

Executive Summary

The current space Transit Windsor uses as a terminal at the north end of the Tecumseh Mall property will not be available for continued long-term use by Transit Windsor. The City plans to relocate the transit terminal to a currently undeveloped City-owned property at the northwest corner of the intersection of Tecumseh Road East and Lauzon Parkway.

This project is important for the continued operation of the City's transit system. The new terminal location will provide Transit Windsor an improved City-owned site to serve as a hub for transit operations in the east end of Windsor. Relocating the terminal near the current location is beneficial to maintain continuity of transit operations, ridership, and transit service for the many commercial and other land uses in this mixed-use centre.

The project is subject to the requirements of the Transit and Rail Project Assessment Process (TRPAP) as outlined in Ontario Regulation 231/08 under the *Environmental Assessment Act*. This report documents the recommended design, consultation completed, anticipated impacts, recommended mitigation measures, and commitments for future work.

The East End Transit Terminal is planned to include the following major features, which are subject to change as the detailed design process proceeds:

- A central waiting area including 3 to 4 bus shelters;
- A 1-storey drivers' rest building measuring approximately 8.5 metres by 15 metres;
- Transit Windsor staff parking spaces (12), including 1 accessible parking space and 1 electric vehicle charging station;
- A bike locker station with 3 stalls;
- An acoustic fence to be constructed along a portion of the west boundary of the site; and,
- Landscaping, decorative fencing, walkways, and sidewalks.

External consultation for this study included pre-planning activities to prepare for the TRPAP, a combined Notice of Commencement & Public Meeting, a Public Open House,

and review of a draft version of this report. The Ministry of the Environment, Conservation and Parks (MECP) provided guidance on the need for a TRPAP, technical studies, and the consultation strategy. Further details on consultation activities, comments received, and project team responses are provided in the Consultation section of this report.

In general, the project is not anticipated to result in significant impacts with application of the mitigation recommended in this report, which include the following key measures:

- An acoustic fence is planned along a portion of the west boundary of the site to mitigate noise impacts to the residential dwelling west of the project location;
- Mitigation measures are recommended to address the low probability of Species at Risk occurring onsite, and continued consultation with MECP (as required) in this respect is recommended;
- Underground stormwater storage is planned to be provided for the 1-in-100-year storm event to address the impervious surface area that will be created onsite; and,
- Stormwater quality will be addressed by the installation of a standalone water quality chamber/unit prior to the site discharge to the Catherine Street storm sewer.

The project is proceeding through the City's Site Plan Control process, with further review and consultation with various City departments planned as detailed design proceeds. A building permit will also need to be obtained prior to construction.

This report is being issued for a 30 calendar day public comment period. Following the 30-day comment period, the MECP may issue a notice indicating either the project can proceed as outlined in this report, the project can proceed subject to conditions, or the proponent must conduct additional work. If the Minister does not issue one of these notices within 35 days of the end of the 30-day public comment period, the project can proceed as outlined in this report.

The final step of the TRPAP is for the proponent to issue a Statement of Completion, which is submitted to the MECP and posted on the proponent's website.

THE CORPORATION OF THE CITY OF WINDSOR POLICY

Primary Owner:	Finance	Policy No.:	TBD
Secondary Owner:		Approval Date:	
		Approved By:	
Subject:	CAPITAL PROJECT - INTERIM	Effective Date:	
	FINANCING POLICY	Procedure Ref.:	n/a
Review Date:		Pages: 2	Date:
Prepared By:	Faye A. Dunn		Replaces: Feb. 26, 2018 CR99/2018

1. **PURPOSE**

- 1.1. To define the specific circumstances under which financing charges, in the form of interest expense, will be applied to a capital project.
- 1.2. To standardize the method of determining applicable interest rates.
- 1.3. To ensure consistent, timely, and accurate recording and reporting of financing charges for capital projects.

2. **SCOPE**

- 2.1. This policy applies to all active City of Windsor capital projects.

3. **RESPONSIBILITY**

- 3.1. The **Commissioner, Finance/City Treasurer**, or designate, is responsible to:
 - 3.1.1. Provide communication, training and on-going support on the use of this Policy.
 - 3.1.2. Review this Policy every five years, or earlier if required, and recommend updates as necessary.
- 3.2. The **Deputy Treasurer-Taxation & Financial Projects**, or designate, is responsible to:
 - 3.2.1. Calculate and provide to the Manager of Capital Budgets & Reserves the internal borrowing rate to be charged to applicable capital projects on a regular basis.
- 3.3. The **Executive Directors**, or designates, are responsible to:
 - 3.3.1. In consultation with Finance, ensure any anticipated internal financing costs associated with a capital project is considered and included in the project budget.
- 3.4. The **Manager of Capital Budget and Reserves**, or designate, is responsible to:
 - 3.4.1. Identify capital projects that are in a deficit position and allocate interest charges using rates as provided by the Deputy Treasurer - Taxation & Financial Projects.

