



PLANNING, HERITAGE & ECONOMIC DEVELOPMENT STANDING COMMITTEE AGENDA

(available also at www.citywindsor.ca)

Monday, May 15, 2017

4:30 o'clock p.m.

Council Chambers, 3rd Floor, Windsor City Hall

Members:

Ward 8 – Councillor Bill Marra (Chairperson)

Ward 4 - Councillor Chris Holt

Ward 7 - Councillor Irek Kusmierczyk

Ward 9 - Councillor Hilary Payne

Ward 5 - Councillor Ed Sleiman

Member Lynn Baker

Member Barbara Bjarneson

Member Michael DiMaio

Member Andrew Foot

Member Anthony Gyemi

Member John Miller

Member Dorian Moore

Monday, May 15, 2017

1. **CALL TO ORDER**

2. **DISCLOSURES OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF**

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

4. **COMMUNICATIONS**
 - 4.1. Planning Act Matters Minutes at Planning Heritage and Economic Development Standing Committee - Member B. Bjarneson question at the March 20, 2017 PHED Standing Committee meeting (**SCM 87/2017**)

5. **ADOPTION OF THE PLANNING ACT MINUTES**
 - 5.1. Planning, Heritage and Economic Development Standing Committee (Planning Act) minutes from meeting held April 18, 2017 (**SCM 76/2017**)

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

7. **PLANNING ACT MATTERS**
 - 7.1. Proposed Rezoning and Draft Plan of Subdivision, 9725 Riverside Drive, South West intersection of Riverside Drive and Martinique Avenue, east of Mountbatten Crescent,; Part of Lot 135 & 136, Concession 1, City of Windsor; (Parts 1 & 2, 12R-25686) Z-013/12 [ZNG/3525] SDN-001/17 [SDN/5038] Ward 7 (**S 61/2017**)
 - 7.2. Draft Plan of Subdivision & Zoning By-law Amendment, Cierra Meadows Development, 0 Guy Street, SDN-003/16 [SDN-5013] and Z004-17 [ZNG-5077] Ward 8 (**S 59/2017**)

Monday, May 15, 2017

7.3. Proposed Draft Plan of Subdivision, at the southeast corner of Prairie Court and Ora Street, south of Cabana Road West, Concession 4, Part of Lot 2, RP 12R16225; Part 5, save and except Parts 1 & 2 RP 12R25901 and Parts 5, 6, 7, 8 & 9, RP 12R16225, City of Windsor, SDN 002/17 (SDN/5047) - Ward 1 (**S 67/2017**)

7.4. Application of the Vacancy Rate requirements of Official Plan Policy 11.5.4.3 (c) for new Condominium Conversion Applications; City Wide (**S 63/2017**)

8. **ADOPTION OF THE MINUTES**

8.1. Planning, Heritage and Economic Development Standing Committee minutes from meeting held April 18, 2017 (**SCM 75/2017**)

9. **PRESENTATIONS AND DELEGATIONS (COMMITTEE & ADMINISTRATIVE MATTERS)**

9.1. Sandwich Heritage Walking Tour (**SCM 86/2017**)

10. **HERITAGE ACT MATTERS**

10.1. 2856 Riverside Drive West - Villa Maria Residence - Construct chain-link fence across front (Sandwich HCD, Ward 2) (**S 53/2017**)

10.2. Sen. William T. McGraw House, 6425 Riverside Drive East - Request for Demolition of Two-Storey Garage at Heritage Listed Property (Ward 6) (**S 65/2017**)

11. **ADMINISTRATIVE ITEMS**

11.1. Proposed closure of part of Bensette Street R.O.W, west side of Remington Street; Applicant - 7137796 Canada Inc.; File No. SAS/4970; Ward 10 (**S 51/2017**)

11.2. Proposed closure of part of Sandison St. R.O.W, east of Howard Ave., north of Cabana Rd. E., between the east and west limits of the property municipally known as 555 Sandison St.; Applicant – Sandison Residence Inc.; File No. SAA/5034; Ward 9 (**S 62/2017**)

11.3. Economic Revitalization Community Improvement Plan (CIP) Application -Ellwood Specialty Metals at 3282 St. Etienne Blvd (Ward 9) (**S 69/2017**)

Monday, May 15, 2017

11.4. Amendment to Sign By-law 250-04 for Schlegel Village, File No. SGN_02-17 – Ward #1 (**S 71/2017**)

11.5. Interim Control By-law Land Use Study Phase 1 Report- Off-Street Parking Areas Within Business Improvement Areas and Mainstreets (Wards 2, 3, 4, 5 and 6) (**S 66/2017**)

12. **COMMITTEE MATTERS**

12.1. Minutes of the Property Standards Committee of its meeting held March 21, 2017 (**SCM 62/2017**)

12.2. Report No. 11 of the Windsor BIA Advisory Committee regarding funding from the BIA Assistance Program Fund (**SCM 69/2017**)

12.3. Report No. 12 of the Windsor BIA Advisory Committee regarding bike parking within the Business Improvement Areas (**SCM 70/2017**)

12.4. Report No. 13 of the Windsor BIA Advisory Committee regarding on-street parking on Wyandotte (**SCM 71/2017**)

12.5. Minutes of the Windsor BIA Advisory Committee of its meeting held March 9, 2017 (**SCM 72/2017**)

13. **QUESTION PERIOD**

14. **ADJOURNMENT**

Item No. 4.1



**COMMITTEE MATTERS
PHED Standing Committee
May 15, 2017**

Subject: Planning Act Matters Minutes at Planning Heritage and Economic Development Standing Committee - Member B. Bjarneson question at the March 20, 2017 PHED Standing Committee meeting

To: Mayor & Members of City Council

From: Don Wilson, Manager of Development Applications

Date: May 15 PHEDSC

Subject: Planning Act Matters Minutes at Planning Heritage Economic Development Standing Committee (PHEDSC). Member Barb Bjarneson question at March 20 PHEDSC meeting.

The PHEDSC minutes concerning Planning Act matters have been routinely prepared by Planning Department staff under the direction of the Manager of Development Applications. These minutes have been prepared for many years starting with the Planning Board, Planning Advisory Committee (PAC) to the current PHEDSC. It will also be recalled that in the review of the ABC Governance model in 2011 the Planning Advisory members requested Council include 3 non-elected officials on the newly formed PHEDSC.

Originally the PAC minutes provided detailed and an almost verbatim discussion of the Committee and public that attended. More recently the minutes have been condensed to relate who attended and the more relevant précis discussion of information and concerns by owners, residents and PHEDSC Members. The issues reported related to the formulation of the recommendation. If changes were made to the recommendation the minutes also included a statement from the Planner that they still supported the recommendation. In February of 2017 the minutes were considerably reduced to provide only basic information of who attended and the recommendation. In discussion with the Legal Department it was confirmed there are no statutory requirements concerning what information is to be included in the minutes.

Clerks indicate that the PHEDSC minutes used to be included for information purposes (not to be approved) in the Council Agenda but since Oct 2015 the minutes are no longer included as part of the Council Agenda. They note the minutes are available (since Oct.2015) as part of the Standing Committee Agenda for anyone to see on the website, just not as part of a Council agenda and not to be approved.

At the March 20th meeting of the PHEDSC Member Barb Bjarneson questioned the brevity of the February minutes. Her concern noted that the minutes are to provide Council with a summary of those issues/ discussion and concerns brought forward at PHEDSC. In her opinion, the minutes provide some of the rationale and important considerations that PHEDSC members make when making their recommendation to Council. Miss Bjarneson noted that the minutes in addition to the Recommendation give Council a better understanding of the application under consideration when they are making the final decision on the matter.

In response to this question staff did a review of other municipalities to ascertain how they take minutes for the public meetings concerning Planning Act matters. A total of 7 other municipalities were contacted for this purpose. The results vary but a number of municipalities maintain only basic information and their governance models differ from Windsor's. It should also be noted that

although the Planning Act now requires a minimum of 1 non- elected individual be on the required Planning matter public meeting, none of those contacted had non-elected members and this is a difference that needs to be noted. Windsor has three non-elected officials making recommendation to Council.

The PHEDSC is the statutorily required "public meeting "in accordance with Planning Act. Appeals to the OMB may be made only by the applicant, or a person or public body who has made oral submission at a public meeting or written submissions to Council. The process at PHEDSC is less formal than at Council. However it is important at PHEDSC to record any oral submissions or written submissions made in order to preserve the potential for appeals. That is one of the reasons for the PHEDSC minutes.

At the present time the minutes include basic information, all those in attendance (owner, public, PHEDSC members), their concerns noted and that their concerns were understood and proper consideration was given at the meeting and then recommendation proceeded. The minutes as included the April 17, 2017 PHEDSC Meeting minutes follow this methodology and information. Discussion with the Clerks Department confirms the content is satisfactory.


Don Wilson
Manager of Development Applications


Thom Hunt
City Planner / Executive Director
Planning & Building


Wira Vendrasco
Deputy City Solicitor


Shelby Askin Hager
City Solicitor and Corporate Leader
Economic Development and Public Safety


Valerie Critchley
Corporate Leader Public Engagement and Human
Services, City Clerk & Licence Commissioner


Onorio Colucci
Chief Administrative Officer

**CITY OF WINDSOR
COUNCIL SERVICES**

MAY 04 2017

RECEIVED



**COMMITTEE MATTERS
PHED Standing Committee
May 15, 2017**

**Subject: Planning, Heritage and Economic Development Standing Committee
(Planning Act) minutes from meeting held April 18, 2017**

Planning Act Minutes

Planning, Heritage & Economic Development Standing Committee

City of Windsor

Tuesday, April 18, 2017
4:33 PM

Members Present:

Chairperson

Ward 8 – Councillor Marra

Councillors

Ward 4 – Councillor Holt
Ward 5 – Councillor Sleiman
Ward 7 – Councillor Kusmierczyk

Planning Act Citizens

Anthony Gyemi
Barb Bjarneson
Dorian Moore

Members absent:

Ward 9 – Councillor Payne

Delegations

- Item 7.1 Michael Lake, Solicitor representing applicant
- Item 7.2 Michael Lake, Solicitor representing applicant
Robert Sondervang, resident Ward 6
- Item 7.3 Gino Gesuale and Jay Soulliere, applicants
Jonah Newman, resident Ward 5
- Item 7.4 Abe Taq Taq, representing applicant
Colin McDonald, consultant
Tony Malandruccolo, resident Ward 9
Ruth Harris and Fred Harris, residents Ward 9
Kristen Aseltine, resident Ward 9
Debra Lynn Gibson, resident Ward 9
Dave & Susan Pipe, resident Ward 9

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ALSO PRESENT ARE THE FOLLOWING FROM ADMINISTRATION:

Wyra Vendrasco, Deputy City Solicitor
Thom Hunt, City Planner/Executive Director
Don Wilson, Manager of Development Applications
Jim Abbs, Planner III
Tom Cadman, Planner III
Adam Szymczak, Planner III
Justina Nwaesei, Planner II (4:57 pm)
John Calhoun, Heritage Planner (5:00 pm)
Mark Winterton, City Engineer
Adam Pillon, Manager Right-Of-Way
John Revell, Chief Building Official
Greg Atkinson, Planner III
Adam Coates, Planner III
Kevin McKrow, Co-Op Student (Planning)
Mike Clement, Parks Dept
Anna Ciacelli, Supervisor of Council Services
Marianne Sladic, Senior Steno Clerk, Planning

1. CALL TO ORDER

The Chairperson calls the meeting of the Planning, Heritage and Economic Development Standing Committee to order at 4:33 p.m.

2. DISCLOSURES OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

None

3. REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS

None

4. COMMUNICATIONS

None

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5. ADOPTION OF THE PLANNING ACT MINUTES

5.1. Minutes of the Planning, Heritage & Economic Development Standing Committee meeting held December 12, 2016 (Planning Act Matters)

Member Bjarneson notes reminder regarding change in Minutes printed.

Mr. Wilson advises a report will be presented at the May meeting.

Moved by Member Bjarneson
Seconded by Member Gyemi

Carried, Unanimously

6. PRESENTATION & DELEGATIONS (PLANNING ACT MATTERS)

None

7. PLANNING ACT MATTERS

7.1 CDM-006/16 [CDM/4655] – 2057458 Ontario Inc. – 1333 Ouellette Ave. Condo Conversion Ward 3

Presentation of application by Tom Cadman (author).

Michael Lake (Solicitor for applicant) – in agreement with recommendations.

Moved by Member Bjarneson
Seconded by Councillor Holt

Decision Number: **PHED 447**

I That the application of 2057458 Ontario Inc. for approval of a draft plan of condominium for a property legally described as Part of Block 8, Lots 12 to 15, Plan 358, City of Windsor, known municipally as 1333 Ouellette Avenue, to permit the conversion of a twelve-storey apartment building containing 96 dwelling units from rental to condominium tenure., as shown on the attached Map No. CDM-006/16-1, BE APPROVED subject to the following:

- A. The owner shall enter into a condominium agreement to provide for the following together with all items contained in the Consultation section of this report;

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Tuesday, April 18, 2017

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- B. That the draft plan approval shall lapse on _____ (3 years from the date of approval);
- C. Existing tenants shall be given a right of first-refusal to purchase the dwelling unit they presently occupy;
- D. In the event that existing tenants do not exercise their option to purchase their dwelling unit, they shall be offered a life time non-transferable lease which shall be registered on title and binding on all subsequent owners. Such lease shall be satisfactory in form to the City Solicitor;
- E. The owner shall agree to comply with and remedy all site/building defects and deficiencies, including submission of applicable certificates, as contained in the:
1. Revised Building Condition Assessment report dated July 4, 2016 prepared by Pinchin Environmental Limited, for 2057458 Ontario Inc. with all corrections and improvements to be cleared as completed by a Professional Engineer or Professional Architect retained by the owner; and
 2. Building Department's Order to Repair dated April 12, 2016, as included in Appendix A of this report.

All corrections and improvements shall be to the satisfaction of the Chief Building Official.

- F. The owner shall agree to comply with and address any requirements identified in the Public Works Department – Engineering - Development, Projects & Right-of-Way May 6, 2016 comments (in Appendix A), as indicated below, to the satisfaction of the City Engineer or designate:
1. Submission of Site Servicing Plans for storm, sanitary and water services;
 2. Installation of a sanitary sewer-sampling manhole, if one does not exist, accessible at the property line;
 3. Apply for street opening permits for sewer taps, drain taps, flatworks, landscaping, curb cuts and driveway approaches prior to commencement of any construction on the public highway;
- G. The owner shall agree to remedy all safety and security deficiencies identified in the Windsor Police Services' May 16, 2016 comments (in Appendix A), as indicated below, to the satisfaction of the Director of Planning & Physical Resources, Windsor Police Services:
1. Installation of locks of higher security (i.e. Medeco, Primus) with a key design that is patent protected and where unauthorized key duplication is restricted, on all exterior doors at ground level (east and west side of building) and that these doors be kept locked;
 2. Installation of a lock on the door at the bottom of the stairwell on the west side of the building providing pedestrian access from the surface to the underground parking garage and on the door inside the underground parking garage that provides access into the building itself. These doors are to be kept locked;

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3. Removal of all names of residents appearing on the building resident directory and call buzzer panel;
 4. Installation/replacement of “drop-pin dead bolt locks or an appropriate “drop-bar” mechanism on all windows and patio doors in residential units on the ground floor.
 5. Setting the closing time delay of the door opener for the vehicular door entrance to the underground parking garage to not exceed 20-25 seconds;
 6. Trimming and thinning of all trees and shrubbery located on site to provide appropriate visibility for security purposes;
 7. Provision of a certificate, prepared by a qualified lighting consultant/engineer, verifying that, as per Section 3.2.7.1 of Ontario Regulation 332/12, that every exit, public corridor or corridor providing access to an exit, shall be equipped to provide illumination to an average level of not less than 50 lux (4.64 foot-candles) at floor or tread level and at all points such as angles and intersections at changes of level where there are stairs or ramps and that the minimum value of the illumination shall be not less than 10 lux (0.93 foot-candles);
 8. Provision of a certificate, prepared by a qualified lighting consultant/engineer, verifying that, as per Section 1.34 (c) of Windsor Property Standards By-law 147-2011, that the **underground parking garage** and **under the surface parking deck** shall be adequately lighted at all times, so that the number and arrangement of light fixtures is such as to provide an average level of illumination of at least 54 lux (five foot-candle) at floor level over the entire floor area with a minimum level of 11 lux (one foot-candle) at any location on the floor (this shall include parking garage isles, parking spots, staircases and public corridors/exits); and
- H. The owner shall agree to submit a photometric plan to the Corporation’s Landscape Architect and the Director of Planning & Physical Resources, Windsor Police Services for approval, prior to final approval and registration of the condominium plan. The photometric plan shall be prepared by a qualified lighting consultant (i.e. lighting engineer, landscape architect, etc.) in accordance with the City Guidelines found in CR228/2005 Lighting Intensity Standards Study, showing all anticipated lighting improvements, including replacement of existing fixtures that are not of “Full Cut-Off” type. The photometric plan shall include any manufacturer product data sheets and verification that any proposed fixtures are ‘Full Cut-Off’, with the following minimum and maximum illumination levels measured in foot-candles (fc):
- a. uncovered parking areas - 0.5 min./4.0 max;
 - b. walkways - 0.5 min./2.0 max;
 - c. building entrances - 3.5 min./8.0 max;
 - d. loading and outdoor garbage storage areas - 1.0 min./2.5 max.; and
 - e. after hours lighting (11:00pm to 5:00am) - 0.5min./2.0max.
- I. The owner shall agree to address the requirements identified in the comments from the Corporation’s Landscape Architect’s April 14, 2016 comments (in Appendix A), as indicated below, to the satisfaction of the Corporation’s Landscape Architect:

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1. Submission of a detailed Arborist's Report, showing the location of all existing trees on the property with a trunk diameter of at least 250 mm and indicating their size, species, and an evaluation of tree health, prepared by any one of the following professionals: Arborist (ISA certified) or Registered Professional Forester (RPF) to the satisfaction of the Manager of Forestry and Natural Areas and the City's Landscape Architect;
 2. Any required landscape improvements shall be based on the results of the Arborist's Report;
 3. Provision of a row of 70mm caliper deciduous (broad leafed) street trees, along Pelissier Street so as to not conflict with the overhead utilities to the satisfaction of the Planning Department and Manager of Forestry and Natural Areas. Species selection to be made in consultation with the Manager of Forestry and Natural Areas and the Landscape Architect; and
 4. Provision of visual screening of the parking deck from the residences located across the street on Pelissier Street and improvement of the existing grassed areas on Ouellette Avenue;
- J. The owner shall agree to address the requirements identified in the Diversity and Accessibility Officer's May 18, 2016 comments (in Appendix A), as indicated below, to the satisfaction of the Diversity and Accessibility Officer and the Chief Building Official:
1. Provision of a minimum of 2 barrier free entrances to the building, where feasible. One of the barrier-free entrances may be the principal entrance to the building and the other one may be off of a primary parking area;
 - a. Every barrier-free entrance shall be equipped with a power door opener. Such power door openers shall be mounted according to the specifications set out in the Ontario Building Code;
 - b. If a barrier-free entrance incorporates a vestibule, a door leading from the vestibule into the floor area shall be equipped with a power door opener; and
 - c. If there are steps (or a step up) at a barrier free entrance, a ramp or safe lift must be provided in accordance with legislation and to the satisfaction of the Chief Building Official and the Accessibility Officer.
 2. If there are more than 2 entrances then the additional entrances shall have signage that directs individuals to the location of a nearby accessible entrance.
- K. The owner shall agree to provide 1 Type 'A' (3.5m x 5.5m) accessible parking space, as per By-law 8600, as close as possible to an entrance at grade, on the west side of the building, designated with appropriate signage and access aisles that meet the specifications as set out in the Integrated Accessibility Standards (s. 80.34) under the AODA, 3 visitor parking spaces designated with appropriate signage and a bicycle rack facility accommodating a minimum of 6 bicycles at a visible and safe location near an entrance to the building. All improvements are to be to the satisfaction of the City Engineer, Diversity and Accessibility Officer and Chief Building Official;
- L. The owner shall agree to repaint the parking space pavement markings in the parking area to the satisfaction of the City Engineer and Chief Building Official;

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M. The owner shall agree to provide adequate storage space for appropriate and approved garbage, recycling and yard waste containers, in compliance with municipal by-laws, to the satisfaction of the Manager of Environmental Services and Chief Building Official. The owner is advised that they will be entitled to once a week collection from the City and if further collections are needed, there is a fee;

II That the owner shall either remove the signs, planters and brick fence landscaping encroaching onto the Ouellette Avenue and Pelissier Street right-of-ways or enter into an Encroachment Agreement with the Corporation, to the satisfaction of the City Engineer, and Chief Building Official;

III Final approval of the plan of condominium shall not be considered until all of the required works or undertakings identified in “**Recommendation I and II**” of this report have been completed to the satisfaction of the respective agencies and departments, and a Condominium Agreement has been registered against the subject lands.

Carried, **UNANIMOUSLY**.

7.2 CDM-003/16 [CDM/4651] – Timbercreek Adair Lauzon Inc. – 1145 & 1175 Adair Court and 1170 Lauzon Road – Condo Conversion Ward 6

Presentation of application by Tom Cadman (author).

NOTE: Pictures in report are incorrect. Proper pictures to be provided in time for Council.

Michael Lake (Solicitor for applicant) – in agreement with recommendations.

Robert Sondervang (resident Ward 6) – 1145 Adair Court, #4078 – Notes structural concerns and provides information and copies of bills for repairs made to his unit. John Revell to follow-up.

Moved by Councillor Kusmierczyk
Seconded by Member Bjarneson\

Decision Number: **PHED 448**

I That the application of Timbercreek Adair Lauzon Inc. for approval of a draft plan of condominium for a property legally described as Part of Lot 128, Concession 1; Parts 1 to 12, inclusive, 12R-9434, City of Windsor, known municipally as 1145 & 1175 Adair Court and 1170 Lauzon Road, to permit the conversion of three (3) 6-storey rental apartment buildings containing 134 residential dwelling units to condominium tenure, as shown on the attached Map No. CDM-003/16-1, **BE APPROVED** subject to the following:

A. The owner shall enter into a condominium agreement to provide for the following together with all items contained in the Consultation section of this report.

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- B. That the draft plan approval shall lapse on _____ (3 years from the date of approval).
- C. Existing tenants shall be given a right of first-refusal to purchase the dwelling unit they presently occupy.
- D. In the event that existing tenants do not exercise their option to purchase their dwelling unit, they shall be offered a life time non-transferable lease which shall be registered on title and binding on all subsequent owners. Such lease shall be satisfactory in form to the City Solicitor.
- E. The owner shall agree to comply with and remedy all site/building defects and deficiencies, including submission of applicable certificates, as contained in the:
1. Revised Building Condition Assessment report dated July 4, 2016 prepared by Pinchin Environmental Limited, for Timbercreek Adair Lauzon Inc. with all corrections and improvements to be cleared as completed by a Professional Engineer or Professional Architect retained by the owner; and
 2. Building Department's Order to Repair dated May 24, 2016 as included in Appendix A of this report.

All corrections and improvements shall be to the satisfaction of the Chief Building Official.

- F. The owner shall agree to comply with and address any requirements identified in the Public Works Department – Engineering - Development, Projects & Right-of-Way's April 20, 2016 comments (in Appendix A), as indicated below, to the satisfaction of the City Engineer or designate:
1. Removal of the existing asphalt driveway approaches on Lauzon Road and Adair Court and reconstruction in such width and location as approved by the City Engineer, including provision of straight flare driveway approaches and termination of raised curbs so that the raised curbs do not extend into the driveway approaches, outside the subject property;
 2. All driveway approaches shall be of concrete and in compliance with City of Windsor Standard Engineering Drawing AS-204; and
 3. Apply for street opening permits for sewer taps, drain taps, flatworks, landscaping, curb cuts and driveway approaches prior to commencement of any construction on the public highway.
- G. The owner shall agree to remedy all safety and security deficiencies identified in the Windsor Police Services' May 9, 2016 comments (in Appendix A), as indicated below, to the satisfaction of the Director of Planning & Physical Resources, Windsor Police Services:
1. Installation of locks of higher security (i.e. Medeco, Primus) with a key design that is patent protected and where unauthorized key duplication is restricted, on all exterior doors at ground level in all three buildings and that these doors be kept locked;
 2. Removal of all names of residents appearing on the building resident directory panel of all three buildings;

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3. Installation of locks on the laundry room window in all three buildings and modification of the frame to allow the window to be opened a maximum of four (4) inches;
 4. Installation of a locking ring/and or post attached to the patio floor or adjacent wall for all residential units on the ground floor with patios in all three buildings to prevent theft of items stored on the patio;
 5. Installation of “drop-pin dead bolt locks or an appropriate “drop-bar” mechanism on all patio doors and windows in units on the ground floor of all three buildings; and
 6. Installation of locks on the exterior door of the garbage room in all three buildings.
- H. The owner shall agree to submit a photometric plan for all three buildings to the Corporation’s Landscape Architect and the Director of Planning & Physical Resources, Windsor Police Services for approval, prior to final approval and registration of the condominium plan. The photometric plan shall be prepared by a qualified lighting consultant (i.e. lighting engineer, landscape architect, etc.) in accordance with the City Guidelines found in CR228/2005 Lighting Intensity Standards Study, showing all anticipated lighting improvements, including replacement of existing fixtures that are not of “Full Cut-Off” type. The photometric plan shall include any manufacturer product data sheets and verification that any proposed fixtures are ‘Full Cut-Off’, with the following minimum and maximum illumination levels measured in foot-candles (fc):
- a. uncovered parking areas - 0.5 min./4.0 max;
 - b. walkways - 0.5 min./2.0 max;
 - c. building entrances - 3.5 min./8.0 max;
 - d. loading and outdoor garbage storage areas - 1.0 min./2.5 max.; and
 - e. after hours lighting (11:00pm to 5:00am) - 0.5min./2.0max.
- I. The owner shall agree to address the requirements identified in the comments from the Corporation’s Landscape Architect’s April 15, 2016 comments (in Appendix ‘A’), as indicated below, to the satisfaction of the Corporation’s Landscape Architect:
1. Submission of a detailed Arborist’s Report, for all three properties showing the location of all existing trees with a trunk diameter of at least 250 mm and indicating their size, species, and an evaluation of tree health, prepared by any one of the following professionals: Arborist (ISA certified) or Registered Professional Forester (RPF) to the satisfaction of the Manager of Forestry and Natural Areas and the City’s Landscape Architect;
 2. Any required landscape improvements shall be based on the results of the Arborist’s Report;
 3. Provision of a row of 70mm caliper deciduous (broad leafed) street trees, at a spacing of 25 feet on centre, along the municipal boulevard of Adair Court to the satisfaction of the Planning Department and Manager of Forestry and Natural Areas. Species selection to be made in consultation with the Manager of Forestry and Natural Areas and the Landscape Architect; and
 4. Provision of a hedge or low ornamental fence with opaque finish to a height of 1m along the property line abutting the municipal boulevard on the west side of Adair Court, to

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prevent headlight glare from parked cars impacting residences on the east side of Adair Court.

- J. The owner shall agree to address the requirements identified in the Diversity and Accessibility Officer's May 18, 2016 comments (in Appendix 'A'), as indicated below, to the satisfaction of the Diversity and Accessibility Officer and the Chief Building Official:
1. Provision of a minimum of 2 barrier free entrances to each building. One of the barrier-free entrances shall be the principal entrance for each building and the other one shall be off of a primary parking area;
 - a. Every barrier-free entrance shall be equipped with a power door operator. Such power door openers shall be mounted according to the specifications set out in the Ontario Building Code;
 - b. If a barrier-free entrance incorporates a vestibule, a door leading from the vestibule into the floor area shall be equipped with a power door operator; and
 - c. If there are steps (or a step up) at a barrier free entrance, a ramp must be provided in accordance with legislation and to the satisfaction of the Chief Building Official and the Accessibility Officer.
 2. If there are more than 2 entrances then the additional entrances shall have signage that directs individuals to the location of a nearby accessible entrance.
- K. The owner shall agree to provide 1 Type 'A' (3.5m x 5.5m) and 1 Type 'B' (2.5m x 5.5m) accessible parking space in the parking area of each of the three buildings, as per By-law 8600, as close as possible to the main entrance or secondary entrance of each building, designated with appropriate signage and access aisles that meet the specifications as set out in the Integrated Accessibility Standards (s. 80.34) under the AODA, 2 visitor parking spaces designated with appropriate signage in the parking area of each of the three buildings and one bicycle rack facility for each building, located at a visible and safe location near an entrance to each building, accommodating a minimum of 4 bicycles. All improvements are to be to the satisfaction of the City Engineer, Diversity and Accessibility Officer and Chief Building Official.
- L. The owner shall agree to provide adequate storage space for appropriate and approved garbage, recycling and yard waste containers for all three buildings, in compliance with municipal by-laws, to the satisfaction of the Manager of Environmental Services and Chief Building Official. The owner is advised that they will be entitled to once a week collection from the City and if further collections are needed, there is a fee.
- M. The owner shall agree to remove the asphalt at the curb on the north side of the driveway for 1145 Adair Court which provides a ramp for vehicular access to the paved parking area on the lands identified on Map No. CDM-003/16-1, as "Land owned by the applicant but not part of this application".

II That the owner shall either remove the address signs encroaching onto the Adair Court right-of-way, on the east side of 1145 and 1175 Adair Court or enter into an Encroachment

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Agreement with the Corporation to allow the encroachment, to the satisfaction of the City Engineer, and Chief Building Official.

III That the owner shall gratuitously convey to the Corporation, a 2.25 metre wide road widening across the entire Adair Court frontage of 1145 & 1175 Adair Court to the satisfaction of the City Engineer.

IV Final Approval of the plan of condominium shall not be considered until all of the required works or undertakings identified in “Recommendation I, II and III” of this report have been completed to the satisfaction of the respective agencies and departments, and a Condominium Agreement has been registered against the subject lands.

Carried, **UNANIMOUSLY**.

7.3 Z-003/17 [ZNG/5061] – 1451285 Ontario Ltd. – 1207 & 1209 Drouillard Rd. Rezoning Ward 5

Presentation of application by Adam Szymczak (author).

Gino Gesuale and Jay Souilliere (applicants) – in agreement with recommendations.

Jonah Newman (resident Ward 5) – 1202 Hickory – Notes concern over bar/restaurant behaviour, citing past experience with previous establishment. Ex. Late hours, noise, beer bottles and damage to hydro pole near property. Adam Szymczak addressed the questions.

Moved by Councillor Sleiman
Seconded by Councillor Holt

Decision Number: **PHED 449**

- 1.** THAT Zoning By-law 8600 **BE AMENDED** on the following basis:
 - A. That the zoning of Part of Lots 156 to 159, Registered Plan 620 (PIN 010940980 and 010940981), situated at the southwest corner of Drouillard Road and Ontario Street, BE CHANGED from RD2.2 to CD2.2.
 - B. That a new site specific provision BE ADDED to Section 20(1) as follows:

“342. For the lands comprising Part of Lots 156 to 159, Registered Plan 620 (PIN 010940980 and 010940981), situated at the southwest corner of Drouillard Road and Ontario Street, for a micro-brewery a minimum of four parking spaces shall be provided. [ZDM 6; ZNG/5061]”
 - C. That Section 3 BE AMENDED by replacing the definition of Micro-brewery with the following:

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“**MICRO-BREWERY** means a *facility*, not exceeding 500.0 sq. m. in *gross floor area*, used for the manufacture of alcoholic beverages. It may also include a *retail store* where said alcoholic beverages are sold directly to the public, and/or the sale of individual servings of said alcoholic beverages for consumption on-site. It does not include a *restaurant*. [ZNG/5061]”

Carried, **UNANIMOUSLY**.

7.4 Z-002/17 [ZNG/5059] – Sandison Residence Inc. – 550 & 555 Sandison St. Rezoning Ward 9

Presentation of application by Jim Abbs (author).

Abe Taq Taq (Representative for applicant) – in agreement with recommendations.
Colin McDonald (consultant)

Tony Malandrucolo (resident Ward 9) – 3786 Howard Ave.
Ruth Harris (resident Ward 9) and Frank Harris (son of resident) – 3800 Howard Ave.
Kristen Aseltine and Debra Lynn Gibson (residents Ward 9) – 528 Sandison
Dave & Susan Pipe (property owners & future residents Ward 9) – 525 Sandison

Note the following concerns:

- Negative affects to property value
- Close proximity to property and what type of buffers will be used, ex. Fence, trees
- Damage to property during street widening/sewer placement/upgrades and to whom costs for restoration will be levied against
- Additional traffic and difficulty in accessing area, increased population density
- Safety for children in the neighbourhood and nearby school
- Mature trees to be removed and if/how they will be replaced

Mr. Taq Taq, Mr. McDonald and Mr. Abbs noted their concerns and that proper consideration will be given.

Moved by Councillor Kusmierczyk
Seconded by Member Moore

Friendly amendment added by Member Gyemi

Decision Number: **PHED 450**

THAT an amendment to Zoning By-law 8600 **BE APPROVED** changing the zoning of Part of Block A, Registered Plan 1259, situated on the north and south side of Sandison Street, known municipally as 550 and 555 Sandison Street, from HRD1.1 to HRD1.1 with special provisions to

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permit Townhome Dwellings and Multiple Dwellings as additional permitted uses, with the following site specific regulations:

- (i) Lot frontage, Lot Width and Lot Area shall be as existing;
- (ii) Maximum building height - 8m
- (iii) Minimum rear yard width - 6 metres
- (iv) Minimum side yard width - 4.8 metres
- (v) Maximum Lot coverage 60%
- (vi) Minimum Landscaped open space 29%
- (vii) Maximum number of Dwelling units - 47

THAT the owner(s) **ENTER INTO A SERVICING AGREEMENT** with the City of Windsor containing all requirements under the General Provisions of the Servicing Agreement for the re-construction of Sandison Street, from Howard Avenue to the limit of the applicant's development site. All works shall be completed to the satisfaction of the City Engineer.

