

February 17, 2022

Sandwich South Master Servicing Plan

Public Information Centre (PIC) #2, September 8, 2021 – Summary

The Sandwich South Master Servicing Plan (SSMSP)

The Master Servicing Plan for the Sandwich South area is being completed to develop a coordinated and sustainable approach to providing municipal infrastructure in support of growth. The Master Plan is considering the location and capacity of collector roads, storm and sanitary sewers and how stormwater will be managed throughout the study area. The project is being carried out as a Master Plan under the Municipal Class Environmental Assessment process.

Engaging the Community

Public Information Centre #2 was held virtually on September 8, 2021 from 5:00 pm to 7:00 pm. This event included a presentation and a question and answer period. The presentation provided information on the options considered to provide servicing infrastructure and the preliminary preferred options to provide Sanitary, Stormwater and Transportation services in the Sandwich South study area. Updates on the projects status and work completed to date was also reviewed.

People were notified of the event as follows:

- Hard copy mailed notifications were sent to property owners within the study area;
- Emails were sent to stakeholders on the project contact list;
- Advertisements in the Windsor Star were posted on Saturday, August 21, 2021 and Saturday, August 28, 2021, and;
- Individual property owner meetings were scheduled with interested property owners within the SSMSP study area.

The PIC presentation (pdf and video) was posted on the project website at the <http://www.sandwichsouth.ca/> on September 10, 2021. A survey was also posted on the website to gather information from those who participated at the meeting and others who viewed the information on the website.

A total 37 people (including members of the community and the study team) participated in the PIC, 26 of which were stakeholders and 11 were City and Project team staff. A total of 5 online surveys were completed.

What We Heard

The following are some of the commonly raised themes from the PIC and survey followed by a table documenting the specific comments raised and responses to these comments.

- Recognizing climate change and protecting communities from frequent major rainfalls is important;
- Ensure solutions provide quality and quantity control and are suitable relative to the close proximity to the Airport;
- Necessary studies, planning, engineering and servicing infrastructure need to be in place to allow development to proceed as soon as possible. Allowing development is needed to proceed to meet the local housing market needs;
- The City is missing an opportunity to integrate green infrastructure and other innovations;
- Participants want to understand the cost of infrastructure and who is going to pay;
- Further clarification on how and when identified properties will be acquired for future infrastructure is requested;
- Concern was raised that supporting studies for this project have not been completed and should be completed prior to finalizing the Master Plan;
- Many areas downstream are vulnerable to flooding, and development cannot increase risk of flooding for existing developments;
- The low density nature of development expected in Sandwich South was noted as a concern;
- Solutions other than widening roads need to be emphasized, including providing active transportation and providing linkages to already developed areas.

Below is a summary of questions and response from the PIC #2 virtual session as well as comments received via the online survey. Comments and questions directly emailed to the project team by the property owners will be responded to directly and be included in the SSMPS consultation reporting.

General Questions or Comments

- 1. There was no mention of the greenhouse gas (GHG) impact of the work presented. Can you please comment as to how this work, especially the additional roads, will factor into**

Windsor's Community Energy Plan target to reduce citywide GHG by 40% by 2041? Was this evaluated? No mention was made of the investments needed to build district energy.

The City's Community Energy Management Plan (July 2017) highlights how Sandwich South is planned to be a 'Net-Zero' Neighbourhood where "A net zero energy district is a place where no more energy is consumed than is supplied by non-fossil fuel sources to approach zero emissions".

The City has also applied for funding to complete a development plan for the Sandwich South (SS) area to develop strategies and guidelines for the implementation of the Community Energy Plan goals within the SS area. Examples of ways we are including those strategies in the functional design of the areas services include introduction of Active Transportation to support a more balanced modal split, allocate corridors for future thermal heat distribution network (similar to District Energy system) and preparing a plan that is consistent with the natural environment components outlined in the Secondary Plans.

2. What is the cost of the infrastructure and how we assess the costs to landowners? How is the City collecting money for the new infrastructure? Is there a calculation that can be applied to property size? Without an understanding of costs it is difficult for members of the public to provide feedback.

The City of Windsor collects funding through a process called Development Charges (DCs). These charges are applied to future developments to cover the cost of municipal infrastructure.