4. **DEFINITIONS**

Deficit Position – the balance at a point in time where the cumulative expenditures exceed the cumulative revenues.

Interim Financing – refers to interest financing cost associated with a project in deficit position until such time as permanent financing becomes available.

Financial Position – the balance at a point in time of a capital project's cumulative expenditures as compared to the cumulative revenue.

Internal Borrowing Rate – the rate of interest to be charged when existing cash resources have been used to fund expenditures. The internal borrowing rate will be calculated as the mid-way point between the investment rate and borrowing rate, as received from the City's current financial institution on the prescribed measurement date and based upon the following parameters:

- The investment rate is based upon a \$1 million GIC invested for a 1-year term
- The borrowing rate is based upon a \$1 million, fixed rate loan, for a 1-year term

Measurement Date – the date upon which quotes will be obtained from the City's financial institution. For purposes of this policy, the measurement date will be the first business day of each calendar quarter unless otherwise determined by the Deputy Treasurer – Taxation, Treasury & Financial Projects based upon market conditions.

5. GOVERNING RULES AND REGULATIONS

- 5.1. Capital projects will be subject to financing charges, in the form of an internal interest expense charge, when it is determined that the project is in a deficit position.
- 5.2. The City's normal policy is to provide interim financing for capital projects from internal cash flow sources, as this would normally be the most economical financing methodology.
- 5.3. The Deputy Treasurer - Taxation & Financial Projects or designate will, on the measurement date or other date as determined necessary, obtain the necessary quotes and calculate an internal borrowing rate and provide this to the Manager of Capital Budgets and Reserves or designate.
- 5.4. The internal borrowing rate will remain in effect until changed or confirmed on each measurement date or other date as determined necessary.
- 5.5. The Manager of Capital Budgets and Reserves will calculate the financial position of each capital project, at the end of each month, and apply the internal borrowing rate on any deficit position to arrive at interest expense to be charged.

6. REFERENCES AND RELATED DOCUMENTS

- 6.1. Investment Policy CS.A1.09

THE CORPORATION OF THE CITY OF WINDSOR POLICY

Primary Owner:	Finance	Policy No.:	TBD
Secondary Owner:	n/a	Approval Date:	
		Approved By:	
Subject:	LEASE FINANCING POLICY	Effective Date:	
	(City as “Lessee”)	Procedure Ref.:	
Review Date:	26/11/2024	<i>Pages: 4</i>	Date:
Prepared By:	Faye Dunn		Replaces: 26/02/2018 (CR99/2018)

1. **PURPOSE**

- 1.1. To facilitate compliance with Ontario Regulations 653/05 and 403/02 under the *Municipal Act, 2001*, S.O. 2001, c 25 (“Regulations”).
- 1.2. To outline standardized provisions for lease financing agreements.
- 1.3. To standardize the review, analysis and approval of lease financing agreements.
- 1.4. To outline a regular and consistent reporting mechanism of lease financing agreements.

2. **DEFINITION**

- 2.1. “*Lease Financing Agreement*” – as described in the Ontario Regulation 653/05 means a financial agreement for the purpose of obtaining long-term financing of a capital undertaking of the municipality.

3. **SCOPE**

- 3.1. This policy applies to proposed lease financing agreements to be undertaken by The Corporation of the City of Windsor (the “City”) departments, agencies, boards, commissions and committees (“ABCs”) funded by the City, in whole or in part, or whose governing body contains City representation and whose financial transactions are accounted for within the City’s financial systems.

3.2. **Exclusions:**

- 3.2.1. Individual photocopier leases entered into, in accordance with the City’s Purchasing By-Law as approved by Council through CR218/2015.
- 3.2.2. Office equipment rental and leases, including certain mailing equipment, postage meter rentals and fax machines entered into, in accordance with the City’s Purchasing By-Law as approved by Council through CR357/2016.
- 3.2.3. Rental agreements with a term of less than six (6) months and/or a cancellation option with no penalty or financial impact to the City. This may include vehicles, equipment or furnishings used for seasonal or specific projects.
- 3.2.4. Building or land lease with a term of two (2) years or less.

4. RESPONSIBILITY

4.1. The City Council is responsible to:

- 4.1.1.** Approve all lease financing agreements prior to final signing.
- 4.1.2.** Authorize the Chief Administrative Officer & City Clerk to sign all lease financing agreements subject to administrative review and approval.

4.2. The Chief Administrative Officer (CAO) is responsible to:

- 4.2.1.** Sign all lease financing agreements as approved by Council.