THAT a Hold prefix **BE APPLIED** to the site, to be removed when the following conditions have been met:

- An application is received to remove the hold;
- Registration of a Site Plan Control Agreement;
- Closure and Transfer of the portion of Sandison Street;
- Enter into a servicing agreement for the re-construction of Sandison Street, from Howard Avenue to the limit of the applicant's development site. All works shall be done to the satisfaction of the City Engineer.

THAT during the Site Plan Approval process, consideration be given to provide habitable room windows on the front of the building units to provide street surveillance.

Carried, **UNANIMOUSLY**.

There being no further business, the meeting of the Planning, Heritage and Economic Development Standing Committee is adjourned at 6:47 p.m.

Ward 8 Councillor Marra
(Chairperson)

Don Wilson
(Secretary)

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Tuesday, April 18, 2017



Planning & Building Services

MISSION STATEMENT

"Our City is built on relationships – between citizens and their government, businesses and public institutions, city and region – all interconnected, mutually supportive, and focused on the brightest future we can create together"

REPORT #: S 61/2017	Report Date: 3/31/2017
Author's Contact: Jim Abbs Planner III - Subdivisions 519 255-6543 x 6317 jabbs@citywindsor.ca	Date to Council: 5/15/2017
	Clerk's File #: ZP/12739 ZB/11534

To: Mayor and Members of City Council

Subject: Proposed Rezoning and Draft Plan of Subdivision, 9725 Riverside Drive, South West intersection of Riverside Drive and Martinique Avenue, east of Mountbatten Crescent,; Part of Lot 135 & 136, Concession 1, City of Windsor; (Parts 1 & 2, 12R-25686) Z-013/12 [ZNG/3525] SDN-001/17 [SDN/5038] Ward 7

PHEDSC RECOMMENDATION:

- 1 THAT** Zoning By-law 8600 **BE AMENDED** for the parcel at Part of Lots 135 & 136, Concession 1, City of Windsor (known Municipally as 9725 Riverside Drive), from Green District 1.1 (GD1.1) and Residential District 2.3 (RD2.3) to Residential District 1.4 (RD1.4) and Residential District 2.3 (RD2.3) and adding a site specific provision that will:

- a. prohibit the construction of raised ranch dwellings and;
- b. limit the protrusion of garages from the main wall of the dwelling, as follows:

No exterior wall of an attached garage shall project greater than 1.2 metres beyond the front and side walls of the dwelling unit.

- 2 THAT** a Hold provision **BE PLACED** on the site to ensure the following provisions are met:
- a) Registration of Final Plan of Subdivision.

- 3 THAT** the application of the City of Windsor for Draft Plan of Subdivision approval of Part of Lots 135 & 136, Concession 1, City of Windsor; **BE APPROVED** on the following basis:

That this approval applies to the draft plan of subdivision, as shown on the attached Drawing M-1617-A dated March 2017, which will facilitate the construction of single unit, detached and Townhome dwellings.

- A. That the Draft Plan Approval shall lapse on (3 years from the date of approval).

- B. That this approval applies to the draft plan of subdivision presented on plan identified as Drawing M-1617-A dated March 2017, showing 20 lots for single unit detached dwellings, 6 blocks for townhome development and 1 road allowance.
- C. That the Owner(s) shall submit for approval of the City Planner, final draft M-Plans which shall include the names of all road allowances within the plan, as approved by the Corporation.
- D. That the owner, being the City, undertakes to provide the following matters:
 - a. The Owner will include all items as set out in the results of circularization and other relevant matters set out in CR 233/98 (Standard Subdivision Agreement).
 - b. The Owner will create, prior to the issuance of a building permit, the following rights-of-way, in accordance with the approved Plan of Subdivision:
 - i. 20 m right-of-way for extending from the existing terminus of Mountbatten Crescent to Riverside Drive;
 - c. The Owner(s) shall comply with all the following requirements relating to sidewalks:
 - i. Sidewalk shall be constructed:
 - 1. On the North Side of the east/west portion of Mountbatten Crescent,
 - 2. On the West Side of the north/south portion of Mountbatten Crescent, andto the satisfaction of the City Engineer and the City Planner;
 - d. The Owner(s) shall provide a detailed servicing study report on the impact of the increased flow to the existing municipal sewer systems to the satisfaction of the City Engineer, prior to the issuance of a construction permit.
 - i. The study shall review the proposed impact and recommend solutions to addressing the problems and ultimate implementation of solutions should there be a negative impact to the system.
 - ii The study shall be finalized to the satisfaction of the City Engineer.
 - e. The Owner(s) will construct adequate privacy fences on the south and west limits of the property to the satisfaction of the Chief Building Official and the City Engineer.
 - f. The Owner(s) will:
 - i. Undertake an engineering analysis to identify stormwater quality and quantity measures as necessary to control any increases in flows in downstream watercourses, up to and including the 1:100 year design storm, to the satisfaction of the Municipality and the Essex Region Conservation Authority.
 - ii. Install stormwater management measures identified above, as part of the development of the site, to the satisfaction of the City Engineer and the Essex Region Conservation Authority.
 - iii. Obtain the necessary permit or clearance from the Essex Region Conservation Authority prior to undertaking site alterations and/or construction activities.

NOTES TO DRAFT APPROVAL (File: SDN-001/17)

1. The applicant is directed to Section 51(39) of The Planning Act 1990 regarding appeal of any imposed conditions to the Ontario Municipal Board. Appeals are to be directed to the City Clerk and Licence Commissioner of the City of Windsor.
2. It is the applicant's responsibility to fulfil the conditions of draft approval and to ensure that the required clearance letters are forwarded by the appropriate agencies to the City of Windsor, to the attention of the Executive Director/City Planner, quoting the above-noted file number.
3. The applicant should consult with an Ontario Land Surveyor for this proposed plan concerning registration requirements relative to the Certification of Titles Act.
4. The final plan approved by the Corporation of the City of Windsor must be registered within thirty (30) days or the Corporation may withdraw its approval under Section 51(59) of The Planning Act 1990.
5. All plans of subdivision/condominium are to be prepared and presented in metric units and certified by the Ontario Land Surveyor that the final plan is in conformity to the approved zoning requirements.

- 4 **THAT** the City Clerk and Licence Commissioner **BE AUTHORIZED** to issue the required notice respecting approval of the draft plan of subdivision under Section 51(37) of The Planning Act;
- 5 **THAT** the deed restrictions **BE REGISTERED** on title at the time of registration of Deeds/Transfers of Land prepared by the City in conjunction with the sale of said lands;
- 6 **THAT** prior to the final approval by the Corporation of the City of Windsor, the Executive Director/City Planner shall **BE ADVISED**, in writing, by the appropriate agencies that conditions have been satisfied, and;
- 7 **THAT** the Chief Administrative Officer and City Clerk **BE AUTHORIZED** to sign all necessary agreements and documents approved as to form and content satisfactory to the City Solicitor.

EXECUTIVE SUMMARY: N/A

BACKGROUND:

APPLICATION INFORMATION:

LOCATION: South West intersection of Riverside Drive and Martinique Avenue, east of Mountbatten Crescent, Part of Lot 135 & 136, Concession 1, City of Windsor

WARD: 7 **PLANNING DISTRICT:** 03 – EAST RIVERSIDE **ZDM:** 14

REGISTERED OWNER/APPLICANT: City of Windsor

Agent: F. Scarfone / P.Winters

PROPOSAL:

The City of Windsor is proposing to amend the zoning of the lands of former Town of Tecumseh Water Treatment Plant from Green District 1.1 (GD1.1) and Residential District 2.3 (RD2.3) to: Residential District 1.4 (RD1.4) to allow a residential development of 20 lots on an extension of Mountbatten Crescent, with a minimum width of 18 m and a minimum lot area of 550 square metres and Residential District 2.3 (RD2.3), to allow townhomes along the Martinique Avenue frontage. The zoning proposed is consistent with the zone categories of the lands to both the east and west of the proposed development site. See below for proposed plan of subdivision.

Since the City of Windsor is the property owner, it will be responsible for the installation the necessary infrastructure including the extension of Mountbatten Crescent to Riverside Drive, storm and sanitary sewers, curbing and sidewalks and any other infrastructure. The City will subdivide the land and sell lots to individual developers. As such, there will be no development or subdivision agreement for this parcel.

This is similar to other City-developed parcels such as Mountbatten Crescent to the west and residential development at St. Paul Ave, Shorain Grove and Mount Olive Grove west of Lauzon Road between St. Rose Avenue and Edgar Street.

PROPOSED DRAFT PLAN OF SUBDIVISION (M-1617-A)

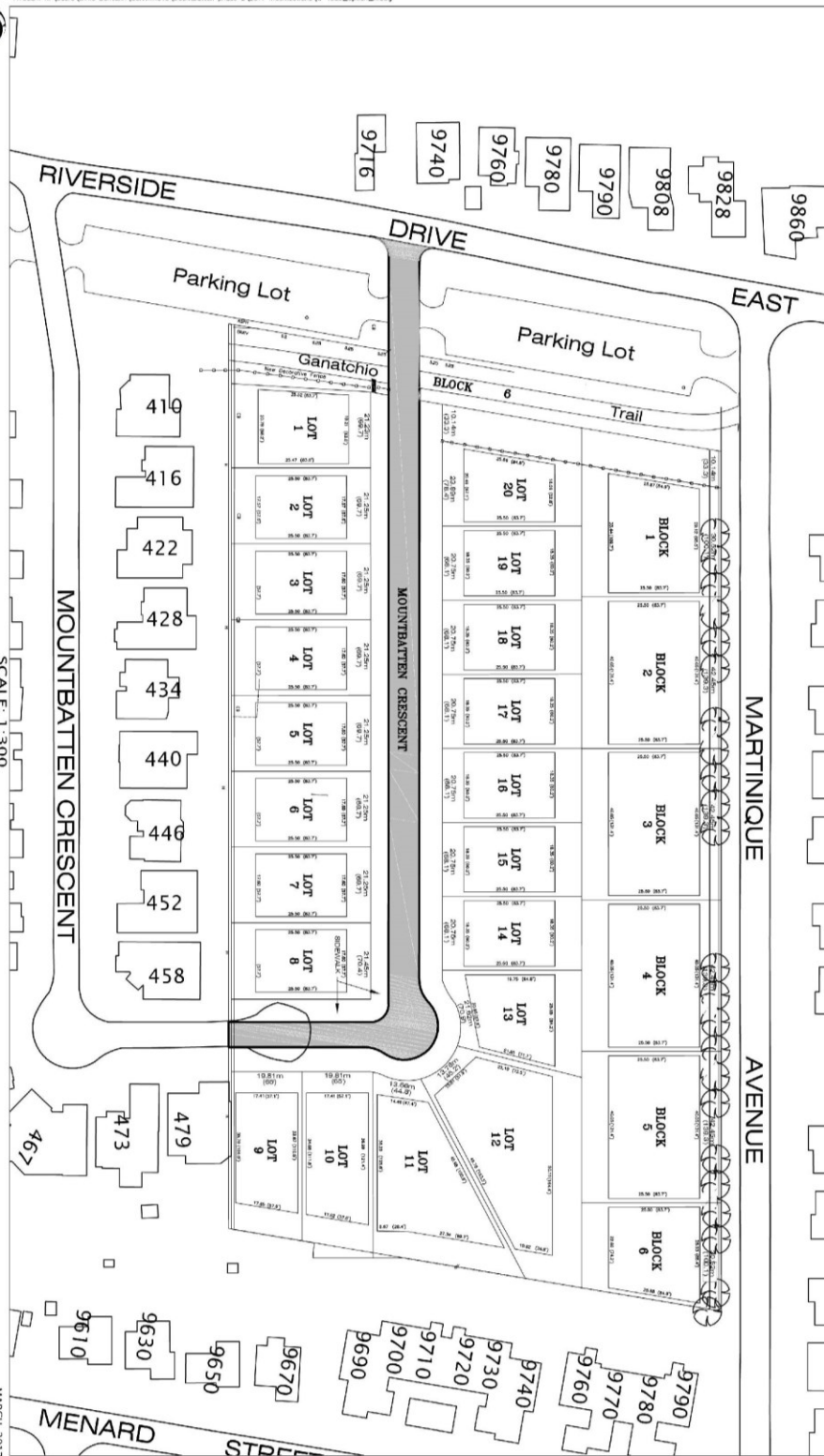
3/30/2017 11:03am K:\Users\Janna.Bertoni\CONTRACTS\Mountbatten phase 2\2017 modifications\M-1617_drafton_1.dwg

GEOMATICS
 1810 9th Street
 Grand Rapids, MI 49503
 Created by Engineering - Development & Geomatics

SCALE: 1:300
 0 12.5M 25M 50M

LEGEND
 CITY OF WINDSOR AERIAL PHOTO 2013

MARCH, 2017
 M-1617 - A



Peché Island Shores – Phase II

SITE INFORMATION:

OFFICIAL PLAN	ZONING	CURRENT USE	PREVIOUS USE
Residential	Current – GD 1.1 and RD2.3	Vacant	Water Treatment Plant
WIDTH	DEPTH	AREA	SHAPE
98 m	+/-1070 m	3.48 ha	rectangular
321.5 ft	+/- 3510 m	8.59 acres	
All measurements are approximate.			

NEIGHBOURHOOD CHARACTERISTICS:

The site is located between in a predominantly residential area with single detached dwellings to the west and townhome developments to the south and east. The site is separated from Riverside Drive by the Ganatchio Trail and a Municipal Parking Lot.

CONSULTATIONS:

Comments received from municipal departments, service units and external agencies are included in Appendix A.

The site was reviewed by the Ministry of Natural Resources and Forestry (MNR) through the Proponent driven Species at Risk Screening process. MNR indicates that the development will likely not contravene Endangered Species Act, 2007, provided certain directions are followed.

As required in the Planning Act, notice was provided by advertisement in the Windsor Star. In addition, a courtesy notice to all property owners and tenants within 120 metres (400 feet) of the subject parcel were sent by mail.

Public meetings were held at Lilly Kazilly's on 2 separate occasions, on November 14, 2013 and June 28, 2016. Both meetings were well attended by neighbourhood residents. The residents provided City Administration with many comments related to the design and construction of this proposed development. The concerns of the residents included:

- Provide access to development from Riverside Drive, rather than Martinique Avenue
- Consistent fencing between existing townhomes on Menard and the new lots
- Consistent fencing between existing homes on Mountbatten Crescent (Pêche Island Shores- Phase 1) and the new lots
- Construction Access to the development site.

The Statutory Public Meeting held under the Planning Act took place February 13, 2017. Those minutes are attached as Appendix E.

DISCUSSION:

PHEDSC Direction:

At the Feb13, 2017 PHEDSC meeting, the committee deferred decision on the matter of approval of a draft plan of subdivision and directed administration as follows:

1. **THAT** the residents proposal C road design **which** includes an additional access point from Riverside Drive and removal of the access point on Martinique Street. **BE APPROVED** as a preferred design when the matter returns to the Planning, Heritage & Economic Development Standing Committee.
2. That the following information **BE PROVIDED**:
 - A detailed Servicing Study conducted by a Consulting Engineer on the impact of increased flow to existing municipal sewer system
 - A Storm Detention study conducted by a Consulting Engineer including an engineering analysis to identify storm water quality and quantity measures as necessary to control any increases in flows – including an analysis of runoff control and overland routing.

when the proposed Rezoning and Draft Plan of Subdivision, 9725 Riverside Drive and Martinique Avenue, east of Mountbatten Crescent; Part of Lot 135 & 136, Concession 1, City of Windsor (Parts 1 & 2, 12R-25686) is considered by The Planning, Heritage and Economic Development Standing Committee

3. **THAT** a traffic calming study of the Martinique area **BE CONDUCTED**.

Action Following Deferral and Direction

The requested detailed Site Servicing Study – Sanitary and Storm have been completed by Dillon Consulting (Dated April 2017) and is attached as Appendix F. The studies confirm that the construction of Peche Island Phase 2 will not have a negative impact on the infrastructure to which it connects. The applicant held a meeting (April 28, 2017) to inform the residents that appeared at the last PHEDSC meeting of the results of the servicing study. Since this was prepared prior to that April 28, 2017 meeting no results of that meeting are available inclusion in for this report.

As well, the Traffic Calming Study has been completed by Transportation Planning and is attached as Appendix G. The results of the Traffic Calming Study indicate that traffic calming measures are not warranted as a result of additional trips generated by the Peche Island Phase 2 development.

Water Treatment Plant Demolition

The permit for the demolition of the former water treatment plant was issued in October of 2012. The plant was demolished, and the site remediated by the City of Windsor in preparation for redevelopment to a residential subdivision. A record of site condition has

been filed in accordance with Park XV.1 of the Environmental Protection Act [RSC #43146242 certified on 2013/03/13].

Provincial Policy Statement (2014) (PPS):

The proposed development is an infill development consistent with the Provincial Policy Statement in that the development promotes the efficient use of existing land pattern and promotes cost-effective development patterns and standards to minimize land consumption and servicing costs.

Official Plan:

The site is designated Residential. The proposed use is consistent with the Residential designation.

Zoning:

The zoning on the site is currently split in a north south orientation, with the northerly portion of the site zoned Green District 1.1. The Green District zoning reflected the former municipal use of the site (Water Treatment Plant). The Water Treatment Plant has been demolished and the site has been remediated to prepare for the proposed residential uses.

The southerly portion of the site is currently zoned Residential District (RD) 2.3. This zone category is the same zone category that covers the townhomes on Martinique Avenue and Menard Street.

If successful, this application will place the RD 2.3 zone category on the Martinique Avenue side of the site. This will encourage a form of development that will be consistent in type and style with the dwelling form along the Martinique Street frontage.

The most northerly section of the site that is occupied by the Ganatchio Trail will continue to be zoned GD 1.1.

The remainder of the site will be zoned Residential District (RD) 1.4, permitting single detached dwellings, with a minimum frontage of 18m. The single detached lots proposed in this development exceed this minimum requirement; however, reducing the lot frontage to 18m would not result in the creation of additional lots in the subdivision. The same RD1.4 zone category covers the first phase of the Peche Island Shores Development (Mountbatten Crescent).

In recent subdivision applications, the city has requested limits on the distance a garage wall can extend past the front wall of the house. This distance was set at 1.2m to provide opportunity for the construction of a porch at the front door of the house. Recent discussions with developers have illustrated design limitations with this provision. The

provision, as it currently is written, effectively prohibits the construction of side entry garages (garages where the overhead door faces the side lot line rather than the front lot line.)

The first phase of the Peche Island Shores Development (Mountbatten Crescent) had a similar but less restrictive requirement contained in the deed restrictions.

Garages must not project past the front façade of the main building by more than ten feet if the overhead garage door faces the front property line. In the event that the overhead garage door faces the side lot line, the garage may project past the front façade of the main building more than ten feet.

The first phase of the Peche Island Shores Development (Mountbatten Crescent) also had a specific deed restriction prohibiting the construction of raised Ranch Style dwellings. The more appropriate location for prohibitions of dwelling type is the zoning by-law. To maintain this consistency of design style started in the first phase of the development a site specific regulation is required.

To formalize limitations previously contained in the deed restriction and to be consistent with recent Planning Department recommendations attempting to limit the proliferation of garage dominated dwellings or “snout houses” and to prohibit the construction of raised ranch style dwellings, the Planning Department is recommending that a site specific provision be placed on the lands subject to the draft plan of subdivision.

Road Pattern:

As a result of the information provided to PHEDSC, the committee directed administration to bring back a Draft Plan of Subdivision that would provide an outlet for Mountbatten Crescent to Riverside Drive and eliminate the connection to Martinique Avenue. That Draft Plan is presented as M-1617-A. The alteration of the road pattern creates 1 additional lot for single detached dwellings and an additional block for 3 townhome dwellings.

Development Style:

Subdivisions where the City has acted as developer have often included deed restrictions placed on the lots created. The purpose of these restrictions is to provide an additional layer of control for the developer to dictate the form and style of development, over and above what can be achieved through a zoning by-law.

In the case of the Peche Island Shores – Phase 1 (Mountbatten Crescent) development to the east, the city implemented deed restrictions (see Appendix D) that placed additional limitations on features such as swimming pools and finish materials.

The applicant is indicating that similar deed restrictions will be placed on both the Single detached lots and the townhome blocks to be created, so that a consistency of development form and style can be maintained.

Park Land:

An applicant for a draft Plan of Subdivision is required to provide 5% of the land to the municipality for parks purposes. The lands identified as Block 25 represent the parkland dedication, and will continue to be used for parks purposes (Ganatchio Trail).

RISK ANALYSIS: N/A

FINANCIAL MATTERS:

Development of the site and sales of the lots will help to defray costs related to the demolition of the Water Treatment Plant and infrastructure development.

CONCLUSION:

As directed by PHEDSC, the Revised Road layout for Peche Island Shores Phase II is presented as Drawing M-1617-A. The requested detailed Servicing Study and Storm Detention Study have been completed by Dillon Consulting. The studies confirm that the construction of Peche Island Phase 2 will not have a negative impact on the infrastructure to which it connects. As well, the Traffic Calming Study has been completed by Transportation Planning and indicates that traffic calming measures are not warranted as a result of additional trips generated by the Peche Island Phase 2 development.

PLANNING ACT MATTERS:

Jim Abbs, MCIP, RPP

Planner III – Subdivisions

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

Don Wilson, MCIP, RPP

Thom Hunt, MCIP, RPP

Manager of Development Applications

City Planner

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

SAH

OC

APPROVALS:

Name	Title
Don Wilson	Manager of Development Applications
Thom Hunt	City Planner
Wira Vendrasco	Deputy City Solicitor
Shelby Askin Hager	City Solicitor
Onorio Colucci	Chief Administrative Officer

NOTIFICATIONS:

Name	Address	Email
Frank Scarfone		fsacrfone@citywindsor.ca
Pat Winters		pwinters@citywindsor.ca
Councilor Kusmierczak (Ward 7)		
James T. Renaud	440 Martinique	
John and Susan MacDonald	9790 Menard	
Rob Nelson and Bob Scott	484 Martinique	
Mary A. Edmunds	9720 Menard	
Walt Alley	9700 Menard	
Pat and Jim Derkes	496 Martinique	
M. & C. Favero	425 Mountbatten	
Jerry Carpenter	422 Mountbatten	
Steve Deneau	9645 Menard	
Helen Kersey	419 Mountbatten	
Ross Spettigue	430 Martinique	
Walter Skakoon	456 Martinique	
Carl & Barb Montcalm	446 Mountbatten	
Glenn and Linda Stannard	431 Mountbatten	
Jill & Derek Farkas	434 Mountbatten	
Jim Adams	450 Martinique	
Kevin & Donna Metcalfe	428 Mountbatten Cres.	
Debbie Clark	9670 Menard	
J.G.W. (Ted) Manzig & Sandra	452 Martinique	
Betty Strasberg	464 Martinique	
Brian Deloge & Aldona Jones	426 Martinique	
John & Nancy Foglin	9730 Menard	
Norm Kelk	9710 Menard	
Doug Ryan	468 Martinique	

Name	Address	Email
Peter Ellepola	9630 Menard	
Tony Parcete	407 Mountbatten Cres.	
Marie R. Mallet	416 Mountbatten Cres.	
B. Tarr	512 Martinique	
M. Gardin	479 Mountbatten	
Steven & Anna Lisa Lenardon	452 Mountbatten Cres.	
Edie Curtin, Essex Condominium Corporation		ecurtin88@hotmail.com
Helen Wade		hwscripbooking@gmail.com
P. John Moroun		kcable@me.com
Ed and Sue Grimmett		egrимmett@cogeco.ca
Property Owners and Tenants within 120m of subject property		

APPENDICES:

- Appendix A**
- Appendix B**
- Appendix C**
- Appendix D**
- Appendix E**
- Appendix F**

APPENDIX A – AGENCY COMMENTS

Fire:

No concerns with this development.
John

Transportation Planning:

- Mountbatten Crescent and Martinique Avenue are classified as Local Roads requiring a 20.1 metre right-of-way width in accordance with the Official Plan. The existing right-of-way width is 20.1 metres; therefore, a land conveyance is not required along Martinique Avenue.
- A gratuitous land conveyance for a corner cut-off at the intersection of Martinique Ave. and Mountbatten St. is not required, as per the Official Plan
- This section of Riverside Dr. E. has an existing multi-use trail for which a pedestrian connection shall be provided for proposed Mountbatten Crescent Cul-de-Sac.
- Sidewalks are required along one side of any Local Road. The sidewalk should continue along the North/West side of Mountbatten Crescent to connect with the existing sidewalk.
- The pavement width and new curb and gutter shall be to City of Windsor standard.
- All driveways shall conform to the TAC Geometric Design Guide for Canadian Roads and the City of Windsor Standard Engineering Drawings (AS-221 and AS-222).
- This subdivision design shall meet the requirements for new neighbourhoods in the City of Windsor Traffic Calming Policy.

Environmental Services:

No concerns

Enwin:

No Objection to re-zoning as requested, (Hydro Engineering)

Note: the developer (City of Windsor) will enter into a subdividers agreement with Enwin for Hydro & Streelighting.

Water Engineering has no objections. There is an existing 300mm watermain running approximately 1 meter west of the east property line of Block 20 and Block 21 that would need an easement.

Parks:

There are no objections from a Landscape Architectural perspective.

The plan of subdivision reflects the current pathway conditions of Ganatchio Trail and Parks desire to maintain Block 25 on the Draft Plan of Subdivision as GD 1.1.

Development to be subject to appropriate cash-in-lieu for parkland development as per the Planning Act.

Assessment:

We have **no** objection to the proposed land development

Union Gas:

Union Gas has no issue with this application.

ERCA:

- 1) The minimum lowest opening into any buildings should be the higher of the following:
 - elevation 176.300 m
 - 0.3 metres (1 foot) above the proponent's on-site calculated 1:100 year water storage elevation
 - higher if required by the municipality
 - consideration should also be given to the elevation at which water would overland flow from the site during a storm event that exceeds the design storage capacity or if the outlet control structure becomes blocked with debris

- 2) The minimum grade within 2.0 metres (6.5 feet) of any buildings should be at or above the higher of the following:
 - elevation 176.000 m
 - the proponent's on-site calculated 1:100 year water storage elevation
 - higher if required by the municipality

- 3) The minimum road elevations at this site is 175.700 m. During the 1:100 year event, surface storage on roads must not exceed a maximum depth of 0.3 metres (or less if required by the municipality). If the proposed development is for an institutional use servicing the sick, elderly, young or disabled, or an essential public service, a "dry" access route is required for ingress and egress.

- 4) Safe access to and from this site is required. Based on the information available to this office, it appears that the inland roads located south of the Ganatchio Trail do not satisfy ERCA safe access requirement. Riverside Drive will need to be investigated. Based on ERCA policies, the minimum road elevation for Riverside Drive must be at or above elevation 176.100 m. As discussed, access is a policy item and there is opportunity to request relief from policy requirements through a hearing with the ERCA Executive Committee.

- 5) Stormwater quantity management must be addressed for all storms up to and including the 1:100 year storm event (Windsor Airport rainfall data). In general, the increased runoff should be controlled on-site and released at a controlled rate.
- 6) Stormwater storage calculations should be based on a hydrograph method. Both short and long duration storms should be considered for storage calculations.
- 7) A design brief should accompany the stormwater management calculations.
- 8) It was discussed that emergency overland routing for storm events that exceed the design capacity of the system may be challenging at this site. It was also noted that existing roads in this area may overland route to this area. These issues will need to be addressed in the stormwater management design.
- 9) The allowable release rate from the site must be determined by an evaluation of the existing carrying capacity of the receiving storm sewer for all storms up to and including the 1:100 year storm.
- 10) Stormwater quality management should be in accordance with the Stormwater Management Planning and Design Manual (March 2003), prepared by the Ministry of the Environment (MOE). "Normal" protection should be provided for this site.
- 11) Attached is a draft stormwater submission checklist that should be used as a guide for the submission.
- 12) This development will require a permit from this office. The application fee falls under item 13 on the attached 2016 fee schedule.

In addition to the above, this area is protected by the Little River Flood Control Dykes. A review of the status of the Little River Flood Control project may be required.

If you have any questions, please contact our office,

John Henderson, P. Eng.
Essex Region Conservation Authority (ERCA)



**Essex Region
Conservation
Authority**

360 Fairview Avenue West, Suite 311, Essex, ON, Canada, N8M 1Y6 | P 519-776-5209 | F 519-776-8688 | erca.org | ourgreenlegacy.org



Partner Municipalities

Town of Amherstburg
Town of Essex
Town of Kingsville
Town of Lakeshore
Town of Lasalle
Municipality of
Leamington
Township of Pelee
Town of Tecumseh
City of Windsor

January 16, 2017

Mr. Jim Abbs, Senior Planner
City of Windsor
Suite 404, 400 City Hall Square East
Windsor, ON N9A 7K6

Dear Mr. Abbs:

RE: Zoning By-Law Amendment Z-013-12, Notice of Public Meeting to Consider Draft Plan of Subdivision SDN-001-17 9725 RIVERSIDE DR E (Extension of Montbatten Crescent); ARN 373906044009200; PIN: 015870162; Applicant: City of Windsor

The following is provided for your information and consideration as a result of our review of Zoning By-Law Amendment Z-013-12 and Draft Plan of Subdivision SDN-001-17. The purpose of this application is to amend the zoning from Green District 1.1 and Residential District 2.3 to Residential District 1.4 and 2.3 to allow for a residential development consisting of 19 single-unit homes and townhomes fronting along Martinique Avenue.

NATURAL HAZARD POLICIES OF THE PPS, 2014

The above noted lands are subject to our Development, Interference with Wetlands and Alteration to Shorelines and Watercourses Regulations under the *Conservation Authorities Act*, (Ontario Regulation No. 158/06). The subject parcel falls within the regulated area of the following watercourses/waterbodies: Lake St. Clair and Little River. The property owner (or as outlined in the circulation, the future individual developers) will be required to obtain a Permit and/or Clearance from the Essex Region Conservation Authority prior to any construction or site alteration or other activities affected by the regulations.

WATER RESOURCES MANAGEMENT

We are concerned with the potential impact of the quality and quantity of runoff in the downstream watercourse due to future development on this site. We therefore request that the following be considered as part of the draft plan of subdivision and re-zoning applications:

1. That the developer undertakes an engineering analysis to identify stormwater quality and quantity measures as necessary to control any increases in flows in downstream watercourses, up to and including the 1:100 year design storm, to the satisfaction of the Municipality and the Essex Region Conservation Authority.



1 of 2

Mr. Abbs
January 16, 2017

2. That the developer installs stormwater management measures identified above, as part of the development of the site, to the satisfaction of the Municipality and the Essex Region Conservation Authority.
3. That the developer obtains the necessary permit or clearance from the Essex Region Conservation Authority prior to undertaking site alterations and/or construction activities.

We recognize that the City of Windsor is the owner of the subject property and would request that the City contact our office to discuss our requirements for the stormwater management for this site. In part, the requirements will include ensuring that the release rate for this development is controlled to the capacity available in the existing storm sewers/drains. In addition, that stormwater quality and stormwater quantity are addressed up to and including the 1:100 year storm event and be in accordance with the guidance provided by the Stormwater Management Planning and Guidance Manual, prepared by the Ministry of the Environment (MOE, March 2003), our Board-approved direction, and any other Municipal requirements (e.g., Development Standards Manual).

We would advise the owners to submit an Application for Permit to this office along with the associated base cost fee of \$1750.000 (for the first hectare of the development), plus the additional \$400.00 per hectare for the remainder of the development. Submission of the application should be directed to the attention of Ms. Lisa Pavan, Administrative Associate: Watershed Management Services (lpavan@erca.org) or by telephone at 519-776-5209 ext. 346. An Application for Permit and our current fee schedule is available on our website www.erca.org.

NATURAL HERITAGE POLICIES OF THE PPS, 2014

A review of the aerial photography of the subject site indicates that there is natural vegetation present on the site. Our information indicates that the subject property may support habitat of endangered species and threatened species. As per Section 2.1.7 of the PPS 2014 – “Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.” It is the proponent’s responsibility to exercise due diligence in ensuring that all issues related to the provincial *Endangered Species Act* and its regulations have been addressed. Inquiries regarding the applicability of the *Endangered Species Act* to the property should be made to Aylmer District office of the provincial Ministry of Natural Resources and Forestry (MNRF) via e-mail: ESAScreeningRequest.AylmerDistrict@ontario.ca.

It is therefore recommended that the Application be **deferred** until such time as the proponents engage the Ontario Ministry of Natural Resources and Forestry to satisfy their requirements with respect to any potential habit of endangered or threatened species.

We request to receive a copy of the Notice of Decisions on these applications.

If you should have any questions or require any additional information, please do not hesitate to contact the ERCA Watershed Planner, Michael Nelson by phone at (519) 776-5209 ext. 347 or by e-mail at mnelson@erca.org.

Sincerely,



Michael Nelson, Watershed Planner
/mn



Ministry of Natural Resources and Forestry (MNRF):

Ministry of Natural
Resources and Forestry
615 John Street North
Aylmer ON N5H 2S8
Tel: 519-773-9241
Fax: 519-773-9014

Ministère des Richesses
naturelles et des Forêts
615, rue John Nord
Aylmer ON N5H 2S8
Tél: 519-773-9241
Télééc: 519-773-9014



September 16th, 2016

AYL-L-075-16

The Corporation of the City of Windsor
c/o Patrick Winters and Robert Perissinotti
350 City Hall Square West
Windsor, ON N9A 6S1

Dear Mr. Winters and Mr. Perissinotti:

RE: 9725 Riverside Drive Development and the *Endangered Species Act, 2007*

The Ministry of Natural Resources and Forestry (MNRF) has reviewed the information that was provided on the proposed development at 9725 Riverside Drive to assess the potential impacts of the proposal on endangered or threatened species and their habitats. From the information provided, it is our understanding that the proposed project falls within these parameters:

- a) The project is located at 9275 Riverside Drive (between Mountbatten Crescent and Martinique Avenue) in the City of Windsor, Essex County.
- b) The proposed project involves (as outlined in the correspondence provided to MNRF):
 - Site preparation with associated servicing and construction of 39 residential dwellings (19 single family homes, 20 townhomes). Vegetation removal will be required.
- c) The proposed project is expected to begin in early 2017, with site servicing in the first quarter of 2017 following successful completion of the Planning Act process (i.e. rezoning and plan of subdivision application).
- d) MNRF has reviewed species at risk (SAR) occurrence information on file and determined that there are known occurrences of the following species in the general area of the project location:
 - Butler's Gartersnake (endangered) – receives species and general habitat protection.
 - Climbing Prairie Rose (special concern)

Based on a review of the above information, MNRF has determined that the activities associated with the project, as currently proposed, **will likely not contravene** section 9 (species protection) and/or section 10 (habitat protection) of the *Endangered Species Act, 2007* (ESA 2007) for Butler's Gartersnake **provided the following recommendations are implemented:**

1. Silt fencing should be installed around the development area in order to control erosion during construction and to exclude snakes from entering the construction area. In order for the silt fencing to be effective as a barrier, it should be buried at a depth of 20 centimeters.
2. Any species listed as endangered or threatened on the Species at Risk in Ontario (SARO) List that is present at the project location must be protected from all harm and harassment.