One of the main priorities of the SSMSP is to identify trunk municipal services needed to support the growth anticipated in the Sandwich South Area. Shared cost for the shared municipal infrastructure will be included in an area specific Development Charge for each of the units to be constructed.

The City's current development charge policy and current rates can be accessed using the City of Windsor link below for reference. Note, there is an existing area specific DC rate for the study area, which will be refined based on the findings of this study.

For more information, see: <https://www.citywindsor.ca/residents/building/Building-Permits/Pages/Development-Charges.aspx>

3. Were updated soil tests completed for the area?

Available soil information was considered in developing servicing solutions for this study. Soil collection and testing was not completed; however, a geotechnical desktop review of this study area was completed at the onset of this project to identify the existing soil classification in this area. Prior to detailed design of municipal infrastructure, detailed soil investigations shall be completed to confirm findings and assumptions made through this study.

4. Why are there no high density hubs proposed? This work allows for urban sprawl. There is no inkling towards integrating farm land in a new way to coalesce with denser hub development or to limit sprawl. Sad to encourage low density sprawl and create poor planning for future generations.

The purpose of this study is not to establish land uses or development density. Land use designations and population design values established in the City's Official Plan, Secondary Plans for County Road 42 and East Pelton are being used to establish the location and size of the proposed municipal infrastructure.

5. There is no apparent increase in new tree/forest cover areas and new interconnections of such. A few new trees along redirected open, grid storm sewer design is no innovative design.

Refer to the Natural Environment slide in the PIC #2 Presentation. Considerations for appropriate vegetation will be integrated into the stormwater management corridors. A connected natural environment corridor will be integrated into the design.

6. Question on Potential Impacts and Mitigation Slides – Does property acquisition apply to everything that needs to be purchased?

Property acquisition will be required for all City owned infrastructure that is proposed within current private property areas. This includes stormwater management pond corridors and roadways. Completion of study will allow the City to proceed with property acquisition for stormwater management facilities within the East Pelton and County Road 42 Secondary Plan Areas only, as this study will satisfy the Schedule B requirements for that infrastructure. Property required for the proposed collector roadways have been identified; however, the City cannot obtain lands until a Schedule C study or Developer driven Draft Plan of Subdivision is completed and approved.

In both cases, the City will acquire required property in advance of the proposed works, which will correspond to a comprehensive staging plan.

7. For County Road 42 (CR 42), when will we know how much of our property will be taken from us? Is there a timeline of when construction could happen?

The Lauzon Parkway Environmental Assessment (2014) is available on the City website for review. This document identifies the land acquisitions required along CR42. There is no construction date known for those improvements; however, the City plans to start with the proposed intersection improvements at Lauzon Parkway and CR42. There will be advanced notice of construction, including information regarding connection to the proposed sanitary sewer along CR42.

8. The City has identified lands as part of a greenway system and does not specify a purchasing requirement for these lands. How do landowners know if you will purchase the lands and when?

This study is being used to refine the stormwater management corridor already identified through previous studies. The stormwater management corridor will include the environmental corridor required for this study.

The intent of this study is to refine what is needed for stormwater infrastructure, including the areas of this corridor. At the completion of this project, landowners will be able to see the location of their lands relative to the refined stormwater management corridor.

See Response 6 regarding timing.

9. There are a number of related studies that are ongoing. How can you complete this master plan without those studies also being complete?

The SSMSP will not be finalized prior to the completion of the related studies and documents identified, such as the Upper Little River Watershed Master Drainage and Stormwater Management Environmental Study Report, and the Little River Regulatory Floodplain Maps.

10. Property owner interested in understand when property acquisition for stormwater management ponds will be initiated. Also, when will property owners know how much of their lands are required to accommodate the proposed stormwater infrastructure.

See Responses from Question 8.

Cost to acquire lands will be based on appraisal rates.

11. Property owner reminded the group that under the Municipal Class Environmental Assessment's (MCEA) Part II Order, after the 30-day period has expired, no other comments will be accepted.

The Environment Assessment Act will be adhered to with respect to the provision to provide a 30-day review period for the public to review and comment on the final SSMS. You can visit the Ministry of Environment, Conservation and Parks (MECP) website using the link below to understand the current Environment Assessment review process and request for an Order to mediate the master plan.

