the VHT for two previous taxation years as applicable.
- v. Inclusion of enforcement procedures which allow for the collection of any penalties and fines.

Risk Analysis:

Risk exists that that property owners subject to the VHT will seek remedies to avoid the charge. If successful, this would result in lost revenue to the City and may have a negative impact on the City's reputation with property owners. The amendments to the By-law will assist in mitigating this risk.

Climate Change Risks

Climate Change Mitigation:

N/A

Climate Change Adaptation:

N/A

Financial Matters:

As reported to Council on November 27, 2023, the VHT Program is estimated to generate net revenue after administrative expenses of \$100,000 for 2024. Net revenue generated from this program will be re-invested into the City's housing initiatives, including those outlined in the Housing Solutions Made for Windsor plan endorsed by

City Council. The proposed amendments are not anticipated to impact estimated net revenues for 2024.

Consultations:

Kate Tracey, Senior Legal Counsel

Conclusion:

City Council approved By-Law 91-2024 on May 27, 2024, for the establishment of the VHT Program. A subsequent review of By-law 91-2024, identified matters, considered housekeeping in nature, that required further explanation and definition. To ensure that the VHT Program By-law is clear and concise as to the responsibilities of the City and the owners, it is prudent to repeal By-law 91-2024 and replace it with a new By-law.

Approvals:

Name	Title
Wira Vendrasco	City Solicitor (Acting)
Wira Vendrasco	Commission, Corporate Services (Acting)
Janice Guthrie	Commissioner, Finance and City Treasurer
Joseph Mancina	Chief Administrative Officer

Notifications:

N/A

Appendices:

N/A



Council Report: C 72/2024

Subject: Municipal Funding Agreement with AMO - Canada Community-Building Fund (CCBF) - City Wide

Reference:

Date to Council: July 8, 2024 Author: Mike Dennis Manager, Strategic Capital Budget Development & Control 519-255-6100 x6343 mdennis@citywindsor.ca Asset Planning Report Date: June 19, 2024 Clerk's File #: GM/14820 & GM/9037

To: Mayor and Members of City Council

Recommendation:

THAT City Council **AUTHORIZE** the Chief Administrative Officer and City Clerk to sign the Municipal Funding Agreement for the transfer of Canada Community-Building Funds with the Association of Municipalities of Ontario ("AMO"), satisfactory in form to the City Solicitor, or designate, and in financial and technical content to the City Treasurer, or designate.

Background:

The Canada Community-Building Fund ("CCBF"), previously known as the Federal Gas Tax Fund until 2021, has been in place since 2006 to assist municipalities with infrastructure needs through sustainable and predictable funding. The previous agreement with AMO dated April 1, 2014 was for a 10-year period and identified funding up to the end of 2023. This agreement has now expired.

Funding received from this program by municipalities was initially targeted to projects related to Water & Wastewater, Public Transit, Local Roads & Bridges, Solid Waste, Community Energy Systems, and Capacity Building. Over the years, the Federal Government has expanded these categories of projects.

Eligible categories of projects now include the following:

- Broadband Connectivity
- Brownfield Redevelopment
- Capacity-Building
- Community Energy Systems
- Culture
- Disaster Mitigation
- Drinking Water
- Fire Stations
- Local Roads & Bridges

- Public Transit
- Recreation
- Regional & Local Airports
- Short-Line Rail
- Short-Sea Shipping
- Solid Waste
- Sports
- Tourism
- Wastewater

The City has traditionally directed the bulk of its' allocation of CCBF funds to a number of road rehabilitation projects throughout the City. The expansion of eligible funding categories has enabled the City to direct funding into other projects, such as the Lanspeary Park Greenhouse, the Dougall-CN Rail Pedestrian Underpass, and numerous Parks & Recreation related projects.

Discussion:

The CCBF funding allocations for 2024 to 2028 has now been confirmed and municipalities are required to execute the new Municipal Funding Agreement ("MFA") with the Association of Municipalities of Ontario ("AMO").

The new agreement will commence as of April 1, 2024 and be in effect until March 31, 2034, and includes the City of Windsor's funding allocation figures for 2024 to 2028.

The Federal government has made commitments to tie federal infrastructure funding to actions that increase the housing supply where it makes sense to do so. As part of this MFA, single-tier and lower-tier municipalities with a 2021 Census population of 30,000 or more must complete a Housing Needs Assessment ("HNA") by March 31, 2025. The City is investigating the requirements of the MFA pertaining to HNAs and will ensure that they are met.

The City previously completed an HNA as part of its' application for the Housing Accelerator Fund, however, it has yet to be determined whether or not this HNA is in the appropriate format and provides the information that AMO requires. Should an update to the City's current HNA report be required, Administration will endeavour to complete this updated utilizing existing operating or capital project funding.

Risk Analysis:

In order for the City of Windsor to receive payments, the MFA must be fully executed. The first payment is scheduled to be received in July and the second for November. The capital budget identifies a number of 2024 projects which have commenced and are funded through the CCBF. Delays in executing the agreement will result in funding for these projects not being received in the expected timeframe which may negatively impact current investment planning strategies and decisions. Given that the first payment is due in July, there is a possibility that the first payment will be delayed until the agreement is executed.

The MFA identifies that should insufficient funds be provided by Canada, AMO can terminate the agreement. Although this is a low risk, it should be noted as a risk given the high impact it would have on the City's ability to fund necessary infrastructure projects.

Further, the agreement includes a termination clause which allows either party to terminate the agreement with two years notice. While the likelihood of this is low, the impact to the City and our ability to fund necessary infrastructure projects is high. Administration will continue to ensure contract requirements are met as defined in the agreement to mitigate this risk.

Climate Change Risks

Climate Change Mitigation:

Not applicable.

Climate Change Adaptation:

Not applicable.

Financial Matters:

The City of Windsor has been allocated an amount of approximately \$75.8 million in CCBF funding over the next five years, 2024 through to 2028. The new agreement remains in effect until March 31, 2034. Funding beyond 2028 will be provided in the future, for which an amendment to this agreement will likely be provided identifying the 2029 to 2033 funding. This secures predictable long-term funding for Ontario municipalities that will helps to address pressing infrastructure needs.

The following table shows the funds and schedule of payments for the City of Windsor from 2024 to 2028.

Year	Allocation
2024	\$ 14,441,076.23
2025	\$ 15,042,787.74
2026	\$ 15,042,787.74
2027	\$ 15,644,499.25
2028	\$ 15,644,499.25
Total	\$ 75,815,650.21

As mentioned previously, Administration is investigating the HNA requirements further. Administration recommends, that should an updated HNA report be required, that this expenditure be funded through existing operating or capital funding.

Consultations:

Kate Tracey, Senior Legal Counsel

Joe Baker, Senior Economic Development Officer

Conclusion:

Administration recommends the approval of this report so that the agreement can be executed and ensure that funds are received on time.

Planning Act Matters:

Not applicable.

Approvals:

Name	Title
Mike Dennis	Manager, Strategic Capital Budget Development & Control
Natasha Gabbana	Senior Manager, Asset Planning
Wira Vendrasco	City Solicitor
Janice Guthrie	Commissioner, Finance & City Treasurer
Joe Mancina	Chief Administrative Officer

Notifications:

Name	Address	Email



Council Report: C 61/2024

Subject: Lou Romano Water Reclamation Plant (LRWRP) Conveyor Room Floor Structural Repairs

Reference:

Date to Council: July 8, 2024 Author: Isak Quakenbush Pollution Control Project Engineer (519) 253-7111 Ext. 3226 iquakenbush@citywindsor.ca Pollution Control Report Date: May 21, 2024 Clerk's File #: SW/14800

To: Mayor and Members of City Council

Recommendation:

Whereas on February 2, 2024, the 2024 Capital Budget was deemed approved via Mayoral decision MD05-2024, and that this issue was not part of that budget and subsequently, City Council supports an additional expenditure of \$75,000 be it resolved:

THAT City Council **APPROVE** the creation of a new capital project: LRWRP – Conveyor Room Floor Steel Repairs; and,

THAT the City Treasurer **BE AUTHORIZED** to transfer \$75,000 from the Pollution Control Reserve (Fund 208) to project LRWRP – conveyor Room Floor Steel Repairs; and,

THAT the capital repairs identified through the design work **BE BROUGHT FORWARD** as part of the 2025 10-year capital budget planning process for consideration and prioritization.

Background:

The conveyor room in the dewatering building at the Lou Romano WRP was constructed in 1980. During recent maintenance it was discovered that the steel beams supporting the floor and equipment above the truck bay are corroding. Dewatering is a critical process for removing biosolids from wastewater and these beams support equipment that is critical to this process.

Discussion:

These beams support the second floor in the truck loading bay, the biosolids conveyor and the four biosolids hoppers, that can hold as much as 30 tonnes of biosolids each. The weight

supported, constant vibration, and harsh environmental conditions make this project time sensitive. Administration has contacted Stantec Consulting Limited from the Structural Engineering Roster and procured the proposal, attached in Appendix A, for the design and tender of the repair project.

Risk Analysis:

Not repairing the beams poses a significant risk as it is a critical health and safety issue. If the structure were to fail there could be extreme consequences; significant injury or loss of life or damage other critical equipment.

A failure would also violate the Amended Environmental Compliance Approval (ECA #1853-B43PVC) issued September 28, 2018. The violation would be not having taken all reasonable measures to maintain plant operations as per the ECA. The plant would not be able to operate in an efficient manner and high cost temporary measures would need to be implemented until repairs were completed.

Climate Change Risks:

Climate Change Mitigation:

The recommendation does not materially impact upon Climate Change Mitigation.

Climate Change Adaptation:

The recommendation does not materially impact upon Climate Change Adaptation.

Financial Matters:

This request was brought forward after the completion of the budget and is considered necessary for the reasons outlined in the risk analysis, which include reference to significant risk to critical health and safety, loss of life, and/or damage to other critical equipment. This issue is also noted to be time-sensitive due to corrosion, which further supports why the funding for design is being asked for now.

The table below provides a financial estimate of the costs associated with the design and tender for the Conveyor Room Floor Beam Repair Design.

EXPENSES	
Stantec Consulting Ltd. Proposal No. 165681036-090	\$55,752
HST Non-Recoverable Estimated	\$981
Contingency / Internal Cost	\$18,267
TOTAL EXPENSES	\$75,000
REVENUES	
Transfer from Pollution Control Reserve Fund 208 to new	\$75,000

project LRWRP- Conveyor Room Floor Structural Repairs TOTAL REVENUE \$75,000

A transfer from the Pollution Control Reserve (Fund 208) can be made to fund the Conveyor Room Beam Repairs. The Pollution Control Reserve has approximately \$1,800,000 in uncommitted funding which can be utilized to fund up to the \$75,000 required for the LRWRP Conveyor Room Floor Structural Repairs project. Based upon the design work, Administration will assess the further funding needed in 2024 with additional requests to be brought forward as part of the 2025 10-year capital budget.

Consultations:

Mark DiPasquale, Financial Planning Administrator

Michael Dennis, Manager Strategic Capital Budget Development & Control

Conclusion:

Administration recommends that City Council approve the financing and execution of the proposal to investigate and design repairs to the beams of the Conveyor Room Floor structure at Lou Romano WRP.

Planning Act Matters:

N/A

Approvals:

Name	Title
Ed Valdez	Manager of Process Engineering and Maintenance
Jake Renaud	Executive Director, Pollution Control
Mark Winterton	Commissioner of Infrastructure / City Engineer (I)
Wira Vendrasco	City Solicitor (A)
Dana Paladino	Commissioner of Corporate Services (I)
Janice Guthrie	Commissioner of Finance and City Treasurer
Joe Mancina	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:

A Proposal from Stantec Consulting Ltd.



Stantec Consulting Ltd. 100-2555 Ouellette Avenue Windsor ON N8X 1L9

May 14, 2024 File No.: 165681036-090

Attention: Mr. Isak Quakenbush, P.Eng. - Project Engineer

City of Windsor Lou Romano Water Reclamation Plant 4155 Ojibway Parkway Windsor ON N9C 4A5

Dear Isak,

Reference: Proposal for Engineering Services Lou Romano Water Reclamation Plant Conveyor Room Floor Deck and Steel Beam Repair

Further to our site meeting on May 7th, 2024, we are pleased to submit our proposal for engineering services for the design and construction for the Conveyor Room Floor Deck and Steel Beam Repair at the Lou Romano Water Reclamation Plant (LRWRP).

This proposal outlines our scope of services, work plan, professional fees, and terms & conditions to carry out the above assignment.

UNDERSTANDING OF ASSIGNMENT

It is our understanding that Stantec is to investigate the existing condition of steel beams that support the conveyor room floor and the hoppers in the Dewatering Building. Stantec will review the structural integrity of these beams and provide a design for repair and rehabilitation. Then Stantec will prepare construction drawings and specifications, tender documents, and construction administration services.

SCOPE OF SERVICES AND WORK PLAN

The following scope of work and work plan is proposed for this assignment.

Design Period Services

- 1. Gather information and reference documents for design and drawing preparation.
- 2. Conduct a site investigation. Two staff from Stantec, with the assistance of the City's operator and lifting equipment, will access areas of the beams that are accessible by lift. Scrape deteriorated areas to determine the approx. general level of corrosion/loss of material of the steel beams. Measure areas of deterioration that are accessible. Take site photographs. Record the findings.
- 3. Carry out evaluation of the structural capacity of the beams as required.
- 4. Design repair and rehabilitation procedures for the beams.
- 5. Prepare construction drawings with specifications on the drawings.
- 6. Review with Pollution Control and revise drawings and documents to suit until finalized.
- 7. Submit stamped final drawings for City use.

Tender Period Services

- 1. City to arrange for and manage advertising and call for tenders. Stantec services not required.
- 2. During Tender period, reply to questions from contractors and prepare addenda as needed. City to issue and manage all questions and addenda.
- 3. Attend and chair Pre-Bid meeting on site and answer questions.

- Reference: Proposal for Engineering Services Lou Romano Water Reclamation Plant Conveyor Room Floor Deck and Steel Beam Repair
 - 4. City to award contract and prepare, coordinate, and manage execution of contract documents with contractor. Stantec services not required.

Construction Period Services

- 1. Attend and chair pre-construction meeting.
- 2. Review of shop drawings and submittals from contractor.
- Provide part time inspection services during construction. Provision of inspection services have been based on a total of three site visits per week over an estimated <u>6-week construction period</u>. An allowance of <u>72 hrs</u> total for inspection services has been included in our proposal.
- 4. Provide contract administration services including preparation of progress payment certificates and issuance of Substantial Performance. An allowance for three (3) payment certificates has been considered in our proposal.
- 5. Attend walk through at end of construction period.

Maintenance Period Services

- 1. Prepare, manage and pursue contractor to rectify deficiencies during 2-year maintenance period.
- 2. Preparation of construction record drawings.
- 3. Attend walk through at end of maintenance period.
- 4. Preparation of final documentation such as release of statutory holdback certificate, completion certificate and final certificate and close project.

PROJECT SCHEDULE

We are prepared to commence work immediately upon receipt of a written purchase order accepting this proposal. It is anticipated that construction drawings and specifications could be ready for review in approximately 8 weeks following the start of the assignment.

ASSUMPTIONS

We have considered the following assumptions:

- 1. Site investigation of floor deck and steel beam is limited to visual inspection only. The floor deck and steel beam area will be cleaned by the City for visual inspection by Stantec.
- 2. We will not be required to rent an elevated work platform/boom lift or have training to operate this type of equipment. We assume Stantec staff will be using City staff and equipment for the inspection during the design phase of the project.
- 3. There will be no need for electrical, process or mechanical work on this project.

If the foregoing assumptions are incorrect, please advise us and we will amend our work plan and engineering budget to suit.

ENGINEERING FEES

The following is our proposed <u>budget</u> engineering fee based on our understanding of the assignment and proposed work plan.

Design, Tender & Construction Services	\$51,622.00
8% Flat Rate Disbursement	\$ 4,129.76
Total Budget Engineering Fee (HST Exclusive)	\$55,751.76 Budget

Reference: Proposal for Engineering Services Lou Romano Water Reclamation Plant Conveyor Room Floor Deck and Steel Beam Repair

Professional fees shown are in Canadian dollars for engineering work related to the scope of work outlined above. Expenses, including mileage, printing costs, communications and general office expenses are covered under the Flat Rate Disbursement. The above fees are to be viewed as a budget for the engineering services outlined in this proposal. Work will be invoiced on an hourly basis for the actual time necessary to carry out the assignment.

Should any significant and/or unforeseen project specific expenses arise during the project, which is not covered under this proposal, then the City of Windsor will reimburse Stantec for the total cost of the expense plus a 10% markup. Also note that the above total budget fee does not include any allowance for advertising costs nor for any applications required by any regulatory agencies. Fees related to permits and approvals have not been included in our fee and will be the responsibility of and at the total expense of City.

Overall, should it become apparent that the scope of work expands beyond that identified in this proposal and additional engineering services will be required to ensure the successful completion of this assignment; then Stantec shall advise and request authorization from you prior to proceeding with any additional work and the associated additional fees negotiated.

We are prepared to commence work immediately upon receiving a written purchase order accepting this proposal.

We appreciate the opportunity to submit this proposal and have tried to be thorough in our assessment of services required to complete this assignment. Should you have any questions or would like to clarify anything within this proposal, please do not hesitate to contact the undersigned. We look forward to a positive response.

Sincerely yours,

Susan Alarcon, P.Eng. Senior Associate, Project Manager Phone: (519) 966-2250 Mobile: 226-280-4872 Susan.alarcon@stantec.com

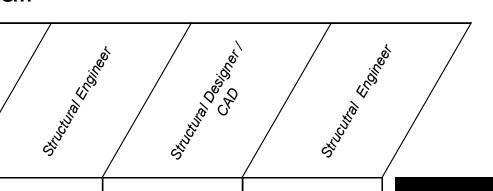
/ Jian Li, Ph.D., P.Eng. Principal & Practice Lead - Water Phone: (519) 966-2250 x240 Mobile: (519) 562-7451 jian.li@stantec.com



FEE ESTIMATE - Conveyor Room Floor Beam Repair

				- Silv	Eth	Stin
	Name	FRD (Percentage)	Alarcon, Susan	Jayasuriya, Jay	Little, Sheri	Zhang, Li
	Project Billing Rate (T&M)	8.00%	\$211.00	\$184.00	\$158.00	\$182.00
	Total Units (T&M)	276.00	70.00	160.00	40.00	6.00
WBS Code	Task Name	Units				
	Detailed Design, Tender & CA				•	
.1	Design - PM & Meetings	18.00	14.00	2.00	2.00	
	Design - Site investigation, log photos and record					
.2	findings	12.00		6.00		6.00
.3	Design - Evaluation and Analysis	22.00	8.00	14.00		
	Design - Drawings, Specification and Tender					
1.4	Documents	90.00	8.00	50.00	32.00	
.5	TPS - site meeting	8.00	6.00	2.00		
.6	TPS - addenda and bid review	10.00	2.00	6.00	2.00	
.7	Construction - PM & Contract Administration	16.00	16.00			
.8	Construction - Project kick off meeting	6.00	4.00	2.00		
.9	Construction - Review shop drawings & RFI's	14.00	8.00	6.00		
1.10	Construction - inspections	72.00		72.00		
1.11	Final walkthrough, deficiencies, record drawings and project close out	8.00	4.00		4.00	

en /



i	Project Summary	Hours	Labour	Expense	Subs	Total
	Fixed Fee	0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Time & Material	276.00	\$51,622.00	\$4,129.76	\$0.00	\$55,751.76
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Committee Matters: SCM 181/2024

Subject: Letter from the Ministry of Citizenship & Multiculturalism regarding the changes made to the Ontario Heritage Act (OHA) as part of Bill 23, More Homes Built Faster Act, 2022

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

Decision Number: **DHSC 627** That the letter from the Ministry of Citizenship & Multicultralism dated May 27, 2024 regarding the changes made to the *Ontario Heritage Act* (OHA) as part of *Bill 23, More Homes Built Faster Act, 2022* **BE RECEIVED**. Carried.

Clerk's File: GP2024

Clerk's Note:

- 1. Please refer to Item 10. from the Development & Heritage Standing Committee held on June 3, 2024.
- 2. To view the stream of this Standing Committee meeting, please refer to: <u>https://csg001-</u> <u>harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20240</u> <u>603/-1/10488</u>

Ministry of Citizenship and Multiculturalism

Office of the Minister

56 Wellesley St. W. 14th Floor Toronto, Ontario M5S 2S3 Tel: 416-212-0036 Ministère des Affaires civiques et du Multiculturalisme



Bureau du ministre

56 rue Wellesley Ouest 14^e étage Toronto (Ontario) M5S 2S3 Tél. : 416-212-0036

May 27, 2024

Dear Colleagues:

Thank you for writing and providing your suggestions regarding the changes made to the Ontario Heritage Act (OHA) as part of Bill 23, More Homes Built Faster Act, 2022. Our government remains committed to ensuring that heritage properties important to communities across Ontario are protected and conserved, while also supporting Ontario's future growth and our government's efforts to build 1.5 million homes.

On May 27, 2024, through Bill 200, Homeowner Protection Act, 2024, the Government of Ontario proposed amendments to the OHA that, if passed, would extend the review period for legacy listed properties by an additional two years. This means that municipalities would now have until January 1, 2027, to issue a notice of intention to designate for these properties or otherwise have them removed from the register.

The newly proposed amendments are the result of feedback received from municipalities, community organizations and the public, and, if passed, will alleviate administrative pressures while still meeting the intent of the original amendments to the OHA and its regulations, aimed at increasing housing supply and supporting the growth of our province.

The ministry will continue to work closely with municipalities and communities to monitor the implementation of these changes and to advance our shared conservation goals.

Once again, thank you for sharing your feedback.

Sincerely,

Muls

Hon. Michael D. Ford Minister of Citizenship and Multiculturalism



Committee Matters: SCM 184/2024

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

Moved by: Councillor Mark McKenzie Seconded by: Councillor Angelo Marignani

Decision Number: DHSC 618

- 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; 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.# 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 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;
- 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;
- f) Despite Section 24.26.8, an exterior parking space is permitted to be located within 6 metres of the intersection of any two streets;
- g) Despite Section 25.5.20, a parking area separation of 0.9m from a street is permitted;
- h) Notwithstanding the definition of "amenity area" in Section 3, *amenity area* may include the *gross floor area* of any balcony;
- i) Section 5.15.5 related to the location of a building on a *corner lot* shall not apply; and,
- 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; and,

V. THAT 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.

Carried.

Report Number: S 68/2024 Clerk's File: Z/14760 & Z/14762

Clerk's Note:

- 1. The recommendation of the Development & Heritage Standing Committee and Administration are **NOT** the same.
- 2. Please refer to Item 7.2 from the Development & Heritage Standing Committee held on June 3, 2024.
- 3. To view the stream of this Standing Committee meeting, please refer to: <u>https://csg001-</u> <u>harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20240</u> <u>603/-1/10488</u>



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:

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- 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 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.

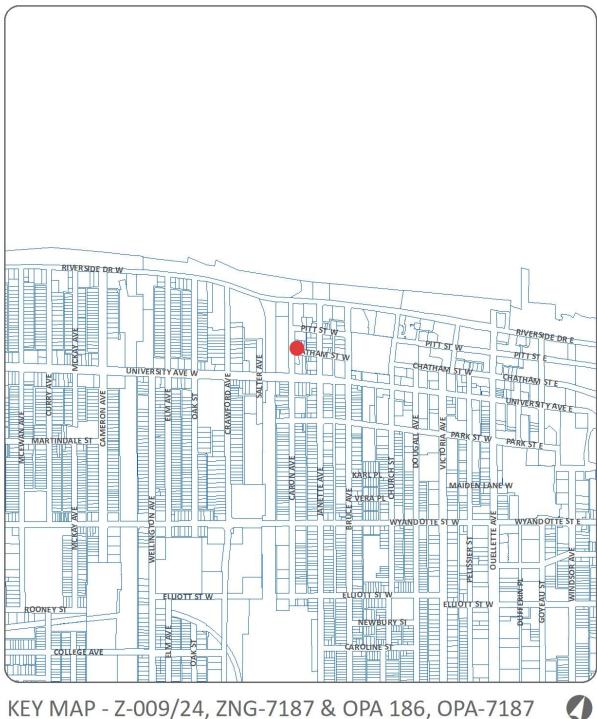
Site Information

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	LOT DEPTH	LOT AREA	LOT SHAPE
15 m	33.39	491.84	Rectangle
All measurements a	re provided by the ap	plicant and are approx	kimate.



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

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



REZONING

Applicant: 2743331 Ontario Inc.



SUBJECT LANDS

DATE : APRIL, 2024 FILE NO. : Z-009/24, ZNG/7187

PLANNING & BUILDING DEPARTMENT

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.

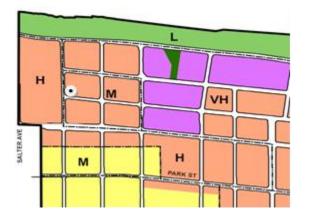
City of Windsor Official Plan

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

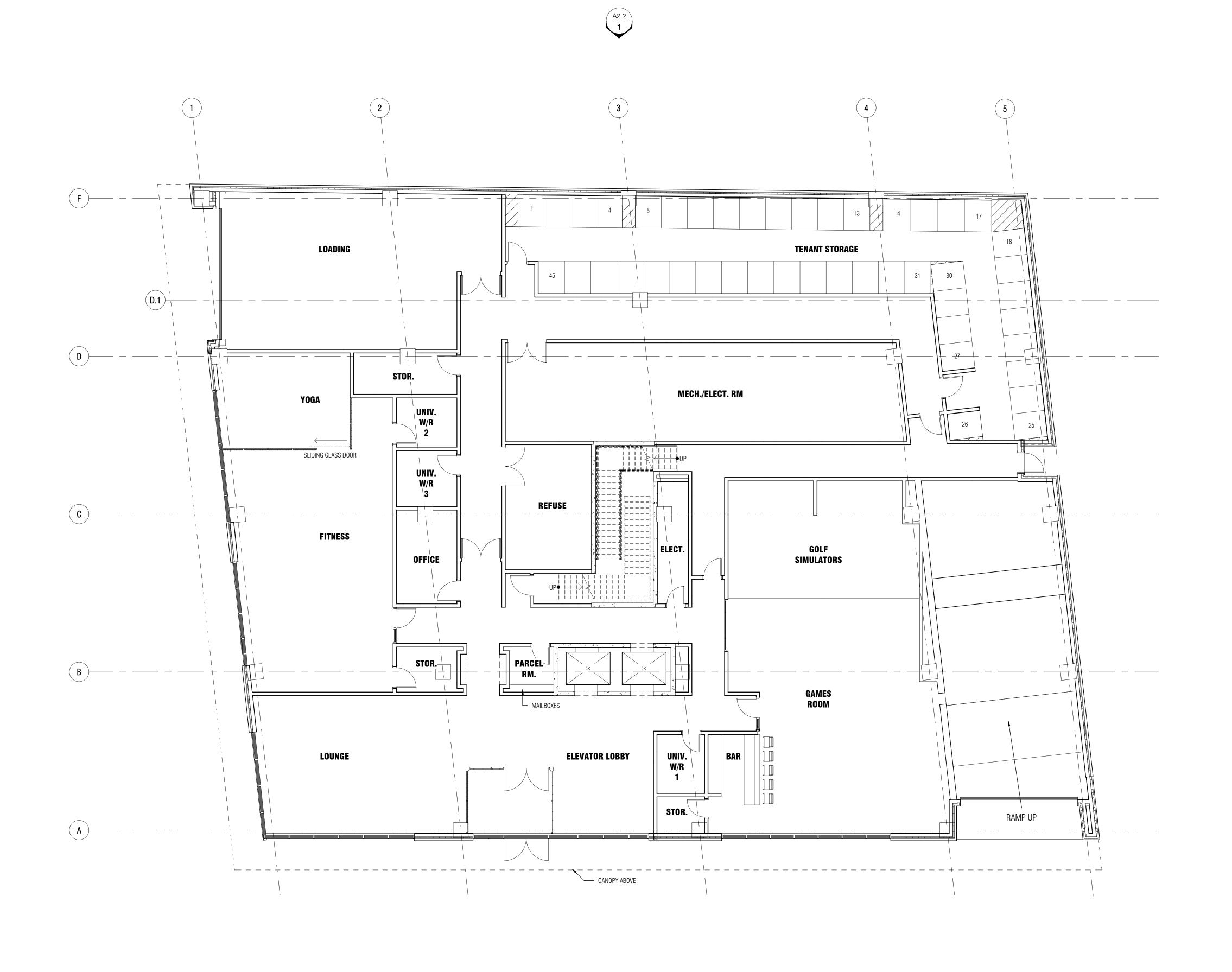
Notifications:

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

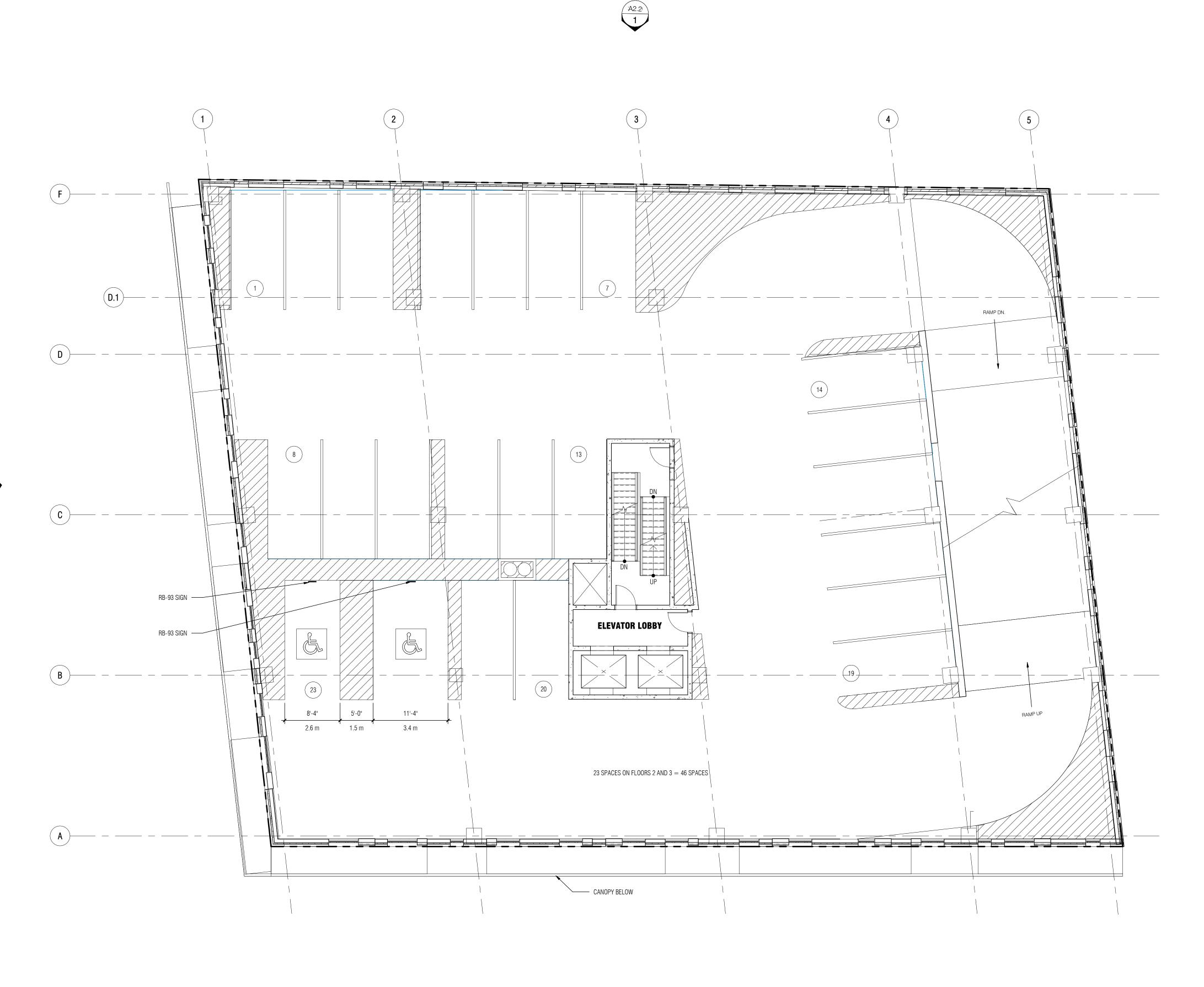


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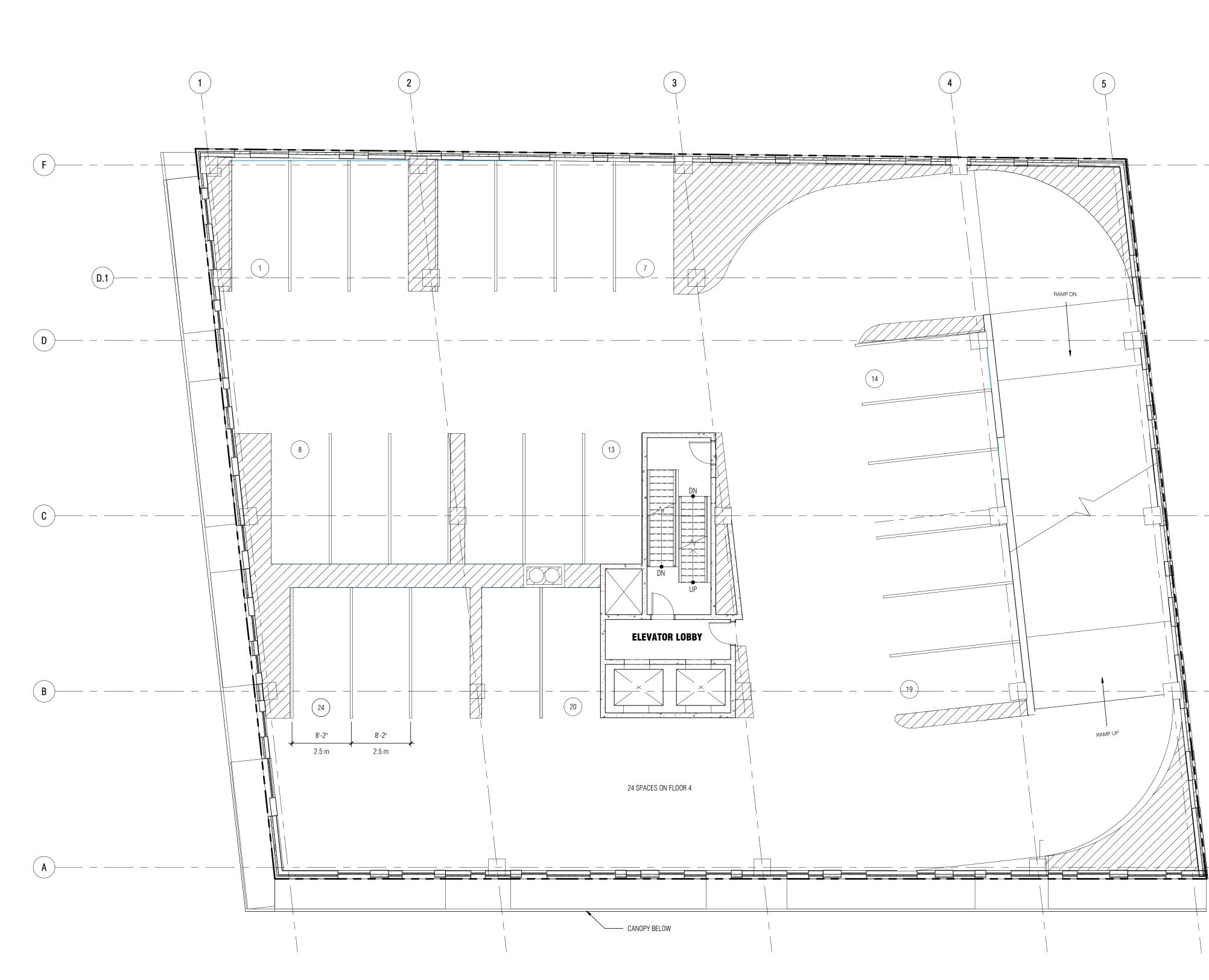


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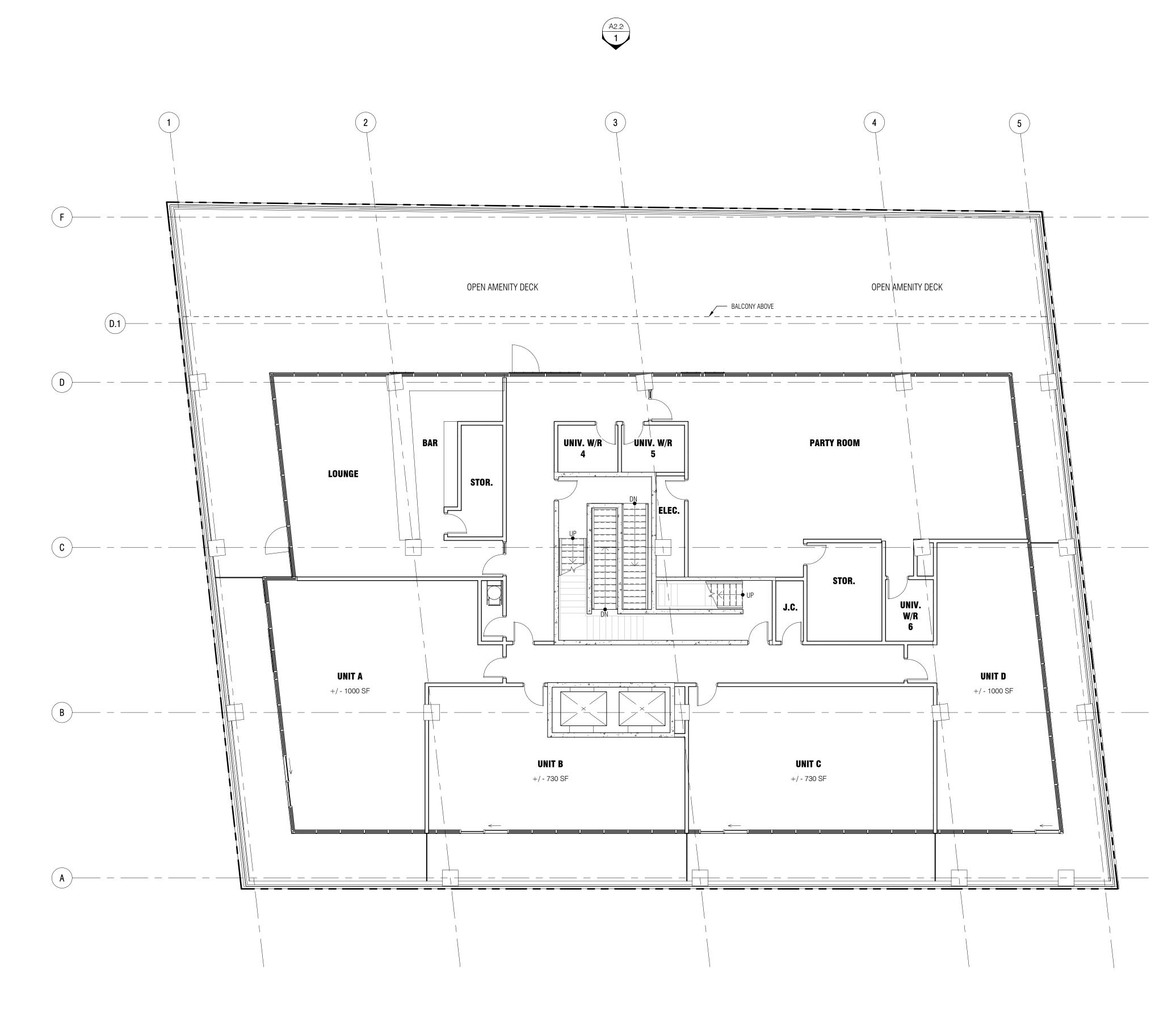
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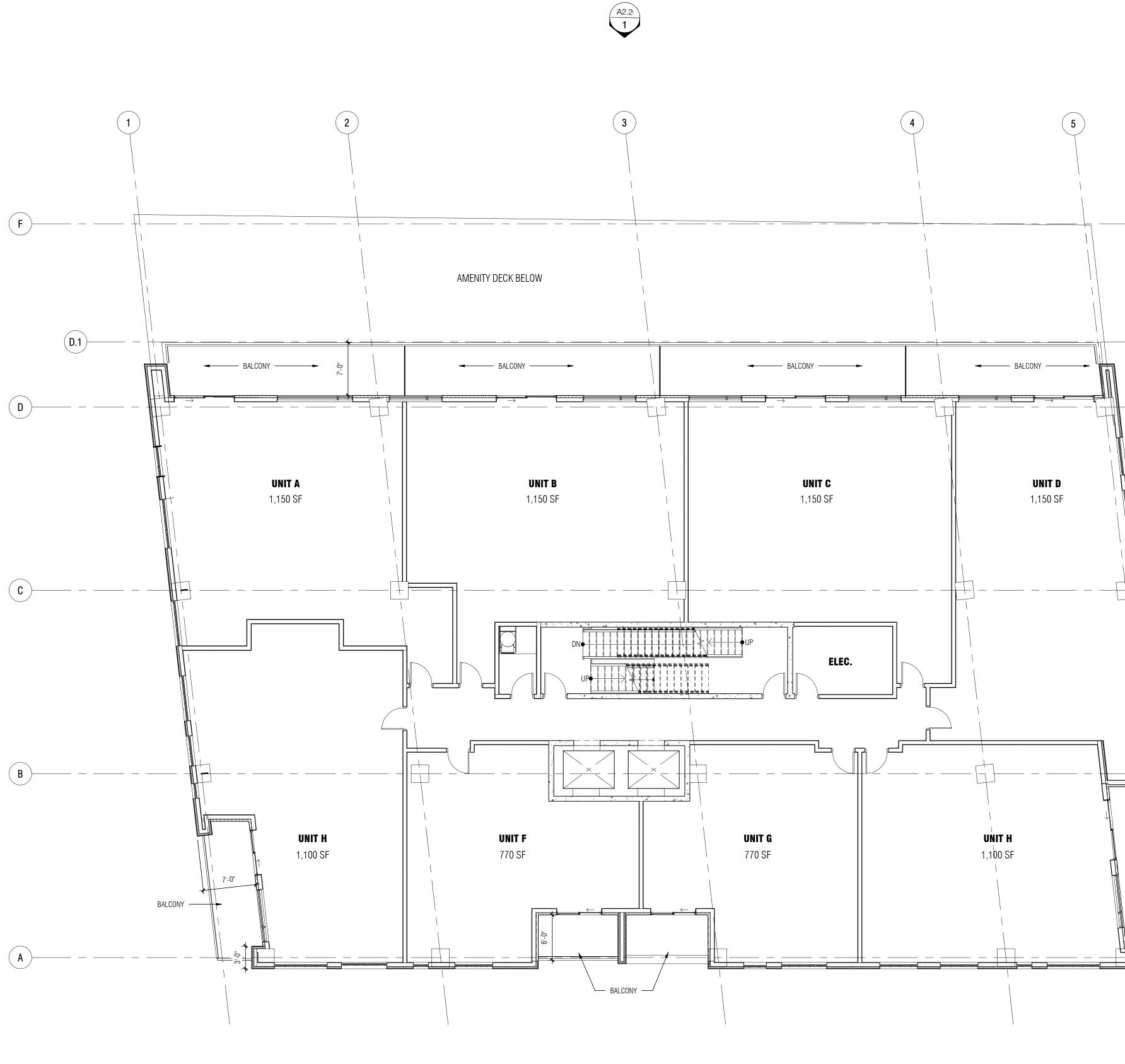




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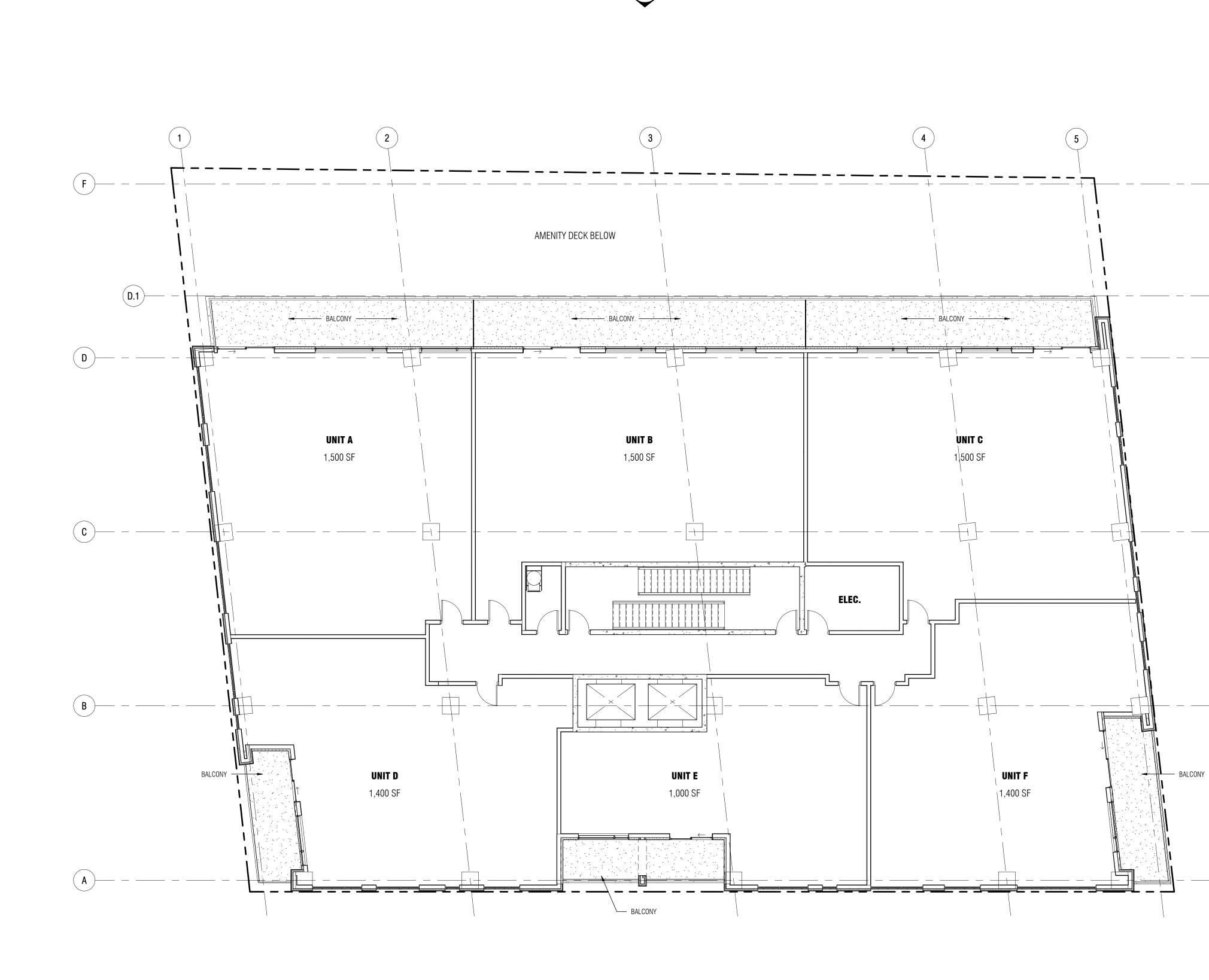


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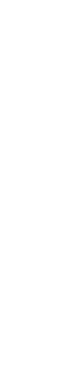






















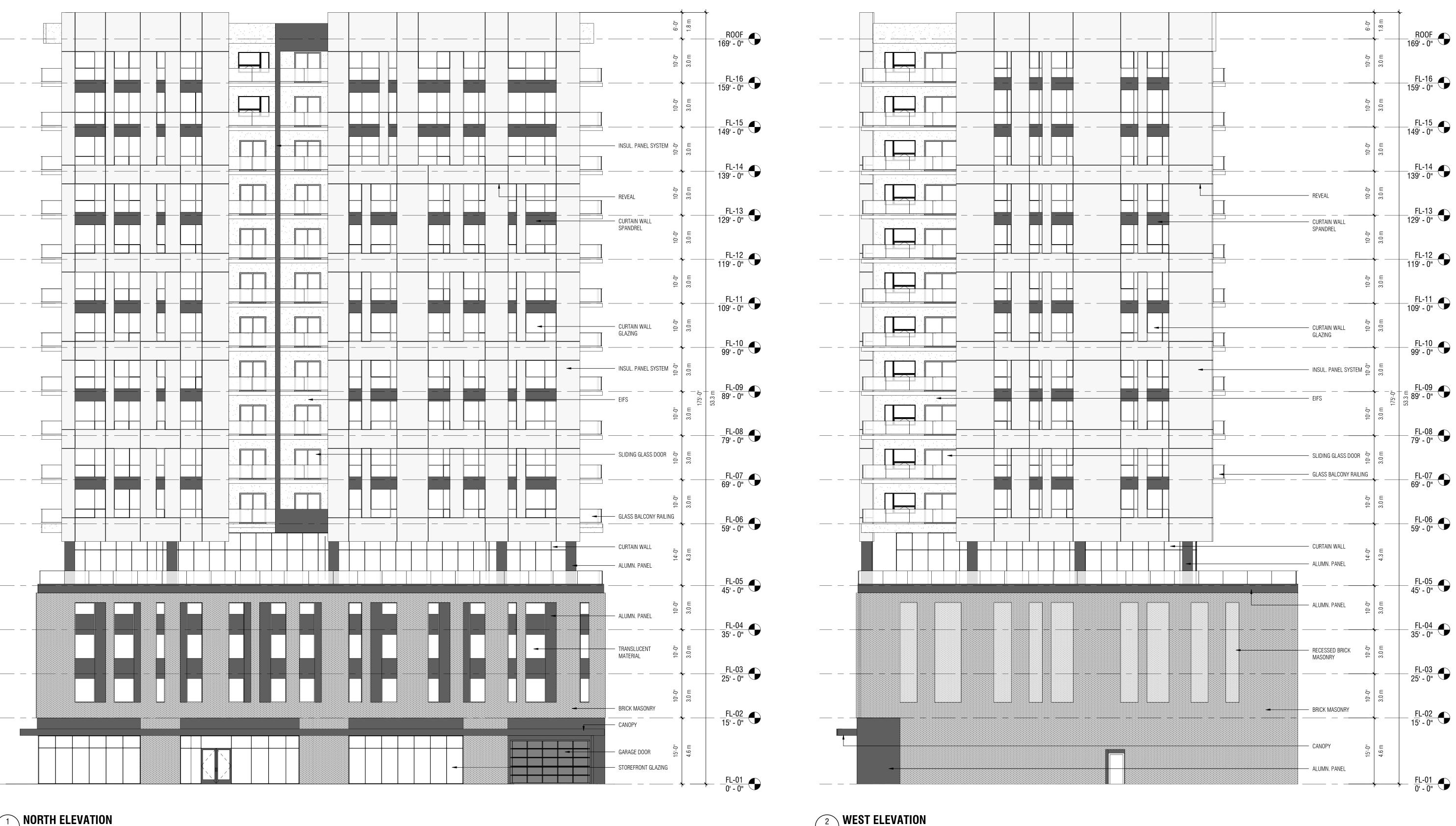
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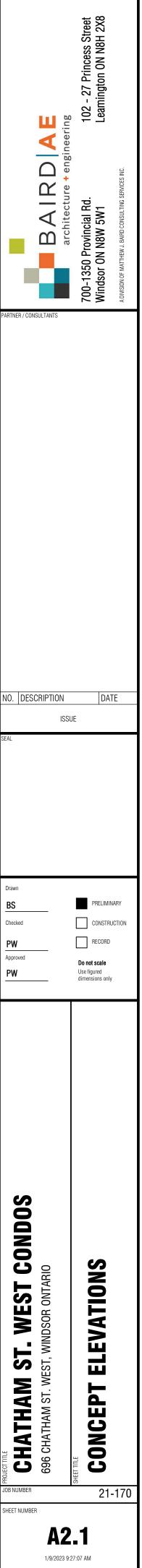
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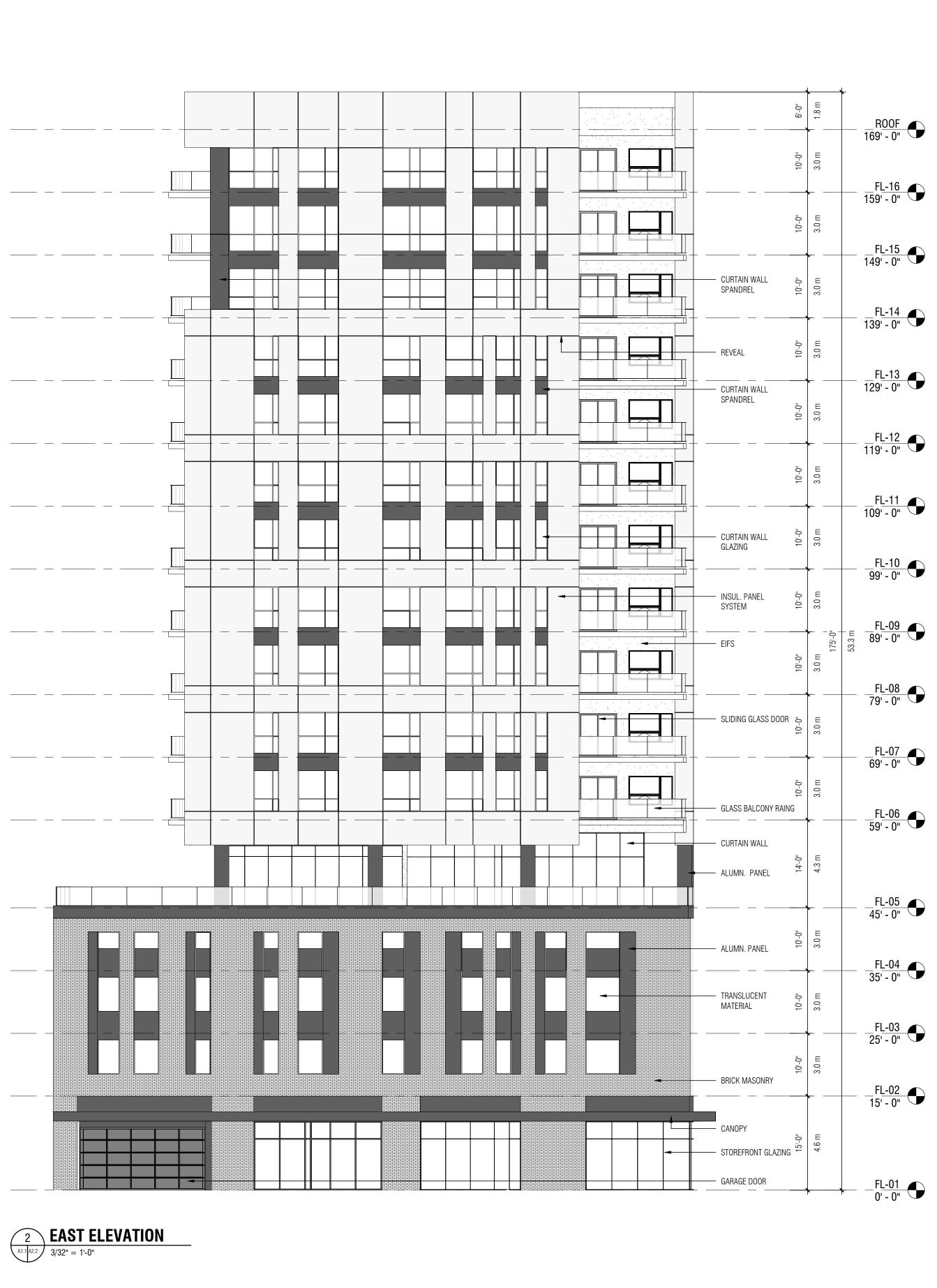
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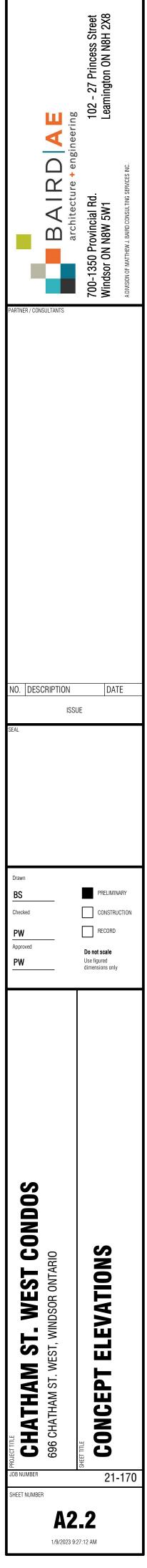


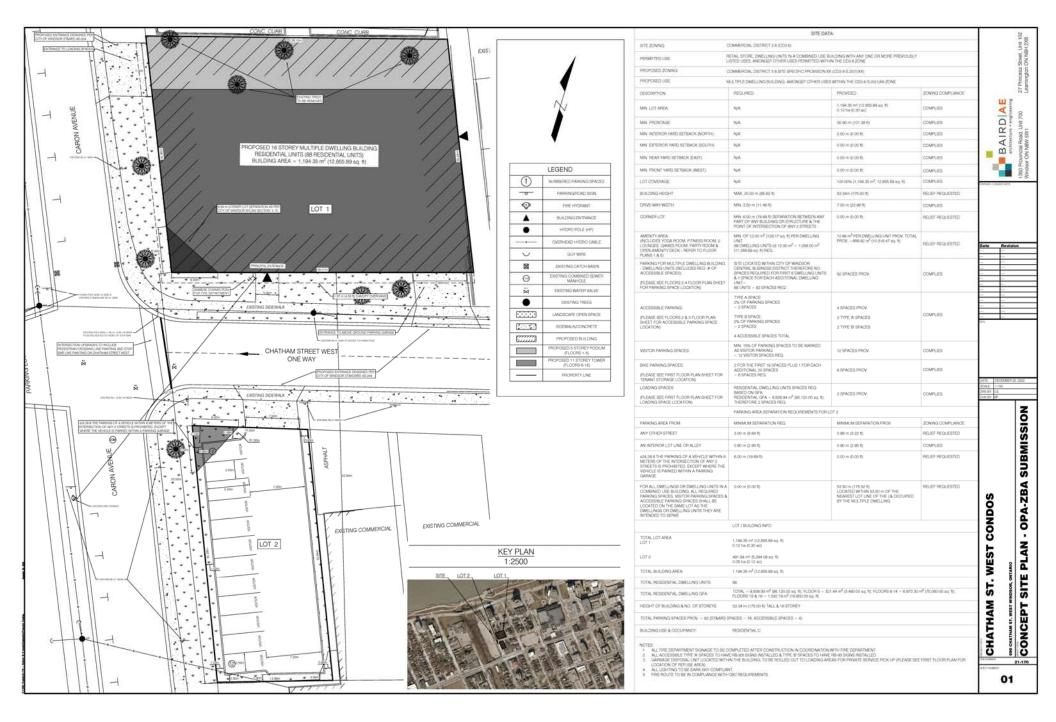


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City Council Meeting Agenda - Monday, July 8, 2024 Page 146 of 747







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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

Reviewed by:

Tom Storey, M.Sc., MC

Storey Samways Planning Ltd.