3. All on-site personnel must be made aware of the potential presence of SAR, especially Butler's Gartersnake, on site and the protection afforded under the ESA 2007 prior to conducting any work on the site.
4. Any SAR individual that is incidentally encountered in the project location must be allowed to leave on its own accord. Activities within 30 metres should cease until the individual disperses. Construction machinery/equipment must maintain a minimum operating distance of 30 meters from the individual until it disperses from the project area on its own accord.
5. Should on-site personnel be unable to allow an incidentally encountered SAR individual to disperse from the active construction area under its own ability, MNRF (contact information below) must be contacted immediately for additional guidance.
6. Any SAR individual that is present at the project site should be reported to the MNRF Aylmer District staff (contact information below) within 48 hours of the observation or the next working day, whichever comes first.
7. If an injured or deceased SAR is found, the specimen must be placed in a non-airtight container that is maintained at an appropriate temperature and MNRF (contact information below) must be contacted immediately for additional guidance.
8. Care should be taken when working around or removing habitat features such as rock piles, brush piles, fallen or rotten trees or logs, partially buried debris, and leaf and mulch piles where snakes may seek cover or deposit eggs for reproduction.

If the above recommendations are implemented, the activity will likely not contravene section 9 (species protection) and/or section 10 (habitat protection) of the ESA 2007.

This Letter to Proponent (AYL-L-075-16) is valid until December 31st, 2017.

Should any of the project parameters change, please notify the MNRF Aylmer District office immediately to obtain guidance on whether additional actions will need to be taken to remain in compliance with the ESA 2007. Also, if any SAR species and/or habitats are observed in the project area, please contact the MNRF Aylmer District office as soon as possible.

Eastern Foxsnake (Carolinian population) and its habitat are protected under the ESA 2007. This species regularly inhabits agricultural lands throughout the area, and so, woodlands, farm hedgerows, old fields, wetlands, and drainage corridors can be important habitats as well as seasonal migration linkages. Specific features such as rotting logs or stumps, piles of organic material (such as compost, sawdust, or woodchips), rock piles, brush piles, and dump sites of old agricultural debris/equipment are likely to provide habitat functions for Eastern Foxsnake in the project area. This species may also utilize old bridges, culverts, and foundations as communal over-wintering sites. If any of the above features are found to occur, they must be protected from all disturbances that would result in damage or destruction of their habitat functions. It is recommended that netting type erosion control measures not be used for projects over drains and rivers. At these locations an alternative product such as Curlex Netfree® blanket or the use of riprap over geotextile fabric should be used for erosion control to prevent entanglement of Eastern Foxsnake.

Please see the following links for more information on SAR species and habitat:

- Butler's Gartersnake: <http://www.ontario.ca/environment-and-energy/butlers-gartersnake>
- Eastern Foxsnake: <http://www.ontario.ca/environment-and-energy/eastern-foxsnake>

It is important to note that changes may occur in both species and habitat protection which could affect whether proposed projects may have adverse effects on SAR. The ESA 2007 applies to endangered and threatened species listed on the Species at Risk in Ontario (SARO) List (<http://www.ontario.ca/environment-and-energy/species-risk-ontario-list>). The Committee on the Status of Species at Risk in Ontario (COSSARO) meets regularly to evaluate new species for listing and/or re-evaluate species already on the SARO List. As a result, species designations may change, which could in turn change the level of protection they receive under the ESA 2007. Also, habitat protection provisions for a species may change if a species-specific habitat regulation comes into effect.

Please be advised that it is your responsibility to comply with all other relevant provincial or federal legislation, municipal by-laws or required approvals from other agencies.

If you have any concerns or questions regarding this letter, please contact me at 519-773-4711 or by email at ESAScreeningRequest.AylmerDistrict@ontario.ca.

Sincerely,

A handwritten signature in cursive script that reads "Kathryn Markham".

Kathryn Markham
Management Biologist, Aylmer District
Ministry of Natural Resources and Forestry



Memo

Date: January 16, 2017
To: Manager of Development Application, Attn: Jim Abbs
From: Adam Pillon, Right-of-Way Supervisor
Subject: **City of Windsor (F. Scarfone & P. Winters)**
9725 Riverside Drive East
Z-013-12 & SDN-001/17

SUB/11360

This Department has reviewed the servicing requirements for the subject lands pertinent to this plan of subdivision application. The subject land is vacant, unserviced, zoned Green District (GD1.1) and Residential District (RD2.3) and is located south of Riverside Dr. E, adjacent to Mountbatten Crescent and Martinique Avenue.

The applicant is requesting approval of Rezoning to Residential District 1.4 (RD1.4) to allow a residential development consisting of 19 single unit dwelling and Residential District 2.3 (RD2.3) to allow townhomes along the Martinique Avenue frontage.

Please note the following comments have been based on the application for Rezoning (Z-013/12) and Draft Plan of Subdivision (SDN-001/17) for the subject lands.

Sewers

The subject lands may be serviced by a 675mm diameter RCP sanitary sewer fronting Martinique Avenue, a 675mm diameter RCP sanitary sewer south of Riverside Drive or a 250mm diameter PVC sanitary along Mountbatten Crescent. Prior to connection to any Municipal Sewer, an Engineer's report confirming capacity of the existing sewer system is required.

Servicing for the storm sewers may be extended from Mountbatten Crescent (250mm diameter PVC), Riverside Drive East (600mm diameter CP), or Martinique Avenue (375mm diameter CP). Prior to development, a stormwater management report detailing how stormwater will be directed from the site will be required, as well as a servicing study, lot grading plan and site servicing drawings. A Street Opening Permit is required for service connections and stormwater runoff from the site shall be restricted to pre-development levels or design levels.

Right-of-Way

The City of Windsor Official Plan classifies Martinique Avenue as a Local Road requiring a right-of-way width of 20.1m. The current right-of-way width on Martinique Avenue is 20.1m; therefore, land conveyance will not be required. Mountbatten Crescent currently has a right-of-way width of 15m with 2.5m easements on either side. The new streets within the subdivision will require a 20.0m right-of-way.

Driveway approaches shall be constructed in accordance to Engineering Best Practice BP2.2.1 with straight flares and raised curbs shall not be permitted on the right-of-way. They shall be residential approaches as per AS-221 & AS-222. A Street Opening permit will be required for the proposed driveway approaches. Sidewalks are required as per the Official Plan and shall conform to City of Windsor Standard Drawings AS-401 & AS-402. The owner shall install and construct street lighting in accordance with Council Resolution 743/2000.

In summary, we have no objections to the proposed Rezoning and Draft Plan of Subdivision application; however the following requirements would apply to the proposed plan of subdivision.

Development Agreement – The applicant agrees to conform to the General Provisions of Council Resolutions 233/98 and any other specific requirements.

Lot Grading Plan – The owner agrees to submit to the satisfaction of the Chief Building Official, the City Engineer, The Executive Director of Parks and Facility Operations and ERCA in regulated areas throughout, a lot grading plan covering the subject lands for their approval, *prior to the issuance of any construction permits* for the subject lands. The owner further agrees to have the approved elevation as per the lot grading plan on each lot verified by an Ontario Land Surveyor at the following stages of construction:

- a) Prior to the Pouring of footings (top of forms elevation); and
- b) Following completion of construction

Where the finished grade of a lot deviates from the original lot grading plan presented to and accepted by the Chief Building Official, the City Engineer and ERCA in regulated areas throughout, the owner shall either submit a new lot grading plan to the satisfaction of the Chief Building Official, the City Engineer and ERCA or regrade the lands to the elevations indicated on the original lot grading plan.

Municipal Address Plan – The owner shall agree prior to issuance of a Building Permit, to submit a Municipal address plan for the subject lands.

Servicing Study – The owner agrees, at its own expense, to retain a Consulting engineer to provide a detailed servicing study report on the impact of the increased flow to the existing municipal sewer systems, satisfactory in content to the City Engineer and prior to the issuance of a construction permit. The study shall review the proposed impact and recommend mitigating measures and implementation of those measures.

Sidewalks – The owner(s) agrees, to construct at their expense and according to City of Windsor Standard Specifications, a concrete sidewalk along the entire Martinique Avenue frontage of the subject lands. All work to be to the satisfaction of the City Engineer.

Storm Detention –

a) *Prior to the issuance of a construction permit*, the owner shall agree to retain a Consulting Engineer for the design and preparation of drawings, satisfactory to the city Engineer and Chief Engineer and Chief Building Official, for an internal stormwater detention scheme to service the subject lands. The purposes of the said scheme will be to ensure that storm drainage being directed to the Corporation's storm, combined sewer or ditch as the case may be, from the subject lands in their improved state, be restricted to no greater than the present flow from the subject lands.

b) Upon approval of the drawings by the City Engineer and the Chief Building Official, the owner further agrees to construct at its entire expense the said storm detention scheme, in accordance with the approved drawings and to the satisfaction of the Chief Building Official.

Street Lighting – The owner agrees to construct and install street lighting including all poles, wiring, fixtures, and conduits with design, location and specifications satisfactory to the City Engineer and EnWin Utilities Ltd. Should the decorative poles be requested, the owner shall provide extra poles and/or funds in accordance with Council Resolution 743/2000.

If you have any further questions or concerns, please contact Amy Olsen, of this department at 519-255-6257, ext. 6890.



Adam Pilon
Right-of-Way Supervisor

AO/ti

Canada Post:



January 13, 2017

JIM ABBS
PLANNER
CITY OF WINDSOR
400 CITY HALL SQUARE W, SUITE 404
WINDSOR ON N9A 7K6

Reference: **Z-013/12 [ZNG/3525] & SDN-001/17 [SDN/5038]**

Dear Jim,

Thank you for contacting Canada Post regarding plans for a new subdivision in the City of Windsor. Please see Canada Post's feedback regarding the proposal, below.

Service type and location

1. Canada Post will provide mail delivery service to the subdivision through centralized Community Mail Boxes (CMBs).
2. If the development includes plans for (a) multi-unit building(s) with a common indoor entrance, the developer must supply, install and maintain the mail delivery equipment within these buildings to Canada Post's specifications.

Municipal requirements

1. Please update our office if the project description changes so that we may determine the impact (if any).
2. Should this subdivision application be approved, please provide notification of the new civic addresses as soon as possible.

Developer timeline and installation

1. Please provide Canada Post with the excavation date for the first foundation/first phase as well as the date development work is scheduled to begin. Finally, please provide the expected installation date(s) for the CMB(s).

Please see Appendix A for any additional requirements for this developer.



Regards,

Bruno DeSando
CANADA POST CORPORATION
Delivery Planning
955 Highbury Avenue
LONDON ON N5Y 1A3
tel: 519-494-1596
fax: 519-457-5412
e-mail: bruno.desando@canadapost.ca

Appendix A

Additional Developer Requirements:

- The developer will consult with Canada Post to determine suitable permanent locations for the Community Mail Boxes. The developer will then indicate these locations on the appropriate servicing plans.
- The developer agrees, prior to offering any units for sale, to display a map on the wall of the sales office in a place readily accessible to potential homeowners that indicates the location of all Community Mail Boxes within the development, as approved by Canada Post.
- The developer agrees to include in all offers of purchase and sale a statement which advises the purchaser that mail will be delivered via Community Mail Box. The developer also agrees to note the locations of all Community Mail Boxes within the development, and to notify affected homeowners of any established easements granted to Canada Post to permit access to the Community Mail Box.
- The developer will provide a suitable and safe temporary site for a Community Mail Box until curbs, sidewalks and final grading are completed at the permanent Community Mail Box locations. Canada Post will provide mail delivery to new residents as soon as the homes are occupied.
- The developer agrees to provide the following for each Community Mail Box site and to include these requirements on the appropriate servicing plans:
 - Any required walkway across the boulevard, per municipal standards
 - Any required curb depressions for wheelchair access, with an opening of at least two metres (consult Canada Post for detailed specifications)
 - A Community Mailbox concrete base pad per Canada Post specifications.

APPENDIX B – EXCERPT-ZONING BY-LAW 8600

(1) Green District I.I (GDI.I)

(a) Permitted Uses

- (i) A public park; day nursery.
(AMENDED by B/L 33-2001, October 23, 2001, OMB Decision/Order No. 1716, OMB Case No. PL010233)
- (ii) Any use accessory to the foregoing use.

(b) Regulations

- (i) Maximum building height - 9 metres on a lot having a lot area of less than 0.5 hectares; 14 metres on a lot having a minimum lot area of 0.5 hectares.
- (ii) Maximum lot coverage - 25% of the lot area.
- (iii) Supplementary Regulations:
 - See Section
 - 21 re: Supplementary Use Regulations
 - 22 re: Supplementary Lot Regulations
 - 23 re: Supplementary Building Regulations
 - 24 re: Parking Space Regulations
 - 25 re: Parking Area Regulations

**(4) RESIDENTIAL DISTRICT 1.4 (RD1.4)
(ADDED by B/L 370-2001, November 15, 2001)**

(a) Permitted Uses

- (i) One single-unit dwelling;
- (ii) An existing duplex dwelling or existing semi-detached dwelling;
- (iii) Any use accessory to the foregoing uses.

(b) Regulations

- (i) Minimum lot width - 18 metres;
(AMENDED by B/L 363-2002, Dec. 31, 2002)
- (ii) Minimum lot area - 550 square metres;
- (iii) Maximum total lot coverage - 45 % of the lot area
(AMENDED by B/L 177-2016, Dec. 28/2016)
- (iv) Minimum front yard depth - 6 metres;

- (v) Minimum rear yard depth - 7.5 metres
(AMENDED by B/L 363-2002, Dec. 31, 2002)
- (vi) Minimum side yard width - 1.8 metres on one side and 2.5 metres on the other side; provided, however, that, where there is an attached garage or carport or where there is an exterior side yard, the minimum side yard width on each side shall be 1.8 metres;
- (vii) Maximum building height
Main Building - 2 storeys;
- (viii) Notwithstanding the provision of sub-paragraphs (i) to (vii) inclusive, of this paragraph, any additions to an **existing duplex dwelling or an existing semi-detached dwelling** shall be in accordance with the provisions of paragraph (b) of subsection (1), of Section 11, **RD2.1** District, of this by-law, applicable thereto.
- (ix) **(DELETED by B/L 114-2016, Sept. 19/2016)**
- (x) Supplementary Regulations:
- See Section
21 re: Supplementary Use Regulations
22 re: Supplementary Lot Regulations
23 re: Supplementary Building Regulations-
24 re: Parking Space Regulations
25 re: Parking Area Regulations

**(3) RESIDENTIAL DISTRICT 2.3 (RD2.3)
(AMENDED By B/L 11093, July 20, 1992; By B/L 10358, July 16, 1990; B/L 10358, July 16, 1990 AND AMENDED by B/L 33-2001, October 23, 2001, OMB Decision/Order No. 1716, OMB Case No. PL010233)**

(a) Permitted Uses

- (i) One single-unit dwelling;
- (ii) One semi-detached dwelling;
- (iii) A townhome dwelling;
- (iv) Any use accessory to the foregoing uses.

(b) Regulations

- (i) Minimum lot width

Single-Unit Dwelling	-	12 metres
Semi-Detached Dwelling	-	15 metres
Townhome Dwelling	-	20 metres

(AMENDED by B/L 142-2006, Aug. 24, 2006)

(ii) Minimum lot area

Single-Unit Dwelling	-	370 square metres
Semi-Detached Dwelling	-	460 square metres
Townhome Dwelling	-	600 square metres, plus 200 square metres for each additional dwelling unit.

(AMENDED by B/L 142-2006, Aug. 24, 2006)

(iii) Maximum total lot coverage - 45% of the lot area
(AMENDED by B/L 117-2016, Dec. 28/2016)

(iv) Minimum front yard depth - 6 metres

(v) Minimum rear yard depth - 7.5 metres

(AMENDED by B/L 363-2002, Dec. 31, 2002)

(vi) Minimum side yard width

Single-Unit Dwelling - 1.2 metres on one side, 2.5 metres on the other side; provided, however, that where there is an attached garage or carport or where there is an exterior side yard, the minimum side yard width on each side shall be 1.2 metres.

Semi-detached Dwelling - 2.5 metres on each side; provided, however, that where there is an attached garage or carport or where there is an exterior side yard, the minimum side yard width shall be 1.2 metres on that side.

Townhome Dwelling - 2.5 metres on each side; provided however, that where a dwelling unit has an attached garage or carport or it abuts an exterior side yard, the minimum side yard width for that dwelling unit shall be 1.5 metres.

(vii) Maximum building height

Main Building - 2 storeys

(viii) **(DELETED by B/L 114-2016, Sept. 19, 2016)**

(ix) Supplementary Regulations:

- See Section

21 re: Supplementary Use Regulations

22 re: Supplementary Lot Regulations

23 re: Supplementary Building Regulations

24 re: Parking Space Regulations

25 re: Parking Area Regulations

APPENDIX C –MAPPING



KEY MAP - Z-013/12 & SDN-001/17

● SUBJECT LANDS



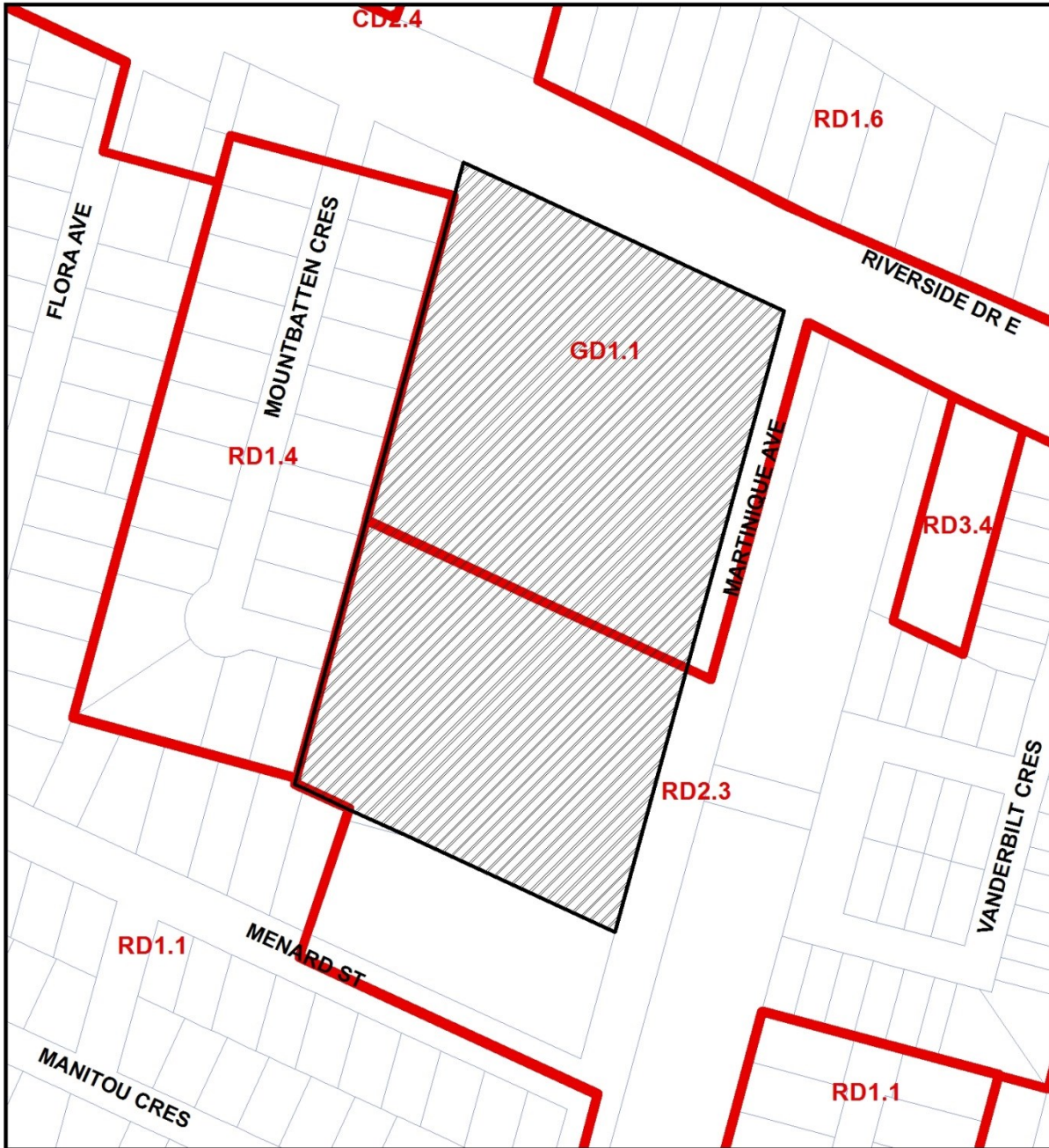


NEIGHBOURHOOD MAP



SUBJECT LANDS






PART OF ZONING DISTRICT MAP 14

N.T.S.

REQUESTED ZONING AMENDMENT

APPLICANT : CITY OF WINDSOR

 SUBJECT LANDS

PLANNING & BUILDING DEPARTMENT



DATE : JANUARY, 2017
 FILE NO. : Z-013/12, SDN-001/17
 ZNG/3525, SDN/5038

Pêche Island Shores – Phase II



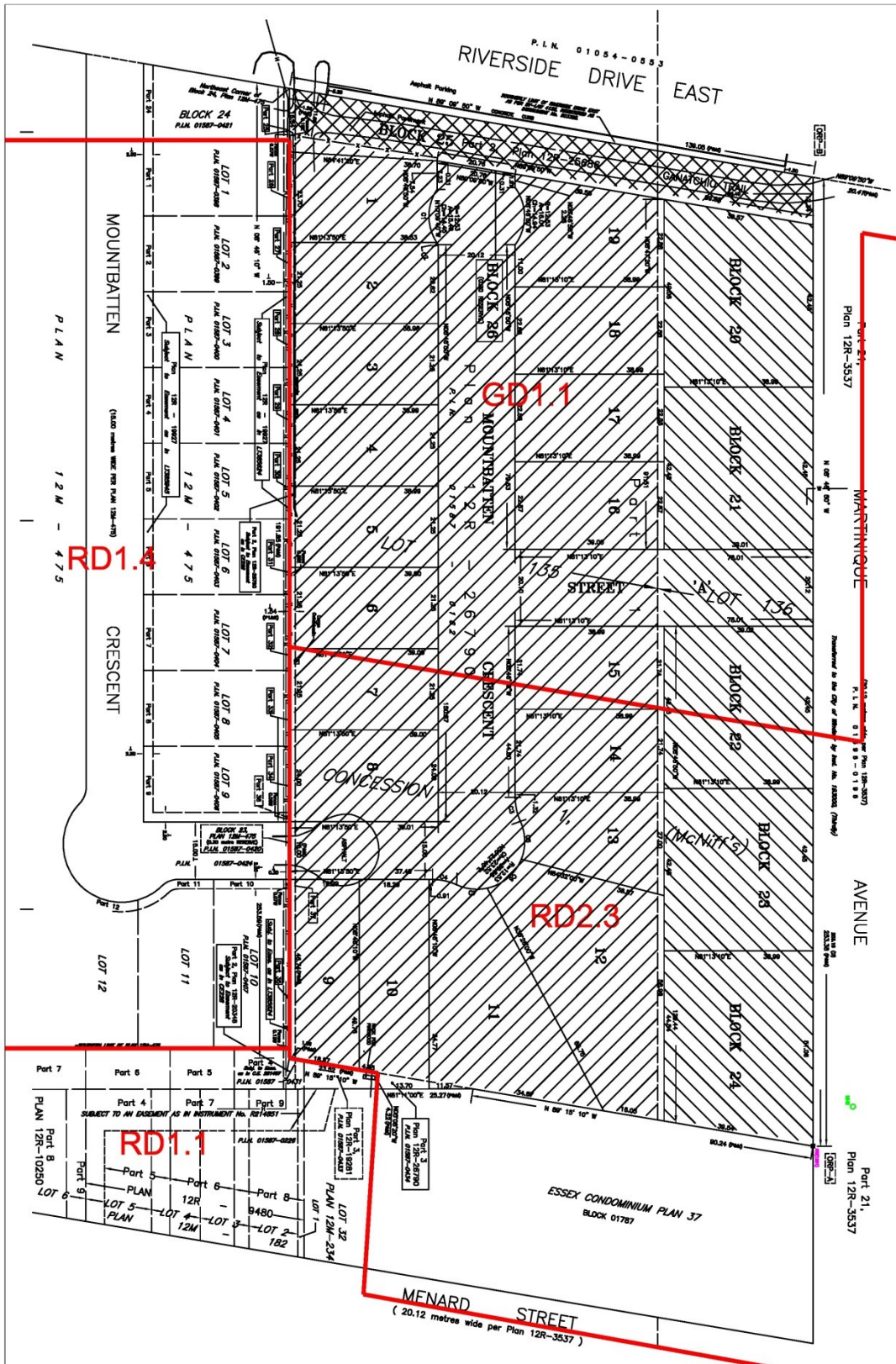
11:03am K:\Users\Mike Bontorin\CONTRACTS\Mountbatten phase 2\2017 modifications\M-1589_Option_A.dwg
 Created by Engineering - Development & Geomatics

GEOMATICS
 CONSULTING ENGINEERS
 10000 14th Avenue NW
 Edmonton, Alberta T5A 1P6
 Tel: 780.443.8888
 Fax: 780.443.8889
 www.geomatics.ca

SCALE: 1:300
 25m 0 12.5m 25m 50m

LEGEND
 CITY OF WINNIPEG AERIAL PHOTO 2013

MARCH, 2017
 M-1617 - A



PART OF ZONING MAP 14
REQUESTED ZONING AMENDMENT
 APPLICANT: CITY OF WINDSOR

- CURRENT ZONING BOUNDARY
- PROPOSED GD1.1 ZONING
- PROPOSED RD1.4 ZONING
- PROPOSED RD2.3 ZONING

PLANNING & BUILDING

APPENDIX D – DEED RESTRICTIONS – MOUNTBATTEN CRESCENT(PECHE
ISLAND SHORES – PHASE 1)

Deed Restrictions-Peche Island Shores

1. Unless prohibited by the context in which they are used, the following words, when used in these restrictions, shall have the following meanings:

- (a) “Peche Island Shores” means the lands described in Schedule “D” hereto.
- (b) “Owner” shall mean the recorded owner, whether one or more persons or legal entities, of the fee simple title to any of the Peche Island Shores lots.
- (c) “Property” shall mean any subdivision lot, or land and all improvements located thereon, located within Peche Island Shores.
- (d) “Developer” shall mean The Corporation of The City of Windsor.
- (e) “Transferee” shall mean the Purchaser of any lot or other lands forming part of Peche Island Shores.

2. No more than one single-family residential dwelling shall be constructed on the Property.

3. Residential dwellings shall not be erected on the Property having less than 1,800 square feet of Floor Area above the grade line for a ranch style dwelling and 2,600 square feet of Floor Area above the grade line of which a minimum of 1,300 square feet must be on the main floor for a two-storey dwelling. Raised ranches, bi-levels or split-levels are not permitted. “Floor Area” shall mean the area occupied by the dwelling house exclusive of any open or closed porch, patio, garage, carport or breezeway.

4. The residential dwelling including any accessory buildings must be of full clay brick, stucco, stone or any combination thereof.

5. Garages must not project past the front façade of the main building by more than ten feet if the overhead garage door faces the front property line. In the event that the overhead garage door faces the side lot line, the garage may project past the front façade of the main building more than ten feet.

6. The dwellings constructed on the Property shall not have:

- (a) less than a garage for two (2) motor vehicles;
- (b) more than two (2) driveway approaches;
- (c) swimming pools which are constructed above grade; and,
- (d) satellite dishes in excess of eighteen (18”) inches in diameter.

7. The Owners of Lots 1 to 9 and 22 inclusive on Plan 12M-475 shall not permit any fence located on the said properties which has been constructed by the Developer to fall into disrepair, including the repair of any holes in the fence, replacement of rotted or broken pieces and any necessary staining or painting of the fence. The said fence shall not be maintained or altered in any manner other than to restore the fence from the original specifications as constructed by the Developer. The Transferees covenant and agree to maintain the said fence at their entire expense.

8. Except in a fully enclosed garage, no boats, campers, recreational vehicles, commercial vehicles, buses, jet-skis, personal watercraft, go-carts, motor bikes, dirt bikes, motor scooters, cube vans or any other vehicle that is powered by an internal combustion engine shall be stored or parked on any of the Property or on any public rights-of-way except for automobiles, motorcycles, pick-up trucks not for business use and non-combustion powered vehicles.

9. No above ground utility lines shall be placed on the property.

10. The Transferee shall not disrupt or interfere with the rear yard drainage, including underground drainage and sewer lines, and shall not alter the grading or drainage of the Property from the lot grading and rear yard drainage approved and certified by the City of Windsor.

11. The Owners of Lots 1-9, Plan 12M-475 acknowledge that:
“A water treatment plant is situated to the immediate east. There is the potential for non-compatibility issues to arise between the normal operations of the water treatment plant and surrounding residential uses.”

12. “As requested by the local school boards, the purchasers are hereby advised that students may not be able to attend the closest neighbourhood school and students may be bussed to a more distant school.”

13. The cul-de-sac located east of Lots 9 and 10, Plan 12M-475 is temporary and that the right-of-way may be extended at a future date to provide access to Martinique Avenue.

14. These Restrictions, as amended and supplemented from time to time as herein provided, shall be deemed to run with the title to the Property, and shall remain in full force and effect for the benefit of the Property designated by the Developer.

15. These Restrictions shall be binding upon the Transferee and their heirs, trustees, administrators, successors and assigns and shall continue in full force and effect in perpetuity from the date hereof. These Restrictions are for the benefit of each and every Owner of the Property and their respective owners from time to time.

16. The construction, validity, and enforcement of these Restrictions shall be determined according to the laws of the Province of Ontario. The venue of any action or suit brought in connection with these Restrictions shall be in Essex County, in the Province of Ontario.

17. Wherever the covenants, restrictions and conditions herein contained are in conflict with the provisions of any applicable federal, provincial, or municipal by-law, regulation or ordinance, those provisions contained herein or in such by-law, regulation or ordinance which is most onerous or which places the greatest restrictive burden on the use of the Property shall be applicable.

18. Failure of the Developer to insist upon strict performance of any provision of these Restrictions with respect to land within Peche Island Shores shall not be deemed to be a waiver of such provision as to such Land unless the Developer has executed in writing a waiver thereof. Any such written waiver of any provision of these Restrictions by the Developer with respect to any Property shall not constitute a waiver of such provision as to any other land within Peche Island Shores.

19. The amendment or invalidation of any provision or provisions of these Restrictions by lawful court order shall not affect or modify any of the other provisions of these Restrictions, which other provisions shall remain in full force and effect. The Parties agree that an Ontario Court shall have the right to amend these Restrictions.

20. Whenever used herein, the singular number shall include the plural and the plural the singular, and the use of any gender shall include all genders or neuters.

21. The Developer reserves the right to amend these Restrictions as reasonably required, in its sole discretion.

Dated at _____, Ontario this _____ day of _____,
200_____

Witness

Purchaser

Witness

Purchaser

Dated at Windsor, Ontario this _____ day of _____,
200_____

Witness

City of Windsor

10/08/02

Appendix E- PHEDSC Meeting Minutes

7.2 Rezoning & Subdivision: Z-013/12 [ZNG/3525] & SDN-001/17 [SDN/5038] – City of Windsor – 9725 Riverside Dr. E. Ward 7

Moved by: Councillor Kusmierczyk

Seconded by: Councillor Holt

THAT the report of the City Planner dated January 20, 2017 regarding Proposed Rezoning and Draft Plan of Subdivision, 9725 Riverside Drive and Martinique Avenue, east of Mountbatten Crescent; Part of Lot 135 & 136, Concession 1, City of Windsor (Parts 1 & 2, 12R25686) **BE DEFERRED** to a future meeting of the Planning, Heritage & Economic Development Standing Committee.

Motion, **CARRIED UNANIMOUSLY**

Moved by: Councillor Kusmierczyk

Seconded by: Councillor Holt

THAT the residents proposal C road design which includes an additional access point from Riverside Drive and removal of the access point on Martinique Street. **BE APPROVED** as a preferred design when the matter returns to the Planning, Heritage & Economic Development Standing Committee.

Motion, **CARRIED**

Councillor Sleiman and Member Gyemi voting nay.