4.3. The Commissioner, Finance & City Treasurer, or designate, is responsible to:

- 4.3.1.** Review proposed lease financing agreements to ensure compliance with legislative requirements and this policy.
- 4.3.2.** Prepare a report to Council, which evaluates the financial costs and other potential risks associated with proposed lease financing agreements.
- 4.3.3.** Undertake a detailed financial analysis with respect to the proposed leases, where applicable. Obtain external independent financial advice, if the threshold of the proposed transaction so warrants.
- 4.3.4.** Liaise with the City Solicitor, or designate, to obtain legal advice with respect to the proposed lease financing agreement and obtain external independent legal advice, if the threshold of the proposed transaction so warrants.
- 4.3.5.** If the City enters into one or more lease financing agreements within a fiscal year, prepare and present to Council within the fiscal year, or more frequent upon Council request a detailed report containing the following information as per O. Reg. 653/05, s.11 (1), subsection (2):
 - A description of the estimated proportion of the total financing arrangements of the municipality that is undertaken through lease financing agreements to the total long-term debt of the municipality and a description of the change, if any, in that estimated proportion since the previous year's report;
 - A statement by the treasurer as to whether, in his or her opinion, all lease financing agreements were made in accordance with the statement of lease financing policies and goals adopted by the municipality; and
 - Any other information that the Council may require or that, in the opinion of the treasurer, should be recorded.
- 4.3.6.** Present all proposed lease agreements to Council for final approval.
- 4.3.7.** Log and monitor lease agreements, where applicable.
- 4.3.8.** Direct the review of this policy, at a minimum every five (5) years, and recommend updates as required.

4.4. The City Solicitor, or designate, is responsible to:

- 4.4.1.** Provide legal advice with respect to proposed lease financing agreements, where applicable.

4.5. The **City Clerk**, or designate, is responsible to:

4.5.1. Sign all lease financing agreements as approved by Council.

4.5.2. Maintain lease financing agreement records accordingly.

4.6. The **Executive Directors (and ABC equivalents)** or designates are responsible to:

4.6.1. Submit, to the CFO/City Treasurer, all proposed lease financing agreements for review, to ensure compliance with the legislative requirements and this policy, and for reporting to Council.

5. GOVERNING RULES AND REGULATIONS

5.1. The City of Windsor strategy, with respect to lease financing (Budget Resolution B41-2002), is to generally refrain from entering into material lease financing agreements, and that where any such lease financing agreements are deemed necessary, that such lease financing agreements be limited to specific circumstances.

5.2. The following evaluation and analysis process must be performed for proposed lease agreements, and as defined by Section 4.1.1, City Council must also approve all lease agreements that are subject to this policy.

5.2.1. The sum of all payments is \$100,000 or less:

5.2.1.1. Any proposed lease financing agreement where the sum of all payments is \$100,000 or less, there is no requirement to undertake a detailed financial or legal analysis.

5.2.2. The sum of all payments is between \$100,001 to \$999,999:

5.2.2.1. Any proposed lease financing agreement where the sum of all payments is expected to be between \$100,001 to \$999,999, an internal financial and legal review must be undertaken, including a buy versus lease analysis and consideration of risks associated with the proposed lease financing agreement.

5.2.2.2. The proposed lease agreement must include a schedule of all fixed amounts of payment, if any, required under the lease and that may be required under any possible extensions or renewals of the lease.

5.2.3. The sum of all payments is \$1,000,000 or greater:

5.2.3.1. Any proposed lease financing agreement where the sum of all payments is expected to be equal to or greater than \$1,000,000, in addition to the requirements in Section 5.2.2, the need for external independent financial and legal advice shall also be considered. As external financial and legal expertise will incur a cost, each lease financing agreement will be reviewed on a case by case basis considering complexity and risk.

5.3. All resolutions of Council approving of leases are to contain a statement that:

“in the opinion of the CFO/ City Treasurer and the City Council the proposed lease financing agreement will not materially impact the debt and financial obligation limit of the City of Windsor, and its risks, in combination with all the other lease financing agreements of that category entered into or proposed to be entered into this year by The

Corporation of the City of Windsor, will not result in a material impact for the community”.