For more information on Class Environmental Assessments: Section 16 Order:

<https://www.ontario.ca/page/class-environmental-assessments-section-16-order>

12. Don't feel that the opinions raised through the survey will make a difference.

See responses to survey results below for actions to address and response to those comments.

13. Don't see any real innovation.

The project team is recommending solutions that balance providing trusted engineering and servicing requirements that would be implementable and compatible with the local soil and topographic conditions. The servicing solutions and development polices being developed to support development are incorporating climate change considerations, energy conservation, and flood mitigation.

14. Finalizing the Master Plan is dependent on a number of studies still in progress. In light of the current lack of consistent detail/analysis for the entire study area, an opportunity for additional public engagement once further detail is available is being requested.

See Responses from Question 9.

A public information centre was held on November 17, 2021 regarding Essex Region Conservation Authority (ERCA)'s Little River Regulatory Floodplain Mapping project.

Should any changes to the solutions identified in this study warrant additional public consultation, additional consultation meetings will be held.

Sanitary Sewer Questions

15. How will property owners be assessed costs for Sanitary Sewers infrastructure? Will existing homeowners pay for this infrastructure through their taxes?

Area specific DCs will identify a per unit cost that will be applied to local developers. When sanitary sewers become available to existing residents, those residents will be assessed a cost to connect to the new sewers. Costs assessed to existing residents will be based on the City's Existing Local Improvement Policy.

No, infrastructure will not be paid through homeowner taxes.

16. Only sanitary sewers are being shown on the 8th and 9th Concession Road. This is not consistent with the sanitary sewer map shown in the PIC #1 materials.

The sanitary sewer network figures including in the PIC #2 materials do not show the smaller, sub trunk sanitary sewers that were originally shown in the PIC #1 figures. The PIC #2 slides show major trunk sewers greater than 375 millimetres (mm) in size.

Stormwater Management and Storm Sewer Questions

17. Why is there disregard for open swale systems to deal with the stormwater? How much additional stormwater runoff is expected?

There are limitations with open swale systems, such as the need for additional land to provide enough space and higher maintenance costs.

It is assumed that the development areas will have increased impervious areas and therefore additional storage.

18. What is the amount of extra stormwater or the quantity of the new ponds?

We are assuming that the development will have increased impervious areas, based on approved land uses within the study area. Our stormwater management ponds have been designed to manage the run off at an acceptable rate.

The stormwater ponds area designed to manage approximately 6 litres per second (L/s) of stormwater per hectare. The precise amount will be based on the quantity controlled for each stormwater management feature. Each area will be controlled to a strict release rate. Exact volumes for each pond will be outlined in the final stormwater management report.

19. What does management in stormwater management mean?

Stormwater management is about controlling the volume or quantity of water coming off of hard surfaces like roads and sidewalks. The stormwater is controlled so that there is a very slow release rate to minimize negative impacts to the watershed. Stormwater management is also about water quality control, which is accomplished through the settling out of sediments in stormwater management ponds. The ponds will have inlet forebays that will provide a first stage of quality treatment as stormwater enters the ponds through the proposed storm sewer network. The ponds will also have permanent pool areas which will provide additional settlement of sediments and other quality benefits required to meet the regional stormwater management guidelines.

20. What are the dash lines around some of the ponds?

The dashed lines represent the footprint of the inlet quality control forebays. Forebay channels provide quality control of stormwater as it inlets to the ponds.

21. What is the dash line on the stormwater management facilities map?

This dashed line will be removed.

22. What is the red dashed line showing south of the Windsor Airport Land?

The red dashed line is incorrectly shown. The SSMSPP study area includes the full extent of the Windsor Airport Lands. The figures will be revised accordingly.

23. Considering the effects of climate change, I hope the stormwater management facilities will be capable of handling large rainfalls like the ones we have experienced lately.

The stormwater management facilities have been designed to provide stormwater management control for a 1:100 year storm and Urban Stress Test as required through the local Regional Stormwater Management Guidelines and provide allowances for the infrastructure to adapt to climate change. The Urban Stress Test is a rain event that represents a 39% increase in severity compared to a 1:100 year storm.

To provide local storm drainage for proposed development, the City is proposing to use a higher level of service for the storm sewer conveyance system. Minimum local standards for storm sewer design is a 1:5 year storm; however, the storm trunk sewers have been designed for a 1:10 year storm, which will improve conveyance of road and local drainage to the associated stormwater management ponds.