Moved by: Councillor Kusmierczyk

Seconded by: Councillor Holt

That the following information **BE PROVIDED**:

- A detailed Servicing Study conducted by a Consulting Engineer on the impact of increased flow to existing municipal sewer system
- A Storm Detention study conducted by a Consulting Engineer including an engineering analysis to identify storm water quality and quantity measures as necessary to control any increases in flows – including an analysis of runoff control and overland routing.

when the proposed Rezoning and Draft Plan of Subdivision, 9725 Riverside Drive and Martinique Avenue, east of Mountbatten Crescent; Part of Lot 135 & 136, Concession 1, City of Windsor (Parts 1 & 2, 12R25686) is considered by The Planning, Heritage and Economic Development Standing Committee

Motion, **CARRIED UNANIMOUSLY**

Moved by: Councillor Kusmierczyk

Seconded by: Councillor Holt

THAT a traffic calming study of the Martinique area **BE CONDUCTED.**

Motion, **CARRIED UNANIMOUSLY**



DILLON
CONSULTING

CORPORATION OF THE CITY OF WINDSOR
Mountbatten Crescent, Phase 2
Site Servicing Study
Sanitary and Storm

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1.0 Introduction

Dillon Consulting Limited (Dillon) was retained by the City of Windsor (City) to complete a sanitary and storm servicing study for the Mountbatten Crescent, Phase 2 residential development being proposed by the City of Windsor. The proposed residential development is located to the north of Menard Street, west of Martinique Avenue, south of Riverside Drive East and to the east of Mountbatten Crescent in Windsor, Ontario. The proposed development site is the former location of the Tecumseh Water Treatment Plant.

The site servicing study includes a capacity assessment of the Martinique Avenue sanitary trunk sewer with the incorporation of the Mountbatten Crescent, Phase 2 development as well as a stormwater management (SWM) design for the proposed 3.3 ha residential development. The SWM design includes a review of the hydrologic and hydraulic conditions of the proposed development.

1.1 Referenced Documents

The following documents and drawings were referenced when completing this study:

- City of Windsor - Development Manual (May 2015);
- City of Windsor - Interactive Mapping (Windsor);
- City of Windsor - Geodetic Storm Sewer Database;
- City of Windsor - Flow Monitoring and Hydraulic Modelling Study (Dillon, November 2016);
- North Neighbourhood Pond Final Design Report (Dillon, April 2002);
- Wyandotte Street Extension – Pedestrian Tunnel Ganatchio Trail (Dillon, 2003);
- City of Windsor - As-Built Drawings - Martinique Avenue (R. Meo & Associates, 1986);
- Engineering and Architectural Drawings - Water Treatment Plant – Riverside Tecumseh Joint Waterworks Board (C. G. Armstrong Consulting Engineers, 1959); and
- Tecumseh Water Treatment Plant Capping of Intake Pipe Sketch (Provided by Windsor Utilities Commission).

2.0 Sanitary Servicing

2.1 Background

The proposed 3.3 ha development intends on discharging to the existing Martinique Avenue trunk sanitary sewer (ID 30401). The development has been assumed through correspondence with the City to connect into the existing sewer system at a manhole (MH 6S555) located on Martinique Avenue between Menard Street and Riverside Drive. The purpose of this study is to determine if there is sufficient capacity in the existing Martinique Avenue trunk sewer, immediately downstream of MH 6S555, to accommodate the proposed development. This section summarizes the approach and findings of the assessment. The proposed sanitary sewer sizing, layout and design elevations are to be completed by the City of Windsor Engineering staff.

2.2 Methodology

The existing sanitary sewer system was reviewed using the City of Windsor's interactive mapping to determine the area, population, and subsequent estimated flow contributing to the Martinique Avenue trunk sewer (ID 30401). The sanitary flow was traced upstream from MH 6S555 to determine the furthest contributing area (MH S613, Wyandotte Street East and Westminster Boulevard), and was then followed downstream to the next manhole (MH S554) to determine the total contributing area (**Figure 1**). The area was further broken down into categories as per the City of Windsor Development Manual which includes: residential, commercial, industrial, and institutional in order to determine the ultimate population for the serviced area. Using the estimated ultimate population, the estimated flow through the system was calculated as per the City of Windsor Design Manual for both the existing service area and proposed development.

The sanitary trunk sewer on Martinique Avenue, downstream of MH 6S555 is an existing 675 mm diameter reinforced concrete pipe roughly 178 m in length. The upstream invert elevation is approximately 170.65 m and the downstream elevation is approximately 170.5 m giving a slope of 0.09%. Manning's equation was used to determine the capacity of this section of pipe. The capacity of the pipe was compared to the estimated ultimate flow from the existing development to determine if there exists sufficient capacity to accommodate the proposed development.

2.3 Sanitary Capacity Results

The total sanitary service area for the Martinique Avenue sewer was found to be 262.78 ha with the development type and design population breakdown according to the City of Windsor Design Manual as identified in **Table 1**.

Table 1: Existing Sanitary Area Land Use and Design Population

Land Use	Area (ha)	Population Density (pop/ha)	Design Population
Residential	217.27	50	10,864
Commercial	15.03	74	1,112
Industrial	0.00	62	0

Land Use	Area (ha)	Population Density (pop/ha)	Design Population
Institutional	14.07	22	310
Park/Vacant	16.41	0	0
Total	262.78	-	12,286

The estimated ultimate flow (Q_{ULT}) for the existing sanitary area was found to be 230.4 L/s based on an ultimate flow factor of 3.67 (interpolated from development manual section 9.1.2.d). The population for the development was determined to be 165 persons (3.30 ha @ 50 pop/ha). The estimated Q_{ULT} for the development was calculated conservatively by treating it as a separate population, which sees an increase in the ultimate flow factor from 3.67 for the existing population to 6.0 for the development itself.

The hydraulic modelling and calibration previously completed as part of the City of Windsor Flow Monitoring and Hydraulic Modelling of the Sewer System Study (Dillon, November 2016) was reviewed to determine the approximate inflow and infiltration contributing to the upstream sanitary system. The nearest sanitary monitor located directly downstream of the proposed Mountbatten Crescent development was determined to be the City of Windsor Clairview Avenue Monitor. Based on the results from the model, the calibration and validation within the flow monitoring collected at this location was poor. This was due to the following:

- Monitor being too close in proximity to the Clairview Avenue pump station;
- Inaccurate/missing interceptor manhole information upstream of the monitor; and
- Lack of field data identifying illegal connections to validate flow monitoring data.

As such, the infiltration rate for all existing sewers was considered to be 0.156 L/s/ha as per the City of Windsor Development Manual.

With using a conservative factor, the estimated Q_{ULT} for the proposed development was found to be 4.67 L/s making the maximum theoretical flow in the Martinique Avenue sewer 235.0 L/s. The existing 675 mm diameter Martinique Avenue sewer (from MH 6S55 to 6S554) capacity was found to be 245.8 L/s with a velocity of 0.69 m/s based on the Manning Avenue equation (see **Appendix A** for calculations).

It was therefore concluded, that the Martinique Avenue trunk sanitary sewer has sufficient capacity to incorporate the proposed Mountbatten Crescent, Phase 2 development.

3.0 Stormwater Management

3.1 Existing Conditions

The existing Mountbatten Crescent, Phase 2 site is a 3.3 ha parcel of grassed lands that are currently assessed in the Pontiac (Little River) Pump Station drainage area.

A memo was completed (Dillon, January 2017) to identify the existing hydrologic and hydraulic conditions of the potential receiving storm sewer system along Martinique Avenue from Riverside Drive East to Wyandotte Street East. This previous assessment included a hydraulic gradeline analysis for both existing and potential future conditions.

The same memo was reviewed by Essex Region Conservation Area (ERCA), where concerns were noted about additional flow being conveyed ultimately to the Little River pump station. ERCA further recommended that if possible, the development should outlet directly to the Detroit River. The City project team later confirmed that the abandoned and plugged water treatment plant reverse flow intake pipe (900 mm diameter) may be used as a stormwater outlet for the development.

A survey was recently completed (provided by the City) to evaluate the existing topography for the site and analyze the overall hydrology for the lands. The existing site is relatively flat with eastern portions of the proposed development adjacent to Martinique Avenue sloping toward the same roadway. Overall, the existing grades identify that the site is currently in a low lying area with no direct outlet.

The existing Mountbatten Crescent at the western property line of the Phase 2 lands is proposed as a roadway highpoint once the second phase of Mountbatten Crescent is constructed. This highpoint will be maintained during the roadway design of Phase 2, to ensure no overland flow along the roadway crosses between the two phases.

The Ganatchio Trail acts as a landform barrier, providing protection from high water levels from the Detroit River/Lake St. Clair. It also prevents overland flow from draining from the development. The landform barrier will be maintained under post-development conditions.

3.1.1 Existing Conditions Hydrologic and Hydraulic Assessment

As presented in the previous memo (Dillon, January 2017), a pre-development hydrologic model using Visual Otthymo was developed to characterize the existing site, where the 1:2 year and the 1:5 year storm event peak flows were estimated to be 52 L/s and 87 L/s, respectively. Additionally, an existing conditions storm and sanitary analysis (SSA) model was developed to estimate the hydraulic gradeline along the Martinique Avenue storm sewer under the 1:5 year and 1:100 year storm events.

Refer to the Dillon Memo with the subject "City of Windsor Mountbatten Phase 2 Development – Allowable Release Rate Analysis" (January 2017) for additional details related to existing conditions.

3.2 Proposed Stormwater Management Design Objectives

It is proposed that the stormwater system for the Mountbatten Crescent Phase 2 development outlet to the Detroit River/Lake St. Clair through the previously abandoned water treatment plant intake pipe, as identified by the City of Windsor. City staff also identified that the storm system be pumped to the outlet pipe, creating an additional hydraulic break from the Detroit River/Lake St. Clair. The existing landform barrier (Ganatchio Trail) will continue to provide as an existing hydraulic break for overland flow from Detroit River/Lake St. Clair.

With the development outletting directly to the Detroit River/Lake St. Clair, quantity control to restrict peak flow is not mandatory, but was provided to reduce pump station costs. Flood protection and management objectives are summarized below:

- The pump station outflow will be designed to ensure proper stormwater management criteria throughout the site is being met, including:
 - Minor system events (up to the 1:5 year storm) shall be conveyed and/or temporarily stored within the storm sewer system with no ponding along the roadways; and
 - Major system events (between the 1:5 and 1:100 year storms) will be conveyed and/or temporarily stored on-site within the extent of the Mountbatten Crescent Phase 2 right-of-way (ROW) with maximum surface ponding depths less than or equal to 0.30 m;
- Although the Mountbatten Crescent Phase 2 system is hydraulically disconnected from the Detroit River/Lake St. Clair, similar developments that outlet to Lake St. Clair are generally required to meet the following;
 - The lowest openings on all buildings shall be a minimum of 0.30 m above the highest estimated 1:100 year water level from the lake and shall be above the flood proofing elevation of 176.70 m; and
 - The minimum road grade elevation shall be 176.10 m or 0.30 m lower than the estimated 1:100 year water level to provide no more than 0.30 m of ponding in the road.

The performance of the system with an outlet to the Detroit River/Lake St. Clair will be based upon the hydraulic functionality of the system and the estimated depths of flooding within the proposed site. Any additional flow being released to the Martinique Avenue storm sewer system will be evaluated based on the relative change in the system's hydraulic gradeline.

Water quality control design for the site will be completed by the City of Windsor's Engineering Department staff.

3.3 Hydrodynamic Modelling

To complete a hydraulic conveyance assessment of the system, a hydrodynamic model was created to represent full build out conditions of the Mountbatten Crescent Phase 2 development using the SSA software program. Based on the existing base plan for the Mountbatten Crescent, Phase 2 residential lands, portions of the development are directly fronting Martinique Avenue. During larger storm events, portions of overland flow from these units will convey onto Martinique Avenue and into the existing local storm system. The assessment therefore considered two outlets:

- The Pontiac Pump Station outlet which collects flow from the Martinique Avenue storm sewer; and

- Proposed Detroit River/Lake St. Clair outlet which will collect flow from the new storm sewer and pumping system servicing the Mountbatten Crescent Phase 2 development.

3.3.1 Proposed Conditions Model Development

The proposed lots fronting Martinique Avenue will drain primarily to a new sewer within an easement just west of the Martinique Avenue ROW. Flow from the Martinique Avenue lots will be conveyed via rear yard catchbasins and overland flow. Catchbasins within the easement will be provided to capture flow from the front of the lots into the proposed storm sewer system. Driveways may be crested to direct surface flow to the new sewer within the easement. As anticipated, some flow from the proposed driveways along Martinique Avenue will be conveyed to the Martinique Avenue ROW, captured by this storm system and ultimately drain towards the Pontiac Pump Station. To account for this runoff potentially contributing to the Martinique Avenue ROW, half of the driveway area in the SSA model was set to outlet to the Martinique Avenue storm sewer system.

The proposed lots for the development fronting Mountbatten Crescent will drain via rear yard catchbasins and overland flow to the new Mountbatten Crescent ROW and storm sewer system. It is recommended that roof downspouts for the new lots not be directly connected to the storm sewer.

The percent impervious values considered for various land use are summarized below in **Table 2**. To be conservative, the easements along the north and the east of the development were considered to have the same percent imperviousness as the residential land use.

Table 2: Percent Impervious Per Land Use

Land Use	Percent Impervious (%)
ROW	51
Single Residential Units	55
Multi-Residential Units	65

A model schematic is presented in **Figure 2**. This figure includes catchment names and locations and identifies conveyance links for both the major and minor system. For the purpose of the model assessment, the proposed storm pump station was put just downstream of “EX_MH1”; however, in detailed design, this manhole structure is recommended to be replaced. The properties for existing condition catchments and conveyance links are discussed in the previous memo (Dillon, January 2017).

A summary of proposed conditions catchments are presented below in **Table 3**.

Table 3: Summary of Proposed Condition Catchments

Area ID	Area (ha)	Average Slope (%)	Percent Impervious (%)	Equivalent Width (m)	Notes
CA1	0.335	0.40	55	65	
CA2	0.832	0.40	53.9	80	Represents single family lots fronting on Mountbatten Crescent.
CA3	1.195	0.40	54.2	115	

Area ID	Area (ha)	Average Slope (%)	Percent Impervious (%)	Equivalent Width (m)	Notes
CA4	0.257	0.40	65	65	Represents semi-unit lots fronting on Martinique Avenue with drainage conveyed to storm sewer in easement.
CA5	0.635	0.40	65	160	
DW5	0.034	3.00	100	50	Represents semi-unit lots fronting on Martinique Avenue with drainage conveyed to existing storm sewer in ROW.
DW4	0.014	3.00	100	20	

3.3.2 Design Storms

Under conditions where there is a significant amount of impervious area in an urban environment, the Chicago design storm event is typically the governing storm when assessing peak flows through storm sewers. Based on the size of area being analyzed, the Chicago 4 hour distribution was used for all design storm events.

3.3.3 Tailwater and Model Outlet Conditions

As identified, the proposed new storm sewer system will discharge flows via a pump system to the abandoned water treatment plant reverse intake pipe, outletting flows into the upstream end of the Detroit River or alternatively the downstream end of Lake St. Clair. To develop valid model outputs for the hydraulic assessment, determination of appropriate boundary conditions are essential. For this hydraulic assessment, the tailwater condition and system outflow will be governed by the performance of the proposed pump station.

As the development is hydraulically disconnected from Detroit River/Lake St. Clair, the water level at that location is not as critical as a gravity sewer system design. The water levels at Detroit River/Lake St. Clair will continue to be important for the design of the pump station (to be completed by others). The average water level in Lake St. Clair is approximately 175.00 m and the maximum monthly average water level is approximately 175.96 m. This information was obtained from the Government of Canada's Fisheries and Oceans Canada Website (http://www.tides.gc.ca/C&A/network_means-eng.html) with a period of record from 1918 to 2013.

Tailwater conditions for the Martinique Avenue storm sewer which outlet to the Pontiac Pump Station are summarized in the previous memo (Dillon, January 2017).

3.3.4 Hydraulic Analysis – Detroit River/Lake St. Clair Outlet

A hydraulic analysis was completed for the proposed new storm sewer system outletting to Detroit River/Lake St. Clair. The hydraulic gradeline estimates for the proposed storm sewers are provided below in **Table 4**.

Table 4: Hydraulic Gradeline Analysis for Proposed New Sewer

MH or CB	Design Storm Event		1:100 Year	1:5 Year
	Top of Grate (m)	Outlet Pipe Obvert (m)	HGL (m)	HGL (m)
MH1	176.40	175.03	176.41	174.88
CB1	176.12	-	176.41	175.61
MH2	176.13	174.71	176.42	174.88
MH3	176.13	174.44	176.38	174.85
CB2	176.12	-	176.38	175.54
MH4	176.50	174.25	176.28	174.81
MH7	176.55	174.47	176.28	174.81
MH6	176.02	174.84	176.30	174.82
MH5	176.10	175.15	176.29	174.84
EX_MH1	176.30	Pump Station	176.25	174.78

The results as presented in **Table 4** indicate that the estimated depths of flooding for all storm events are equal to or less than 0.30 m. The 1:5 year peak hydraulic gradeline was generally found to be above the obverts of the pipes, but below the ground surface.

3.3.5 Hydraulic Analysis – Pontiac Pump Station Outlet

A hydraulic analysis was completed for the existing storm sewer system along Martinique Avenue outletting to the Pontiac Pump Station. Provided below in **Table 5** and **Table 6** are the 1:5 and 1:100 year hydraulic gradeline results for the existing storm sewer system under proposed conditions. The existing condition hydraulic gradeline elevations have been updated from the previous analysis results within the Allowable Release Rate memo completed by Dillon (January 17, 2016), attached within **Appendix B** to reflect final modelling results.

Table 5: 1:5 Year Proposed Conditions Hydraulic Gradeline for Existing Storm Sewer

U/S MH	D/S MH	U/S MH Top of Grate (m)	U/S MH Pipe Obvert (m)	1:5 Year HGL Elevations at U/S MH		
				Existing HGL (m)	Proposed HGL (m)	Increase (m)
6R1014	6R1015	176.81	175.22	175.06	175.08	0.02
6R1015	6R1016	176.02	174.16	173.96	173.97	0.01
6R1016	6R1017	175.95	173.48	173.40	173.43	0.03
6R1017	6R1018	176.35	172.74	173.29	173.32	0.03
6R1018	6R1019	176.00	172.37	172.96	172.98	0.02
6R1019	6R1021	176.00	172.17	172.78	172.80	0.02
6R1021	6R3045	175.95	171.98	172.57	172.59	0.02
6R3045	6R1022	175.90	171.57	172.41	172.42	0.01

Table 6: 1:100 Year Proposed Conditions Hydraulic Gradeline for Existing Storm Sewer

U/S MH	D/S MH	U/S MH Top of Gate (m)	U/S MH Pipe Obvert (m)	1:100 Year HGL Elevations at U/S MH		
				Existing HGL (m)	Proposed HGL (m)	Decrease (m)
6R1014	6R1015	176.81	175.22	176.32	176.29	0.03
6R1015	6R1016	176.02	174.16	176.32	176.29	0.03
6R1016	6R1017	175.95	173.48	176.32	176.29	0.03
6R1017	6R1018	176.35	172.74	176.31	176.29	0.02
6R1018	6R1019	176.00	172.37	176.31	176.27	0.04
6R1019	6R1021	176.00	172.17	176.26	176.24	0.02
6R1021	6R3045	175.95	171.98	176.12	176.10	0.02
6R3045	6R1022	175.90	171.57	175.88	175.84	0.04

The 1:5 year hydraulic gradeline was estimated to be increased between 0.00 m to 0.03 m when compared to existing conditions. Even so, the 1:5 year hydraulic gradelines within the system are at least 1.70 m below the existing top of manhole grate elevation.

Under the 1:100 year event, the hydraulic gradeline was estimated to be decreased (i.e. less than existing conditions) by up to 0.04 m. This reduction in the hydraulic gradeline was caused by runoff being conveyed to the proposed new sewer servicing Mountbatten Crescent, Phase 2.

It is estimated that under the 1:5 year event, the existing storm sewer system along Martinique Avenue will receive an increase of approximately 12 L/s in peak flow. The relative decrease in peak flow for the 1:100 year event within the Martinique Avenue sewer varies as the two sewer systems are hydro-dynamically connected under this more extreme design storm.

Based on the findings of the hydraulic gradeline analysis during the 1:5 year storm event, there is a slight increase in the hydraulic gradeline. During the 1:100 year storm event, there is an estimated decrease in the hydraulic gradeline.

3.3.6 Pump Conveyance Capacity Discussion

Various peak outflow rates for the proposed new pump station were considered. However, the results above are based on providing a peak outflow of 120 L/s.

This flow rate is approximately equal to the 1:2 year peak flow rate from the proposed development outletting to the new storm sewer. It provides a level of service where the 1:5 year storm event hydraulic gradeline is below the proposed ground and the 1:100 year storm event has estimated ponding depths less than or equal to 0.30 m. The 120 L/s peak pump outflow rate was therefore considered appropriate for the development. Detailed design of the pump station will be completed at a later date.

3.3.7 Recommended Grading Based on the Hydraulic Analysis

To achieve the proposed hydraulic gradeline as presented above, it is recommended that the grading for the proposed develop of Phase 2 of Mountbatten Crescent (to be completed by City of Windsor's Engineering Staff) follow the spot elevations provided in **Figure 3**. To provide positive drainage during extreme conditions for the rear of the proposed lots to the storm system (i.e. rear yard catchbasins clogged, events greater than 1:100 year, etc.), the rim elevation of Manhole 4 and Manhole 7 may be reduced, given minimum cover is provided.

It is understood that Martinique Avenue is not proposed for reconstruction and therefore the existing road grades will be maintained.

3.3.8 Storage Provided in Upstream System

The proposed storm sewer system as identified in **Figure 2** and the storm sewer profile in **Appendix B** provides storage volume upstream of the proposed pump station. The storage volumes accounted for in the SSA model are based on the storm sewer design and proposed surface grading (refer to **Figure 3**). Surface ponding elevations were estimated using a major conveyance system in the model where the cross-section for the road ROW was based upon the City's Standard Drawing AS-206D and a cross fall slope of 3.0%.

A summary of the maximum utilized storage volumes are:

- Approximately 131 m³ under the 1:5 year storm event; and
- Approximately 365 m³ under the 1:100 year storm event (148 m³ below surface and 217 m³ within the ROW above the ground surface).

The diameter of the all manhole structures were 1.2 m, except for the pump station wet well, which was set to 3.6 m in diameter. Note the pump station design will be completed at a later time.

4.0 Conclusion

Based on the results of the storm and sanitary analysis for the proposed Mountbatten Crescent, Phase 2 development, the following has been determined:

Sanitary Sewer Capacity Assessment

The existing sanitary sewer system (ID 30401) was reviewed considering the estimated ultimate population including servicing the Mountbatten Crescent, Phase 2 development. Details of the analysis are as follows:

- The estimated Q_{ULT} was found to be 4.67 L/s for the Mountbatten Crescent, Phase 2 development, making the total flow to the Martinique Avenue sewer 235.0 L/s; and
- The existing 675 mm Martinique Avenue sanitary sewer capacity was found to be 245.8 L/s.

It was concluded that the Martinique Avenue trunk sanitary sewer has sufficient theoretical capacity to accommodate the proposed Mountbatten Crescent, Phase 2 development. Therefore, it is recommended that the Mountbatten Crescent, Phase 2 development be included in the existing sanitary system.

Stormwater Management Design

- The pumped storm outlet of minimum 120 L/s for the proposed Mountbatten Crescent Phase 2 storm sewer will utilize the existing 900 mm diameter intake pipe to Lake St. Clair from the decommissioned water treatment plant with the outlet being a large body of water, no water quantity control is required;
- The existing landform barrier (Ganatchio Trail) which provides a hydraulic break from Detroit River/Lake St. Clair for the Mountbatten Crescent Phase 2 development should be maintained;
- The storm sewer system will meet the conveyance design objectives, where depths of flooding will be less than 0.30 m, and flow will be not directed to other properties, including the Mountbatten Crescent, Phase 1 development, for all storm up to and including the 1:100 year event;
- Under proposed conditions, it is estimated that the 1:5 year event hydraulic gradeline of the Martinique Avenue storm sewer will be increase (i.e. greater than existing condition) by up to 0.03 m;
- Under proposed conditions, it is estimated that the 1:100 year event hydraulic gradeline of the Martinique Avenue storm sewer will be reduced (i.e. less than existing conditions) by up to 0.04 m; and
- It is recommended that a 120 L/s peak pump flow rate be provided for the development's stormwater outlet, where the detailed design will be completed at a later date.

We trust that our findings provide you with the information that you require at this time. We would be pleased to meet with you to review our findings in further detail.

If you have any questions in the interim, please feel free to contact the undersigned.

Yours Sincerely,

DILLON CONSULTING LIMITED



Ryan Langlois, P.Eng., ENV SP,
Project Engineer

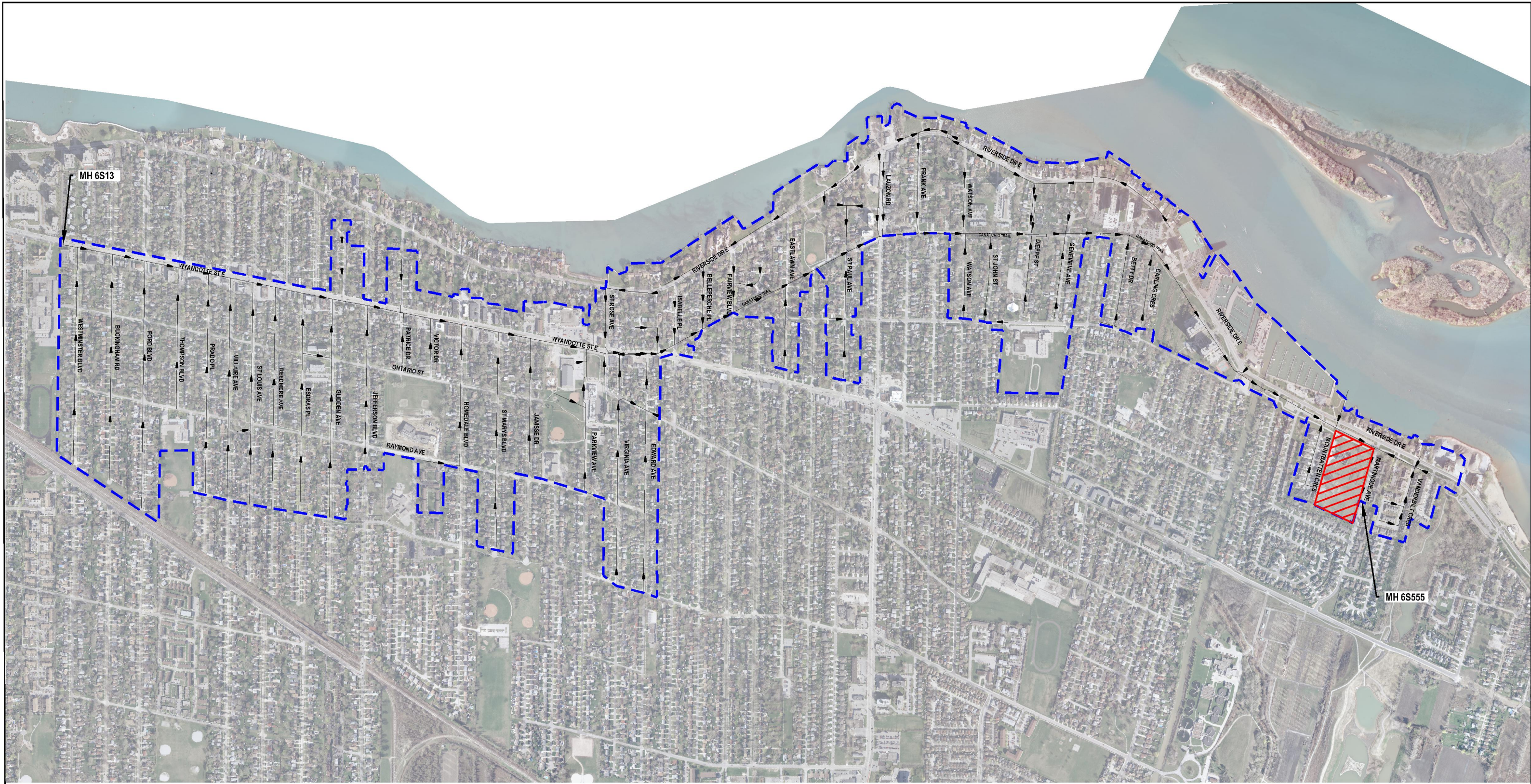


Kyle Edmunds, P.Eng.,
Project Manager



Ian Wilson M.A.Sc., P.Eng.,
Water Resources Engineer

Figures



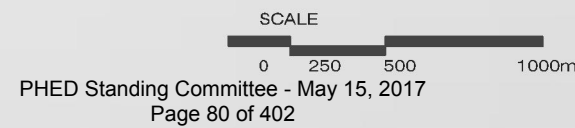
CITY OF WINDSOR
MOUNTBATTEN PHASE 2 DEVELOPMENT

—▶ EXISTING SANITARY SEWER

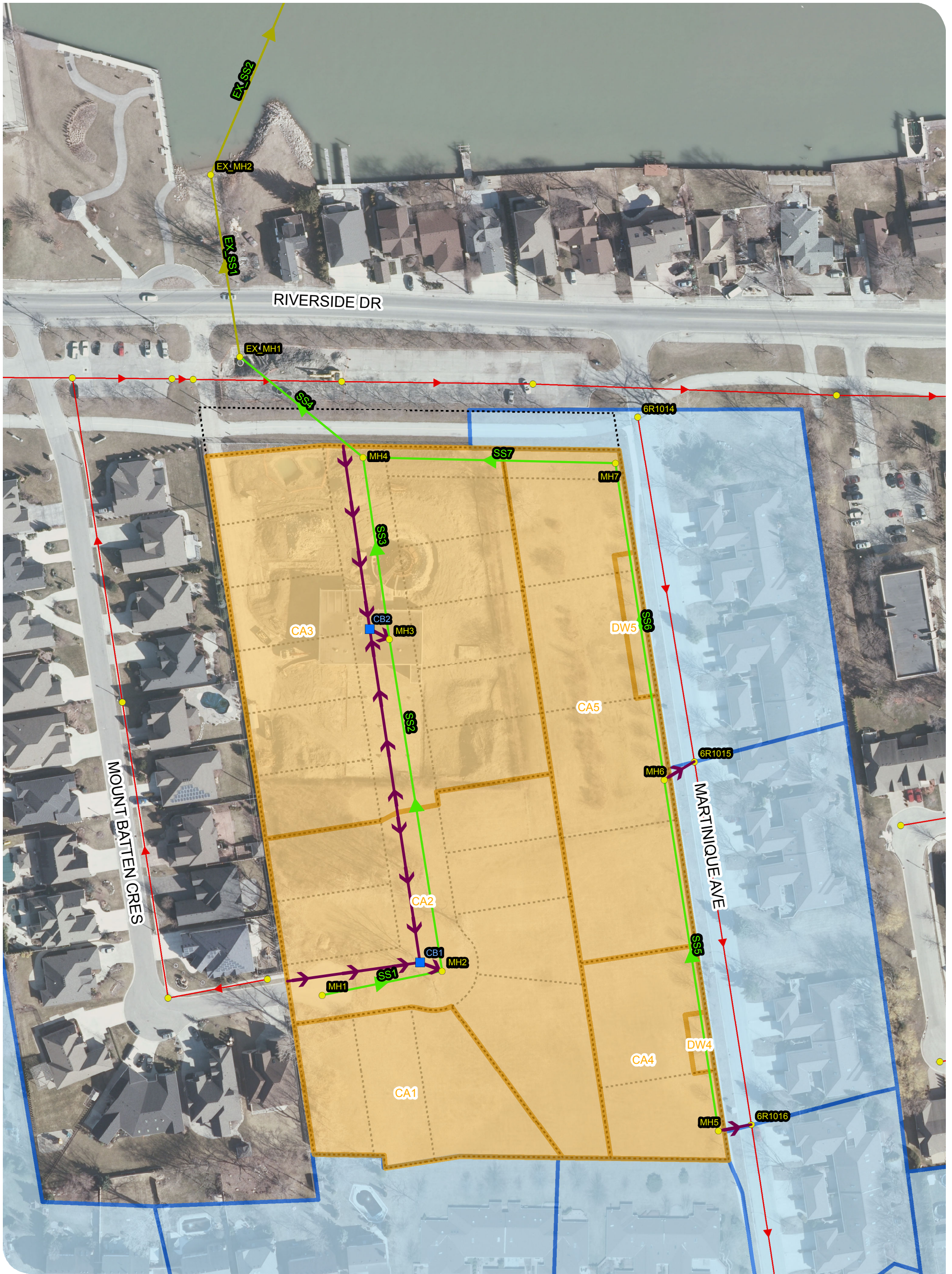
▭ UPSTREAM SEWERSHED BOUNDARY

▨ MOUNTBATTEN DEVELOPMENT AREA

EXISTING SANITARY SEWERSHED AREA
FIGURE 1



PROJECT: 16-4719
STATUS: DRAFT
DATE: MARCH 2017



CITY OF WINDSOR
MOUNTBATTEN PHASE 2

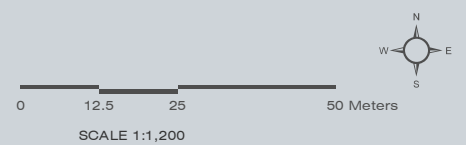
PROPOSED CONDITIONS
MODEL SCHEMATIC
FIGURE 2



- PROPOSED STORM SEWER TO DETROIT RIVER
- EXISTING STORM SEWER
- MANHOLE OR MODEL JUCTION
- MAJOR SYSTEM OR OVERLAND FLOW ROUTE
- MOUNTBATTEN PROPOSED CATCHMENT
- PONTIAC PUMP STATION CATCHMENT
- PROPOSED PROPERTY FABRIC
- MOUNTBATTEN ROW - SAG CATCH BASIN
- EXISTING INTAKE PIPE TO BE STORM OUTLET