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

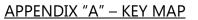
Appendix "D" – Excerpt from Windsor Zoning By-law Zoning District Map 3

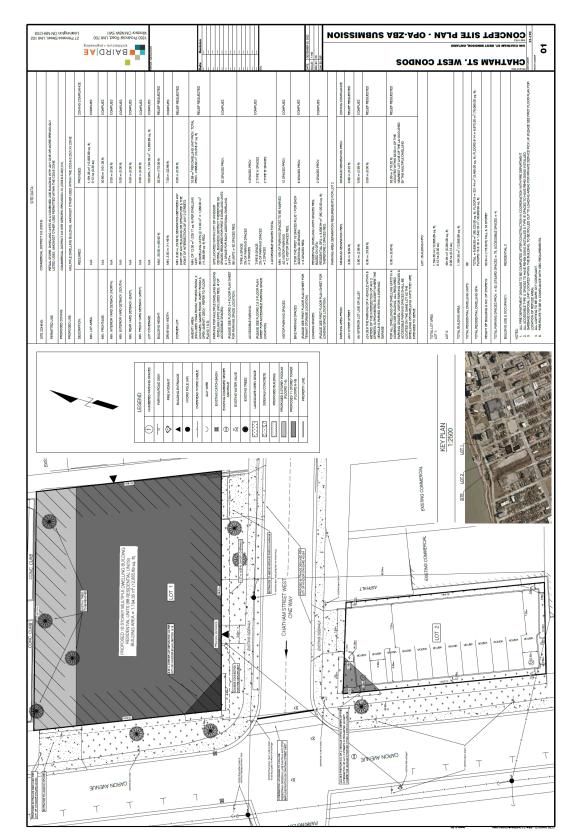
Appendix "E" – Heritage Overview Executive Summary

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

Appendix "G" – Amenity Area Floor Plans

My City - Search for an Address, Park, Roll Number or City Facility ď

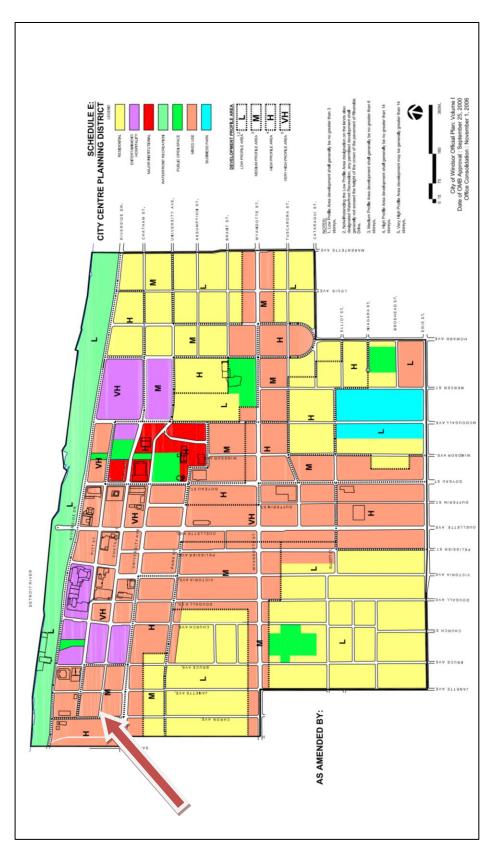




Condominium Development, Magnificent Homes, Chatham Street West, Windsor

Planning Rationale Report

<u>APPENDIX "B" – SITE PLAN</u>



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.

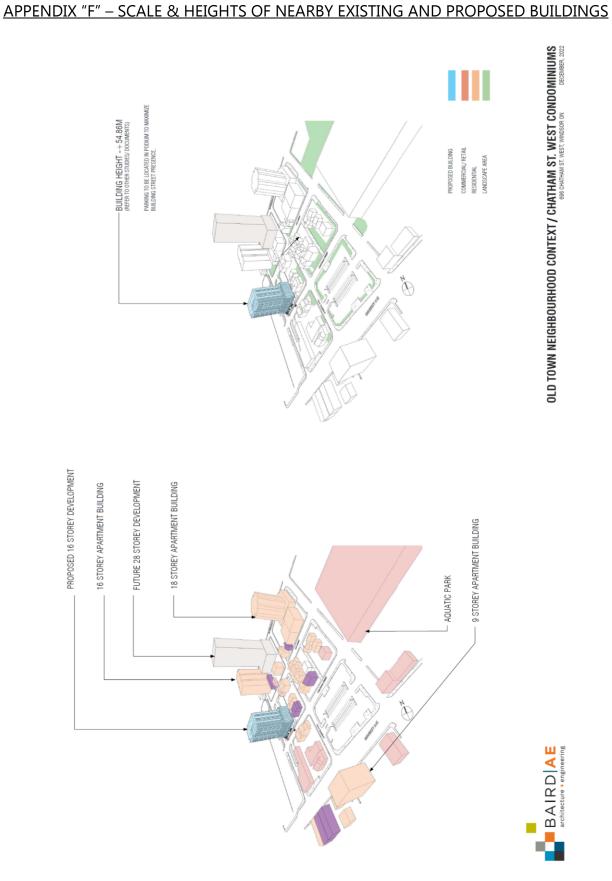
To mitigate risks to the trees if they are retained, an arborist report should be completed to determine appropriate measures to protect the limbs and roots of these trees. If retention of the existing northern catalpa trees is not feasible, an appropriate design guideline to mitigate the loss of the 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

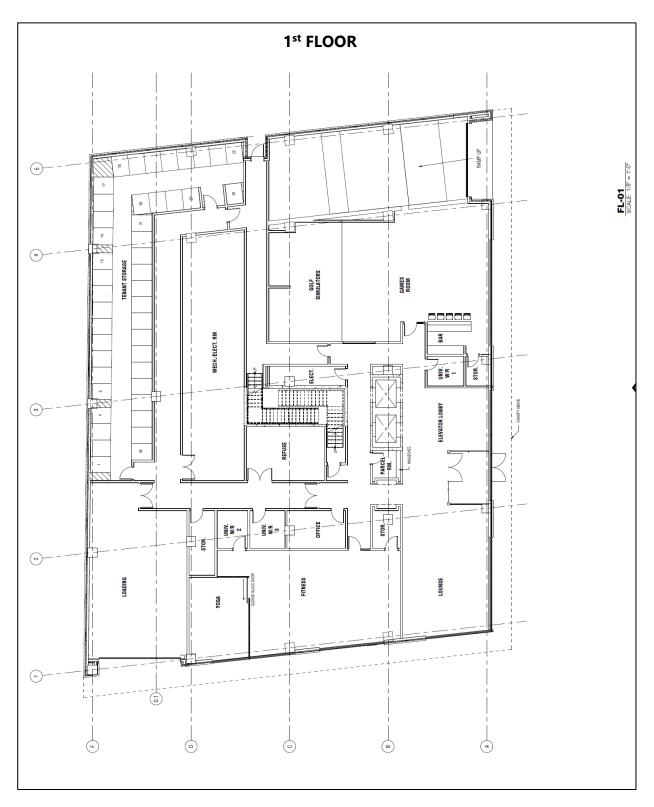
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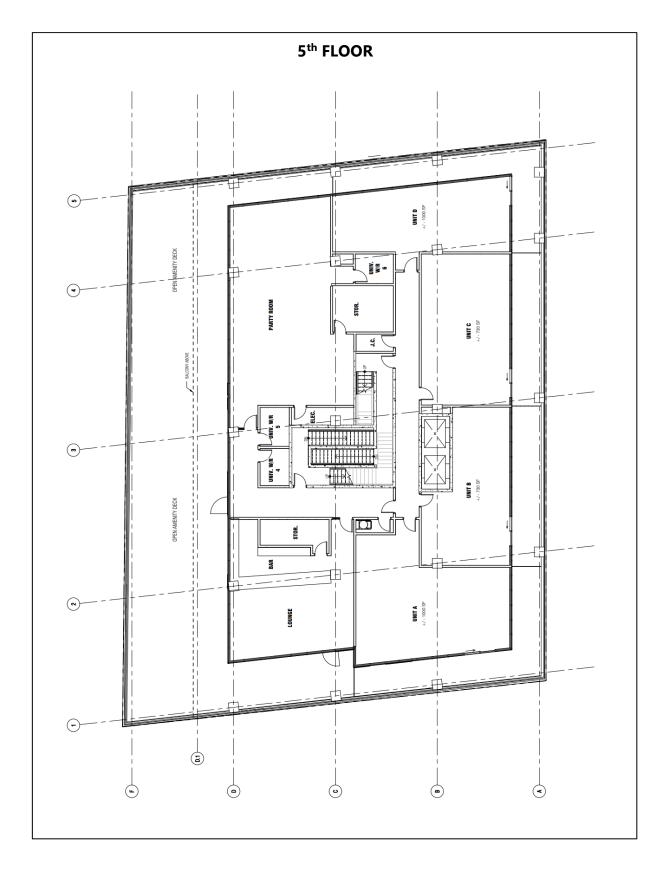


Condominium Development, Magnificent Homes, Chatham Street West, Windsor

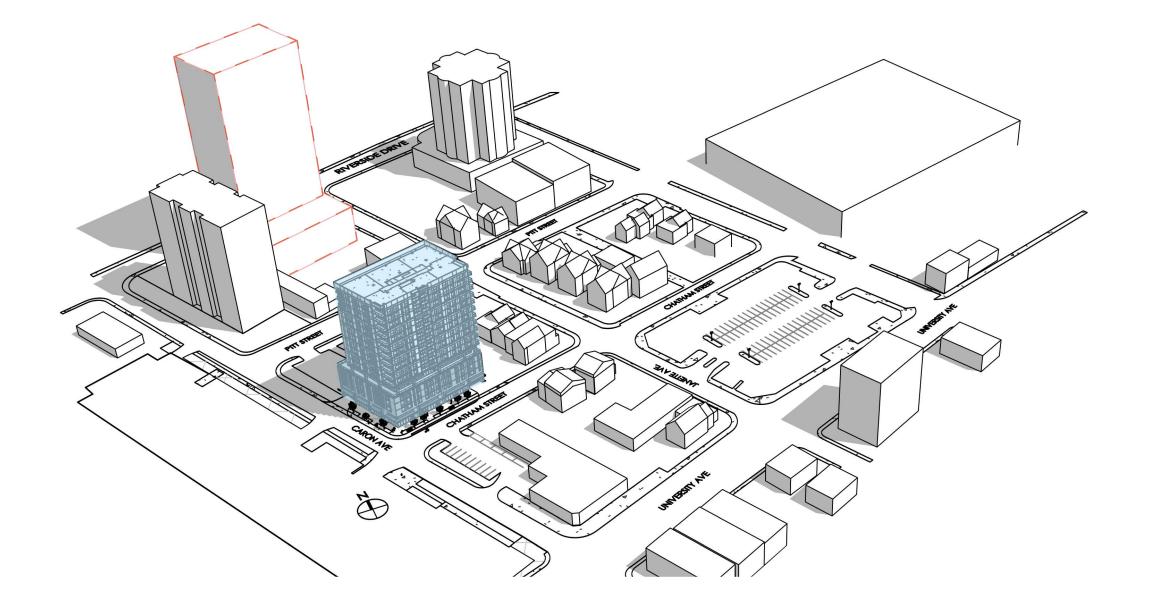
Planning Rationale Report



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

REV. 1 MAY 2023







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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.



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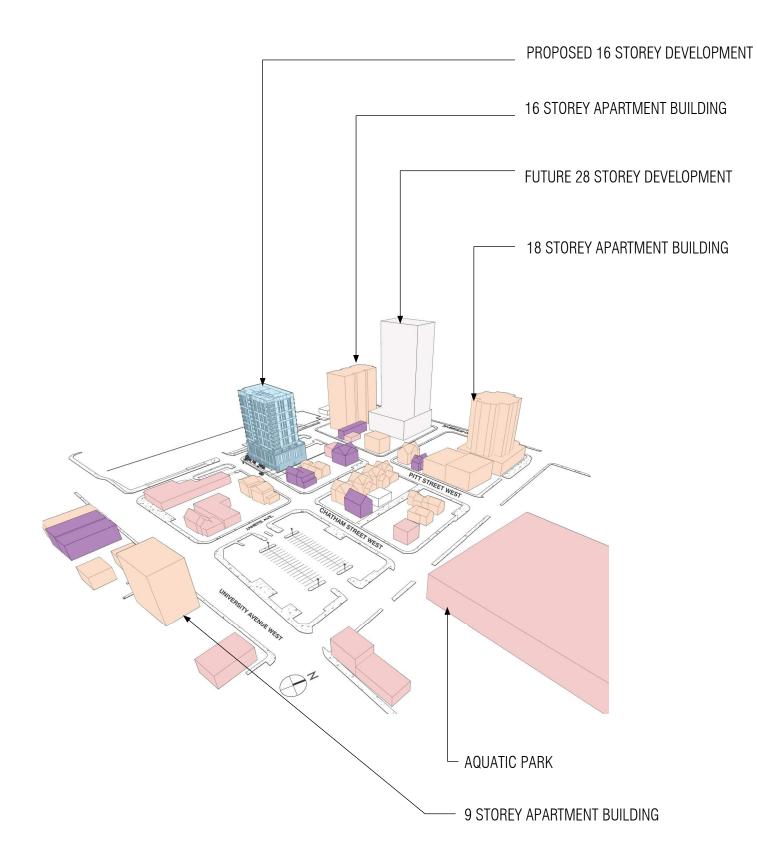
RESPONSE

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.

OLD TOWN NEIGHBOURHOOD / CHATHAM ST. WEST CONDOMINIUMS 696 CHATHAM ST. WEST. WINDSOR ON REV. 1 MAY 2023



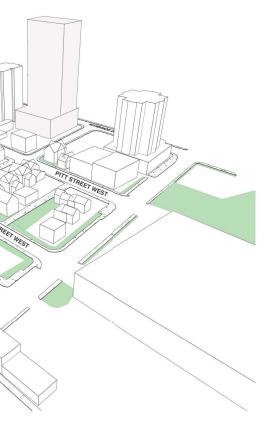




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BUILDING HEIGHT -175ft (53.34m) (REFER TO OTHER STUDIES/ DOCUMENTS)

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



PROPOSED BUILDING COMMERCIAL/ RETAIL MIXED USE RESIDENTIAL LANDSCAPE AREA



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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 REV. 1 MAY 2023

696 CHATHAM ST. WEST. WINDSOR ON

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:



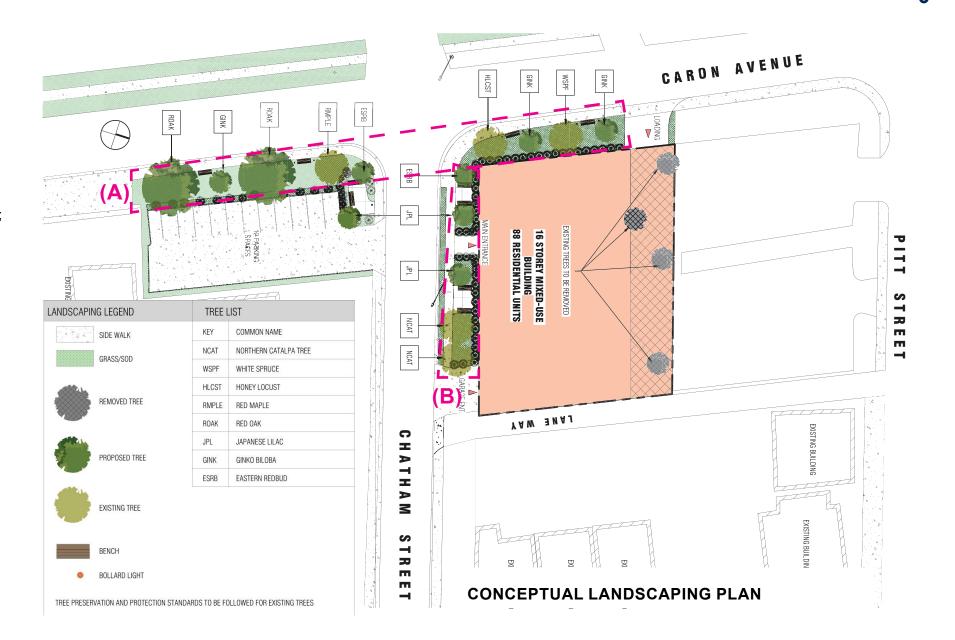
(G) DEMARCATE VARIOUS FUNCTIONS WITHIN A DEVELOPMENT; (H) PROVIDE SEASONAL VARIATION IN FORM, COLOUR, TEXTURE AND REPRESENTATION; (I) ASSIST IN ENERGY CONSERVATION; AND (J) MITIGATE THE EFFECTS OF INCLEMENT WEATHER.

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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696 CHATHAM ST. WEST. WINDSOR ON

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;

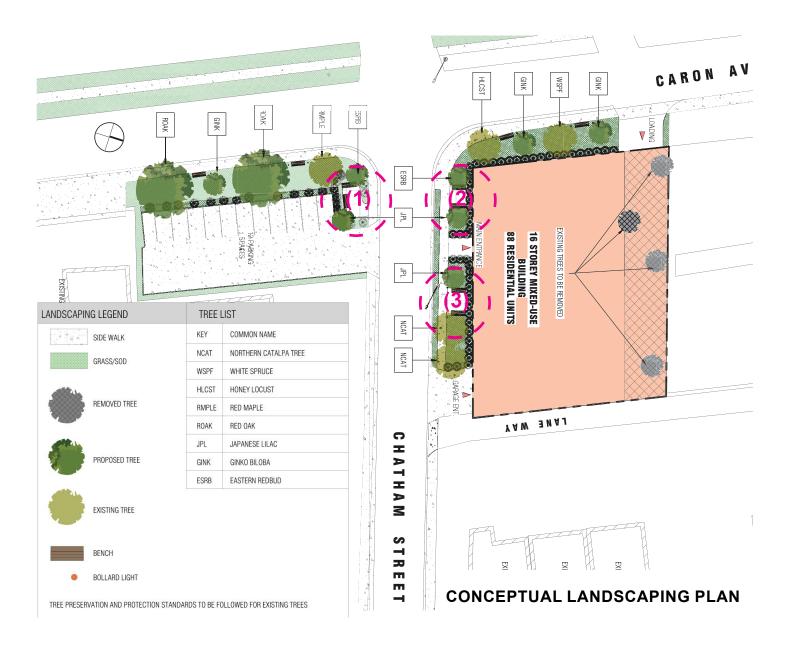
(H) PROVIDE SEASONAL VARIATION IN FORM, COLOUR, TEXTURE AND REPRESENTATION;

- (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.



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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.

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

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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

E 45'-0" 3.7

> 12'-6" 8.8 m

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.







211 JANETTE AVE.

ARCHITECTURAL DESIGN / CHATHAM ST. WEST CONDOMINIUMS

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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 VIE**WS**.

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.



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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.

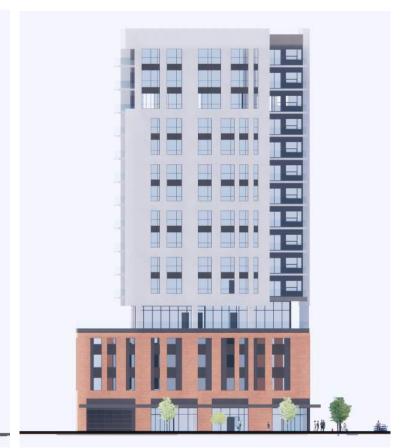


NORTH ELEVATION

SOUTH ELEVATION

EAST ELEVATION





WEST ELEVATION















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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.

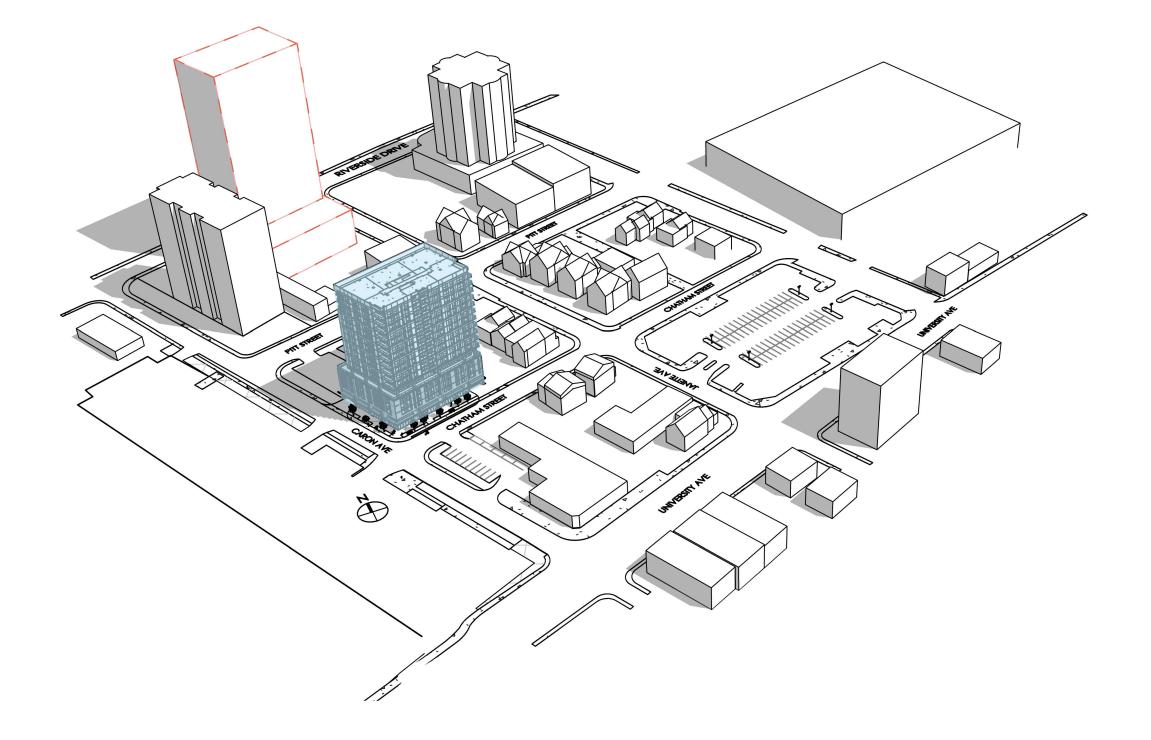
BY CREATING NEW HOUSING OPPORTUNITIES, THIS DEVELOPMENT WILL DRIVE FOOT TRAFFIC AND ECONOMIC ACTIVITY, ADDING TO THE VIBRANCY OF THE NEIGHBOURHOOD. THE PEDESTRIAN-FRIENDLY DESIGN ELEMENTS, SUCH AS CANOPIES AND URBAN LANDSCAPING, WILL CREATE A WELCOMING AND ATTRACTIVE ENVIRONMENT THAT ENCOURAGES PEOPLE 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 REV. 1 MAY 2023

696 CHATHAM ST. WEST. WINDSOR ON

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



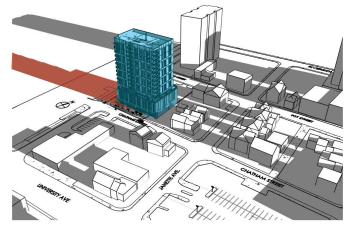




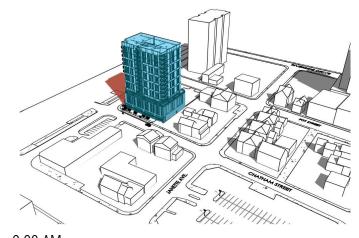
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OLD TOWN NEIGHBORHOOD PROPOSED BUILDING FUTURE 28 STOREY DEVELOPMENT

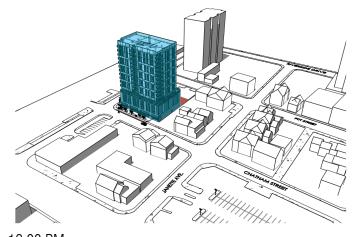
EXISTING SITE DISTRICT / CHATHAM ST. WEST CONDOMINIUMS 696 CHATHAM ST. WEST, WINDSOR ON DECEMBER, 2022



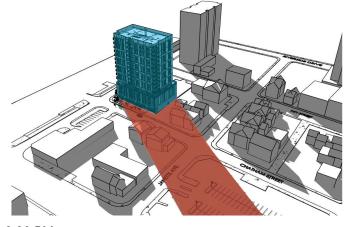
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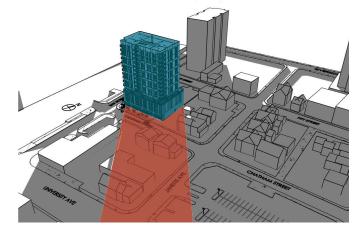
9:00 AM SUMMER SOLSTICE



12:00 PM SUMMER SOLSTICE



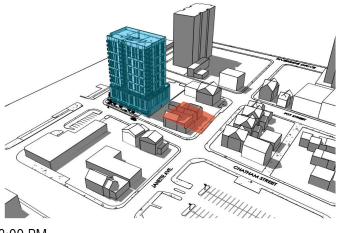
6:00 PM SUMMER SOLSTICE



9:00 PM (SUNSET) SUMMER SOLSTICE

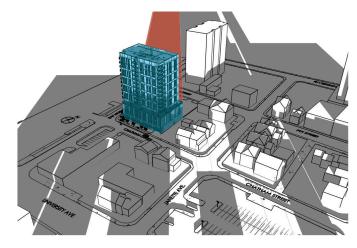


SHADOW STUDY/ MICRO CLIMATE / CHATHAM ST. WEST CONDOMINIUMS 696 CHATHAM ST. WEST, WINDSOR ON DECEMBER, 2022

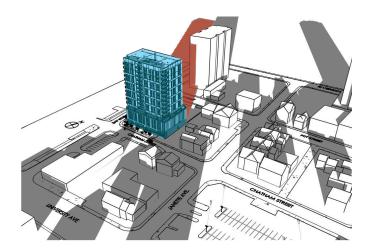


3:00 PM SUMMER SOLSTICE

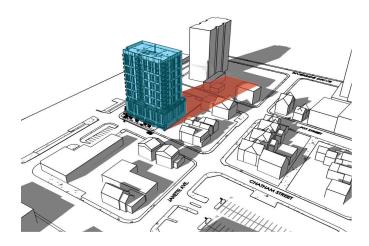
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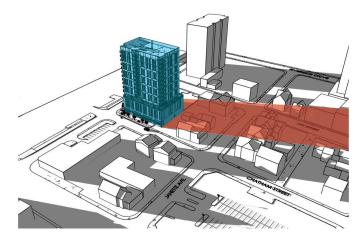
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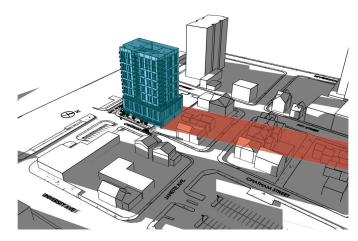
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12:00 PM WINTER SOLSTICE



4:00 PM WINTER SOLSTICE

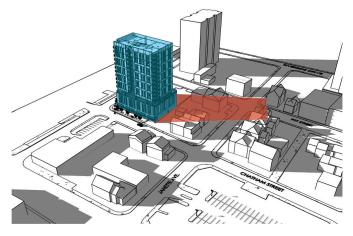


5:00 PM (SUNSET) WINTER SOLSTICE





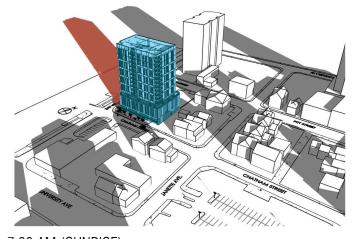
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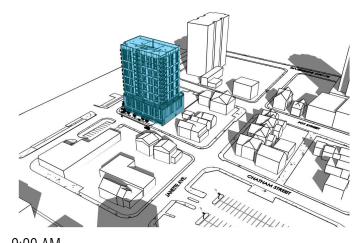
3:00 PM WINTER SOLSTICE

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

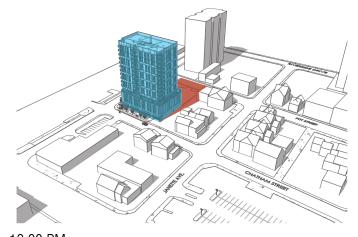
SHADOW STUDY/ MICRO CLIMATE / CHATHAM ST. WEST CONDOMINIUMS 696 CHATHAM ST. WEST, WINDSOR ON DECEMBER, 2022



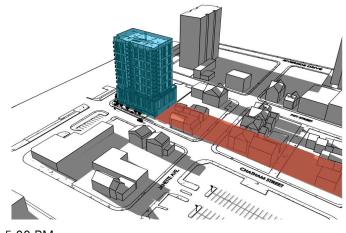
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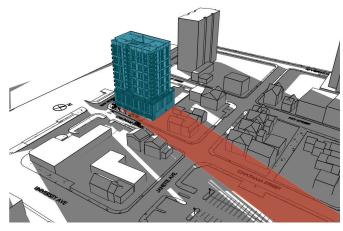
9:00 AM SPRING EQUINOX



12:00 PM SPRING EQUINOX



5:00 PM SPRING EQUINOX

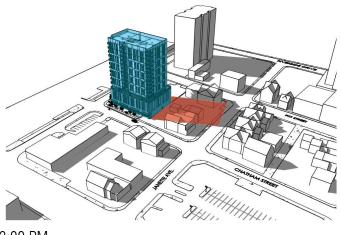


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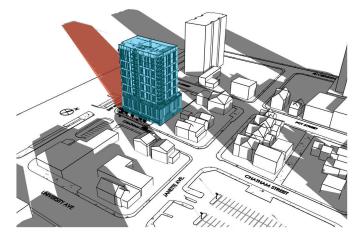
SHADOW STUDY/ MICRO CLIMATE/ CHATHAM ST. WEST CONDOMINIUMS 696 CHATHAM ST. WEST, WINDSOR ON DECEMBER, 2022

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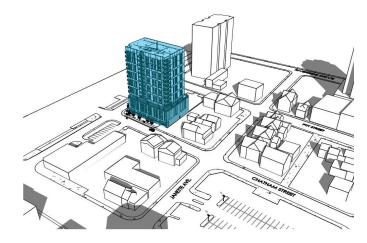


3:00 PM SPRING EQUINOX

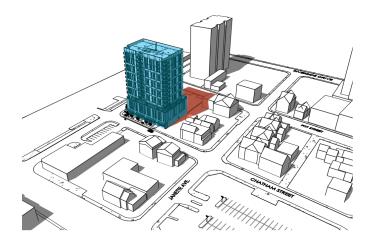




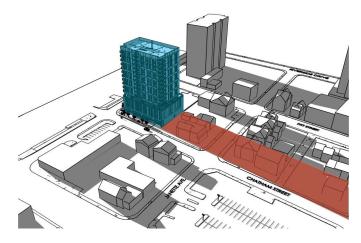
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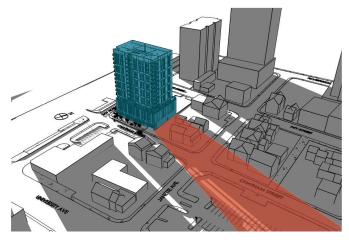
9:00 AM Fall equinox



12:00 PM Fall equinox



5:00 PM FALL EQUINOX



7:30 PM (SUNSET) FALL EQUINOX



SHADOW STUDY/ MICRO CLIMATE / CHATHAM ST. WEST CONDOMINIUMS 696 CHATHAM ST. WEST, WINDSOR ON DECEMBER, 2022



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: 2023.06.05 11:51:28-04'00' Signature
	Frank Smith, MA, CAHP
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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 Meaghan 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.

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.



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Project Personnel

Project Manager:	Meaghan Rivard, MA, CAHP
Heritage Consultant:	Meaghan Rivard, MA, CAHP
Report Writer:	Frank Smith, MA, CAHP
GIS Specialist:	Josh Sa
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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
MA	Master of Arts
MCM	Ministry of Citizenship and Multiculturalism



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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



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

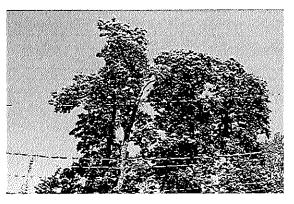


Plate 4: Looking north at northern catalpa tree canopies

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

6



Project Number: 160940899

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 modern infill (Plate 19).



Plate 5: Looking east at high density residential towers



Plate 6: Looking south at vacant lots

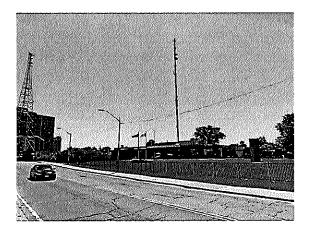


Plate 7: Looking south at CBC facility

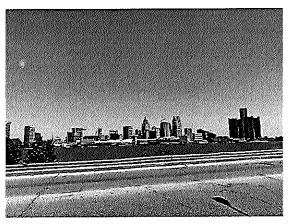
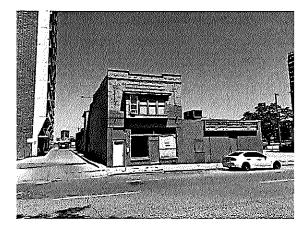


Plate 8: Looking north at Detroit skyline and Detroit River





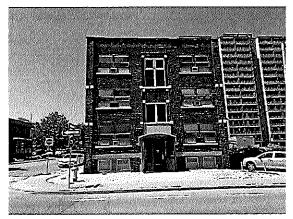


Plate 9: Looking north at commercial building at 656 Pitt Street

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

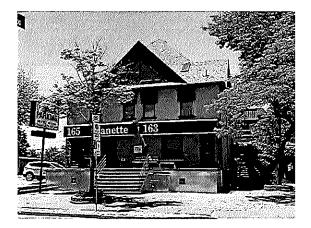


Plate 11: Looking south at 163-165 Janette Street, a residence converted to commercial use



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



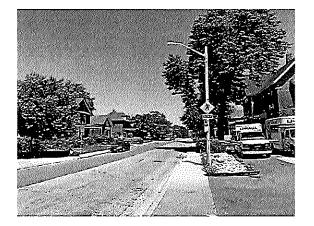


Plate 17: Looking north on Crawford Avenue

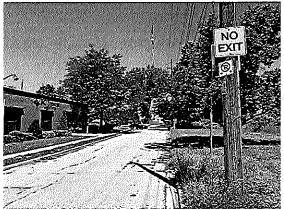


Plate 18: Looking north on Salter Avenue

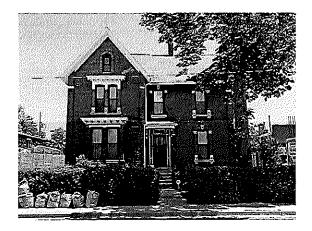


Plate 19: 19th century residence at 274 Crawford Street, looking east



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



Project Number: 160940899

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.



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



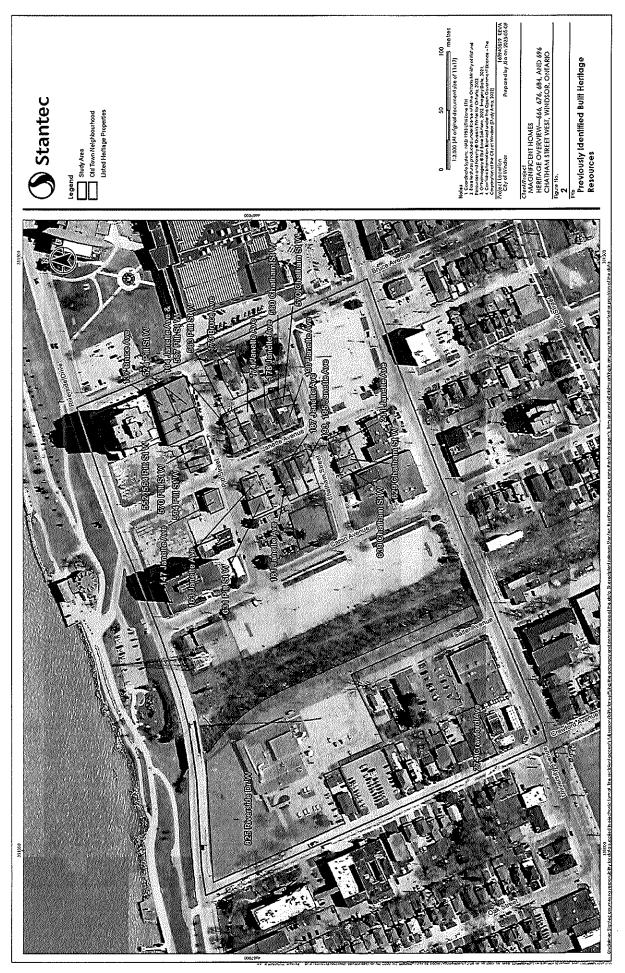
181 Janette Avenue		Listed	Two storey residence with hip roof and modern cladding	Adjacent
163 Janette Avenue	a anote 35	Listed	Two and one half storey semi detached residence with a hip roof and red brick cladding	23 metres to the northeast
631 Pitt Street West		Listed	Two storey residence with a flat 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 modern cladding	63 metres to the east

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

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 northern 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 garden	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.
		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 <i>Official Plan</i> 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 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.

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 northern 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.



8 References

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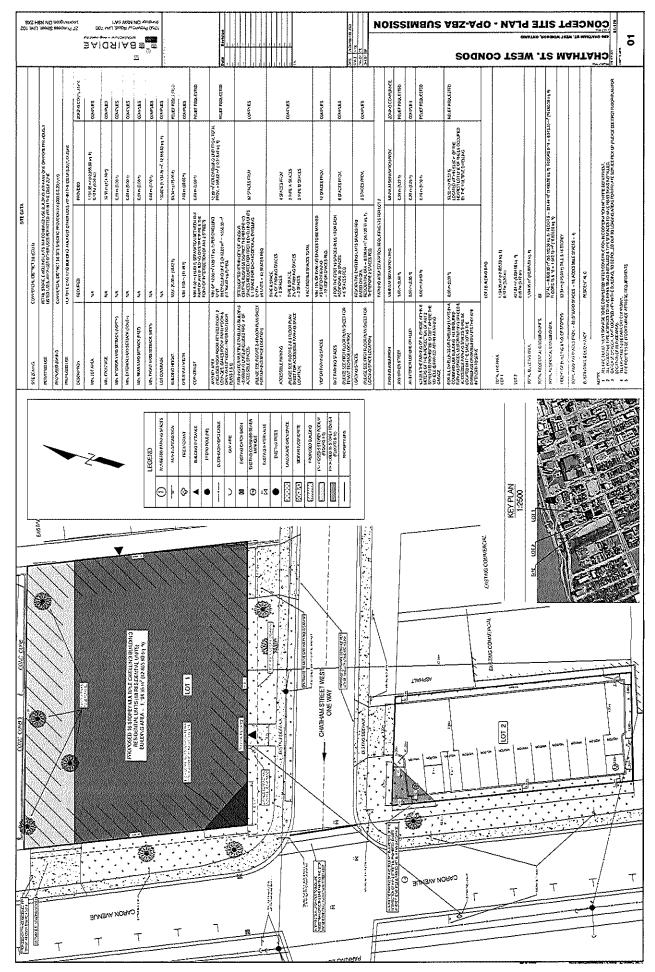


Appendix A Site Plan



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Project Number: 160940899

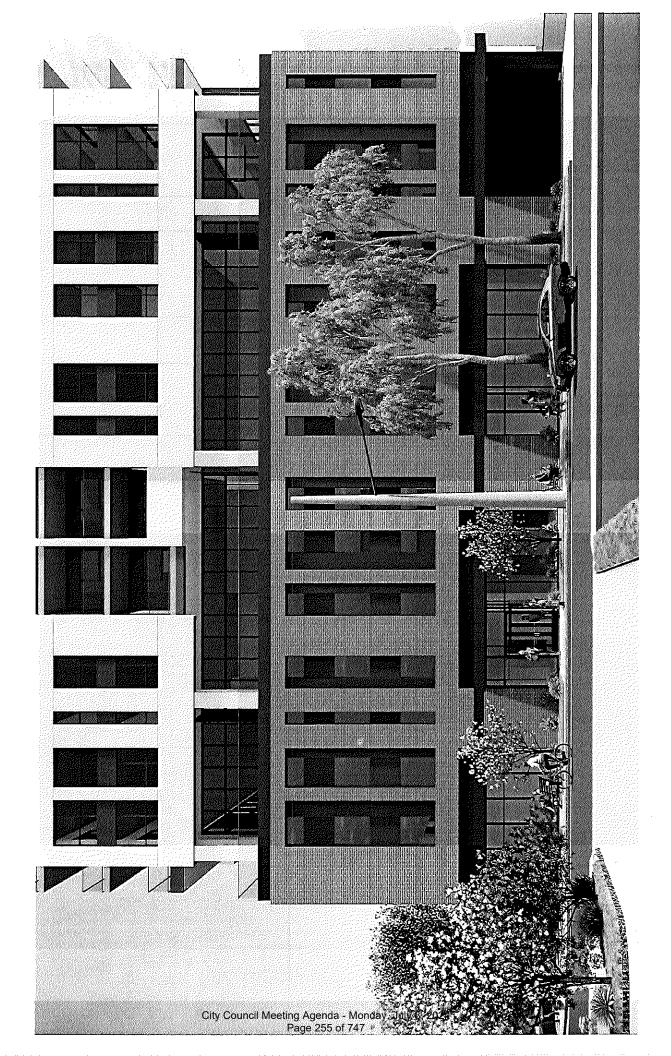


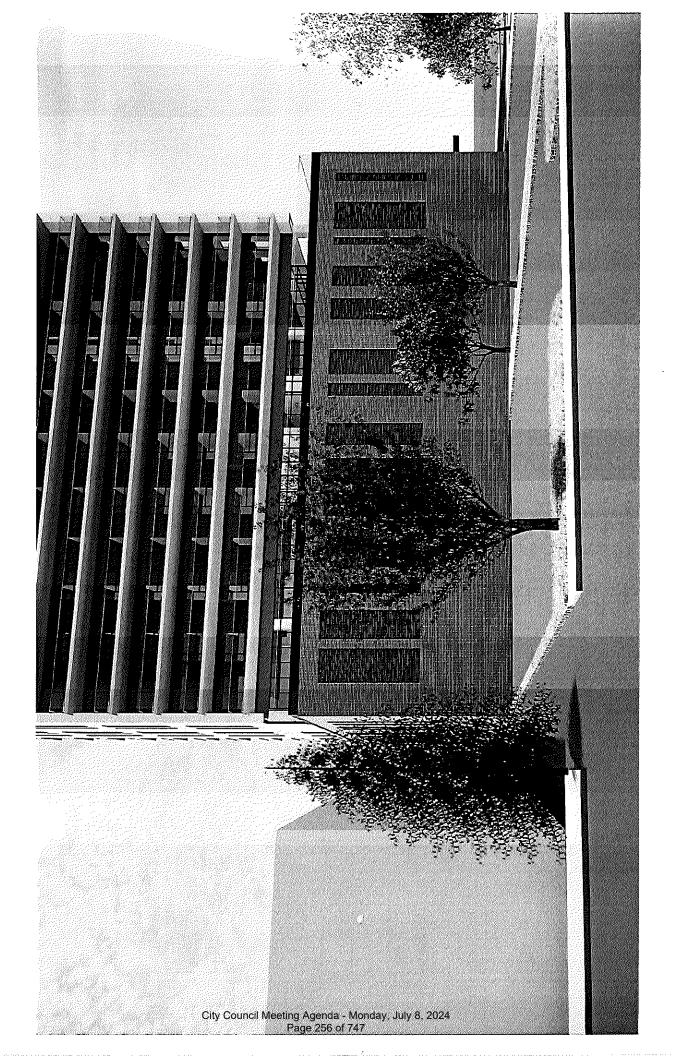
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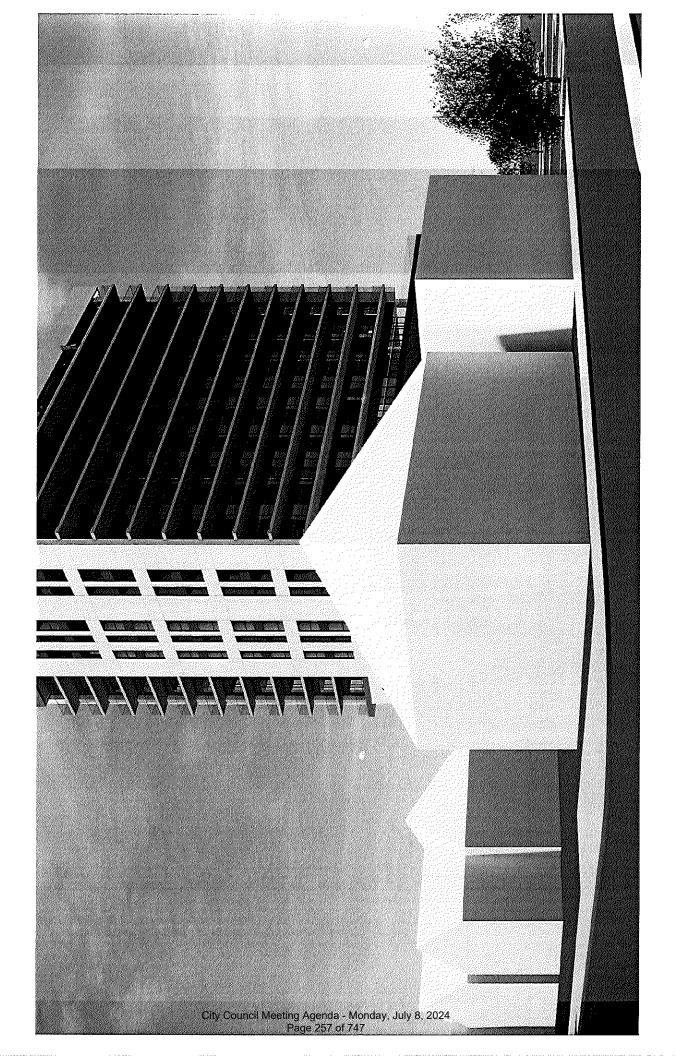


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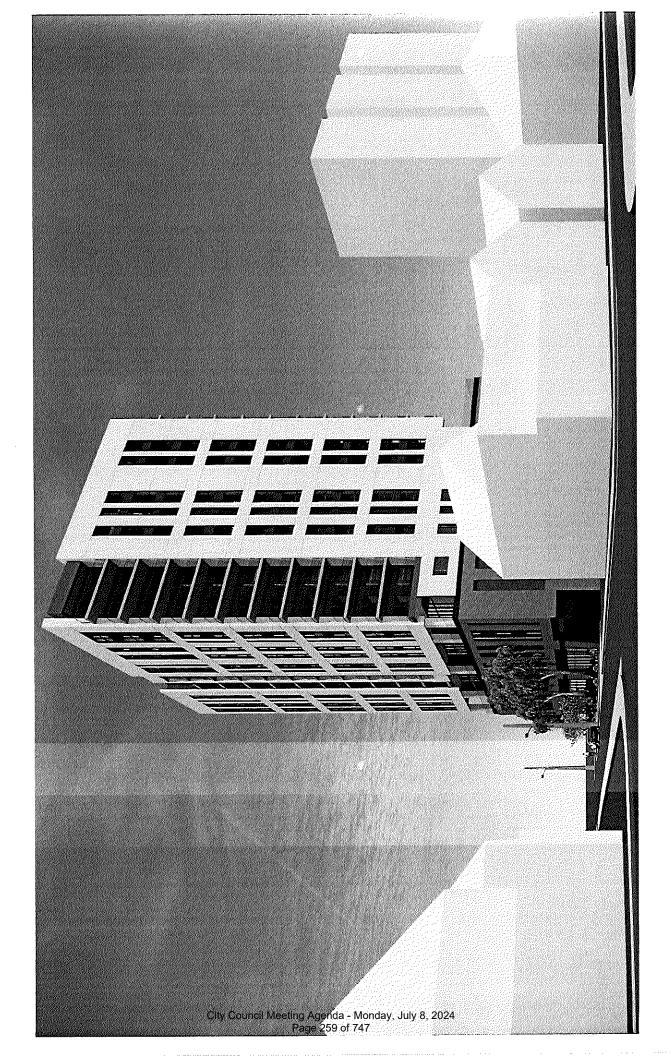
696 CHATHAM ST. WEST, WINDSOR, ONTARIO FEBRUARY 3, 2023

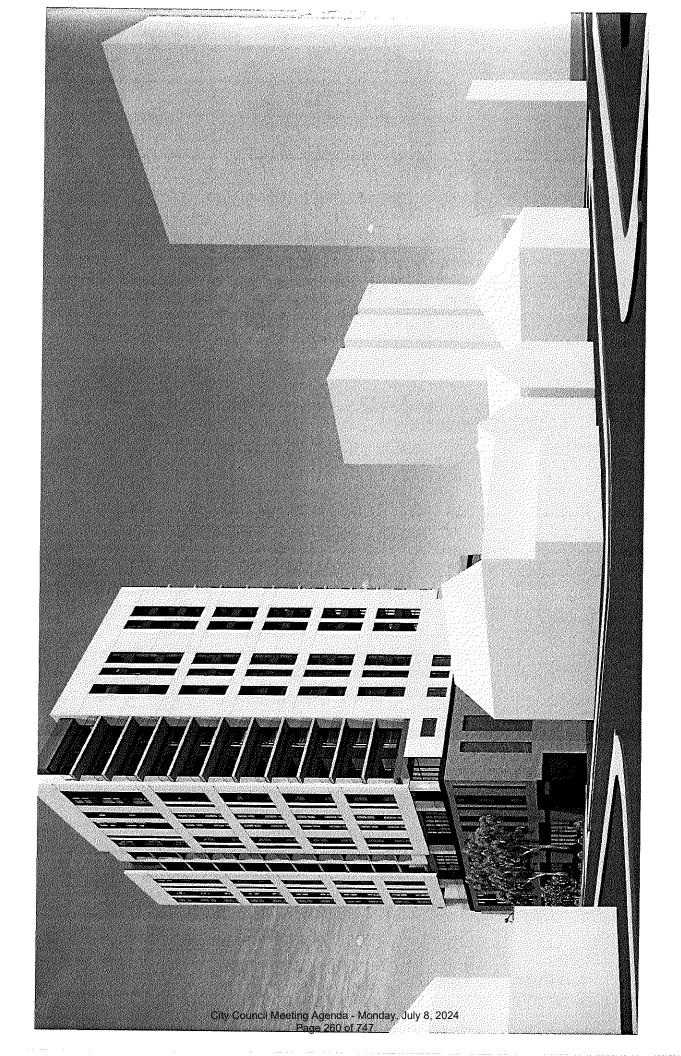














Appendix B Vibration Supplementary Letter





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

* 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

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.

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 <u>rperissinotti@citywindsor.ca</u>

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.

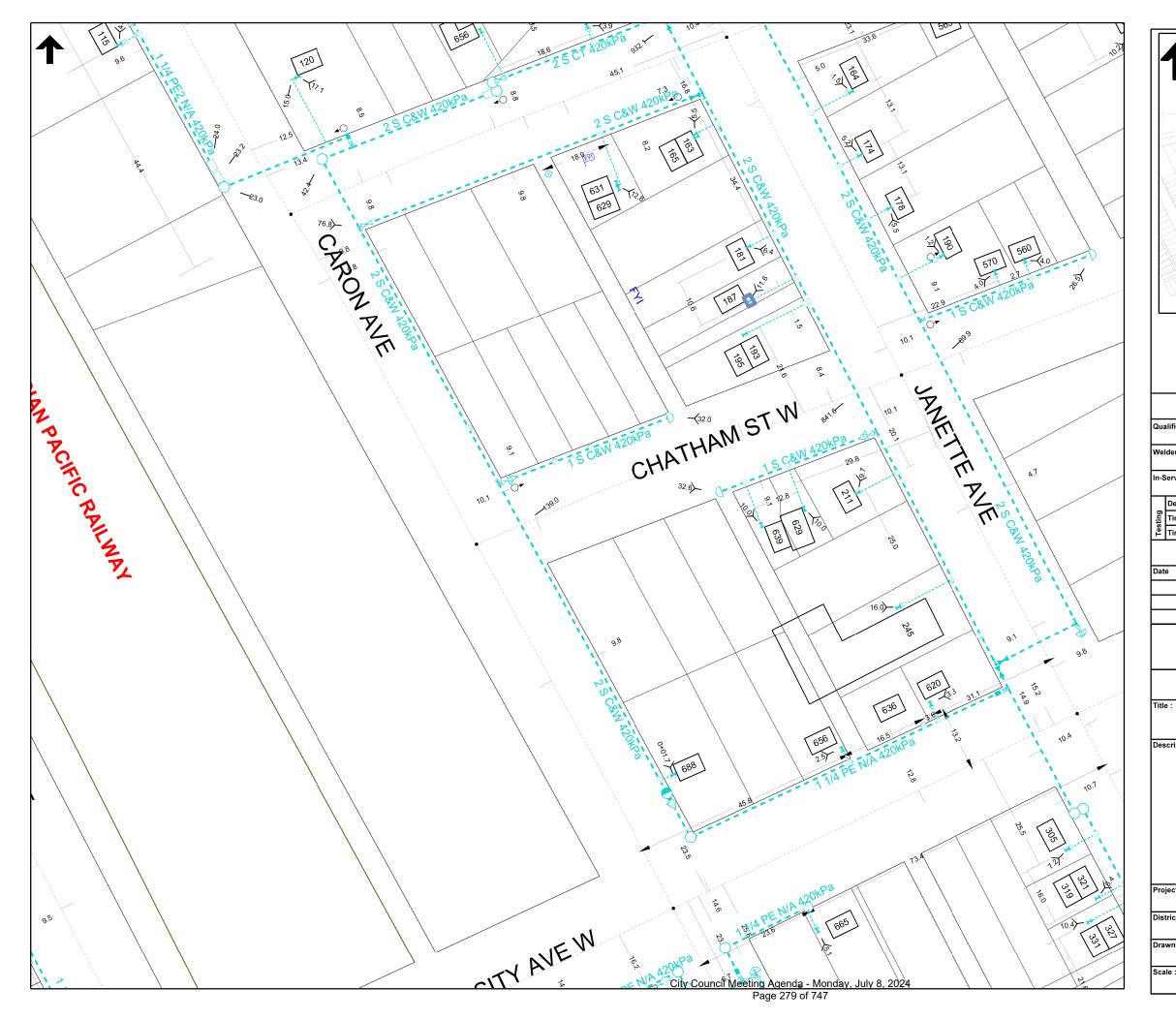
Numbering

- 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	1→

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.





SOURCE DOCUMENT INFORMATION

Qualified Individual:		Pipeline Certificate No:		
Velder / Fuser:		Ticket Number:		
		G-Tech Update By: Date:		
	Design Pres	sure:	Test Mediun	1:
l esting	Time On:		Pressure:	
les	Time Off:		Pressure:	

REVISIONS

ate	Ву	App'd	Remarks



AS - BUILT

Caron Ave & Chatham St W

Description :

roject # :	MAXIMO Ref # :	% SMYS :
-	-	
istrict : WINDSOR	Municipality : WINDSOR	Authorized:
rawn By : -	Date Drawn : [SYSDATE]	Corrosion:
cale :	GTech # : [G3E_IDENTIFIER]	Drawing Number OF



Subject: Additional Information Memo to Report S68/2024-Zoning By-Law Amendment Z009-24 and Official Plan Amendment OPA 186-2743331 Ontario Inc.- 0, 0, 666, 676, 684 &696 Chatham St. W. Ward 3

Reference: Report S68/2024

Date to Council: June 3, 2024

Author: Laura Strahl MCIP, RPP Senior Planner - Special Projects 519-255-6543 x6396 Istrahl@citywindsor.ca Planning & Building Services

Report Date: 5/27/2024 Clerk's File #: Z/14760 & Z/14762

To: Mayor and Members of City Council

Additional Information:

Additional Recommendations for Report # S68/2024:

The following be added under the proposed Section 20(1) contained in Recommendation III of Report S68/2024:

f) Despite Section 24.26.8, an exterior parking space is permitted to be located within 6 metres of the intersection of any two streets; and,

g) Despite Section 25.5.20, a parking area separation of 0.9m from a street is permitted.

Discussion:

Report S68/2024 recommends the approval of an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) to permit the 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 at 0, 666, 676, 684 & 696 Chatham Street West (northeast corner of Caron Avenue and Chatham Street West). The OPA and ZBA would also permit construction of a new surface parking lot containing 12 visitor parking spaces at 0 Chatham Street West (southeast corner of Caron Avenue and Chatham Street West).

Report S68/2024 is part of the June 3, 2024 Development and Heritage Standing Committee meeting agenda. Upon publication of the agenda, the applicant has reached out to staff to request two items be included in the Zoning By-law Amendment recommendations in order to permit the proposed configuration of the surface parking lot at 0 Chatham Street, as outlined below:

- Permit an exterior parking space to be located within 6 metres of the intersection of any two streets, where as Section 24.26.8 prohibits same.

The applicant meets Engineering and Transportation Planning technical standards for sight triangles, therefore relief from this provision is appropriate.