24. How is it that wet ponds are permitted now? It was understood that wet ponds were not allowed near the airport. Wet ponds are not permitted in the vicinity of the airport, especially 40 metres (m) across the road. Why aren't we using the airport property?

The City has met with the airport and has confirmed that they are accepting of long and narrow wet ponds as long as they are constructed with waterfowl mitigation measures. Based on this input, the facilities have been designed to be as narrow as possible. Waterfowl mitigation measures include necessary plantings of trees and woody vegetation which will be designed by the landscape design team. The recommended pond layout including these waterfowl habitat provisions will be reviewed with the airport before finalizing the recommendations.

The design team understands the recommendation to utilize the airport property for stormwater management facilities in lieu of impacting developable lands. The proposed stormwater management plan strategy provided in the presentation for PIC #2 show the planned stormwater ponds for the East Pelton and CR42 Secondary Plan Areas only. To support development of the areas north of CR42, west of the Little River, additional stormwater management facilities will be required. The project team is looking at directing additional flows from south of CR42 to the north to reduce the size of the proposed pond south of CR42. We are looking at ways to utilize the airport land to redirect more drainage to the lands to the north.

25. Concerned about the features to mitigate waterfowl. The proposed development appears to zone remove trees which may result in planes being at risk.

See answer to Question 24 above.

26. The Lauzon Parkway Environmental Assessment (EA) shows storm sewer along the proposed Lauzon Parkway right-of-way drainage. How is the Lauzon Parkway's storm sewer draining?

The Lauzon Parkway will be served via local storm sewers that will be located within the Lauzon Parkway corridor. Those sewers will direct the drainage from the roadway the designated stormwater management ponds. The ponds have been designed to capture the additional runoff of all the proposed roadways.

27. Why are stormwater management ponds shown in areas north of CR42, within the Airport Employment designed lands?

See answer to question 24 above. Clarification will be provided in the project presentation and report details that clearly describe that additional areas will require stormwater management facilities outside of the East Pelton and CR 42 Secondary Plan Areas.

28. Why not use Green Infrastructure on the side of all roadways instead of oversized ponds?

Green infrastructure was looked at, but the findings are that it is very difficult to achieve the required level of quantity control, due to local underlined soil conditions. The team looked at the benefit of utilizing Low Impact Development (LID) measures to provide the necessary quality and quantity control and per the comparative evaluation and consultation with ERCA, the use of those measures solely to provide quality and quantity control is not supported.

29. Were updated soil tests completed for the area?

Available soil information was considered. Soil collection and testing was not completed due to the large extent of the study area; however, a geotechnical desktop study of this study area was completed to identify the existing soil classification in this area. Prior to detailed design of proposed infrastructure, detailed subsurface soil investigations will be required to inform the detailed design and infrastructure construction methods.

30. Where does the water go now?

These undeveloped lands currently have field tile drains. They all eventually collect into the Little River drain and continue north into the Detroit River. The area also has natural ponds within the farm fields.

31. Recommendation that the City implement Green Infrastructure Policies in advance of the development of the Sandwich South Area.

The City is supporting of the use of Green Infrastructure; however, policies to mandate the implementation of this infrastructure must be accompanied with necessary by-laws associated with the regular operation and maintenance of these facilities. For this study, stormwater management is being controlled via stormwater management ponds in most cases. The use of green infrastructure, such as Low Impact Development (LID) measures could be implemented to provide additional resiliency but will not be relied on to meet servicing

requirements. This is a directive provided by ERCA at this time, as described in the evaluation of stormwater management alternatives.

It is possible to transfer maintenance of green stormwater management facilities to developers for condo, apartment or other larger development areas where there is regular management of a number of units; however, it is not feasible for individual property owners to adhere to these requirements.

The project team has worked with Conservation Authorities outside of the local Essex County Area on programs and initiatives that exist in the Greater Toronto Area (GTA). Necessary pilot programs are required to better understand the benefit of Green Infrastructure within local conditions prior to implementing mandatory policies.

The City is looking at implementing LID measures to add resiliency to the stormwater management structure to account for climate change.