- 5.4.** As Council recognizes that there are inherent risks associated with lease financings, compliance with this policy will facilitate that the necessary due diligence is undertaken by administration in the review of all lease financing agreements and that Council is provided full disclosure on the impacts of these leases prior to entering into any agreement for the provision of lease financings.
- 5.5.** Funding sources (Capital or Operating) for lease financing agreement must be identified prior to entering into a lease.
- 5.6.** In cases where lease financing is deemed acceptable the following must be adhered to:
 - Ontario Regulations 653/05
 - Ontario Regulations 403/02
 - The Pay As You Go Lease Reserve Fund 170 Procedure - CS.B9.05
 - The Purchasing By-Law

6. REFERENCES AND RELATED DOCUMENTS

- 6.1.** Ontario Regulation 653/05 – Debt-Related Financial Instruments and Financial Agreements
- 6.2.** Ontario Regulation 403/02 - Debt & Financial Obligation Limits
- 6.3.** The Purchasing By-Law
- 6.4.** Lease Financial Review Procedure

THE CORPORATION OF THE CITY OF WINDSOR PROCEDURE

Service Area:	Finance	Procedure No.:	TBD
Department:	Financial Planning	Approval Date:	
Division:		Approved By:	
		Effective Date:	
Subject:	Lease Financial Review	Policy Ref.:	TBD
	Procedure (City as lessee)	Pages:	Replaces: NEW
Prepared By:	Faye Dunn		Date:

1. PURPOSE

- 1.1. To establish a standardized process for preparing, reviewing, and approving the financial analysis required for municipal leases, ensuring accuracy and accountability in financial assessments and compliance with the Lease Financing Policy.

2. SCOPE

- 2.1. Applies to leases entered into by the City of Windsor where the City is the lessee as defined in the Lease Financing Policy.

3. RESPONSIBILITY

- 3.1. **Commissioner, Finance/City Treasurer** or designate is responsible for final financial review and decision making in accordance with the Lease Financing Policy.
- 3.2. **Financial Planning Managers** are responsible to review and sign off on financial analysis prior to submission to the Commissioner, Finance/City Treasurer.
- 3.3. **Financial Planning Administrators (FPA)** are responsible to prepare financial analysis as defined in the Corporate Lease Policy. They are also responsible for records produced and any obtaining required authorizations or approvals.

4. PROCEDURE

- 4.1. **Initiate Financial Analysis:** FPA will gather relevant financial data, historical leasing costs, projected costs and any anticipated economic indicators to inform the analysis.
- 4.2. **Prepare the Analysis:** Develop a detailed financial analysis including all relevant metrics, assumptions and projections. Confirm the accuracy of calculations and data sources.
- 4.3. **Submit Analysis for Managerial Review:** The FPA will submit the completed financial analysis to the Financial Planning Manager responsible for oversight.

4.4. Managerial Review and Sign-off: The Financial Planning Manager will review the analysis for accuracy, completeness and compliance with policy guidelines. Feedback or change requests will be provided to the FPA if necessary. Indication of approval should be documented on the analysis.

4.5. Provide Analysis to Commissioner, Finance/ City Treasurer: The reviewed analysis and any relevant attachments are to be sent to the Commissioner by a member of the Financial Planning team.

4.6. Recordkeeping: the analysis should be stored as per departmental practice and in accordance with the City's record retention bylaw.

5. RECORDS, FORMS, AND ATTACHMENTS

5.1. Lease Financing Policy.

Sandwich South

SNAP

Sustainable Neighbourhood Action Plan



Sandwich South: Sustainable Neighbourhood Action Plan – Summary Report

Final

October 25, 2024

1. Overview

The Sandwich South Sustainable Neighbourhood Action Plan (SNAP) is an ambitious community-driven initiative aimed at fostering sustainable urban development in the Sandwich South neighbourhood of Windsor. In response to Windsor's declaration of a Climate Change Emergency, City Council approved an application to the FCM Green Municipal Fund in September 2020 to develop a sustainable neighbourhood strategy for Sandwich South. The SNAP project, initiated in late 2022, provides a sustainability vision and clear potential actions to achieve sustainable development in Sandwich South.

The SNAP envisions Sandwich South as a sustainable and climate-oriented neighbourhood, focusing on connecting to the broader city with sustainable travel options, reduced carbon impacts of infrastructure and buildings, green economic activity, and protected and enhanced green spaces for biodiversity, community benefit, and climate adaptation. This SNAP aligns with Windsor's broader climate goals, emphasizing the long-term delivery of green infrastructure, renewable energy, sustainable transportation, and environmentally focused urban design.

The SNAP is organized around five key themes, each with specific goals and potential actions to support the vision.

1. **Natural Environment and Green Infrastructure:** Preserving ecosystems, enhancing biodiversity, and implementing sustainable, resilient water management practices.
2. **Green Jobs and Economy:** Creating and promoting sustainable, equitable economic development.
3. **Climate Leadership and Green Energy:** Developing net-zero energy strategies, reducing greenhouse gas emissions, and enhancing climate resilience.
4. **Sustainable Transportation and Mobility:** Prioritizing active transportation, enhancing transit services, and supporting sustainable vehicle use.
5. **Community Land Use and Design:** Creating a complete, connected, sustainable community with diverse housing options and engaging public spaces.