MAP DRAWING INFORMATION:
DATA PROVIDED BY CITY OF WINDSOR

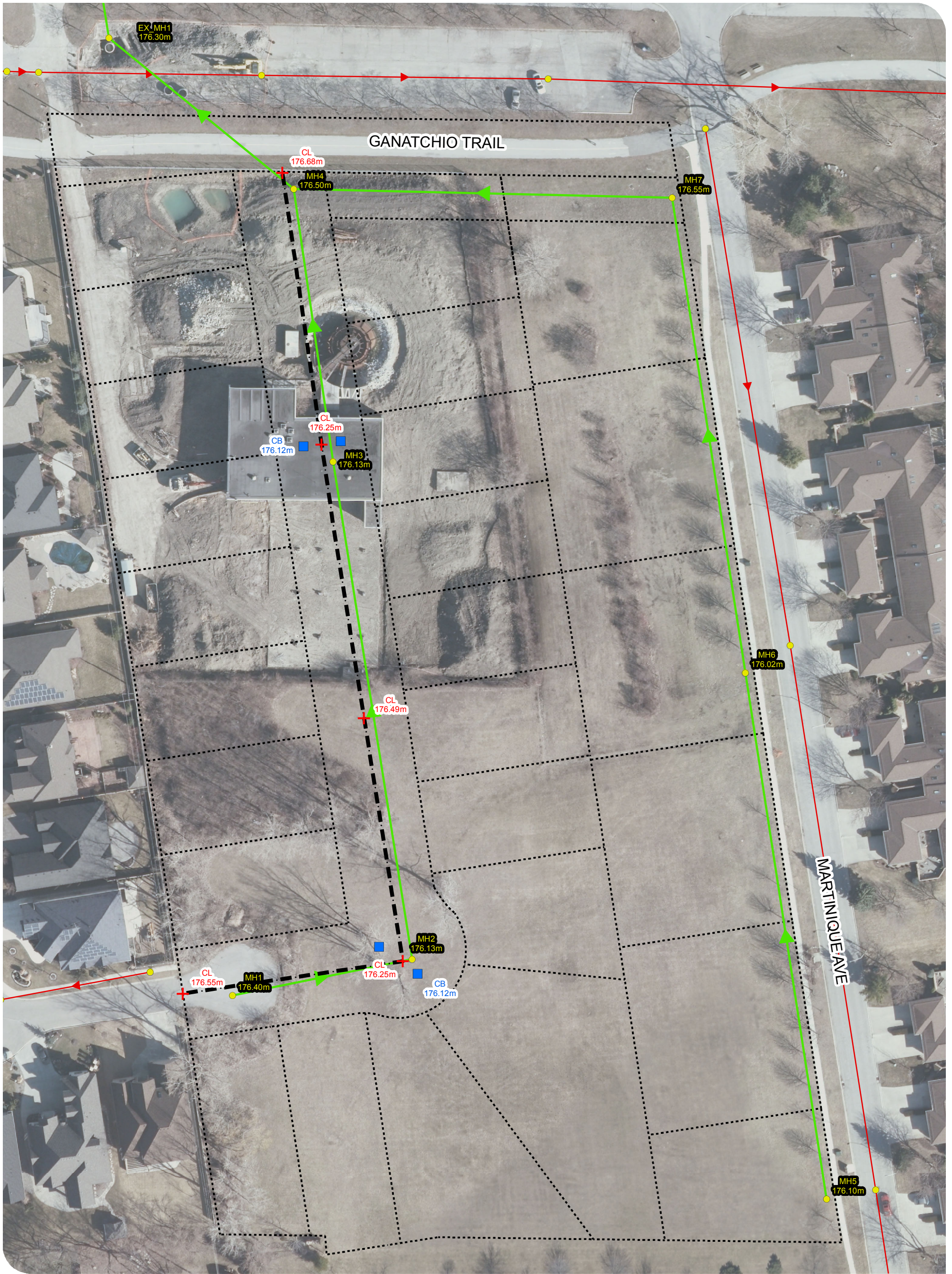
MAP CREATED BY: IDW
MAP CHECKED BY: RL
MAP PROJECTION: NAD 1983 UTM Zone 17N



FILE LOCATION: G:\CAD\GIS\16-4719_COW - Mountbatten Phase 2

PROJECT: 16-4719 STATUS: FINAL DATE: 03/24/2017





CITY OF WINDSOR
MOUNTBATTEN PHASE 2

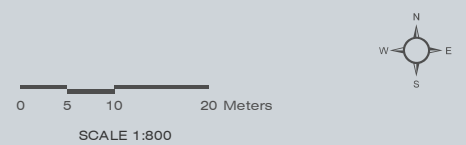
PROPOSED CONDITIONS
ROAD GRADING
FIGURE 3



- PROPOSED STORM SEWER TO DETROIT RIVER
- EXISTING STORM SEWER
- STORM MANHOLE
- ROAD CENTERLINE
- + PROPOSED CENTERLINE OF ROAD ELEVATION
- PROPOSED PROPERTY FABRIC
- PROPOSED CATCH BASIN

MAP DRAWING INFORMATION:
DATA PROVIDED BY CITY OF WINDSOR

MAP CREATED BY: IDW
MAP CHECKED BY: RL
MAP PROJECTION: NAD 1983 UTM Zone 17N



FILE LOCATION: G:\CAD\GIS\16-4719 COW - Mountbatten Phase 2

PROJECT: 16-4719 STATUS: FINAL DATE: 04/24/2017



Appendix A

Sanitary Assessment Calculations

Supporting Sanitary Calculations

Estimated Martinique Sanitary Capacity (ID 30401)	
Manning Equation	
$v = \frac{k}{n} R_h^{2/3} S^{1/2}$	
Start Invert (m)=	170.652
End Invert (m)=	170.500
Pipe Length (m)=	178.201
Slope (s)=	0.0009
Slope %=	0.09
Pipe Diameter (mm)=	675
Flow area (A)=	0.358
Wetted Perimeter (P)=	2.121
Hydraulic Radius (R_h) =	0.169
k (SI) =	1.000
n =	0.013
v (m/s)=	0.687
Q (l/s)=	245.82

Existing Area Flow	
Area (ha)	262.78
Population	12286
Ult Flow Fact	3.67
Infiltration (l/s)	40.994
Qult (l/s)	230.37

New Development Area Flow	
Area (ha)	3.30
Population	165
Ult Flow Fact	6.0
Infiltration (l/s)	0.515
Qult (l/s)	4.67

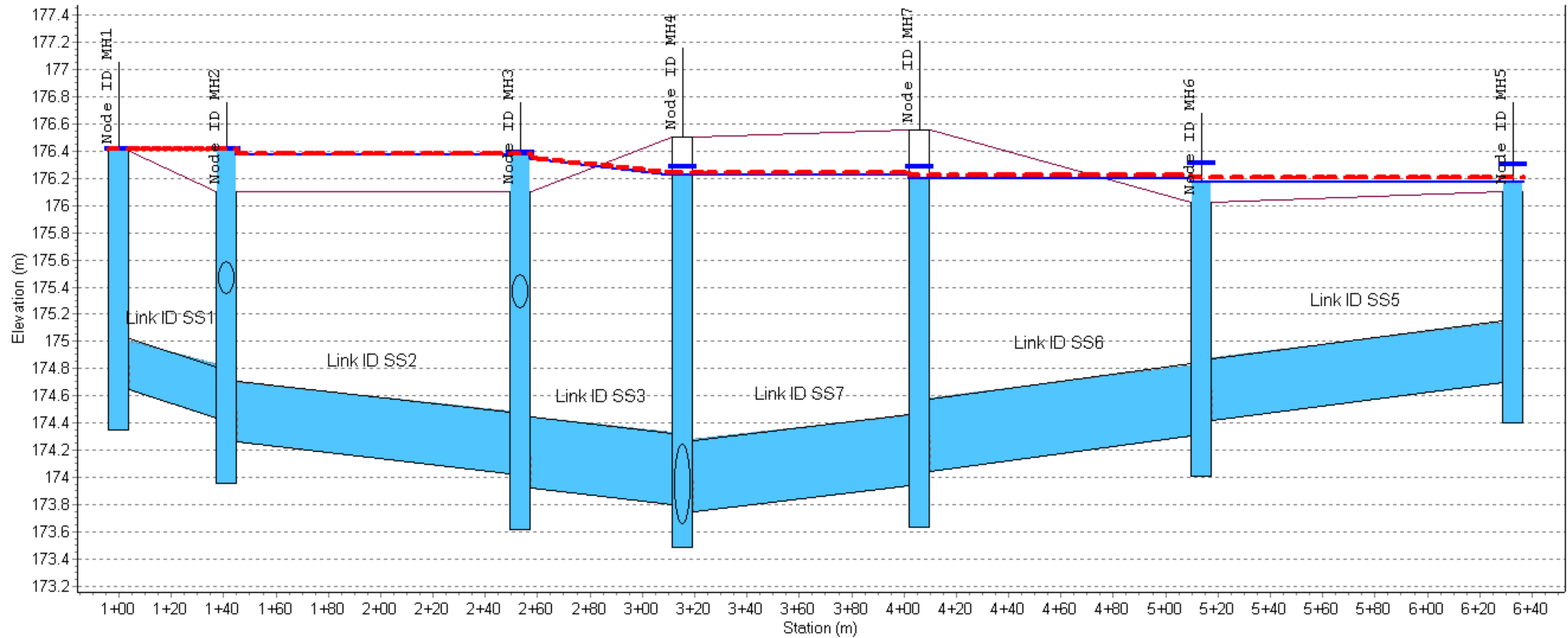
Existing Flow + New Development (l/s)	235.04
Remaining Capacity (l/s)	10.78

Appendix B

Stormwater Assessment Correspondence/Calculations

Mount Batten Phase 2 - Proposed Storm Sewer HGL

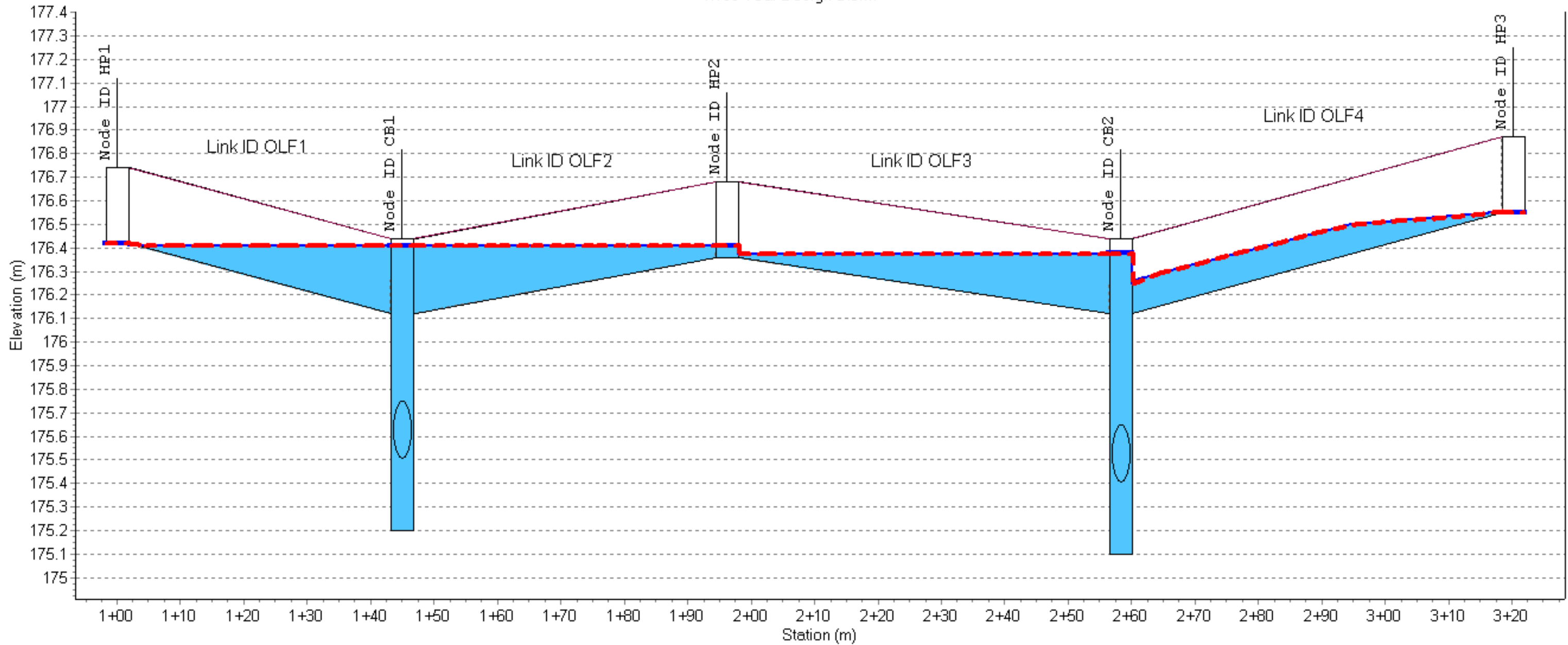
1:100 Year Design Storm



Node ID:	MH1	MH2	MH3	MH4	MH7	MH6	MH5
Rim (ft):	176.40	176.10	176.10	176.50	176.55	176.02	176.10
Invert (ft):	174.35	173.96	173.62	173.49	173.64	174.01	174.40
Min Pipe Cover (m):	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max HGL (ft):	176.41	176.42	176.38	176.28	176.28	176.30	176.29
Link ID:	SS1	SS2	SS3	SS7	SS6	SS5	
Length (m):	41.03	112.63	61.63	90.85	107.45	119.08	
Dia (mm):	375.00	450.00	525.00	525.00	525.00	450.00	
Slope (m/m):	0.0051	0.0020	0.0019	0.0021	0.0024	0.0024	
Up Invert (m):	174.65	174.26	173.92	173.94	174.31	174.70	
Dn Invert (m):	174.44	174.03	173.80	173.75	174.05	174.42	
Max Q (lps):	74.73	126.43	238.01	150.73	270.95	118.66	
Max Vel (m/s):	1.01	0.89	1.12	0.87	1.25	0.75	
Max Depth (m):	0.38	0.45	0.52	0.52	0.52	0.45	

Mount Batten Phase 2 - Proposed ROW HGL

1:100 Year Design Storm



Node ID:	HP1	CB1	HP2	CB2	HP3
Rim (ft):	176.70	176.40	176.36	176.37	176.85
Invert (ft):	176.42	175.20	176.36	175.10	176.55
Min Pipe Cover (m):	0.00	0.00	0.00	0.00	0.00
Max HGL (ft):	176.42	176.41	176.41	176.38	176.55
Link ID:	OLF1	OLF2	OLF3	OLF4	
Length (m):	44.97	51.13	62.06	62.02	
Dia (mm):	320.00	320.00	320.00	320.00	
Slope (m/m):	0.0067	0.0047	0.0039	0.0069	
Up Invert (m):	176.42	176.36	176.36	176.55	
Dn Invert (m):	176.12	176.12	176.12	176.12	
Max Q (lps):	0.00	75.52	42.16	0.00	
Max Vel (m/s):	0.00	0.09	0.08	0.00	
Max Depth (m):	0.15	0.17	0.15	0.13	

Mountbatten Phase 2 SSA Model Outputs - 1:100 Year

Autodesk® Storm and Sanitary Analysis 2015 - Version 9.1.140 (Build 1)

Project Description

File Name PS.SPF

Analysis Options

Flow Units LPS
 Subbasin Hydrograph Method. EPA SWMM
 Infiltration Method SCS Curve Number
 Link Routing Method Hydrodynamic
 Storage Node Exfiltration.. None
 Starting Date DEC-12-2016 00:00:00
 Ending Date DEC-12-2016 05:00:00
 Antecedent Dry Days 0.0
 Report Time Step 00:01:00
 Wet Time Step 00:00:01
 Dry Time Step 01:00:00
 Routing Time Step 0.10 sec

Element Count

Number of rain gages 1
 Number of subbasins 23
 Number of nodes 38
 Number of links 52
 Number of pollutants 0
 Number of land uses 0

Raingage Summary

Gage ID	Data Source	Data Type	Recording Interval	min
01	C100-4hr	INTENSITY	10.00	

Subbasin Summary

Subbasin ID	Total Area hectares	Equiv. Width m	Imperv. Area %	Average Slope %	Raingage
CA1	0.34	65.00	55.00	0.4000	01
CA2	0.83	80.00	53.90	0.4000	01
CA3	1.19	115.00	54.20	0.4000	01
CA4	0.26	65.00	60.00	0.4000	01
CA5	0.63	140.00	65.00	0.4000	01
DW4	0.01	20.00	100.00	3.0000	01
DW5	0.03	50.00	100.00	3.0000	01
F-1_M-2_M-3	4.75	169.64	60.00	0.2500	01
K_1	3.72	152.50	47.00	0.2500	01
M_1	5.93	160.48	55.50	0.2500	01
MT_1	0.74	157.81	53.50	0.2500	01

Mountbatten Phase 2 SSA Model Outputs - 1:100 Year

MT_2	0.72	141.57	57.30	0.2500	01
MT_3	0.36	67.33	64.80	0.2500	01
MT_4	0.88	191.80	64.00	0.1000	01
MT_5	0.20	48.51	62.20	0.1000	01
MT_6	0.18	43.62	49.20	0.1000	01
MT_7	0.07	43.98	55.50	0.1000	01
MT_8	0.15	51.48	67.80	0.5000	01
N-Neigh	151.40	300.00	40.00	0.1000	01
W_1	0.17	47.17	46.30	0.4000	01
W_2	0.27	76.19	57.60	0.4000	01
W_3	0.43	84.82	42.80	0.4000	01
W_4	0.44	96.82	67.90	0.4000	01

Node Summary

Node ID	Element Type	Invert Elevation m	Maximum Elev. m	Ponded Area m ²	External Inflow
6R1014	JUNCTION	174.54	177.53	0.00	
6R1015	JUNCTION	173.33	177.00	83.00	
6R1016	JUNCTION	172.65	176.32	0.00	
6R1017	JUNCTION	171.82	176.36	0.00	
6R1018	JUNCTION	171.17	176.13	0.00	
6R1019	JUNCTION	170.97	176.39	0.00	
6R1021	JUNCTION	170.78	176.28	0.00	
6R1022	JUNCTION	169.21	176.25	0.00	
6R3045	JUNCTION	170.67	176.17	0.00	
6R3779	JUNCTION	171.82	175.50	0.00	
6R3780	JUNCTION	171.80	175.50	0.00	
6R3781	JUNCTION	171.52	175.45	0.00	
6R3782	JUNCTION	171.53	175.40	0.00	
6R3783	JUNCTION	171.37	175.75	0.00	
6R3784	JUNCTION	171.12	175.75	0.00	
6R3785	JUNCTION	171.20	175.50	0.00	Yes
6R3869	JUNCTION	171.11	175.80	0.00	
6R3871	JUNCTION	173.77	175.80	0.00	
6R3876	JUNCTION	172.05	175.40	0.00	
6R03883	JUNCTION	174.73	176.00	0.00	
CB1	JUNCTION	175.20	177.64	0.00	
CB2	JUNCTION	175.10	177.85	0.00	
HP1	JUNCTION	176.42	176.74	0.00	
HP2	JUNCTION	176.36	176.68	0.00	
HP3	JUNCTION	176.55	176.87	0.00	
MH1	JUNCTION	174.35	176.50	0.00	
MH2	JUNCTION	173.96	176.40	0.00	
MH3	JUNCTION	173.62	176.37	0.00	
MH4	JUNCTION	173.49	179.40	0.00	
MH5	JUNCTION	174.40	176.45	0.00	
MH6	JUNCTION	174.01	176.15	0.00	
MH7	JUNCTION	173.64	179.55	0.00	
05	OUTFALL	176.02	178.59	0.00	
06	OUTFALL	175.50	182.54	0.00	
6R1023	OUTFALL	168.46	169.36	0.00	
Outlet	OUTFALL	171.10	171.10	0.00	
EX_MH1	STORAGE	171.10	176.50	0.00	
N.N. Pond	STORAGE	172.50	175.50	0.00	

Link Summary

Link ID	From Node	To Node	Element Type	Length m	Slope %	Manning's Roughness
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Mountbatten Phase 2 SSA Model Outputs - 1:100 Year

1014-1015	6R1014	6R1015	CONDUIT	120.5	0.8695	0.0130
1015-1016	6R1015	6R1016	CONDUIT	120.0	0.5390	0.0130
1016-1017	6R1016	6R1017	CONDUIT	74.4	1.1207	0.0130
1017-1018	6R1017	6R1018	CONDUIT	118.5	0.4101	0.0130
1018-1019	6R1018	6R1019	CONDUIT	43.0	0.3790	0.0130
1019-1021	6R1019	6R1021	CONDUIT	42.2	0.3127	0.0130
1021-3045	6R1021	6R3045	CONDUIT	29.9	0.3715	0.0130
1022-1023	6R1022	6R1023	CONDUIT	64.5	1.1600	0.0130
199111	6R3871	6R3869	CONDUIT	55.0	0.2909	0.0130
199114	6R3876	6R3781	CONDUIT	42.0	0.2810	0.0130
199166	6R3781	6R3782	CONDUIT	97.0	0.1443	0.0130
199168	6R3782	6R3783	CONDUIT	97.0	0.1340	0.0130
199171	6R3783	6R3784	CONDUIT	14.0	0.1429	0.0130
199173	6R3784	6R1022	CONDUIT	7.3	0.4966	0.0130
3045-1022	6R3045	6R1022	CONDUIT	64.5	1.1566	0.0130
34575	6R3869	6R1022	CONDUIT	7.2	0.4167	0.0130
CB_L1	CB1	MH2	CONDUIT	7.9	2.0177	0.0130
CB_L2	CB2	MH3	CONDUIT	7.5	2.1390	0.0130
N.Neigh_Pond_Outlet16R3785		6R3779	CONDUIT	39.6	0.2020	0.0130
N.Neigh_Pond_Outlet26R3779		6R3780	CONDUIT	74.0	0.1405	0.0130
N.Neigh_Pond_Outlet36R3780		6R3781	CONDUIT	74.0	0.1405	0.0130
OLF1	HP1	CB1	CHANNEL	45.0	0.6671	0.0150
OLF2	HP2	CB1	CHANNEL	51.1	0.4694	0.0150
OLF3	HP2	CB2	CHANNEL	62.1	0.3867	0.0150
OLF4	HP3	CB2	CHANNEL	62.0	0.6933	0.0150
SS1	MH1	MH2	CONDUIT	41.0	0.5118	0.0130
SS2	MH2	MH3	CONDUIT	112.6	0.2042	0.0130
SS3	MH3	MH4	CONDUIT	61.6	0.1947	0.0130
SS4	MH4	EX_MH1	CONDUIT	53.3	0.1687	0.0130
SS5	MH5	MH6	CONDUIT	119.1	0.2351	0.0130
SS6	MH6	MH7	CONDUIT	107.5	0.2420	0.0130
SS7	MH7	MH4	CONDUIT	90.8	0.2091	0.0130
Ganatchio-Trail_PSOutlet6R03883		6R3876	TYPE2 PUMP			
PUMP	EX_MH1	Outlet	TYPE3 PUMP			
11	N.N.Pond	6R3785	WEIR			
13	6R1016	6R1017	WEIR			
14	6R1017	6R1018	WEIR			
15	6R1018	6R1019	WEIR			
16	6R1019	6R1021	WEIR			
17	6R1021	6R3045	WEIR			
18	6R3045	6R1022	WEIR			
19	6R1014	05	WEIR			
20	6R1015	6R1014	WEIR			
21	6R1016	6R1015	WEIR			
22	6R1022	06	WEIR			
23	MH3	CB2	WEIR			
24	MH2	CB1	WEIR			
26	MH6	6R1015	WEIR			
27	MH5	6R1016	WEIR			
28	MH1	CB1	WEIR			
29	MH7	MH4	WEIR			
DICB-GRATE	N.N.Pond	6R3785	WEIR			

Cross Section Summary

Link Design ID Flow	Shape	Depth/ Diameter	Width	No. of Barrels	Cross Sectional Area	Full Flow Hydraulic Radius
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Mountbatten Phase 2 SSA Model Outputs - 1:100 Year

Capacity		m	m		m ²	m
LPS						

1014-1015	CIRCULAR	0.38	0.38	1	0.11	0.09
163.50						
1015-1016	CIRCULAR	0.53	0.53	1	0.22	0.13
315.77						
1016-1017	CIRCULAR	0.53	0.53	1	0.22	0.13
455.30						
1017-1018	CIRCULAR	0.75	0.75	1	0.44	0.19
713.00						
1018-1019	CIRCULAR	0.90	0.90	1	0.64	0.23
1114.52						
1019-1021	CIRCULAR	0.90	0.90	1	0.64	0.23
1012.42						
1021-3045	CIRCULAR	0.90	0.90	1	0.64	0.23
1103.44						
1022-1023	CIRCULAR	0.90	0.90	1	0.64	0.23
1949.88						
199111	CIRCULAR	0.38	0.38	1	0.11	0.09
94.57						
199114	CIRCULAR	0.30	0.30	1	0.07	0.07
51.26						
199166	CIRCULAR	0.53	0.53	1	0.22	0.13
163.39						
199168	CIRCULAR	0.53	0.53	1	0.22	0.13
157.45						
199171	CIRCULAR	0.53	0.53	1	0.22	0.13
162.56						
199173	CIRCULAR	0.53	0.53	1	0.22	0.13
303.07						
3045-1022	CIRCULAR	0.90	0.90	1	0.64	0.23
1947.01						
34575	CIRCULAR	0.53	0.53	1	0.22	0.13
277.62						
CB_L1	CIRCULAR	0.25	0.25	2	0.05	0.06
84.48						
CB_L2	CIRCULAR	0.25	0.25	2	0.05	0.06
86.98						
N.Neigh_Pond_Outlet1	CIRCULAR	0.53	0.53	1	0.22	
0.13						
193.31						
N.Neigh_Pond_Outlet2	CIRCULAR	0.53	0.53	1	0.22	
0.13						
161.23						
N.Neigh_Pond_Outlet3	CIRCULAR	0.53	0.53	1	0.22	
0.13						
161.23						
OLF1	IRREGULAR	0.32	20.00	1	3.33	0.18
5711.66						
OLF2	IRREGULAR	0.32	20.00	1	3.33	0.18
4791.05						
OLF3	IRREGULAR	0.32	20.00	1	3.33	0.18
4348.73						
OLF4	IRREGULAR	0.32	20.00	1	3.33	0.18
5822.79						
SS1	CIRCULAR	0.38	0.38	1	0.11	0.09
125.44						
SS2	CIRCULAR	0.45	0.45	1	0.16	0.11
128.85						
SS3	CIRCULAR	0.53	0.53	1	0.22	0.13
189.78						
SS4	CIRCULAR	0.60	0.60	1	0.28	0.15
252.23						
SS5	CIRCULAR	0.45	0.45	1	0.16	0.11
138.26						

Mountbatten Phase 2 SSA Model Outputs - 1:100 Year

SS6	CIRCULAR	0.53	0.53	1	0.22	0.13
211.56						
SS7	CIRCULAR	0.53	0.53	1	0.22	0.13
196.69						

Transect Summary

Transect ROW
Area:

0.0006	0.0023	0.0053	0.0094	0.0146
0.0211	0.0287	0.0374	0.0474	0.0585
0.0708	0.0842	0.0988	0.1146	0.1311
0.1475	0.1640	0.1805	0.1969	0.2134
0.2299	0.2464	0.2630	0.2796	0.2970
0.3152	0.3343	0.3542	0.3749	0.3964
0.4187	0.4419	0.4659	0.4907	0.5164
0.5428	0.5701	0.5982	0.6272	0.6570
0.6876	0.7190	0.7512	0.7843	0.8182
0.8529	0.8884	0.9248	0.9620	1.0000

Hrad:

0.0178	0.0355	0.0533	0.0711	0.0888
0.1066	0.1243	0.1421	0.1599	0.1776
0.1954	0.2132	0.2309	0.2487	0.2827
0.3177	0.3526	0.3875	0.4222	0.4569
0.4914	0.5259	0.5603	0.5947	0.6272
0.6574	0.6855	0.7115	0.7357	0.7581
0.7790	0.7984	0.8165	0.8333	0.8490
0.8637	0.8775	0.8904	0.9025	0.9139
0.9246	0.9348	0.9444	0.9535	0.9622
0.9705	0.9783	0.9859	0.9931	1.0000

Width:

0.0304	0.0609	0.0913	0.1217	0.1522
0.1826	0.2130	0.2435	0.2739	0.3044
0.3348	0.3652	0.3957	0.4261	0.4282
0.4284	0.4286	0.4288	0.4291	0.4293
0.4295	0.4297	0.4299	0.4421	0.4635
0.4850	0.5064	0.5279	0.5494	0.5708
0.5923	0.6137	0.6352	0.6567	0.6781
0.6996	0.7210	0.7425	0.7640	0.7854
0.8069	0.8283	0.8498	0.8712	0.8927
0.9142	0.9356	0.9571	0.9785	1.0000

*****	Volume	Depth
Runoff Quantity Continuity	hectare-m	mm
*****	-----	-----
Total Precipitation	14.218	81.850
Evaporation Loss	0.000	0.000
Infiltration Loss	4.696	27.032
Surface Runoff	5.789	33.329
Final Surface Storage	3.733	21.490
Continuity Error (%)	-0.001	

*****	Volume	Volume
Flow Routing Continuity	hectare-m	Mliters
*****	-----	-----
Dry Weather Inflow	0.000	0.000
Wet Weather Inflow	5.789	57.893
Groundwater Inflow	0.000	0.000
RDII Inflow	0.000	0.000
External Inflow	0.027	0.266
External Outflow	1.374	13.740

Mountbatten Phase 2 SSA Model Outputs - 1:100 Year

Surface Flooding	0.000	0.000
Evaporation Loss	0.000	0.000
Initial Stored Volume ...	0.008	0.076
Final Stored Volume	4.422	44.224
Continuity Error (%)	0.465	

 Composite Curve Number Computations Report

 Subbasin CA1

Soil/Surface Description	Area (ha)	Soil Group	CN
-	0.34	-	72.00
Composite Area & Weighted CN	0.34		72.00

 Subbasin CA2

Soil/Surface Description	Area (ha)	Soil Group	CN
-	0.83	-	72.00
Composite Area & Weighted CN	0.83		72.00

 Subbasin CA3

Soil/Surface Description	Area (ha)	Soil Group	CN
-	1.19	-	72.00
Composite Area & Weighted CN	1.19		72.00

 Subbasin CA4

Soil/Surface Description	Area (ha)	Soil Group	CN
-	0.26	-	72.00
Composite Area & Weighted CN	0.26		72.00

 Subbasin CA5

Soil/Surface Description	Area (ha)	Soil Group	CN
-	0.63	-	72.00
Composite Area & Weighted CN	0.63		72.00

 Subbasin DW4

Soil/Surface Description	Area (ha)	Soil Group	CN
-	0.01	-	72.00
Composite Area & Weighted CN	0.01		72.00

Mountbatten Phase 2 SSA Model Outputs - 1:100 Year

Subbasin DW5

Soil/Surface Description	Area (ha)	Soil Group	CN
-	0.03	-	72.00
Composite Area & Weighted CN	0.03		72.00

Subbasin F-1_M-2_M-3

Soil/Surface Description	Area (ha)	Soil Group	CN
-	3.09	-	72.00
Composite Area & Weighted CN	3.09		72.00

Subbasin K_1

Soil/Surface Description	Area (ha)	Soil Group	CN
-	3.72	-	72.00
Composite Area & Weighted CN	3.72		72.00

Subbasin M_1

Soil/Surface Description	Area (ha)	Soil Group	CN
-	5.93	-	72.00
Composite Area & Weighted CN	5.93		72.00

Subbasin MT_1

Soil/Surface Description	Area (ha)	Soil Group	CN
-	0.74	-	72.00
Composite Area & Weighted CN	0.74		72.00

Subbasin MT_2

Soil/Surface Description	Area (ha)	Soil Group	CN
-	0.72	-	72.00
Composite Area & Weighted CN	0.72		72.00

Subbasin MT_3

Soil/Surface Description	Area (ha)	Soil Group	CN
-	0.36	-	72.00
Composite Area & Weighted CN	0.36		72.00

Subbasin MT_4

Area Soil

Mountbatten Phase 2 SSA Model Outputs - 1:100 Year

Soil/Surface Description	(ha)	Group	CN
-	0.88	-	72.00
Composite Area & Weighted CN	0.88		72.00

Subbasin MT_5

Soil/Surface Description	Area (ha)	Soil Group	CN
-	0.20	-	72.00
Composite Area & Weighted CN	0.20		72.00

Subbasin MT_6

Soil/Surface Description	Area (ha)	Soil Group	CN
-	0.18	-	72.00
Composite Area & Weighted CN	0.18		72.00

Subbasin MT_7

Soil/Surface Description	Area (ha)	Soil Group	CN
-	0.07	-	72.00
Composite Area & Weighted CN	0.07		72.00

Subbasin MT_8

Soil/Surface Description	Area (ha)	Soil Group	CN
-	0.15	-	72.00
Composite Area & Weighted CN	0.15		72.00

Subbasin N-Neigh

Soil/Surface Description	Area (ha)	Soil Group	CN
-	151.40	-	72.00
Composite Area & Weighted CN	151.40		72.00

Subbasin W_1

Soil/Surface Description	Area (ha)	Soil Group	CN
-	0.17	-	72.00
Composite Area & Weighted CN	0.17		72.00

Subbasin W_2

Soil/Surface Description	Area (ha)	Soil Group	CN
-	0.27	-	72.00

Mountbatten Phase 2 SSA Model Outputs - 1:100 Year

Composite Area & Weighted CN 0.27 72.00

 Subbasin W_3

Soil/Surface Description	Area (ha)	Soil Group	CN
-	0.43	-	72.00
Composite Area & Weighted CN	0.43		72.00

 Subbasin W_4

Soil/Surface Description	Area (ha)	Soil Group	CN
-	0.44	-	72.00
Composite Area & Weighted CN	0.44		72.00

 EPA SWMM Time of Concentration Computations Report

$$Tc = (0.94 * (L^{0.6}) * (n^{0.6})) / ((i^{0.4}) * (S^{0.3}))$$

Where:

- Tc = Time of Concentration (min)
- L = Flow Length (ft)
- n = Manning's Roughness
- i = Rainfall Intensity (in/hr)
- S = Slope (ft/ft)