32. Disregards entirely the aspect of LID measures setting a bad example and negative precedent for the City. Mega ponds provide a taxpayer paid excuse to incur more environmentally damaging urban sprawl development and reliance on costly additional pumping stations, taking responsibility away from individual businesses and homeowners and putting unnecessary financial burden on the taxpayer. The so-called “clay” soil is being used as a poor excuse for deliberate lack of innovation. If a large scale development relies on old style expensive solutions, how can there ever be environmental progress.

See response to Question 31 above.

33. Will the City of Windsor create an official green standard? There needs to be City policies on low impact development (LID) and Green Standards. Guidelines aren't enforceable so policy is needed.

As part of the Sandwich South Master Servicing Plan, we will be providing design guidelines for the area. These guidelines are needed, as the infrastructure will likely be City owned and maintained, so consistency on infrastructure design is important. The City would mandate developers to adhere to these guidelines. The guideline will include measures recommended through the Windsor's Sewer and Coastal Flood Protection Master Plan to aid in mitigating flood risk.

The development of City-wide green standards is not within the scope of this project.

It was noted that with the dense clay soils in Windsor area, the use of LID Measures must be confirmed by the implementation of pilot projects in the City. These projects need to be monitored over a long period of time to determine their long-term benefit. Due to the uncertainty related to the benefit of these measures, ERCA has not permitted the reliance on these measures in this area to provide stormwater management.

Flood Plain Mapping Questions

34. Is the 1:100 flood level the same as the hurricane hazel standard?

This is not the same as the Hurricane Hazel event. The hurricane hazel event was looked at; however, the 1:100 year, 24 hour event is being used to analyze and size proposed infrastructure for this area. This is consistent with local regional guidelines.

35. Does the zone 2 flood fringe extend over the hospital site, will that impact future expansions?

Yes, it does. Development is allowed within the zone 2 flood fringe area if, upon construction, the site is modified to meet minimum regulatory minimum flood plain grades.

36. Concerned the insufficient measures are being taken to reduce the chance of flooding in Sandwich South and downstream. Windsor Climate Change Action Plan describes increasing participation as a major risk and 1 in 100 year storms are becoming “normal”. I understand why lower standards were selected as no one wants increased taxes but I am concerned that this is putting thousands of homes at risk. We should not be building in flood plains!

Flood mitigation, including consideration for climate change, are being implemented as part of this study that meet or exceed the 1:100 year storm level of service.

37. Has the north-south drain placement been confirmed?

The stormwater management ponds which are required to be placed along the Little River drain will be proposed to be placed within the stormwater management corridors identified within the Upper Little River Stormwater Master Plan (ULRMP).

38. Without ballpark costs, it is difficult for the public to provide informed feedback.

The comparative evaluations completed to determine the preliminary preferred options looked at comparative costs of solutions. High level cost estimates will be included in the final report.

39. In support of Option 1a in concept. Noted that a complete review is not possible given the number of supporting studies currently under development.

Noted. The SSMSPP team is in consultation with other studies and project teams to ensure that solutions are consistent and provide cohesive solutions to support development.

40. Flows are being intercepted and introduced to the Little Drain sooner. It is essential to ensure that drainage is maintained and that there are no adverse impacts downstream/the system is not overwhelmed. General support for the placement of stormwater management facilities proximate to existing drainage patterns.

Through the completion of stormwater management analysis as part of this study, the existing Little River Drain can accommodate relocation of flow inlets upstream without impacts to the downstream drainage system.

41. Based on the material presented it appears that more work is being done for East Pelton and CR 42 Secondary Plan areas. Request that the same level of detail be completed for the entire study area.

The scope of this SSMSPP is to complete the MCEA Schedule B requirements for the East Pelton and CR42 Secondary Plan Areas. Only areas that have associated Secondary Plans completed are permitted to develop at this time. Necessary review and functional design for the proposed infrastructure within the East Pelton and CR42 Secondary Plan Area was done to a more refined level of design.

Transportation Questions

42. When will the roads be constructed and are the locations considered final?

The existing collector roads will remain in their current locations. As highlighted in the PIC presentation, some of these roads will need to be widened to accommodate greater volume of traffic as development occurs. The widening of these roads requires additional assessment under the Schedule C Municipal Class EA process.