- Permit a parking area separation of 0.9m from a street, where as Section 25.5.20 requires 3 metres.

The parking area is proposed 0.9 metres from the *street*. The definition of *street* in Zoning By-law 8600 includes the full right-of way, therefore in this case the *street* is the same location as the west and north lot lines. The right-of-way includes a grassed boulevard and sidewalk, making the parking area approximately 6 metres from the paved portion of the roads, therefore a buffer between the travelled portions of the right-of-way and the parking area is sufficient. Without relief from this provision the applicant would not be able to accommodate the required parking for this development.

Conclusion:

Administration is recommending that the Recommendations of this additional information memo be added to those in report S68/2024.

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

Approvals:

Appendices:

N/A



Committee Matters: SCM 185/2024

Subject: Zoning By-Law Amendment Z013-24(ZNG/7201) - Baird AE Inc – 285 Giles Boulevard and 0 Giles Boulevard, Ward 3

Moved by: Councillor Angelo Marignani Seconded by: Councillor Mark McKenzie

Decision Number: DHSC 619

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 2283 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

- 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.
- 3) 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.
- 4) Tree Inventory and Preservation Study; and,
- 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.

Carried.

Report Number: S 59/2024 Clerk's File: Z/14778

Clerk's Note:

- 1. The recommendation of the Development & Heritage Standing Committee and Administration are the same.
- 2. Please refer to Item 7.3 from the Development & Heritage Standing Committee held on June 3, 2024.
- 3. To view the stream of this Standing Committee meeting, please refer to: <u>https://csg001-</u> <u>harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20240</u> <u>603/-1/10488</u>



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. Istrahl@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

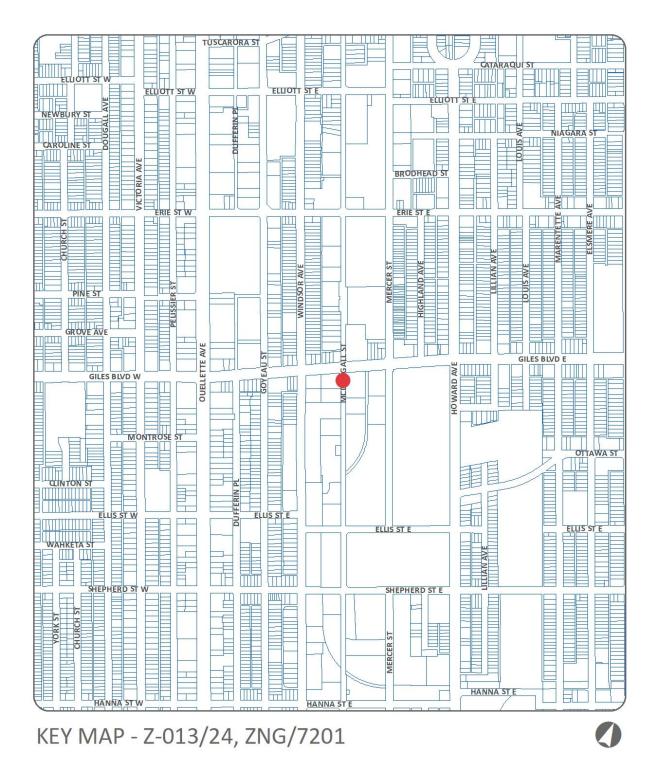
285 Giles Boulevard East

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 m ²	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 m ²	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.

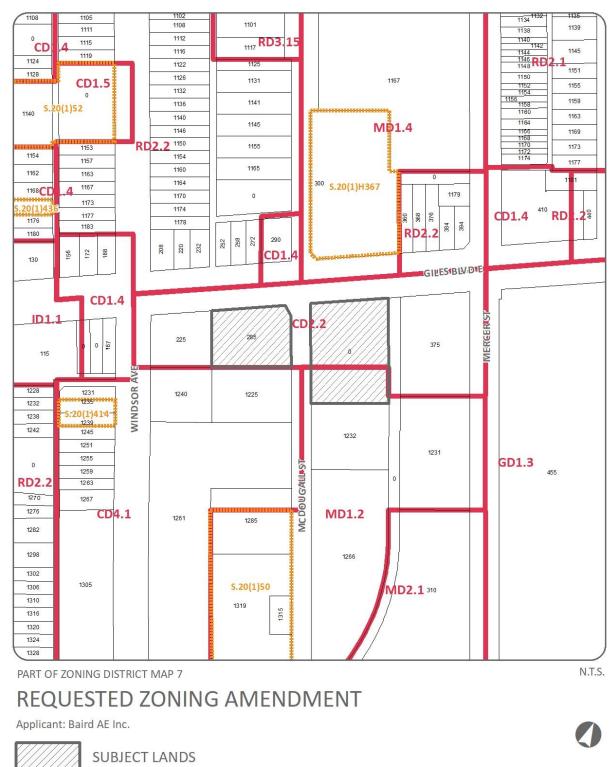
WEST:

- 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



DATE : APRIL, 2024 FILE NO. : Z-013/24, ZNG/7201

Figure 3: Neighbourhood Map

PLANNING & BUILDING DEPARTMENT



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 CONFORM 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:

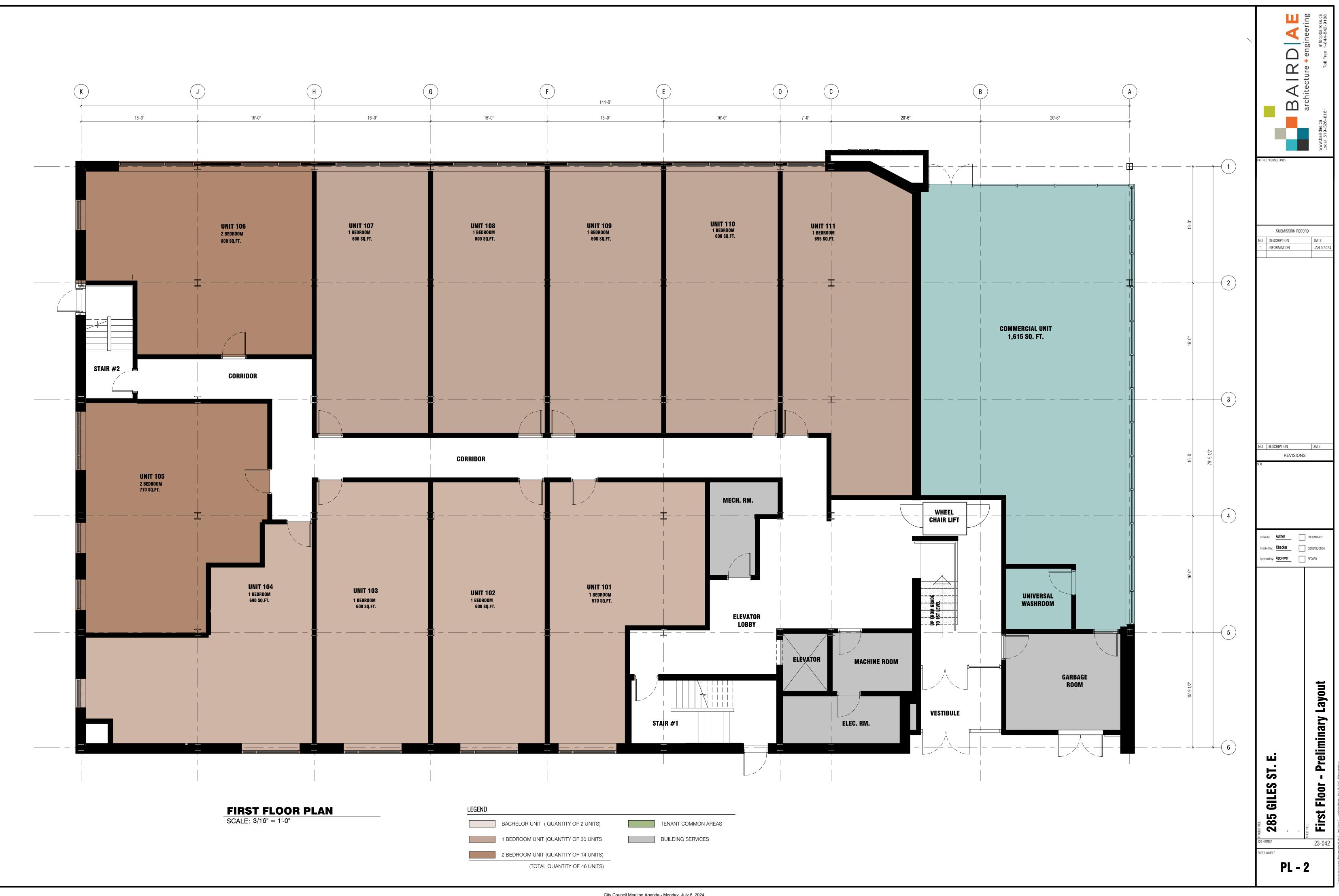
Name	Address	Email
Applicant/Agent		
Owner		
Property Owners within 120 metres		

Appendices:

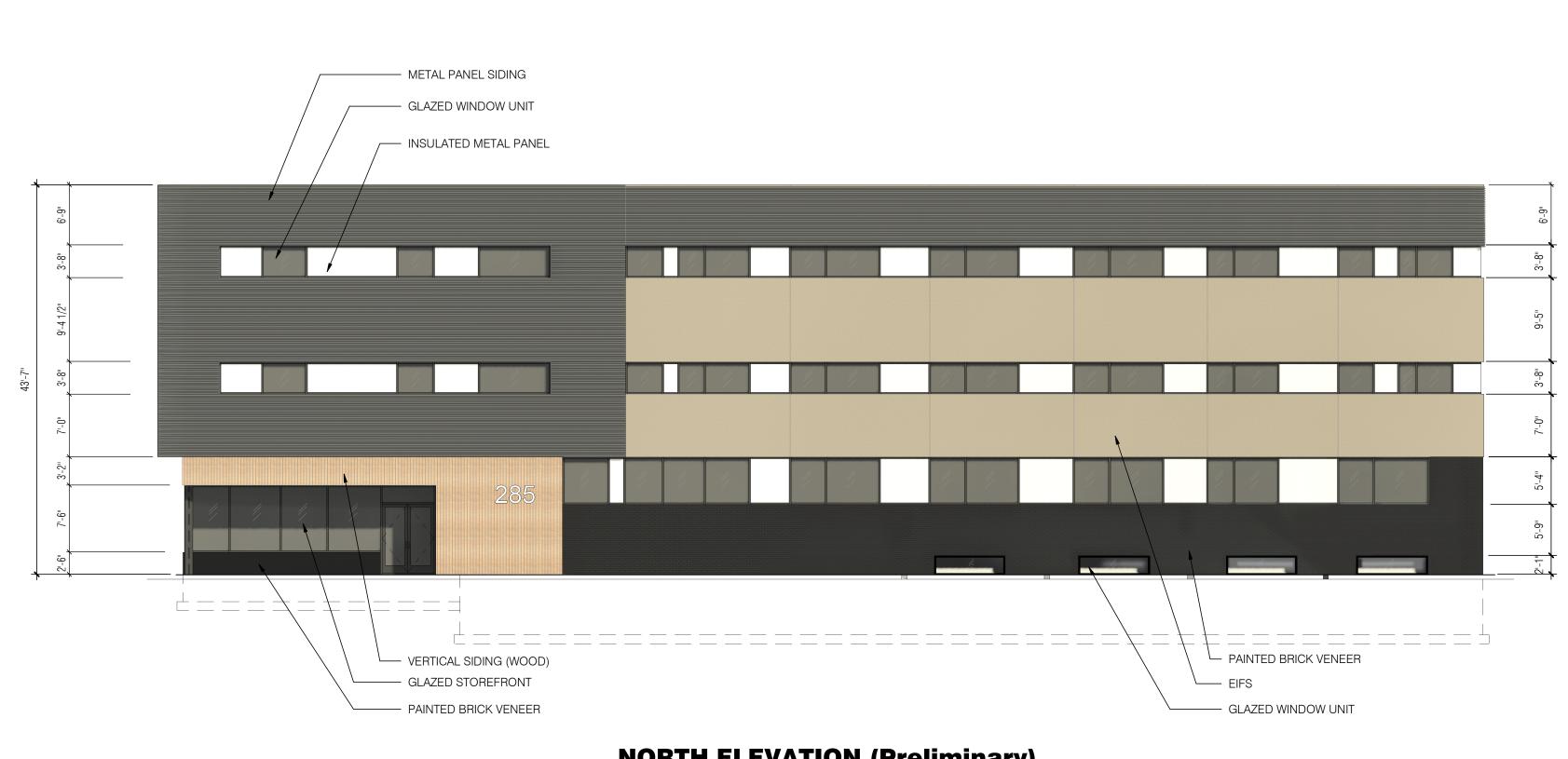
- 1 Appendix A Concept Site Plan
- 2 Appendix B Concept Floor Plan and Elevations
- 3 Appendix C Rendering
- 4 Appendix D Current Site Images
- 5 Appendix E Department and Agency Comments



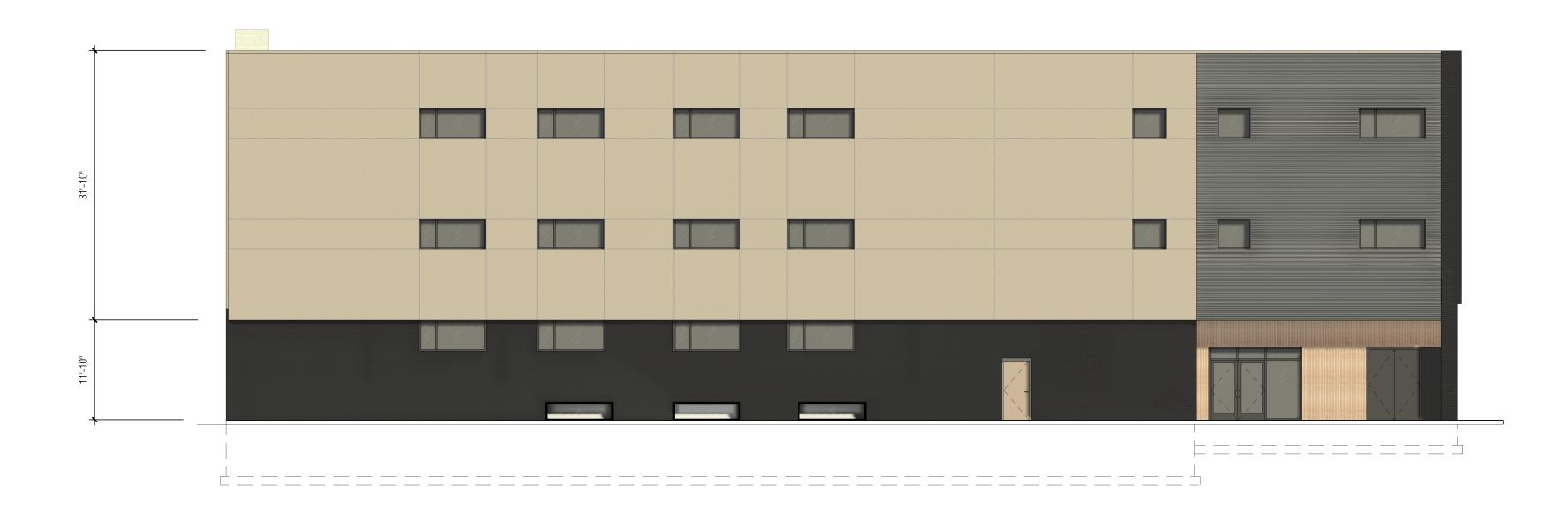




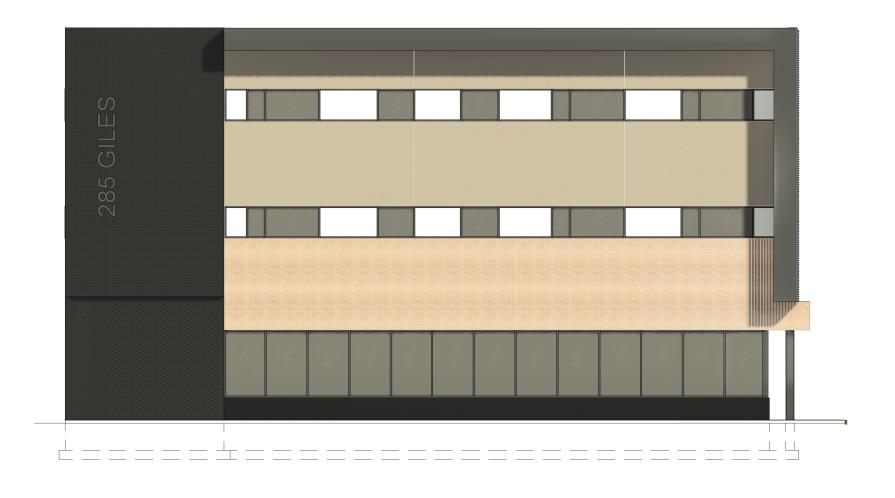




NORTH ELEVATION (Preliminary) SCALE: 1" = 10'-0"



SOUTH ELEVATION (Preliminary) SCALE: 1" = 10'-0"





EAST ELEVATION (Preliminary) SCALE: 3/32" = 1'-0"

WEST ELEVATION (Preliminary) SCALE: 1" = 10'-0"

PARTNER / CONSULTANTS PARTNER / CONSULTANTS	www.bairdae.ca Local 519-326-616
JOB NUMBER SHEET NUMBER PL-	23-042



285 Giles Blvd East - Bullet Investments



January 19th, 2024

Appendix D – Current Site Photos

285 Giles Boulevard



0 Giles Boulevard



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.

Numbering

- 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	1→

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.



Committee Matters: SCM 186/2024

Subject: Z010-24 [ZNG7188] & OPA187[7189] Castle Gate Towers -2230-2240 Daytona Ave

Moved by: Councillor Kieran McKenzie Seconded by: Member Anthony Arbour

Decision Number: DHSC 620

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; and,

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 USES	1.xx.2	Notwithstanding Section 4.7.1.4 of the Official Plan, Volume II, South Cameron
0020		Secondary Plan: a multiple dwelling shall be an additional permitted use.

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 minimum44.0 m3. Lot Area per dwelling unit minimum90.0 m24. Lot Coverage maximum40.0%
- 5. Main Building Height –maximum 14.63 m
- 6. Front Yard Depth minimum4.0 m7. Side Yard Width minimum5.0 m
- 8. Rear Yard Depth minimum 12.0 m
- 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 parking area separation from that building wall shall be 0m.

10. Direct vehicular access to Northwood Street is prohibited; and,

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 attached.

Carried.

Councillors Fred Francis and Angelo Marignani voting nay.

Member Daniel Grenier discloses an interest and abstains from voting on this matter.

Report Number: S 67/2024 Clerk's File: Z/14775 & Z/14776

Clerk's Note:

- 1. The recommendation of the Development & Heritage Standing Committee and Administration are **NOT** the same.
- 2. Please refer to Item 7.4 from the Development & Heritage Standing Committee held on June 3, 2024.
- 3. To view the stream of this Standing Committee meeting, please refer to: <u>https://csg001-</u> <u>harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20240</u> <u>604/-1/10488</u>



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.

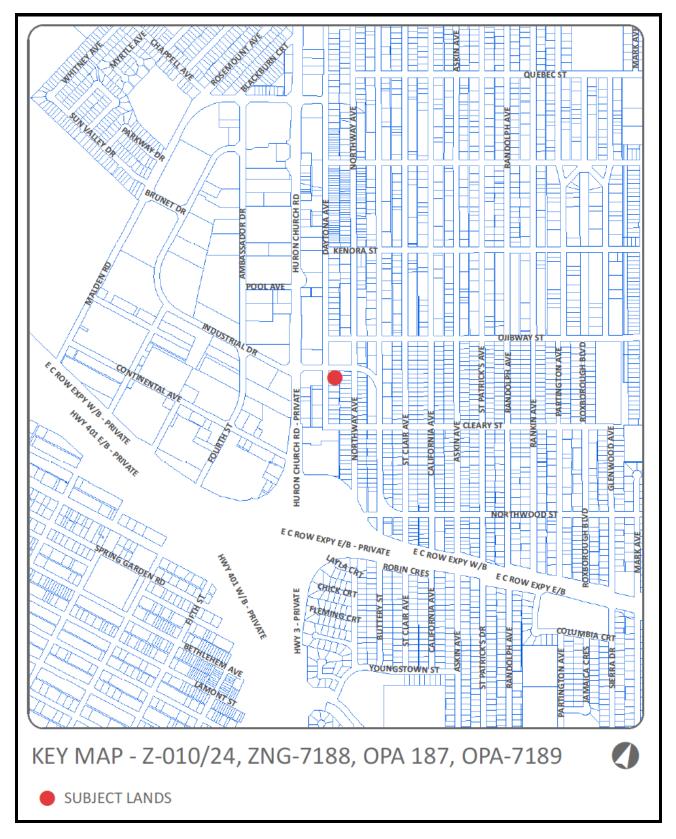
The subject lands are located in the South Cameron Planning Area and designated as *"Residential"* on *Schedule D: Land Use in Volume I: The Primary Plan* and designated as *"Residential Low Profile"* on *Schedule SC-1: Development Concept in Volume II: Special Policy Areas and Secondary Plans* of the 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.

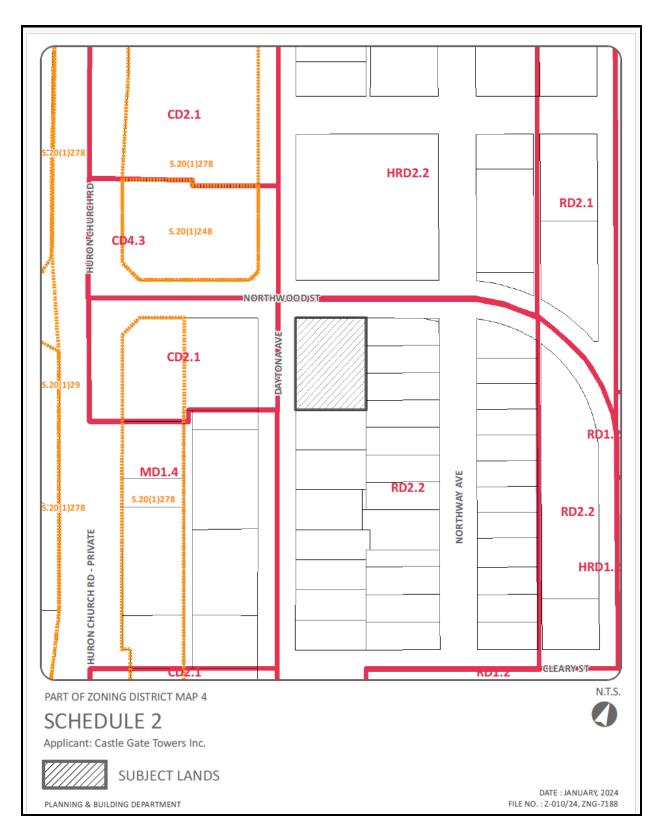
Daytona Avenue is a two –way two lane cross-section which travels North-South and currently does not have sidewalks on Daytona Avenue, (south of Northwood Street). There is no-on street parking on Daytona Avenue or Northwood Street.

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.

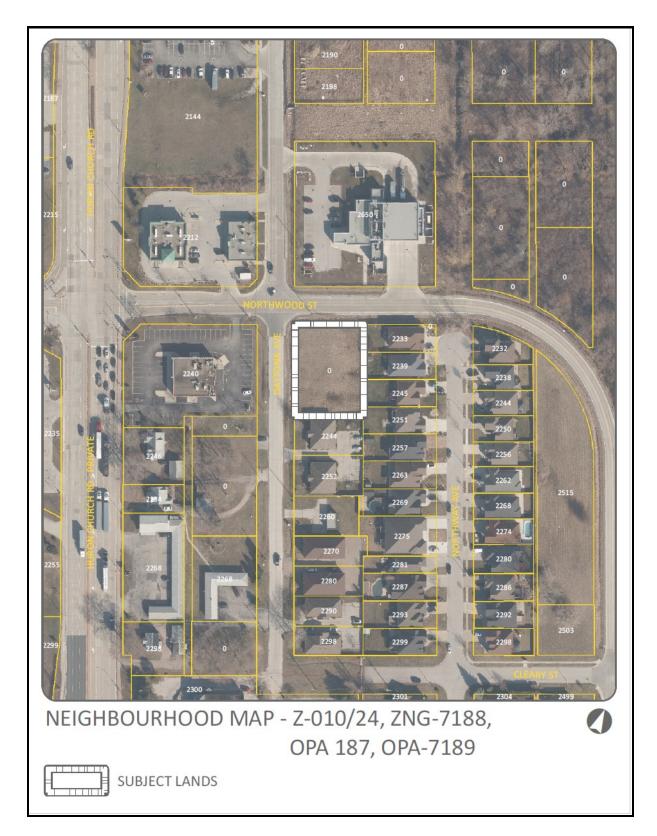
MUNICIPAL INFRASTRUCTURE:

- 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.









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:

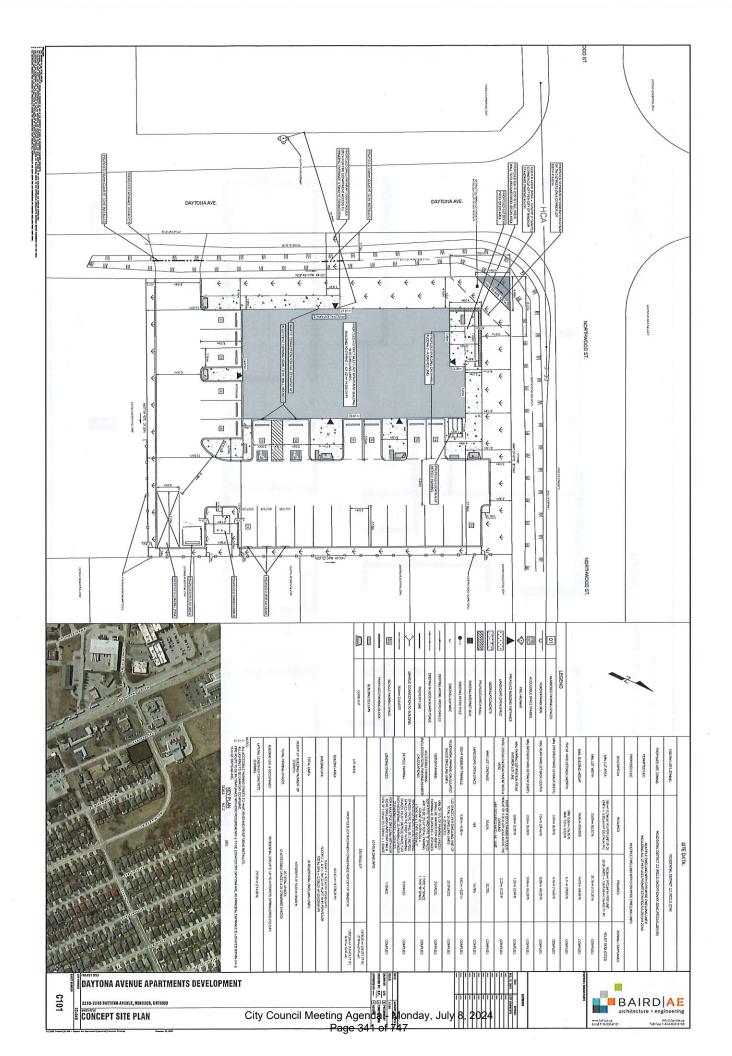
Name	Title
Greg Atkinson	Deputy City Planner - Development
Jason Campigotto	Deputy City Planner - Growth
Thom Hunt	City Planner
Aaron Farough	Senior Legal Counsel
Jelena Payne	Commissioner, Economic Development
Joe Mancina	Chief Administrative Officer

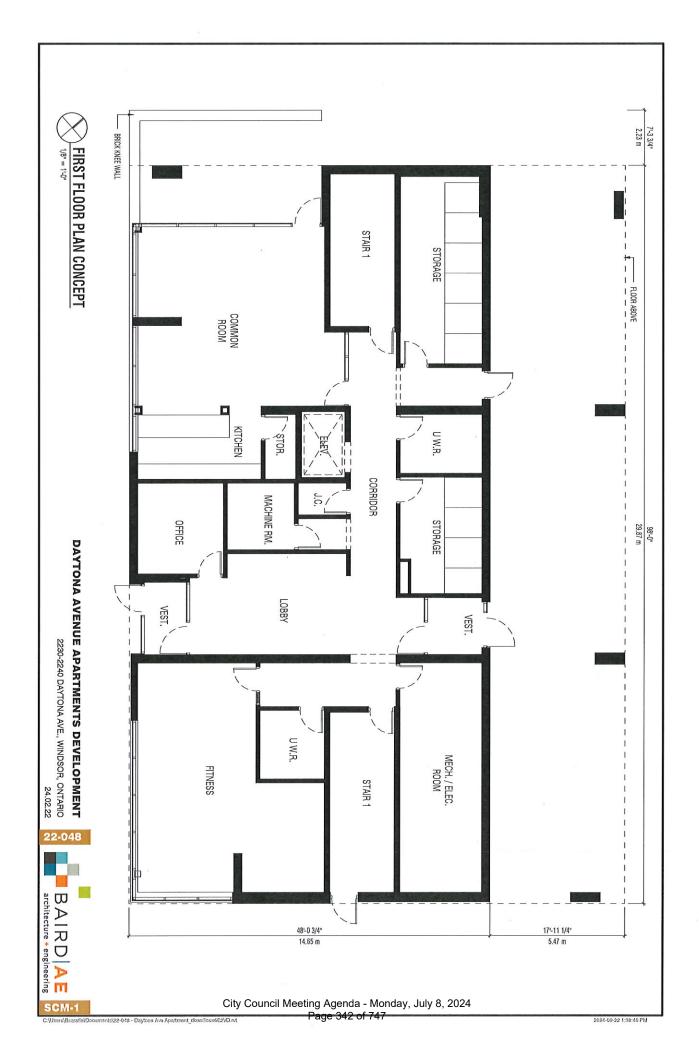
Notifications:

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



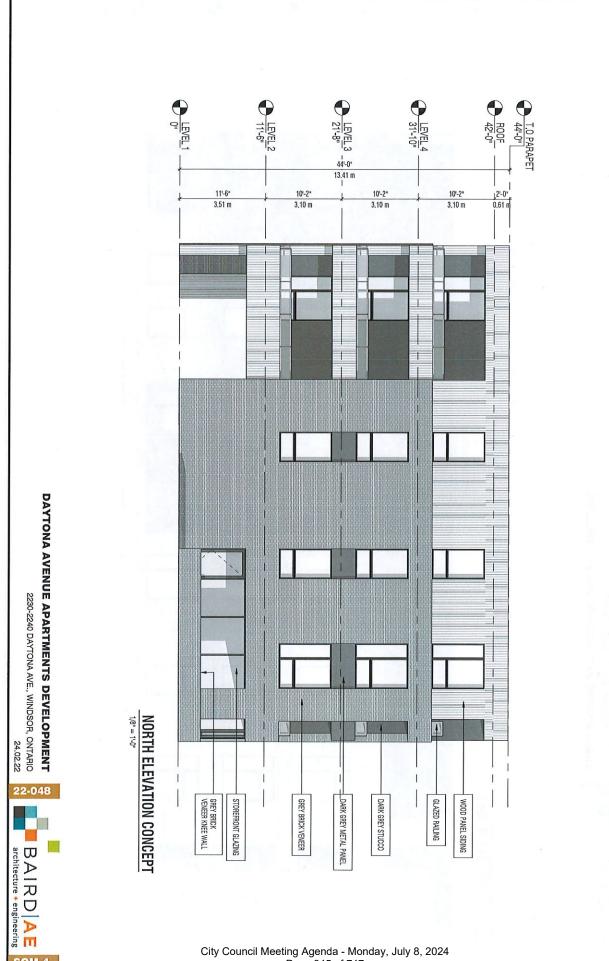


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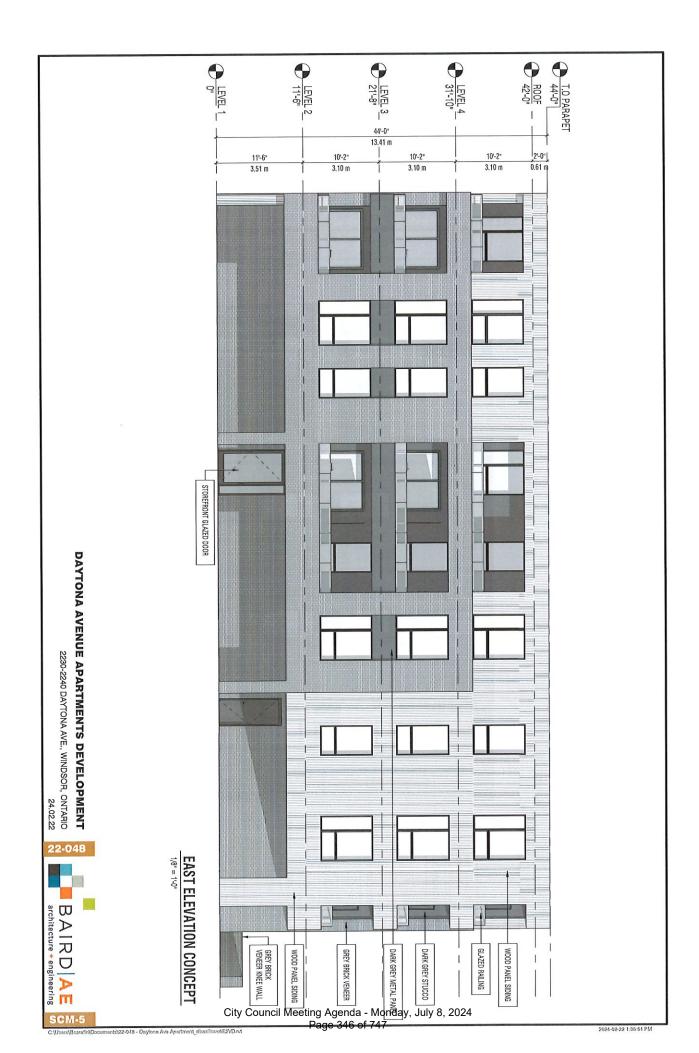


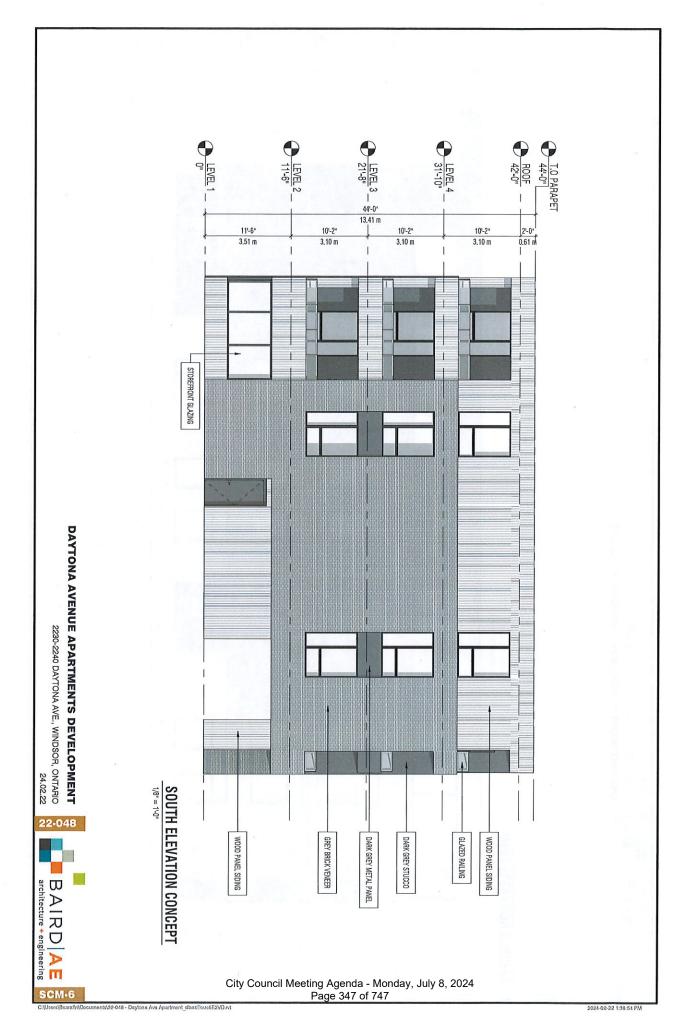
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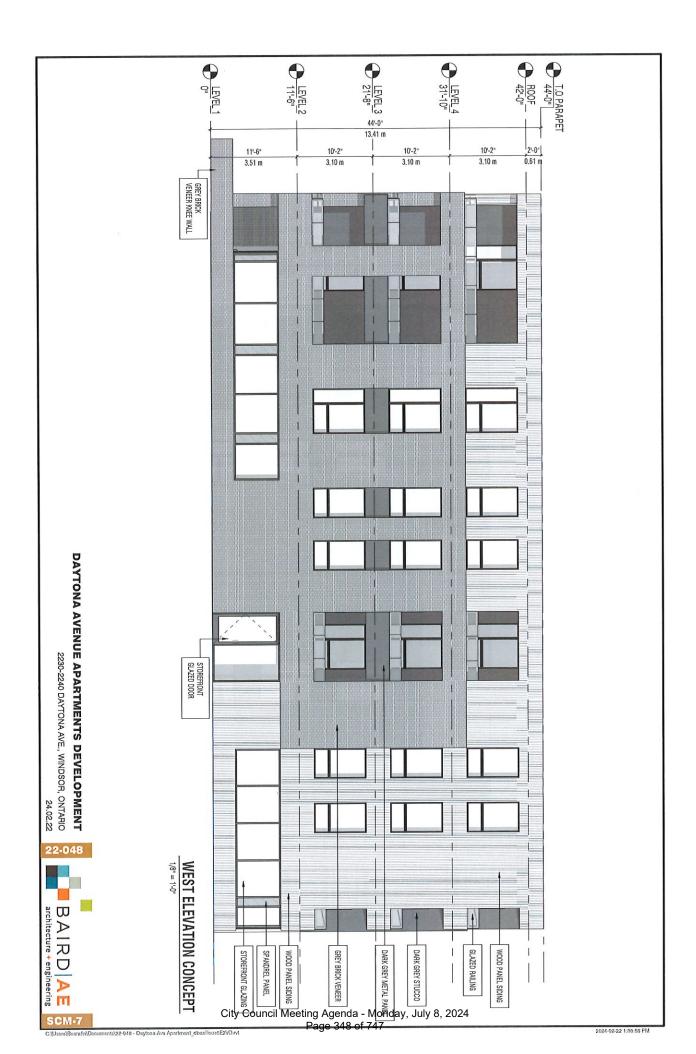
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APPENDIX "B" Site Images



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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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).

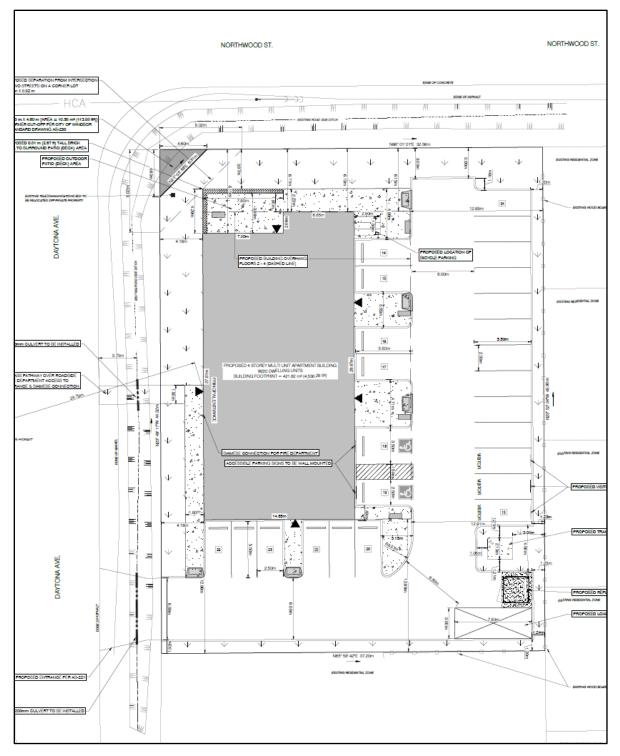


Figure 2a – Concept Plan

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)









Figure 2a – 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 storage are also provided.
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.	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").

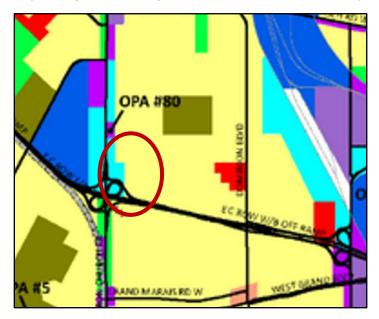


Figure 3a - City of Windsor OP, Schedule "D"

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").

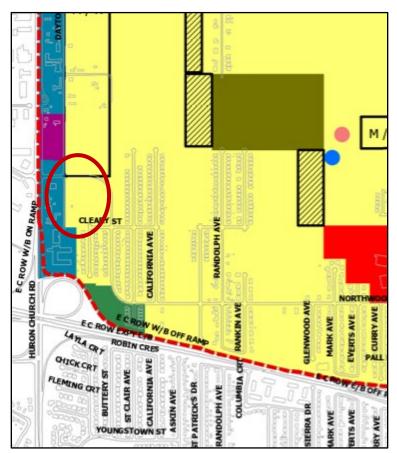


Figure 3b – City of Windsor OP, Schedule "SC1"

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.	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	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.	
	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	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	The Site is not located in a
	resources.	mature neighbourhood.
	(b) in keeping with the goals,	
	objectives and policies of any	The Site provides for an
	secondary plan or guideline	infilling opportunity, allowing a
	plan affecting the surrounding	transition between an existing
	area;	established neighbourhood
	(c) in existing	and existing commercial uses.
	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;	
	(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 Council.	
7.0 - Infrastructure		The proposed development is
	The provision of proper infrastructure provides a safe,	The proposed development is close to nearby transit, off a
	healthy and efficient living	major transportation corridor
	environment. In order to	and has access to full
	accommodate transportation	municipal services.
	and physical service needs in	
	Windsor, Council is committed	
	to ensuring that infrastructure	
	is provided in a sustainable,	

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	Policyand shape to adjacentdevelopment; and (f) suchuses shall require site planapproval pursuant to thePlanning Act.For the purpose of thissecondary plan, Medium/HighProfileResidentialdevelopmentcomprisetownhouses,stackedtownhouses and apartments.The layout and design of anysite for Medium/High ProfileResidentialuses shall notcreate an abrupt change in thescale and/or form of existing	It is proposed to construct one new 4-storey multiple dwelling containing a total of 20 residential units.
	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).

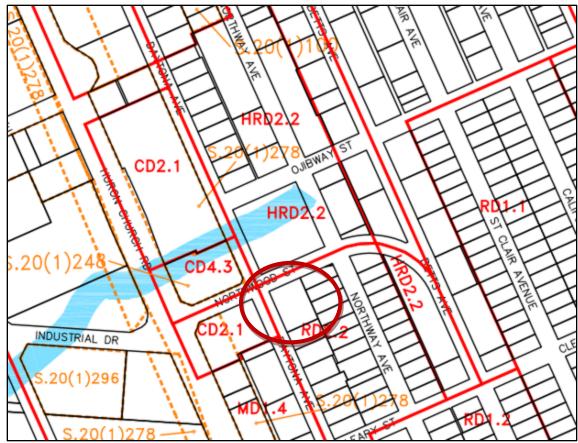


Figure 4 – City of Windsor Zoning

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	For 26-100 total number of Parking Spaces	2 spaces	Complies
Required (Table 24.24.1)	Type A – 2 % parking spaces	1 Type "A" Space 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.

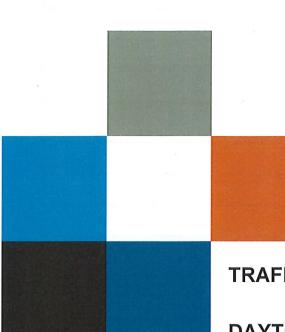
Planner's Certificate:

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



2230-2240 Daytona Ave., Windsor, Ontario



TRAFFIC IMPACT STATEMENT

DAYTONA AVENUE APARTMENTS

2240 DAYTONA AVENUE WINDSOR, ONTARIO

PROJECT NO. 22-048

DATE: DECEMBER 12, 2023



27 Princess St., Unit 102 Leamington, ON N8H 2X8 519.326.6161 TF 1.844.842.9188 bairdAE.ca

City Council Meeting Agenda - Monday, July 8, 2024 Page 398 of 747



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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.



1

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

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.



3

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.



DECEMBER 12, 2023

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.

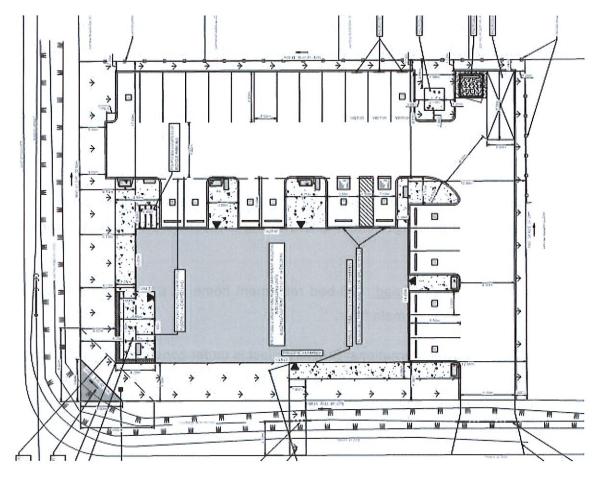


Exhibit 2 – Access Road Locations



DECEMBER 12, 2023

Daytona Avenue Apartments

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 Ger	nerated	
Use	ITE	Units /Area	AADT	AM	Hour	PM Hour	
		/Alea	A VACU	In	Out	In	Out
Proposed Develop	ment	and second	ALCO Y	12 hr			
Apartment Building	221	20 units	132	2	7	8	4
Proposed Developm	ient		132	2	7	8	4
Future Developme	nt			APARO A L'ARA AL	Adong/am		
Fred's Farm Develo	pment						
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	31.9	203		10-10-09-190	
Mix - Apartment & Commercial Buildings	Mix - Apartment & Commercial - Note 1			143	331	316	201
2800 Huron Church	Road (I	Retirement Ho	omes or re	sidential	plus Com	<u>mercial)</u>	
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 Develo	pment		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.

	ŀ	A.M. Peak Ho	our	P.M. Peak Hour			
Intersection	LOS	v/c	Delay (sec)	LOS	v/c	Delay (sec)	
Huron Church Road and Northwood Street							
EB LT	С	0.12	33.8	С	0.16	34.4	
EB R	А	0.23	6.1	А	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



7

<i>/</i> \					
А	0.11	0.4	А	0.07	0.3
D	0.74	48.0	F	1.29	177.6
В	0.11	16.2	В	0.18	17.8
	D	D 0.74	D 0.74 48.0	D 0.74 48.0 F	D 0.74 48.0 F 1.29

Note: NB - Northbound SB - Southbound EB - Eastbound WB - Westbound; LTR - Left/Through/Right turn

	tes, Press	A.M. Peak H	our	P.M. Peak Hour			
Intersection	LOS	v/c	Delay (sec)	LOS	v/c	Delay (sec)	
Huron Church Road and N	orthwood Str	eet		to here a los			
EB LT	С	0.12	33.8	С	0.15	34.3	
EBR	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	A	0.07	0.3	
Overall LOS		E	41.0		F	T.	
Daytona Avenue and North	hwood Street	8.12	V1.0.				
EB LTR	A	0.03	1.6	A	0.05	2.3	
WB LTR	A	0.0	0.0	А	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		Α	1810/		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



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.

	ļ	A.M. Peak Ho	our	P.M. Peak Hour			
Intersection	LOS	v/c	Delay (sec)	LOS	v/c	Delay (sec)	
Huron Church Road and Northwood Street							
EB LT	С	0.14	34.1	С	0.19	34.8	
EB R	А	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	1.20	134.4	D	0.95	53.1	
SB L	В	0.13	16.5	С	0.26	21.4	
SB T	D	0.87	54.8	F	1.52	272.9	
SB R	А	0.13	1.7	А	0.09	0.4	
Overall LOS		D			F		

Table 4: 2037 Background Conditions – Level of Service

Table 5: 2037 Total Conditions – Level of Service

	ŀ	A.M. Peak Ho	our	P.M. Peak Hour			
Intersection	LOS	v/c	Delay (sec)	LOS	v/c	Delay (sec)	
Huron Church Road and Northwood Street							
EB LT	С	0.14	34.1	С	0.19	34.8	
EB R	А	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		F			
Daytona Avenue and Northwo	ood Street	S our Us	1° militer d	land som			
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	C C	0.22	23.7	С	0.21	19.0	
WB LTR	В	0.17	12.6	В	0.22	11.7	
Overall LOS	Overall LOS		m, alma p	ffertrane (d. 5	А		

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



DECEMBER 12, 2023

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





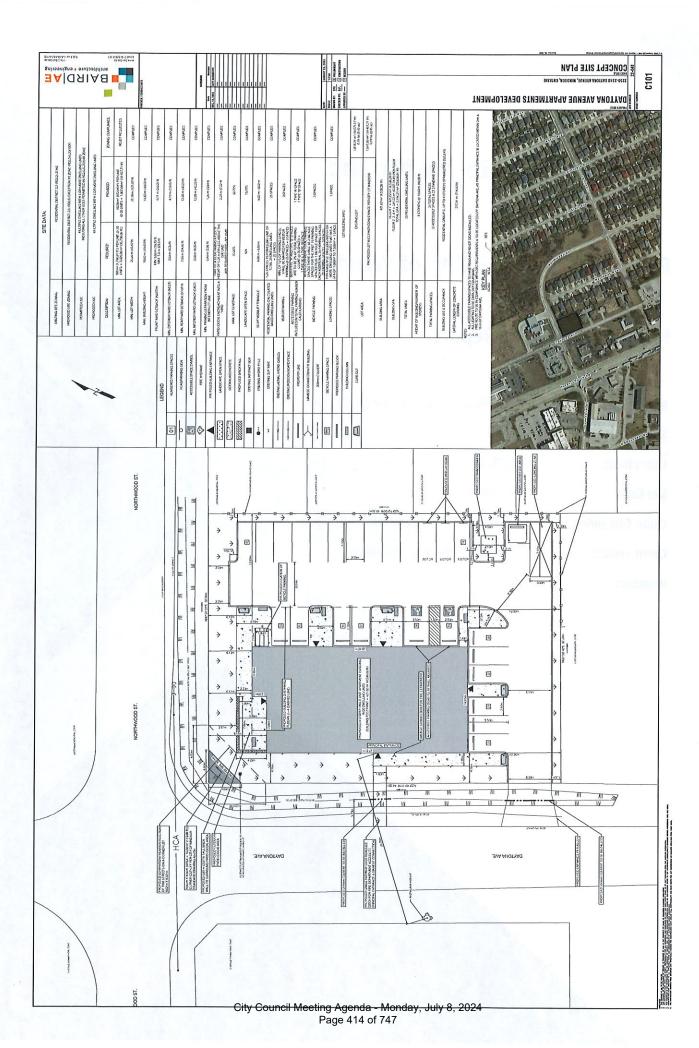
12

Appendix A

BACKGROUND TRAFFIC DATA AND OTHER RELATED INFORMATION



1





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	
	Include	es Cars, I	Medium Bicy		Heavy Tru	ıcks,	Include	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 Dr
Municipality:	Windsor
Count Date:	Feb 20, 2020

Northwood St - Traffic Summary

		East	Appro	ach To	otals			West	Appro	oach To	otals	
	Include	s Cars, N	Medium Bicy		Heavy Tr	ucks,	Include	s Cars, I	Medium Bicy	Trucks, l cles	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



Intersection: Huron Church Rd & Northwood St-Industrial Dr Municipality: Windsor

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 · 416(1010)	רסמוור המורי	

North Approach - Huron Church Rd

			Cars				Mediu	Medium Trucks	ks			Heav	Heavy Trucks	S			Bicy	Bicycles			Total
Start Time		+	1	C	Total	F	+	1	C	Total	F	+	1	C	Total	F	+	1	C	Total F	Peds
07:00	.	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	S	0	55	0	0	55	0	0	0	0	0	0
07:30	0	137	11	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	6	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	7	m	0	Ŝ	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	-	105	m	0	109	0	ഹ	~	0	9	0	70	0	0	70	0	0	0	0	0	0
09:45	m	125	10	0	138	0	-	0	0	-	0	52	5	0	78	0	0	0	0	0	0
SUBTOTAL	39	1489	126	0	1654	0	33	6	0	42	0	653	14	0	667	0	0	0	0	0	0



Huron Church Rd & Northwood St-Industrial Dr Windsor Intersection: Municipality:

Feb 20, 2020 Count Date:

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			Cars				Mediu	m Truch	S			Heavy 7	y Trucks				Bic	Bicycles		F	l ctol
Start Time		+	1	¢	Total		+	1	C	Total	F	+	1	C	Total		+	1	C	Total P	Peds
11:00	2	94	5	0	101	0	m	0	0	m	0	51	0	0	51	0	0	0	0	0	0
11:15	6	111	9	0	126	~	m	0	0	4	0	67	-	0	98	0	-	0	0	-	0
11:30	2	127	10	0	144	0	9	-	0	7	0	65	2	0	67	0	0	0	0	0	0
11:45	∞	109	5	0	122	0	2	0	0	2	0	71	2	0	73	0	0	0	0	0	0
12:00	0	101	10	0	111	-	-	0	0	2	0	42	4	0	46	0	0	0	0	0	0
12:15	0	134	6	0	143	0	c	1	0	4	0	101	0	0	101	0	0	0	0	0	0
12:30	2	128	12	0	142	0	-	m	0	4	0	85	2	0	87	0	0	0	0	0	0
12:45	4	122	7	0	133	0	4	1	0	S	0	102	S	0	105	0	0	0	0	0	0
13:00	9	134	6	0	149	0	~	0	0	-	0	61	-	0	62	0	0	0	0	0	0
13:15	2	128	∞	0	138	0	9	0	0	9	1	93	2	0	96	0	0	0	0	0	0
13:30	4	131	S	0	140	2	m	-	0	9	0	71	0	0	71	0	0	0	0	0	0
13:45	9	151	12	0	169	0	e	0	0	m	0	83	0	0	83	0	0	0	0	0	0
SUBTOTAL	50	1470	98	0	1618	4	36	7	0	47	1	922	17	0	940	0	-	0	0	~	0



Huron Church Rd & Northwood St-Industrial Dr Feb 20, 2020 Windsor Intersection: Municipality: Count Date:

	1.11	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	-
			0	0	0	0	0	0	0	0	0	0	0	0	0	0
		le	45	87	93	101	81	105	82	78	47	104	82	91	966	33
		Total	0	0	0	0 11	0	0 11	0	0	0	0 11	0	0	0 96	0 2603
Sd	rcks	C	0			01	~	~	~			-	0	10		
rch F	Heavy Trucks	1	0	-	-	2	S	S	m	-	0	0	0	5	19	50
Chu	Hea	+	45	86	92	66	78	102	79	17	46	104	82	86	976	2551
uron			0	0	0	0	0	0	0	0	~	0	0	0	-	2
н - н		Total	-	∞	4	m	∞	6	∞	9	0	5	2	m	57	146
roac	S	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0
App	n Truch	1	0	-	0	0	-	0	0	0	0	0	0	0	2	18
North Approach - Huron Church Rd	Medium Trucks	+	~	9	2	-	7	4	Ч	m	0	S	2	ω	39	108
Z	-	-	0	-	2	2	0	5	m	m	0	0	0	0	16	20
		al	216	262	251	275	295	273	291	292	247	313	240	248	33	
		Total	0 2	0 21	0 21	0 2	0 2	0 2	0 20	0 2	0 2,	0 3	0 2,	0 2,	0 3203	0 6475
		C	4	0	4	5	9	2	0	2	2	3	č	0		
	Cars	L		10					0					10	51	275
		+	205	238	242	264	283	265	287	284	237	294	234	231	3064	6023
		-	7	14	Ŋ	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



Huron Church Rd & Northwood St-Industrial Dr Feb 20, 2020 Windsor Intersection: Municipality: Count Date:



Huron Church Rd & Northwood St-Industrial Dr Feb 20, 2020 Windsor Intersection: Municipality: Count Date:

South Approach - Huron Church Rd

							a late														
			Cars				Mediu	Medium Trucks	S			Heavy	Heavy Trucks				Bic	Bicycles			Tatal
Start Time	F	+	1	¢	Total	F	+	1	C	Total	F	+	1	C	Total	F	+	1	¢	Total	Peds
11:00	12	138	10	0	160	2	Ś	0	0	7	2	23	0	0	55	0	0	0	0	0	0
11:15	18	130	16	0	164	0	5	0	0	5	m	64	0	0	67	0	0	0	0	0	0
11:30	23	139	17	0	179	0	4	0	0	4	-	82	0	0	83	0	0	0	0	0	0
11:45	25	153	30	0	208	2	4	0	0	9	2	65	0	0	67	0	0	0	0	0	0
12:00	22	149	15	0	186	m	2	0	0	Ŋ	Ŋ	72	0	0	77	0	0	0	0	0	0
12:15	31	169	30	0	230	-	c	0	0	4	5	62	0	0	67	0	0	0	0	0	0
12:30	21	145	30	0	196	2	m	0	0	Ŋ	11	70	0	0	81	0	0	0	0	0	0
12:45	37	149	17	0	203	2	m	0	0	S	5	70	0	0	75	0	0	0	0	0	0
13:00	30	137	33	0	190	m	m	0	0	9	4	72	0	0	76	0	0	0	0	0	-
13:15	24	153	18	0	195	1	2	0	0	m	5	69	0	0	74	0	0	0	0	0	0
13:30	28	152	16	0	196	~	2	0	0	Μ	c	68	0	0	71	0	0	0	0	0	0
13:45	31	140	15	0	186	1	m	0	0	4	7	87	0	0	94	0	0	0	0	0	0
SUBTOTAL	302	1754	237	0	2293	18	39	0	0	57	53	834	0	0	887	0	0	0	0	0	-



Intersection: Huron Church Rd & Northwood St-Industrial Dr Municipality: Windsor Count Date: Feb 20, 2020

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Start Time		+	1	¢	Total		+	1	¢	Total		+	1	C	Total		+	1	¢	Total	Peds
15:00	27	197	21	0	245	2	0	2	0	4	m	69	0	0	72	0	0	0	0	0	2
15:15	37	205	49	0	291	4	2	0	0	9	9	49	0	0	55	0	0	0	0	0	2
15:30	30	219	25	0	274	1	2	2	0	S	-	75	-	0	77	0	0	0	0	0	2
15:45	36	200	22	0	258	9	4	0	0	10	7	70	1	0	78	0	0	0	0	0	0
16:00	25	195	33	0	243	-	2	0	0	m	14	83	0	0	97	0	0	0	0	0	0
16:15	33	198	28	0	259	c	0	0	0	m	11	64	0	0	75	0	0	0.	0	0	0
16:30	24	189	33	0	246	0	-	0	0	-	m	69	-	0	73	0	0	0	0	0	2
16:45	24	181	23	0	228	0	2	0	0	2	2	73	0	0	75	0	0	0	0	0	0
17:00	33	211	30	0	274	0	5	0	0	-	9	65	0	0	71	0	0	0	0	0	~
17:15	15	220	30	0	265	0	1	0	0	-	0	63	0	0	63	0	0	0	0	0	0
17:30	27	202	46	0	275	0	0	0	0	0	m	S	0	0	56	0	0	0	0	0	0
17:45	24	191	35	0	250	0	-	0	0	-	1	99	0	0	67	0	0	0	0	0	0
SUBTOTAL	335	2408	365	0	3108	17	16	4	0	37	57	799	З	0	859	0	0	0	0	0	6
GRAND TOTAL	1186	6823	867	0	8876	51	101	6	0	161	168	2511	6	0	2688	0	0	0	0	0	16



Intersection:	Huron Church Rd & Northwood St-Industrial Dr
Municipality:	Windsor
Count Date:	Feb 20, 2020

	-	Peds	0	0	0	0	0	2	0	0	0	0	0	0	2
		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
	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
		F	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	<i>.</i>	0	4	-	0	-	2	S	2	2	0	-	19
		C	0	0	0	0	0	0	0	0	0	0	0	0	0
St	Trucks	-	0	0	-	0	0	0	0	0	0	0	0	0	-
pod 9	Heavy Trucks	1	0	0	. 	-	0	1	-	4	2	2	0	-	13
orthwood			1	0	2	0	0	0	-	1	0	0	0	0	5
Ž		le	4	0	-	0	0	0	-	5	m	5	0	0	19
ach .		Total	0	0	0	0	0	0	0	0	0	0	0	0	0 1
: Approach -	ucks	C)	-				-					-)
East A	Medium Trucks	1	0	0	0	0	0	0	0	0	0	1	0	0	1
Ë	Med	1	Ĺ	0	-	0	0	0	-	S	m	m	0	0	12
			S	0	0	0	0	0	0	2	0	-	0	0	9
		Total	36	45	59	72	76	66	78	48	32	34	38	29	646
		C	0	0	0	0	0	0	0	0	0	0	0	0	0
	Cars	1	Ъ	12	10	12	13	20	14	2	Ŋ	2	9	9	115
	U		11	14	15	21	14	13	∞	6	S	4	4	5	123
			20	19	34	39	49	99	56	34	22	23	28	18	408
		Start Time	07:00	07:15	07:30	07:45	08:00	08:15	08:30	08:45	00:60	09:15	06:30	09:45	SUBTOTAL

affic Inc.	RVICES & PRODUCTS
io Tra	ITORING 🔶 SE
Ontar	TRAFFIC MONI
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Huron Church Rd & Northwood St-Industrial Dr			
Huron Church	Windsor	Feb 20, 2020	
Intersection:	Municipality:	Count Date:	

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Ct Times		Caro				INCOMPTIN			No vier 1		ment incard		2							1
Start lime	-	-	C	Total		+	t	C	Total		+	1	C	Total		+	1	¢	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	3	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	-	0	0	0	0	0	0	0	0	0	0	0
11:45 22	11	6	0	42	0	-	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	S	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
34	15	9	0	55	Ļ	0	0	0	1	0	-	0	0	-	0	0	0	0	0	0
13:15 32	13.	5	0	50	1	-	~	0	e	0	0	0	0	0	0	0	0	0	0	-
13:30 30	11	m	0	44	0	0	0	0	0	0	-	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 1	131 6	63	0	482	e	5	~	0	9	-	∞	0	0	6	0	0	0	0	0	~



Huron Church Rd & Northwood St-Industrial Dr	Windsor	
Intersection:	Municipality:	

Windsor	Feb 20, 2020
Municipality:	Count Date:

East Approach - Northwood St

			Cars				Mediu	Medium Trucks	ks			Heavy	Heavy Trucks				Bic	Bicycles			1-4-1
Start Time	F	+	1	¢	Total	F	+	1	C	Total	F	+	1	C	Total		+	1	C	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	c	0	43	0	-	0	0	1	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	c	0	0	m	0	0	0	0	0	1
16:00	43	13	S	0	61	0	2	0	0	2	0	4	-	0	Ŋ	0	0	0	0	0	0
16:15	26	16	6	0	51	0	0	0	0	0	1	4	-	0	9	0	0	0	0	0	0
16:30	32	1	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	5	0	~	0	0	~	0	0	~	0	~	0	0	0	0	0	0
17:15	38	∞	5	0	51	0	-	0	0		0	0	0	0	0	0	0	0	0	0	0
17:30	31	1	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	З	6	0	0	12	1	15	3	0	19	0	1	0	0	-	9
GRAND TOTAL	1139	384	239	0	1762	12	26	2	0	40	7	36	4	0	47	0	1	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

			Cars				Mediur	m Truch	S			Heavy	Heavy Trucks				Bicy	Bicycles			
Start Time	F	-	1	¢	Total	F	+	1	C	Total	F	+	1	C	Total		+	1	C	Total	Peds
02:00	-	-	27	0	29	0	0	2	0	2	m L	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	م	0	18	-	0	9	0	7	-	0	14	0	15	0	0	0	0	0	0
07:45	Ŋ	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	1	7	11	0	19	0	0	1	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	c	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	6	m	19	0	31	0	0	c	0	S	m	0	2	0	5	0	0	0	0	0	0
06:30	m	9	25	0	34	m	0	1	0	4	m	0	m	0	9	0	0	0	0	0	0
09:45	m	2	17	0	22	0	0	0	0	0	0	0	∞	0	8	0	0	0	0	0	0
SUBTOTAL	40	68	190	0	298	9	ŝ	26	0	35	16	2	70	0	88	0	0	0	0	0	0



Intersection: Huron Church Rd & Northwood St-Industrial Dr Municipality: Windsor

Count Date: Feb 20, 2020

West Approach - Industrial Dr

		-	Cars				Mediu	Medium Trucks	ks			Heav	Heavy Trucks	S			Bic	Bicycles			
Start Time	F	+	1	¢	Total	F	+	1	¢	Total	F	+	1	C	Total	F	+	1	C	Total	Peds
11:00	6	m	14	0	26	-	-	-	0	m	0		Ś	0	9	0	0	0	0	0	0
11:15	m	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	ъ	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	1	0	-	0	-	5	0	9	0	0	0	0	0	0
13:00	2	9	13	0	24	0	0	0	0	0	4	0	7	0	7	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	11	81	183	0	341	1	5	16	0	22	∞	2	52	0	62	0	0	0	0	0	2

Ontario Traffic Inc.