 Subbasin CA1

Flow length (m):	52.31
Pervious Manning's Roughness:	0.10000
Impervious Manning's Roughness:	0.01000
Pervious Rainfall Intensity (mm/hr):	20.46262
Impervious Rainfall Intensity (mm/hr):	20.46262
Slope (%):	0.40000
Computed TOC (minutes):	22.93

 Subbasin CA2

Flow length (m):	103.75
Pervious Manning's Roughness:	0.10000
Impervious Manning's Roughness:	0.01000
Pervious Rainfall Intensity (mm/hr):	20.46262
Impervious Rainfall Intensity (mm/hr):	20.46262
Slope (%):	0.40000
Computed TOC (minutes):	34.88

 Subbasin CA3

Flow length (m):	103.48
Pervious Manning's Roughness:	0.10000
Impervious Manning's Roughness:	0.01000

Mountbatten Phase 2 SSA Model Outputs - 1:100 Year

Pervious Rainfall Intensity (mm/hr): 20.46262
Impervious Rainfall Intensity (mm/hr): 20.46262
Slope (%): 0.40000
Computed TOC (minutes): 34.75

Subbasin CA4

Flow length (m): 40.00
Pervious Manning's Roughness: 0.10000
Impervious Manning's Roughness: 0.01000
Pervious Rainfall Intensity (mm/hr): 20.46262
Impervious Rainfall Intensity (mm/hr): 20.46262
Slope (%): 0.40000
Computed TOC (minutes): 18.68

Subbasin CA5

Flow length (m): 45.00
Pervious Manning's Roughness: 0.10000
Impervious Manning's Roughness: 0.01000
Pervious Rainfall Intensity (mm/hr): 20.46262
Impervious Rainfall Intensity (mm/hr): 20.46262
Slope (%): 0.40000
Computed TOC (minutes): 19.10

Subbasin DW4

Flow length (m): 5.00
Pervious Manning's Roughness: 0.10000
Impervious Manning's Roughness: 0.01000
Pervious Rainfall Intensity (mm/hr): 20.46262
Impervious Rainfall Intensity (mm/hr): 20.46262
Slope (%): 3.00000
Computed TOC (minutes): 0.99

Subbasin DW5

Flow length (m): 6.00
Pervious Manning's Roughness: 0.10000
Impervious Manning's Roughness: 0.01000
Pervious Rainfall Intensity (mm/hr): 20.46262
Impervious Rainfall Intensity (mm/hr): 20.46262
Slope (%): 3.00000
Computed TOC (minutes): 1.11

Subbasin F-1_M-2_M-3

Flow length (m): 280.00
Pervious Manning's Roughness: 0.02400
Impervious Manning's Roughness: 0.01300
Pervious Rainfall Intensity (mm/hr): 20.46262
Impervious Rainfall Intensity (mm/hr): 20.46262
Slope (%): 0.25000
Computed TOC (minutes): 35.02

Mountbatten Phase 2 SSA Model Outputs - 1:100 Year

Subbasin K_1

Flow length (m): 244.00
Pervious Manning's Roughness: 0.02400
Impervious Manning's Roughness: 0.01300
Pervious Rainfall Intensity (mm/hr): 20.46262
Impervious Rainfall Intensity (mm/hr): 20.46262
Slope (%): 0.25000
Computed TOC (minutes): 34.64

Subbasin M_1

Flow length (m): 369.33
Pervious Manning's Roughness: 0.02400
Impervious Manning's Roughness: 0.01300
Pervious Rainfall Intensity (mm/hr): 20.46262
Impervious Rainfall Intensity (mm/hr): 20.46262
Slope (%): 0.25000
Computed TOC (minutes): 41.93

Subbasin MT_1

Flow length (m): 47.02
Pervious Manning's Roughness: 0.02400
Impervious Manning's Roughness: 0.01300
Pervious Rainfall Intensity (mm/hr): 20.46262
Impervious Rainfall Intensity (mm/hr): 20.46262
Slope (%): 0.25000
Computed TOC (minutes): 13.16

Subbasin MT_2

Flow length (m): 51.00
Pervious Manning's Roughness: 0.02400
Impervious Manning's Roughness: 0.01300
Pervious Rainfall Intensity (mm/hr): 20.46262
Impervious Rainfall Intensity (mm/hr): 20.46262
Slope (%): 0.25000
Computed TOC (minutes): 13.43

Subbasin MT_3

Flow length (m): 54.06
Pervious Manning's Roughness: 0.02400
Impervious Manning's Roughness: 0.01300
Pervious Rainfall Intensity (mm/hr): 20.46262
Impervious Rainfall Intensity (mm/hr): 20.46262
Slope (%): 0.25000
Computed TOC (minutes): 12.51

Subbasin MT_4

Flow length (m): 45.99
Pervious Manning's Roughness: 0.02400
Impervious Manning's Roughness: 0.01300

Mountbatten Phase 2 SSA Model Outputs - 1:100 Year

Pervious Rainfall Intensity (mm/hr): 20.46262
Impervious Rainfall Intensity (mm/hr): 20.46262
Slope (%): 0.10000
Computed TOC (minutes): 9.54

Subbasin MT_5

Flow length (m): 41.02
Pervious Manning's Roughness: 0.02400
Impervious Manning's Roughness: 0.01300
Pervious Rainfall Intensity (mm/hr): 20.46262
Impervious Rainfall Intensity (mm/hr): 20.46262
Slope (%): 0.10000
Computed TOC (minutes): 9.18

Subbasin MT_6

Flow length (m): 41.95
Pervious Manning's Roughness: 0.02400
Impervious Manning's Roughness: 0.01300
Pervious Rainfall Intensity (mm/hr): 20.46262
Impervious Rainfall Intensity (mm/hr): 20.46262
Slope (%): 0.10000
Computed TOC (minutes): 11.11

Subbasin MT_7

Flow length (m): 15.01
Pervious Manning's Roughness: 0.02400
Impervious Manning's Roughness: 0.01300
Pervious Rainfall Intensity (mm/hr): 20.46262
Impervious Rainfall Intensity (mm/hr): 20.46262
Slope (%): 0.10000
Computed TOC (minutes): 5.54

Subbasin MT_8

Flow length (m): 28.94
Pervious Manning's Roughness: 0.02400
Impervious Manning's Roughness: 0.01300
Pervious Rainfall Intensity (mm/hr): 20.46262
Impervious Rainfall Intensity (mm/hr): 20.46262
Slope (%): 0.50000
Computed TOC (minutes): 4.51

Subbasin N-Neigh

Flow length (m): 5046.67
Pervious Manning's Roughness: 0.02400
Impervious Manning's Roughness: 0.01300
Pervious Rainfall Intensity (mm/hr): 20.46262
Impervious Rainfall Intensity (mm/hr): 20.46262
Slope (%): 0.10000
Computed TOC (minutes): 217.33

Mountbatten Phase 2 SSA Model Outputs - 1:100 Year

Subbasin W_1

```

-----
Flow length (m):                36.04
Pervious Manning's Roughness:   0.02400
Impervious Manning's Roughness: 0.01300
Pervious Rainfall Intensity (mm/hr): 20.46262
Impervious Rainfall Intensity (mm/hr): 20.46262
Slope (%):                       0.40000
Computed TOC (minutes):          6.92
    
```

Subbasin W_2

```

-----
Flow length (m):                35.96
Pervious Manning's Roughness:   0.02400
Impervious Manning's Roughness: 0.01300
Pervious Rainfall Intensity (mm/hr): 20.46262
Impervious Rainfall Intensity (mm/hr): 20.46262
Slope (%):                       0.40000
Computed TOC (minutes):          5.99
    
```

Subbasin W_3

```

-----
Flow length (m):                51.05
Pervious Manning's Roughness:   0.02400
Impervious Manning's Roughness: 0.01300
Pervious Rainfall Intensity (mm/hr): 20.46262
Impervious Rainfall Intensity (mm/hr): 20.46262
Slope (%):                       0.40000
Computed TOC (minutes):          8.85
    
```

Subbasin W_4

```

-----
Flow length (m):                45.03
Pervious Manning's Roughness:   0.02400
Impervious Manning's Roughness: 0.01300
Pervious Rainfall Intensity (mm/hr): 20.46262
Impervious Rainfall Intensity (mm/hr): 20.46262
Slope (%):                       0.40000
Computed TOC (minutes):          6.30
    
```

Subbasin Runoff Summary

```

-----
Subbasin      Total      Total      Total      Total      Total      Peak      Runoff
Time of       Rainfall  Runon     Evap.     Infil.     Runoff     Runoff    Coefficient
ID            mm        mm        mm        mm        mm        LPS      days
Concentration
hh:mm:ss
-----
CA1           81.85     0.00     0.00     28.42     49.79     84.53    0.608    0
00:22:55
    
```

Mountbatten Phase 2 SSA Model Outputs - 1:100 Year

CA2	81.85	0.00	0.00	28.86	48.64	138.04	0.594	0
00:34:52								
CA3	81.85	0.00	0.00	28.74	48.79	199.95	0.596	0
00:34:45								
CA4	81.85	0.00	0.00	26.28	52.31	79.40	0.639	0
00:18:40								
CA5	81.85	0.00	0.00	23.98	54.80	205.07	0.669	0
00:19:06								
DW4	81.85	0.00	0.00	0.00	80.35	4.78	0.982	0
00:00:59								
DW5	81.85	0.00	0.00	0.00	80.35	14.33	0.982	0
00:01:06								
F-1_M-2_M-3	81.85	0.00	0.00	23.26	54.41	916.22	0.665	0
00:35:01								
K_1	81.85	0.00	0.00	28.40	48.81	627.18	0.596	0
00:34:38								
M_1	81.85	0.00	0.00	25.08	51.91	912.97	0.634	0
00:41:56								
MT_1	81.85	0.00	0.00	24.16	54.45	244.48	0.665	0
00:13:09								
MT_2	81.85	0.00	0.00	22.62	56.13	244.78	0.686	0
00:13:25								
MT_3	81.85	0.00	0.00	19.50	59.50	131.55	0.727	0
00:12:30								
MT_4	81.85	0.00	0.00	16.43	62.77	319.14	0.767	0
00:09:32								
MT_5	81.85	0.00	0.00	17.26	61.78	71.61	0.755	0
00:09:10								
MT_6	81.85	0.00	0.00	23.19	55.31	56.74	0.676	0
00:11:06								
MT_7	81.85	0.00	0.00	20.31	58.42	24.07	0.714	0
00:05:32								
MT_8	81.85	0.00	0.00	14.70	64.36	59.64	0.786	0
00:04:30								
N-Neigh	81.85	0.00	0.00	27.39	30.42	5434.11	0.372	0
03:37:19								
W_1	81.85	0.00	0.00	24.51	53.96	56.42	0.659	0
00:06:54								
W_2	81.85	0.00	0.00	19.36	59.41	100.72	0.726	0
00:05:59								
W_3	81.85	0.00	0.00	26.11	52.20	132.92	0.638	0
00:08:51								
W_4	81.85	0.00	0.00	14.65	64.33	171.99	0.786	0
00:06:17								

Node Depth Summary

Node ID	Average Depth Attained m	Maximum Depth Attained m	Maximum HGL Attained m	Time of Max Occurrence days hh:mm	Total Flooded Volume ha-mm	Total Time Flooded minutes	Retention Time hh:mm:ss
6R1014	0.50	1.75	176.29	0 01:35	0	0	0:00:00
6R1015	0.69	2.96	176.29	0 01:33	0	0	0:00:00
6R1016	0.75	3.64	176.29	0 01:33	0	0	0:00:00
6R1017	0.86	4.47	176.29	0 01:33	0	0	0:00:00
6R1018	1.06	5.10	176.27	0 01:33	0	0	0:00:00
6R1019	1.09	5.27	176.24	0 01:33	0	0	0:00:00
6R1021	1.09	5.32	176.10	0 01:33	0	0	0:00:00

Mountbatten Phase 2 SSA Model Outputs - 1:100 Year

6R1022	2.27	4.68	173.89	0	01:33	0	0	0:00:00
6R3045	1.08	5.17	175.84	0	01:33	0	0	0:00:00
6R3779	0.85	20.92	192.74	0	04:58	0	0	0:00:00
6R3780	0.66	24.22	196.02	0	01:30	0	0	0:00:00
6R3781	0.71	27.40	198.93	0	01:30	0	0	0:00:00
6R3782	0.54	32.35	203.88	0	01:28	0	0	0:00:00
6R3783	0.51	6.86	178.23	0	01:30	0	0	0:00:00
6R3784	0.52	3.53	174.65	0	01:29	0	0	0:00:00
6R3785	1.54	2.22	173.42	0	04:59	0	0	0:00:00
6R3869	0.37	2.79	173.90	0	01:34	0	0	0:00:00
6R3871	0.09	17.94	191.71	0	01:25	0	0	0:00:00
6R3876	0.27	43.29	215.34	0	01:31	0	0	0:00:00
6RO3883	0.00	0.00	174.73	0	00:00	0	0	0:00:00
CB1	0.55	1.21	176.41	0	02:01	0	0	0:00:00
CB2	0.58	1.28	176.38	0	01:59	0	0	0:00:00
HP1	0.00	0.00	176.42	0	00:00	0	0	0:00:00
HP2	0.01	0.05	176.41	0	02:01	0	0	0:00:00
HP3	0.00	0.00	176.55	0	00:00	0	0	0:00:00
MH1	0.90	2.06	176.41	0	01:55	0	0	0:00:00
MH2	1.09	2.46	176.42	0	02:01	0	0	0:00:00
MH3	1.25	2.76	176.38	0	01:59	0	0	0:00:00
MH4	1.25	2.79	176.28	0	01:43	0	0	0:00:00
MH5	0.82	1.89	176.29	0	01:36	0	0	0:00:00
MH6	1.02	2.29	176.30	0	01:36	0	0	0:00:00
MH7	1.19	2.64	176.28	0	01:40	0	0	0:00:00
05	0.00	0.00	176.02	0	00:00	0	0	0:00:00
06	0.00	0.00	175.50	0	00:00	0	0	0:00:00
6R1023	2.68	2.68	171.15	0	00:00	0	0	0:00:00
Outlet	3.90	3.90	175.00	0	00:00	0	0	0:00:00
EX_MH1	2.66	5.15	176.25	0	01:43	0	0	0:00:00
N.N.Pond	0.40	0.90	173.40	0	05:00	0	0	0:00:00

Node Flow Summary

Node ID	Element Type	Maximum Lateral Inflow LPS	Peak Inflow LPS	Time of Peak Inflow Occurrence days hh:mm	Maximum Flooding Overflow LPS	Time of Peak Flooding Occurrence days hh:mm
6R1014	JUNCTION	258.81	526.61	0 01:33	0.00	
6R1015	JUNCTION	249.56	752.50	0 01:33	0.00	
6R1016	JUNCTION	0.00	680.12	0 01:33	0.00	
6R1017	JUNCTION	1047.76	1580.92	0 01:36	0.00	
6R1018	JUNCTION	946.31	2321.66	0 01:30	0.00	
6R1019	JUNCTION	128.35	2362.12	0 01:30	0.00	
6R1021	JUNCTION	24.07	2110.40	0 01:30	0.00	
6R1022	JUNCTION	59.64	3081.64	0 01:31	0.00	
6R3045	JUNCTION	912.97	2912.37	0 01:31	0.00	
6R3779	JUNCTION	0.00	319.39	0 04:58	0.00	
6R3780	JUNCTION	0.00	279.57	0 04:59	0.00	
6R3781	JUNCTION	56.42	273.98	0 04:50	0.00	
6R3782	JUNCTION	100.72	246.49	0 04:50	0.00	
6R3783	JUNCTION	132.92	272.66	0 01:24	0.00	
6R3784	JUNCTION	0.00	281.16	0 01:24	0.00	
6R3785	JUNCTION	157.88	435.98	0 03:28	0.00	
6R3869	JUNCTION	0.00	171.99	0 01:29	0.00	
6R3871	JUNCTION	171.99	171.99	0 01:29	0.00	
6R3876	JUNCTION	0.00	41.18	0 04:41	0.00	
6RO3883	JUNCTION	0.00	0.00	0 00:00	0.00	
CB1	JUNCTION	138.04	283.49	0 01:51	0.00	
CB2	JUNCTION	199.95	216.16	0 01:36	0.00	
HP1	JUNCTION	0.00	0.00	0 00:00	0.00	

Mountbatten Phase 2 SSA Model Outputs - 1:100 Year

HP2	JUNCTION	0.00	75.52	0	01:47	0.00
HP3	JUNCTION	0.00	0.00	0	00:00	0.00
MH1	JUNCTION	84.53	84.53	0	01:29	0.00
MH2	JUNCTION	0.00	267.81	0	01:51	0.00
MH3	JUNCTION	0.00	316.55	0	01:31	0.00
MH4	JUNCTION	0.00	384.43	0	01:28	0.00
MH5	JUNCTION	79.40	195.02	0	01:31	0.00
MH6	JUNCTION	205.07	438.69	0	01:32	0.00
MH7	JUNCTION	0.00	270.95	0	01:32	0.00
05	OUTFALL	0.00	0.00	0	00:00	0.00
06	OUTFALL	0.00	0.00	0	00:00	0.00
6R1023	OUTFALL	0.00	2915.69	0	01:34	0.00
Outlet	OUTFALL	0.00	120.00	0	01:29	0.00
EX_MH1	STORAGE	0.00	321.08	0	01:28	0.00
N.N.Pond	STORAGE	5434.11	5508.17	0	01:49	0.00

Storage Node Summary

Storage Node ID	Maximum Time of Max.	Maximum Total Pondered Exfiltration Volume	Maximum Pondered Exfiltrated Volume (%)	Time of Max Pondered Volume	Average Pondered Volume	Average Pondered Volume (%)	Maximum Storage Node Outflow
Rate	Rate	Volume	Volume	days hh:mm	1000 m ³	(%)	LPS
cmm	hh:mm:ss	1000 m ³	(%)				
EX_MH1	0.00	0.052	95	0 01:43	0.027	49	120.00
N.N.Pond	0.00	44.052	26	0 05:00	19.183	11	431.81

Outfall Loading Summary

Outfall Node ID	Flow Frequency (%)	Average Flow LPS	Peak Inflow LPS
05	0.00	0.00	0.00
06	0.00	0.00	0.00
6R1023	95.96	722.28	2915.69
Outlet	77.80	90.32	120.00
System	43.44	812.60	3035.69

Link Flow Summary

Link ID	Element	Time of	Maximum Length	Peak Flow	Design Ratio of
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Mountbatten Phase 2 SSA Model Outputs - 1:100 Year

Ratio of Maximum Flow Depth	Total Time Surcharged minutes	Reported Type Condition	Peak Flow Occurrence days hh:mm	Velocity Attained m/sec	Factor	during Analysis LPS	Flow Capacity LPS	Maximum /Design Flow
1.00	40	CONDUIT SURCHARGED	0 01:25	1.61	1.00	169.18	163.50	1.03
1.00	46	CONDUIT SURCHARGED	0 01:25	1.58	1.00	319.45	315.77	1.01
1.00	49	CONDUIT SURCHARGED	0 02:03	1.54	1.00	299.53	455.30	0.66
1.00	54	CONDUIT SURCHARGED	0 01:53	1.80	1.00	796.84	713.00	1.12
1.00	56	CONDUIT SURCHARGED	0 01:29	2.36	1.00	1498.33	1114.52	1.34
1.00	57	CONDUIT SURCHARGED	0 01:30	2.83	1.00	1797.97	1012.42	1.78
1.00	59	CONDUIT SURCHARGED	0 01:30	2.82	1.00	1797.04	1103.44	1.63
1.00	300	CONDUIT SURCHARGED	0 01:34	4.58	1.00	2915.69	1949.88	1.50
0.91	0	CONDUIT > CAPACITY	0 01:29	1.64	1.00	171.99	94.57	1.82
1.00	68	CONDUIT SURCHARGED	0 04:41	0.59	1.00	41.18	51.26	0.80
1.00	135	CONDUIT SURCHARGED	0 04:50	1.14	1.00	246.43	163.39	1.51
1.00	50	CONDUIT SURCHARGED	0 04:50	1.16	1.00	240.08	157.45	1.52
1.00	49	CONDUIT SURCHARGED	0 01:24	1.36	1.00	281.16	162.56	1.73
1.00	57	CONDUIT SURCHARGED	0 01:24	1.36	1.00	277.14	303.07	0.91
1.00	71	CONDUIT SURCHARGED	0 01:31	4.00	1.00	2546.32	1947.01	1.31
1.00	56	CONDUIT SURCHARGED	0 01:29	0.78	1.00	169.31	277.62	0.61
1.00	104	CONDUIT SURCHARGED	0 01:31	1.61	1.00	136.62	168.95	0.81
1.00	106	CONDUIT SURCHARGED	0 01:31	2.05	1.00	199.69	173.96	1.15
1.00	215	CONDUIT SURCHARGED	0 04:58	1.48	1.00	319.39	193.31	1.65
1.00	211	CONDUIT SURCHARGED	0 04:59	1.29	1.00	279.57	161.23	1.73
1.00	213	CONDUIT SURCHARGED	0 04:41	1.21	1.00	261.55	161.23	1.62
0.46	0	CHANNEL Calculated	0 00:00	0.00	1.00	0.00	5711.66	0.00
0.53	0	CHANNEL Calculated	0 01:47	0.09	1.00	75.52	4791.05	0.02
0.48	0	CHANNEL Calculated	0 02:01	0.08	1.00	42.16	4348.73	0.01
0.40	0	CHANNEL Calculated	0 00:00	0.00	1.00	0.00	5822.79	0.00
1.00	128	CONDUIT SURCHARGED	0 01:28	1.01	1.00	74.73	125.44	0.60
1.00	139	CONDUIT SURCHARGED	0 01:28	0.89	1.00	126.43	128.85	0.98
1.00	148	CONDUIT SURCHARGED	0 01:28	1.12	1.00	238.01	189.78	1.25

Mountbatten Phase 2 SSA Model Outputs - 1:100 Year

SS4		CONDUIT	0	01:28	1.22	1.00	321.08	252.23	1.27
1.00	154	SURCHARGED							
SS5		CONDUIT	0	01:32	0.75	1.00	118.66	138.26	0.86
1.00	123	SURCHARGED							
SS6		CONDUIT	0	01:32	1.25	1.00	270.95	211.56	1.28
1.00	134	SURCHARGED							
SS7		CONDUIT	0	01:28	0.87	1.00	150.73	196.69	0.77
1.00	147	SURCHARGED							
Ganatchio-Trail_PSOutlet		PUMP	0	00:00				0.00	
0.00	0								
PUMP		PUMP	0	01:29			120.00		1.00
233									
11		WEIR	0	00:00			0.00		
0.00									
13		WEIR	0	01:37			692.82		
0.90									
14		WEIR	0	01:36			1120.71		
0.75									
15		WEIR	0	01:33			1624.07		
1.00									
16		WEIR	0	01:33			1278.72		
0.51									
17		WEIR	0	01:33			918.51		
0.40									
18		WEIR	0	01:33			623.66		
0.31									
19		WEIR	0	00:00			0.00		
0.00									
20		WEIR	0	01:33			604.63		
0.91									
21		WEIR	0	01:33			636.37		
0.91									
22		WEIR	0	00:00			0.00		
0.00									
23		WEIR	0	02:07			173.78		
1.00									
24		WEIR	0	01:51			243.47		
1.00									
26		WEIR	0	01:31			152.09		
1.00									
27		WEIR	0	01:31			117.63		
0.47									
28		WEIR	0	01:52			9.20		
0.15									
29		WEIR	0	00:00			0.00		
0.00									
DICB-GRATE		WEIR	0	03:28			431.81		
0.81									

Flow Classification Summary

Link	--- Fraction of Time in Flow Class ---							Avg. Froude Number	Avg. Flow Change
	Dry	Up Dry	Down Dry	Sub Crit	Sup Crit	Up Crit	Down Crit		
1014-1015	0.08	0.00	0.00	0.16	0.00	0.00	0.75	0.92	0.0000
1015-1016	0.08	0.00	0.00	0.17	0.00	0.00	0.74	0.76	0.0000
1016-1017	0.11	0.00	0.00	0.20	0.14	0.00	0.55	0.98	0.0000
1017-1018	0.07	0.00	0.00	0.82	0.00	0.00	0.11	0.62	0.0000
1018-1019	0.07	0.00	0.00	0.65	0.00	0.00	0.28	0.62	0.0000
1019-1021	0.00	0.08	0.00	0.37	0.00	0.00	0.55	0.59	0.0000
1021-3045	0.00	0.00	0.00	0.99	0.00	0.00	0.01	0.43	0.0000

Mountbatten Phase 2 SSA Model Outputs - 1:100 Year

1022-1023	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.0000
199111	0.12	0.00	0.00	0.02	0.00	0.00	0.87	0.67	0.0001
199114	0.25	0.02	0.00	0.73	0.00	0.00	0.00	0.02	0.0012
199166	0.07	0.00	0.00	0.93	0.00	0.00	0.00	0.12	0.0006
199168	0.07	0.00	0.00	0.86	0.00	0.00	0.06	0.31	0.0003
199171	0.08	0.00	0.00	0.19	0.00	0.00	0.73	0.49	0.0003
199173	0.00	0.00	0.00	0.39	0.00	0.00	0.61	0.52	0.0002
3045-1022	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.08	0.0000
34575	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.15	0.0000
CB_L1	0.18	0.00	0.00	0.38	0.00	0.00	0.44	0.71	0.0000
CB_L2	0.17	0.00	0.00	0.39	0.00	0.00	0.44	0.74	0.0000
N.Neigh_Pond_Outlet1	0.03	0.00	0.00	0.97	0.00	0.00	0.00	0.07	0.0075
N.Neigh_Pond_Outlet2	0.04	0.00	0.00	0.96	0.00	0.00	0.00	0.12	0.0055
N.Neigh_Pond_Outlet3	0.04	0.00	0.00	0.91	0.00	0.00	0.05	0.13	0.0032
OLF1	0.70	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.0000
OLF2	0.31	0.03	0.00	0.27	0.00	0.00	0.39	0.39	0.0000
OLF3	0.31	0.03	0.00	0.25	0.00	0.00	0.41	0.35	0.0000
OLF4	0.72	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.0000
SS1	0.21	0.00	0.00	0.50	0.00	0.00	0.30	0.29	0.0000
SS2	0.21	0.00	0.00	0.55	0.00	0.00	0.24	0.18	0.0000
SS3	0.19	0.00	0.00	0.56	0.00	0.00	0.25	0.18	0.0000
SS4	0.22	0.00	0.00	0.56	0.00	0.00	0.22	0.15	0.0000
SS5	0.22	0.00	0.00	0.51	0.00	0.00	0.27	0.20	0.0000
SS6	0.17	0.00	0.00	0.53	0.00	0.00	0.29	0.22	0.0000
SS7	0.23	0.00	0.00	0.59	0.00	0.00	0.18	0.15	0.0000

Highest Continuity Errors

Node 6R3876 (6.73%)
Node 6R3779 (6.01%)
Node 6R3780 (3.31%)
Node 6R1014 (3.21%)
Node 6R3781 (1.87%)

Time-Step Critical Elements

None

Highest Flow Instability Indexes

Link DICB-GRATE (14)
Link 24 (13)
Link N.Neigh_Pond_Outlet2 (9)
Link 20 (8)
Link 21 (8)

Routing Time Step Summary

Minimum Time Step : 0.10 sec
Average Time Step : 0.10 sec
Maximum Time Step : 0.10 sec
Percent in Steady State : 0.00
Average Iterations per Step : 3.29

Mountbatten Phase 2 SSA Model Outputs - 1:100 Year

WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node 6R1014.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node 6R1015.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node 6R1016.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node 6R1017.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node 6R1018.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node 6R1019.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node 6R1021.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node 6R1022.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node 6R3045.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node CB1.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node CB2.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node HP1.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node HP3.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node MH1.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node MH2.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node MH3.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node MH4.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node MH5.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node MH6.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node MH7.

Analysis began on: Tue Apr 25 10:53:58 2017
Analysis ended on: Tue Apr 25 10:54:14 2017
Total elapsed time: 00:00:16

Mountbatten Phase 2 SSA Model Outputs - 1:5 Year

Autodesk® Storm and Sanitary Analysis 2015 - Version 9.1.140 (Build 1)

Project Description

File Name PS.SPF

Analysis Options

Flow Units LPS
 Subbasin Hydrograph Method. EPA SWMM
 Infiltration Method SCS Curve Number
 Link Routing Method Hydrodynamic
 Storage Node Exfiltration.. None
 Starting Date DEC-12-2016 00:00:00
 Ending Date DEC-12-2016 05:00:00
 Antecedent Dry Days 0.0
 Report Time Step 00:01:00
 Wet Time Step 00:00:01
 Dry Time Step 01:00:00
 Routing Time Step 0.10 sec

Element Count

Number of rain gages 1
 Number of subbasins 23
 Number of nodes 38
 Number of links 52
 Number of pollutants 0
 Number of land uses 0

Raingage Summary

Gage ID	Data Source	Data Type	Recording Interval	min
01	C5-4hr	INTENSITY	10.00	

Subbasin Summary

Subbasin ID	Total Area hectares	Equiv. Width m	Imperv. Area %	Average Slope %	Raingage
CA1	0.34	65.00	55.00	0.4000	01
CA2	0.83	80.00	53.90	0.4000	01
CA3	1.19	115.00	54.20	0.4000	01
CA4	0.26	65.00	60.00	0.4000	01
CA5	0.63	140.00	65.00	0.4000	01
DW4	0.01	20.00	100.00	3.0000	01
DW5	0.03	50.00	100.00	3.0000	01
F-1_M-2_M-3	4.75	169.64	60.00	0.2500	01
K_1	3.72	152.50	47.00	0.2500	01
M_1	5.93	160.48	55.50	0.2500	01
MT_1	0.74	157.81	53.50	0.2500	01

Mountbatten Phase 2 SSA Model Outputs - 1:5 Year

MT_2	0.72	141.57	57.30	0.2500	01
MT_3	0.36	67.33	64.80	0.2500	01
MT_4	0.88	191.80	64.00	0.1000	01
MT_5	0.20	48.51	62.20	0.1000	01
MT_6	0.18	43.62	49.20	0.1000	01
MT_7	0.07	43.98	55.50	0.1000	01
MT_8	0.15	51.48	67.80	0.5000	01
N-Neigh	151.40	300.00	40.00	0.1000	01
W_1	0.17	47.17	46.30	0.4000	01
W_2	0.27	76.19	57.60	0.4000	01
W_3	0.43	84.82	42.80	0.4000	01
W_4	0.44	96.82	67.90	0.4000	01

Node Summary

Node ID	Element Type	Invert Elevation m	Maximum Elev. m	Ponded Area m ²	External Inflow
6R1014	JUNCTION	174.54	177.53	0.00	
6R1015	JUNCTION	173.33	177.00	83.00	
6R1016	JUNCTION	172.65	176.32	0.00	
6R1017	JUNCTION	171.82	176.36	0.00	
6R1018	JUNCTION	171.17	176.13	0.00	
6R1019	JUNCTION	170.97	176.39	0.00	
6R1021	JUNCTION	170.78	176.28	0.00	
6R1022	JUNCTION	169.21	176.25	0.00	
6R3045	JUNCTION	170.67	176.17	0.00	
6R3779	JUNCTION	171.82	175.50	0.00	
6R3780	JUNCTION	171.80	175.50	0.00	
6R3781	JUNCTION	171.52	175.45	0.00	
6R3782	JUNCTION	171.53	175.40	0.00	
6R3783	JUNCTION	171.37	175.75	0.00	
6R3784	JUNCTION	171.12	175.75	0.00	
6R3785	JUNCTION	171.20	175.50	0.00	Yes
6R3869	JUNCTION	171.11	175.80	0.00	
6R3871	JUNCTION	173.77	175.80	0.00	
6R3876	JUNCTION	172.05	175.40	0.00	
6R03883	JUNCTION	174.73	176.00	0.00	
CB1	JUNCTION	175.20	177.64	0.00	
CB2	JUNCTION	175.10	177.85	0.00	
HP1	JUNCTION	176.42	176.74	0.00	
HP2	JUNCTION	176.36	176.68	0.00	
HP3	JUNCTION	176.55	176.87	0.00	
MH1	JUNCTION	174.35	176.50	0.00	
MH2	JUNCTION	173.96	176.40	0.00	
MH3	JUNCTION	173.62	176.37	0.00	
MH4	JUNCTION	173.49	179.40	0.00	
MH5	JUNCTION	174.40	176.45	0.00	
MH6	JUNCTION	174.01	176.15	0.00	
MH7	JUNCTION	173.64	179.55	0.00	
05	OUTFALL	176.02	178.59	0.00	
06	OUTFALL	175.50	182.54	0.00	
6R1023	OUTFALL	168.46	169.36	0.00	
Outlet	OUTFALL	171.10	171.10	0.00	
EX_MH1	STORAGE	171.10	176.50	0.00	
N.N. Pond	STORAGE	172.50	175.50	0.00	

Link Summary

Link ID	From Node	To Node	Element Type	Length m	Slope %	Manning's Roughness
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Mountbatten Phase 2 SSA Model Outputs - 1:5 Year