The roadways that do not already exist that are currently shown on the concept transportation network plan have been proposed based on the transportation assessment completed for this area, which has identified the recommended configuration to support ultimate development of this area. To establish the final alignment of those new roadways, additional planning studies such as a Schedule C Municipal Class EA or Draft Plan of Subdivision will be required.

The exception to this is the alignment for the Lauzon Parkway extension, as well as the East/West Arterial extending from Walker Road east to the Lauzon Parkway extension. The alignment of these two roads has been established by the Lauzon Parkway Class Environment Assessment completed in 2014.

The timing of construction of the roads will depend on the pace of development.

43. The active transportation map shows a pathway proposed running north and south, west of the Little River. (Reference to Figure 7 in the PIC #2 online materials found at <https://www.citywindsor.ca/residents/Construction/Environmental-Assessments-Master-Plans/Documents/Sandwich%20South%20PIC%20%202%20Figures.pdf>)

The stormwater corridors will also include recreational pathways as part of the proposed active transportation network. Pathways will run alongside the stormwater management ponds and will also act to provide maintenance access to the ponds. The alignment of the trails will not be finalized as part of this study; however, the necessary lands to accommodate those pathways will be allocated within the proposed stormwater management corridors.

Within the proposed municipal arterial and collector road right-of-way, active transportation facilities will be also be provided. Facilities will meet All Ages and Abilities (AAA) requirements, which provide provisions for facilities to be safety and usable for All Ages and Abilities.

44. There are road connections shown for lands, north of CR42, between 8th Concession and 9th Concession, what is being planned there?

The CR 42 design plates from the Lauzon Parkway shows a north connection at CR42 and 9th Concession. This is now shown on the conceptual transportation network map.

The conceptual road layout for the area north of CR42 is proposed to provide service to the development in this area based on the proposed land uses. Exact locations of roads in this area would be identified as part of the planning studies required.

The Project team will review the Lauzon Parkway plates and ensure that the ultimate road network will be consistent with the CR 42 functional design from the Lauzon Parkway EA as recommended by the stakeholder. It should be noted that the transportation plan does not show all roadways, local roadways in addition to the arterial and collector roadways will be required however the placement of those roadways will not determine through this high level SSMSP study.

45. There are roads you had shown on other plans that are not shown on the ultimate road network figure are those still happening?

Our main focus is to provide the collector roads required to service the area. Additional local roads may be required. All our maps intend to show the same collector road network.

46. Will bike lanes be included on Lauzon Parkway? Will the active transportation be present on 6 lane 80 kilometre (km) highways?

As per the completed Lauzon Parkway EA, both sides of Lauzon Parkway will have a multi-use path which will provide active transportation connection between Sandwich South and other parts of the City.

The active transportation network within Sandwich South will have to be suitable for all types of roadways. Cycle tracks and protected bike lanes will be considered for busy roads. This study will not be specific on the types of active transportation facilities as more specific design considerations.

City has clarified that the Ontario Traffic Manual, which is the best practices of road design, will be followed.

47. Opposed to road widening. This is supposed to be a net zero neighbourhood yet the presentation included nothing on reducing transportation demand. There was no indication on alignment with the City's climate change emergency or any realistic possibility of greater transportation mode share.

Road widening will only be triggered when traffic volumes warrant future servicing improvements. The transportation mode share used to develop the transportation network plan relies on active transportation and public transportation as a component of the servicing needs. The level of reliance on active transportation and public transportation in this area is higher than typical to promote those alternative uses.

48. To only consider road widening throws transit and alternative transportation in the garbage.

To support the development proposed with this SSMSP, a balanced transportation servicing approach was assumed which included use of vehicular traffic, active transportation and transit. Also see Response 47.

49. Adding active transportation linkage to Walker Road only makes sense if it's continued into the heart of the City. The biggest problem with Active Transportation (AT) infrastructure is lack of continuity.

The implementation of the active transportation link has been added to the Transportation Master Plan. To implement this type of solution would require crossing of an existing railway and private property. The City shall consider evaluating this solution as a future consideration.

50. Traffic calming is needed everywhere not road widening.

Arterial and collector roadways were identified to accommodate expected traffic needs. Traffic calming policies and needs will be identified where applicable throughout the development of the network per standards and polices that are most current and to accommodate specific development needs.