Traffic Count Data

Intersection: Huron Church Rd & Northwood St-Industrial Dr Municipality: Windsor Count Date: Feb 20, 2020

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			Cars				Mediur	Medium Trucks	S			Heavy	Heavy Trucks	10			Bic	Bicycles			
Start Time	F	+	1	¢	Total	F	+	1	C	Total		+	1	C	Total		+	1	C	Total	Peds
15:00	m	7	31	0	41	0		m	0	4	0	0	2	0	2	0	0	0	0	0	0
15:15	4	S	25	0	34	0	0	0	0	0	1	-	S	0	7	0	0	0	0	0	0
15:30	Ŋ	∞	57	0	70	-	0	2	0	m	0	0	2	0	2	0	1	0	0	-	0
15:45	2	5	35	0	42	0	0	-	0	-	0	0	c	0	S	0	0	0	0	0	0
16:00	4	14	73	0	91	L	0	2	0	m	0	0	-	0	-	0	0	0	0	0	0
16:15	1	11	52	0	64	0	2	1	0	m	0	-	ŝ	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	1	0	4	0	Ŝ	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	Ŋ	7	30	0	42	0	0	-	0	-	1	0	5	0	9	0	0	0	0	0	0
SUBTOTAL	45	127	555	0	727	2	3	13	0	18	4	3	35	0	42	0	-	0	0	~	0
GRAND	162	276	928	0	0 1366	6	11	55	0	75	28	7	157	0	192	0	-	0	0	~	6



Peak Hour Diagram

Specified	l Period	One Hou	r Peak
From:	07:00:00	From:	07:45:00
To:	10:00:00	To:	08:45:00

Intersection:	Huron Church Rd & Northwood St-Industrial Dr
Site ID:	2003500003
Count Date:	Feb 20, 2020

North Approach

867 1544 2411

In Total

⊟ Totals

A

-

In Total

West Approach

Weather conditions:

Peds: 2

** Signalized Intersection **

Out

Industrial Dr

MT

Out

MT

ΗT

æ6

HT

MT

HT

ф

East Approach Out In Total MT HT æ6 330 188

Major Road: Huron Church Rd runs N/S

	No	orthwo	od St		
	Totals		MT	HT	₫\$
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 Appr	oach
	Out	In	Total
	1544	865	2409
MT	26	14	40
HT	311	204	515
46	0	0	0
	1881	1083	2964

💑 - Bicycles

🚍 - Cars

Huron Church Rd de la ΗT MT Totals

Peds: 0



Peds: 4

	4	1		1
Totals	281	1468	132	0
	265	1152	127	0
MT	4	20	2	0
HT	12	296	3	0
36	0	0	0	0
Ì	Huron	Churc	h Rd	

HT - Heavy Trucks

MT - Medium Trucks

Comments

July 8 2024 Page 431 of 747

Peak Hour Summary



Intersection:	Huron Church Rd & Northwood St-Industrial Dr
Count Date:	Feb 20, 2020
Period:	07:00 - 10:00

08:45)
07:45 -
r Data
k Hou
Pea

Total	ខ	866	792	798	750	3206			0.93	2635	82.2	44	1.4	527	16.4	0	0	9	
	Total	43	34	25	26	128		4	0.74	95	74.2	8	6.3	25	19.5	0	0		-
	Peds	0	0	0	0	0												0	0
proach rial Dr	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
West Approach Industrial Dr	1	24	18	15	18	75	58.6	2.3	0.78	50	66.7	7	9.3	18	24	0	0		
2	-	12	13	∞	3	36	28.1	1.1	0.69	33	91.7	-	2.8	2	5.6	0	0		
		2	m	7	5	17	13.3	0.5	0.61	12	70.6	0	0	S	29.4	0	0		
	Total	73	76	100	81	330	•	10.3	0.83	325	98.5	-	0.3	4	1.2	0	0	ä	-
	Peds	0	0	7	0	2												2	33.3
proach rood St	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
East Approach Northwood St	1	12	13	20	14	59	17.9	1.8	0.74	59	100	0	0	0	0	0	0		
	+	22	14	14	10	09	18.2	1.9	0.68	56	93.3	-	1.7	Υ	5	0	0		
		39	49	99	57	211	63.9	6.6	0.8	210	99.5	0	0	-	0.5	0	0	-	
	Total	523	482	461	415	1881		58.7	0.9	1544	82.1	26	1.4	311	16.5	0	0	1	-
- P	Peds		0	m	0	4												4	66.7
South Approach Huron Church Rd	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
outh Al	1	32	45	27	28	132	7	4.1	0.73	127	96.2	2	1.5	m	2.3	0	0	-	
SΞ	+	401	367	364	336	1468	78	45.8	0.92	1152	78.5	20	1.4	296	20.2	0	0		
		60	70	02	51	281	14.9	8.8	0.78	265	94.3	4	1.4	12	4.3	0	0		
	Total	227	200	212	228	867		27	0.95	671	77.4	6	-	187	21.6	0	0	1	1
و ی	Peds	0	0	0	0	0						d e						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 Al uron Ch	1	21	6	9	11	50	5.8	1.6	9.0	46	92	2	4	2	4	0	0	8	
ZŦ	+	206	185	196	210	797	91.9	24.9	0.95	605	75.9	7	0.9	185	23.2	0	0		
		0	9	7	7	20	2.3	0.6	0.71	20	100	0	0	0	0	0			
	Start Time	07:45	08:00	08:15	08:30	Grand Total	Approach	Totals %	PHF	Cars	% Cars	Medium Trucks	% Medium Trucks	Heavy Trucks	% Heavy Trucks	Bicycles	% Bicycles	Peds	% Peds



Peak Hour Diagram

Specified	Period	One Hour Peak				
From:	11:00:00	From:	12:15:00			
To:	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 ******

East Approach Out In Total 180 135 315

1

1

0

137

Northwood St

2

3

0

HT

0

æ

320

MT

0

1

2

0

183

MT

HT

36

Major Road: Huron Church Rd runs N/S

	North Approach					
	Out	In	Total			
₽.	567	638	1205			
MT	14	12	26			
ΗT	355	278	633			
36	0	0	0			
	936	928	1864			

Industrial Dr

	Totals		MT	HT	Ť	
5	0	0	0	0	0	
1	21	17	0	4	0	
-	25	23	1	1	0	
7	79	51	3	25	0	

	West	Appr	oach
	Out	In	Total
▤	91	209	300
MT	4	13	17
HT	30	33	63
苑	0	0	0
	125	255	380
	125	200	300

MT - Medium Trucks

	4	ŧ		Ú
Totals	48	876	12	0
	37	518	12	0
MT	5	9	0	0
HT	6	349	0	0
d6	0	0	0	0
	Huron	Churc	h Rd	

Peds: 0



Peds: 1

	-	1		1	
Totals	152	886	100	0	
	119	600	100	0	
MT	8	12	0	0	
HT	25	274	0	0	
ණ්ර්	0	0	0	0	
Huron Church Rd					

HT - Heavy Trucks

Totals

C	0	0	U	0	0
1	21	21	0	0	0
-	55	53	0	2	0
F	21 55 107	106	1	0	0

	Sout	h Appı	roach
	Out	In	Total
B	819	675	1494
MT	20	13	33
HT	299	374	673
36	0	0	0
	1138	1062	2200

💑 - Bicycles

🚘 - Cars

Comments

Peak Hour Summary

Huron Church Rd & Northwood St-Industrial Dr

Intersection: Count Date: Period:

Feb 20, 2020 11:00 - 14:00

Peak Hour Data (12:15 - 13:15)



Total Vehicl	5	1	-		_														
	es	609	597	600	576	2382			0.98	1657	69.69	39	1.6	686	28.8	0	0	1	
	Total	25	39	26	35	125	1	5.2	0.8	91	72.8	4	3.2	30	24	0	0		•
	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	79	63.2	3.3	0.73	51	64.6	m	3.8	25	31.6	0	0		
5	-	5	9	S	6	25	20	-	0.69	23	92	ب	4	-	4	0	0		
	F	9	9	m	9	21	16.8	6.0	0.88	17	81	0	0	4	19	0	0		
	Total	35	43	48	57	183	1	7.7	0.8	180	98.4	-	0.5	2	1.1	0	0	1	1
	Peds	0	0	0	0	0								4-4				0	0
oroach ood St	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
East Approach Northwood St	1	m	4	∞	9	21	11.5	0.9	0.66	21	100	0	0	0	0	0	0		
ше	-	1	12	16	16	55	30.1	2.3	0.86	53	96.4	0	0	2	3.6	0	0		
		21	27	24	35	107	58.5	4.5	0.76	106	99.1	-	6.0	0	0	0	0		
	Total	301	282	283	272	1138	1	47.8	0.95	819	72	20	1.8	299	26.3	0	0	ı	1
- 7	Peds	0	0	0	1	L	No. of Concession, No. of Conces				No. And No.	.6 61						-	100
oproach nurch R	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
South Approach Huron Church Rd	1	30	30	17	23	100	8.8	4.2	0.83	100	100	0	0	0	0	0	0		
ΩΞ	+	234	218	222	212	886	77.9	37.2	0.95	600	67.7	12	1.4	274	30.9	0	0		
	r	37	34	4	37	152	13.4	6.4	0.86	119	78.3	8	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
e P	Peds	0	0	0	0	0					Carlor and							0	0
North Approach Huron Church Rd	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
lorth A uron Ch	1	10	17	11	10	48	5.1	2	0.71	37	77.1	Ŀ	10.4	9	12.5	0	0	6	
~ 1	+	238	214	228	196	876	93.6	36.8	0.92	518	59.1	6	-	349	39.8	.0	0		
	F	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

City Council Meeting Agenda - Monday, July 8, 2024 Page 434 of 747



Peak Hour Diagram

Weather conditions:

Specified	Period	One Hour 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

****** Signalized Intersection ******

Major Road: Huron Church Rd runs N/S

Out 218

6

18

0

MT

HT

36

	Nort	h Appi	roach
	Out	In	Total
	1134	820	1954
MT	28	8	36
HT	369	288	657
Æ	0	0	0
	1531	1116	2647

Industrial Dr

	Totals		MT	HT	35	
5	0	0	0	0	0	
1	16	15	1	0	0	
-	52	49	2	1	0	
4	249	236	4	9	0	

Out	_	
out	In	Total
300	183	483
7	16	23
10	61	71
0	0	0
317	260	577
	7 10 0	7 16 10 61 0 0

otals
10
MT
HT
d b
56

Peds: 1



Peds: 2

	-	1		2
Totals	163	1075	108	0
⊟	118	782	106	0
MT	10	7	0	0
HT	35	286	2	0
50	0	0	0	0
	Huron	Churc	h Rd	

East Approach

177

12

3

0

In Total

395

18

21

0

F

C	0	0	0	0	0
1	25	23	0	2	0
-	72	52	5	15	0
	72 145	143	1	1	0

	Sout	h Appı	oach
	Out	In	Total
⊟	1006	1478	2484
MT	17	22	39
HT	323	368	691
<i>3</i> %	0	0	0
	1346	1868	3214

💑 - 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	ង	838	890	852	856	3436			0.97	2658	77.4	58	1.7	720	21	0	0	4		
		Total	46	95	11	105	317	-	9.2	0.75	300	94.6	7	2.2	10	3.2	0	0	•		
		Peds	0	0	0	0	0												0	0	
	proach ial 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			
	8	-	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	21	50	242		7	0.89	218	90.1	9	2.5	18	7.4	0	0		,	E.
		Peds	-	0	0	0	-												-	25	
(oroach ood St	C	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	c	25	10.3	0.7	0.63	23	92	0	0	2	8	0	0			
5 - 1		+	18	19	20	15	72	29.8	2.1	0.9	52	72.2	5	6.9	15	20.8	0	0			
15:4		F	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	76.0	1006	74.7	17	1.3	323	24	0	0		1	
ur D	- 3	Peds	0	0	0	2	2												2	50	
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 Al uron Ch	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			
		F	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	1	44.6	0.99	1134	74.1	28	1.8	369	24.1	0	0	•	•	
	_ P	Peds	0	0	0	-	-												-	25	
	North Approach Huron Church Rd	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Jorth A uron Cl	1	~	10	S	Э	25	1.6	0.7	0.63	13	52	-	4	1	44	0	0			
	~I	-	364	368	371	371	1474	96.3	42.9	0.99	1099	74.6	17	1.2	358	24.3	0	0			
			~	9	11	7	32	2.1	0.9	0.73	22	68.8	10	31.3	0	0	0				
		Start Time	15:45	16:00	16:15	16:30	Grand Total	Approach	Totals %	PHF	Cars	% Cars	Medium Trucks	% Medium Trucks	Heavy Trucks	% Heavy Trucks	Bicycles	% Bicycles	Peds	% Peds	

111

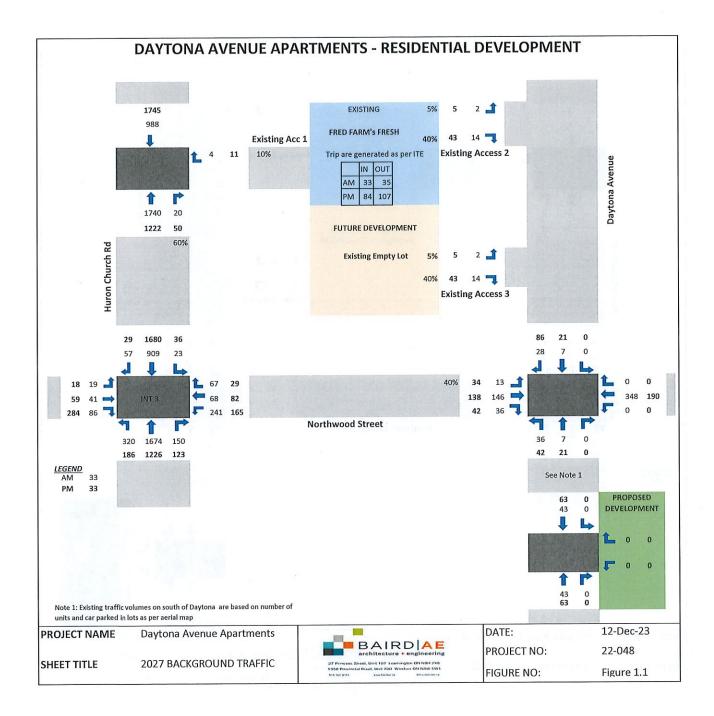
Appendix B

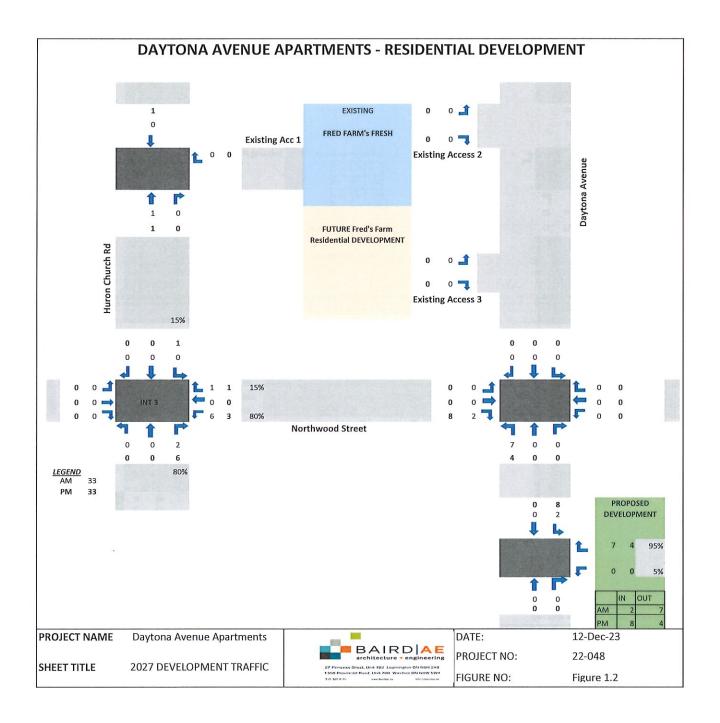
FUTURE TRAFFIC, DEVELOPMENT TRAFFIC AND TOTAL TRAFFIC VOLUMES

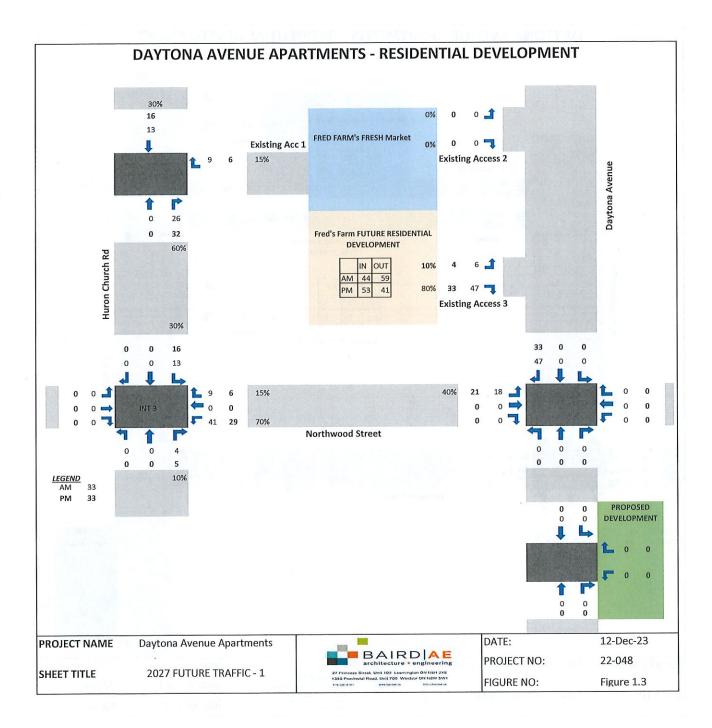


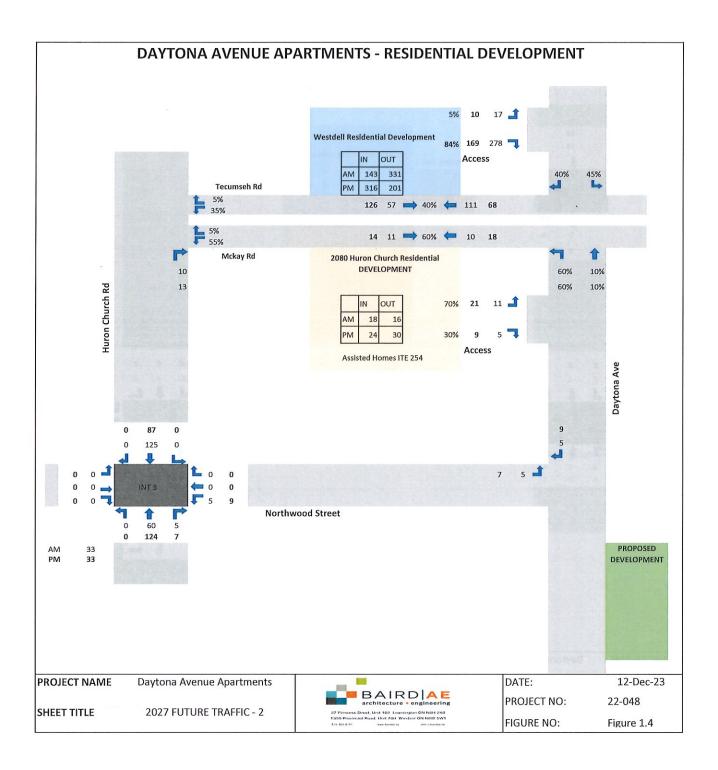
2

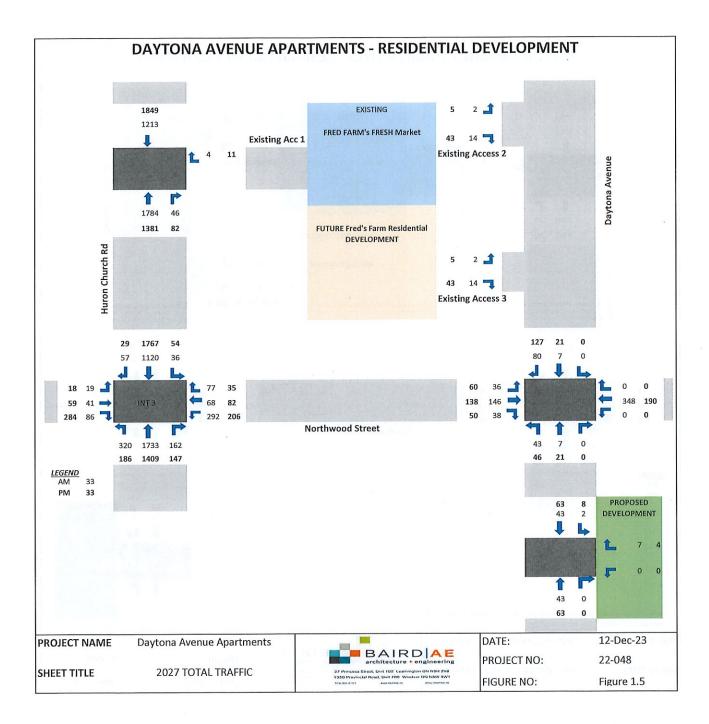
DECEMBER 12, 2023



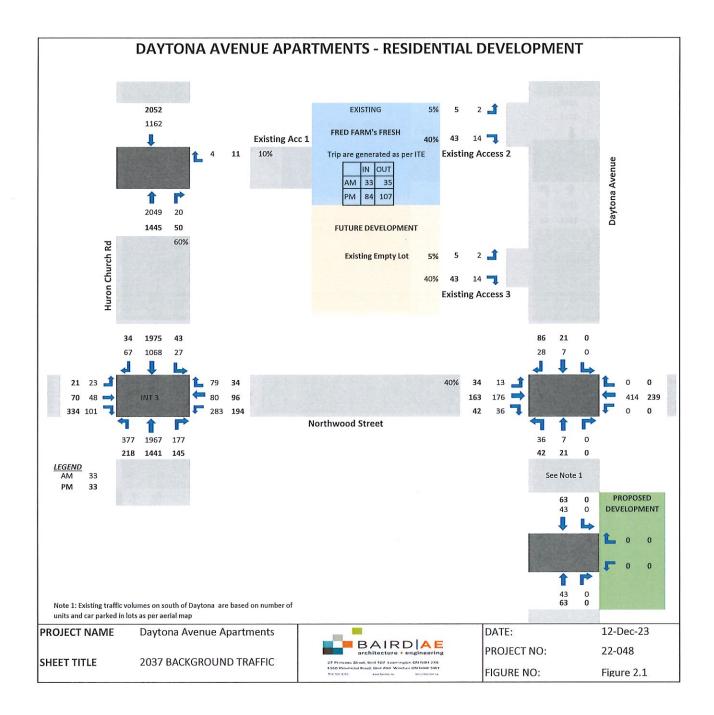




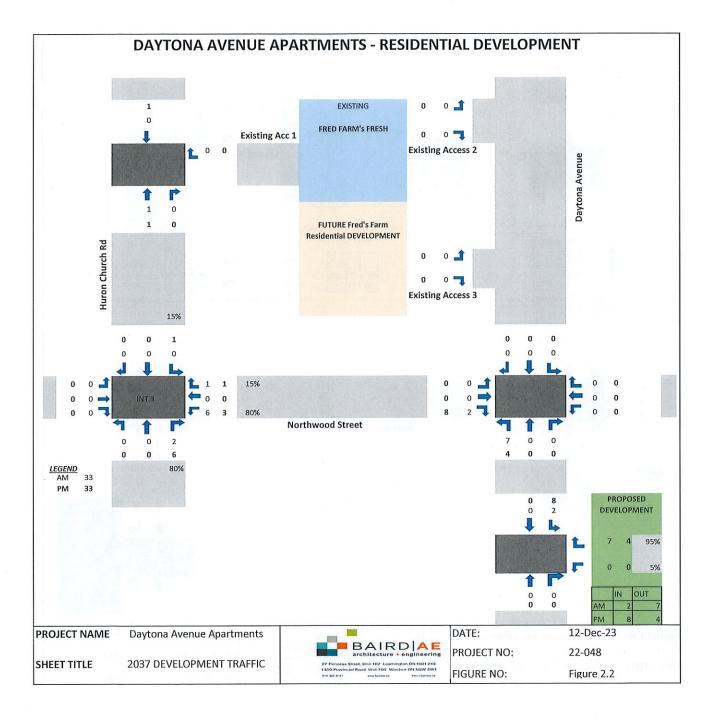


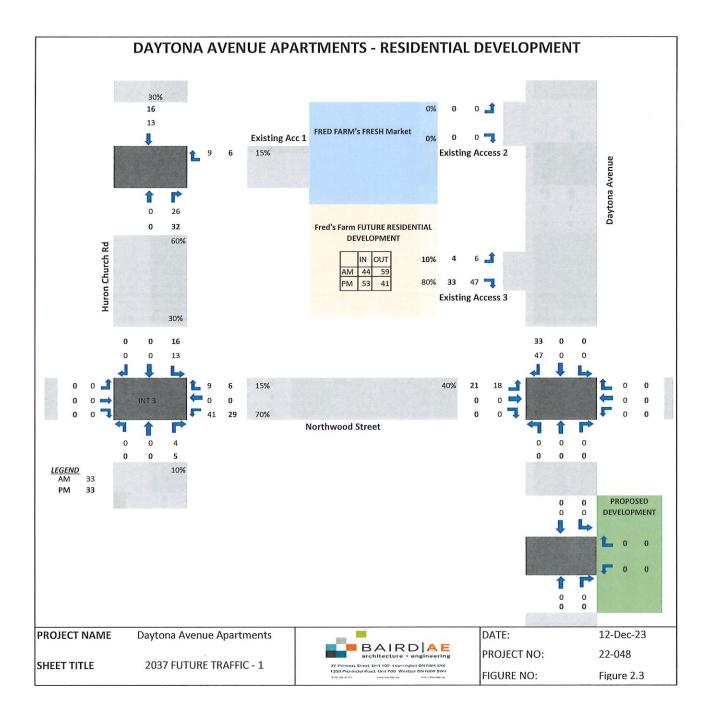


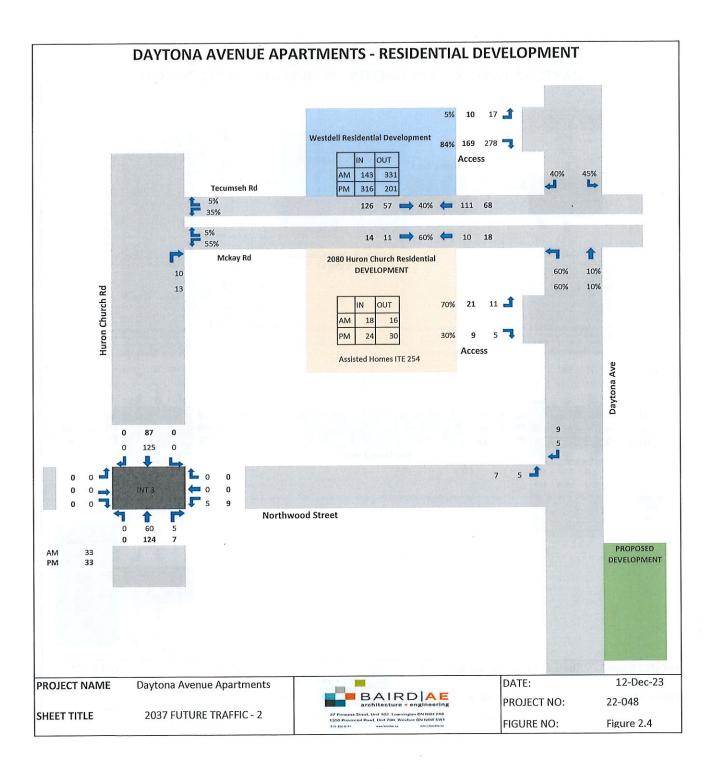
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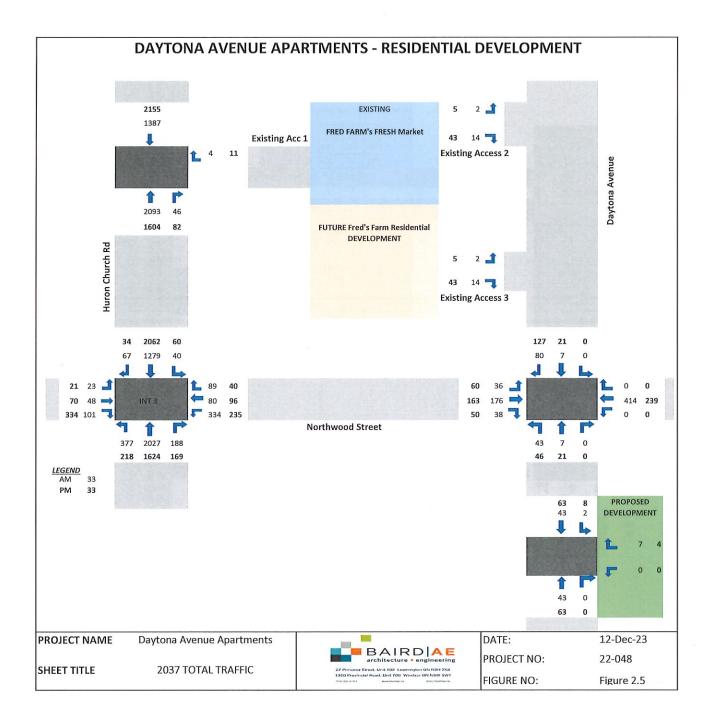


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Traffic Impact Statement

Appendix C

CAPACITY ANALYSIS



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DECEMBER 12, 2023

2027 BKGD AM TRAFFIC VOLUME 11-17-2023

	۶	-	\mathbf{F}	1	-	*	1	Ť	1	1	¥.	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			44+			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		1									1200	
vC, conflicting volume	378			198			618	584	178	588	604	378
vC1, stage 1 conf vol	150				ALL BAD	RIA !!						
vC2, stage 2 conf vol												
vCu, unblocked vol	378	and a state	318	198	LA.YTI	APAO	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			35					
cSH	1180	1375	381	589	1		31444					
Volume to Capacity	0.01	0.00	0.12	0.06								
Queue Length 95th (m)	0.3	0.0	3.3	1.6		14-14-14-14-14-14-14-14-14-14-14-14-14-1						
Control Delay (s)	0.6	0.0	15.8	11.5								
Lane LOS	A	010	C	В		Section 2						
Approach Delay (s)	0.6	0.0	15.8	11.5								
Approach LOS	010	010	C	В								
Intersection Summary				Aniversity								
Average Delay		12 STORE	1.9									
Intersection Capacity Utiliza	tion	1	36.5%	IC	U Level o	f Service			А			
Analysis Period (min)			15					844	7.			

2027 BKGD AM TRAFFIC VOLUME

11-17-2023

in find	۶	-	7	1	-	*	1	Ť	1	1	¥	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7	7	Ĩ≯		7	<u> ተ</u> ትኈ		ሻ	***	1
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	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	Colores -	0.926		Starting a	0.988				0.850
Flt Protected		0.984	01000	0.950			0.950			0.950		
Satd. Flow (prot)	0	1853	1601	1722	1648	0	1825	4418	0	1772	3973	1555
Flt Permitted	0	0.920	1001	0.714	1010		0.163		1	0.079		
Satd. Flow (perm)	0	1727	1561	1265	1648	0	311	4418	0	147	3973	1496
Right Turn on Red	U	1141	Yes	1200	1010	Yes	011	1110	Yes		0010	Yes
Satd, Flow (RTOR)			113		30	105		12	100			113
Link Speed (k/h)	and the second	50	110		50			50			50	110
Link Distance (m)	Selatiski -	186.9		The second	279.6	in the second	1224 253	226.1			251.1	
	all and a second	13.5			20.1			16.3			18.1	
Travel Time (s)	0	15.5	8	15	20.1	15	15	10.5	15	8	10.1	8
Confl. Peds. (#/hr)	8	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak Hour Factor	0.92				6%	6%	0.92	18%	3%	3%	32%	5%
Heavy Vehicles (%)	2%	2%	2% 93	6%	74	73	348	1820	163	25	988	62
Adj. Flow (vph)	21	45	93	262	/4	15	340	1020	105	20	900	02
Shared Lane Traffic (%)	0	00	00	000	447	0	240	1983	0	25	988	62
Lane Group Flow (vph)	0	66	93	262	147	0	348	1985 No		No	900 No	No
Enter Blocked Intersection	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			3.7			3.7	
Link Offset(m)		0.0			0.0		and the state of the	0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane				0.00	0.00	0.00	0.00	0.00	0.00	0.00	Yes	0.00
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	NIA	15
Turn Type	pm+pt	NA	Perm	pm+pt	NA	N. I.C.	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	0
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	Statist	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
		v	v		v			~				

Huron Church Development 10-11-2021 BAIRDAE

2027 BKGD AM TRAFFIC VOLUME 11-17-2023

	۶	-	7	•	-	×.	1	Ť	1	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		0.12	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		В	D	A
Approach Delay		17.6			42.0			62.8			44.5	
Approach LOS		В	6.0		D	2		Е			D	1812 199
Intersection Summary												
Area Type:	Other											
Cycle Length: 150												
Actuated Cycle Length: 1	50											157 16
Offset: 0 (0%), Reference	ed to phase 3:8	SBL and 7	NBL, Sta	art of Gre	en							
Natural Cycle: 150												R land
Control Type: Pretimed												
Maximum v/c Ratio: 1.02												
Intersection Signal Delay:				In	tersectior	LOS: D						
Intersection Capacity Utili	ization 92.1%			IC	U Level o	of Service	F			PHILE SALES		and the second second
Analysis Period (min) 15												

Ø1	₹ø2	Ø3 (R)		
22 s	37 s	19 s	72 s	
√ Ø5	206	Ø7 (R)	Ø8	
22 s	37 s	34 s	57 s	

2027 TOTAL AM TRAFFIC VOLUME

12-12-2023

14 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	٠	-	~	*	-	*	1	1	1	1	Ŧ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7	ሻ	1+		ሻ	ተተ ጮ		5	ተተተ	7
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	12 10 11	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		100	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		and the second second		0.850
Flt Protected		0.984		0.950			0.950			0.950		
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	al night	1.1.1.2
Satd. Flow (perm)	0	1722	1561	1266	1635	0	252	4414	0	147	3973	1496
Right Turn on Red	U	1 1 Jan Jan	Yes	1200	1000	Yes			Yes			Yes
Satd, Flow (RTOR)		STATE AND	113		35	100		13				113
Link Speed (k/h)		50	110		50			50		1011	50	
Link Distance (m)		186.9			279.6			226.1			251.1	
Travel Time (s)	and the second second	13.5			20.1			16.3			18.1	
	8	15.5	8	15	20.1	15	15	10.5	15	8	10.1	8
Confl. Peds. (#/hr)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak Hour Factor		2%	2%	6%	6%	6%	0.92	18%	3%	3%	32%	5%
Heavy Vehicles (%)	2%		2% 90	309	72	82	336	1821	171	39	1088	60
Adj. Flow (vph)	21	43	90	309	12	02	550	1021	1/1		1000	00
Shared Lane Traffic (%)	0	C.4	00	309	154	0	336	1992	0	39	1088	60
Lane Group Flow (vph)	0	64	90			0	No	No	No	No	No	No
Enter Blocked Intersection	No	No	No	No	No	No		Left		Left	Left	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	3.7	Right	Leit	3.7	Right
Median Width(m)		3.7			3.7						0.0	
Link Offset(m)		0.0			0.0	1.11.12		0.0			3.0	
Crosswalk Width(m)		3.0			3.0			3.0			Yes	
Two way Left Turn Lane	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00
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	ALA	15	25	NIA	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	0
Permitted Phases	6		6	2			4			8	00.5	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)	1	0	0		0			0			0	0

Huron Church Development 10-11-2021 BAIRDAE

2027 TOTAL AM TRAFFIC VOLUME 12-12-2023

	٨	-	\mathbf{F}	1	-	*	1	1	1	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		0.12	0.22	0.64	0.42		0.73	1.03		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		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	6.9	8.0	E			D	212 22
Intersection Summary			ALL CONTRACT								TEN BIN	
Area Type:	Other											
Cycle Length: 150												
Actuated Cycle Length: 15	50											
Offset: 0 (0%), Referenced	d to 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:					tersectior							
Intersection Capacity Utiliz	zation 92.1%			IC	U Level o	of Service	F					
Analysis Period (min) 15												

Ø1	Ø2	Ø3 (R)	1 Ø4	
22 s	37 s	19 s 72	s	
√ Ø5	1 26	🖉 🔨 Ø7 (R)	Ø8	
22 s	37 s	34 s	57 s	

2027 TOTAL AM TRAFFIC VOLUME 12-12-2023

Se b d	×	-	~	*	-	×.	1	1	1	1	¥	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			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%	in the second
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												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)					A STREET							
Median type		None			None							
Median storage veh)					THE REAL							
Upstream signal (m)		280										
pX, platoon unblocked												
vC, conflicting volume	364			193			706	614	172	618	635	364
vC1, stage 1 conf vol					Series Vision		Contraction of			Estellar		
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)		- Castrin and		TELEVINET C	a starter a		Series and		and the second			
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	a thing the set		1380		1.1	294	394	871	385	383	681
Direction, Lane #	EB 1	WB 1	NB 1	SB 1					a faith and a state			
Volume Total	232	364	55	95								
Volume Left	39	0	47	0								
Volume Right	41	0	47	87								
cSH	1195	1380	305	639		-						
Volume to Capacity	0.03	0.00	0.18	0.15								
	0.03		5.2	4.2	- alexandre - service	en la constante		an out and		COLUMN THE	ALC: NOT THE	
Queue Length 95th (m)	1.6	0.0 0.0	0.2 19.4	4.2								
Control Delay (s) Lane LOS	1.6 A	0.0	19.4 C	11.0 B	C. P. Constanting of the P. Constanting of t	and the second second	and the fact of the					No.
		0.0		11.6								
Approach Delay (s) Approach LOS	1.6	0.0	19.4 C	11.0 B		11 - Contraction						
			U	D								
Intersection Summary	State and		<u></u>									
Average Delay			3.4			10 1						
Intersection Capacity Utiliza	ation		48.7%	IC	U Level	of Service			А			
Analysis Period (min)			15	all shirts								Lawrence -

2027 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			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											38 702	
Lane Width (m)												
Walking Speed (m/s)		12.112.2				active and					1	
Percent Blockage												
Right turn flare (veh)								State ()				
Median type		None			None							
Median storage veh)												
Upstream signal (m)		280										
pX, platoon unblocked										1.121		
vC, conflicting volume	207			196			558	454	173	466	477	207
vC1, stage 1 conf vol							111-11-1	The state		1415 202	189.98	
vC2, stage 2 conf vol												
vCu, unblocked vol	207		Star Star	196	a sugar		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)											CT I I CHI	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			100	el.serel		88	95	100	100	95	89
cM capacity (veh/h)	1364			1377			369	488	871	479	474	833
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	233	207	69	116								
Volume Left	37	0	46	0		a sala su		1				
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			Siles I S	20202			经正规可以知	
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	SING C		С	В								
Intersection Summary												
Average Delay			4.3									
Intersection Capacity Utiliza	ation		41.8%	IC	U Level o	of Service			А			
Analysis Period (min)			15									

2027 BKGD PM TRAFFIC VOLUME

11-17-2023

4. NORTHWOOD SLAT	Northwood St & Huron Church								1-2020			
	1	-	Y	1	-	*	1	1	1	1	Ŧ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्स	7	٦	ĵ.		۳	ተተ ጮ		۳	***	1
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	Sec. Con	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			1.00		1.00		0.96
Frt		ALL STOP	0.850		0.960			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		0.944		0.702	-		0.073			0.120	al due	U DOYL-
Satd. Flow (perm)	0	1707	1516	1293	1497	0	110	4126	0	176	4196	1061
Right Turn on Red			Yes			Yes			Yes	000-24102	- (Yes
Satd. Flow (RTOR)	THE TRE		309		11	100		14				113
Link Speed (k/h)		50	000		50			50		0.073.0	50	
Link Distance (m)	Teleforeset of	186.9			279.6			226.1		2200	251.1	
Travel Time (s)		13.5			20.1			16.3			18.1	10.0
Confl. Peds. (#/hr)	8	10.0	8	15	20.1	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
	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	505	175	05	52	100	1000	101	00	TOLO	01
Shared Lane Traffic (%)	0	84	309	179	121	0	183	1467	0	39	1826	32
Lane Group Flow (vph)	No	No	No	No	No	No	No	No	No	No	No	No
Enter Blocked Intersection	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Lane Alignment	Leit	3.7	Right	Leit	3.7	rught	Lon	3,7	rugitt	Lon	3.7	ragite
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		3.0		29 Mar 201	3.0		a transferration	3.0			3.0	
Crosswalk Width(m)		5.0			5.0			0.0			Yes	and the second of
Two way Left Turn Lane	0.00	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Headway Factor	0.99 25	0.99	15	25	0.99	15	25	0.00	15	25	0.00	15
Turning Speed (k/h)		NIA			NA	15	pm+pt	NA	10	pm+pt	NA	Perm
Turn Type	pm+pt	NA	Perm	pm+pt			and the second se	4		3	8	1 GIII
Protected Phases	1	6	C	5 2	2		7	4		8	0	8
Permitted Phases	6	07.0	6		27.0		4	38.5		19.0	38.5	38.5
Minimum Split (s)	22.0	37.0	37.0	22.0	37.0			72.0		19.0	57.0	57.0
Total Split (s)	22.0	37.0	37.0	22.0	37.0		34.0 22.7%	48.0%		12.7%	38.0%	38.0%
Total Split (%)	14.7%	24.7%	24.7%	14.7%	24.7%	Contraction of Contraction	A CONTRACTOR OF A CONTRACT			15.0	50.5	50.5
Maximum Green (s)	18.0	30.5	30.5	18.0	31.5		30.0	65.5		3.0	4.0	4.0
Yellow Time (s)	3.0	4.0	4.0	3.0	3.0	antes tra	3.0	4.0			2.5	2.5
All-Red Time (s)	1.0	2.5	2.5	1.0	2.5		1.0	2.5		1.0 0.0	0.0	0.0
Lost Time Adjust (s)		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	25	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	1	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	2025
Intersection Summary						25						
Area Type:	Other											
Cycle Length: 150												
Actuated Cycle Length: 150)											15 22
Offset: 0 (0%), Referenced	to phase 3:8	SBL and 7	NBL, Sta	art of Gre	en							
Natural Cycle: 150												27437
Control Type: Pretimed												
Maximum v/c Ratio: 1.29												
Intersection Signal Delay: 9				Int	tersection	LOS: F						
Intersection Capacity Utilization	ation 97.9%			IC	U Level o	f Service	F					
Analysis Period (min) 15												

Ø1	Ø2	Ø3 (R)	₫ Ø4	
22 s	37 s	19 s	72 s	
Ø5	126	🖉 🔨 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	1	٦	1		7	^		۲	ተተተ	7
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	and the second second	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	California (0.955			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	11/1/1		Yes	bonne et	er (-£9)	Yes
Satd. Flow (RTOR)			298		13	Les alles		15				113
Link Speed (k/h)		50			50			50		Desire.	50	
Link Distance (m)	1.1200.0	186.9			279.6			226.1		and the second	251.1	
Travel Time (s)		13.5		12011	20.1			16.3	0.0		18.1	24246
Confl. Peds. (#/hr)	8		8	15	ange an	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 (%)									S. These			
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)		3.7	The second se		3.7			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0	AL AL AL		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	11214-1224	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	and and a second	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

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
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		No. 10	D	19.0	2.0	D			F	
Intersection Summary								40.00				
Area Type:	Other											
Cycle Length: 150												
Actuated Cycle Length: 1								12.23		17.19.4.27		
Offset: 0 (0%), Reference	d to phase 3:	SBL and 7	NBL, Sta	art of Gre	en							
Natural Cycle: 150									States and	S TELEVISION	A DESIGNATION	
Control Type: Pretimed												
Maximum v/c Ratio: 1.32			1.597 121	112.00			221200	MARCE S	Contractor and			
Intersection Signal Delay:					tersectior							
Intersection Capacity Utili	zation 98.4%		19 21.12	IC	U Level o	of Service	F					
Analysis Period (min) 15												

▶ Ø1	V 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

Ser in de	۶	-	7	1	-	*	1	1	1	1	¥	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			\$			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			1. 215									
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None						0.01	
Median storage veh)												
Upstream signal (m)		280										
pX, platoon unblocked		S. Theres		Real Providence								
vC, conflicting volume	197			197			650	501	170	512	528	197
vC1, stage 1 conf vol					1212							
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)	Contraction and the			and los							and a state	
tF (s)	2.2	1.11		2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95		1	100			83	95	100	100	95	84
cM capacity (veh/h)	1376			1376		Sec.	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								and the l
cSH	1376	1376	331	744								
Volume to Capacity	0.05	0.00	0.22	0.22			- 6	P. 11	2.1	-		
Queue Length 95th (m)	1.2	0.0	6.6	6.6	A SANA							
Control Delay (s)	2.3	0.0	18.9	11.2	;			6				
Lane LOS	А		С	В								
Approach Delay (s)	2.3	0.0	18.9	11.2				1				
Approach LOS			С	В								
Intersection Summary								Nor-State				
Average Delay			5.4									
Intersection Capacity Utiliza	ation		48.9%	IC	U Level o	of Service			А	Diff.		-
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			44	
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)	AREA STATE	1 1 1 1 1 1										
Median type		None			None							
Median storage veh)				-			17.20.0	and the second			E GRANN	
Upstream signal (m)		280			4							
pX, platoon unblocked	A CERT											10703-20
vC, conflicting volume	450			232			816	730	212	734	750	450
vC1, stage 1 conf vol		Service.			The strength					21 310		
vC2, stage 2 conf vol												
vCu, unblocked vol	450	A Starting		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)			1000	and the second								
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			100	12.3 63 7.3	A. Santa	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								
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	010	С	B								12.22
Approach Delay (s)	1.3	0.0	22.9	12.6								
Approach LOS	110	010	C	В								
Intersection Summary											15 29 53	
Average Delay			3.2									
Intersection Capacity Utiliza	ation		54.4%	10	CU Level o	of Service			А			
Analysis Period (min)			15									
			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		र्भ	1	۲	1+		٦	*		۲	***	1
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	(* 17.	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	1.00			1.1.1	0.96
Frt			0.850		0.925			0.988				0.850
Flt Protected	1	0.984		0.950			0.950	and they		0.950	S	
Satd. Flow (prot)	0	1853	1601	1722	1646	0	1825	4418	0	1772	3973	1555
Flt Permitted		0.903		0.707			0.112			0.079	11 140	a de care
Satd. Flow (perm)	0	1696	1561	1253	1646	0	214	4418	0	147	3973	1496
Right Turn on Red			Yes		0.557	Yes		a la la	Yes	05000	1. (2.0)	Yes
Satd. Flow (RTOR)			113		30			12				113
Link Speed (k/h)		50			50			50			50	0.000
Link Distance (m)		186.9			279.6			226.1	Y. P. Law		251.1	
Travel Time (s)		13.5		1111	20.1			16.3			18.1	
Confl. Peds. (#/hr)	8		8	15		15	15		15	8	311.5.2.0	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 (%)										1		
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)	States States	3.7			3.7			3.7	Ű		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											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)	110	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		, 55	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
		0	0		<u> </u>							

Huron Church Development 10-11-2021 BAIRDAE

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
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		0.0	0.0	0.0	0.0	201	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	10.0	90	F			D	
Intersection Summary	Contact of the		Ne Carl				-					
Area Type:	Other									A Real Property in	E ZI SA	
Cycle Length: 150												
Actuated Cycle Length: 18	50											
Offset: 0 (0%), Reference	d 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:	91.9			In	tersectior	LOS: F						
Intersection Capacity Utiliz	zation 92.1%			IC	U Level of	of Service	F					
Analysis Dariad (min) 15												

Analysis Period (min) 15

Ø1	₹ø2	Ø3 (R)	₫ Ø4	
22 s	37 s	19 s	72 s	
€ Ø5		Ø7 (R)	Ø8	
27 s	378	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		र्स	1	5	4		٦	**		۲	***	7
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				0.96
Frt			0.850	and the second	0.921			0.987				0.850
Flt Protected		0.984		0.950			0.950			0.950		
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			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113		34	5151403		13				113
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		186.9			279.6			226.1	7 75 3		251.1	
Travel Time (s)		13.5			20.1			16.3			18.1	
Confl. Peds. (#/hr)	8		8	15		15	15	NUMBER OF	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	363	87	97	410	2203	204	43	1390	73
Shared Lane Traffic (%)		S. A.		1111919								
Lane Group Flow (vph)	0	77	110	363	184	0	410	2407	0	43	1390	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)		3.7		1012 223	3.7		See 2	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											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

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
Act Effct Green (s)	1. 1. 1. 1. A	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	1.9		F			E	2.2.73
Intersection Summary			En la									
Area Type:	Other	31 M	31.002								1.	200
Cycle Length: 150												
Actuated Cycle Length: 15	0											
Offset: 0 (0%), Referenced	to phase 3:	SBL and T	':NBL, St	art of Gre	en							
Natural Cycle: 150												
Control Type: Pretimed												
Maximum v/c Ratio: 1.24	and the second											
Intersection Signal Delay:	108.0			In	tersectior	LOS: F						
Intersection Capacity Utiliz		I THE R		IC	U Level of	of Service	F					
Analysis Dariad (min) 15												

Analysis Period (min) 15

▶ Ø1	₹ø2	Ø3 (R)	<1Ø4
22 s	37 s	19 s	72 s
√ Ø5	2 106	🖉 🔨 Ø7 (R)	↓ øs
22 s	37 s	34 s	57 s

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	California (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							A CONTRACT					
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)						TAL AND						
Median type		None			None							
Median storage veh)						Con State	1.42.00		(Caller and			
Upstream signal (m)		280						7				
pX, platoon unblocked					ALC: NOT		A BORE					
vC, conflicting volume	450			232		10	830	740	212	744	760	450
vC1, stage 1 conf vol										1		100
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)		Stand Bar	and the state of the	a la la contra la		an an an					010	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	Sector Sector		80	98	100	100	98	86
cM capacity (veh/h)	1110	215	1	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						Contract - Still a		
Volume to Capacity	0.04	0.00	0.22	0.17		1.11						
Queue Length 95th (m)	0.9	0.0	6.6	4.8								10000
Control Delay (s)	1.5	0.0	23.7	12.6	-	1					COLUMN & STATE	
Lane LOS	А		С	В						-		
Approach Delay (s)	1.5	0.0	23.7	12.6								and the second sec
Approach LOS			С	В		and the second						
Intersection Summary							Carlos .					
Average Delay			3.3					E Copart S				
Intersection Capacity Utiliza	tion		54.8%	IC	U Level of	Service			А			
Analysis Period (min)			15					1. 1. S. S. T. S. S.				