1014-1015	6R1014	6R1015	CONDUIT	120.5	0.8695	0.0130
1015-1016	6R1015	6R1016	CONDUIT	120.0	0.5390	0.0130
1016-1017	6R1016	6R1017	CONDUIT	74.4	1.1207	0.0130
1017-1018	6R1017	6R1018	CONDUIT	118.5	0.4101	0.0130
1018-1019	6R1018	6R1019	CONDUIT	43.0	0.3790	0.0130
1019-1021	6R1019	6R1021	CONDUIT	42.2	0.3127	0.0130
1021-3045	6R1021	6R3045	CONDUIT	29.9	0.3715	0.0130
1022-1023	6R1022	6R1023	CONDUIT	64.5	1.1600	0.0130
3045-1022	6R3045	6R1022	CONDUIT	64.5	1.1566	0.0130
34575	6R3869	6R1022	CONDUIT	7.2	0.4167	0.0130
199111	6R3871	6R3869	CONDUIT	55.0	0.2909	0.0130
199114	6R3876	6R3781	CONDUIT	42.0	0.2810	0.0130
199166	6R3781	6R3782	CONDUIT	97.0	0.1443	0.0130
199168	6R3782	6R3783	CONDUIT	97.0	0.1340	0.0130
199171	6R3783	6R3784	CONDUIT	14.0	0.1429	0.0130
199173	6R3784	6R1022	CONDUIT	7.3	0.4966	0.0130
CB_L1	CB1	MH2	CONDUIT	7.9	2.0177	0.0130
CB_L2	CB2	MH3	CONDUIT	7.5	2.1390	0.0130
N.Neigh_Pond_Outlet16R3785		6R3779	CONDUIT	39.6	0.2020	0.0130
N.Neigh_Pond_Outlet26R3779		6R3780	CONDUIT	74.0	0.1405	0.0130
N.Neigh_Pond_Outlet36R3780		6R3781	CONDUIT	74.0	0.1405	0.0130
OLF1	HP1	CB1	CHANNEL	45.0	0.6671	0.0150
OLF2	HP2	CB1	CHANNEL	51.1	0.4694	0.0150
OLF3	HP2	CB2	CHANNEL	62.1	0.3867	0.0150
OLF4	HP3	CB2	CHANNEL	62.0	0.6933	0.0150
SS1	MH1	MH2	CONDUIT	41.0	0.5118	0.0130
SS2	MH2	MH3	CONDUIT	112.6	0.2042	0.0130
SS3	MH3	MH4	CONDUIT	61.6	0.1947	0.0130
SS4	MH4	EX_MH1	CONDUIT	53.3	0.1687	0.0130
SS5	MH5	MH6	CONDUIT	119.1	0.2351	0.0130
SS6	MH6	MH7	CONDUIT	107.5	0.2420	0.0130
SS7	MH7	MH4	CONDUIT	90.8	0.2091	0.0130
Ganatchio-Trail_PSOutlet6R03883		6R3876	TYPE2 PUMP			
PUMP	EX_MH1	Outlet	TYPE3 PUMP			
11	N.N.Pond	6R3785	WEIR			
13	6R1016	6R1017	WEIR			
14	6R1017	6R1018	WEIR			
15	6R1018	6R1019	WEIR			
16	6R1019	6R1021	WEIR			
17	6R1021	6R3045	WEIR			
18	6R3045	6R1022	WEIR			
19	6R1014	05	WEIR			
20	6R1015	6R1014	WEIR			
21	6R1016	6R1015	WEIR			
22	6R1022	06	WEIR			
23	MH3	CB2	WEIR			
24	MH2	CB1	WEIR			
26	MH6	6R1015	WEIR			
27	MH5	6R1016	WEIR			
28	MH1	CB1	WEIR			
29	MH7	MH4	WEIR			
DICB-GRATE	N.N.Pond	6R3785	WEIR			

Cross Section Summary

Link Design ID Flow	Shape	Depth/ Diameter	Width	No. of Barrels	Cross Sectional Area	Full Flow Hydraulic Radius
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Mountbatten Phase 2 SSA Model Outputs - 1:5 Year

Capacity		m	m		m ²	m
LPS						

1014-1015	CIRCULAR	0.38	0.38	1	0.11	0.09
163.50						
1015-1016	CIRCULAR	0.53	0.53	1	0.22	0.13
315.77						
1016-1017	CIRCULAR	0.53	0.53	1	0.22	0.13
455.30						
1017-1018	CIRCULAR	0.75	0.75	1	0.44	0.19
713.00						
1018-1019	CIRCULAR	0.90	0.90	1	0.64	0.23
1114.52						
1019-1021	CIRCULAR	0.90	0.90	1	0.64	0.23
1012.42						
1021-3045	CIRCULAR	0.90	0.90	1	0.64	0.23
1103.44						
1022-1023	CIRCULAR	0.90	0.90	1	0.64	0.23
1949.88						
3045-1022	CIRCULAR	0.90	0.90	1	0.64	0.23
1947.01						
34575	CIRCULAR	0.53	0.53	1	0.22	0.13
277.62						
199111	CIRCULAR	0.38	0.38	1	0.11	0.09
94.57						
199114	CIRCULAR	0.30	0.30	1	0.07	0.07
51.26						
199166	CIRCULAR	0.53	0.53	1	0.22	0.13
163.39						
199168	CIRCULAR	0.53	0.53	1	0.22	0.13
157.45						
199171	CIRCULAR	0.53	0.53	1	0.22	0.13
162.56						
199173	CIRCULAR	0.53	0.53	1	0.22	0.13
303.07						
CB_L1	CIRCULAR	0.25	0.25	2	0.05	0.06
84.48						
CB_L2	CIRCULAR	0.25	0.25	2	0.05	0.06
86.98						
N.Neigh_Pond_Outlet1	CIRCULAR	0.53	0.53	1	0.22	
0.13						
193.31						
N.Neigh_Pond_Outlet2	CIRCULAR	0.53	0.53	1	0.22	
0.13						
161.23						
N.Neigh_Pond_Outlet3	CIRCULAR	0.53	0.53	1	0.22	
0.13						
161.23						
OLF1	IRREGULAR	0.32	20.00	1	3.33	0.18
5711.66						
OLF2	IRREGULAR	0.32	20.00	1	3.33	0.18
4791.05						
OLF3	IRREGULAR	0.32	20.00	1	3.33	0.18
4348.73						
OLF4	IRREGULAR	0.32	20.00	1	3.33	0.18
5822.79						
SS1	CIRCULAR	0.38	0.38	1	0.11	0.09
125.44						
SS2	CIRCULAR	0.45	0.45	1	0.16	0.11
128.85						
SS3	CIRCULAR	0.53	0.53	1	0.22	0.13
189.78						
SS4	CIRCULAR	0.60	0.60	1	0.28	0.15
252.23						
SS5	CIRCULAR	0.45	0.45	1	0.16	0.11
138.26						

Mountbatten Phase 2 SSA Model Outputs - 1:5 Year

SS6	CIRCULAR	0.53	0.53	1	0.22	0.13
211.56						
SS7	CIRCULAR	0.53	0.53	1	0.22	0.13
196.69						

Transect Summary

Transect ROW
Area:

0.0006	0.0023	0.0053	0.0094	0.0146
0.0211	0.0287	0.0374	0.0474	0.0585
0.0708	0.0842	0.0988	0.1146	0.1311
0.1475	0.1640	0.1805	0.1969	0.2134
0.2299	0.2464	0.2630	0.2796	0.2970
0.3152	0.3343	0.3542	0.3749	0.3964
0.4187	0.4419	0.4659	0.4907	0.5164
0.5428	0.5701	0.5982	0.6272	0.6570
0.6876	0.7190	0.7512	0.7843	0.8182
0.8529	0.8884	0.9248	0.9620	1.0000

Hrad:

0.0178	0.0355	0.0533	0.0711	0.0888
0.1066	0.1243	0.1421	0.1599	0.1776
0.1954	0.2132	0.2309	0.2487	0.2827
0.3177	0.3526	0.3875	0.4222	0.4569
0.4914	0.5259	0.5603	0.5947	0.6272
0.6574	0.6855	0.7115	0.7357	0.7581
0.7790	0.7984	0.8165	0.8333	0.8490
0.8637	0.8775	0.8904	0.9025	0.9139
0.9246	0.9348	0.9444	0.9535	0.9622
0.9705	0.9783	0.9859	0.9931	1.0000

Width:

0.0304	0.0609	0.0913	0.1217	0.1522
0.1826	0.2130	0.2435	0.2739	0.3044
0.3348	0.3652	0.3957	0.4261	0.4282
0.4284	0.4286	0.4288	0.4291	0.4293
0.4295	0.4297	0.4299	0.4421	0.4635
0.4850	0.5064	0.5279	0.5494	0.5708
0.5923	0.6137	0.6352	0.6567	0.6781
0.6996	0.7210	0.7425	0.7640	0.7854
0.8069	0.8283	0.8498	0.8712	0.8927
0.9142	0.9356	0.9571	0.9785	1.0000

*****	Volume	Depth
Runoff Quantity Continuity	hectare-m	mm
*****	-----	-----
Total Precipitation	8.554	49.241
Evaporation Loss	0.000	0.000
Infiltration Loss	3.488	20.082
Surface Runoff	2.719	15.655
Final Surface Storage	2.346	13.504
Continuity Error (%)	-0.001	

*****	Volume	Volume
Flow Routing Continuity	hectare-m	Mliters
*****	-----	-----
Dry Weather Inflow	0.000	0.000
Wet Weather Inflow	2.719	27.193
Groundwater Inflow	0.000	0.000
RDII Inflow	0.000	0.000
External Inflow	0.027	0.266
External Outflow	0.762	7.624

Mountbatten Phase 2 SSA Model Outputs - 1:5 Year

Surface Flooding	0.000	0.000
Evaporation Loss	0.000	0.000
Initial Stored Volume ...	0.008	0.076
Final Stored Volume	1.986	19.865
Continuity Error (%)	0.169	

 Composite Curve Number Computations Report

 Subbasin CA1

Soil/Surface Description	Area (ha)	Soil Group	CN
-	0.34	-	72.00
Composite Area & Weighted CN	0.34		72.00

 Subbasin CA2

Soil/Surface Description	Area (ha)	Soil Group	CN
-	0.83	-	72.00
Composite Area & Weighted CN	0.83		72.00

 Subbasin CA3

Soil/Surface Description	Area (ha)	Soil Group	CN
-	1.19	-	72.00
Composite Area & Weighted CN	1.19		72.00

 Subbasin CA4

Soil/Surface Description	Area (ha)	Soil Group	CN
-	0.26	-	72.00
Composite Area & Weighted CN	0.26		72.00

 Subbasin CA5

Soil/Surface Description	Area (ha)	Soil Group	CN
-	0.63	-	72.00
Composite Area & Weighted CN	0.63		72.00

 Subbasin DW4

Soil/Surface Description	Area (ha)	Soil Group	CN
-	0.01	-	72.00
Composite Area & Weighted CN	0.01		72.00

Mountbatten Phase 2 SSA Model Outputs - 1:5 Year

Subbasin DW5

Soil/Surface Description	Area (ha)	Soil Group	CN
-	0.03	-	72.00
Composite Area & Weighted CN	0.03		72.00

Subbasin F-1_M-2_M-3

Soil/Surface Description	Area (ha)	Soil Group	CN
-	3.09	-	72.00
Composite Area & Weighted CN	3.09		72.00

Subbasin K_1

Soil/Surface Description	Area (ha)	Soil Group	CN
-	3.72	-	72.00
Composite Area & Weighted CN	3.72		72.00

Subbasin M_1

Soil/Surface Description	Area (ha)	Soil Group	CN
-	5.93	-	72.00
Composite Area & Weighted CN	5.93		72.00

Subbasin MT_1

Soil/Surface Description	Area (ha)	Soil Group	CN
-	0.74	-	72.00
Composite Area & Weighted CN	0.74		72.00

Subbasin MT_2

Soil/Surface Description	Area (ha)	Soil Group	CN
-	0.72	-	72.00
Composite Area & Weighted CN	0.72		72.00

Subbasin MT_3

Soil/Surface Description	Area (ha)	Soil Group	CN
-	0.36	-	72.00
Composite Area & Weighted CN	0.36		72.00

Subbasin MT_4

Area Soil

Mountbatten Phase 2 SSA Model Outputs - 1:5 Year

Soil/Surface Description	(ha)	Group	CN
-	0.88	-	72.00
Composite Area & Weighted CN	0.88		72.00

Subbasin MT_5

Soil/Surface Description	Area (ha)	Soil Group	CN
-	0.20	-	72.00
Composite Area & Weighted CN	0.20		72.00

Subbasin MT_6

Soil/Surface Description	Area (ha)	Soil Group	CN
-	0.18	-	72.00
Composite Area & Weighted CN	0.18		72.00

Subbasin MT_7

Soil/Surface Description	Area (ha)	Soil Group	CN
-	0.07	-	72.00
Composite Area & Weighted CN	0.07		72.00

Subbasin MT_8

Soil/Surface Description	Area (ha)	Soil Group	CN
-	0.15	-	72.00
Composite Area & Weighted CN	0.15		72.00

Subbasin N-Neigh

Soil/Surface Description	Area (ha)	Soil Group	CN
-	151.40	-	72.00
Composite Area & Weighted CN	151.40		72.00

Subbasin W_1

Soil/Surface Description	Area (ha)	Soil Group	CN
-	0.17	-	72.00
Composite Area & Weighted CN	0.17		72.00

Subbasin W_2

Soil/Surface Description	Area (ha)	Soil Group	CN
-	0.27	-	72.00

Mountbatten Phase 2 SSA Model Outputs - 1:5 Year

Composite Area & Weighted CN 0.27 72.00

 Subbasin W_3

Soil/Surface Description	Area (ha)	Soil Group	CN
-	0.43	-	72.00
Composite Area & Weighted CN	0.43		72.00

 Subbasin W_4

Soil/Surface Description	Area (ha)	Soil Group	CN
-	0.44	-	72.00
Composite Area & Weighted CN	0.44		72.00

 EPA SWMM Time of Concentration Computations Report

$$Tc = (0.94 * (L^{0.6}) * (n^{0.6})) / ((i^{0.4}) * (S^{0.3}))$$

Where:

- Tc = Time of Concentration (min)
- L = Flow Length (ft)
- n = Manning's Roughness
- i = Rainfall Intensity (in/hr)
- S = Slope (ft/ft)

 Subbasin CA1

Flow length (m):	52.31
Pervious Manning's Roughness:	0.10000
Impervious Manning's Roughness:	0.01000
Pervious Rainfall Intensity (mm/hr):	12.31023
Impervious Rainfall Intensity (mm/hr):	12.31023
Slope (%):	0.40000
Computed TOC (minutes):	28.10

 Subbasin CA2

Flow length (m):	103.75
Pervious Manning's Roughness:	0.10000
Impervious Manning's Roughness:	0.01000
Pervious Rainfall Intensity (mm/hr):	12.31023
Impervious Rainfall Intensity (mm/hr):	12.31023
Slope (%):	0.40000
Computed TOC (minutes):	42.75

 Subbasin CA3

Flow length (m):	103.48
Pervious Manning's Roughness:	0.10000
Impervious Manning's Roughness:	0.01000

Mountbatten Phase 2 SSA Model Outputs - 1:5 Year

Pervious Rainfall Intensity (mm/hr): 12.31023
Impervious Rainfall Intensity (mm/hr): 12.31023
Slope (%): 0.40000
Computed TOC (minutes): 42.59

Subbasin CA4

Flow length (m): 40.00
Pervious Manning's Roughness: 0.10000
Impervious Manning's Roughness: 0.01000
Pervious Rainfall Intensity (mm/hr): 12.31023
Impervious Rainfall Intensity (mm/hr): 12.31023
Slope (%): 0.40000
Computed TOC (minutes): 22.89

Subbasin CA5

Flow length (m): 45.00
Pervious Manning's Roughness: 0.10000
Impervious Manning's Roughness: 0.01000
Pervious Rainfall Intensity (mm/hr): 12.31023
Impervious Rainfall Intensity (mm/hr): 12.31023
Slope (%): 0.40000
Computed TOC (minutes): 23.41

Subbasin DW4

Flow length (m): 5.00
Pervious Manning's Roughness: 0.10000
Impervious Manning's Roughness: 0.01000
Pervious Rainfall Intensity (mm/hr): 12.31023
Impervious Rainfall Intensity (mm/hr): 12.31023
Slope (%): 3.00000
Computed TOC (minutes): 1.22

Subbasin DW5

Flow length (m): 6.00
Pervious Manning's Roughness: 0.10000
Impervious Manning's Roughness: 0.01000
Pervious Rainfall Intensity (mm/hr): 12.31023
Impervious Rainfall Intensity (mm/hr): 12.31023
Slope (%): 3.00000
Computed TOC (minutes): 1.36

Subbasin F-1_M-2_M-3

Flow length (m): 280.00
Pervious Manning's Roughness: 0.02400
Impervious Manning's Roughness: 0.01300
Pervious Rainfall Intensity (mm/hr): 12.31023
Impervious Rainfall Intensity (mm/hr): 12.31023
Slope (%): 0.25000
Computed TOC (minutes): 42.92

Mountbatten Phase 2 SSA Model Outputs - 1:5 Year

Subbasin K_1

Flow length (m): 244.00
Pervious Manning's Roughness: 0.02400
Impervious Manning's Roughness: 0.01300
Pervious Rainfall Intensity (mm/hr): 12.31023
Impervious Rainfall Intensity (mm/hr): 12.31023
Slope (%): 0.25000
Computed TOC (minutes): 42.45

Subbasin M_1

Flow length (m): 369.33
Pervious Manning's Roughness: 0.02400
Impervious Manning's Roughness: 0.01300
Pervious Rainfall Intensity (mm/hr): 12.31023
Impervious Rainfall Intensity (mm/hr): 12.31023
Slope (%): 0.25000
Computed TOC (minutes): 51.39

Subbasin MT_1

Flow length (m): 47.02
Pervious Manning's Roughness: 0.02400
Impervious Manning's Roughness: 0.01300
Pervious Rainfall Intensity (mm/hr): 12.31023
Impervious Rainfall Intensity (mm/hr): 12.31023
Slope (%): 0.25000
Computed TOC (minutes): 16.13

Subbasin MT_2

Flow length (m): 51.00
Pervious Manning's Roughness: 0.02400
Impervious Manning's Roughness: 0.01300
Pervious Rainfall Intensity (mm/hr): 12.31023
Impervious Rainfall Intensity (mm/hr): 12.31023
Slope (%): 0.25000
Computed TOC (minutes): 16.46

Subbasin MT_3

Flow length (m): 54.06
Pervious Manning's Roughness: 0.02400
Impervious Manning's Roughness: 0.01300
Pervious Rainfall Intensity (mm/hr): 12.31023
Impervious Rainfall Intensity (mm/hr): 12.31023
Slope (%): 0.25000
Computed TOC (minutes): 15.33

Subbasin MT_4

Flow length (m): 45.99
Pervious Manning's Roughness: 0.02400
Impervious Manning's Roughness: 0.01300

Mountbatten Phase 2 SSA Model Outputs - 1:5 Year

Pervious Rainfall Intensity (mm/hr): 12.31023
Impervious Rainfall Intensity (mm/hr): 12.31023
Slope (%): 0.10000
Computed TOC (minutes): 11.70

Subbasin MT_5

Flow length (m): 41.02
Pervious Manning's Roughness: 0.02400
Impervious Manning's Roughness: 0.01300
Pervious Rainfall Intensity (mm/hr): 12.31023
Impervious Rainfall Intensity (mm/hr): 12.31023
Slope (%): 0.10000
Computed TOC (minutes): 11.25

Subbasin MT_6

Flow length (m): 41.95
Pervious Manning's Roughness: 0.02400
Impervious Manning's Roughness: 0.01300
Pervious Rainfall Intensity (mm/hr): 12.31023
Impervious Rainfall Intensity (mm/hr): 12.31023
Slope (%): 0.10000
Computed TOC (minutes): 13.61

Subbasin MT_7

Flow length (m): 15.01
Pervious Manning's Roughness: 0.02400
Impervious Manning's Roughness: 0.01300
Pervious Rainfall Intensity (mm/hr): 12.31023
Impervious Rainfall Intensity (mm/hr): 12.31023
Slope (%): 0.10000
Computed TOC (minutes): 6.78

Subbasin MT_8

Flow length (m): 28.94
Pervious Manning's Roughness: 0.02400
Impervious Manning's Roughness: 0.01300
Pervious Rainfall Intensity (mm/hr): 12.31023
Impervious Rainfall Intensity (mm/hr): 12.31023
Slope (%): 0.50000
Computed TOC (minutes): 5.53

Subbasin N-Neigh

Flow length (m): 5046.67
Pervious Manning's Roughness: 0.02400
Impervious Manning's Roughness: 0.01300
Pervious Rainfall Intensity (mm/hr): 12.31023
Impervious Rainfall Intensity (mm/hr): 12.31023
Slope (%): 0.10000
Computed TOC (minutes): 266.34

Mountbatten Phase 2 SSA Model Outputs - 1:5 Year

Subbasin W_1

```

-----
Flow length (m):                36.04
Pervious Manning's Roughness:   0.02400
Impervious Manning's Roughness: 0.01300
Pervious Rainfall Intensity (mm/hr): 12.31023
Impervious Rainfall Intensity (mm/hr): 12.31023
Slope (%):                      0.40000
Computed TOC (minutes):         8.48
    
```

Subbasin W_2

```

-----
Flow length (m):                35.96
Pervious Manning's Roughness:   0.02400
Impervious Manning's Roughness: 0.01300
Pervious Rainfall Intensity (mm/hr): 12.31023
Impervious Rainfall Intensity (mm/hr): 12.31023
Slope (%):                      0.40000
Computed TOC (minutes):         7.35
    
```

Subbasin W_3

```

-----
Flow length (m):                51.05
Pervious Manning's Roughness:   0.02400
Impervious Manning's Roughness: 0.01300
Pervious Rainfall Intensity (mm/hr): 12.31023
Impervious Rainfall Intensity (mm/hr): 12.31023
Slope (%):                      0.40000
Computed TOC (minutes):         10.85
    
```

Subbasin W_4

```

-----
Flow length (m):                45.03
Pervious Manning's Roughness:   0.02400
Impervious Manning's Roughness: 0.01300
Pervious Rainfall Intensity (mm/hr): 12.31023
Impervious Rainfall Intensity (mm/hr): 12.31023
Slope (%):                      0.40000
Computed TOC (minutes):         7.72
    
```

Subbasin Runoff Summary

```

-----
Subbasin      Total      Total      Total      Total      Total      Peak      Runoff
Time of       Rainfall  Runon     Evap.     Infil.     Runoff    Runoff    Coefficient
ID            mm        mm        mm        mm        mm        LPS
Concentration
hh:mm:ss
-----
CA1           49.24     0.00     0.00     22.86     22.82     26.82     0.463    0
00:28:05
    
```

Mountbatten Phase 2 SSA Model Outputs - 1:5 Year

CA2	49.24	0.00	0.00	23.14	21.95	47.85	0.446	0
00:42:44								
CA3	49.24	0.00	0.00	23.06	22.05	69.41	0.448	0
00:42:35								
CA4	49.24	0.00	0.00	21.44	24.59	29.48	0.499	0
00:22:53								
CA5	49.24	0.00	0.00	19.86	26.34	81.41	0.535	0
00:23:24								
DW4	49.24	0.00	0.00	0.00	47.74	2.98	0.970	0
00:01:12								
DW5	49.24	0.00	0.00	0.00	47.74	8.95	0.969	0
00:01:21								
F-1_M-2_M-3	49.24	0.00	0.00	18.21	27.07	358.34	0.550	0
00:42:55								
K_1	49.24	0.00	0.00	21.74	23.10	243.13	0.469	0
00:42:26								
M_1	49.24	0.00	0.00	19.44	25.25	363.81	0.513	0
00:51:23								
MT_1	49.24	0.00	0.00	18.35	27.67	108.45	0.562	0
00:16:07								
MT_2	49.24	0.00	0.00	17.27	28.89	112.12	0.587	0
00:16:27								
MT_3	49.24	0.00	0.00	15.07	31.34	64.45	0.636	0
00:15:19								
MT_4	49.24	0.00	0.00	12.14	34.50	165.41	0.701	0
00:11:41								
MT_5	49.24	0.00	0.00	12.74	33.72	36.75	0.685	0
00:11:14								
MT_6	49.24	0.00	0.00	17.13	28.81	27.19	0.585	0
00:13:36								
MT_7	49.24	0.00	0.00	15.00	31.14	11.61	0.632	0
00:06:47								
MT_8	49.24	0.00	0.00	10.86	35.60	31.78	0.723	0
00:05:31								
N-Neigh	49.24	0.00	0.00	20.23	14.10	2327.50	0.286	0
04:26:20								
W_1	49.24	0.00	0.00	18.10	27.79	25.01	0.564	0
00:08:28								
W_2	49.24	0.00	0.00	14.29	31.88	49.44	0.647	0
00:07:20								
W_3	49.24	0.00	0.00	19.28	26.46	58.05	0.537	0
00:10:50								
W_4	49.24	0.00	0.00	10.82	35.57	90.80	0.722	0
00:07:43								

Node Depth Summary

Node ID	Average Depth Attained m	Maximum Depth Attained m	Maximum HGL Attained m	Time of Max Occurrence days hh:mm	Total Flooded Volume ha-mm	Total Time Flooded minutes	Retention Time hh:mm:ss
6R1014	0.33	0.54	175.08	0 01:30	0	0	0:00:00
6R1015	0.36	0.64	173.97	0 01:30	0	0	0:00:00
6R1016	0.33	0.78	173.43	0 01:33	0	0	0:00:00
6R1017	0.36	1.50	173.32	0 01:33	0	0	0:00:00
6R1018	0.55	1.81	172.98	0 01:33	0	0	0:00:00
6R1019	0.58	1.82	172.80	0 01:33	0	0	0:00:00
6R1021	0.59	1.81	172.59	0 01:33	0	0	0:00:00

Mountbatten Phase 2 SSA Model Outputs - 1:5 Year

6R1022	2.02	2.63	171.84	0	01:32	0	0	0:00:00
6R3045	0.63	1.75	172.42	0	01:32	0	0	0:00:00
6R3779	0.47	13.36	185.18	0	04:52	0	0	0:00:00
6R3780	0.35	11.29	183.09	0	04:57	0	0	0:00:00
6R3781	0.47	0.74	172.27	0	04:20	0	0	0:00:00
6R3782	0.33	0.54	172.07	0	01:30	0	0	0:00:00
6R3783	0.30	0.57	171.94	0	01:31	0	0	0:00:00
6R3784	0.29	0.76	171.88	0	01:32	0	0	0:00:00
6R3785	1.13	1.65	172.85	0	04:59	0	0	0:00:00
6R3869	0.12	0.73	171.85	0	01:32	0	0	0:00:00
6R3871	0.06	0.32	174.09	0	01:30	0	0	0:00:00
6R3876	0.07	0.22	172.27	0	04:20	0	0	0:00:00
6RO3883	0.00	0.00	174.73	0	00:00	0	0	0:00:00
CB1	0.28	0.41	175.61	0	01:40	0	0	0:00:00
CB2	0.29	0.44	175.54	0	01:40	0	0	0:00:00
HP1	0.00	0.00	176.42	0	00:00	0	0	0:00:00
HP2	0.00	0.00	176.36	0	00:00	0	0	0:00:00
HP3	0.00	0.00	176.55	0	00:00	0	0	0:00:00
MH1	0.29	0.53	174.88	0	01:56	0	0	0:00:00
MH2	0.36	0.92	174.88	0	01:56	0	0	0:00:00
MH3	0.45	1.23	174.85	0	01:58	0	0	0:00:00
MH4	0.41	1.32	174.81	0	01:59	0	0	0:00:00
MH5	0.28	0.44	174.84	0	01:31	0	0	0:00:00
MH6	0.36	0.81	174.82	0	01:59	0	0	0:00:00
MH7	0.41	1.17	174.81	0	01:59	0	0	0:00:00
05	0.00	0.00	176.02	0	00:00	0	0	0:00:00
06	0.00	0.00	175.50	0	00:00	0	0	0:00:00
6R1023	2.68	2.68	171.15	0	00:00	0	0	0:00:00
Outlet	3.90	3.90	175.00	0	00:00	0	0	0:00:00
EX_MH1	1.30	3.68	174.78	0	01:59	0	0	0:00:00
N.N.Pond	0.18	0.42	172.92	0	05:00	0	0	0:00:00

Node Flow Summary

Node ID	Element Type	Maximum Lateral Inflow LPS	Peak Inflow LPS	Time of Peak Inflow Occurrence days hh:mm	Maximum Flooding Overflow LPS	Time of Peak Flooding Occurrence days hh:mm
6R1014	JUNCTION	117.40	117.40	0 01:29	0.00	
6R1015	JUNCTION	115.11	223.28	0 01:29	0.00	
6R1016	JUNCTION	0.00	211.83	0 01:30	0.00	
6R1017	JUNCTION	422.79	609.52	0 01:29	0.00	
6R1018	JUNCTION	408.54	886.97	0 01:30	0.00	
6R1019	JUNCTION	63.94	881.42	0 01:31	0.00	
6R1021	JUNCTION	11.61	885.96	0 01:33	0.00	
6R1022	JUNCTION	31.78	1468.71	0 01:32	0.00	
6R3045	JUNCTION	363.81	1225.52	0 01:33	0.00	
6R3779	JUNCTION	0.00	243.62	0 04:48	0.00	
6R3780	JUNCTION	0.00	217.19	0 04:58	0.00	
6R3781	JUNCTION	25.01	205.40	0 04:58	0.00	
6R3782	JUNCTION	49.44	192.73	0 04:25	0.00	
6R3783	JUNCTION	58.05	232.12	0 01:27	0.00	
6R3784	JUNCTION	0.00	232.04	0 01:26	0.00	
6R3785	JUNCTION	157.88	231.48	0 04:48	0.00	
6R3869	JUNCTION	0.00	88.72	0 01:30	0.00	
6R3871	JUNCTION	90.80	90.80	0 01:29	0.00	
6R3876	JUNCTION	0.00	5.41	0 04:40	0.00	
6RO3883	JUNCTION	0.00	0.00	0 00:00	0.00	
CB1	JUNCTION	47.85	47.85	0 01:39	0.00	
CB2	JUNCTION	69.41	69.41	0 01:39	0.00	
HP1	JUNCTION	0.00	0.00	0 00:00	0.00	

Mountbatten Phase 2 SSA Model Outputs - 1:5 Year

HP2	JUNCTION	0.00	0.00	0	00:00	0.00
HP3	JUNCTION	0.00	0.00	0	00:00	0.00
MH1	JUNCTION	26.82	26.82	0	01:32	0.00
MH2	JUNCTION	0.00	73.62	0	01:40	0.00
MH3	JUNCTION	0.00	138.60	0	01:38	0.00
MH4	JUNCTION	0.00	226.59	0	01:35	0.00
MH5	JUNCTION	29.48	29.48	0	01:30	0.00
MH6	JUNCTION	81.41	109.22	0	01:31	0.00
MH7	JUNCTION	0.00	97.87	0	01:38	0.00
05	OUTFALL	0.00	0.00	0	00:00	0.00
06	OUTFALL	0.00	0.00	0	00:00	0.00
6R1023	OUTFALL	0.00	1468.66	0	01:32	0.00
Outlet	OUTFALL	0.00	120.00	0	01:41	0.00
EX_MH1	STORAGE	0.00	215.96	0	01:34	0.00
N.N.Pond	STORAGE	2327.50	2327.50	0	01:59	0.00

Storage Node Summary

Storage Node ID	Maximum Time of Max.	Maximum Total Pondered Exfiltration Volume	Maximum Pondered Exfiltrated Volume (%)	Time of Max Pondered Volume (days hh:mm)	Average Pondered Volume (1000 m ³)	Average Pondered Volume (%)	Maximum Storage Node Outflow (LPS)
EX_MH1	0.00	0.037	68	0 01:59	0.013	24	120.00
N.N.Pond	0.00	19.698	12	0 05:00	8.435	5	231.48

Outfall Loading Summary

Outfall Node ID	Flow Frequency (%)	Average Flow (LPS)	Peak Inflow (LPS)
05	0.00	0.00	0.00
06	0.00	0.00	0.00
6R1023	95.75	399.21	1468.66
Outlet	74.34	55.59	120.00
System	42.52	454.80	1545.47

Link Flow Summary

Link ID	Element	Time of	Maximum Length	Peak Flow	Design Ratio of
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Mountbatten Phase 2 SSA Model Outputs - 1:5 Year

Ratio of Maximum Flow Depth	Total Time Surcharged minutes	Reported Type Condition	Peak Flow Occurrence days hh:mm	Velocity Attained m/sec	Factor	during Analysis LPS	Flow Capacity LPS	Maximum /Design Flow
0.62	0	Calculated	0 01:30	1.55	1.00	110.01	163.50	0.67
0.68	0	Calculated	0 01:30	1.51	1.00	211.83	315.77	0.67
0.96	0	Calculated	0 01:29	1.51	1.00	195.69	455.30	0.43
1.00	16	SURCHARGED	0 01:35	1.23	1.00	534.49	713.00	0.75
1.00	19	SURCHARGED	0 01:33	1.32	1.00	841.08	1114.52	0.75
1.00	21	SURCHARGED	0 01:33	1.38	1.00	880.33	1012.42	0.87
1.00	23	SURCHARGED	0 01:34	1.40	1.00	888.18	1103.44	0.80
1.00	300	SURCHARGED	0 01:32	2.31	1.00	1468.66	1949.88	0.75
1.00	33	SURCHARGED	0 01:33	1.93	1.00	1228.01	1947.01	0.63
1.00	18	SURCHARGED	0 01:30	0.65	1.00	87.01	277.62	0.31
0.72	0	Calculated	0 01:30	1.04	1.00	88.72	94.57	0.94
0.87	0	Calculated	0 04:26	0.16	1.00	8.66	51.26	0.17
0.99	0	> CAPACITY	0 04:25	0.89	1.00	192.52	163.39	1.18
1.00	1	SURCHARGED	0 04:20	0.95	1.00	191.03	157.45	1.21
1.00	2	SURCHARGED	0 01:26	1.29	1.00	232.04	162.56	1.43
1.00	19	SURCHARGED	0 01:26	1.35	1.00	229.62	303.07	0.76
0.40	0	Calculated	0 01:40	1.32	1.00	47.82	168.95	0.28
0.49	0	Calculated	0 01:40	1.45	1.00	69.36	173.96	0.40
1.00	115	SURCHARGED	0 04:48	1.13	1.00	243.62	193.31	1.26
1.00	95	SURCHARGED	0 04:58	1.00	1.00	217.19	161.23	1.35
1.00	52	SURCHARGED	0 04:58	0.94	1.00	204.40	161.23	1.27
0.00	0	Calculated	0 00:00	0.00	1.00	0.00	5711.66	0.00
0.00	0	Calculated	0 00:00	0.00	1.00	0.00	4791.05	0.00
0.00	0	Calculated	0 00:00	0.00	1.00	0.00	4348.73	0.00
0.00	0	Calculated	0 00:00	0.00	1.00	0.00	5822.79	0.00
0.81	0	Calculated	0 01:33	0.86	1.00	26.77	125.44	0.21
1.00	32	SURCHARGED	0 01:36	0.82	1.00	73.57	128.85	0.57
1.00	50	SURCHARGED	0 01:35	0.93	1.00	129.70	189.78	0.68