51. Ensuring frequent transit service to the still rural CR42 location is designated for low-density housing.

The proposed transit network routes are based on providing service for a future scenario where the full development of the study area has been implemented. Need for transit service to the study area will occur in phases based on demands related to development and land use.

52. Low frequency, indirect service and large number of transfers make transit less attractive. The following specific transit comments were raised:

- **Of the 4 hospital destination routes, only 2 are more frequent than 15 min and transfers will be required. Trips originating at Tecumseh mall are even less frequent (30-60 min).**
- **Only 2 of the 4 routes to service CR42 provide 15 min peak service; others are only 2x per night.**
- **No direct connections from the planned Ouellette Urgent Care Centre to CR42 and no direct connection from the UCC to Hotel-Dieu Grace Health Centre Tayfor Campus.**
- **Public transit will be an unattractive option for healthcare workers and volunteers who do not live on the bus route.**

Comments noted. The SSMSPP study is providing recommendation for transit routing for the full buildout of the Sandwich South Area. Considerations for special service related to the proposed hospital shall be considered to meet the needs of the proposed facility. Detailed review of those needs are not part of the scope of this study.

53. If transit is to be expanded as suggested then why do so many roads need to be widened? What assurances to citizens have the transit will be implemented.

The proposed plans reflect the full build out of the Sandwich South area, which includes high density land uses such as employment lands, high density residential and commercial lands. Road widening is only one component of developing a transportation system to support the population growth expected for this area. The Road network alone will not provide sufficient service and the plan relies on active transportation and transit infrastructure to be in place.

54. What about 20 min max, community design for live, work and play?

See the Response to Question 53 above. The Sandwich South community is expected to support various land uses including park lands and connected active transportation linkages throughout.

55. Need to review drainage for all roads including County Road 42 and Lauzon Parkway.

Drainage requirements for all roads, including Lauzon Parkway and County Road 42, have been accounted for in the stormwater management strategy and functional design.

56. The Transportation network needs to consider other ongoing projects such as the Revised Little River Floodplain mapping, Upper Little River Stormwater Master Plan (ULRMP) and any changes/shifts to the Lauzon Parkway.

The alignment of the Lauzon Parkway was established through the previously completed Lauzon Parkway Environmental Assessment. The Little River Floodplain mapping and Upper Little River Stormwater Master Plan (ULRMP) findings and recommendations are based on that established alignment.

57. The summary of comparative evaluation alternatives link on the web site contained Section 4.1.1 which recommended Option 2 – use the existing conceptual road network and modify to better connect neighborhoods. This preferred option needs to be applied to the whole study area.

Options 1 and 2 in the referenced Section 4.1.1 of the SSMSPP alternatives and Preferred Options Summary September 2021 does refer to transportation network for the entire study

area. The transportation network recommendations are based on the established land use plans. As the Secondary Plans are completed for the areas outside of the East Pelton and County Road 42 Secondary Plan Areas, road network revisions for those areas may be identified to provide improved connectivity.

58. Opportunity #1

- **Widening of Concession Road 9 to 4 lanes is unnecessary and unwanted by the residents who live there. You are not considering how this effects current residents.**
- **Prefer Option 2 for Opportunity #1.**

The Transportation Analysis completed for the SSMSPP looked at a full build out scenario where the full population estimated for this area has been implemented. The need to widen 9th Concession Road will be based on the level of development and resulting traffic demands.

59. Opportunity #2

- **Concession Road 9 may be more centrally located as stated, but it is entirely geared to the poor rural location choice proposed for the new Windsor Regional Hospital (WRH) Mega Hospital.**

The SSMSPP study is not determining or evaluating land use or development density within the study area. This study focuses on developing municipal servicing solutions to support the land use and density identified through previous planning studies.

60. Opportunity #3

- **A collector road between 8th and 9th concessions is not necessary. Only Baseline Road is needed. The next best option would be to use Joy Road right of way.**
- **Curved roads are not preferred.**

To support the full development of the study area, the need for a collector roadway has been identified as required to improve connectivity within the CR42 Secondary Plan area. The Joy Road right of way is not wide enough to accommodate a collector road network and added traffic would have negative impacts to the existing residents on Joy Road.

61. In support of the preferred options for Opportunity 4 and 5.

Noted.