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			\$	
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)									1. 2. 3. 5. 5.			
Percent Blockage												
Right turn flare (veh)											al state	
Median type		None			None							
Median storage veh)		N. S. Steff										
Upstream signal (m)		280										
pX, platoon unblocked										No. COM		
vC, conflicting volume	260			223			638	534	200	546	557	260
vC1, stage 1 conf vol				15 7 18								
vC2, stage 2 conf vol												
vCu, unblocked vol	260	Burgers	an and the second	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)												
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				De Parte	No.			
Volume to Capacity	0.03	0.00	0.20	0.17								
Queue Length 95th (m)	0.03	0.0	5.7	5.0			2 4 1 1 1 1			THE REAL		
Control Delay (s)	1.3	0.0	17.7	11.5								
Lane LOS	1.5 A	0.0	C	В								
Approach Delay (s)	1.3	0.0	17.7	11.5								
Approach LOS	1.0	0,0	C	В		1.1.1.23						
Intersection Summary												
Average Delay			4.1			Sec. 1						
Intersection Capacity Utiliza	ation		45.7%	1	CU Level	of Service			А			
Analysis Period (min)	adon		15								1000	
Analysis r enou (min)			10									

2037 BKGD PM TRAFFIC VOLUME

11-17-2023

	-	-	7	1	+	*	1	1	1	1	¥	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्स	1	5	ĥ		7	ተተ ኑ		4	***	1
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	1	0.0	80.0		0.0	105.0		135.0
Storage Lanes	0	2 States	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			1.00		1.00		0.96
Frt			0.850		0.961			0.986				0.850
Flt Protected		0.989		0.950			0.950			0.950		
Satd. Flow (prot)	0	1792	1555	1789	1499	0	1437	4126	0	1393	4196	1103
FIt Permitted		0.936		0.693			0.073			0.079		
Satd. Flow (perm)	0	1692	1516	1277	1499	0	110	4126	0	116	4196	1061
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			363		11			14				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	1.5	(ystata	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 (%)	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 (%)						1		Sector Sector				E.C.
Lane Group Flow (vph)	0	99	363	211	141	0	237	1724	0	47	2147	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)		3.7		12000	3.7	- C		3.7	J	12.00	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											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	C. States	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		.00	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
		v	0		v			v	and the second		U	0

Huron Church Development 10-11-2021 BAIRDAE

Lanes, Volumes, Timings 4: Northwood St & Huron Church

2027 TOTAL PM TRAFFIC VOLUME 11-17-2023

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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		0.19	0.61	0.43	0.44		0.72	0.95		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	NY NY	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		D	D		С	F	A
Approach Delay		14.9			43.3			52.9			263.1	
Approach LOS		В			D		E.Y.	D			F	
Intersection Summary												
Area Type:	Other											
Cycle Length: 150					1.00							
Actuated Cycle Length: 1												
Offset: 0 (0%), Reference	ed 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					tersectior		0					
Intersection Capacity Utili	ization 103.6%	0		IC	U Level (of Service	G					
Analysis Period (min) 15												

Splits and Phases: 4: Northwood St & Huron Church

▶ Ø1	₩ø2	Ø3 (R)	≪1 <i>Ø</i> 4	
22 s	37 s	19 s	72 s	
√ Ø5	2 106	🖉 🔨 Ø7 (R)	\$ Ø8	
77 s	37 s	34 s	57 s	

Lanes, Volumes, Timings 4: Northwood St & Huron Church

2037 TOTAL PM TRAFFIC VOLUME

12-12-2023

	۶	-	~	1	+	*	1	1	1	1	ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	1	ሻ	₽.		ሻ	ተተ ጮ		۲	***	1
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	3000	0	1		0	1		1
Taper Length (m)	10.0			15.0			15.0			20.0		1
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	Second Second		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		0.935		0.693			0.073		77	0.079		
Satd. Flow (perm)	0	1691	1516	1277	1496	0	110	4128	0	116	4196	1061
Right Turn on Red			Yes		1.1.2	Yes			Yes			Yes
Satd. Flow (RTOR)			363		13	100	-	15	100			113
Link Speed (k/h)		50	000		50			50			50	
Link Distance (m)		186.9		Contraction of the	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	70	303	200	104	43	237	1705	104	05	2241	37
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	and the second se
Median Width(m)	Leit	3.7	Right	Leit	3.7	Right	Leit	3.7	Right	Leit	3.7	Right
Link Offset(m)		0.0		WEIGHT	0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane		5.0			5.0			3,0			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
	25	0.99	15	25	0.99	15	25	0.99	15	25	0.99	15
Turning Speed (k/h)	111.0011	NA	Perm	Para Sector	NA	10		NA	10	pm+pt	NA	Perm
Turn Type	pm+pt		Penn	pm+pt			pm+pt					Peim
Protected Phases	1	6	C	5	2	and the state of	7	4	and the second second	3	8	0
Permitted Phases	6	27.0	6		27.0			20 E			38.5	8 20 F
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)		6.5	6.5	4.0	5.5	17-59 (BA)	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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Lanes, Volumes, Timings 4: Northwood St & Huron Church

2037 TOTAL PM TRAFFIC VOLUME 12-12-2023

	≯	-	>	1	-		1	1	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	2	0.31	0.20	0.34	0.21		0.58	0.44		0.45	0.34	0.34
v/c Ratio	1001	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	2.11	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	990.00
Intersection Summary												
Area Type:	Other					THE A	Institution a		0.000000			
Cycle Length: 150												
Actuated Cycle Length: 15	50										PANJA SA	
Offset: 0 (0%), Referenced	d to phase 3:	SBL and 7	NBL, St	art of Gre	en							
Natural Cycle: 150										I SARANA		
Control Type: Pretimed												
Maximum v/c Ratio: 1.59						1111574			AS ROTAL	AN REAL	26.2.2.1.3	
Intersection Signal Delay:					tersectior							
Intersection Capacity Utiliz	zation 105.3%	Ď		IC	U Level	of Service	G					
Analysis Period (min) 15												

Splits and Phases: 4: Northwood St & Huron Church

▶ Ø1	₩ø2	Ø3 (R)	Ø4	
22 s	37 s	19 s 72 s		
Ø5	206	Ø7 (R)	Ø8	
22 s	378	34 s	57 s	

Lanes, Volumes, Timings 18: Northwood St & Daytona Ave

2037 TOTAL PM TRAFFIC VOLUME

12-12-2023

	۶	-	7	-	-	*	*	Ť	1	1	Ļ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		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	1	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						0.967				
Satd. Flow (prot)	0	1816	0	0	1883	0	0	1821	0	0	1665	0
Flt 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			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 Utilizati	on 53.4%			IC	U Level o	of Service	A					
Analysis Period (min) 15		Second										

Huron Church Development 10-11-2021 BAIRDAE

Synchro 10 Report Page 1

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.





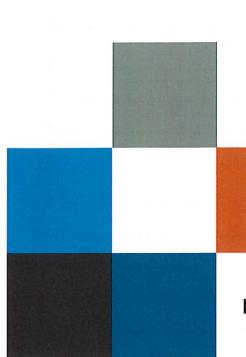
Exhibit 7: Looking north on Daytona Ave toward Northwood St



Exhibit 8: Looking north on Daytona Road toward Existing Access Road

Courtesy of Google Maps.

City Council Meeting Agenda - Monday, July 8, 2024 Page 477 of 747



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

City Council Meeting Agenda - Monday, July 8, 2024 Page 478 of 747

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DAYTONA AVENUE APARTMENTS

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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



DAYTONA AVENUE APARTMENTS

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:

62.5
0.5
0.2
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. 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.

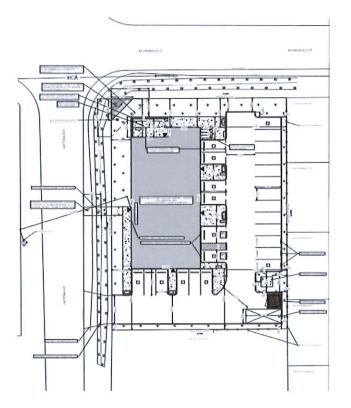


Figure 2: Proposed Development



3.2. 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.

Table 2: Required Storage Volumes						
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.



DAYTONA AVENUE APARTMENTS

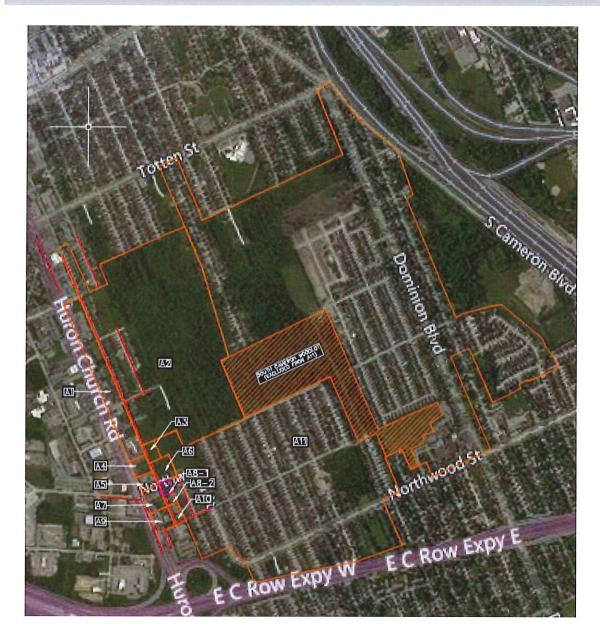


Figure 3: Sanitary Drainage Areas



DAYTONA AVENUE APARTMENTS

AREAS	RESIDENTIAL	COMMERCIAL	INSTITUTIONAL	TOTAL
A1	an as defe	5.9365	al el colta po	5.9365
A2	45.5468	5.000 mm vita 80	on and report a t	45.5468
A3	0.5045	પણ દેવના છે. જેવલ	a de laster.	0.5045
A4	0.567	n yes standis . Food oolf west	ovtheaters	0.567
A5	io the Edition	0.5095	e 19500% f. 1950	0.5095
A6			0.9696	0.9696
A7	aper to year at	0.8194	gentera la relation	0.8194
A8-1 ¹	0.286			0.286
A8-2	0.2521	n an ann an Anna Anna An Anna Anna Anna	na ostala esta an na lacal de catal	0.2521
A9	ന് നിന്ന പാസ്	0.7176	nt brack General	0.7176
A10	0.4575	n on agolas pri Samplu ani tari		0.4575
A11	166.9176	1.0382	9.1152	177.071
A8-1 ^{1 -}	This is the area for developmen		U COMBRE	233.6375

Table 4: Sanitary Drainage Areas

입 그렇는 것 2월 가난 없으로 있어야 했다. 동물 그 없는 것 같이 집을 가지 않는 것을 많이 한 것

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 architecture + 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.



DAYTONA AVENUE APARTMENTS



Figure 4: Additional Scenario Sanitary Drainage Areas

AREAS	RESIDENTIAL	COMMERCIAL	INSTITUTIONAL	TOTAL
A1	anal apis 5.4	5.9365	ing of manage lar	5.9365
A2	12.503	s The address of the second s	to territoria lie at	12.503
A3	0.5045	Guile - Robut	int used base (C. st.	0.5045
A4	0.567			0.567
A5		0.5095		0.5095

Table 5: Additional Scenario Sanitary Drainage Areas



FUCTIONAL SERVICING REPORT

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		0.7176
A10	0.4575			0.4575
A11	143.47	1.0382	9.1152	153.6234
A8-1	¹ 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.



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



DAYTONA AVENUE APARTMENTS

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.



Reviewed By:

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Civil Engineer

Prepared By:

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Civil Designer



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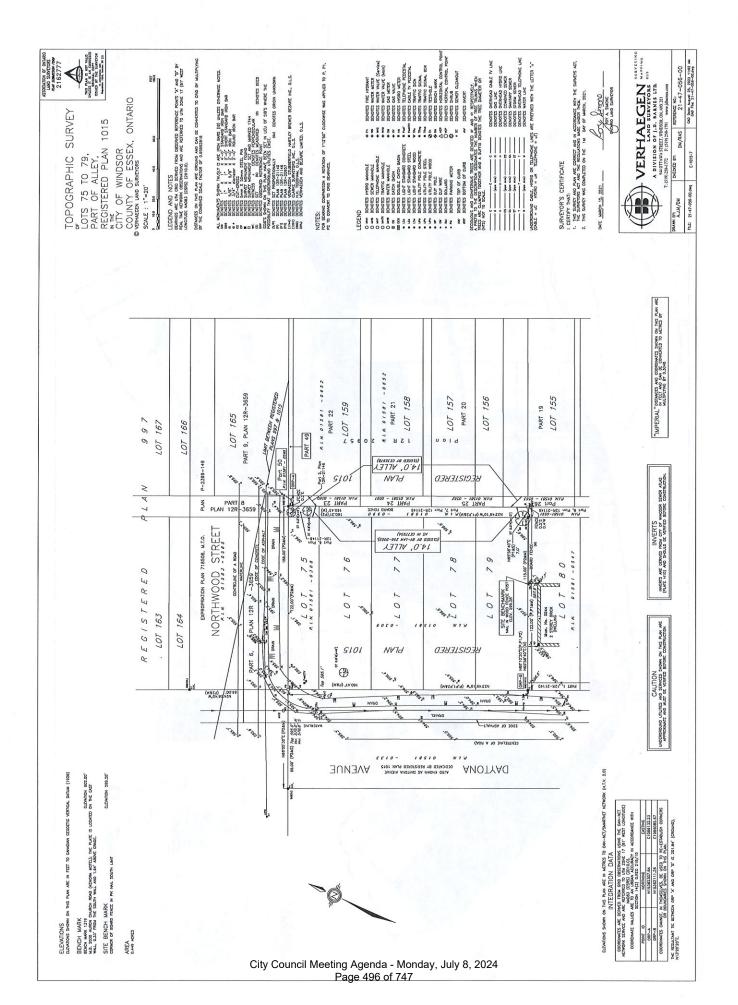
DECEMBER 12, 2023

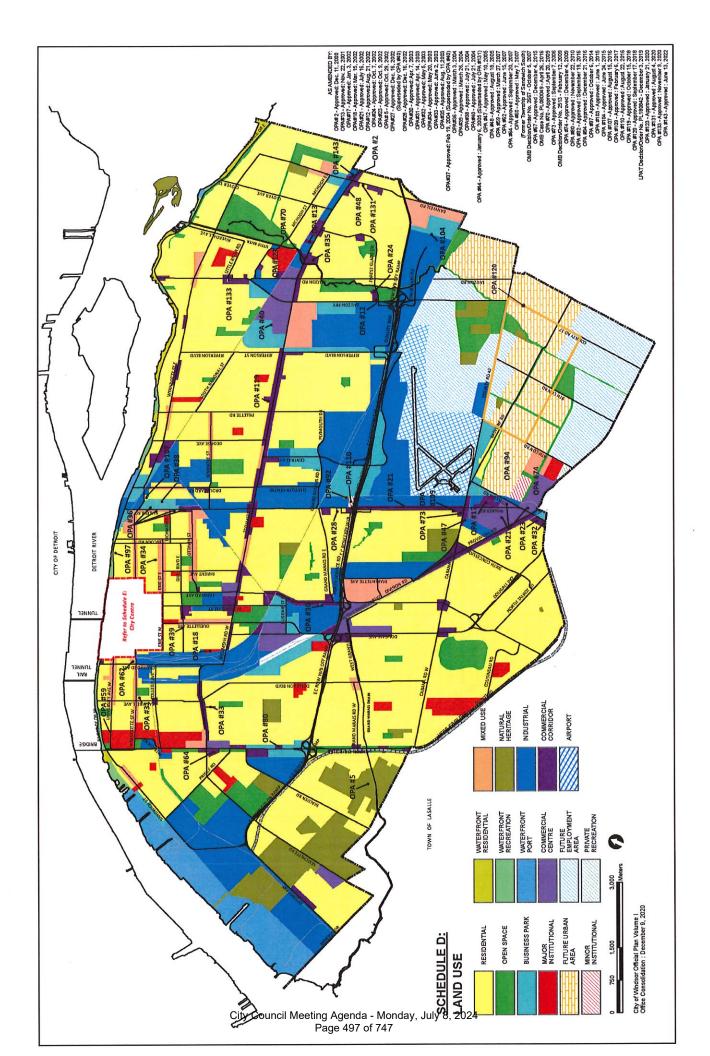
FRED'S FARM FRESH RESIDENTIAL DEVELOPMENT

Appendix A

BACKGROUND INFORMATION









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Technical Release 55 Urban Hydrology for Small Watersheds

Table 2-2a

Runoff curve numbers for urban areas 1/

Cover description				umbers for c soil group	
	erage percent			0	
	ervious area ⅔	А	В	С	D
Fu ll y deve lo ped urban areas (vegetation established)	o Marine de la compañía				
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	14	00
Paved parking lots, roofs, driveways, etc.					
(excluding right-of-way)		98	98	98	98
Streets and roads:		90	90	90	90
Paved; curbs and storm sewers (excluding		00	00	00	00
right-of-way)		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:			1.1.1		
Natural desert landscaping (pervious areas only) 4/		63	77	85	88
Artificial desert landscaping (impervious weed barrier,					
desert shrub with 1- to 2-inch sand or gravel mulch					
and basin borders)		96	96	96	96
Urban districts:					
Commercial and business		89	92	94	95
Industrial	72	81	88	91	93
Residential districts by average lot size:					
1/8 acre or less (town houses)	65	77	85	90	92
1/4 acre	38	61	75	83	87
1/3 acre	30	57	72	81	86
1/2 acre	25	54	70	80	85
1 acre		51	68	79	84
2 acres	12	46	65	77	82
Deve lo ping urban areas					
Newly graded areas					
(pervious areas only, no vegetation) ^⁵ /		77	86	91	94
dle 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

1			Return Peri	od (Years)		a sultais
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		Hydrolog	ic Group		
runnener	Α	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
01 0 1	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
	HI	Harrow Loam	4,000	A
Loams	FI	Farmington Loam	2,000	B
	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
0:15	2.91	0:30	3.82	1:00	11.61
0:20	3.12	0:40	4.67	1:20	75.35
0:25	3.36	0:50	6.02	1:40	20.75
0:30	3.65	1:00	8.54	2:00 9.59 2:20 6.07 2:40 4.47 3:00 3.55 3:20 2.95 3:40 2.54	9.59
0:35	3.99	1:10	14.69		6.07
0:40	4.41	1:20	38.85		4.47
0:45	4.92	1:30	107.72		3.55
0:50	5.59	1:40 1:50	29.51		
0:55	6.46		16.12		
1:00	7.66	2:00	10.93	4:00	0.00
1:05	9.42	2:10	8.25		•
1:10	12.20	2:20	6.62		
1:15	17.18	2:30	5.53	Time	30min Rain
1:20	28.20	2:40	4.76	h:mm	mm/hr
1:25	64.52	2:50	4.18	0:00	2.86
1:30	139.58	3:00	3.73	0:30	4.84
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 8.6	8.60
1:50	17.96	3:40	2.63		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	-	
3:50	2.49				
3:55	2.41				
4:00	0.00				

100-YEAR DESIGN STORMS

		81.6 mm	Depth =		
20min Rain	Time	10min Rain	Time	5min Rain	Time
mm/hr	h:mm	mm/hr	h:mm	mm/hr	h:mm
4.09	0:00	3.83	0:00	3.71	0:00
5.54	0:20	4.35	0:10	3.94	0:05
8.65	0:40	5.05	0:20	4.20	0:10
19.77	1:00	6.02	0:30	4.50	0:15
123.48	1:20	7.47	0:40	4.85	0:20
36.02	1:40	9.83	0:50	5.25	0:25
16.15	2:00	14.28	1:00	5.73	0:30
9.92	2:20	25.26	1:10	6.31	0:35
7.13	2:40	67.16	1:20	7.03	0:40
5.56	3:00	172.68	1:30	7.92	0:45
4.57	3:20	51.34	1:40	9.07	0:50
3.88	3:40	27.82	1:50	10.59	0:55
0.00	4:00	18.55	2:00	12.72	1:00
		13.75	2:10	15.84	1:05
		10.87	2:20	20.81	1:10
30min Rair	Time	8.97	2:30	29.71	1:15
mm/hr	h:mm	7.63	2:40	49.12	1:20
4.41	0:00	6.63	2:50	108.91	1:25
7.78	0:30	5.87	3:00	218.23	1:30
22.45	1:00	5.26	3:10	103.42	1:35
97.06	1:30	4.77	3:20	60.97	1:40
14.39	2:00	4.37	3:30	41.72	1:45
7.74	2:30	4.03	3:40	31.11	1:50
5.30	3:00	3.74	3:50	24.53	1:55
4.04	3:30	0.00	4:00	20.12	2:00
0.00	4:00	0.00	4.00	16.98	2:05
0.00	4.00	<u>/</u>		14.65	2:10
		15min Rain	Time	12.86	2:15
		mm/hr	h:mm	11.44	2:20
		3.95	0:00	10.30	2:25
		4.87	0:15	9.36	2:30
		6.36	0:30	8.58	2:35
		9.19	0:45	7.91	2:40
		16.45	1:00	7.34	2:40
		46.45	1:15	6.85	2:50
			1:30	6.42	2:55
		143.67 32.45	1:30	6.04	3:00
		17.25	2:00	5.70	3:05
		11.53	2:15	5.40	3:10
		8.62	2:15		3:10
			2:30	5.13	3:15
		6.87		4.88	3:20
		5.71	3:00	4.66	
		4.89	3:15	4.46	3:30
		4.28	3:30	4.27	3:35
		3.81	3:45	4.10	3:40
		0.00	4:00	3.95	3:45
				3.80 3.67	3:50 3:55

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

	Depth = 108 mm +	42 mm = 150 mm	
Time	15min Rain	Time	15min Rair
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	2.71
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	2.51
9:30	23.13	21:45	2.50
9:45	15.08	22:00	2.49
10:00	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	4.99	0:00	0.00

Appendix B

AUTODESK HYDROGRAPHS RESULTS



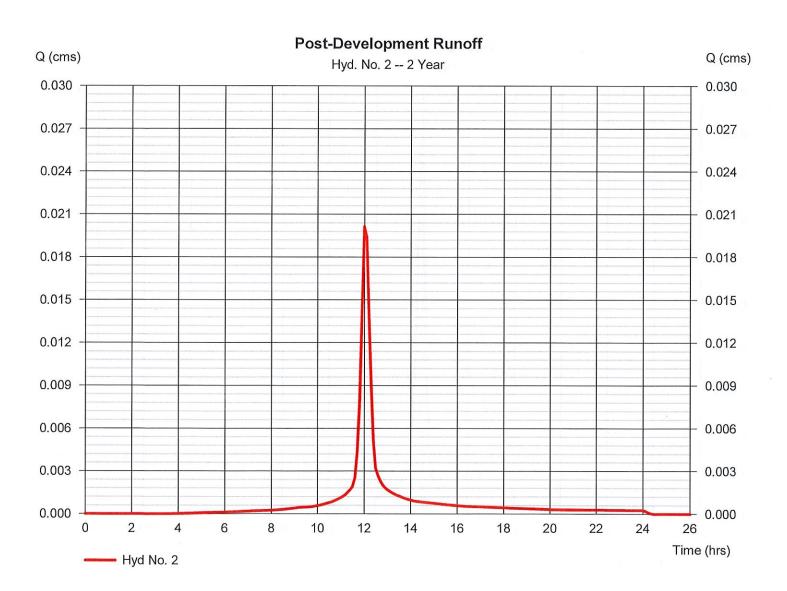
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

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



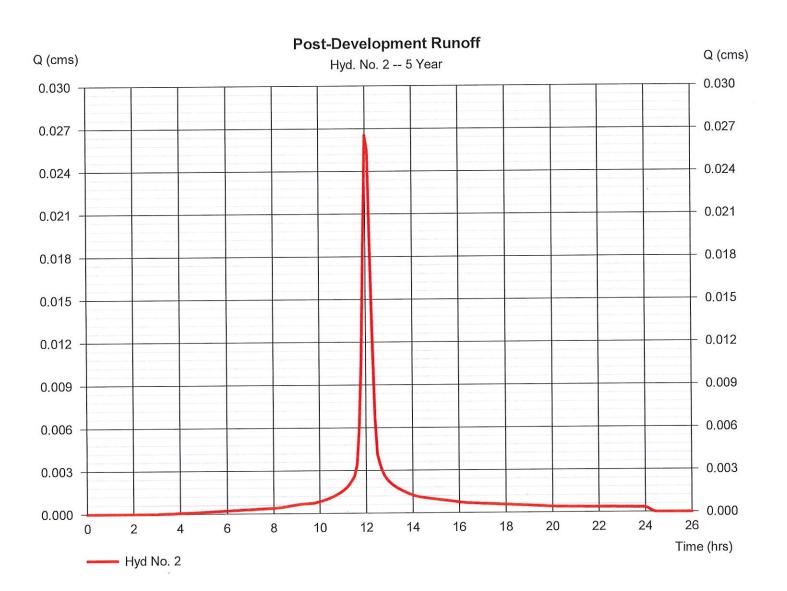
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

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



City Council Meeting Agenda - Monday, July 8, 2024 Page 509 of 747

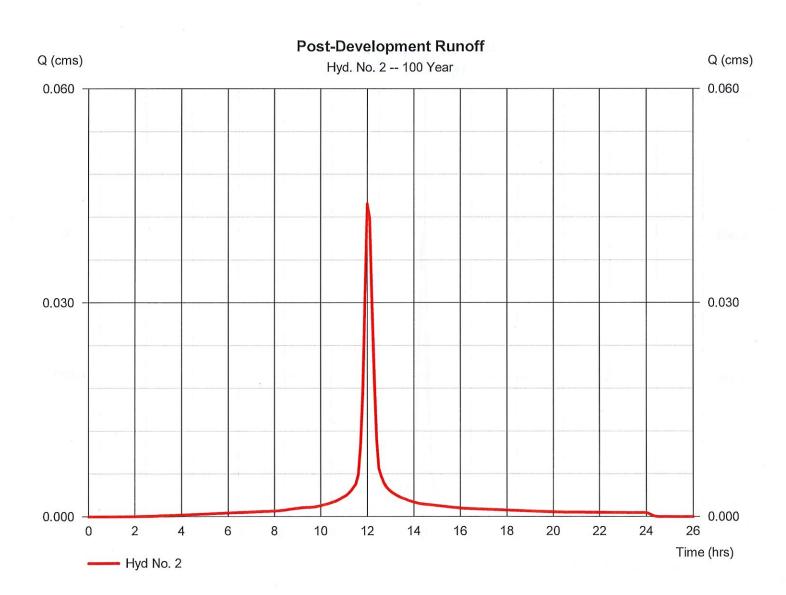
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

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



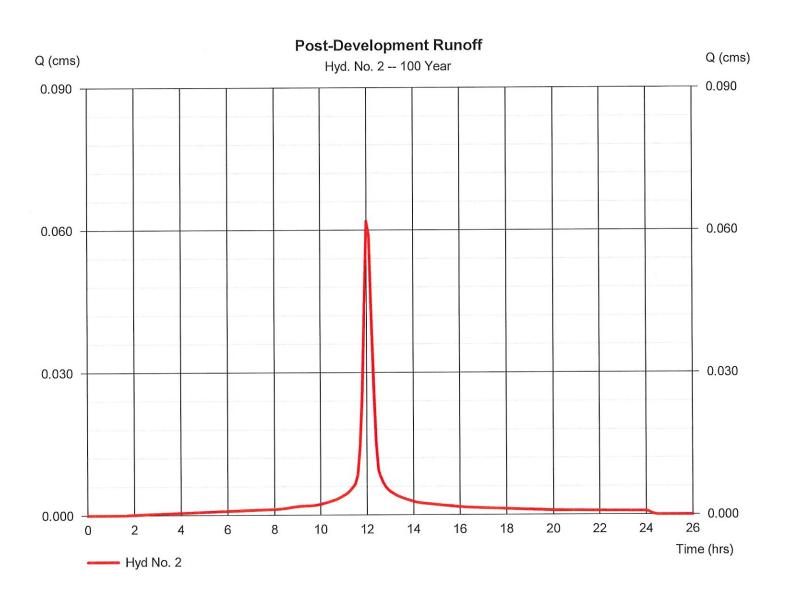
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

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



City Council Meeting Agenda - Monday, July 8, 2024 Page 511 of 747

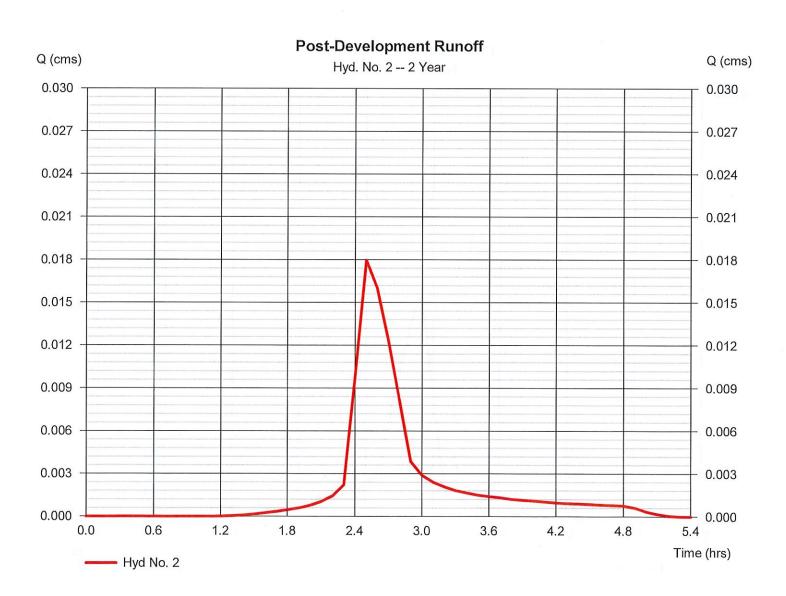
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

Hyd. No. 2

Post-Development Runoff

Post-Development Rund			
Hydrograph type	Water Quality = SCS Runoff	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



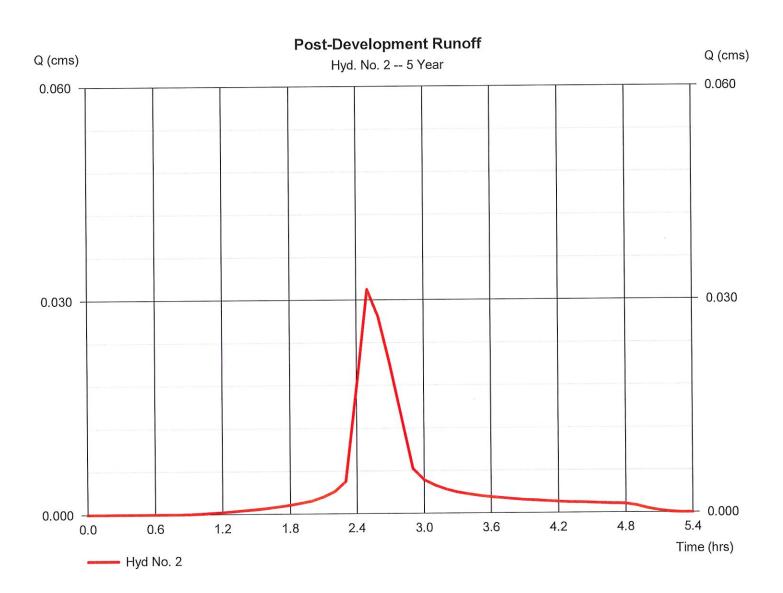
City Council Meeting Agenda - Monday, July 8, 2024 Page 512 of 747

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

Hyd. No. 2

Post-Development Run	off Chicago 5 Vear		
Hydrograph type Storm frequency Time interval Drainage area Basin Slope Tc method Total precip. Storm duration	Chicago 5-Year = SCS Runoff = 5 yrs = 6 min = 0.180 hectare = 0.0 % = User = 49.60 mm = Sample.cds	Peak discharge Time to peak Hyd. volume Curve number Hydraulic length Time of conc. (Tc) Distribution Shape factor	 = 0.031 cms = 2.50 hrs = 65.0 cum = 96* = 0 m = 10.00 min = Custom = 400

* Composite (Area/CN) = [(0.162 x 98) + (0.018 x 79)] / 0.180



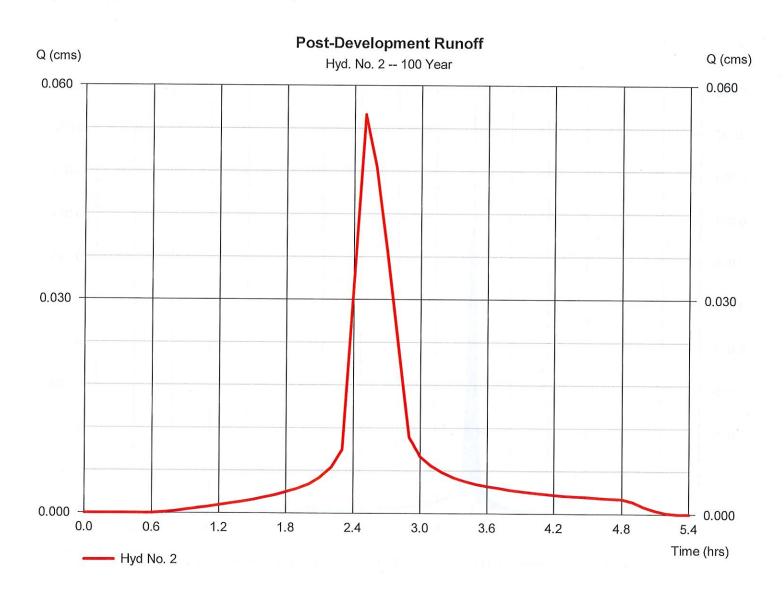
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

Hyd. No. 2

Post-Development Runoff

Post-Development Ru	nott			
Hydrograph type Storm frequency Time interval	Chicago 100-Year = SCS Runoff = 100 yrs	Peak discharge Time to peak	= 0.056 cms = 2.50 hrs	
Drainage area	= 6 min = 0.180 hectare	Hyd. volume	= 117.4 cum	
Basin Slope	= 0.0 %	Curve number Hydraulic length	= 96* = 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



City Council Meeting Agenda - Monday, July 8, 2024 Page 514 of 747

SCS 2-YEAR

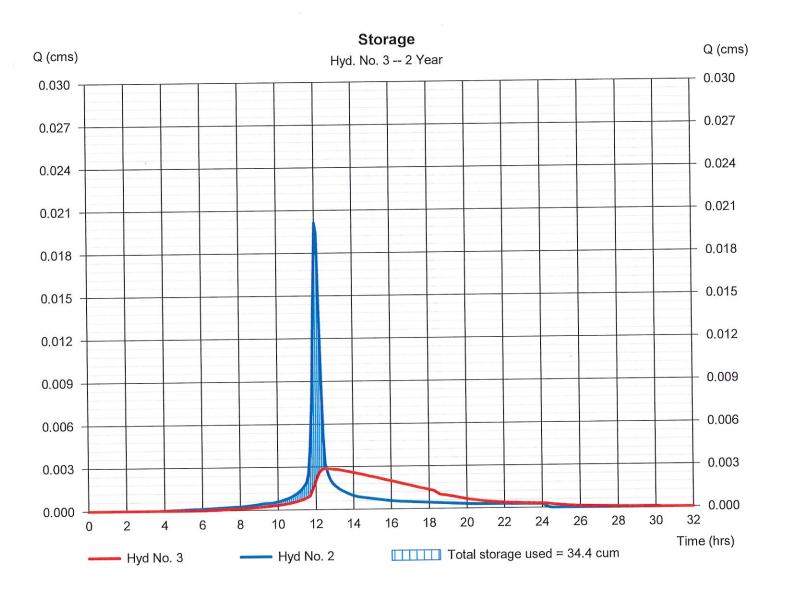
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

Hyd. No. 3

Storage

Hydrograph type	= Reservoir	Peak discharge	= 0.003 cms
Storm frequency	= 2 yrs	Time to peak	= 12.60 hrs
Time interval	$= 6 \min$	Hyd. volume	= 70.5 cum
Inflow hyd. No.	= 2 - Post-Development Runoff	Max. Elevation	= 100.13 m
Reservoir name	= <new pond=""></new>	Max. Storage	= 34.4 cum

Storage Indication method used.



City Council Meeting Agenda - Monday, July 8, 2024 Page 515 of 747

SCS 5-YEAR

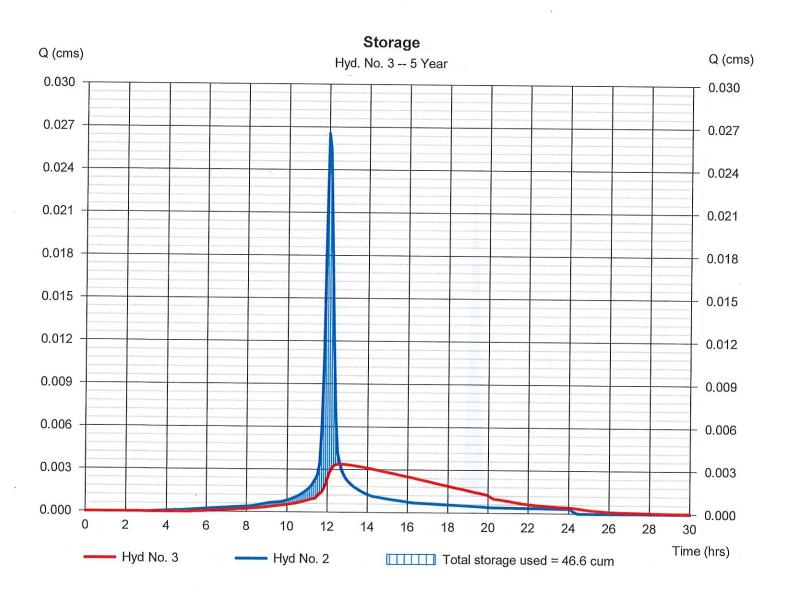
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

Hyd. No. 3

Storage

	= Reservoir	Peak discharge	= 0.003 cms
	= 5 yrs		= 12.60 hrs
		Hyd. volume	= 94.4 cum
Inflow hyd. No.	= 2 - Post-Development Runoff	Max. Elevation	= 100.15 m
Reservoir name	= <new pond=""></new>	Max. Storage	= 46.6 cum

Storage Indication method used.



SCS 100-YEAR

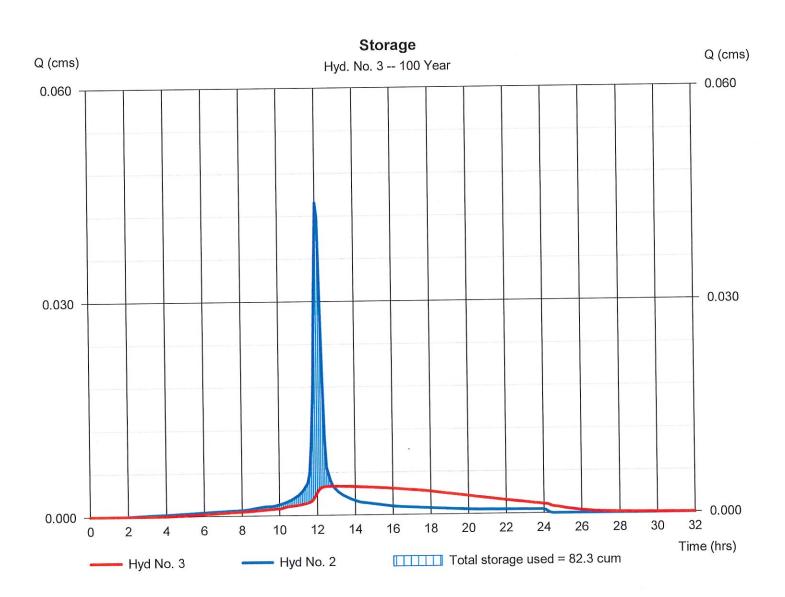
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

Hyd. No. 3

Storage

Storm frequency Time interval Inflow hyd. No.	 Reservoir 100 yrs 6 min 2 - Post-Development Runoff <new pond=""></new> 	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
Reservoir name	= <new pond=""></new>	Max. Storage	= 82.3 cum

Storage Indication method used.



City Council Meeting Agenda - Monday, July 8, 2024 Page 517 of 747

Hydraflow Rainfall Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

Return Period	Intensity-Duration-Frequency Equation Coefficients (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	evsle <u>erne</u> nt 8						
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		Intensity Values (mm/hr)										
Period (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	tion Tab	le (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	32	0 C	ity Go uncil		genjda - M		1 8322024

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Land C

STRESS TEST

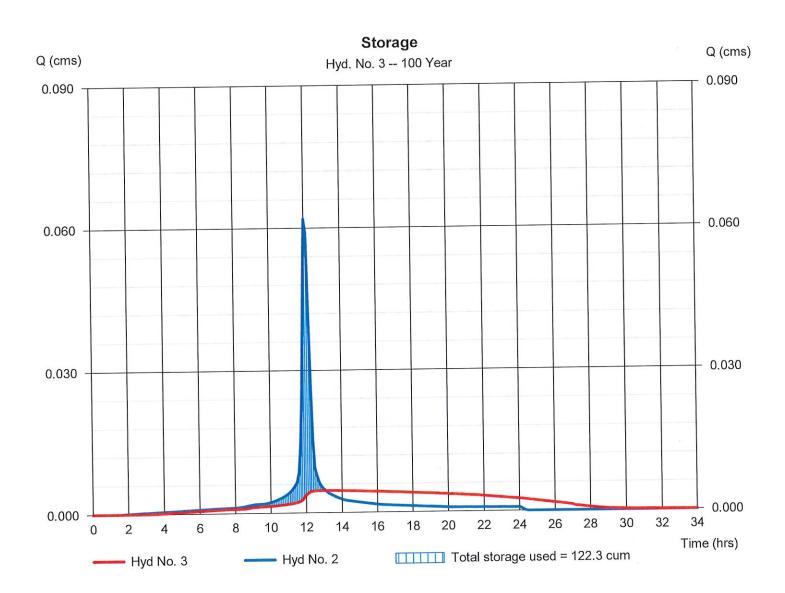
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

Hyd. No. 3

Storage

Inflow hyd. No. = 2 - Post-Development Runoff Max. Elevation = 100	30.3 cum 00.24 m 22.3 cum
Reservoir name = <new pond=""> Max. Storage = 122</new>	22.3 C

Storage Indication method used.



City Council Meeting Agenda - Monday, July 8, 2024 Page 519 of 747

Hydraflow Rainfall Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

Return Period	Intensity-Duration-Frequency Equation Coefficients (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	oreio <u>pnia</u> nt B						
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	Intensity Values (mm/hr)											
Period (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 Precipitation Table (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	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	32	0 C	ity 🗗	Meeting A	gen0da - N 520 of 74		lly 88,22024	



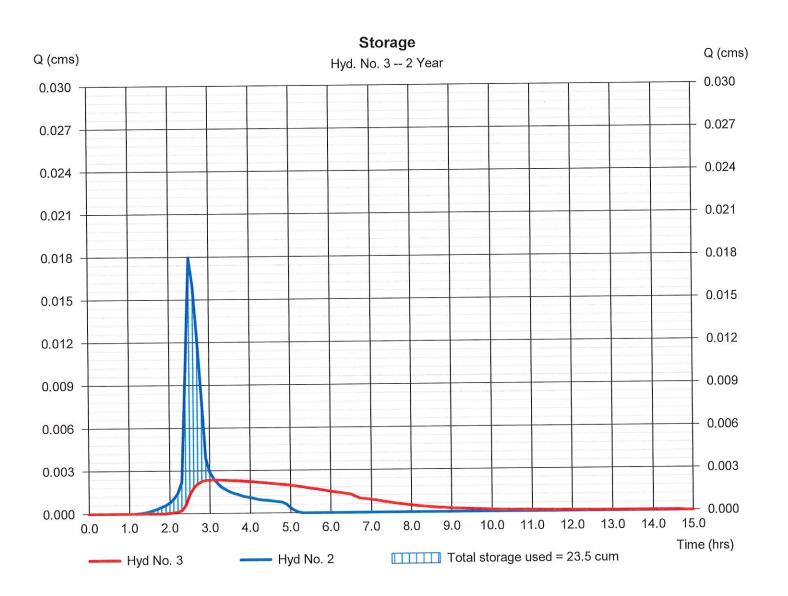
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

Hyd. No. 3

Storage

Hydrograph type	= Reservoir	Peak discharge	= 0.002 cms
	= 2 yrs	Time to peak	= 3.10 hrs
		Hyd. volume	= 36.3 cum
Inflow hyd. No.	= 2 - Post-Development Runoff	Max. Elevation	= 100.10 m
	= <new pond=""></new>	Max. Storage	= 23.5 cum

Storage Indication method used.



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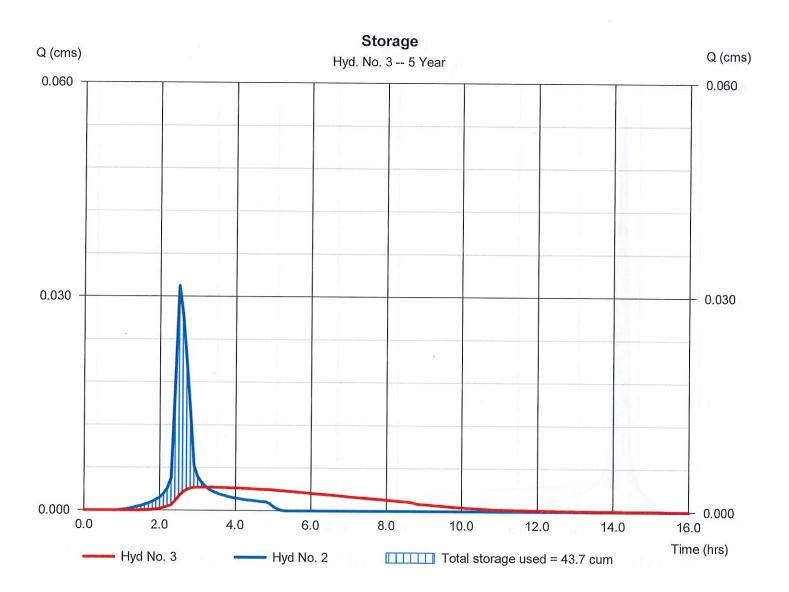
CHICAGO 5-YEAR

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

Hyd. No. 3

Storage

Storage Indication method used.



CHICAGO 100-YEAR

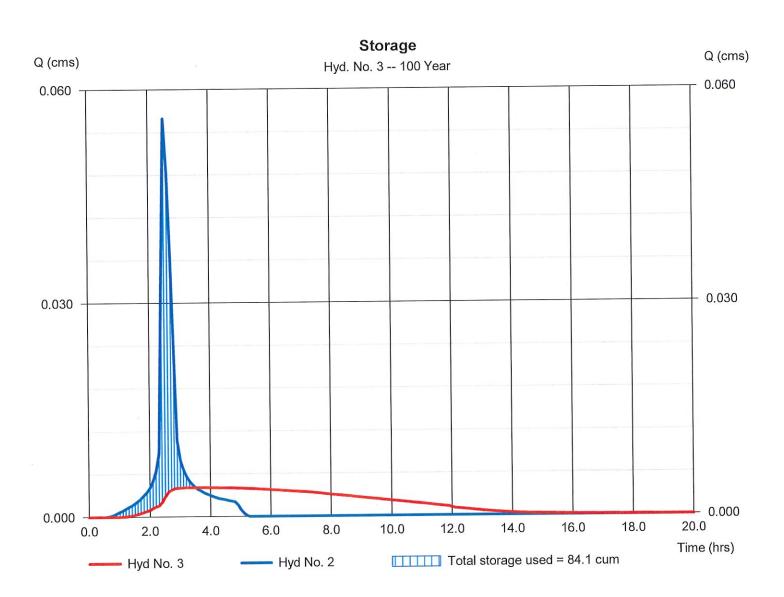
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

Hyd. No. 3

Storage

Hydrograph type	= Reservoir	Peak discharge	= 0.004 cms
Storm frequency	= 100 yrs	Time to peak	= 3.50 hrs
Time interval	= 6 min	Hyd. volume	= 116.8 cum
	= 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-Duration-Frequency Equation Coefficients (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					Intens	sity Values	s (mm/hr)	A Participant of the				
(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

		R	ainfall P	recipita	tion Tab	le (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	32	0 Ci	ty 🕸 uncil		geûnda-M	on@lay, Jul	y 8 <u>8</u> 22024

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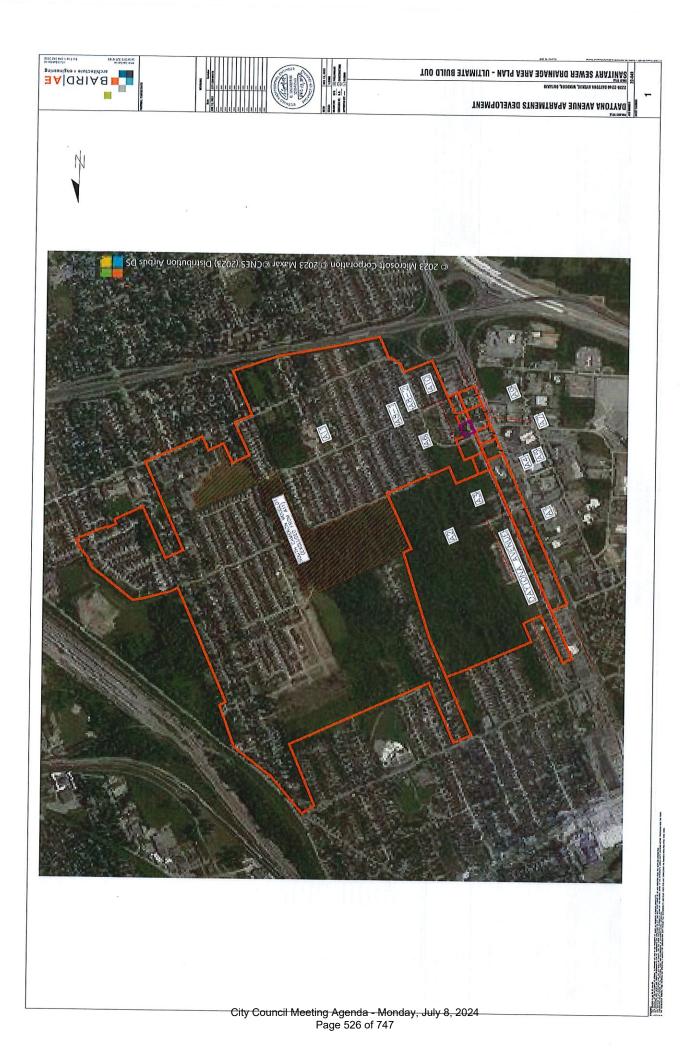
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Appendix C

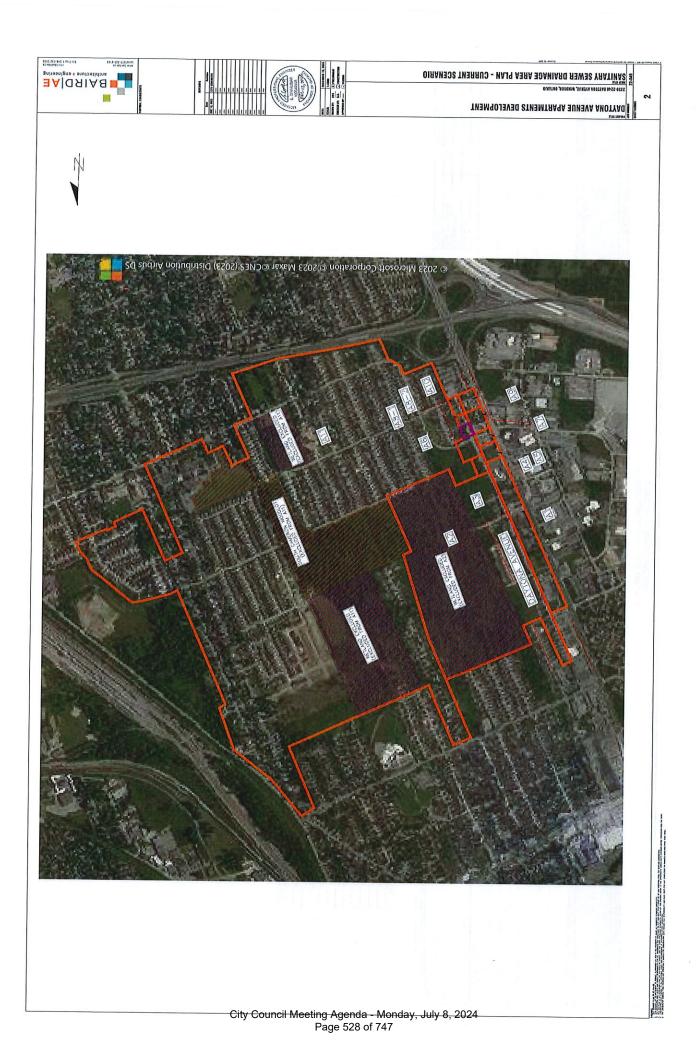
SANITARY STUDY





								SANITAR	SANITARY STUDY - ULTIMATE BUILD OUT	TIMATE B												
				- LOLO	AL ADEA	and the second	and the second second	DESIGN POPULATION	ULATION	A CONTRACTOR		DE	DESIGN FLOW	A PARTY AND	N. N. N. Sala	No. Cale and	Contraction of the second	SEWER DATA	DATA		ALC: NO TO A	
CATCHMENT AREA	AREA	and the state of		DESIG	DESIGN AREA						ŧ	A STATE OF		and and a second	Contraction of the		A Participation	States and	and	10		
Area Included	From	£	Residential (ha)	Commercial (ha)	Institutional (ha)	Total Area (ha)	Residential 1	Residential 1 Commercial 2 Institutional	Institutional	Total	Factor	Sewage I	Infiltration Flow (L/s)	Q Total Flow (L/s)	Dia. (m) Actual	Dla. (mm)	Slope (%)	Length (m)	Capacity (L/s)	Velocity (m/s)	Flow Time (min)	Ratio Q/Q full
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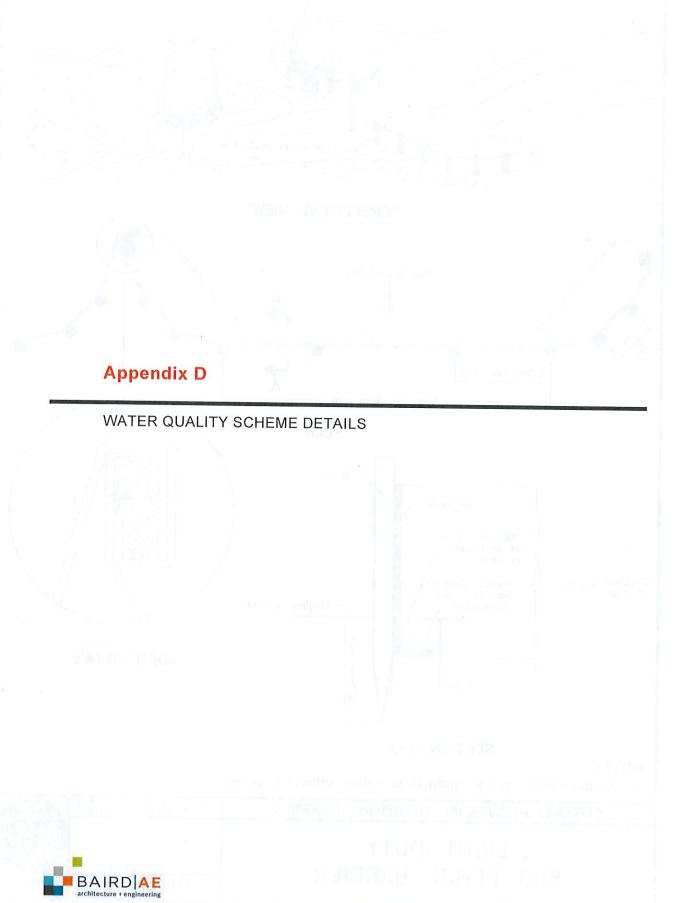


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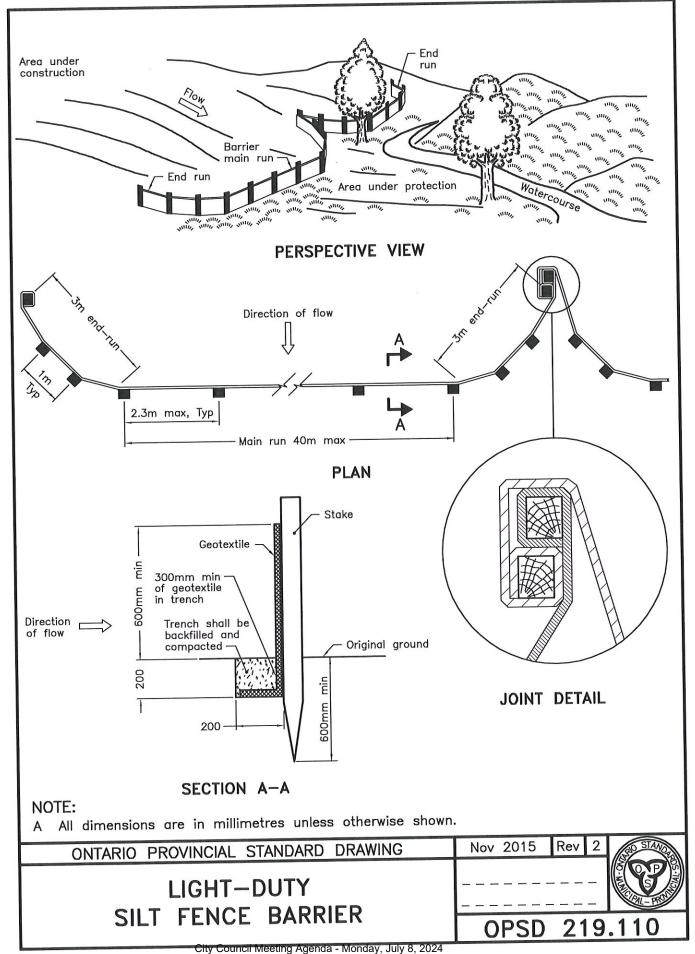
ADEAC	DESIDENTIAL	COMMERCIAL	INSTITUTIONAL	TOTAL
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DAYTONA AVENUE APARTMENTS

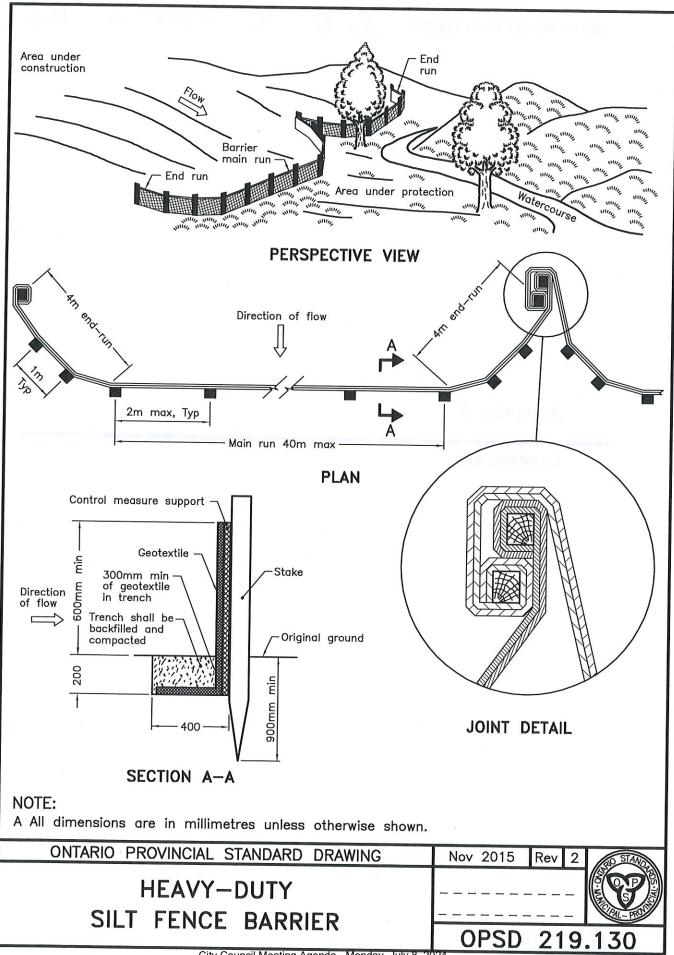
FUCTIONAL SERVICING REPORT



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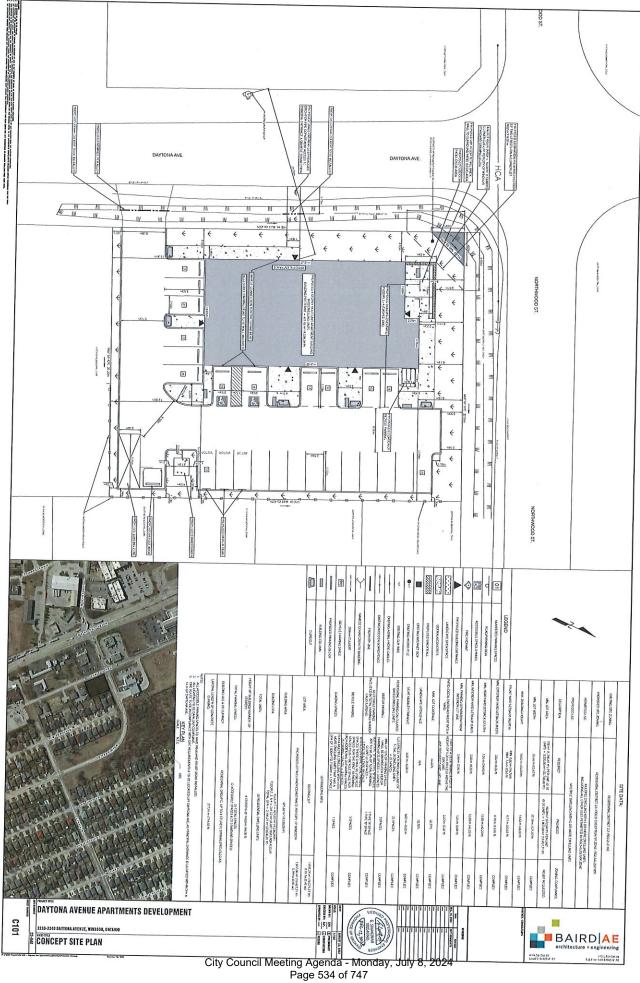
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Appendix E

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 ac	ccess to a	collector	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.