The SNAP's development involved extensive community engagement through in-person workshops, an online survey, and virtual discussions, ensuring that the community's ideas and aspirations were reflected in the final action plan. The expertise and feedback from community groups and stakeholders, the public, and City of Windsor staff has been crucial in shaping the SNAP.

Moving forward, the implementation of the SNAP will rely on policies and standards, incentive programs, key partnerships, education, and engagement forums. These are to be determined and considered by City Staff and Council, as appropriate, through future processes. Each of these tools will support the successful realization of the SNAP vision to create a sustainable, resilient, and inclusive neighbourhood that serves as a model for future developments.

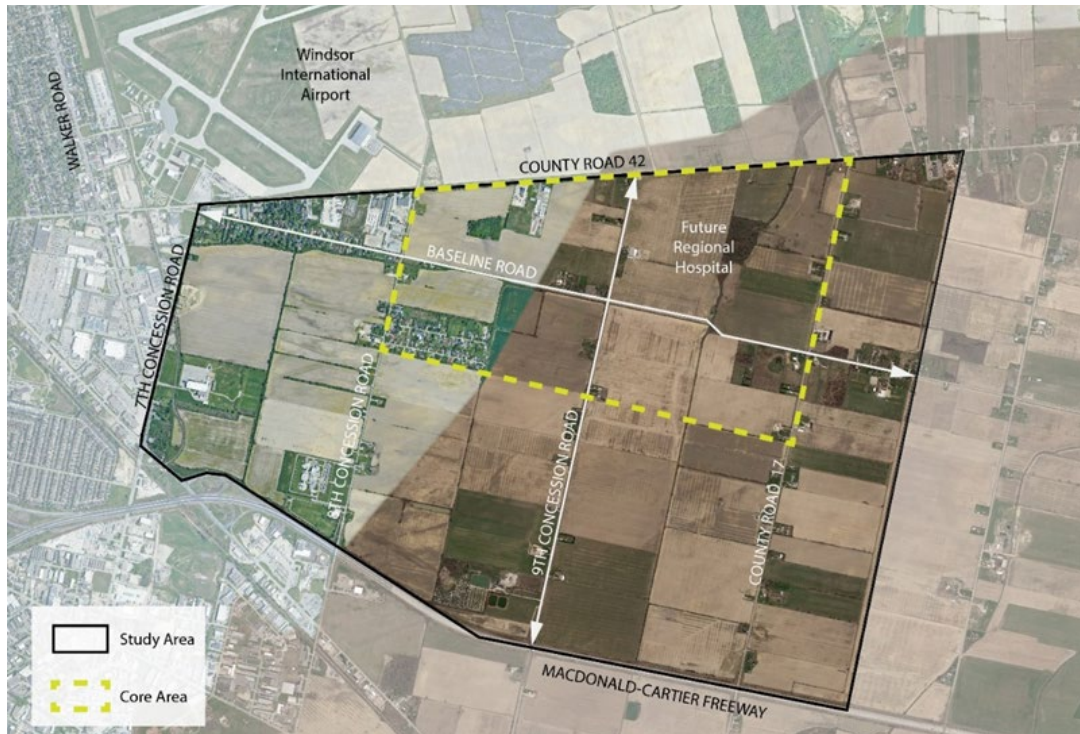


Figure 1: SNAP Study Area and Core Area

2. Process

The SNAP was developed through three distinct phases:

Phase 1: Establishing a Shared Understanding and Vision: This initial phase focused on creating a common vision and understanding among stakeholders. It involved focused community engagement to gather input and set the foundation for the neighbourhood's sustainability goals.

Phase 2: Developing the Strategies for Local Success: During this phase, the project team worked closely with the community and City stakeholders to identify strategies to achieve the established vision. This included identifying specific opportunities and responsibilities to meet sustainability goals.

Phase 3: Co-creating the Path Forward: The final phase involved co-creating an action plan with community and stakeholder input, detailing the potential actions necessary to achieve the set goals. This phase also included finalizing the plan for approval by relevant authorities.

2.0 Engagement

The creation of the SNAP included a broad engagement process, providing many opportunities for community members and stakeholders to share their ideas and thoughts. Engagement events took place in all three phases of the SNAP's creation and ranged from a City-wide virtual survey to in-person workshops and virtual discussions.