		(d)	Encourages the creation of attractive residential streetscapes through architectural design that reduces the visual dominance of front drive garages, consideration of rear lanes where appropriate, planting of street trees and incorporation of pedestrian scale amenities. (added by OPA #60–05/07/07-B/L85-2007–OMB Decision/Order No.2667, 10/05/2007)
REDEVELOPMENT AREAS	8.7.2.2		ncil will ensure that the design of extensive areas of redevelopment eves the following:
		(a)	provides a development pattern that support a range of uses and profiles;
		(b)	defines the perimeter of such an area by a distinct edge which may be formed by roads, elements of the Greenway System or other linear elements;
		(c)	contains activity centres or nodes which are designed to serve the area and which may be identified by one or more landmarks;
		(d)	provides transportation links to adjacent areas; and
		(e)	maintains and enhances valued historic development patterns or heritage resources.
		(f)	is complementary to adjacent development in terms of overall massing, orientation, setback and exterior design, particularly character, scale and appearance. (Added by OPA #66–11/05/07-B/L209-2007)
Infill Development	8.7.2.3	neig	ncil will ensure that proposed development within an established hbourhood is designed to function as an integral and complementary of that area's existing development pattern by having regard for:
		(a)	massing;
		(b)	building height;
		(c)	architectural proportion;
		(d)	volumes of defined space;
		(e)	lot size;
		(f)	position relative to the road; and
		(g)	building area to site area ratios.
		(h)	the pattern, scale and character of existing development; and, (Added by OPA #66–11/05/07-B/L209-2007)
		(i)	exterior building appearance (Added by OPA #66–11/05/07-B/L209-2007)

		(j) Council adopted Design Guidelines that will assist in the design and review of applications for development in accordance with the policies noted above
TRANSITION IN BUILDING HEIGHTS	8.7.2.4	Council will ensure a transition among Very High, High, Medium and Low Profile developments through the application of such urban design measures as incremental changes in building height, massing, space separation or landscape buffer.
Continuous Building Facades	8.7.2.5	Council will require new development to support the creation of continuous building facades along Mainstreets through the street level presence of:
		(a) community facilities, retail shops, and other frequently visited uses; and
		(b) architectural features and elements which can be experienced by pedestrians.
APPEALING Street Facades	8.7.2.6	Council will encourage the buildings facades to be visually interesting through extensive use of street level entrances and windows. Functions which do not directly serve the public, such as loading bays and blank walls, should not be located directly facing the street.
	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	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 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	Development with direct access to collector roads shall be kept to a minimum to reduce as much as possible conflicts between through traffic and access to/from individual lots.
West-side of Alexandria	4.7.1.3	Lot widths for vacant residential land fronting on the west side of Alexandria shall not be less than 15 metres.
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.				
<i>Townhouses</i> <i>or Apartments</i>	4.7.1.6	Townhouses or apartments proposed in the Medium/High Profile Residential area adjacent to the proposed Class II Collector Road (Ojibway) between the Community Park/Woodlands and Dominion Boulevard shall be located on sites regular in shape and fronting the proposed Class II Collector Road (Ojibway).				
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.				
SITE PLAN Control	4.7.1.8	All Medium/High Profile Residential development shall require site plan control approval pursuant to the Planning Act.				
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 S Noise Control Areas as follows:				
Conditions		(a)	area bo on the Street Queber 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;
 - (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 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:

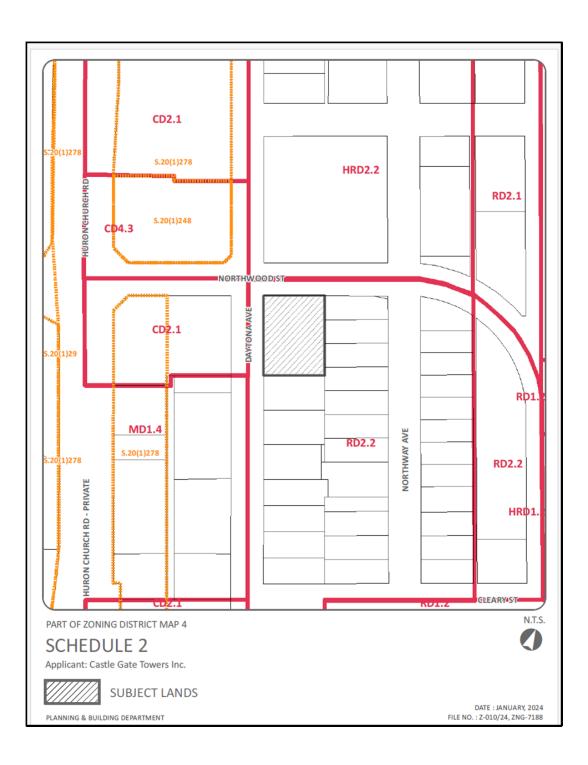
1. Notwithstanding the definition of "front lot line" in Section 3, the exterior lot line adjacent to Daytona Avenue shall be deemed to be the front lot line.

- 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

o 5.2.20 the following are prohibited in any zoning district

.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

- o Minimum Lot Area:
- 90.38m2 per dwelling unit proposed
- 1807m2 proposed (Required)
- □ 1808m2(Provided)

Section 24 - Parking, Loading and Stacking Provisions

o Curb Cut or Ramp for Accessible Parking Space

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

o Location of Parking Spaces

□ 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

o Construction and Maintenance of Parking Area:

□ 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

o Parking Area Separation from a building wall in which is located a main pedestrian entrance facing the parking area: (25.5.20.5)

- □ 2.00m (Required)
- 0.00m (Provided)

o Access Area:

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.

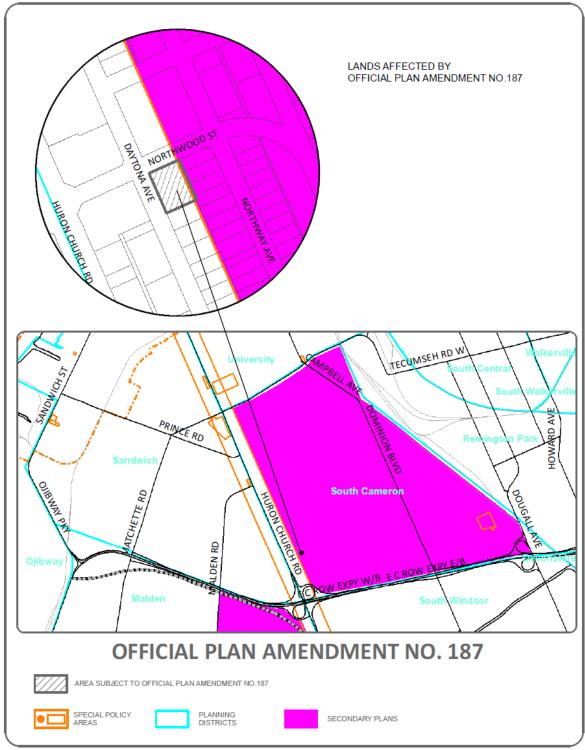
D. <u>DETAILS OF THE AMENDMENT:</u>

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





Committee Matters: SCM 188/2024

Subject: City of Windsor Community Improvement Plans-Rescindment of Grant Approvals with no expiry deadline (City-wide)

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

Decision Number: DHSC 624

- I. THAT approvals for financial incentives authorized under various Community Improvement Plans by Council Resolutions listed in Appendix A **BE RESCINDED** save and except for the properties located at 3400 Grand Marais Rd E and 2862 Kew Dr; and,
- II. THAT these properties **BE GRANTED** up to a one-year extension to complete the Community Improvement Plan work; and,
- III. THAT funding in the amount of \$164,059, which has been allocated to various capital projects for use under the Community Improvement Plans **BE RETURNED** to CIP Reserve Fund 226; and,
- IV. THAT future tax increment grants estimated in the amount of \$569,074.24 BE RETURNED to the general tax levy and used to offset future budget pressures. Carried.

Report Number: S 69/2024 Clerk's File: SPL2024

Clerk's Note:

- 1. The recommendation of the Development & Heritage Standing Committee and Administration are **NOT** the same.
- 2. Please refer to Item 11.2 from the Development & Heritage Standing Committee held on June 3, 2024.
- 3. To view the stream of this Standing Committee meeting, please refer to: <u>https://csg001-</u> <u>harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20240</u> <u>604/-1/10488</u>



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

Development & Heritage Standing Committee Meeting June 3, 2024 Item 11.3 - Written Submission



Name: Colby Wu Address: 2862 kew drive, windsor Ontario n8t3c6 Phone: 586 800 9486 Email Address: colbywu@stratusplastics.com Report Recommendation (For/Against): Against Special Needs Request (Yes/No): No Will you be appearing before Council on this matter **or** do you wish to be listed as available for questions? Will not be appearing, will be travelling and will not be able to attend.

Will you attend in person or via Zoom? - will be travelling and cannot attend.

Subject: City of Windsor Community Improvement Plans-Rescindment of Grant Approvals with no expiry deadline (City-wide)

Stratus Plastics international is Against the report recommendations for the CIP rescindment of grant approvals. The reasons that we are against is the following:

- 1) Many of us manufacturers we're financially set back due to COVID19 and time delays
- 2) Contractors from cement, asphalt, building have been limited due to larger construction projects like the Bridge and the battery plant.
- 3) Small business manufacturers like Stratus Plastics depends on these grants to help support growth
- 4) CIP provided no expiry deadline except this notice.
- 5) This is unfair for many of us involved in this grant due to the circumstances and the situation that we we're brought into.

Request:

1) Allow a deadline for grant approvals or give ample amount of notice of rescindment instead of a public notice meeting.

Small business makes up Ontario and supports many local jobs and communities here. Taking away this grant is a disservice to all the hardworking small business's in this region. We only are requesting to have proper notice when rescinding grant approvals.

Thank you Owner of Stratus Plastics Colby Wu



Committee Matters: SCM 189/2024

Subject: Council Question - Feasibility Report on the Elimination of Alley Closure Administrative Fees, CQ 21-2023

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

Decision Number: DHSC 623

- I. That the report of the Planner II Development Review dated May 7, 2024 entitled "Council Question Feasibility Report on the Elimination of Alley Closure Administrative Fees, 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; and,
- 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; and,
- III. THAT any additional funding and staffing requests **BE FORWARDED** to the 2025 Budget Deliberation process.

Carried.

Report Number: S 60/2024 Clerk's File: SAA2024 & ACOQ2024

Clerk's Note:

- 1. The recommendation of the Development & Heritage Standing Committee and Administration are **NOT** the same.
- 2. Please refer to Item 11.1 from the Development & Heritage Standing Committee held on June 3, 2024.
- 3. To view the stream of this Standing Committee meeting, please refer to: <u>https://csg001-</u> <u>harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20240</u> 604/-1/10488



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

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</u> (Form 164) (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 Timelines	Table 2 - Factors	Impacting	Street &	Alley Closu	re Timelines
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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 I	Process
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No.	Step	Approximate Timing
1.	Alley Search submitted	
а.	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

b.	Liaison prepared and circulated to appropriate municipal departments and utility companies for review and comments (S)	
C.	Notice of Application issued to abutting property owners (S)	
d.	CC Drawing prepared (G)	
e.	Comprehensive review of streets and/or alleys (P)	2 months*
f.	Site visit (P)	
g.	Responses to questions and/or concerns raised through the Liaison and/or Notice of Application (P)	
h.	Council report prepared (P)	
i.	Council report presented at preliminary meeting with Legal Department and Planning Department staff (P)	
j.	Council Report reviewed and approved by Planning Department, Legal Department, Commissioner of Economic Development, and Chief Administrative Officer	
k.	Mailing labels for Notice of Public Meeting issued to Clerks (P)	
Ι.	Notice of Public Meeting issued to abutting property owners (C)	
m.	DHSC	
i.	Deferral by DHSC	1-2 months
n.	Council (decision on application)	2-4 weeks
		(from DHSC)
0.	Notice of Decision (C)	1-2 weeks
		(from Council)
p.	Reference Plan (O)	6-8 months (from Notice of Decision)
	Memo instructing preparation of necessary by-	1 week
q.	laws issued to Legal Department (S)	(from registration of Reference Plan)

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.)
Х.	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*
*The	re is currently a substantial backlog of street and alle	y closing applications that

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.



Committee Matters: SCM 190/2024

Subject: Minutes of the International Relations Committee of its meeting held May 8, 2024

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

Decision Number: **DHSC 625** THAT the minutes of the International Relations Committee meeting held May 8, 2024 **BE RECEIVED** as presented. Carried.

Report Number: SCM 154/2024

Clerk's Note:

- 1. Please refer to Item 12.1 from the Development & Heritage Standing Committee held on June 3, 2024.
- 2. To view the stream of this Standing Committee meeting, please refer to: <u>https://csg001-</u> <u>harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20240</u> <u>604/-1/10488</u>



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.



Committee Matters: SCM 191/2024

Subject: Report No. 52 of the International Relations Committee - City of Windsor and Arlington, Texas Friendship City Agreement

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

Decision Number: DHSC 626

THAT Report No. 52 of the International Relations Committee indicating: THAT the International Relations Committee RECOMMEND that the City of Windsor and the City of Arlington, Texas enter into a Friendship City Agreement;

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.

BE APPROVED.

and.

Carried.

Report Number: SCM 155/2024

Clerk's Note:

- 1. Please refer to Item 12.2 from the Development & Heritage Standing Committee held on June 3, 2024.
- To view the stream of this Standing Committee meeting, please refer to: <u>https://csg001-</u> <u>harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20240</u> <u>604/-1/10488</u>



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.



Council Report: C 73/2024

Subject: Electric vehicles charging stations–Public-private partnership pilot project–City wide

Date to Council: July 8, 2024 Author: Cole Nadalin Supervisor of Energy Contracts, Asset Planning (519) 255-6100 Ext. 6151 <u>cnadalin@citywindsor.ca</u>

Report Date: July 8, 2024 Clerk's File #: GM/14819

To: Mayor and Members of City Council

Recommendation:

- 1. THAT City Council **APPROVE** the proposed pilot project in partnership with a thirdparty owner-operator to assess the requirements of public-private partnerships and expanding electric vehicle charging station infrastructure; and,
- 2. THAT the Chief Administrative Officer and City Clerk **BE AUTHORIZED** to enter into an agreement with the partnership herein described as FLO-TELUS for the installation of electric vehicle charging stations at the locations detailed in this report, subject to the agreement being satisfactory in technical content to the Executive Director of Operations, in legal content to the City Solicitor, and in financial content to the City Treasurer; or designates, and,
- 3. That City Council **DIRECT** Administration to return with the preliminary results of the pilot project after one year of operation to describe the feasibility of the public-private partnership model for expanding electric vehicle infrastructure.

Executive Summary:

N/A

Background:

Through a successful application to Natural Resources Canada's Zero Emission Vehicle Infrastructure Program in 2021, Administration installed 11 electric vehicle (EV) charging stations at various locations across the City as a pilot to assess the internal requirements of operating an EV charging network. The current 11 charging stations were provided under a grant with sponsorship funding from Atura Power which has covered the operations and maintenance of the 11 units. To date, there is no charge to the individual using these stations for purposes of electric charging.

In April 2022, the Corporation further began to explore opportunities to host third-party owned and operated electric vehicle charging stations on corporately owned properties to further increase electrical vehicle charging infrastructure.

In May 2024, recognizing the internal resource requirements experienced in operation of the Corporation's current 11 EV charging stations, Administration requested authorization to leverage its position as a municipal parking asset owner and pursue third-party owner-operators. With CR263/2024, Council supported the work of Administration to continue to explore proposed projects facilitating third-party ownership of EV charging stations in municipally-owned parking lots and garages through approval of the following Recommendation:

THAT in an effort to support the expansion of EV charging station infrastructure throughout the municipality, that City Council **DIRECT** Administration continue to explore proposed projects facilitating third-party ownership of EV charging stations in municipally-owned parking lots and garages;

A response to CQ 27-2024 relating to Windsor's capacity for public and private EV charging stations; a Council Report regarding a fee model for the Corporation's 11 electric vehicle charging stations; and the Policy for Municipal Electric Vehicle Charging Stations are currently under development. Administration has been approached by a partnership of the major Canadian electric vehicle charging station manufacturer-operator, Services FLO Incorporated and Canadian telecom, TELUS Corporation with a pilot project proposal to install 3 dual port EV charging stations (6 EV parking spaces) on municipal property.

Discussion:

Services FLO Incorporated, founded in 2009 and headquartered in Quebec City operates one of the largest electric vehicle charging networks in North America, including 6,594 ports throughout Canada and 39 ports in Windsor. TELUS Corporation, incorporated in 1998 and based in Vancouver provides a range of telecommunications and information technology products and services in Canada.

The Partnership of FLO-TELUS allows each company to expand its network by including a cellular antenna on each electric vehicle charging station. This collaboration not only brings enhanced electric vehicle charging infrastructure, but also improved mobile connectivity along Windsor's riverfront.

As a means of testing the public-private partnership model, Services FLO-TELUS has requested to install and operate three dual-connector, level 2 electric vehicle charging stations along Windsor's downtown riverfront at the following locations:

Location	Address
Legacy Beacon	620 Riverside Drive West
Parking Lot 5; Dieppe Gardens	30 Ouellette Avenue
Parking Lot 34; Casino Riverfront	584 Riverside Drive East



Municipal Parking Lots 5 and 34 were originally identified in the 2021 Municipal Electric Vehicle Charging Stations Pilot Project which saw 11 stations installed throughout the municipality. While favourable, due to the technical complexity and related cost associated with these sites, alternative locations were selected. This subsequent exploration of a public-private partnership model allows the Corporation to now return to these previously recognized opportunities at no cost.

Adding electric vehicle charging infrastructure to the Legacy Beacon is in direct support of its themes of stewardship and sustainable development, while enhancing its presentation of our local history of leadership in mobility and innovation.

Appendix A provides more detailed information of the proposed pilot project partnership and associated technology.

Stations will be owned and operated by FLO-TELUS, and FLO-TELUS will pay for the equipment and installation costs, along with operating costs which includes a nominal lease from the Corporation of \$1 per year at each site.

As with others in the FLO-TELUS charging network, stations will be monitored through FLO-TELUSs internal systems by their Network Operation Center to ensure any alarms are diligently handled. If issues cannot be resolved remotely, a field technician will be sent to solve the malfunction and FLO-TELUS will bear this cost.

The charging cost to drivers at these three stations has not yet been defined but will be positioned with an on-market price where the cost is aligned with other chargers already present in the area. This rate will be determined by FLO-TELUS with all revenues from

the use of the EV charging stations collected by them. In municipal lots where parking is paid, electric vehicle drivers will continue to be charged regular parking fees, which will remain with the City.

If approved, these electric vehicle charging stations are expected to be operational in Q4 2024. Pending their successful implementation and operation, and taking into consideration of the outcomes and direction yet to be identified in the forthcoming corporate Policy for Municipal Electric Vehicle Charging Stations, Administration could pursue similar agreements to lease municipal parking spaces at public properties in the interest of increasing the number of publicly available electric vehicle charging stations throughout the City of Windsor.

Risk Analysis:

As a means of mitigating added capital and operating expense through the installation of new corporately owned electric vehicle charging stations, the FLO-TELUS pilot project will be executed at no expense to the City of Windsor to navigate any unforeseen legal, regulatory, real estate, traffic, and asset management requirements of the Corporation. Administration intends to return to City Council after one year of operation to present any significant findings.

Upon the expiration or termination of an agreement, FLO-TELUS is responsible to remove all equipment and leave the leased premises in the same condition as existed prior to construction.

It is expected that after a successful pilot of the public-private partnership model (and as permitted by the corporate Purchasing By-law), the Corporation may expand the partnership with FLO-TELUS and/or initiate a competitive bidding process for rollout of the model throughout the City of Windsor.

This phased methodology also permits the electric vehicle market as influenced by federal/provincial governments and vehicle manufacturers requisite time to effectively reach market with economically accessible vehicles in considerable volume.

To ensure the public's understanding of new fees and instructions for any technical support which may be required, the Asset Planning Department will coordinate outreach with the Department of Communications and Customer Service.

Climate Change Risks

Climate Change Mitigation:

The Government of Canada has set ambitious federal targets for zero-emission vehicles. Proposed federal regulations would require that at least 20 percent of new light-duty vehicles offered for sale be zero-emission vehicles for the 2026 model year, increasing annually to at least 60 percent by 2030, and 100 percent for 2035.

Increasing the percentage of low carbon vehicles is also a significant component of the Provincial Government's target of reducing emissions by 12 megatons carbon dioxide equivalent (CO₂e) greenhouse gas emissions from current levels by 2030. The *Powering Ontario's Growth* plan also sees substantial investment in power generation,

energy storage, and electricity transmission infrastructure to meet the growing needs of Ontarians through 2040.

In 2022, transportation emissions accounted for 42% of community greenhouse gas emissions, while 34% of the corporate greenhouse gas emissions are attributed to the City's fleet including transit buses. Supporting the transition to electric vehicles is a significant strategy required to reduce these emissions. The development of charging infrastructure is critical to the promote the transition to electric vehicles both Corporately and within the Community.

Increasing the availability of EV charging stations within the community supports numerous corporate and community goals for the City of Windsor:

- Corporate Climate Action Plan (CCAP): The CCAP aligned the corporate fleet replacement target with the provincial target of 15% of non-transit fleet by 2041.
- Community Energy Plan (CEP): The 2017 CEP includes a target participation rate of 10% of all light duty cars and trucks to be alternate fuel (or electric) by 2041. However, the 2020 Acceleration of Climate Changes Actions in response to the Climate Change Emergency Declaration recommending increasing this target to 30%.
- Active Transportation Master Plan
- Corporate Energy Management Plan
- Windsor Works Economic Development Strategy

Since their activation in April 2022, the municipality's 11 EV charging stations have dispensed more than 195 megawatt-hours of electricity over 14,000 charging sessions. This represents an avoided greenhouse gas emission of more than 200,000 kilograms CO₂e, equivalent to planting 5,000 trees and letting them grow for 10 years.

Climate Change Adaptation:

N/A

Financial Matters:

To-date, the municipal electric vehicle charging stations pilot project managed under the Natural Resources Canada Zero Emission Vehicle Infrastructure Program has been considered a success with 1,043 unique users and 6,962 charging sessions in 2023.

Under the FLO-TELUS pilot project proposal, three additional stations will be installed and operated at no cost to the Corporation. The initial contract term is 10 years, with options to renew of 2 further and consecutive periods of five (5) years each. The Corporation reserves the right to terminate this lease should the tenant violate any of its obligations.

The City of Windsor is well positioned with municipal parking assets to support the private sector in delivering local expansion of electric vehicle infrastructure. Under the FLO-TELUS agreement, capital and operating costs are borne by the partner, requiring

minimal additional resources of the Corporation. Parking and enforcement are handled as usual, with the resulting revenues continuing to accrue to the Corporation.

Conclusion:

By positioning itself in a supportive role as a municipal parking asset owner, the Corporation is able to validate the best value model for enhancing electric vehicle charging stations through investment by the private sector.

The Recommendations put forward in this Report represent a thorough analysis toward taking the first steps to enhance local electric vehicle charging infrastructure through public-private partnership. The findings of this pilot project will inform the coming Policy for Municipal Electric Vehicle Charging Stations as it relates to public-private partnerships.

Planning Act Matters:

N/A

Consultations:

Alex Vucinic – Manager, Purchasing

Denise Wright – Manager, Real Estate Services

Bill Kralovensky – Coordinator, Parking Services

Karina Richters – Supervisor, Environment, Sustainability, & Climate Change

Approvals:

Name	Title
Natasha Gabbana	Senior Manager, Asset Planning
Sokol Aliko	Manager, Energy Initiatives
Kristan Karam	FPA – Asset Planning
Shawna Boakes	Executive Director of Operations and Deputy City Engineer
Mark Winterton	Commissioner of Infrastructure Services
Wira Vendrasco	(A) City Solicitor
Janice Guthrie	Commissioner of Finance and Chief Financial Officer
Joe Mancina	Chief Administrative Officer

Notifications:

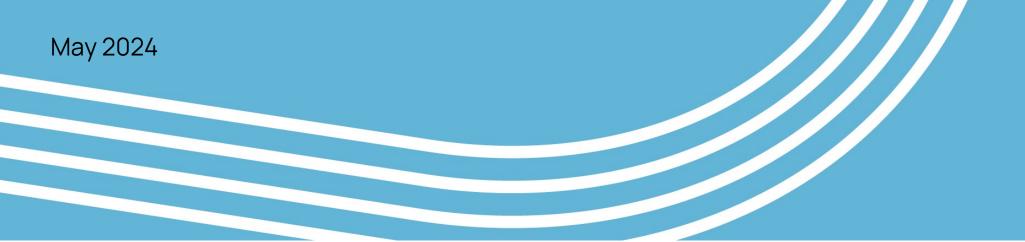
Name	Email

Appendices:

Appendix A: FLO-TELUS: An innovative approach to EV charging and telecommunications



An innovative approach to EV charging and telecommunications



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An innovative approach FLO and TELUS partnering with the City of Windsor

FLO proposes to install three 3 EV Chargers on city parking lots, on the riverfront.

TELUS will use the chargers to enhance mobile connectivity in the community, by integrating seamlessly small cells antennas in the structure.



Proposed locations Lot 5, 30 Ouellette Ave Lot 34, 584 Riverside Dr E Legacy, 620 Riverside Dr W



Integrated solution One structure, two uses Minimized visual impact Minimum construction time



Direct benefit to the residents No deployment cost for the City

Access to two enhanced key services, in key locations

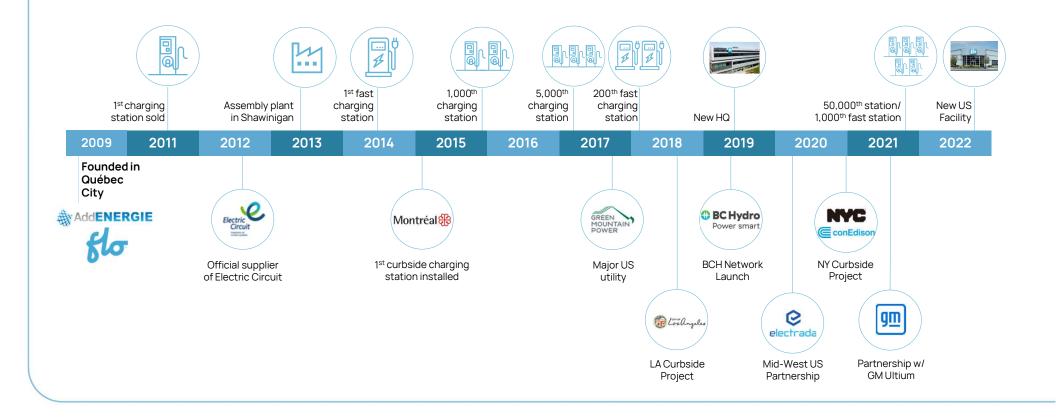




About FLO

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FLO - Our Story A pioneer in EV Charging since 2009





FLO - Who We Serve

Those who charge ahead



Drivers Easy access to faster daily charging



Automakers & Dealers Rolling out EVs coast-to-coast



Cities & Municipalities Reduce pollution and provide services for citizens



Utilities Deliver energy, meet emissions targets, future proof grid



Apartment complexes Delivering site differentiation and value



Retailers & Site Hosts Driving retail traffic by providing new amenities



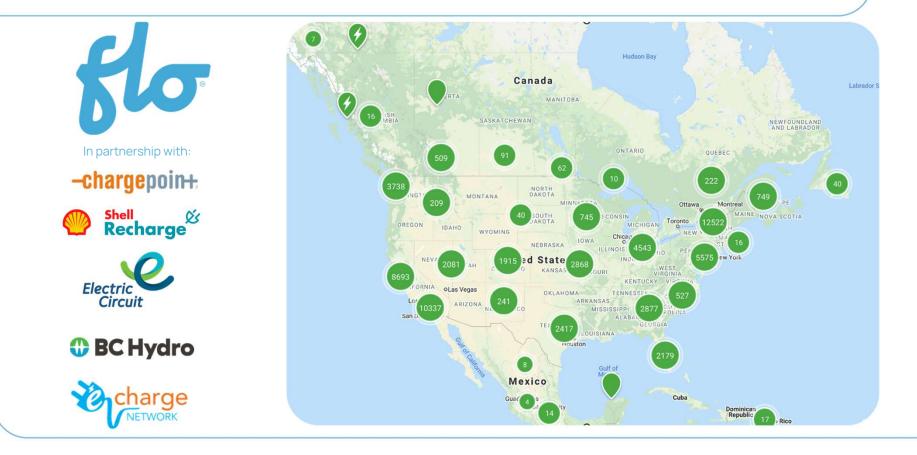
Workplaces Attract the best talent and show environmental commitment



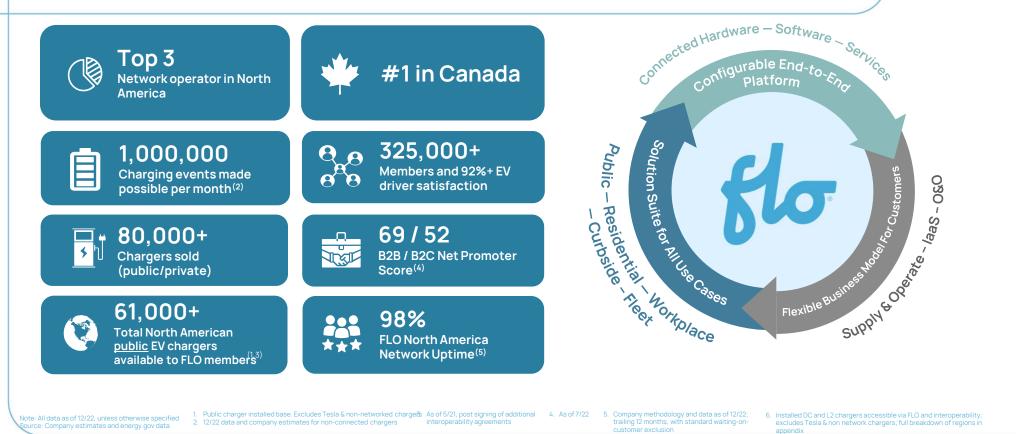
Fleet Managers Meeting emissions targets while reducing costs

FLO - Seamless Roaming Network

Over 60,000 charging locations in North America



Why FLO? A Complete Ecosystem For All Your Charging Needs



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About TELUS

OUR MISSION

To unleash the power of the internet to deliver the best solutions to Canadians at home, in the workplace and on the move.



Global leadership in network excellence

OPENSIGNAL Ranked **#1 in the world** for wireless speeds (U.K.-based)

TUTELA Ranked **#1 nationally** for Core Consistent Quality, Download Throughput, and Latency (Canada-based)



Recognized as having the **best** wireless network in Canada, inclusive of the fastest speed and most expansive coverage (U.S.-based)



Recognized for wireless **leadership** (U.S.-based)



Ranked TELUS PureFibre as Best for Gaming in 2020 and recognized TELUS as the fastest internet service provider, nationally (U.S.-based)



Leveraging technology for Good



Internet for Good

Providing over 70,000 low-income Canadians, including people with disabilities, with access to low-cost, high-speed internet and computers



Health for Good

Bringing primary healthcare to over 50,000 underserved Canadians from coast-to-coast



Mobility for Good

Keeping over 6,000 youth aging out of government care, low-income seniors and government-assisted refugees, safe and connected



Tech for Good

Supporting Canadians all of abilities with specialized training and support, empowering them to independently use their wireless devices



Caring for our communities



TELUS Friendly Future Foundation

Contributing over \$16.5 million to 1,154 charitable projects to enhance public healthcare capacity and support key health initiatives across Canada



TELUS Wise[®]

Supporting 90,000 Canadians through our digital safety and wellbeing workshops, fostering the safe and responsible use of technology



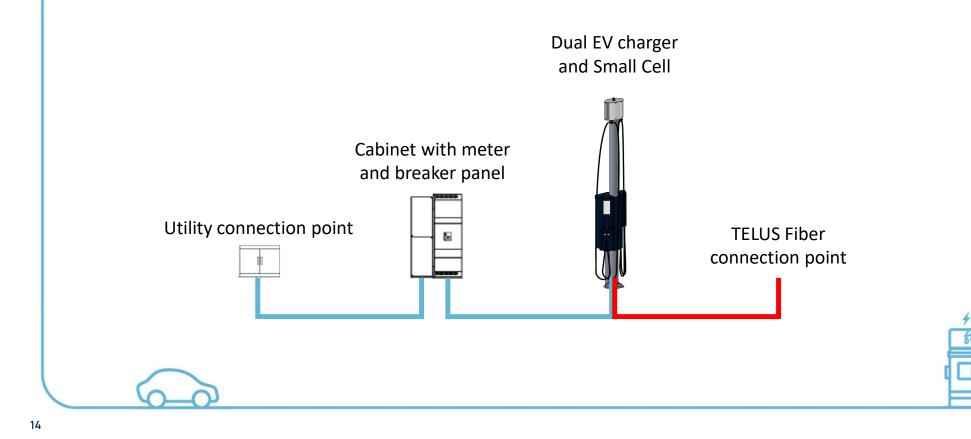


EV Charger technical specifications

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General connection points and underground conduits





Equipment specifications

Dimensions of equipment - surface needed on the ground :

1 cabinet is required per site. 1 SmartTWO-BSR (2 ports at 7,2kW each), including a small cells antenna is required per site.

A second SmartTWO-BSR can be added in the future, without the addition of a second cabinet.

Dimensions subject to change depending on the supplier.

Dimensions (L x W x H)	SmartTWO-BSR (each)	Cabinet (1 needed per site)
mm	270,5 * 585,0 * 4190,0	609,6 * 609,6 * 1200
in	10,65 * 23,03 * 164,96	24,00 * 24,00 * 47,25

Electrical service required - to be managed with the Local Distribution Company

Current electrical service required to supply the EV charger equipment.

Charger	# of ports	Site max output power	Service size to utility (@240V)
	2 + 1 small cell antenna	14,4 kW + 2kW	200 A (48kW)
SmartTWO-BSR	4 + 1 small cell antenna	28,8 kW + 2kW	200 A (48kW)

15

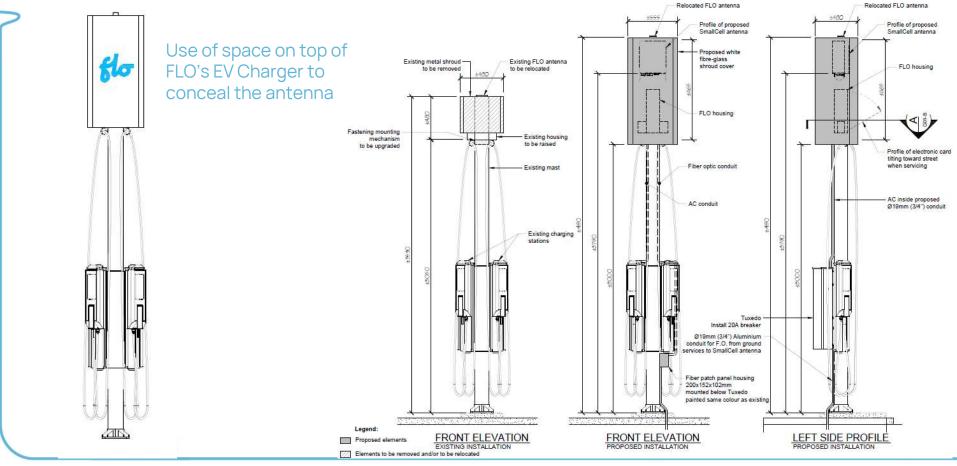


Small Cells specifications

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Integrated TELUS equipment





Site Layout ON-CW001-Windsor_Lot5

30 Ouellette Ave, Windsor, ON N9A 0A3

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Proposed locations on site

: Options for EV chargers' locations

FLO's preferred location is Option 1 for the following reason :

- Less disruption of parking lot operations
- Less costly (shorter underground run for conduit and cables)

* Indication from Enwin suggests that power cannot run from Riverside street to Option 2 directly, but rather by Ouellette street

- Better visibility of chargers when entering the parking lot
- Best position for EV drivers when parked for charging
- Option 2 future expansion implies removing 1 accessible parking stall





Site layout - detail

Option 1

	Before	After EV chargers' installation		
	2 parking stalls ≈ 9' wide	2 EV parking stalls		
To be installed:				
~	$1 \times \text{SmartTW/O-BSR}$ (Dual charger) (7 2kW * 2)			

- 1 x SmartTWO-BSR (Dual charger) (7,2kW * 2)
 - Electrical equipment $\approx 2' \times 2'$
 - Concrete slabs supporting SmartTWO-BSR ≈ 2' x 3'
 - Connection point to utility
 - Connection point to TELUS fiber (To Be Confirmed)

To be anticipated (future possible expansion):

```
1 x SmartTWO-BSR (Dual charger) (7,2kW * 2)
```

connected to initial charger





Site layout - detail

Option 2

	Before	After EV chargers' installation
	2 parking stalls ≈ 9' wide	2 EV parking stalls
T	o be installed:	

- 1 x SmartTWO-BSR (Dual charger) (7,2kW * 2)
 - Electrical equipment $\approx 2' \times 2'$
 - Concrete slabs supporting SmartTWO-BSR ≈ 2' x 3'
 - Connection point to utility
 - Connection point to TELUS fiber (To Be Confirmed)

To be anticipated (future possible expansion):

```
— 1 x SmartTWO-BSR (Dual charger) (7,2kW * 2)
```

connected to initial charger





Site Layout ON-CW002-Windsor_Lot34

584 Riverside Dr E, Windsor, ON N9A 2T1

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Proposed location on site

🗔 : EV chargers' location

Proposed location is acceptable for FLO for the following reason :

- Less disruption of parking lot operations
- Less costly (shorter underground run for conduit and cables)
- Good visibility of chargers when entering the parking lot





Site layout - detail

Site location

	Before	After EV chargers' installation
	2 parking stalls ≈ 9' wide	2 EV parking stalls
Т	o be installed:	
Ċ	👌 1 x SmartTWO-BSR ([Dual charger) (7,2kW * 2)

Electrical equipment $\approx 2' \times 2'$

Concrete slabs supporting SmartTWO-BSR \approx 2' x 3'

- Connection point to utility
- Connection point to TELUS fiber (To Be Confirmed)

To be anticipated (future possible expansion):

```
1 x SmartTWO-BSR (Dual charger) (7,2kW * 2)
```

connected to initial charger



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Site Layout ON-CW003-Windsor_Legacy

620 Riverside Dr W, Windsor, ON N9A 7C3

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Proposed location on site

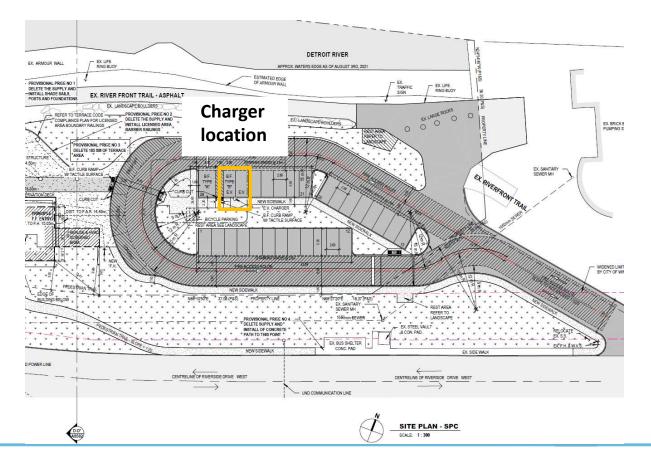
🗔 : EV chargers' location

Proposed location is acceptable for FLO for the following reason :

- Rough-in will be already prepared
- No possibility to extend in the future on this site to add extra chargers, but it is deemed acceptable

Need confirmation of the following :

- Conduits installed for power
- Conduits installed for TELUS fiber feed
- Electricity connection to a new utility meter or to an existing electrical installation



26



Site layout - detail

Site location

	SILEIUCALIUIT		
	Before	After EV chargers' installation	DUAL EV CHARGING STATION. FOR ELECT SPECS, REFER TO ELECTRICAL LEGEND ON SHEET E301
	2 parking stalls ≈ 9' wide	2 EV parking stalls	POWER CAELE SIZE A AWIG + 1#10 GND COPPER RVSD-XLRE INLTWO PK & CONDUT 27MM (1) SCHEDULE 80.
Т	o be installed:		
¢	1 x SmartTWO-BSR (I	Dual charger) (7,2kW * 2)	LC2:RH TO PP2 PANEL - REFER TO PANEL SCHEDULE
	Electrical equipment	≈ 2′ x 2′	
		orting SmartTWO-BSR $\approx 2'$	
	Connection point to u	utility	LIGHTING CABLE SIZE: 2# 8 AWG + 1#12 GND
	→ Connection point to ⁻	TELUS fiber (To Be Confirm	CORRER DIMON YI RE



Council Report: C 75/2024

Subject: Declaration of a Vacant Parcels of Land Municipally Known as 0 Malden Avenue Surplus and Authority to Offer Same for Sale – Ward 2

Reference:

Date to Council: July 8, 2024 Author: Stephanie Allen Santos Coordinator of Real Estate Services 519-255-6100 ext. 6420 ssantos@citywindsor.ca Legal Services, Real Estate & Risk Management Report Date: June 21, 2024 Clerk's File #: APM2024

To: Mayor and Members of City Council

Recommendation:

I. THAT the following City of Windsor (the "City") vacant parcels of land BE DECLARED surplus:

Parcel 1: Municipal address: 0 Malden Road PIN 021611103 – vacant land situate on the east side of Malden Road
Legal Description: Part of Lots 101 on Registered Plan 1043 Sandwich West, as in R1001164; Windsor
Approximate Lot size: 24.09 feet (7.34 m) x 100.39 feet (30.6 m)
Approximate Lot area: 124.48 sq ft (24.6 m²)

Parcel 2: Municipal address: 0 Malden Road PIN 01621309 – vacant land situate on the east side of Malden Road
Legal Description: Lot 341 on Registered Plan 972 Sandwich West except R1195187; Part of Lots 342 to 344 on Registered Plan 972 Sandwich West being Parts 1 and 3 on Plan 12R-12036; Windsor
Approximate Lot size: 75 feet (22.86 m) x irregular
Approximate Lot area: 1,875 sq ft (370.15 m²)

Parcel 3: PIN 012611017 – vacant land situate south of Industrial Drive and east of closed Second Street
Legal Description: Block A on Registered Plan 1043 Sandwich West; Windsor Approximate Lot size: 22.02 feet (6.71 m) x 397.5 feet (121.16 m)

Approximate Lot area: 8,745 sq ft (812.98 m²) (hereinafter the "**Subject Parcels**"); and,

II. THAT the Manager of Real Estate Services **BE AUTHORIZED** to offer the Subject Parcels for sale to the abutting property owner to the north at 0 Malden Road at a price to be determined by the Manager of Real Estate Services commensurate with an independent appraisal.

EXECUTIVE SUMMARY:

N/A

Background:

The City owns the Subject Parcels, as shown on the aerial diagrams attached as Appendices A.

The Subject Parcels are small remnant pieces of land. They are zoned MD2.1 which allows for light industrial which can include manufacturing facility, warehouse, retail store for equipment and supplies, repair shop (light or heavy) and contractor's offices. In addition, MD2.1 also allows for existing transport terminal and/or existing inspection facility and existing business offices. The parcels cannot be developed on their own and have limited access from Malden Road or closed Second Street. The Subject Parcels are surrounded by lands owned by the same company and abuts only one other property municipally known as 1950 Continental Ave to the south of Subject Parcel 3 which is also owned by the same company. As such, the Subject Parcels are non-viable and can only be sold to the abutting property owner.

By-Law 52-2014 establishes a policy for the disposal of Land. Section 5.1.2 of Schedule "A" attached to By-Law 52-2014 requires that City-owned lands be declared surplus and that Administration seek authority to sell the lands:

5.1.2 Notification of the intention to declare Land surplus and the authority to offer the Surplus Land for sale will be printed in the "Civic Corner" of the Windsor Star.

Discussion:

Administration was contacted by the abutting property owner to the north who expressed their interest in acquiring the Subject Parcels. At the same time, this abutting property owner applied to close all remaining open alleys abutting their lands as they would be the sole owners of the property east of Malden Road and south of Continental Avenue. The only likely buyer for the Subject Parcels is the abutting property owner of 1832 Continental Avenue, to the north of the Subject Parcels.

The Subject Parcels were circulated to determine whether there is a municipal use for same. No municipal use was identified.

Planning advises that the Subject Parcels are adjacent the MTO Buffer/Control Area. Any proposed development that is within an MTO Buffer/Control Area may require a permit from MTO.

Trees and plant life appear to exist on the property. Any proposed redevelopment of the site many require a Natural Features Inventory including a Species at Risk Survey (SARS).

The City's Land Disposal Policy ("**LDP**") outlines the process for the sale of land which is not viable. Section 5.3.1.3 of the LDP states:

5.3.1.3 Land, which is not Viable Land and which cannot be rendered Viable Land by means of consent under the Planning Act may be sold directly to the abutting property owner(s) for lot consolidation purposes at the value established by City Real Estate Staff taking into consideration all relevant factors, but in any event for no less than on a cost-recovery basis. If more than one abutting property owner wishes to acquire the Land City Real Estate Staff will contact the abutting owners to determine whether a consensus can be arrived at in splitting the Land amongst interested abutting owners.

Should Recommendations I and II be approved, Real Estate Services staff will contact the abutting property owner to negotiate a purchase price. Should Administration successfully negotiate an acceptable price, a report will be brought to Council or under Delegation of Authority, as appropriate, seeking authority to sell the Subject Parcel.

Risk Analysis:

There are potential liability issues should someone be injured on the land. Additionally, maintenance of the land drains scarce municipal resources. Selling the Subject Parcels will remove any associated liability issues and maintenance costs for the City.

Climate Change Risks

Climate Change Mitigation:

Declaring the Subject Parcels surplus does not pose a climate change risk.

Climate Change Adaptation:

Redevelopment of the Subject Parcels will include climate change considerations during re-zoning or site plan review.

Financial Matters:

N/A

Consultations:

Fire Department: Michael Coste, Fire Prevention Officer Public Works: Clare Amicarelli, Transportation Planning Coordinator Parks & Facilities: James Chacko, Executive Director Parks & Facilities Planning Department: Kevin Alexander, Planner III Special Projects Windsor Police Services: Barry Horrobin, Director of Planning & Physical Resources Legal – Real Estate Services, Kate Tracey, Senior Legal Counsel

Conclusion:

Declaring the Subject Parcels surplus and authorizing the Manager of Real Estate Services to offer the property for sale to the abutting property owner, will allow for the orderly sale of the land that is not required for any municipal purpose. The potential sale will also allow for land consolidation for the abutting property owner.

Approvals

Name	Title
Stephanie Allen Santos	Coordinator of Real Estate Services
Denise Wright	Manager of Real Estate Services
Wira Vendrasco	Acting City Solicitor
Dana Paladino	Acting Commissioner, Corporate Services
Joe Mancina	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:

- 1 Aerial Image of Subject Parcel
- 2 Aerial Diagram Subject Parcel

Appendix A

Aerial Image of Subject Parcel



Appendix B

Aerial Diagram of Subject Parcels





Council Report: C 77/2024

Subject: Declaration of a Vacant Parcel of Land Municipally Known as 0 Santo Drive Surplus and Authority to Offer for Sale – Ward 1

Reference:

Date to Council: July 8, 2024 Author: Stephanie Allen Santos 519-255-6100 ext. 6420 ssantos@citywindsor.ca Legal Services, Real Estate & Risk Management Report Date: June 24, 2024 Clerk's File #: APM2024

To: Mayor and Members of City Council

Recommendation:

I. THAT the following City of Windsor (the "City") vacant parcel of land BE DECLARED surplus:

Municipal address: 0 Santo Drive – vacant land situate on the north side of Santo Drive;

- Legal Description: Part of Lots 68 and 69 on Registered Plan 1299 Sandwich West, north of Part 3 on Plan 12R-1706; Windsor; save and except a 6.4m x 6.4m corner cut-off
- Approximate Lot size: 94.96 feet (28.94 m) x irregular
- Approximate Lot area: 2,497 sq ft (231.98 m²) less 440.89 sq ft (40.96 m²) for corner cut-off area

(herein the "Subject Parcel"); and,

II. THAT the Manager of Real Estate Services **BE AUTHORIZED** to offer the Subject Parcels for sale to the abutting property owner at 3820 Richardie Boulevard at a price to be determined by the Manager of Real Estate Services, commensurate with an independent appraisal, as appropriate.

Executive Summary:

N/A

Background:

The Subject Parcel was acquired by the City in 1975 as part of the subdivision development north of St. Clair College off of Cabana Road West. The zoning for the Subject Parcel is RD1.1 which allows for residential use. The Subject Parcel an irregular size with a frontage on Santo Drive of approximately 94.96 feet (28.94 m). Based on the permitted uses, the Subject Parcel has an irregular shape and area and cannot be developed as standalone parcel. As such, the Subject Parcel is not viable land.

By-Law 52-2014 establishes a policy for the disposal of Land. Section 5.1.2 of Schedule "A" attached to By-Law 52-2014 requires that City-owned lands be declared surplus and that Administration seek authority to sell the lands:

5.1.2 Notification of the intention to declare Land surplus and the authority to offer the Surplus Land for sale will be printed in the "Civic Corner" of the Windsor Star.

Discussion:

Administration was contacted by the abutting property owner at 3820 Richardie Boulevard who expressed an interest in acquiring the Subject Parcel.

The Subject Parcel was circulated to determine whether there is a municipal use for same. No municipal use for the Subject Parcel was identified, however, Transportation Planning did identify the necessity to retain a 6.4m x 6.4m corner cut-off to maintain sight lines and accommodate future City infrastructure around the corner of Santo Drive and Concord Court.

The City's Land Disposal Policy ("**LDP**") outlines the process for the sale of land which is not viable. Section 5.3.1.3 of the LDP states:

5.3.1.3 Land, which is not Viable Land and which cannot be rendered Viable Land by means of consent under the Planning Act may be sold directly to the abutting property owner(s) for lot consolidation purposes at the value established by City Real Estate Staff taking into consideration all relevant factors, but in any event for no less than on a cost-recovery basis. If more than one abutting property owner wishes to acquire the Land City Real Estate Staff will contact the abutting owners to determine whether a consensus can be arrived at in splitting the Land amongst interested abutting owners.

Should Recommendations I and II be approved, Real Estate staff will contact the abutting property owner to negotiate a purchase price. Should Administration successfully negotiate an acceptable price, a report will be brought to Council or under Delegation of Authority, as appropriate, seeking authority to sell the Subject Parcel.

Risk Analysis:

There are potential liability issues should someone be injured on the land. Additionally, maintenance of the land drains scarce municipal resources. Selling the Subject Parcel will remove any associated liability issues and maintenance costs for the City.

Climate Change Risks

Climate Change Mitigation:

Declaring this property surplus does not pose a climate change risk.

Climate Change Adaptation:

Redevelopment of property will include climate change considerations during re-zoning or site plan review.

Financial Matters:

N/A

Consultations:

Building: Tea DeAngelis, Research & Policy Analyst

Economic Development: Milan Vujanovic, Senior Economic Development Officer Fire Department: Michael Coste, Chief Fire Prevention Officer Housing and Children Services: Diane Wilson, Manager, Social & Affordable Housing Parks & Facilities: James Chacko, Executive Director, Parks & Facilities Operations: Elara Mehrilou, Transportation Planner I Windsor Police Services: Barry Horrobin, Director of Planning & Phys. Resources Legal: Kate Tracey, Senior Legal Counsel

Conclusion:

Declaring the Subject Parcel surplus and authorizing the Manager of Real Estate Services to offer the property for sale to the abutting property owner, will allow for the orderly sale of land that is not required for any municipal purpose.

Approvals:

Name	Title
Stephanie Allen Santos	Coordinator Real Estate Services
Denise Wright	Manager of Real Estate Services

Name	Title
Wira Vendrasco	Acting City Solicitor
Dana Paladino	Acting Commissioner, Corporate Services
Joe Mancina	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:

A – Aerial Image of Subject Parcels





Council Report: C 74/2024

Subject: Proposed Expropriation of 0 St. Etienne Boulevard - Ward 9

Reference:

Date to Council: July 8, 2024 Author: Aaron Farough Senior Legal Counsel 519- 255-6100 x 6850 afarough@citywindsor.ca Legal Services, Real Estate & Risk Management Report Date: 6/21/2024 Clerk's File #: APM2024

To: Mayor and Members of City Council

Recommendation:

- I. THAT Council of the City of Windsor, as approving authority under the Expropriations Act (the "Act") **CONSIDER** the report of the Ontario Land Tribunal attached as Appendix "A".
- II. THAT City Council, as approving authority under the Act **APPROVE** the expropriation of the fee simple interest of the property municipally described as 0 St. Etienne Boulevard in the City of Windsor as further described in Appendix "B" attached hereto and shown on as Parts 1 and 2 on Appendix "C" attached hereto, for the purposes of consolidation of the subject property with municipal lands under the City of Windsor Economic Revitalization Community Improvement Plan.
- III. THAT City Council, as approving authority under the Act, ENDORSE the reasons stated for the expropriation of the lands, being that the said expropriation is fair, sound, and reasonably necessary in the achievement of consolidation of the subject property with municipal lands under the City of Windsor Economic Revitalization Community Improvement Plan as set out in the City's Notice of Grounds dated March 20, 2024 and as found by the Ontario Land Tribunal in its Report issued May 1, 2024.
- IV. THAT City Council PASS By-law xx-2024 to Expropriate, attached as Appendix "D".

Executive Summary:

N/A

Background:

City Council authorized the City Solicitor to commence the process for the expropriation of the lands described on Appendix "B", being 0 St. Etienne Boulevard which abuts the City owned property at 3005 Deziel Drive.

The property is owned by 2349136 Ontario Limited.

Corporate Disclosure of Owner:

2349136 Ontario Limited

- Vito Galifi, President
- Jerry Lev, Secretary-Treasurer

A "Notice of Application for Approval to Expropriate Land" was served on the owner. A copy of the notice was also published in the Windsor Star on December 16, 2023 and for three weeks thereafter. The owner (represented by Mr. Dante Gatti) requested a Hearing of Necessity pursuant to section 6(2) of the Act.

A Hearing of Necessity was held by the Ontario Land Tribunal on April 5, 2024. Aaron Farough represented the City and Denise Wright, Manager of Real Estate Services, and Jason Campigotto, Acting Deputy Planner – Growth presented evidence during the hearing. The Ontario Land Tribunal issued its report under section 7(6) of the Act on May 1, 2024, which concluded:

THE TRIBUNAL FINDS THAT the proposed expropriation by the City of Windsor of the lands municipally known as 0 St. Etienne Windsor, Ontario (Legally Described as Part Lot 100 (McNiff) Concession 3 Sandwich East Formerly Lot 99 (Iradell) Concession 3, Part 1, 12R15949 being PIN 01408-1052; and Part Lot 100 Concession 3 McNiffs (Formerly Lot 99 Concession 3 Iradell) Part 2,12R19072 being PIN 01408-1968), is fair, sound and reasonably necessary in the achievement of the stated objectives of the City of Windsor.

DISCUSSION

In expropriation cases the role of the City is somewhat different than normal. Council sits as an "approving authority" and where there has been a Hearing of Necessity, the Act requires the approving authority to consider the report of the Tribunal and give reasons for its decision: **8 (1)** The approving authority shall consider every report it receives under subsection 7 (6) respecting a hearing, and shall,

- (a) approve the proposed expropriation;
- (b) not approve the proposed expropriation; or
- (c) approve the proposed expropriation with such modifications as the approving authority considers proper, as long as the modifications do not affect the lands of a registered owner who was not a party to the hearing. 2021, c. 4, Sched. 6, s. 48 (3).

(2) The approving authority shall give written reasons for its decision, and shall cause the decision and reasons to be served on all the parties and on the Tribunal within 90 days after the date on which the approving authority received the report.

Therefore, Council is entitled to consider the Tribunal's report and proceed according to section 8(1).

Expropriating the subject lands would consolidate the property with the City owned lands at 3005 Deziel immediately to the north, which were acquired as a result of a municipal vesting following the accrual of tax arrears. As shown on Appendix "C", the industrial building located primarily on 3005 Deziel crosses the property boundary and is located partially on the subject lands.

Risk Analysis:

Without these lands, the building located primarily on 3005 Deziel Drive owned by the City would continue to be partially located on lands under separate, private ownership, which may hinder both use of the building and potential development of the subject lands.

Climate Change Risks

Climate Change Mitigation:

N/A

Climate Change Adaptation:

N/A

Financial Matters:

An independent appraisal was obtained by Administration in order to determine the fair market value to assist with negotiating for the fee simple acquisition required. If the expropriation is approved, an updated appraisal will be required. At this stage, it is difficult to estimate the final costs as it will depend on whether the valuation is appeal by

the owner. Costs will be funded from 007-10606-7171059 in order to complete the expropriation.

Consultations:

Denise Wright, Manager of Real Estate Services Stephanie Santos, Coordinator of Real Estate Services Rosa Maria Scalia, Financial Planning Administrator Michael Dennis, Manager, Strategic Capital Budget Development and Control

Conclusion:

Acting as the approving authority, City Council may make whatever decision it feels appropriate. If it desires to proceed with the taking wording has been provided in the Recommendation and the accompanying by-law can be passed.

Name	Title
Aaron Farough	Senior Legal Counsel
Wira Vendrasco	Acting City Solicitor
Dana Paladino	Acting Commissioner, Corporate Services
Mark Winterton	Acting Commissioner, Infrastructure Services
Lorie Gregg	Deputy Treasurer, Taxation, Treasury & Financial Projects
Janice Guthrie	City Treasurer and Commissioner, Finance
Joe Mancina	Chief Administrative Officer

Approvals:

Appendices:

- 1 OLT Decision Hearing of Necessity
- 2 Legal Description of the Lands to be Expropriated
- 3 Plan of Survey
- 4 Proposed Expropriation Bylaw

Appendix A

Ontario Land Tribunal

Tribunal ontarien de l'aménagement du territoire



ISSUE DATE: May 01, 2024

CASE NO(S).:

OLT-24-000133

PROCEEDING COMMENCED UNDER subsection 7 of the *Expropriations Act,* R.S.O. 1990, c. E.26.

Expropriating Authority

Property Owner

Description:

Property Address: Municipality/UT: OLT Case No: OLT Lead Case No: OLT Case Name: City of Windsor Nicas Investments Ltd. and 2349136 Ontario Limited Expropriations Act – Request for Hearing of Necessity 0 St. Etienne Windsor/ Essex OLT-24-000133 OLT-24-000133 2349136 Ontario Limited v. Windsor (City)

Heard:

April 5, 2024 by Video Hearing ("Hearing")

APPEARANCES:

Parties

<u>Counsel</u>

City of Windsor ("City")

Nicas Investments Ltd. and 2349136 Ontario Limited ("Owner") Aaron Farough

Dante Gatti Jeffrey Adey

DECISION DELIVERED BY WILLIAM MIDDLETON AND ORDER OF THE TRIBUNAL

[1] This proceeding was a Hearing of Necessity conducted on Friday, April 5, 2024, at the request of the City made on Thursday, February 1, 2024, pursuant to subsections 6(1) and 7(5) of the *Expropriations Act,* R.S.O. 1990, c. E.26 ("EA").

[2] The City had previously delivered a Notice of Application for Approval to Expropriate Land ("Expropriation") with respect to the Owner's lands municipally known as 0 St. Etienne Windsor, Ontario (Legally Described as Part Lot 100 (McNiff) Concession 3 Sandwich East Formerly Lot 99 (Iradell) Concession 3, Part 1, 12R15949 being PIN 01408-1052; and Part Lot 100 Concession 3 McNiffs (Formerly Lot 99 Concession 3 Iradell) Part 2,12R19072 being PIN 01408-1968), subsequent to which on December 20, 2023, counsel for the Owners had requested the Hearing of Necessity.

[3] The materials before the Tribunal for the Hearing were:

- (a) Book of Documents, comprising of 46 pages;
- (b) Request for Hearing of Necessity, comprising of seven pages; and
- (c) Case: McGillivary v. Township of Cornwall, 18 O.R. (2d) 283 (CA), comprising of five pages.

SUMMARY OF EVIDENCE AND ARGUMENTS

[4] The City called two witnesses, Denise Wright and Jason Campigotto. Ms. Wright is the Manager, Real Estate Services for the City. Mr. Campigotto is the Acting Deputy City Planner and Manager of Growth. The Owner's counsel did not call any evidence.

- [5] Ms. Wright testified as follows:
 - (a) The City acquired 3005 Deziel Drive, formerly owned by the Owner, due to accumulated tax arrears resulting in power of sale proceedings which concluded on December 12, 2022;
 - (b) 3005 Deziel Drive encroaches on the adjacent parcel of land;
 - (c) To facilitate dealing with 3005 Deziel Drive and the encroachment issue, in the absence of any other proposal by the Owner, the City initiated the Expropriation; and
 - (d) The Owner has not expressed any interest in 3005 Deziel Drive, but the City remains willing to consider any reasonable proposal from the Owner should these circumstances change.
- [6] Mr. Campigotto testified that:
 - He agreed with the evidence of Ms. Wright and also that the only reason that the City took ownership of 3005 Deziel Drive was due to the failure of the Owner to pay the accumulated tax arrears;
 - (b) The City has no records of any planning applications or other activity in respect of the lands subject to the Expropriation;
 - (c) The lands under the Expropriation constitute employment lands, and the City is interested in maximizing their future potential development pursuant to the City's Economic Revitalization Community Improvement Plan ("CIP");
 - (d) Consolidation of the lands under Expropriation will better facilitate such

future potential development pursuant to the CIP; and

(e) Consolidation will also improve the municipal servicing of the lands under Expropriation.

[7] In the Tribunal's view, the evidence of Ms. Wright and Mr. Campigotto was not successfully challenged during cross-examination.

[8] In closing submissions, the City argued that the planned Expropriation was in accordance with the City's stated intentions under the Notice of Application for Approval to Expropriate Land and was fair, sound, reasonably necessary, and reasonably defensible.

[9] Counsel for the Owner contended that the City's stated intentions for the Expropriation were not the "real reason" underlying the planned Expropriation and, therefore, that it was not fair and reasonable. Counsel for the Owner further argued that the decision of the Ontario Court of Appeal in *McGillivary v. Township of Cornwall*, 18 O.R. (2d) 283 (CA) ("*McGillivary*") should lead this Tribunal to rule against the City.

[10] In the Tribunal's view, the Court of Appeal's ruling in *McGillivary* is simply not relevant to the issues in this hearing. That case involved an application brought under s. 283 of the *Municipal Act*, R.S.O. 1970, c. 284, to quash By-law No. 3316 of the Corporation of the Township of Cornwall. The appellant attacked the legality of this by-law, which declares that his land in the respondent Township was required for municipal purposes of the Township of Cornwall. The basis of the appellant's argument was that the only reason for the passing of the by-law was the Municipality's intention to resell the premises, which had become vested in the Township due to tax arrears – an illegal purpose. This was not an expropriations proceeding.

[11] The Court of Appeal in *McGillivary* was satisfied that the proper inference to be made was that the by-law was enacted purely for the purpose of cutting off the

Appellant's right to redeem his premises and that s. 53(1) of the *Municipal Affairs Act* does not create any new right in a municipality to declare by by-law that land is required for the purposes of the municipality.

[12] This Tribunal sees no parallel between the circumstances in *McGillivary* and the situation here. Here, the EA solely governs (leaving aside the question of whether the statutory provisions cited in *McGillivary* even still exist). There is no by-law at issue here nor can any ill motive be imputed to the City. The Owner is not being deprived of any discernable right and may have the benefit of compensation in a future proceeding under the EA. In fact, the Owner offered no evidence in this Hearing. The City's acquisition of 3005 Deziel Drive due to the Owner's accumulated tax arrears is a prior fact that is not at issue in this proceeding.

REPORT UNDER SUBSECTION 7(6) OF THE EXPROPRIATIONS ACT, R.S.O. 1990, C. E.26

[13] **THE TRIBUNAL FINDS THAT** the proposed expropriation by the City of Windsor of the lands municipally known as 0 St. Etienne Windsor, Ontario (Legally Described as Part Lot 100 (McNiff) Concession 3 Sandwich East Formerly Lot 99 (Iradell) Concession 3, Part 1, 12R15949 being PIN 01408-1052; and Part Lot 100 Concession 3 McNiffs (Formerly Lot 99 Concession 3 Iradell) Part 2,12R19072 being PIN 01408-1968), is fair, sound and reasonably necessary in the achievement of the stated objectives of the City of Windsor.

"William Middleton"

WILLIAM MIDDLETON VICE-CHAIR

Ontario Land Tribunal

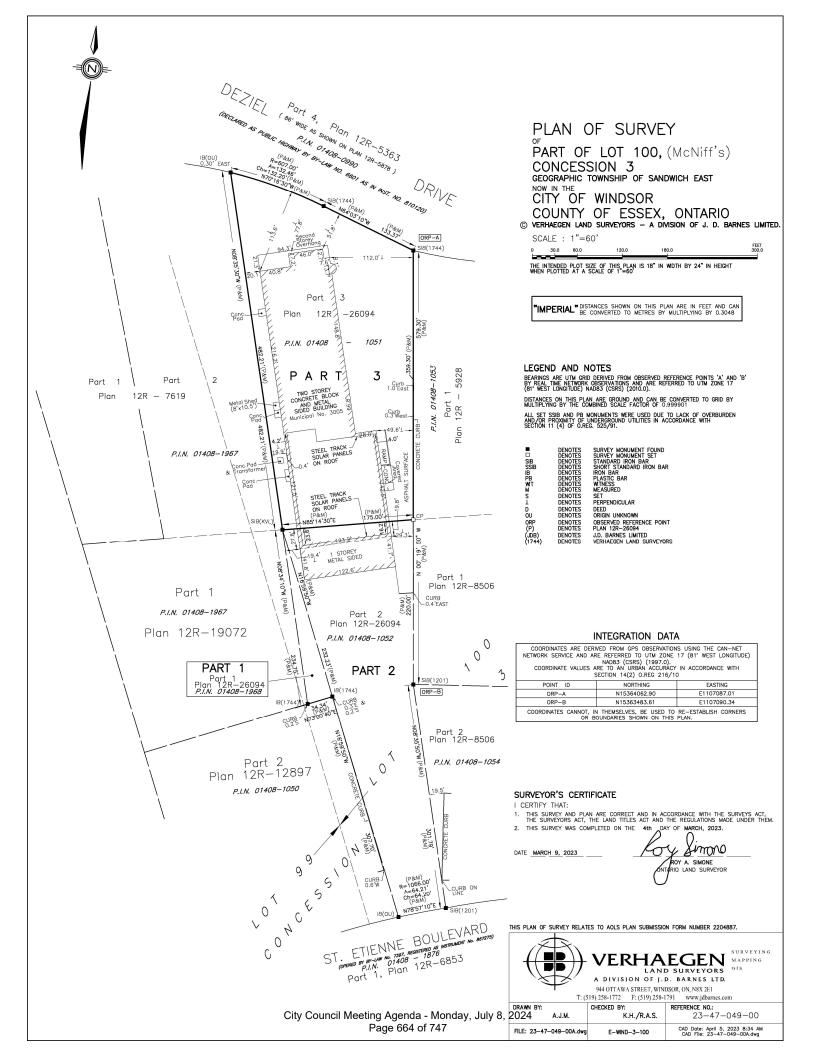
Website: olt.gov.on.ca Telephone: 416-212-6349 Toll Free: 1-866-448-2248

The Conservation Review Board, the Environmental Review Tribunal, the Local Planning Appeal Tribunal and the Mining and Lands Tribunal are amalgamated and continued as the Ontario Land Tribunal ("Tribunal"). Any reference to the preceding tribunals or the former Ontario Municipal Board is deemed to be a reference to the Tribunal.

APPENDIX B

LEGAL DESCRIPTION OF LANDS TO BE EXPROPRIATED

Part of Lot 100 (McNiff), Concession 3, Sandwich East formerly Lot 99 (Iradell), Concession 3 being Part 1 on Plan 12R-15949, and Part of Lot 100 (McNiff), Concession 3, Sandwich East formerly Lot 99 (Iradell), Concession 3 being Part 2 on Plan 12R-19072, City of Windsor, County of Essex in fee simple.



Appendix D

B Y - L A W N U M B E R -2024

A BY-LAW TO EXPROPRIATE THE LANDS KNOWN MUNICIPALLY AS 0 ST. ETIENNE BOULEVARD

Passed the day of , 2024.

WHEREAS in accordance with the provisions of the *Expropriations Act*, R.S.O. 1990, c. E.26, an application was submitted to City Council as approving authority, for approval to expropriate a fee simple interest in part of the property municipally known as 0 St. Etienne Boulevard, legally described as Part of Lot 100 (McNiff), Concession 3, Sandwich East formerly Lot 99 (Iradell), Concession 3 being Part 1 on Plan 12R-15949, in fee simple and Part of Lot 100 (McNiff), Concession 3, Sandwich East formerly Lot 99 (Iradell), Concession 3 being Part 2 on Plan 12R-19072, City of Windsor, County of Essex (the "Lands") for consolidation with municipal lands under the City of Windsor Economic Revitalization Community Improvement Plan;

AND WHERAS notice of such application was published and served on the registered owners of the Lands in accordance with the *Expropriations Act*;

AND WHEREAS pursuant to section 7 of the Expropriations Act, an inquiry hearing with respect to the proposed expropriation was held before the Ontario Land Tribunal on April 5, 2024; and

AND WHEREAS the Council of the Corporation of the City of Windsor, as approving authority, at its meeting held on July 8, 2024, has considered the report of the Ontario Land Tribunal dated May 1, 2024, concerning the proposed expropriation of the subject lands and has approved the application and has given leave to introduce and enact this by-law.

THEREFORE the Council of The Corporation of the City of Windsor enacts as follows:

- 1. The expropriation of the fee simple interest in the Lands for the purposes of consolidation with municipal lands under the City of Windsor Economic Revitalization Community Improvement Plan is approved by the Council of The Corporation of the City of Windsor, as approving authority, and the Chief Administrative Officer and City Clerk and their respective designates are hereby authorized to execute a Certificate of Approval pursuant to the *Expropriations Act*.
- 2. The expropriation of the fee simple interest in the Lands for the purposes of consolidation with municipal lands under the City of Windsor Economic Revitalization Community Improvement Plan is authorized by the Council of The Corporation of the City of Windsor as expropriating authority and the Chief Administrative Officer and City Clerk and their respective designates are hereby authorized to execute the necessary plan of expropriation pursuant to the *Expropriations Act*;
- 3. The City Solicitor and designates, are hereby authorized to prepare, execute, serve, and file, as necessary, all other documents required to complete the expropriation and give effect to this bylaw, and to make an offer of compensation under section 25 of the *Expropriations Act* and issue payment accordingly.

DREW DILKENS, MAYOR

CLERK

First Reading	-	, 2024
Second Reading	-	, 2024
Third Reading	-	, 2024



Council Report: C 71/2024

Subject: Award of Tender: 81-24 - Barrymore Lane Rehabilitation -Prince Road to Brock Street - Ward 2

Reference:

Date to Council: July 8, 2024 Author: Pierfrancesco Ruggeri Technologist III (519) 255-6257 ext. 6506 pruggeri@citywindsor.ca Design – Engineering Report Date: June 19, 2024 Clerk's File #: SW/14821

To: Mayor and Members of City Council

Recommendation:

I. THAT Council **APPROVE** the following low tender:

TENDERER:	D'Amore Construction (2000) Ltd.
TENDER NO:	81-24 Barrymore Lane Rehabilitation
TOTAL TENDER PRICE:	\$5,900,000.00 (excluding HST)
ACCOUNT CHARGED:	007-5410-9998-02942-7221032

and,

- II. THAT the CAO and City Clerk **BE AUTHORIZED** to execute an agreement with the low bidder, D'Amore Construction (2000) Ltd, in the amount of \$5,900,000.00 excluding taxes (Tender 81-24), with said contract being satisfactory in form to the City Solicitor, satisfactory in technical content to the City Engineer, and in financial content to the City Treasurer; and,
- III. THAT the Council AUTHORIZE administration to issue any change order(s) and to use any funds remaining in approved Capital Budget Project ID 7221032 allocated for the Barrymore Lane Rehabilitation as detailed herein for any change order requirements / directives related to RFT# 81-24 provided that the change order amounts do not exceed the approved budget amounts, satisfactory in financial content to the City Treasurer, and in technical content to the City Engineer; and,

- N. THAT City Council **DIRECT** the City Treasurer to effect the transfer of the following funds which have been identified as surplus in existing capital projects:
 - \$300,000.00 from Laing Street & McEwan Avenue Rehabilitation project (ID 7213004),
 - \$138,585.00 from Rankin-Wyandotte-Union project (ID 7191026),
 - \$105,558.00 from Pillette Seminole/VIA Tracks project (ID 7182003)
 - \$405,857.00 from the Corporate Inflation Mitigation project (ID 7235001)

to the Barrymore Lane – Prince Rd to Brock St project (ID 7221032), as detailed in the financial matters section.

Executive Summary:

N/A

Background:

Barrymore Lane Rehabilitation

City Council previously approved total funding of 4,930,000.00 for the Barrymore Lane Rehabilitation project (ID 7221032), through B28/21 - 470,000.00, CR394/2023 - 4,400,000.00, and B28/2024 - 60,000.00.

The Barrymore Lane Rehabilitation project was originally designed and tendered as a typical open cut type full re-construction project on March 26th, 2024 as Tender # 42-24. During the tender period, a test dig was conducted on site and observed by the project manager, soils consultant and contractors. The results of the test dig confirmed Type 4 soils at depths where excavation and sewer construction would occur. This type of soil is unstable and requires considerable trench protection at a premium cost to ensure safety of the workers. Due to the projected increased cost and safety concerns, administration cancelled tender # 42-24 and redesigned the project to specify the use of a structural liner via trenchless construction and a new tender was issued.

Discussion:

Barrymore Lane Rehabilitation

The tendering process for Barrymore Lane was carried out per the Purchasing By-Law 93-2012. Tender 81-24 closed June 14th, 2024. The following is the summary of bids received.

#	Bidder	Total
		(plus taxes)

1	D'Amore Construction (2000) Ltd	\$5,900,000.00
2	Nevan Construction Inc.	\$6,196,875.00
3	SheaRock Construction Group Inc.	\$6,695,000.00
4	Sherway Contracting (Windsor) Limited	\$6,499,419.00
5	Sterling Ridge Infrastructure Inc.	\$6,224,148.79

The tenders were reviewed by Administration and no arithmetic errors were found. D'Amore Construction (2000) Ltd is the low bidder.

Risk Analysis:

Associated risks to the Corporation, resulting from the undertaking of this project, include risks typical of construction projects, such as bodily injury, property damage, and matters arising from violations of the Occupational Health and Safety Act. These risks are to be transferred to the successful proponents through the contract that the City and D'Amore Construction (2000) Ltd. enter into for Barrymore Lane Rehabilitation. As part of this contract with D'Amore Construction (2000) Ltd. there are sufficient insurances in place to cover the Corporation for the potential damage and claims that might arise from their work during or after construction in the maintenance period.

Additionally, there is a risk that the construction schedule will be impacted due to supply chain issues. Administration has an expedited purchase order process, and a purchase order could be issued following the approval of project funding, at which point, a delivery date can be confirmed.

If these funds are not transferred, then the construction of the Barrymore Lane Rehabilitation project (ID 7221032) will be postponed until funding can be allocated to this project. If the construction of this project is postponed, there is a risk that the existing aging infrastructure could fail based on the condition observations through recent CCTV inspections.

Climate Change Risks

Climate Change Mitigation:

N/A

Climate Change Adaptation:

N/A

Financial Matters:

The low bidder was D'Amore Construction (2000) Ltd. with a total tender amount of \$5,900,000 plus tax.

Based on the low tender for Barrymore Lane Rehabilitation project, the estimated project budget and funds are as follows.

EXPENSES	
Low Tender – D'Amore Construction (2000) Ltd. (including Contingency)	\$5,900,000.00
Engineering – pre and post tendering (including design, survey, inspection, geomatics, CCTV and Geotechnical/Environmental Investigation)	\$405,000.00
Non-Recoverable HST (for Low Tender)	\$103,852.00
Surface Asphalt 2025 (Estimated)	\$120,000.00
Miscellaneous (Advertising, Legal Searches, financing charges etc.)	\$32,204.00
GROSS ESTIMATED PROJECT COSTS	\$6,561,056
REVENUE	
Previously Approved Funding in Project ID 7221032	\$4,930,000.00
Recoveries from Windsor Utilities Commission (including tax)	\$681,056.00
TOTAL REVENUE	\$5,611,056.00
Additional Funding Required (Per Recommendation II)	\$950,000.00

A total of \$950,000.00 in additional funding is required to complete this project.

The cost of construction for this project is significantly higher than originally estimated, due to ongoing supply chain issues, increased cost of materials, including concrete, plastic pipe, wiring, increased cost of fuel, as well as the additional costs associated with the new excess soil management regulations. Additionally, the poor soil conditions within the project area necessitated a re-design and re-tender, which further increased the overall costs beyond the initial estimates.

In order to identify an appropriate funding source for the additional funding requirements, Administration reviewed various capital projects at/or nearing completion and identified surplus funds within the following projects.

The Laing Street & McEwan Avenue project (ID 7213004) has been substantially completed and is currently within the maintenance period. The project has a surplus of approximately \$300,000.00. Administration is recommending funds of \$300,000.00 be transferred to Barrymore Lane – Prince Road to Brock Street project (ID 7221032) to mitigate the current shortfall of funding.

The Rankin-Wyandotte-Union project (ID 7191026) is completed and is ready to be closed. The project has a surplus of \$159,420.00. Administration is recommending that \$138,585.00 in surplus funds be transferred to Barrymore Lane – Prince Road to Brock Street project (ID 7221032) to mitigate the current shortfall of funding.

The Pillette Road project (ID 7182003) is completed and is ready to be closed. The project has a surplus of \$105,558.00. Administration is recommending this project be closed with \$105,558.00 in surplus funds transferred to Barrymore Lane – Prince Road to Brock Street project (ID 7221032) to mitigate the current shortfall of funding.

To mitigate the remaining shortfall of \$405,857.00, Administration recommends a transfer from the Corporate Inflation Mitigation project, 7235001.

Through the 2023 and 2024 Capital Budgets, a total of \$16,584,217 has been approved for the Corporate Inflation Mitigation project. Of these funds, \$10,604,836 remains, made up of \$4,996,217 in Sewer Surcharge funding, \$3,102,584 in Pay-As-You-Go funding, and \$2,506,035 in Service Sustainability funding. The \$405,857.00 in additional funding needed for the Barrymore Lane Rehabilitation project would be taken from the remaining Sewer Surcharge funding.

It should be noted that mitigating measures, strategies and approaches to address the inflationary costs being experienced in capital projects is expected to be further explored and considered in the development of the 2025 Capital Budget. The transfer of the funds as noted in this report is necessary at this time in order to allow for the timely execution of Tender 81-24, so as to manage the noted risks as identified within this report.

Based on the above recommendations, there will be sufficient funds in project 7221032 – Barrymore Lane Rehabilitation – Prince Road to Brock Street to carry out the works described above.

Consultations:

Kathy Buis,	Financial Planning Administrator
Michael Dennis,	Manager, Strategic Capital Budget Development & Control
Alex Vucinic,	Purchasing Manager

Conclusion:

Administration recommends the transfer of noted surplus funds to project 7221032 -Barrymore Lane Rehabilitation – Prince Road to Brock Street and award the Tender 81-24 to the low bidder D'Amore Construction (2000) Ltd.

Planning Act Matters:

N/A

Approvals:

Name	Title

Name	Title
Fahd Mikhael	Manager of Design
Stacey McGuire	Executive Director of Engineering/Deputy City Engineer
Mark Winterton	Commissioner, Infrastructure Services
Wira Vendrasco	City Solicitor
Janice Guthrie	Commissioner, Finance & City Treasurer
Joe Mancina	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:

Item No. 12.2



Committee Matters: SCM 200/2024

Subject: Report of the Special Meeting of Council In Camera of its meeting held

June 10, 2024

SV/bm

SPECIAL MEETING OF COUNCIL – IN CAMERA June 10, 2024

Meeting called to order at: 4:32 p.m.

Members in Attendance:

Mayor Drew Dilkens Councillor Renaldo Agostino Councillor Fabio Costante Councillor Fred Francis Councillor Jo-Anne Gignac Councillor Gary Kaschak Councillor Angelo Marignani Councillor Kieran McKenzie Councillor Mark McKenzie Councillor Jim Morrison Councillor Ed Sleiman

Also in attendance:

Joe Mancina, Chief Administrative Officer Andrew Daher, Commissioner, Human and Health Services (Items 1 and 2) Mark Winterton, Acting Commissioner of Infrastructure Services/City Engineer Lori Gregg for Janice Guthrie, Commissioner of Finance/City Treasurer (Items 1 and 2) Dana Paladino, Acting Commissioner of Corporate Services (Items 1 and 2) Ray Mensour, Commissioner of Community Services (Items 1 and 2) Jelena Payne, Commissioner Economic Development (Items 1 and 2) Steve Vlachodimos, City Clerk Wira Vendrasco, Acting City Solicitor (Items 1 and 2) Matthew Stubbings, Mayor's Chief of Staff Matthew Johnson, Executive Director Economic Development (Item 2) Vito Grammatico, Senior Economic Development Officer (Item 2) Anna Ciacelli, Deputy Clerk (Items 1 and 2) Stacey McGurie, Executive Director Engineering (Item 2)

Verbal Motion is presented by Councillor Fred Francis, seconded by Councillor Ed Sleiman,

to move in Camera for discussion of the following item(s):

Item No.	Subject & Section - Pursuant to <i>Municipal Act</i> , 2001, as amended
1	Property matter – acquisition of land – expropriation, Section 239(2)(c)
2	Property matter – lease of land, Section 239(2)(c)
3	Personal matter – about an identifiable individual(s), verbal update, Section 239(2)(b)

Motion Carried.

Declarations of Pecuniary Interest:

None declared.

Discussion on the items of business.

Verbal Motion is presented by Councillor Fabio Costante, seconded by Councillor Angelo Marignani, to move back into public session.

Motion Carried.

Moved by Councillor Fabio Costante, seconded by Councillor Angelo Marignani,

THAT the Clerk BE DIRECTED to transmit the recommendation(s) contained in the report(s) discussed at the In-Camera Council Meeting held June 10, 2024 directly to Council for consideration at the next Regular Meeting.

1. That the recommendation contained in the in-camera report from Senior Legal Counsel, Acting City Solicitor, Acting Commissioner Corporate Services, Acting Commissioner Infrastructure Services and Commissioner Finance and City Treasurer respecting a property matter – acquisition of land - expropriation **BE APPROVED**.

2. That the in-camera report from the Senior Economic Development Officer, Executive Director of Economic Development, Commissioner of Economic Development, Acting City Solicitor, Acting Commissioner of Infrastructure Services, and Commissioner Finance and City Treasurer respecting a property matter – lease of land **BE RECEIVED**, and further that Administration **PROCEED** on the verbal direction of Council.

3. That the confidential verbal report from the Chief Administrative Officer respecting a personal matter about an identifiable individual(s) **BE RECEIVED FOR INFORMATION.**

Motion Carried.

Moved by Councillor Jo-Anne Gignac, seconded by Councillor Mark McKenzie, That the special meeting of council held June 10, 2024 BE ADJOURNED. (Time: 5:32 p.m.) Motion Carried.

Item No. 12.3



Committee Matters: SCM 201/2024

Subject: Report of the Special Meeting of Council In Camera of its meeting held

June 18, 2024

SV/bm

SPECIAL MEETING OF COUNCIL – IN CAMERA June 18, 2024

Meeting called to order at: 9:00 a.m.

Members in Attendance:

Mayor Drew Dilkens Councillor Renaldo Agostino **Councillor Fabio Costante Councillor Fred Francis Councillor Jo-Anne Gignac** Councillor Gary Kaschak (via zoom) Councillor Angelo Marignani Councillor Kieran McKenzie Councillor Mark McKenzie Councillor Jim Morrison Councillor Ed Sleiman

Also in attendance:

Joe Mancina, Chief Administrative Officer Mark Winterton, Acting Commissioner of Infrastructure Services/City Engineer Janice Guthrie, Commissioner of Finance/City Treasurer Dana Paladino, Acting Commissioner of Corporate Services Ray Mensour, Commissioner of Community Services Jelena Payne, Commissioner Economic Development Steve Vlachodimos, City Clerk Wira Vendrasco, Acting City Solicitor Matthew Stubbings, Mayor's Chief of Staff Anna Ciacelli, Deputy Clerk Piper Morley, Legal Counsel, Borden, Ladner, Gervais LLP (Item 1) (virtually)

Verbal Motion is presented by Councillor Ed Sleiman, seconded by Councillor Jo-Anne Gignac,

Item No.	Subject & Section - Pursuant to <i>Municipal Act</i> , 2001, as amended
1	Legal matter – update, verbal presentation by Legal Counsel – advice subject to solicitor-client privilege, Section 239(2)(f)

Motion Carried.

Declarations of Pecuniary Interest:

None declared.

Discussion on the items of business.

Verbal Motion is presented by Councillor Fred Francis, seconded by Councillor Gary Kaschak, to move back into public session.

Motion Carried.

Moved by Councillor Fred Francis, seconded by Councillor Gary Kaschak,

THAT the Clerk BE DIRECTED to transmit the recommendation(s) contained in the report(s) discussed at the In-Camera Council Meeting held June 18, 2024 directly to Council for consideration at the next Regular Meeting.

1. That the confidential verbal presentation from Piper Morley, Legal Counsel respecting a legal matter – update, advice subject to solicitor-client privilege **BE RECEIVED** and further that Legal Counsel **BE AUTHORIZED TO PROCEED** on the verbal direction of Council.

Motion Carried.

Moved by Councillor Ed Sleiman, seconded by Councillor Jim Morrison, That the special meeting of council held June 18, 2024 BE ADJOURNED. (Time: 10:07 a.m.)

Motion Carried.

BY-LAW NUMBER 115-2024

A BY-LAW TO ASSUME FOR SUBSEQUENT CLOSURE THE 5.49 METRE EAST/WEST ALLEY SOUTH OF TECUMSEH ROAD EAST, EAST OF LEONARD LANE, AND WEST OF GEORGE AVENUE, CITY OF WINDSOR

Passed the 8th day of July, 2024.

WHEREAS the 5.49 metre portion of the east/west alley south of Tecumseh Road East, east of Leonard Lane, and west of George Avenue, City of Windsor, more particularly described in Schedule "A" hereto annexed, is assumed for subsequent closure;

THEREFORE the Council of the Corporation of the City of Windsor enacts as follows:

- 1. That the 5.49 metre portion of the east/west alley south of Tecumseh Road East, east of Leonard Lane, and west of George Avenue, City of Windsor, more particularly described in Schedule "A" hereto annexed and forming part of this by-law, be and the same is hereby assumed for subsequent closure.
- 2. That this by-law shall come into force and take effect on the day of the final passing thereof.

DREW DILKENS, MAYOR

CITY CLERK

First Reading - July 8, 2024 Second Reading - July 8, 2024 Third Reading - July 8, 2024

SCHEDULE "A" TO BY-LAW 115-2024

Part Lot 90, Plan 1088, Part Block B, Plan 1088, Sandwich East, designated as Part 2, Plan 12R-29755; Windsor

Being part of PIN 01358-0154 (LT)

City of Windsor County of Essex

BY-LAW NUMBER 116-2024

A BY-LAW TO CLOSE, STOP UP AND CONVEY THE 5.49 METRE EAST/WEST ALLEY SOUTH OF TECUMSEH ROAD EAST, EAST OF LEONARD LANE, AND WEST OF GEORGE AVENUE, CITY OF WINDSOR

Passed the 8th day of July, 2024.

WHEREAS it is deemed expedient to close, stop up and convey the 5.49 metre portion of the east/west alley south of Tecumseh Road East, east of Leonard Lane, and west of George Avenue, City of Windsor, more particularly described in Schedule "A" attached hereto;

THEREFORE the Council of the Corporation of the City of Windsor enacts as follows:

- That the 5.49 metre portion of the east/west alley south of Tecumseh Road East, east of Leonard Lane, and west of George Avenue, City of Windsor, more particularly described in Schedule "A" attached hereto and forming part of this by-law, be and the same is hereby closed and stopped up.
- 2. That any required easements pursuant to Council Resolution CR62/2024, be registered prior to conveyance.
- 3. That the lands be conveyed to the owner of 3995 Tecumseh Road East, and that the conveyance cost be set as follows:
 - a. For alley conveyed to abutting lands zoned CD2.1, \$20.00 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 \$10.00 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, and \$10.00 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 is assessed at \$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.
- 4. That the Chief Administrative Officer and City Clerk be authorized and directed to execute on behalf of The Corporation of the City of Windsor and to seal with the seal thereof, any and all documents necessary to implement the foregoing; and that the transaction be completed electronically, for property where it is available, pursuant to By-law Number 366-2003, as amended from time to time.

5. This by-law shall come into force and take effect the day upon which it is registered in the Land Registry Office for the County of Essex (No. 12).

DREW DILKENS, MAYOR

CITY CLERK

First Reading - July 8, 2024 Second Reading - July 8, 2024 Third Reading - July 8, 2024

SCHEDULE "A" TO BY-LAW 116-2024

Part Lot 90, Plan 1088, Part Block B, Plan 1088, Sandwich East, designated as Part 2, Plan 12R-29755; Windsor

Being part of PIN 01358-0154 (LT)

City of Windsor County of Essex

BY-LAW NUMBER 117-2024

A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600 CITED AS THE "CITY OF WINDSOR ZONING BY-LAW"

Passed the 8th day of July, 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 paragraph:

510. SOUTHWEST AND SOUTHEAST CORNERS OF GILES BOULEVARD AND MCDOUGALL STREET

For the 2,283 m² lands comprising 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; the following additional provisions 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 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.
- c) 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 2.0 m.

(ZDM 7; ZNG/7201)

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	Zoning	Lands Affected	Official	Zoning
Number	District		Plan	Symbol
	Мар		Amendme	
	Part		nt Number	
		South Part Lots 18 & 19, Lot 20 and North Part Lot 21, Plan 110		
1	7	285 Giles Boulevard East And		S.20(1)510
		Part Park Lot 5, Plan 106 0 Giles Boulevard		

DREW DILKENS, MAYOR

CITY CLERK

First Reading - July 8, 2024 Second Reading - July 8, 2024 Third Reading - July 8, 2024

BY-LAW NUMBER 118-2024

A BY-LAW TO EXPROPRIATE THE LANDS KNOWN MUNICIPALLY AS 0 ST. ETIENNE BOULEVARD

Passed the 8th day of July, 2024.

WHEREAS in accordance with the provisions of the *Expropriations Act*, R.S.O. 1990, c. E.26, an application was submitted to City Council as approving authority, for approval to expropriate a fee simple interest in part of the property municipally known as 0 St. Etienne Boulevard, legally described as Part of Lot 100 (McNiff), Concession 3, Sandwich East formerly Lot 99 (Iradell), Concession 3 being Part 1 on Plan 12R-15949, in fee simple and Part of Lot 100 (McNiff), Concession 3, Sandwich East formerly Lot 99 (Iradell), Concession 3 being Part 2 on Plan 12R-19072, City of Windsor, County of Essex (the "Lands") for consolidation with municipal lands under the City of Windsor Economic Revitalization Community Improvement Plan;

AND WHEREAS notice of such application was published and served on the registered owners of the Lands in accordance with the *Expropriations Act*;

AND WHEREAS pursuant to section 7 of the Expropriations Act, an inquiry hearing with respect to the proposed expropriation was held before the Ontario Land Tribunal on April 5, 2024; and

AND WHEREAS the Council of the Corporation of the City of Windsor, as approving authority, at its meeting held on July 8, 2024, has considered the report of the Ontario Land Tribunal dated May 1, 2024, concerning the proposed expropriation of the subject lands and has approved the application and has given leave to introduce and enact this by-law.

THEREFORE the Council of the Corporation of the City of Windsor enacts as follows:

- 1. The expropriation of the fee simple interest in the Lands for the purposes of consolidation with municipal lands under the City of Windsor Economic Revitalization Community Improvement Plan is approved by the Council of The Corporation of the City of Windsor, as approving authority, and the Chief Administrative Officer and City Clerk and their respective designates are hereby authorized to execute a Certificate of Approval pursuant to the *Expropriations Act*.
- 2. The expropriation of the fee simple interest in the Lands for the purposes of consolidation with municipal lands under the City of Windsor Economic Revitalization Community Improvement Plan is authorized by the Council of The Corporation of the City of Windsor as expropriating authority and the Chief Administrative Officer and City Clerk and their respective designates are hereby authorized to execute the necessary plan of expropriation pursuant to the *Expropriations Act*;

3. The City Solicitor and designates, are hereby authorized to prepare, execute, serve, and file, as necessary, all other documents required to complete the expropriation and give effect to this bylaw, and to make an offer of compensation under section 25 of the *Expropriations Act* and issue payment accordingly.

DREW DILKENS, MAYOR

CITY CLERK

First Reading - July 8, 2024 Second Reading - July 8, 2024 Third Reading - July 8, 2024

BY-LAW NUMBER 119-2024

A BY-LAW TO ESTABLISH A VACANT HOME TAX IN THE CITY OF WINDSOR

Passed the 8th day of July, 2024.

WHEREAS pursuant to the provisions of subsection 338.2(1) of the *Municipal Act, 2001* (the "Act"), Council may, by by-law passed in the year to which it relates, impose a tax in the municipality on the assessed value, as determined under the *Assessment Act*, of vacant units that are classified in the residential property class and that are taxable under the Act for municipal purposes;

AND WHEREAS Section 425 of the Act authorizes a municipality to pass by-laws providing that a person who contravenes a by-law of the municipality passed under the Act is guilty of an offence;

AND WHEREAS Council of the City deems it appropriate to enact this by- law for the purpose of imposing a tax in the City of Windsor on the assessed value of vacant units that are classified in the residential Home class and are taxable under the Act for municipal purposes;

THEREFORE the Council of the Corporation of the City of Windsor enacts as follows:

DEFINITIONS:

1. In this by-law (the "By-law"):

"Audit Determination Notice" shall have the meaning set out in subsection 12. (2);

"Current Value Assessment " or "CVA" means the current value of a Residential Unit as determined by the Municipal Property Assessment Corporation as of the Billing Date;

"Billing Date" means the date of the Tax Notice;

"City" means The Corporation of the City of Windsor;

"City Treasurer" means the City Treasurer of the City, or delegate;

"Council" means the Council of the City;

"Declaration of Occupancy Status Form" means the form to be filled out by the Owner of a Residential Unit;

"**Declaration Due Date**" means the date specified on the on the request for Declaration of Occupancy Status Form from the City;

"Deemed Vacant Home" shall have the meaning set out in s. 6;

"Listed for Rent Exemption" means that a Vacant Home that was publicly listed for rent for a period up to twelve (12) consecutive months

"Listed for Sale Exemption" means that a Vacant Home that was publicly listed for sale for a period up to twelve (12) consecutive months.

"Occupied" means a Residential Unit that was the Principal Residence of any of

the following for at least 183 days in any Taxation Year, save and except during the 2024 Taxation Year, for at least 140 days during such period;

(a) An Owner; or

(b) An immediate family member of an Owner, or

(c) An individual who has entered into a formal residential lease or rental agreement under a term of no less than 183 days, save and except during the 2024 Taxation Year, for at least 140 days during such period.

"Owner" means the registered legal owner of the Residential Unit;

"**Payment Due Date**" means the date upon which the VHT is due and payable as set out in the Tax Notice;

"**Principal Residence**" means a person's legal/official place of residence regardless of how many days they were physically present at the property;

"Residential Unit"

means a room or suite of rooms in a building used or designed to be used by one (1) or more individuals as an independent and separate housekeeping unit;

"Tax Rate" means the percentage rate of taxation that will be applied to the CVA of a Residential Unit to determine the amount of VHT payable. The Tax Rate approved by Council for 2024 and future years is 3%;

"Vacant Home Tax" or "VHT" means a tax levied against a Vacant Home or Deemed Vacant Home in accordance with the provisions of this By-law. The VHT is calculated by multiplying the Tax Rate by the CVA;

"Tax Notice" shall have the meaning set out in s.7(1);

"Taxation Year" means the calendar year to which the VHT applies;

"Vacant Home" means any Residential Unit not Occupied for more than 183 days in any Taxation Year, save and except save and except during the 2024 Taxation Year, for at least 140 days during such period;

INTERPRETATION BULLETINS AND GUIDELINES

2. In administering this By-law, the City Treasurer may issue such interpretation bulletins, guidelines, procedures and policies as the City Treasurer, from time to time, determines necessary or advisable.

FORMS

3. The City Treasurer may approve the use and format of forms for any purpose of this By-law and the forms may require the provision of such information as the City Treasurer deems necessary for the enforcement and proper administration of this By-law.

REPORTING OF OCCUPANCY STATUS

4. The City may request an Owner to complete and submit a Declaration of Occupancy Status Form. Where such a request has been made, the Owner shall complete and submit a Declaration of Occupancy Status Form to the City for each Residential Unit of which they are the Owner, in respect of the Taxation Year, by the Declaration Due Date.

EXEMPTIONS

5. The VHT imposed under this By-law does not apply to,

(a) Residential Units that are Occupied;

(b) Residential Units undergoing active and ongoing repairs and renovations of which there is an open and active building permit(s) issued by the City;

(c) A Residential Unit that is listed publicly for sale or rent for a period of up to 12 consecutive months. The Listed for Sale Exemption is limited to once per ownership term. The Listed for Rent Exemption may be claimed multiple times provided that the periods the Residential Unit is not Occupied, are separated by a tenancy lasting no less than 12 months and verified by way of executed lease;

(d) A Residential Unit that has changed ownership in whole by way of an arm's length transaction, shall not be subject to the VHT for the Taxation Year during which the transaction occurred;

(e) A Residential Unit that is not Occupied for a period of up to two (2) years following the date the registered owner was admitted to care (hospitalization, long-term care);

(f) A Residential Unit whose owner has died will be exempt from a VHT levy in the period of up to twenty-four (24) months beginning the month after the owner(s)' death, provided the Residential Unit was Occupied at the time of death. Applies to the legal estate or heir without any extension to the exemption period (24 months);

(g) A Residential Unit that is owned by a business and used exclusively as a part-time Residential Unit by their employees, directors, or clients for a minimum of 183 days during the Taxation Year, save and except during the 2024 Taxation Year, for at least 140 days during such period;

(h) A Residential Unit with a court order preventing occupancy during the Taxation Year, unless the court order is conditional on an action of the owner, or the state and condition of the Residential Unit and the owner has not made reasonable efforts to remedy the circumstances that led to the court order;

(i) Multi-residential properties (more than 6 units); or

(j) A Residential Unit that is a group home, lodging home, or is managed or considered social or affordable housing and is in receipt of funding from the City.

DEEMED VACANT HOME

6. The City Treasurer may deem a Residential Unit to be a Vacant Home if the Owner fails to submit the Declaration of Occupancy Status Form to the City Treasurer for each Residential Unit of which they are the Owner, in respect of the Taxation Year, by the Declaration Due Date, or fails to provide the information required pursuant to s.10.

ASSESSMENT AND NOTICE OF TAX

7.(1) Following the Declaration Due Date the City Treasurer shall review each Declaration of Occupancy Status Form, assess the VHT payable in respect of each Vacant Home and each Deemed Vacant Home, and issue a Tax Notice to the Owner setting out the amount of VHT payable and the Payment Due Date.

7.(2) The City Treasurer may assess or reassess any Owner for any VHT payable by an Owner under this By-law for a Vacant Home or Deemed Vacant Home at any time, for the previous two Taxation Years. In the event of a City Council Meeting Agenda - Monday, July 8, 2024 Page 690 of 747

conviction under s. 14 of this By-law, the City Treasurer may assess or reassess any Owner for any VHT payable by an Owner under this By-law for a Vacant Home or Deemed Vacant Home, at any time and for any period that the City Treasurer considers reasonable.

8.(1) Every Owner of a Vacant Home and every Owner of a Deemed Vacant Home shall pay the VHT.

8.(2) VHT shall be calculated by multiplying the CVA by the Tax Rate. VHT shall not be prorated for any time the Vacant Home or Deemed Vacant Home was Occupied in the Taxation Year.

8.(3) The VHT is payable by the Payment Due Date regardless of whether a complaint or appeal from the VHT is made or taken.

9. The VHT shall be added to the property tax account of the Vacant Home or Deemed Vacant Home, and shall be payable in one instalment on the Payment Due Date. Interest at the rate of 15% per annum, calculated at the rate of 1.25% monthly shall be charged on the amount of any VHT payable under this By-law on the business day following the Payment Due Date and on the first day of each month thereafter.

COMPLIANCE AND AUDIT

10. The City Treasurer is authorized to request information and evidentiary documentation from Owners to determine occupancy status of a Residential Unit.

11. The City Treasurer is authorized to take any and all action that is deemed necessary to enforce compliance with this By-law, and to undertake audits and inspections as necessary for the collection and payment of the VHT.

APPEALS AND DISPUTE RESOLUTION

12.(1) An Owner may file a Notice of Complaint form if they choose to dispute their VHT Tax Notice. The form, along with supporting documentation, must be filed with the City Treasurer within 30 days of the date of on the VHT Tax Notice.

12.(2) The Notice of Complaint from the Owner will be reviewed by the City's Taxation Department and the results will be provided in a VHT Audit Determination Notice.

12.(3) Within 30 days of the date of the Audit Determination Notice, the Owner may appeal by filing a Request for Review with the City Treasure. The Request for Review will be reviewed by the City Treasurer, whose decision shall be final.

RECOVERY OF VHT

13. The City Treasurer shall add the unpaid amount of VHT under this By-law to the property tax account for the Vacant Home and the unpaid amount shall be collected in the same manner as property taxes.

OFFENCES AND FINES

14.(1) Any Person contravening any provision of this By-law is guilty of an offence and on conviction is liable to such fine as is provided for under the Provincial Offences Act, R.S.O. 1990, Chapter P.33, as amended from time to time.

14.(2) Despite the provisions of subsection 13. (a) the fine for submitting a false or misleading Declaration of Occupancy Status Form is \$3,500.00.

ANNUAL REPORTING

15. The City Treasurer will include the results VHT program annually through the year end reporting process.

GENERAL

16. The City Treasurer shall be responsible for the administration and enforcement of this By-law and may delegate the performance of any one or more of his or her functions under this By-law to one or more persons from time to time as the occasion requires and may impose conditions upon such delegation and may revoke such delegation and may continue to exercise any function delegated during the delegation.

17. If any section or portion of this By-law is found to be invalid by a court of competent jurisdiction, all remaining sections and portions of the By-law continue in full force and effect.

18. That By-law 91-2024 passed the 27th day of May 2024, is hereby repealed.

19. This By-law is deemed to have come into force and take effect on March 27, 2024.

20. This By-law may be referred to as the "Vacant Home Tax By-law".

DREW DILKENS, MAYOR

CITY CLERK

First Reading - July 8, 2024 Second Reading - July 8, 2024 Third Reading - July 8, 2024

BY-LAW NUMBER 120-2024

A BY-LAW TO CONFIRM PROCEEDINGS OF THE COUNCIL OF THE CORPORATION OF THE CITY OF WINDSOR AT ITS MEETING HELD ON THE $8^{\rm TH}$ DAY OF JULY, 2024

Passed the 8th day of July, 2024.

WHEREAS it is deemed expedient that the proceedings of the Council of The Corporation of the City of Windsor at this meeting be confirmed and adopted by by-law;

THEREFORE the Council of the Corporation of the City of Windsor enacts as follows:

1. The action of the Council of The Corporation of the City of Windsor in respect to each recommendation contained in the Report/Reports of the Committees and the local Boards and Commissions and each motion and resolution passed and other action taken by the Council of The Corporation of The City of Windsor at this meeting is hereby adopted and confirmed as if all such proceedings were expressly in this by-law.

2. The Mayor and the proper officials of The Corporation of the City of Windsor are hereby authorized and directed to do all things necessary to give effect to the action of the Council of The Corporation of the City of Windsor referred to in the preceding section hereof.

3. The Mayor and the City Clerk are authorized and directed to execute all documents necessary in that behalf and to affix thereto the seal of The Corporation of the City of Windsor.

This by-law shall come into force and take effect on the day of the final passing thereof.