Throughout the duration of the SNAP process, there were a variety of engagement touchpoints including:

1. **Project Webpage and Survey:** The Sandwich South SNAP project webpage was published on the City's Let's Talk Windsor online engagement platform as a venue for sharing project details, timelines, background information, and opportunities to engage. An online Community Visioning Survey was posted on the project webpage, from July 2023 until July 2024, enabling Windsor residents to share their ideas and priorities for Sandwich South.
2. **Stakeholder Visioning Workshop:** An in-person workshop was facilitated by the project team on October 27, 2023. Over 35 subject matter experts participated in two interactive group exercises that captured feedback on the vision and goals for Sandwich South.
3. **Strategy Review Workshop:** Over 45 subject matter experts participated in a virtual workshop on April 16, 2024. The workshop included a presentation and break-out discussion groups to gain feedback on the draft goals and potential actions.

3. The Vision

The following sustainability Vision for Sandwich South was developed based on community and stakeholder input and is the basis for the SNAP Goals and Potential Actions:

When developed, Sandwich South will be the most sustainable and climate-oriented neighbourhood in Windsor. Its planning and development will provide a replicable model of sustainable community-building for the City and surrounding region. Sandwich South will be planned from the outset to:

- *Connect to the broader City with sustainable travel options that are safe and inviting;*
- *Have infrastructure and buildings that reduce carbon impacts and*
- *Leverage green spaces for biodiversity, community resilience, and climate mitigation and adaptation.*

The Sandwich South community and Windsor's green economy will be mutually supportive, creating meaningful connections between local innovators and industry employers, educational institutions, and the need for sustainable housing.

The sustainability values on which Sandwich South is planned and developed will attract existing and new Windsor residents, offering a full range of mobility options and opportunities to live, work and play, thereby instilling a lasting sense of pride and long-term commitment to the area.

Section 4 of the SNAP outlines what successfully achieving Sandwich South's vision for each of the five project Themes looks like.

4. Sustainable Neighbourhood Action Plan (SNAP)

The Sustainable Neighbourhood Action Plan (SNAP) organizes Goals and Potential Actions under the five key Themes, which were identified through a review of best practices and engagement with local stakeholders.

A Vision of what success looks like and the Challenges and Opportunities for getting there are identified for each Theme. These are followed by a series of Goals which set out the aspirational objectives for developing Sandwich South as a sustainable neighbourhood. A series of Potential Actions under each Goal describes the more detailed activities needed to achieve those aspirational objectives.

4.1 Theme #1 Natural Environment and Green Infrastructure

Enhancing and preserving the existing ecosystems and creating opportunities for the community to value and connect with nature are just some of the vital strategies to strengthen the overall natural environment in Sandwich South. Where possible, this Framework will address strategies to restore any loss of natural biodiversity or ecosystems.

Water is a significant factor when planning for a sustainable neighbourhood. Therefore, resilient landscaping and stormwater management are essential for planning for future climate changes, whether it be large amounts of rain or not enough rain. To further contribute towards a sustainable future in Sandwich South, this framework identifies strategies to not only reduce and divert waste from construction and demolition activities in the new buildings but also identifies strategies to track operational waste in existing facilities.

Theme #1 Goals	Number of Potential Actions
Goal 1.A. Preserve and protect the natural environment and biodiversity of Sandwich South.	4
Goal 1.B. Create a network of natural areas, open space and active trails that maintain, enhance, and protect the functionality of the natural environment and wildlife.	3
Goal 1.C. Create a community that promotes sustainable stormwater management.	3
Goal 1.D. Reduce overall water consumption.	2
Goal 1.E. Reduce operational waste and divert waste streams from disposal to recycling and reuse.	4
Goal 1.F. Prioritize waste diversion strategies for construction and demolition waste.	2

4.2 Theme #2 Green Jobs and Economy

Sustainable growth in Sandwich South will rely on the availability of sustainable products, market demand for sustainable practices and a talented workforce with training that aligns with sustainable best practices. Sandwich South's growth may therefore support the expansion of the green technology sectors, sustainable and equitable job opportunities for workers, and links between industries and educational and training institutions if a demand is created within the market.

Theme #2 Goals	Number of Potential Actions
Goal 2.A. Leverage sustainable development in Sandwich South for broader community benefits and employment.	4
Goal 2.B. Encourage sustainable food sector activity to support local food access and food security.	3
Goal 2.C. Establish partnerships with the Regional Hospital and other local institutions to support innovation, talent development, attraction and retainment.	4
Goal 2.D. Establish a Green Technology Innovation Hub that supports and catalyzes the local green technology industry.	3
Goal 2.E. Promote the establishment and success of small-scale local businesses in Sandwich South.	2

4.3 Theme #3 Climate Leadership and Green Energy

Reducing greenhouse gas emissions, enhancing energy and climate resilience, and developing a net zero energy strategy are essential for creating a sustainable Sandwich South. The Climate Change and Green Energy Goals focus on key partnerships, performance targets, and strategic initiatives that establish a pathway to reducing emissions and strengthening the community's climate resilience. Through these efforts, Sandwich South will pave the way for a sustainable future, setting a benchmark for climate action and environmental responsibility in the region.