DREW DILKENS, MAYOR

CITY CLERK

First Reading - July 8, 2024 Second Reading - July 8, 2024 Third Reading - July 8, 2024

Item No. 18.1



Council Questions: SCM 196/2024

Subject: Summary of Outstanding Council Questions as of June 26, 2024

OUTSTANDING COUNCIL QUESTIONS

Just a reminder that this is quoted from the 2004 Council report:

"overdue Council Questions (i.e., <u>outstanding for 30 days or more) be responded to</u> <u>immediately."</u>

Outstanding:

2019 – 1

- 2020 3
- 2021 3
- 2022 1
- 2023 20
- 2024 22

<u>2019</u>

Officer from FCA to eliminate the third shift at the Windsor Assembly Plant and understanding the gravity of the economic impact to our community where as many as 10,000 jobs may be lost or affected, that Administration develop a proposal for Council's review that could incent FCA to consider the possibility of introducing a new product into the Windsor Assembly Plant Facility. In doing so Administration should consider how	COUNCIL MEMBER		QUESTION – ISSUES RAISED	
existing City of Windsor economic development programs could be applied or amended to create a proposal that can help to protect the jobs now at risk both at the Windsor Assembly Plant and across the community generally. SPL/10759 (April 15, 2019)		Administrative	Asks that in light of the recent announcement from FCA to eliminate the third shift at the Windsor Assembly Plant and understanding the gravity of the economic impact to our community where as many as 10,000 jobs may be lost or affected, that Administration develop a proposal for Council's review that could incent FCA to consider the possibility of introducing a new product into the Windsor Assembly Plant Facility. In doing so Administration should consider how existing City of Windsor economic development programs could be applied or amended to create a proposal that can help to protect the jobs now at risk both at the Windsor Assembly Plant and across the community generally.	Response Required -Written

<u>2020</u>

COUNCIL MEMBER		QUESTION – ISSUES RAISED	
Kieran McKenzie	Comm. Human Health & Services and Comm. Economic Development	CQ4-2020 That Administration prepare a comparative analysis of the Affordable Housing frameworks and incentives that are in place in comparable municipalities. To the extent that the data is available the analysis should consider all forms of affordable housing and the composition of the affordable housing marketplace in the communities analyzed.	Type of Response Required -Written Report
Fabio Costante	Comm. Corporate Services (Executive Director Human Resources)	 SS2020 (February 3, 2020) CQ17-2020 It is important that we recognize and acknowledge the historic and systemic nature of racism and discrimination in our country and our City. We understand that to move forward and promote equity and eliminate anti-racism requires reaching out to and hearing from the voices of those in our community and Corporation most impacted by discrimination and racism. In this pursuit, it is also essential that we work towards having a Corporation that is representative of the people it serves and that everyone is treated with respect. As such, I am seeking the input and recommendations of Administration and our Diversity Advisory Committee on the viability of: 1.Including community-led consultations on systemic racism, under Phase 2 of the City of Windsor Diversity and Inclusion Initiative. 2.Seeking the input of those in our Corporation and related entities and our community most affected by racism and discrimination, regarding barriers to hiring and advancement in our Corporation and related entities as part of the Diversity and Inclusion Initiative. 3.Including recommendations and input regarding providing historical information and educational materials for City owned statues, buildings and streets named with racist histories as part of the Diversity and Inclusion Initiative. 	Type of Response Required -Written Report

McKenzie	Comm. Economic	and further developing a plan for inclusive street and property naming practices in the future. APM2020 (July 13, 2020) CQ32-2020	Type of
	Development	That Administration review and report back to Council on tree protection and replacement policies as it relates to the City of Windsor's land development bylaws. The review should include information pertaining to replacement ratios and the mechanisms by which trees are protected and required to be protected through the development process as well as the extent to which development is impacting the total tree count under our current framework along with options for Council to consider in terms of protecting trees and increasing tree cover through land development policy. SRT2020 (December 7, 2020)	Response Required -Written Report

<u>2021</u>

COUNCIL MEMBER		QUESTION – ISSUES RAISED	
Jo-Anne Gignac	Comm. Corporate Services (Executive Director of Human Resources)	CQ7-2021 Asking Administration to provide a report to Council outlining the policy that regulates procedures after an accident involving City vehicles and any amendments they might propose to update it. ACD2021 & AL2021 18.2 (March 29, 2021)	Type of Response Required -Written Report
Kieran McKenzie	Comm. Corporate Services	CQ17-2021 Asks that, to promote greater public safety for all people, that Administration work to develop a by- law for Council consideration to provide the City of Windsor with additional tools within the licensing framework for enforcement agencies to address unsafe and illicit activity in hotels and motels across the community that create dangerous and undesirable situations for motel guests, neighbours, and community members alike. The bylaw development process should include consultation process with industry stakeholders and social service providers, social agencies and health providers from both within and external to the City of Windsor as well as any other stakeholder group deemed appropriate by Administration. AB2021 & MH2021 18.1 (July 26, 2021)	Type of Response Required -Written Report
Jo-Anne Gignac	Comm. Economic Development	CQ26-2021 Asks that Administration research what municipal zoning bylaws may be in place in other municipalities in Ontario or across Canada that regulate Cannabis retail outlets/consumption areas. GP/13047 18.3 (November 1, 2021)	Type of Response Required -Written Report

<u>2022</u>

COUNCIL MEMBER		QUESTION – ISSUES RAISED	
Fabio Costante	Comm. Community Services	CQ14-2022 Asks that, as part of the Urban Forest Management Plan, Administration should include information about the following: How a tree is determined to be either public or privately owned. Reason(s) for potential change in ownership status. The impacts of change in ownership status for the municipality and the private property owner with respect to liability, maintenance and replacement costs. ACOQ2022 & SRT2022 (August 8, 2022)	Type of Response Required -Written Report

COUNCIL MEMBER		QUESTION - ISSUES RAISED	
Kieran McKenzie	Comm. Economic Development	CQ1-2023 Asks that given Council's declaration of a Climate Change Emergency informing the need to address climate change through municipal policy frameworks; And further, given the energy capacity challenges and opportunities faced by our community over the short, medium and long term; That Administration report back to Council with	Type of Response Required -Written Report
		proposals for Council consideration to create a Green Energy Community Energy Plan (CIP) with the goal of creating a favourable energy investment climate for sustainable energy proposals.	
		ACOQ2023 (January 16, 2023)	
Kieran McKenzie	Comm. Economic Development (City Planner)	CQ5-2023 Given the significant housing crisis challenging municipalities across Canada, including the City of Windsor	Type of Response Required -Written Report
		And noting, the objective stated by the Government of Ontario to add 1.5 Million home across the province over the next 10 years, including 13,000 in our Community.	Report
		And Whereas, the City of Windsor has already recognized the benefits of adding housing capacity through Additional Dwelling Units (ADUs) by enacting Planning Act amendments thereby eliminating some barriers to investment.	
		That Administration report back with further options for Council to consider that would include a range of financial tools including (but not necessarily limited to) a targeted Community Improvement Plan or Grant program that would address industry challenges to help promote greater uptake of the opportunity to augment housing stock through investments in ADUs.	
		SS2023 (February 13, 2023)	

Kieran McKenzie	Comm. Corporate Services (City Clerk)	CQ6-2023 That, given the City of Windsor's stated objective in Council's approved Diversity and Inclusion Initiative to: continually take steps to learn and grow as a community and to recognize that "diversity adds to our strength and creates an important opportunity for fostering understanding, acceptance and innovation", and, The City's publicly articulated commitment to an Agency, Board and Committee (ABC) appointments process that is transparent, fair and consistent; That Administration undertake a review of the city's appointment policy, including a comparison to processes and policies adopted in peer municipalities such as (but not limited to) London, Kitchener and Cambridge and report back with options for Council consideration in terms of best practices or improvements that can be made in the context of Equity, Diversity, Inclusion, Transparency and Accountability. ACO2023 (February 13, 2023)	Type of Response Required -Written Report
Angelo Marignani	Comm. Community Services	CQ10-2023 That Administration report back to City Council on a collaboration with Detroit City Council in creating a new International Freedom Festival. This world class civic event will promote international investment while improving the quality of life in our city. It will showcase our rich heritage and shared identity of our two cities. The focal point of this new annual festival will be the new Gordie Howe International Bridge, opening in 2024. There is more than a bridge that connects us and it is in our advantage to strengthen these connections. SR2023 (February 27, 2023)	Type of Response Required -Written Report
Mark McKenzie	Comm. Community Services	CQ12-2023 Asks that Administration develop new policies and provide report back to tamp down on "frivolous, dangerous and unreasonable" behaviour at City Hall and other City owned facilities, similar to Essex County Council. Also, report back on feasibility of installing metal detectors at City Hall and WFCU Centre. ACO2023 (May 29, 2023)	Type of Response Required -Written Report

Mark McKenzie	Comm. Infrastructure Services	CQ13-2023 Asks Administration re-examine the Driveway Requirement Policy regarding 2.2.1 which deals with not allowing front parking, as well as the Official Plan to allow front driveways with report back to Council. SB2023 & ACOQ2023 (May 29, 2023)	Type of Response Required -Written Report
Gary Kaschak	Comm. Infrastructure Services	CQ14-2023 Asks that Administration investigate the use of rumble strips in an urban environment within the City of Windsor through a pilot installation on Grand Marais Avenue between Plymouth and Pillette Road and that information as to their effectiveness be collected, analyzed and reported back to Council once sufficient data has been collected to determine both the benefits and concerns of their use in an urban setting and that the cost of the pilot be funded through the Expedited Temporary Traffic Calming Program.	Type of Response Required -Written Report
Angelo Marignani	Comm. Community Services	ST2023 & ACOQ2023 (May 29, 2023) CQ15-2023 Asks to have the city look into more auxiliary police being used on a regular schedule in our public parks and trails. A report back on costs and risks involved.	Type of Response Required -Written Report
Fabio Costante	Comm. Infrastructure Services	SP2023 (May 29, 2023) CQ17-2023 Asks Administration to investigate a method to implement Intelligent Transportation applications to improve transportation and traffic flow throughout the City. Including, but not limited to, an advanced warning system for trains for eastbound travel on Tecumseh Road West east of Crawford.	Type of Response Required -Written Report
Mark McKenzie	Comm. Economic Development	MT2023 (May 29, 2023) CQ21-2023 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. ACOQ2023 & ACO2023 (July 10, 2023)	Type of Response Required -Written Report

Mark McKenzie	Comm. Corporate Services	CQ22-2023 Asks that Administration be directed to provide options on targeted and pro-active enforcement in paved alleys to address garbage, vandalism, encampments, and land maintenance concerns up to and including any possible collaborative efforts that can be initiated with other City departments and resources. ACOQ2023 & ACO2023 (July 10, 2023)	Type of Response Required -Written Report
Angelo Marignani	Comm. Corporate Services (Deputy Licence Commissioner)	CQ23-2023 Asks that administration report back to city council regarding the rise in popularity of smoker barbecues and the nuisance that it causes in the community with air pollution and concerns from neighbors who no longer can enjoy their outdoors as a result of smoke. ACO2023(August 8, 2023)	Type of Response Required -Written Report
Angelo Marignani	Comm. Infrastructure Services	CQ25-2023 Asks that Administration come back with a report explaining the need for traffic lights at the intersection of Robinet and Tecumseh Rd. To include details such as traffic volume, recent police incidents, and any growing trends in ward seven that indicates the necessity for traffic lights at this intersection. It was also requested that a meeting be set up with traffic department to discuss this concern as well as a follow up with the administration to check on the progress as soon as possible. ACO2023 (September 5, 2023)	Type of Response Required -Written Report

Renaldo Agostino	Comm. Infrastructure Services / Comm. Economic Development	CQ26-2023 Certain cities across North America have introduced pre-approved housing and primary/secondary/ADU galleries/permits to streamline the process and lower construction costs for residential and accessory dwelling units in order to boost their city's housing supply without dramatically altering neighbourhoods. Raleigh, Stockton and Los Angeles to name a few. The City of Enderby, British Columbia hosted a competition for drawings. The winners' drawings are now for sale by the city to builders for \$1000 each. The drawings are pre-approved and in compliance. Asks that Administration look at these models which could help standardize rules, save time and money and speed up the building of more homes in our city. ACO2023 (September 18, 2023)	Type of Response Required -Written Report
Ed Sleiman	Comm. Community Services	CQ27-2023 Asks that in light of parking complaints at the Ford Test Track, Administration be requested to report back to Council regarding designing and building 100 parking spaces at Ford Test Track on the former Gordon McGregor lands; and, that the report include financial information and budget allocations as required.	Type of Response Required -Written Report
Fred Francis	Comm. Infrastructure Services	ACO2023 (September 18, 2023) CQ29-2023 Asks that Administration report back to City Council about a policy regarding capital improvements at city gateways to provide options for further enhancements when budget allotments do not allow for them. ACO2023 (October 30, 2023)	Type of Response Required -Written Report
Angelo Marignani	Windsor Police Services/Police Chief	CQ31-2023 Asks that Administration look into and report on a pilot project to install video police box. These safety tools will create confidence in our community and help our police force deter crime. I would like to see the pilot project at Optimist Park in Forest Glade or wherever administration sees fit. ACO2023 (October 30, 2023)	Type of Response Required -Written Report

Jo-Anne Gignac	Comm. Economic Development	CQ33-2023 Asks that Administration report back with tools that we, as a municipality, have to protect areas of our city that we have designated or identified, such as historic districts, historic neighbourhoods or even roadways, such as the Riverside Vista, as developments and intensification occurs in order to ensure that these developments compliment these identified areas. ACO2023 (October 30, 2023)	Type of Response Required -Written Report
Renaldo Agostino	Comm. Infrastructure Services	CQ34-2023 Downtown businesses face many challenges. A major concern is our current streetscaping plan. Many benches occupy space in front of abandoned businesses. These benches attract unwanted illegal public drinking and in some case use of illegal narcotics. These areas then get used as street bathrooms. This then becomes a burden on the businesses/their redevelopment and in some cases residential buildings ask the residents. Asks that Administration report back regarding the current streetscaping plan to remove or relocate benches that exist around abandoned businesses. ACO2023 (October 30, 2023)	Type of Response Required -Written Report
Renaldo Agostino	Comm. Infrastructure Services	CQ35-2023 Recently I've had reports from concerned citizens in regards to the operations from out of town buses. I myself was almost involved in a car accident in-front of the police station where a bus just randomly stopped to drop off passengers. I've also had reports concerning seniors being left out in the cold waiting hours for a bus to pick them up with no shelter. Asks that Administration report back regarding out of town buses not utilizing our bus station and what steps can be taken to motivate them to do so. ACO2023 (October 30, 2023)	-Written

<u>2024</u>

COUNCIL MEMBER		QUESTION – ISSUES RAISED	
Gary Kaschak	Chief Administrative Officer	CQ1-2024 Asking that Administration provide a comprehensive report regarding all of the activities, situations, interactions & ramifications involved that occur within our Municipality from having the two current Federal border crossings & soon to be 3 located in our City. All financials, use of City employees & monies involved with Windsor hosting these Federal border crossings are required to be outlined for City Council.	Type of Response Required -Written Report
Jo-Anne Gignac	Comm. Community Services	ACO2024 & GF2024 (January 15, 2024) CQ3-2024 Canada Goose population is becoming a dangerous hazard and there are no natural predators to keep check on the population growth. Personal injury and vehicle accidents related to geese is on the rise. Asks that administration report on options including a cull be presented to Council.	Type of Response Required -Written Report
Renaldo Agostino	Comm. Infrastructure Services	ACO2024 (January 15, 2024) CQ4-2024 Asks that Administration look into removing parking metres across the city and replacing them with modern technology. I would like to know the costs of upgrading our system and the savings we could realize or any additional revenue sources.	Type of Response Required -Written Report
Mark McKenzie	Comm. Community Services	ACO2024 (January 15, 2024) CQ5-2024 Asks that administration report back with a variety of operating models & options for Lakeview park marina, including potential divestment options. ACO2024 & SR2024 (January 15, 2024)	Type of Response Required -Written Report
Renaldo Agostino	Comm. Infrastructure Services	CQ7-2024 Asks that Administration look into changing some one-way streets downtown back into two-way streets. This has the potential to make our roads safer and bring more business downtown on Pellissier and McDougall, for example. ACO2024 & ST2024 (February 12, 2024)	Type of Response Required -Written Report

Jo-Anne Gignac	Comm. Infrastructure Services	CQ8-2024 Asks that Administration report back regarding the requirement for handicapped parking spots in BIAs and in front of the Capitol Theater. ACO2024 & ST2024 (February 12, 2024)	Type of Response Required -Written Report
Mark McKenzie	Comm. Infrastructure Services	CQ10-2024 Asks that Administration report back regarding a policy adjustment for approval, which would change the permit policy to require a property owner to sign off on any permit applications.	Type of Response Required -Written Report
Angelo Marignani	Chief of Police	ACO2024 & SB2024 (February 12, 2024) CQ11-2024 Asks for a strategic partnership between city Administration and Windsor Police to work closely with school administrators to address specific challenges and tailor solutions to the unique needs of each school in relation to the Kiss and Ride program. The purpose of this question is to ensure safety on our streets for our students and drivers alike.	Type of Response Required -Written Report
Angelo Marignani	Comm. Community Services	ACO2024 & ST2024 (February 26, 2024) CQ12-2024 Asks that Administration consider instituting an annual citizen recognition award in Windsor to honour hard-working individuals who contribute to our community's well-being. This award would celebrate their effort, inspiring others and reinforce our city's values of compassion and dedication.	Type of Response Required -Written Report
Gary Kaschak	Comm. Community Services	ACO2024 & APR2024 (February 26, 2024) CQ13-2024 Asks that Administration prepare a report in regards to the potential of City installing a couple squash courts at a City owned facility for residents to rent & use moving forward. I understand there are no squash courts or facilities any longer in the City.	Type of Response Required -Written Report
Jo-Anne Gignac	Comm. Community Services	ACO2024 & SR2024 (February 26, 2024) CQ16-2024 Asks that Administration provide a report on the feasibility of adding indoor pickle ball courts to our facilities where space allows, utilizing the space as much as possible. ACOQ2024 & SR2024 (March 18, 2024)	Type of Response Required -Written Report

Jo-Anne Gignac	Comm. Economic Development	CQ17-2024 Asks that Administration prepare a report on feasibility of a residential "outdoor lighting by- law", similar to those in Muskoka, Tecumseh and Lakeshore. ACOQ2024 & AB2024 (March 18, 2024)	Type of Response Required -Written Report
Renaldo Agostino	Comm. Human & Health Services	CQ19-2024 Asks that Administration report back to City Council on the current status of the warming bus initiative, including current statistics and also explore the feasibility of expanding this to a full year service, including all costs and resources required.	Type of Response Required -Written Report
<u> </u>		ACOQ2024 & MT2024 (March 18, 2024)	
Renaldo Agostino	Comm. Infrastructure Services	CQ20-2024 Asks that Administration report back to City Council on the feasibility of expanding the current bulk item pick-up program to include commercial businesses in BIAs rather than just residential, do we have the capacity to do this.	Type of Response Required -Written Report
		ACOQ2024 & SW2024 (March 18, 2024)	
Fabio Costante	Comm. Corporate Services	CQ21-2024 Asks that Administration report back on the Short-Term Rental License By-law, what is working and what is not, especially from an enforcement perspective. Further, report back on potential strategies, taking into account what other municipalities are doing, in addition to advocacy proposals to upper level government.	Type of Response Required -Written Report
		ACOQ2024 & ACL2024 (March 18, 2024)	
Kieran McKenzie	Comm. Infrastructure Services	CQ23-2024 Asks that Administration report back to Council on the feasibility, financial and service level implications of adding snow removal services on residential roads for Transit Windsor School Bus Extra routes.	Type of Response Required -Written Report
		ACOQ2024 & SW2024 (March 18, 2024)	
Kieran McKenzie	Comm. Infrastructure Services	CQ25-2024 Asks that given the significant public safety and public nuisance concerns raised in our community related to illegal car rallies and excessive noise from motor vehicles; That Administration analyze and report back to Council on all available tools for Council	Type of Response Required -Written Report
		council on all available tools for Council consideration including strengthening bylaws as well as investments in new technologies	

		 including camera and sound detection devices and other hardware that can help to address these reckless driving behaviours; And Further that Administration conduct a review of what other municipalities have implemented to address this concern and undertake this analysis in collaboration with the Windsor Police Service and any other pertinent stakeholder. Carried. SP2024 & ACOQ2024 (April 22, 2024) 	
Kieran McKenzie	Comm. Infrastructure Services	CQ26-2024 Asks that Administration Report back to Council with strategies for Council consideration to address transportation and transit services related challenges in the Twin Oaks Industrial Park. MT2024 & ACOQ2024 (April 22, 2024)	Type of Response Required -Written Report
Kieran McKenzie	Comm. Economic Development	CQ27-2024Asks that given the City of Windsor positioning itself as a global leader in the production of Electric Vehicles, that Administration report back to Council on the City's Electric Vehicle charging capacity in both public and private spaces;And that the Administration propose recommendations for Council consideration to augment that capacity through direct investment, policy/bylaw change or incentive programs in order to further encourage EV adoption across the community.SW2024 & ACOQ2024 (April 22, 2024)	Type of Response Required -Written Report
Renaldo Agostino	Comm. Economic Development	CQ28-2024 Asks that Administration report back to examine the opportunities to eliminate or reduce parking requirements for new residential developments in the downtown core. ST2024 & ACOQ2024 (May 13, 2024)	Type of Response Required -Written Report
Angelo Marignani	Comm. Community Services	CQ30-2024 When responding to the CQ 16-2024 regarding indoor pickle ball courts asks that administration report back on limiting Pickleball bookings and making it more open to more users. SR2024 & ACOQ2024 (May 27, 2024)	Type of Response Required -Written Report

Kieran Comm. McKenzie Infrastructure Services	CQ31-2024Asks that Administration bring forward a CapitalPlan for Council consideration, to constructappropriate cycling facilities along Riverside Drivefrom Ford Ave. to Strabane Ave. along aconcurrent timeline as the Riverside Vista Phase2A and that the project be funded through theBikeways Development Fund.SW/8513 & ACOQ2024 (June 10, 2024)	Type of Response Required -Written Report
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Item No. 18.2



Council Directives: SCM 99/2024

Subject: Outstanding Council Directives as of June 10, 2024

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Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
December 17, 2012	CR293/2012	16287	Corporate Services	That the report of the City Planner dated November 21, 2012 entitled "Exemption from Sandwich Demolition Control By-law 20-2007 — 508, 520, 540, 556, 570, 590, 604, 612, 615, 622, 623, 631, 639, 646, 663, 670, 673, 686, 704, 710, 718, 724, 730, 738, 744, 750, 753, 758-760, 759, 765, 764, 769, 772, 777, 778, 781, 784, and 790 Indian Road, 812 and 862 Mill Street, and 764, 770, 780 and 788 Rosedale Avenue" BE DEFERRED as requested by the Canadian Transit Company, to allow for further discussions with administration on this matter.	Report remains deferred as per City Solicitor.
August 24, 2015	CR159/2015	17893	Finance & City Treasurer	That City Council APPROVE the award of the Workforce Management Solution RFP 69-14 to the successful proponent, WorkForce Software; and	
				That the final FTE staffing changes reductions and resultant project savings and completions, BE REPORTED to City Council as part of or prior to the 2018 budget process.	
May 16, 2016	CR334/2016	S 76/2016	Finance & City Treasurer	THAT City Council AUTHORIZE the CFO/City Treasurer (or delegate) to sign Minutes of Settlement as it relates to the Centralized Property Appeals.	
				THAT the CFO/City Treasurer (or delegate) BE REQUIRED to report the results of the Minutes of Settlement to City Council once all appeals have been finalized.	

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
January 15, 2018	B32/2018	S 184/2017	Community Services	THAT the report from the City Forester regarding an update on the progress of a City- wide Tree Inventory Project, a Preventative Tree Maintenance Program and a Urban Forest Management Plan BE RECEIVED ; and further,	
				That Administration PROVIDE information on any available subsidized programs which may exist by investigating best practices used in other municipalities; and that this information BE PROVIDED during the 2019 Budget deliberation process.	
March 26, 2018	CR155/2018	C 52/2018	Infrastructure Services	THAT City Council APPROVE all required expenditures to complete the deliverables of the demolition and development of 6700 Raymond Avenue, as per CR366/2017, and	
				That once the tender results are known that a report be submitted to City Council relative to the award of the contract and identifying a funding source for any projected funding shortfalls that may arise.	
May 07, 2018	CR275/2018	C 77/2018	Infrastructure Services	That Council PROVIDE Riverwest with the City's copyright permission to use banners and further,	
				That Council APPROVE the requested \$5000 indemnity and that this BE CHARGED to the Budget Stabilization Reserve Fund (BSR) and that Administration BE DIRECTED to prepare a draft policy for Council's consideration regarding banners (how they can be requested, all costs associated, etc.) outlining what would be expected.	

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
September 17, 2018	CR503/2018	S 122/2018	Community Services	That the report of the Manager Parks Development, dated July 20, 2018, responding to CQ27-2017 regarding first responders signage for parks, BE RECEIVED for information; and,	
				That Administration BE DIRECTED to develop a wayfinding standards policy based on the results of the Little River Corridor wayfinding signage and markers, as a pilot project, to be brought to City Council for approval.	
October 01, 2018	CR550/2018	C 165/2018	Community Services	That the report from Glos Associates Inc. titled "Proposed Relocation/Construction of Lanspeary Park Greenhouse Feasibility Study" and dated September 10, 2018 BE RECEIVED ; and further,	
				That Administration BE DIRECTED to offer options for the expansion of the demonstration house on the site within the re-development plans for Lanspeary Park (options showcasing the low impact re-development); and further,	
				That Administration BE DIRECTED to provide information on production numbers for having this in-house versus externally for this service (how much does the taxpayer benefit from having this in- house.	

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
February 04, 2019	CR35/2019	C 11/2019	Finance & City Treasurer	That City Council APPROVE , as per the requirements of the Leadership Asset Management Program (LAMP), the use of the tools and guidelines for Triple bottom line plus (TBL+), Whole life-cycle (WLC) and Business Case Evaluation (BCE) as developed through the LAMP grant and approved by the Asset Planning Steering Committee; and	
				That Administration BE DIRECTED to prepare a report for Council's consideration on methods that could be used to accelerate the process for implementation.	
March 25, 2019	CR120/2019	C 43/2019	Corporate Services	That the report of the City Treasurer regarding the Mayor, Councillors and Appointees 2018 Statement of Remuneration and Expenses BE RECEIVED for information; and further,	To be included in upcoming rework of Procedure by-law
				That Administration BE DIRECTED to prepare a report for Council's consideration on a process that would allow all members of Council to access conference materials and summary notes for information purposes, from those Councillors that attend conferences.	
April 01, 2019	B8/2019	C 226/2018	Finance & City Treasurer	That City Council RECEIVE the 2019 Capital Budget 7-Year Plan documents reflective of approx. \$845.104 M in total funding; and	
				That Administration BE DIRECTED to REPORT BACK to Council regarding the infrastructure deficit and a high-level plan to address it;	

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
July 08, 2019	CR322/2019	C 68/2019	Economic Development	That a vacant building registry NOT BE IMPLEMENTED at this time and the vacant building initiative (VBD) BE EXTENDED to July 2020; and	
				That administration BE DIRECTED to report back in 2020 for a more fulsome breakdown of statistics including types of orders issued, which were successful, which were complied with, and that the report ALSO INCLUDE options for a vacant building registry that expressly includes the topic of access, cost recovery, identification, highest fees possible under the law and the shortest timelines.	
October 07, 2019	CR495/2019	C 162/2019	Finance & City Treasurer	That Council AUTHORIZE administration to negotiate a Municipal Sewer Access Agreement between the City of Windsor and Noventa Engergy Partners Ltd and,	
				That Council DIRECT administration to report back detailing the outcome of the negotiated agreements and other related matters contained in this report.	
April 27, 2020	CR149/2020	C 76/2020	Finance & City Treasurer	That administration BE DIRECTED to prepare a report for Council's consideration, as soon as possible, on options available for the City of Windsor to use the Municipal Accommodation Tax (MAT) to help the local hospitality industry as a result of the ongoing COVID-19 pandemic.	

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
November 09, 2020	CR553/2020	S 53/2020	Economic Development	That Administration REPORT BACK to Council regarding initiation of a Heritage Conservation District Area Study for this area; and, that the report include suggestions related to potential boundaries, optional designation of a Heritage Conservation District Study Area Bylaw, timing of the study and funding considerations.	In queue; to be started once Walkerville HCDS is completed.
November 23, 2020	CR588/2020 para. 3	C 221/2020	Infrastructure Services	That Council ENDORSE the establishment of a Mandatory Downspout Disconnection Zone for the area bounded by Norfolk St. to the North, Dougall Ave/Howard Avenue to the East and the Herb Grey Parkway to the West and South; and,	
				That a Mandatory Downspout Disconnection Pilot Project, the boundaries to be determined by the City Engineer, BE UNDERTAKEN within the Mandatory Downspout Disconnection Zone with an upset limit of \$250,000 funded by Project ID#7199004 – Sewer Master Plan Implementation Project; and,	
				That the results of the Mandatory Downspout Disconnection Pilot Project BE COMMUNICATED to Council once sufficient data is available;	

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
December 07, 2020	CR616/2020	C 54/2020	Finance & City Treasurer	That City Council INDICATES ITS INTENT that the future excess capacity identified in the Development Charges Background Study, dated November 5, 2020, prepared by Hemson Consulting Ltd., shall be paid for by development charges or other similar charges; That administration BE DIRECTED to report back at a high level on the economic impact and any perceived impacts on development if Council were to revisit eliminating the industrial exemption.	
March 29, 2021	CR119/2021	C 220/2020 & C 32/2021	Corporate Services	That the update from the Senior Manager of Facilities on the Corporate Security Plan and Risk Assessment BE RECEIVED ; and further, That City Council APPROVE the hiring of one Temporary Coordinator of Security Services at an estimated cost at \$122,314 to be charged to the Budget Stabilization Reserve, for the development of Corporate security policies, protocols, and a draft implementation plan with options for a centralized Security Division, with a report back to City Council at the 2022 Budget deliberations.	
May 03, 2021	CR179/2021	C 51/2021	Corporate Services	That the report of the Senior Legal Counsel and Student-at-Law dated April 9, 2021 entitled "Response to CR591/2020 – Cannabis Odour" BE DEFERRED to allow for a further report once the enforceability of the Town of Learnington's Cannabis Regulation By-law is considered by the Superior Court of Justice and the Normal Farm Practices Protection Board, and that the report also include possible enforcement options that would be available for Council's consideration.	

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
May 17, 2021	CR213/2021	CMC 8/2021	Economic Development	That the correspondence from Paul Mullins on behalf of Assumption Parish dated April 23, 2021 requesting support from the City of Windsor to be recognized by Parks Canada as a Nationally Significant Historic Site, BE REFERRED to administration for review and a report back to Council for consideration, specifically as it would pertain to the ramifications designation would have on city property.	
July 19, 2021	CR331/2021	S 80/2021	Community Services	That the report from the Cultural Development Coordinator regarding the expansion of the City of Windsor's Poet Laureate program BE RECEIVED ; and further,	
				That the Poet Laureate program, established as an ongoing program, BE REBRANDED as the 'Poet Laureate and Storytellers' program; and further,	
				That the administrative report BE REFERRED to the Diversity Committee for review and comment; and,	
				That additional consultations BE CONDUCTED as appropriate.	
July 26, 2021	CR363/2021	S 71/2021	Economic Development	That Report No. S 71/2021 updating City Council on the use and implementation of the Brownfield Redevelopment Community Improvement Plan (CIP) and tabling issues to be addressed as part of the CIP update BE RECEIVED for information; and,	
				That the City Planner BE DIRECTED to consult with stakeholders regarding potential changes to the Brownfield Redevelopment CIP outlined in Report No. S 71/2021 and prepare any necessary CIP amendments for Council's consideration.	

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
September 27, 2021	CR387/2021	C 116/2021	Finance & City Treasurer	That City Council SUPPORT the following actions with regards to the development and implementation of an enhanced investment strategy:	
				That Administration BE AUTHORIZED to prepare a Request for Proposal (RFP) for Investment Advisory services; and further,	
				That Administration BE DIRECTED to explore alternative options to traditional financial instruments to maximize overall investment returns for the City; and further,	
				That Administration BE AUTHORIZED to prepare an Expression of Interest (EOI) to seek interest in the development of an in- house solution for managing current and projected cash flows more efficiently through the use of technology; and further,	
				That Administration BE DIRECTED to report back to City Council the results of the above noted actions.	
October 04, 2021	CR429/2021	S 41/2020 & AI 7/2021 & AI 10/2021	Economic Development	That the report of the Senior Planner – Policy and Special Studies dated February 27, 2021 entitled "Closure of Part of Dodsworth Street, Between Kay Street and Malden Road, Between 5168 and 5180 Malden Road - Applicant: T. Fasan - SAS/5917 - Ward 1" BE REFERRED back to administration to allow administration the opportunity to work with the Applicant to come to an amenable resolution for everyone involved.	

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
October 04, 2021	CR448/2021	S 110/2021	Infrastructure Services	That the addition of signage at pedestrian inter-block walkways in the wintertime BE APPROVED ; and,	
				That administration BE DIRECTED to monitor the effectiveness for a period of 2 years;	
October 25, 2021	CR476/2021	C 129/2021	Community Services	That City Council APPROVE the design of the building and the terraces for the Legacy Beacon as the new home for Streetcar No. 351, located on the waterfront North of Riverside Drive at the foot of Caron Avenue in Legacy Park (Appendix A); and,	
				That Administration REPORT BACK to Council with a business case for the concession/terrace area prior to the 2022 budget deliberation meetings or as soon as possible thereafter.	
November 01, 2021	CR497/2021	S 132/2021	Community Services	That the report of the Cultural Development Coordinator and Manager of Culture & Events dated September 16, 2021 entitled "Update of Round 2 of the Arts, Culture and Heritage Fund 2021 – City Wide" BE RECEIVED for information; and,	
				That Administration BE DIRECTED to investigate the possibility of private sector partnerships to augment the funding envelope that this program delivers to the community.	
December 13, 2021	B34/2021	C 113/2021	Community Services	That the report of the Project Administrator dated August 27, 2021 entitled "Proposed Artificial Turf Sports Field - Ward 6 & 7" BE REFERRED back to Administration to continue to explore artificial turf options with stakeholders for Council's consideration.	

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
February 28, 2022	CR88/2022	C 142/2021	Community Services	That Administration REPORT BACK to Council to provide information related to options for a regulatory framework to ensure overall tree coverage across the community is not diminished due to the new development of private lands by requiring the replacement of trees removed on a caliper per caliper basis as deemed appropriate by the City Forester and City Planner.	
March 21, 2022	CR102/2022	C 187/2020 & AI 21/2021	Health & Human Services	That the report of the Senior Legal Counsel dated September 18, 2020 entitled "Council Question CQ23-2019 - Payday Loan Establishments - City Wide" BE RECEIVED for information; and further,	
				That Administration PROCEED with establishing a cross-sectoral committee with the appropriate partners and representatives to acquire local information and develop a strategy to distribute education materials regarding alternative financial options and supports; and,	
				That Administration REPORT BACK to the Community Services Standing Committee after one year with a summary of work completed to date.	
April 11, 2022	CR150/2022	S 29/2022	Infrastructure Services	That Administration BE AUTHORIZED to initiate a Home Flood Protection Program on a pilot basis; and further,	
				That Administration REPORT BACK to City Council on completion of the pilot program.	

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
April 25, 2022	CR171/2022	C 54/2022	Corporate Services	That the report of the (Acting) Licence Commissioner and the Executive Initiatives Coordinator dated March 25, 2022 entitled "Residential Rental Licensing By-law—Wards 1 & 2" and draft by-law, "A By-law Respecting the Licensing of Residential Rental Housing Units," attached as Appendix A, BE RECEIVED for information; and,	
				That Administration REPORT BACK TO COUNCIL on the results of the two-year pilot study within Wards 1 and 2.	
April 25, 2022	CR184/2022	S 39/2022	Community Services	That the report of the Manager of Culture & Events dated March 15, 2022 entitled "City of Windsor Lancaster Bomber FM 212 Progress Report 2019-2021 – Ward 3" BE RECEIVED for information; and further,	
				That Administration BE DIRECTED to report to City Council regarding a fundraising strategy, a plan for assembly of the aircraft, and options to display the aircraft to the public once the assembly portion has been completed.	
May 09, 2022	CR195/2022	C 1/2022	Infrastructure Services	That the report of the Engineer II dated January 5, 2022 entitled "Response to CQ13- 2021 – Basement Flood Risk Reduction Update – Ward 7" BE RECEIVED for information; and further,	
				That administration BE DIRECTED to report back to Council on what effective monitoring program can be put in place to give early warning in order to mitigate future flooding events and make proper adjustments to the system as needed.	

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
May 09, 2022	CR208/2022	S 14/2022	Infrastructure Services	That the report of the Environment, Transportation & Public Safety Standing Committee of its meeting held April 27, 2022 entitled "Ward 9 Ditch Survey and Inspection of Private Culverts and Private Catch Basins -Ward 9" BE DEFERRED to a future meeting of Council to allow for affected residents to meet with Administration regarding their specific issues.	
May 09, 2022	CR222/2022		Finance & City Treasurer	That Administration BE DIRECTED to bring back a report before the next winter season, on possible ways that we can address the large gap between the demand for Snow Angels and the number of residents that are assisted. Options should include, but not be limited to improving our recruiting efforts of volunteers and/or providing the service with a set fee or no fee.	
June 13, 2022	CR272/2022	C 98/2022	Community Services	That the results of the Consultant's report for a new outdoor ice rink at City Hall BE REFERRED to the 2023 budget for funding required; and further, That Administration BE DIRECTED to work with representatives from All Saints Church for	
				with representatives from All Saints Church for alternatives/options for the next skating season.	

as of June 26, 2024

Outstanding Directives

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
June 13, 2022	CR273/2022	S 14/2022	Infrastructure Services	That WSP Canada Inc. firm BE APPOINTED as the Drainage Engineer to make an examination of, and prepare a Drainage Report for the repair and improvement to, the Dawson Drain between Division Road and the O'Neil Drain and to the O'Neil Drain from south of Hallee Crescent to Division Road under section 78 of the Drainage Act; and further,	
				That Administration BE DIRECTED to report back to Council once the Drainage report for the repair and improvement of the Dawson Drain is complete.	
July 11, 2022	CR284/2022	C 105/2022	Finance & City Treasurer	Whereas City Council previously approved the capital cost of land acquisitions being Point East Development ("Land Acquisitions") to be financed through long-term borrowing by issue of debentures to Ontario Infrastructure and Lands Corporation (OILC), City Council APPROVES the following with respect to the financing of the Land Acquisitions:	
				That the CFO/City Treasurer BE INSTRUCTED to report back to City Council the results of the long-term borrowing at the earliest opportunity following completion;	

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
July 25, 2022	CR311/2022	C 118/2022	Finance & City Treasurer	That the 2021 Annual Investment Compliance Report for the year ending December 31, 2021 BE RECEIVED for information; and further,	
				That Administration REPORT BACK on ways to broaden the City of Windsor's portfolio and access other Joint Investment Boards (JIBs) that are endorsed by the Association of Municipalities of Ontario (AMO) and the Municipal Finance Officers' Association of Ontario (MFOA), including the benefits and drawbacks of investing in these other financial vehicles.	
August 08, 2022	CR352/2022	C 140/2022	Finance & City Treasurer	That City Council APPROVE the \$743,500.00 for the project recommended in this report for submission to Intake 3 for the Investing in Canada Infrastructure Program (ICIP) – Public Transit; and,	
				That should the City not be successful in this grant submission, a communication report BE PROVIDED to inform City Council.	
September 06, 2022	CR374/2022	S 76/2022	Infrastructure Services	That Administration BE REQUESTED to report back to a future meeting of Council to provide a review of the Speed Hump Policy and options to approve the same.	

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes			
September 06, 2022	CR390/2022	C 112/2022	Health & Human	That the Executive Director, Housing & Children's Services REPORT BACK on:				
			Services	- potential sites for the Housing Hub				
						completed to support a enter into negotiations t	- the findings of the preliminary work completed to support a recommendation to enter into negotiations to acquire and/or build and/or renovate a property	
				- the outcome of applications made related to capital and/or operating funding				
				- any capital funding required for the acquisition, renovation or construction of the proposed Hub, as well as for any ongoing operating funding required to maintain the asset and deliver the services;				
September 06, 2022	CR393/2022	SCM 172/2022	Health & Human Services	That the additional information memo of the Executive Director of Housing & Children's Services dated August 3, 2022 regarding the motion from the Housing & Homelessness Advisory Committee of their meeting held June 21, 2022 and Report No. 14 of the Housing & Homelessness Advisory Committee entitled "Barriers faced by the 2SLGBTQIA+ community in finding appropriate housing and housing services" from their meeting held June 21, 2022 BE RECEIVED ; and,				
				That Administration BE DIRECTED to provide a report in 2023 outlining the next steps regarding the proposed training initiative;				

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
September 06, 2022	CR399/2022	C 150/2022	Health & Human Services	That the report of the Coordinator of Housing Administration and Development regarding the Social Services Relief Fund ("SSRF") Phase 5 Windsor Essex Community Housing Corporation Capital Project BE RECEIVED for information, and,	
				That the Executive Director of Housing and Children's Services or their designate REPORT to City Council on the outcome of the capital developments;	
November 28, 2022	CR501/2022	C 191/2022	Infrastructure Services	That City Council RECEIVE the Investing in Canada Infrastructure Plan (ICIP) Grant Application report dated November 17, 2022, along with the report from IBI Group titled "Transit Windsor Garage Feasibility Study" dated October 28, 2021 provided in Schedule A; and further,	
				That given the dramatically higher cost estimate for the Transit Garage emanating from the detailed study recently completed by the IBI Group, City Council DIRECT Administration to re-evaluate the Transit Windsor Master Plan to determine how to best achieve the goals of the Master Plan and report back to Council as part of the Transit Master Plan Implementation Project update.	
January 16, 2023	CR8/2023	C 222/2022	Economic Development	That Administration REPORT BACK with a supplemental report providing details on emerging technologies and strategies related to decarbonization of the electrical grid;	

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
February 27, 2023	CR106/2023	C 18/2023	Finance & City Treasurer	That City Council DIRECT Administration to monitor operations subsequent to the changes implemented as a result of Bill 109, and provide reports on any cross-departmental impacts with recommendations to address those impacts; That Administration BE DIRECTED to track all	
				variances and local costs that are required to put the legislation into effect, and that the information BE FORWARDED to a future meeting of Council.	
February 27, 2023	CR107/2023 para. 3	C 19/2023	Finance & City Treasurer	That report C 19/2023 regarding the More Homes Built Faster Act – Bill 23 BE RECEIVED for information; and further,	
				That Administration BE DIRECTED to track all variances and local costs that are required to put the legislation into effect, and that the information BE FORWARDED to a future meeting of Council.	
April 03, 2023	B18/2023		Community Services	That a priority wait list for City residents BE ESTABLISHED for Lakeview Marina; and,	
				That Administration BE DIRECTED to report back to Council to provide information regarding charging different fees for non-City of Windsor residents using the Lakeview Marina facility; and,	
				That Administration BE DIRECTED to provide information outlining options for establishing a priority wait list at other City owned facilities for Councils consideration.	

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
April 03, 2023	B29/2023		Finance & City Treasurer	That Administration BE DIRECTED to report back with regards to the University Avenue West Project # (ECP-14-07) road reconstruction, with information related to Potential Funding or other options that can be utilized to complete the entire road reconstruction, without affecting the current Capital Budget allocations;	
April 24, 2023	CR176/2023	S 27/2023	Infrastructure Services	That the report of the Transportation Planning Senior Engineer dated March 1, 2023 entitled "South National Street (Pillette to Jefferson) Traffic Calming," BE RECEIVED for information; and,	
				That Administration BE DIRECTED to report back to Council with costs, and feasibility of adding traffic calming measures including physical separators with barriers along South National Street, enhancing the cyclist crossing at South National Street and Balfour Avenue and explore a pedestrian crossover at West Minster Avenue and South National Street into the Riverside area.	
July 10, 2023	CR273/2023	CMC 9/2023	Corporate Services	That administration BE REQUESTED to report back regarding a framework including communications, education, transparency and accountability options related to the usage of Strong Mayor Powers.	
August 08, 2023	CR316/2023	C 107/2023	Community Services	That administration BE REQUESTED to report back with statistics related to open air burning.	

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
September 05, 2023	CR356/2023 para. 1-2	C 120/2023	Infrastructure Services	That Council APPROVE bi-weekly garbage collection, weekly organic collection, and bi- weekly leaf and yard waste collection from April until November, and that this service level BE IMPLEMENTED with the next waste collection contract expected to begin in 2025; and, That Administration BE DIRECTED to report back to Council the results of the collection tender(s) and any additional costs related to	
	0.0000			the new SSO program, once available;	
September 05, 2023	CR356/2023 para. 5	C 120/2023	Infrastructure Services	That administration REPORT BACK to Council regarding the implementation of a comprehensive communication plan and process which includes community partners including post secondary institutions and communication mediums for residents who may not speak English.	
September 05, 2023	CR359/2023 para. 1-2	C 69/2023 & S 82/2023 & Al 12/2023	Infrastructure Services	That Administration BE DIRECTED to issue a Request for Proposal for curbside garbage collection and optional bidding for alley garbage collection in the alleys that garbage collection is being provided currently; and,	
				That Administration BE DIRECTED to report back to Council the results of the collection Request for Proposal and any additional costs related to the new SSO program, once available;	
September 05, 2023	CR359/2023 para. 5	C 69/2023 & S 82/2023 & Al 12/2023	Infrastructure Services	That administration BE DIRECTED to provide a report during the 2024 budget deliberation process for a plan to increase funding for alley maintenance for paved alleys.	

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
September 05, 2023	CR383/2023	C 128/2023	Finance &	That with respect to DMAF 4 Program:	
	para. 4d		City Treasurer	That the CFO/City Treasurer BE DIRECTED to report back to City Council with updated information, along with any additional funding requirements, needed to allow for the full implementation of the proposed funding strategy for DMAF 4 prior to use of debt;	
September 05, 2023	CR385/2023	S 92/2023	Infrastructure Services	That Administration PREPARE for Council's consideration a plan to complete the engineering and design work for Howard Avenue between South Cameron and Cabana Road; and,	
				That Administration CREATE an accelerated financing option to be considered during the 2024 Capital Budget Process.	
October 16, 2023	CR421/2023	S 96/2023	Infrastructure Services	That administration BE REQUESTED to conduct a traffic analysis of the immediate surrounding neighbourhood and to come forward with recommendations for Councils consideration to address parking concerns and general traffic issues.	
October 16, 2023	CR429/2023		Infrastructure Services	That the petition presented by Councillor Kieran McKenzie on behalf of residents of Windsor asking for an increase in buses during peak hours and a review of bus schedules BE RECEIVED by the Clerk and the Clerk BE DIRECTED to forward the petition to the Commissioner, Infrastructure Services and the Executive Director of Transit Windsor for the purpose of an examination of the requested works or undertakings, and that this be tabled as part of the public record.	

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
October 30, 2023	CR432/2023	S 107/2023	Community Services	That the report from the Manger, Culture and Events, dated August 21, 2023, entitled "Response to Open Streets Petition" BE RECEIVED for information; and further,	
				That in future years, the City CONTINUE to alternate between the newly proposed east-side route and the previously approved downtown/west-side route; and further,	
				That administration BE REQUESTED to provide information related to options regarding holding Open Streets events twice a year including feasibility and costs, one in the downtown/west-side route and one in the new east-side route.	
October 30, 2023	CR433/2023 para. 3	S 118/2023	Health & Human Services	That the report of the Manager, Homelessness and Housing Support in response to CQ 20- 2023 Feasibility of Expanding Outreach Services and 311 Operating Hours BE RECEIVED for information; and,	
				That City Council DIRECT Administration to report back to Council with more data and information about the impact of recent improvements to the Homelessness Street Outreach team's schedule and after-hours homelessness response initiated through 311, before deciding if further expansion is needed;	
October 30, 2023	CR433/2023 para. 5	S 118/2023	Health & Human Services	That administration BE REQUESTED to report back to the Community Services Standing Committee, as to how the City will attempt to draw the various organizations together in an effort to collaborate and capitalize on the programs that they are prepared to offer.	

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
October 30, 2023	CR444/2023	C 77/2023 & C 149/2023	Infrastructure Services	That Administration BE REQUESTED to implement a private Local Improvement Policy (LIP) option through Ontario regulation 586/06 to allow for those property owners who own their portion of the East Riverside shorewall along Riverside Drive to access the LIP process.	
October 30, 2023	CR447/2023		Infrastructure Services	That the petition presented by Councillor Fred Francis on behalf of concerned citizens requesting a public consultation regarding Transit Windsor Proposed Route 330 BE RECEIVED by the Clerk and the Clerk BE DIRECTED to forward the petition to the Executive Director of Transit Windsor for the purpose of an examination of the requested works or undertakings.	
November 27, 2023	CR461/2023	C 168/2023	Economic Development	That the report from the Senior Economic Development Officer requesting a Letter of Support for intercity passenger rail service BE RECEIVED FOR INFORMATION ; and further, That City Council ENDORSE a Letter of Support from the Mayor to the Minister of Transport supporting the proposed Amtrak-VIA Rail Intercity Passenger Rail Connection; and further, That City Council AUTHORIZE Administration	
				to represent the City of Windsor at future stakeholder meetings for this project; and further, That Administration BE DIRECTED to report status updates to City Council as soon as is practical.	

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
November 27, 2023	CR471/2023	C 119/2023 & S 31/2023	Infrastructure Services	That the report of the Manager of Homelessness and Housing Support and the Deputy Licence Commissioner, dated July 24, 2023 entitled "Response to Council Decision ETPS 942 – Options for Addressing Panhandling - City Wide" submitted in response to direction provided through Council Decision ETPS 942 BE RECEIVED for information; and, That Administration REPORT BACK with infrastructure related strategies to discourage unsafe behaviours in the public roadway.	
November 27, 2023	CR491/2023	C 141/2023	Finance & City Treasurer	That City Council SUPPORT the Administrative recommendation to not provide Municipal Support Resolutions at this time for non-storage installations as part of the IESO LT1 RFP submission; and	
				That Administration BE DIRECTED to report back to Council in the event that either of the two projects identified in this report receive an IESO contract award for further consideration for municipal support.	
November 27, 2023	CR493/2023	C 94/2023	Finance & City Treasurer	That administration BE REQUESTED to report back to council after one year of the vacant home tax program being in place to provide information related to the effectiveness and/or opportunities for improvement including the possibility of a repeat offender fee.	

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
December 11, 2023	CR505/2023	CM 10/2023	Finance & City Treasurer	That the 2022 Municipal Benchmarking Network of Canada (MBNCanada) Performance Measurement Report BE RECEIVED for information; and,	
				That administration BE REQUESTED to report back with details related to significant gaps that are identified in the City of Windsor results with comparator municipalities.	
January 15, 2024	CR3/2024	CMC 1/2024	Infrastructure Services	That administration BE DIRECTED to report back on what is available to the municipality in terms of that section of road where that critical infrastructure, the Ambassador Bridge, is located and has to be kept open and maintained.	
January 15, 2024	CR11/2024	S 150/2023	Infrastructure Services	That the report of the Environment, Transportation & Safety Standing Committee of its meeting held November 29, 2023 entitled "CQ 13-2023 - Front Yard Parking Best Practice 2.2.2" BE REFERRED back to administration to provide more options to amend the by-law regarding front yard parking related to residential districts near business districts.	
January 15, 2024	CR31/2024	SCM 314/2023	Community Services	That the correspondence of the President Les Amis Duff-Bâby dated August 29, 2023 and the memo of the Manager, Culture & Events dated November 20, 2023 regarding the Les Amis Duff Baby Annual Report BE RECEIVED for information; and,	
				That administration BE REQUESTED to provide a fulsome report regarding 2023 and 2024 attendance numbers and staffing possibilities to a future meeting of Council for their consideration.	

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
January 15, 2024	CR38/2024	S 159/2023	Community Services	That the report of the Community Services Standing Committee of its meeting held December 6, 2023 entitled "Response to CQ Regarding the Dog Park Policy – City Wide" BE REFERRED back to administration to provide a report which includes information regarding municipalities that have smaller dog parks in residential areas and how they have achieved the same.	
January 29, 2024	B8/2024	C 189/2023	Community Services	That the report of the Executive Initiatives Coordinator, Community Services dated December 28, 2023 entitled "Jackson Park Bandshell Feasibility Study Update - Ward 3" BE REFERRED back to administration; and, That administration BE DIRECTED to undertake a formal procurement process related to a feasibility study whereby the scope of the study be limited to heritage and technical attributes of the facility at the current location and further that a city led community consultation be part of the scope of the study; and, That administration BE REQUESTED to report back to Council with the results of the	
January 29, 2024	B11/2024	C 188/2023	Infrastructure Services	procurement process. That administration BE DIRECTED to engage with St. Clair College administration and the administration at the University of Windsor to discuss possible ongoing partnerships related to funding for Transit Services in the City of Windsor.	

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
January 29, 2024	B12/2024	C 188/2023	Infrastructure Services	That administration BE REQUESTED to report back to Council related to the impact to transit revenues if the proposed transit fare increase being contemplated were not applied to individuals who qualified for the affordable pass program.	
January 29, 2024	B14/2024	C 188/2023	Corporate Services	That administration BE DIRECTED to report back to Council for the 2025 budget deliberations regarding an analysis related to Dog Licensing fees and the impact that a one- time voluntary registration fee may have on administrative resources.	
January 29, 2024	B15/2024	C 188/2023	Infrastructure Services	That with regard to "Parking Fee Adjustments for Parking Lots and Meters" that the collection of fees from 6:00 o'clock p.m. to 9:00 o'clock p.m. BE NOT APPROVED ; and, That administration BE DIRECTED to report back on other ways to improve technology and	
				bring in parking revenue.	
January 29, 2024	B17/2024	C 188/2023	Community Services	That with regard to "Summer Drop-In Recreation Program in Parks" that the amount of up to \$20,000 BE APPROVED for another year of programming in Mitchell Park; and,	
				That administration BE REQUESTED to report back on adding additional parks and explore potential funding from community partnerships for Council's consideration.	

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
January 29, 2024	B18/2024	C 188/2023	Corporate Services	That the following recommended motion by Councillor Francis from the January 29, 2024—Special Meeting of Council BE DEFERRED to a future meeting of Council: That administration BE DIRECTED to provide 10% efficiencies as opposed to 5% efficiencies as part of the 2025 Budget preparation process for Council's consideration.	
January 29, 2024	B19/2024	C 188/2023	Infrastructure Services	That with regard to "New Service: Route 250 (Rhodes/Twin Oaks/NextStar Industrial)" that administration BE DIRECTED to report back on the participation or arrangement to assist with transit funding by other municipalities or corporations; and,	
				That administration BE DIRECTED to explore opportunities across the community for sponsors to assist with transit funding.	
January 29, 2024	B7/2024	C 182/2023	Community Services	That the report of the Project Administrator dated December 20, 2023 entitled "Festival Plaza Improvement - Update - Ward 3" BE REFERRED back to administration; and,	
				That administration BE DIRECTED to provide another more cost effective option for Council's consideration.	

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
February 26, 2024	CR81/2024	S 168/2023	Finance & City Treasurer	That the report of the Community Energy Plan Administrator dated December 19, 2023 regarding the Energy and Poverty Pillar (EAPP) Report Requirement from the Global Covenant of Mayors for Climate and Energy BE RECEIVED for information; and,	
				That Administration BE DIRECTED to report back to Council with the finalized Energy Access and Poverty Assessment, Targets, and Plan.	
February 26, 2024	CR96/2024	S 11/2024	Community Services	That the report of the Executive Initiatives Coordinator, Community Services dated January 21, 2024 entitled "Response to CQ 12-2022 & 22-2022 – Solar Lights on City Trails – City Wide" BE RECEIVED for information; and,	
				That Administration BE DIRECTED to investigate more cost effective solar lighting options.	
March 18, 2024	CR127/2024	C 33/2024	Finance & City Treasurer	III. That subject to written confirmation from the grant provider that the City's application has been successful, Administration REPORT BACK to Council regarding the proposed financing strategy required to carry out this project and execute the Agreement.	

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
April 22, 2024	CR146/2024	CMC 6/2024	Infrastructure Services	That the administrative memo from the from the Commissioner, Infrastructure Services & City Engineer dated March 14, 2024 regarding City of Windsor Feedback Regarding ERO- 019-7891 and the letter from the Executive Director, Municipal Engineers Association dated February 26, 2024 regarding the Ministry of the Environment, Conservation & Parks (MCEP) Announcement of new Regulation to Replace Municipal Class EA BE RECEIVED ; and,	
				That administration BE REQUESTED to report back outlining the impact of the changes to the Conservation Authorities Act on the City of Windsor as it relates to the measures that are being contemplated in the legislation that the Province is bringing forward.	
April 22, 2024	CR153/2024	S 31/2024	Health & Human Services	That this updated report from the Coordinator, Housing Administration & Policy and the Social Housing Analyst dated February 16, 2024 entitled "Rent Supplement Program Expiries and Mitigation Update - City Wide" BE RECEIVED ; and further,	
				That the Executive Director, Housing & Children's Services REPORT BACK on the outcome of the expiring rent supplement and any other mitigation strategies post completion; and,	

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
April 22, 2024	CR155/2024	S 30/2024	Health & Human Services	That this report of the Acting Manager, Homelessness & Housing Support dated February 16, 2024 entitled "Legislated Five Year Review of the 10-year Housing and Homelessness Master Plan, 2024" BE ACCEPTED ; and further,	
				That the Executive Director of Housing and Children's Services or their designate ENSURES the updated Windsor Essex 10- year Housing and Homelessness Master Plan aligns with the direction set by the Ministry of Municipal Affairs and Housing, addresses local needs and, REPORT BACK to Council to present the updated plan; and further	
April 22, 2024	CR158/2024	SCM 75/2024	Economic Development	That the verbal update to Municipal Heritage Register: Strategies in response to Provincial Bill 23 provided by the Heritage Planner BE RECEIVED ; and,	
				That the Heritage Planner BE DIRECTED to report back to a future Development & Heritage Standing Committee meeting on the viability of a bylaw for Council consideration aimed at protecting existing Municipal Heritage assets beyond the Province's 2024 deadline; and that should a bylaw be determined viable, to propose within the response appropriate language and to report back prior to the Provincial deadline elapsing.	
April 22, 2024	CR165/2024	S 169/2023	Economic Development	That the report of the Community Energy Plan Administrator dated February 19, 2024 entitled "Community and Corporate Greenhouse Gas Emissions and Energy Monitoring Report – 2022 – City Wide" BE FORWARDED to the Environment & Climate Change Advisory Committee for their review and comment.	

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
April 22, 2024	CR166/2024	S 33/2024	Economic Development	That the report of the Environment Sustainability Coordinator dated March 7, 2024 entitled "Windsor's 2023 Report On the State of the Environment" BE FORWARDED to the Environment & Climate Change Advisory Committee for their review and comment.	
April 22, 2024	CR167/2024	S 35/2024	Infrastructure Services	That the report of the Coordinator, Parking Services dated March 11, 2024 entitled "CQ 36-2023 – Repurposing Lot 16" BE RECEIVED for information; and,	
				That administration BE DIRECTED to investigate different techniques and changes that can potentially assist the surrounding residents with issues related to this parking lot including but not limited to noise detection cameras, speed humps, and an increase to parking fees; and that the information BE BROUGHT forward to Council for their consideration.	
April 22, 2024	CR176/2024	S 133/2023 & AI 5/2024	Community Services	That the report of the Executive Initiative Coordinator dated October 13, 2023, entitled, "Report CQ 2-2023 - Moving the Location of Bright Lights – Ward 3" BE RECEIVED for information; and,	
				That administration BE REQUESTED report back to Council and continue to work on a plan to illuminate downtown Windsor with year round decorative lighting working in collaboration with the DWBIA, Council and Administration; and that the information INCLUDE infrastructure costs, security and integration with the City Hall Esplanade; as well as the possibility to allow local artists, through a permitting process, to be able to sell their goods during the summer months at the Riverfront.	

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
April 22, 2024	CR183/2024		Economic Development	That the petition presented by Councillor Angelo Marignani on behalf of residents on the corner of Derek Street and Radcliff Avenue in opposition to the implementation of Bus Route 335 being added to Radcliff Avenue BE RECEIVED by the Clerk and the Clerk BE DIRECTED to forward the petition to the Executive Director, Transit Windsor for the purpose of an examination of the requested works or undertakings.	
May 13, 2024	CR198/2024	C 49/2024	Chief Administrative Officer	That Council ENDORSE the Strengthen the Core - Downtown Windsor Revitalization Plan; and further, to address the Immediate Action Strategy:	
				That Council DIRECT Administration to monitor and report on additional action items which have been identified within this report but have no financial cost to the City; and further,	
				That Council DIRECT Administration to report on the effectiveness of the efforts made by way of the Immediate Action Strategy; and further,	
				That administration BE DIRECTED to report back to Council on data that would measure the success of the plan and this would also include data coming to Council from the community partners.	
June 10, 2024	CR246/2024	C 58/2024	Community Services	That Administration BE REQUESTED to continue to review the potential to offset costs for this project by finding ways to secure revenue streams, including but not limited to, potential naming rights and other sponsorship opportunities.	

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
June 10, 2024	CR248/2024	C 64/2024	Community Services	That Council SUPPORT the continuing development, implementation, and monitoring of the EMP to reduce the Corporation's energy consumption and greenhouse gas emissions; and,	
				That Administration REPORT BACK to Council on the development of a Corporate Energy Management Policy, once finalized.	
June 10, 2024	CR249/2024	C 66/2024	Community Services	That administration BE REQUESTED to report back to Council regarding the funding required for free skates for the 2025 season; and that the information BE BROUGHT forward to the 2025 Budget Meeting.	
June 10, 2024	CR255/2024	S 146/2023	Infrastructure Services	That the projects for traffic calming, identified through the Pilette and Old Riverside Business Improvement Areas (BIAs) BE FUNDED as a priority during 2025 Budget deliberations; and further,	
				That speed reductions in the Pilette BIA, Old Riverside BIA, and the Glengarry to Devonshire areas of Wyandotte street BE PRIORITIZED when zone recommendations come forward.	
June 10, 2024	CR256/2024	S 146/2023	Infrastructure Services	That administration BE DIRECTED to review the Drouillard Road underpass to ascertain whether it can be designated as a recreational trail to legally allow usage by cyclists.	

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
June 10, 2024	CR258/2024	S 46/2024	Infrastructure Services	That the report of the Environment, Transportation & Public Safety Standing Committee of its meeting held May 29, 2024 regarding "Response to CQ 4-2024 – Options for Modernizing Parking Operations – City Wide" BE REFERRED back to administration to allow for administration to respond to issues brought forward and provide payment options and details related to implementation location; to allow for consultation with the BIAs and that the information BE BROUGHT forward to a future Council Meeting (within 4 months) for Council's consideration.	
June 10, 2024	CR263/2024 para. 2	S 64/2024	Infrastructure Services	That based on the content and discussion of this Report, City Council DIRECT Administration to develop a "Policy for Municipal Electric Vehicle (EV) Charging Stations"; and,	
June 10, 2024	CR263/2024 para. 3	S 64/2024	Infrastructure Services	That in an effort to support the expansion of EV charging station infrastructure throughout the municipality, that City Council DIRECT Administration continue to explore proposed projects facilitating third-party ownership of EV charging stations in municipally-owned parking lots and garages; and,	

as of June 26, 2024

Meeting Date	Resolution	Report No.	Portfolio	Action	Notes
June 10, 2024	CR263/2024 para. 4	S 64/2024	Economic Development	That City Administration PROVIDE SUPPORTS for the installation of privately- owned EV Charging Infrastructure for residential, commercial, and municipally- owned properties through:	
				 a. The support and facilitation of third-party ownership of EV charging infrastructure in municipally-owned parking lots and garages on municipally-owned properties; and, b. Exploring amendments to the Zoning By-law for new residential development; and, c. Exploring amendments to Zoning By-law for new multi-residential and non-residential development; and, 	
June 10, 2024	CR263/2024 para. 5	S 64/2024	Infrastructure Services	That administration BE REQUESTED to report back with information related to a fee model and enforcement options for not moving vehicles from the charging station after being fully charged.	

Clerk's Note: The listing of items prior to January 1, 2011 should not be considered complete at this point in time.

Clerk's Note: This summary chart is not intended to replace the actual minutes of all proceedings.