Theme #3 Goals	Number of Potential Actions
Goal 3.A. Develop a net zero ready community.	6
Goal 3.B. Reduce embodied carbon community-wide.	4
Goal 3.C. Integrate climate change adaptation and resilience measures into the development of buildings, infrastructure, and energy systems.	4

4.4 Theme #4 Sustainable Transportation and Mobility

Sustainable transportation and mobility will contribute significantly to a sustainable Sandwich South. The Sustainable Transportation and Mobility Goals and Potential Actions describe how people, departments and agencies involved with the design and delivery of roads, transit, walking/cycling networks, and new forms of mobility can help to support more sustainable modes of travel within and beyond Sandwich South.

Theme #4 Goals	Number of Potential Actions
Goal 4.A. Promote travel by more active modes.	4
Goal 4.B. Promote travel by more sustainable modes.	10
Goal 4.C. Encourage sustainable vehicle usage, where automobiles are appropriate.	4
Goal 2.D. Establish a Green Technology Innovation Hub that supports and catalyzes the local green technology industry.	3
Goal 2.E. Promote the establishment and success of small-scale local businesses in Sandwich South.	2

4.5 Theme #5 Community, Land Use, and Design

The Goals and Potential Actions under the Community, Land Use, and Design Theme address the broader aspects of complete community-building and sustainability that support everyday quality of life. The measures under this theme are focused on establishing the quality of urban design and mixed land uses and housing options for diversity at any stage of life.

Theme #5 Goals	Number of Potential Actions
Goal 5.A. Create a complete, connected community that attracts residents to Sandwich South and enables them to stay throughout the stages of their lives.	6
Goal 5.B. Engage communities in equitable and sustainable placemaking and place keeping.	5
Goal 5.C. Encourage private development to deliver a range of needed housing types, tenures, and affordability levels.	5
Goal 5.D. Develop financial tools and land strategies to enable public and non-profit delivery of affordable housing.	5
Goal 5.E. Design affordable housing to address energy poverty and avoid stigmatization.	6

5. Implementation

While the Vision for Sandwich South is ambitious, the SNAP seeks to provide clear and implementable Potential Actions that can be undertaken incrementally. The Potential Actions range from improved education and outreach to updating local policies to formalizing partnerships between the City, key industries, and institutions.

The SNAP identifies 92 Potential Actions to achieve the overall Vision, and the Goals under each of the 5 Project Themes. Some Potential Actions should have greater implementation focus than others, and not all tactics need to be undertaken all at once, or even in the near term. Of the 92 total SNAP Potential Actions, the SNAP identifies 47 Principle Actions which:

- Have the greatest potential impact on the related Goal; and
- Have the clearest path to implementation, in terms of responsibility, partnership opportunities, and enabling conditions; and/or,
- Were high priority items for people who participated in the project's engagement process.

The detailed Sandwich South SNAP Framework provides tactics to consider for many of the SNAP Potential Actions. These considerations indicate that there are certain overarching implementation tools and strategies that will enable multiple Potential Actions across multiple SNAP Themes and Goals. These key implementation tools and strategies are:

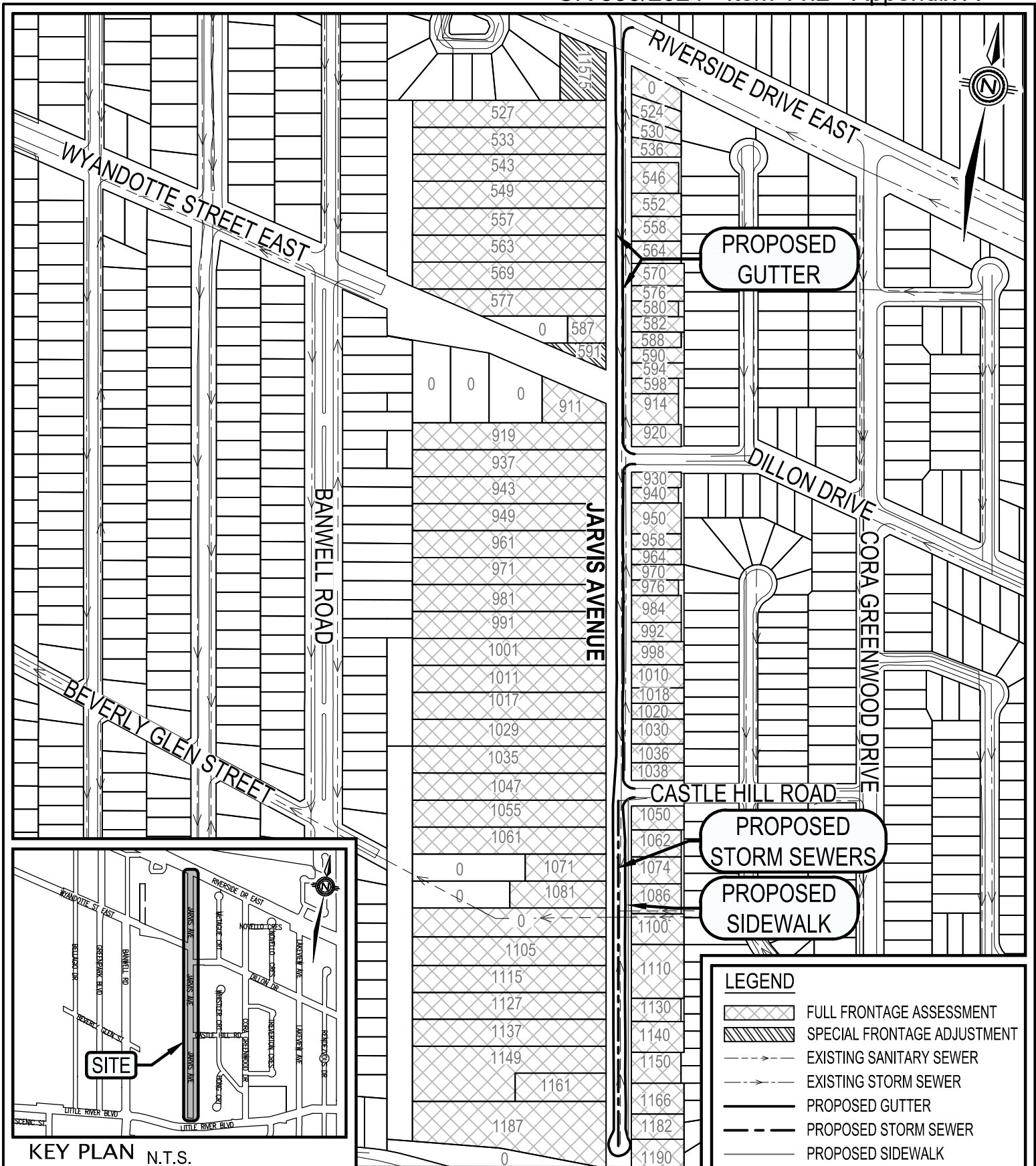
- Making **policy adjustments**;
- Establishing **green development standards**;
- Providing **incentive programs**;
- Creating **partnerships**;
- Promoting **education**; and
- Establishing **engagement forums**.

Sandwich South

SNAP

Sustainable Neighbourhood Action Plan





THE CORPORATION OF THE CITY OF WINDSOR - ENGINEERING DEPARTMENT

City Initiated Local Improvement on Jarvis Avenue South of Riverside Drive East - Proposed New Storm Sewers, Sidewalk and Gutter

Kirk Tamm
Kirk Tamm, Manager of Geomatics

SCALE: 1:4000

DATE: NOV 2024

REVISED: -

DWG. NO.

DWN BY: JM

CHKD BY: PJU / AM

REVISION NO.: -

C-3836

SCHEDULE “A”**CONSTRUCTION OF Gutter, BOULIVARD RESTORATION, STORM SEWERS, PDCs, AND SIDEWALK ON:****JARVIS AVENUE FROM RIVERSIDE DRIVE EAST TO LITTLE RIVER BOULIVARD****Ontario Regulation 586/06 Local Improvement Special Charges – Cost Breakdown**

DESCRIPTION	TOTAL ESTIMATED LOCAL IMPROVEMENT COST *	OWNER'S COST *	CITY'S COST *	COMMUTED COST PER METRE OF ASSESSABLE FRONTAGE	ANNUAL COST PER METRE FOR TEN YEARS **	COMMUTED COST PER PDC	ANNUAL COST PER PDC FOR TEN YEARS**
Gutter and Boulevard Restoration on Jarvis Ave. from Riverside Dr. E. to Little River Blvd.	\$252,430	\$217,930	\$34,200	\$145	\$19.83	N/A	N/A
Sidewalk, Storm Sewers, and PDCs on Jarvis Ave. from Castle Hill Rd. to Little River Blvd.	\$1,155,220	\$344,630	\$810,590	\$480	\$65.65	\$4,600	\$629.14

*Local Improvement component only. Total estimated cost of the work is \$5,800,000, which includes the construction of storm and sanitary sewers, gutter, street lighting, road work, road drainage, and boulevard restoration. The cost above includes all construction costs (with contingency), engineering, field survey, inspection, geomatics, and CCTV.

The balance for the cost for the above noted reconstruction will be charged to Project ID # 7193000

** 6.14% interest rate is applied over a ten (10) year annual payment period.