Mountbatten Phase 2 SSA Model Outputs - 1:5 Year

SS4		CONDUIT	0	01:34	1.10	1.00	215.96	252.23	0.86
1.00	61	SURCHARGED							
SS5		CONDUIT	0	01:31	0.65	1.00	29.06	138.26	0.21
0.58	0	Calculated							
SS6		CONDUIT	0	01:38	0.99	1.00	97.87	211.56	0.46
0.99	0	Calculated							
SS7		CONDUIT	0	01:34	0.83	1.00	98.05	196.69	0.50
1.00	48	SURCHARGED							
Ganatchio-Trail_PSOutlet		PUMP	0	00:00				0.00	
0.00	0								
PUMP		PUMP	0	01:41			120.00		1.00
223									
11		WEIR	0	00:00			0.00		
0.00									
13		WEIR	0	00:00			0.00		
0.00									
14		WEIR	0	00:00			0.00		
0.00									
15		WEIR	0	00:00			0.00		
0.00									
16		WEIR	0	00:00			0.00		
0.00									
17		WEIR	0	00:00			0.00		
0.00									
18		WEIR	0	00:00			0.00		
0.00									
19		WEIR	0	00:00			0.00		
0.00									
20		WEIR	0	00:00			0.00		
0.00									
21		WEIR	0	00:00			0.00		
0.00									
22		WEIR	0	00:00			0.00		
0.00									
23		WEIR	0	00:00			0.00		
0.00									
24		WEIR	0	00:00			0.00		
0.00									
26		WEIR	0	00:00			0.00		
0.00									
27		WEIR	0	00:00			0.00		
0.00									
28		WEIR	0	00:00			0.00		
0.00									
29		WEIR	0	00:00			0.00		
0.00									
DICB-GRATE		WEIR	0	04:48			231.48		
0.35									

Flow Classification Summary

Link	--- Fraction of Time in Flow Class ---							Avg. Froude Number	Avg. Flow Change
	Dry	Up Dry	Down Dry	Sub Crit	Sup Crit	Up Crit	Down Crit		
1014-1015	0.10	0.00	0.00	0.00	0.00	0.00	0.90	1.07	0.0000
1015-1016	0.10	0.00	0.00	0.04	0.00	0.00	0.86	0.89	0.0000
1016-1017	0.14	0.00	0.00	0.14	0.11	0.00	0.62	1.07	0.0000
1017-1018	0.08	0.00	0.00	0.72	0.00	0.00	0.20	0.73	0.0000
1018-1019	0.08	0.00	0.00	0.44	0.00	0.00	0.48	0.73	0.0000
1019-1021	0.00	0.09	0.00	0.21	0.00	0.00	0.70	0.69	0.0000
1021-3045	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.49	0.0000

Mountbatten Phase 2 SSA Model Outputs - 1:5 Year

1022-1023	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.0000
3045-1022	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.09	0.0000
34575	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.16	0.0000
199111	0.15	0.00	0.00	0.00	0.00	0.00	0.85	0.65	0.0000
199114	0.25	0.02	0.00	0.61	0.00	0.00	0.12	0.06	0.0000
199166	0.07	0.00	0.00	0.93	0.00	0.00	0.00	0.33	0.0000
199168	0.07	0.00	0.00	0.83	0.00	0.00	0.10	0.41	0.0000
199171	0.08	0.00	0.00	0.08	0.00	0.00	0.85	0.59	0.0000
199173	0.00	0.00	0.00	0.34	0.00	0.00	0.66	0.61	0.0000
CB_L1	0.22	0.00	0.00	0.00	0.00	0.00	0.78	1.26	0.0000
CB_L2	0.21	0.00	0.00	0.00	0.00	0.00	0.79	1.31	0.0000
N.Neigh_Pond_Outlet1	0.03	0.00	0.00	0.97	0.00	0.00	0.00	0.17	0.0010
N.Neigh_Pond_Outlet2	0.04	0.00	0.00	0.96	0.00	0.00	0.00	0.28	0.0006
N.Neigh_Pond_Outlet3	0.04	0.00	0.00	0.88	0.00	0.00	0.08	0.32	0.0001
OLF1	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0000
OLF2	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0000
OLF3	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0000
OLF4	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0000
SS1	0.25	0.00	0.00	0.16	0.00	0.00	0.60	0.58	0.0000
SS2	0.25	0.00	0.00	0.25	0.00	0.00	0.50	0.38	0.0000
SS3	0.23	0.00	0.00	0.26	0.00	0.00	0.50	0.37	0.0000
SS4	0.26	0.00	0.00	0.26	0.00	0.00	0.48	0.33	0.0000
SS5	0.25	0.00	0.00	0.20	0.00	0.00	0.55	0.42	0.0000
SS6	0.21	0.00	0.00	0.22	0.00	0.00	0.56	0.44	0.0000
SS7	0.26	0.00	0.00	0.38	0.00	0.00	0.35	0.33	0.0000

Highest Continuity Errors

Node 6R3876 (24.38%)
Node 6R3779 (2.71%)
Node MH6 (2.05%)
Node 6R3780 (1.27%)
Node 6R3782 (1.14%)

Time-Step Critical Elements

None

Highest Flow Instability Indexes

Link N.Neigh_Pond_Outlet1 (1)
Link N.Neigh_Pond_Outlet2 (1)

Routing Time Step Summary

Minimum Time Step : 0.10 sec
Average Time Step : 0.10 sec
Maximum Time Step : 0.10 sec
Percent in Steady State : 0.00
Average Iterations per Step : 2.12

Mountbatten Phase 2 SSA Model Outputs - 1:5 Year

WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node 6R1014.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node 6R1015.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node 6R1016.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node 6R1017.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node 6R1018.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node 6R1019.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node 6R1021.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node 6R1022.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node 6R3045.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node CB1.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node CB2.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node HP1.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node HP3.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node MH1.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node MH2.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node MH3.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node MH4.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node MH5.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node MH6.
WARNING 002 : Max/rim elevation (depth) increased to account for connecting conduit height dimensions for Node MH7.

Analysis began on: Tue Apr 25 11:02:10 2017
Analysis ended on: Tue Apr 25 11:02:21 2017
Total elapsed time: 00:00:11



MEMO

TO: John Henderson, P.Eng – Water Resources Engineer
FROM: Ryan Langlois, P.Eng ENV SP
cc: Rob Perissinotti, E.I.T. – City of Windsor
 Patrick Winters, P.Eng – City of Windsor
 Kyle Edmunds, P.Eng – Dillon Consulting
DATE: January 17, 2016
SUBJECT: City of Windsor Mountbatten Phase 2 Development – Allowable Release Rate Analysis
OUR FILE: 16-4719

Introduction

Dillon Consulting Limited (Dillon) was retained by the City of Windsor to prepare a stormwater management (SWM) report for the proposed 3.6 hectare residential development. The City has previously been in discussions with the Essex Region Conservation Authority (ERCA) regarding the proposed stormwater management strategy for the site in which ERCA requested the following:

- Determination of the allowable release from the site based on an evaluation of the existing carrying capacity of the receiving storm sewer for all storms up to and including the 1:100 year event; and
- Stormwater storage calculations for the proposed development based on the hydrograph method or dynamic modelling.

This memo is to identify the stormwater management hydrologic/hydraulic existing conditions analysis of the proposed Mountbatten Phase 2 receiving storm sewer system along Martinique Avenue from Riverside Drive East to Wyandotte Street East. An allowable release rate was determined for the proposed development based on an assessment of the sites existing hydrologic conditions and the carrying capacity of the receiving sewer system. A hydraulic gradeline analysis was completed under both existing and future conditions based on the proposed release rate from the site to ensure that the Mountbatten Phase 2 development is not negatively impacting existing residences downstream.

Upon acceptance by ERCA of this analysis and the strategy taken to determine an acceptable allowable release rate from the proposed site, the project team will begin to detail a stormwater management plan for the proposed Mountbatten Phase 2 Lands for a full review by the conservation authority.

Background Reports

During the review of the surrounding lands, the following background information was used as a reference to verify existing storm sewer design data, confirm subwatershed boundaries and verify external flows which may contribute to the storm sewer system being evaluated:

- City of Windsor Geodetic Storm Sewer Database;

DILLON CONSULTING LIMITED

- City of Windsor Flow Monitoring and Hydraulic Modelling Study (Dillon, November 2016),
- North Neighbourhood Pond Final Design Report (Dillon, April 2002)
- Wyandotte Street Extension – Pedestrian Tunnel Ganatchio Trail (Dillon, 2003)
- City of Windsor As-Built Drawings - Martinique Avenue (R.Meo & Associates, 1986)

Existing Conditions

The existing Mountbatten Phase 2 lands is currently grassed and bound by the Ganatchio Trail along Riverside Drive to the north, Martinique Avenue to the east, the previously completed Mountbatten Phase 1 lands to the west and the existing residential properties fronting Menard Street to the south. The 3.6 hectare parcel of land is currently assessed within the Pontiac (Little River) Pump Station area.

A survey was recently completed to evaluate the existing topography for the 3.6 ha site and analyze the overall hydrology for the lands. The existing site is relatively flat with eastern portions of the proposed development property adjacent to Martinique Avenue sloping toward the roadway. Overall, the existing grades identify that the site is currently in a low lying area with no direct outlet.

The existing Mountbatten Crescent at the western property line of the Phase 2 lands is proposed as a roadway highpoint once the second Phase of Mountbatten is constructed. This highpoint will be maintained during the roadway design of Phase 2 to ensure no overland flow along the roadway crosses between the two phases.

Existing Conditions Hydrology Model

A pre-development hydrologic model using Visual Otthymo was completed for the proposed Mountbatten Phase 2 site. The site was analyzed during the 1:2, 1:5 and 1:100 year storm events under the following distributions:

- SCS Type II 6 year
- SCS Type II 12 year
- SCS Type II 24 year

During undeveloped conditions, the SCS Type II distribution is typically the governing storm event for undeveloped grassed areas such as this site. The pre-development model parameters and Visual Otthymo model results are provided below in **Table 1** and **Table 2**.

TABLE 1: PRE-DEVELOPMENT VISUAL OTTHYMO MODELLING PARAMETERS

Description	Area (ha)	CN	Tp (hours)
Mountbatten Phase 2	3.6 ha	74 (Hydrologic Soil Type C – Open Space w/ good grass cover)	0.70 hours

TABLE 2: PRE-DEVELOPMENT VISUAL OTTHYMO MODEL RESULTS

Description	SCS Type II 6 hour			SCS Type II 12 Hour			SCS Type II 24 Hour		
	2yr	5yr	100yr	2yr	5yr	100yr	2yr	5yr	100yr
Mountbatte n Phase 2	52 L/s	87 L/s	208 L/s	59 L/s	96 L/s	222 L/s	65 L/s	101 L/s	219 L/s

Based on the Visual Otthymo results of the existing lands above, the SCS 6 hour distribution was determined to produce the lowest peak flows for each design storm event. The 1:2 and 1:5 year storm flows of 52 L/s and 87 L/s respectively were used as potential release rates from the site and a capacity and hydraulic comparison assessment of the storm sewer system along Martinique Avenue was completed.

Hydrodynamic Modelling

A hydrodynamic model was developed under both pre and post development conditions using the Autodesk Storm and Sanitary Analysis program to complete a conveyance capacity and hydraulic assessment of the storm sewer system along Martinique Avenue.

Autodesk SSA Model Development

Existing Conditions

An existing condition model analysis was completed for the storm sewer system along Martinique Avenue and small local sewers along Wyandotte Street East storm sewer outletting into MH6R1022. The capacity assessment analysis point for this study was selected to be directly downstream of MH 6R1022 (as shown within **Figure 1**).

During model development, it was determined that flow from the existing North Neighbourhood Pond and the pump station for the Ganatchio Trail underpass was contributing to the Wyandotte Street storm sewer east of Martinique Avenue. Below are the design details used for the external flows contributing to the system.

North Neighbourhood Pond

- Total Service Area = 151.40 ha
- Total Pond Storage = 104,000 m³
- Existing Outlet Sewer to MH = 525mm dia @ Max. Release Rate of 850 L/s
- Pond NWL = 172.50
- 1:100 year Pond HWL = 174.50

Ganatchio Trail Pump Station

- 1:5 year outflow = 3L/s
- 1:100yr Outflow = 20 L/s

The location and MH ID of each storm sewer segment and locations of all external flows contributing to the Wyandotte Street storm sewer system are identified within **Figure 1**.

Provided below in **Table 3** are the sub-catchment areas used within the hydrodynamic modelling analysis. Based on the existing topography of the subject site, it is determined that no flow is currently contributing to the Martinique storm sewer system under existing conditions.

TABLE 3: EXISTING CONDITION ANALYSIS – SSA MODEL PARAMETERS

Area ID	Catchment Area (ha)	Impervious Area (ha)	Percent Impervious	Equivalent Width	Average Slope (%)
K_1	3.721	1.75 %	47.0	152.50	0.25 %
M_1	5.633	3.29 %	58.4	160.48	0.25 %
MT_1	0.742	0.40 %	53.5	157.81	0.25 %
MT_2	0.722	0.41 %	57.3	141.57	0.10 %
MT_3	0.364	0.24 %	64.8	67.33	0.25 %
MT_4	0.882	0.56 %	64.0	191.80	0.10 %
MT_5	0.199	0.12 %	62.2	48.51	0.10 %
MT_6	0.183	0.09 %	49.2	43.62	0.10 %
MT_7	0.066	0.04 %	55.5	43.98	0.10 %
MT_8	0.149	0.10 %	67.8	51.48	0.50 %
W_1	0.170	0.08 %	46.3	47.17	0.40 %
W_2	0.274	0.16 %	57.6	76.19	0.40 %
W_3	0.433	0.19 %	42.8	84.82	0.40 %
W_4	0.436	0.30 %	67.9	96.82	0.40 %
F_1,M_2,M-3	4.75	2.85 %	60.0	152.50	0.25 %

Figure 1 identifies all drainage areas upstream of storm MH 6R1022. The areas were delineated based on the recently completed City of Windsor Flow Monitoring and Hydraulic Modelling Study (Dillon, November 2016) of the Pontiac Pump Station service area and a review of 2015 aerial imagery.

Future Conditions

A future conditions model analysis was completed where the Mountbatten Phase 2 development is fully constructed and flow is discharged through a controlled outlet into MH 6R1015. Provided below are the development parameters used for the future conditions model:

- Mountbatten Phase 2: 3.6 ha
- Weighted Percent Impervious: 62.1 %
- Equivalent Width: 186.12

Design Storms

Under conditions where there is a significant amount of impervious area in an urban environment, the Chicago design storm event is typically the governing storm when assessing peak flows through storm sewers. Based on the size of area being analyzed, both the existing and future conditions model used the Chicago 4 hour distribution for all storm events analyzed.

Tailwater Conditions

During the model analysis, the water levels within the Pontiac Pump Station were determined to act as the tailwater condition for the studied storm sewer system along Martinique Avenue. Provided below is the Pontiac Pump Station design information used to determine the tailwater conditions during the 1:5

and 1:100 year storm events. This information was taken from City data provided during the previously completed City of Windsor Flow Monitoring and Hydraulic Modelling Study (Dillon, November 2016).

Pontiac Pump Station Details

- Pump Discharge Elevation =176.63 m
- Total of Four (4) Pumps
 - 1st Duty Start = 170.53 m
 - 2nd Duty Start = 170.84 m (Assumed 1:5 year Tailwater Condition)
 - 3rd Duty Start = 171.14 m
 - 4th Duty Start = 171.145 m (Assumed 1:100 year Tailwater Condition)

Existing Storm Sewer Capacity Assessment Results

Table 4 below identifies the storm sewer conveyance capacity based on a 1:5 year return period under existing conditions. Manhole 6R014 is located at the upstream end of Martinique Avenue directly south of Riverside Drive. Manhole 6R1022 is the connection of Martinique Avenue and the local Wyandotte Street East storm sewer network (as shown in **Figure 1**).

TABLE 4: EXISTING MARTINIQUE STORM SEWER CAPACITY ASSESSMENT RESULTS

Existing Martinique Avenue Storm Sewer Network						
MH	MH	Sewer Size (mm)	Slope (%)	Capacity (L/s)	1:5 year Flows	Flowing Full (%)
6R1014	6R1015	375	0.87	163.55	97.80	59.80%
6R1015	6R1016	525	0.54	316.05	195.12	61.74%
6R1016	6R1017	525	1.12	455.16	193.59	42.53%
6R1017	6R1018	750	0.41	712.89	541.76	75.99%
6R1018	6R1019	900	0.38	1,116.02	850.28	76.19%
6R1019	6R1021	900	0.31	1,008.00	892.20	88.51%
6R1021	6R3045	900	0.37	1,101.23	901.60	81.87%
6R3045	6R1022	900	1.16	1,949.88	1,234.54	63.31%
6R1022	6R1023	900	1.16	1,949.88	1,572.62	80.65%

During the 1:5 year storm event, the Martinique Avenue storm sewer system between Riverside Drive and Wyandotte Street East has excess conveyance capacity for the development of Mountbatten Phase 2.

Proposed Storm Sewer Capacity Assessment Results

Based on the results of the existing conditions and hydrology model and storm sewer capacity assessment along Martinique Avenue, two potential release rates from the site were analyzed and a future storm sewer capacity assessment was completed for the Martinique storm sewer system based on full development of the Mountbatten Phase 2 Lands.

Provided below is the capacity assessment of the Martinique storm sewer system under future conditions where the Mountbatten Phase 2 development is releasing either 52 L/s (1:2 year pre-development rate) or 87 L/s (1:5 year pre-development rate) at MH 6R1015.

TABLE 5: FUTURE MARTINIQUE STORM SEWER CAPACITY ASSESMENT RESULTS

MH to MH		Existing Storm Sewer Capacity (L/s)	Mountbatten Phase 2 Release Rate of 52 L/s		Mountbatten Phase 2 Release Rate of 87 L/s	
MH	MH		1:5 Year Flows (L/s)	Flowing Full (%)	1:5 Year Flows (L/s)	Flowing Full (%)
6R1014	6R1015	163.55	97.80	59.80%	97.80	59.80%
6R1015	6R1016	316.05	226.02	71.51%	226.79	71.76%
6R1016	6R1017	455.16	209.30	45.98%	222.70	48.93%
6R1017	6R1018	712.89	570.75	80.06%	581.79	81.61%
6R1018	6R1019	1,116.02	864.47	77.46%	868.18	77.79%
6R1019	6R1021	1,008.00	904.95	89.78%	904.97	89.79%
*6R1021	6R3045	1,101.23	914.92	83.08%	915.13	83.10%
6R3045	6R1022	1,949.88	1,246.19	63.91%	1,246.22	63.92%
6R1022	6R1023	1,949.88	1,579.89	81.02%	1,579.89	81.02%

* Existing Storm Segment has - 0.05% Slope

Based on the capacity assessment of the existing Martinique Avenue storm sewer system, the receiving sewers have sufficient conveyance capacity to convey the additional 87 L/s from the proposed Mountbatten Phase 2 lands under developed conditions during the 1:5 year storm event prior to MH 6R1021.

Hydraulic Analysis

A hydraulic analysis was completed for the 1:5 and 1:100 year storm events under both existing and future conditions where the Mountbatten Phase 2 Lands are discharging 87 L/s into the receiving storm sewer system at MH 6R1015 along Martinique Avenue. Provided below in **Table 6 & Table 7** are the 1:5 and 1:100 year hydraulic gradeline results under both existing and future conditions using the tailwater conditions for the system identified previously.

TABLE 6: 1:5 YEAR HYDRAULIC GRADELINE ANALYSIS RESULTS

Martinique Avenue Storm Sewer Network						
MH	MH	U/S MH Top of Grate (mm)	U/S MH Pipe Obvert (mm)	1:5 Year HGL Elevations		
				Existing HGL (m)	Future HGL (m)	Difference (m)
6R1014	6R1015	176.81	175.22	175.06	175.06	0.00
6R1015	6R1016	176.02	174.16	173.95	173.99	0.04
6R1016	6R1017	175.95	173.48	173.27	173.43	0.16
6R1017	6R1018	176.35	172.74	173.15	173.21	0.06
6R1018	6R1019	176.00	172.37	172.80	172.83	0.03
6R1019	6R1021	176.00	172.17	172.61	172.64	0.03
6R1021	6R3045	175.95	171.98	172.40	172.42	0.02
6R3045	6R1022	175.90	171.57	172.22	172.24	0.02
6R1022	6R1023	175.95	170.11	171.64	171.65	0.01

Note: Tailwater condition of 170.84m at Manhole 6R1023

TABLE 7: 1:100 YEAR HYDRAULIC GRADELINE ANALYSIS RESULTS

Martinique Avenue Storm Sewer Network						
MH	MH	U/S MH Top of Grate (mm)	U/S MH Pipe Obvert (mm)	1:100 Year HGL Elevations		
				Existing HGL (m)	Future HGL (m)	Difference (m)
6R1014	6R1015	176.81	175.22	176.34	176.34	0
6R1015	6R1016	176.02	174.16	176.32	176.32	0
6R1016	6R1017	175.95	173.48	176.32	176.32	0
6R1017	6R1018	176.35	172.74	176.32	176.32	0
6R1018	6R1019	176.00	172.37	176.30	176.30	0
6R1019	6R1021	176.00	172.17	176.26	176.26	0
6R1021	6R3045	175.95	171.98	176.12	176.12	0
6R3045	6R1022	175.9	171.57	175.88	175.88	0
6R1022	6R1023	175.95	170.11	174.24	174.24	0

Note: Tailwater condition of 171.145m at Manhole 6R1023

Based on the hydraulic gradeline comparison summary above, the incorporation of 87 L/s from the Mountbatten Phase 2 development causes a slight HGL increase during the 1:5 year storm events at the location of the inflows from the proposed development. The water levels during the 1:5 year storm event are either maintained in the storm sewer pipes or well below the ground elevation.

During the 1:100 year event, the incorporation of the 87 L/s into the storm sewer along Martinique Avenue does not cause an increase in HGL through the system.

Conclusion

Based on the results of the existing condition analysis of the proposed Mountbatten Phase 2 lands and a capacity and hydraulic analysis of the receiving storm sewer network along Martinique Avenue, a maximum release rate of 87 L/s will be used during the post-development stormwater management design.

If you have any questions or concerns, please feel free to contact me at anytime.

Dillon Consulting Limited

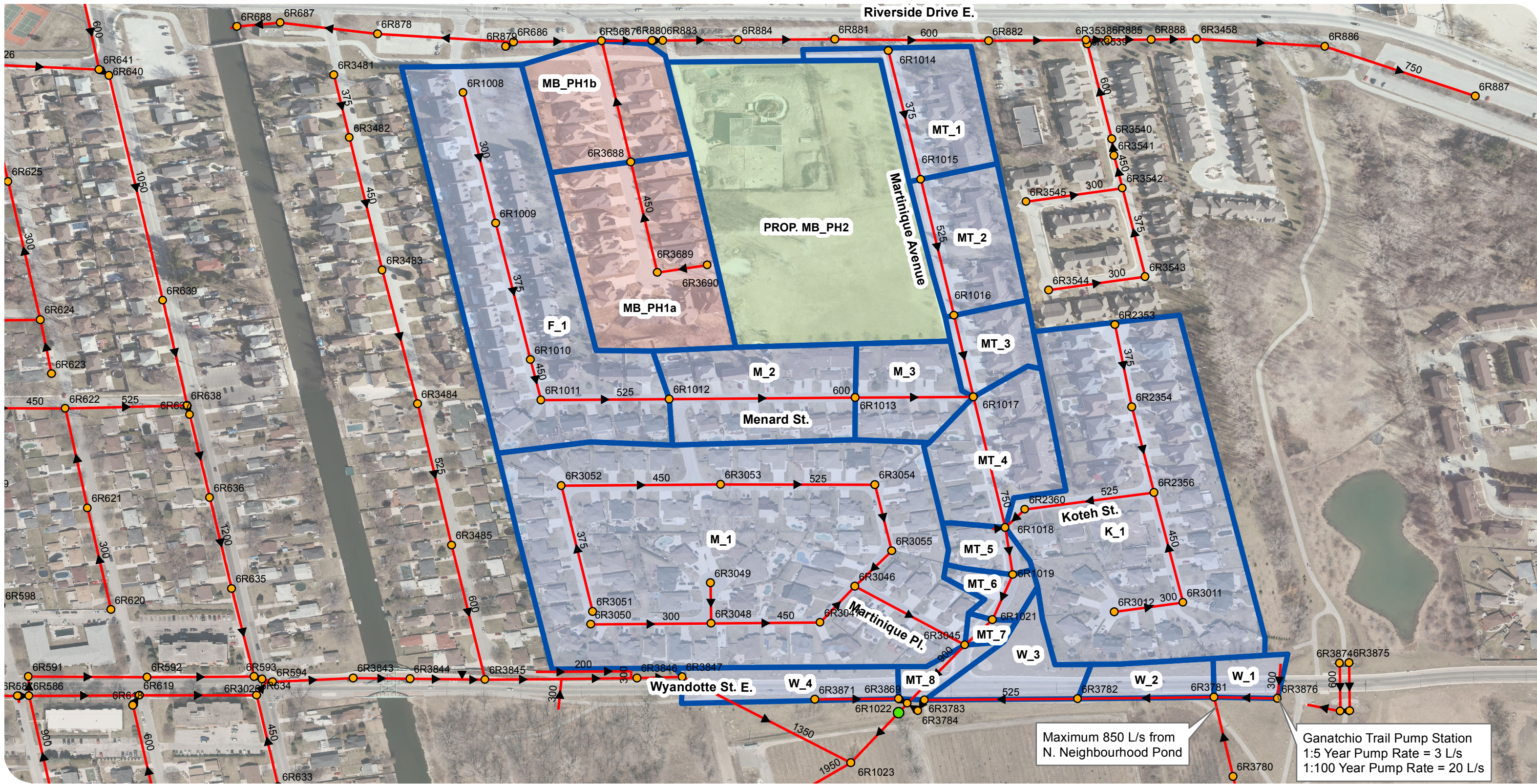


Ryan Langlois, P.Eng., ENV SP
Project Engineer



Kyle Edmunds, P.Eng
Project Manager

DILLON CONSULTING LIMITED



CITY OF WINDSOR
 MOUNTBATTEN PHASE 2 DEVELOPMENT

Existing Conditions
Drainage Area Plan
 FIGURE 1

- Existing Storm Sewers
- Existing Storm Sewer Manhole
- Martinique Avenue Contributing Drainage Areas
- Existing Mountbatten Phase 1
- Future Mountbatten Phase 2 Lands
- Storm Sewer Analysis Point



TO: France-Isabelle Tunks, Pat Winters – Development, Projects & Right-of-Way
FROM: Jeff Hagan – Transportation Planning
DATE: April 10, 2017
SUBJECT: Traffic Calming Review – Martinique Avenue

Introduction

Criteria in the City of Windsor *Traffic Calming Policy* were used to determine whether Martinique Avenue would be likely to warrant traffic calming measures as a result of site traffic associated with the proposed Peche Island Shores Phase II development.

Traffic Calming Policy

The City of Windsor *Traffic Calming Policy* provides separate guidance for new neighbourhoods and for existing streets. Since Martinique Avenue currently exists, the guidance for existing streets was used for this review.

The *Traffic Calming Policy* identifies a four-stage process to implement traffic calming. The warrant for traffic calming is established in Stage 1 – Project Initiation. This review considered all tasks in Stage 1 except the resident petition, as summarized in Table 1.

Table 1: Traffic Calming Review Scope

Stage	Step	Included in This Review?
1 – Project Initiation	Initial Eligibility Check	Yes
	Speed and Volume Check	Yes
	Resident Petition	No
	Warrant/Prioritization Review	Yes
2 – Project Development 3 – Project Approval 4 – Project Implementation	<i>Outside the scope of this review</i>	

Proposed Development

The size of the proposed Peche Island Shores Phase II was assumed to be as follows:

- Mountbatten Drive: 20 residential lots (for analysis: 20 detached homes)
- Martinique Avenue: 6 townhouse blocks (for analysis: 22 townhouses)

Trip Generation

Daily site trip volumes were calculated using the Institute of Transportation Engineers *Trip Generation Manual, 8th Edition*. The site trip generation is summarized in Table 2.

Table 2: Weekday Daily Trip Generation Forecast

Description		Land Use Type (ITE Land Use Code)	Size	Inbound	Daily Trips		
					Total	In	Out
Mountbatten	<i>Existing</i>	210 – Single-Family Detached Housing	22 homes	50%	261	131	130
	<i>Future</i>	210 – Single-Family Detached Housing	42 homes	50%	473	237	236
	Net Change		20 homes	50%	212	106	106
Martinique		230 – Residential Condominium/ Townhouse	22 homes	50%	172	86	86
Total New Site Trips – Daily					384	192	192

Trip Distribution & Assignment

Trip distribution was estimated based on traffic counts for Wyandotte Street and Riverside Drive, as well as likely origins and destinations for site traffic. Trip distribution is summarized in Table 3. The resulting site trip volumes are shown in Figure 1. As can be seen in the figure, the development is expected to increase trip volumes on Martinique Avenue by 184 trips per day north of the site and 116 trips per day south of the site. The maximum value (184 trips per day) was used for volume forecasts for the traffic calming warrant review.

Table 3: Site Trip Distribution - Daily

Origin/Destination	Percentage of Trips	Daily Trips	
		Inbound	Outbound
West – Riverside Drive	50%	96	96
West – Wyandotte Street	25%	49	49
East – Riverside Drive	20%	38	38
East – Wyandotte Street	5%	9	9
Total	100%	192	192

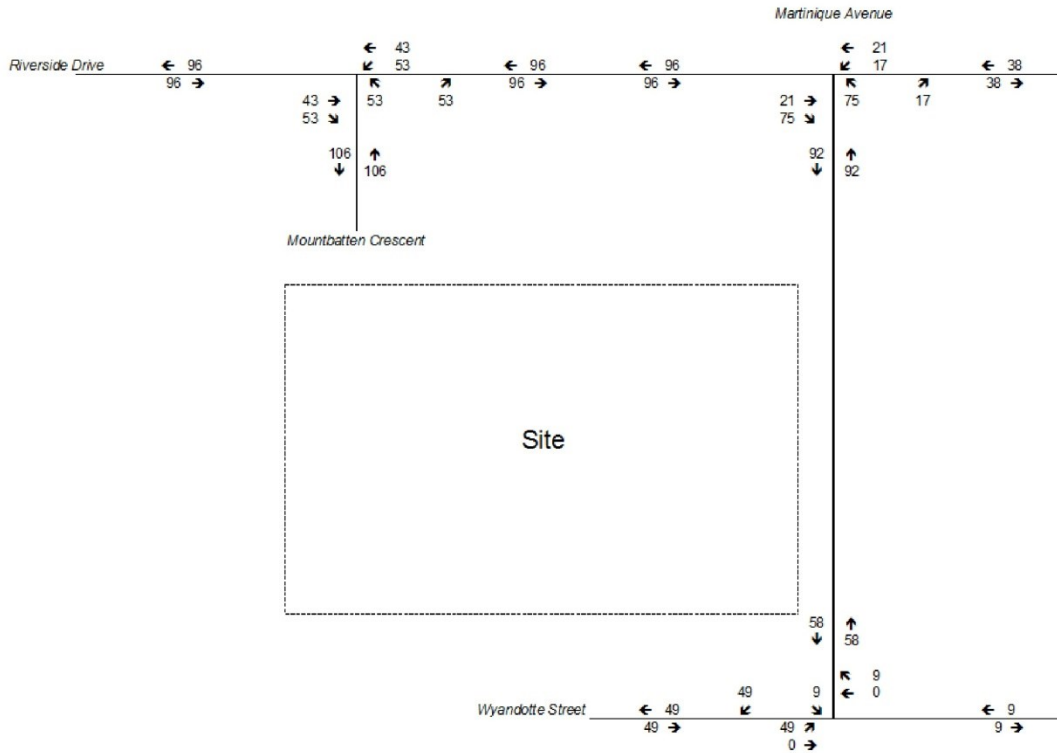


Figure 1: Daily Site Trip Volumes

Traffic Calming Warrant Review

Martinique Avenue between Riverside Drive and Wyandotte Street was reviewed based on existing conditions, using vehicle speed and volume data collected by automatic traffic recorder (“tube counter”) in February, 2017. The street was then re-reviewed for future conditions, taking into account the forecasted traffic volume increase due to site traffic (184 vehicles per day).

The results are summarized in Table 4 for existing conditions and Table 5 for future conditions.

Table 4: Martinique Avenue Traffic Calming Review - Existing Conditions

Step	Criteria	Warrant Threshold	Existing Conditions	Warrant met?
1 - Initial Eligibility Criteria	Road Class	Residential Local or Collector	Residential Local	YES
	Street Length	Length: 150 m or greater	Length: >150 m	YES
	Recent Reviews	Street has not been reviewed for traffic calming in the past 5 years.	Street has not been reviewed for traffic calming.	YES
	Step 1	All criteria met	All criteria met	YES
2 - Speed and Volume Check	Speed	85 th percentile speed: 60 km/h or higher (10 km/h over limit)	85 th percentile speed: 50.8 km/h	NO
	Volume	Weekday volume: 1000 veh/d or higher	Weekday volume: 472 veh/d	NO
	Step 2	Either speed or volume criteria is met	Neither criteria met	NO
3 - Resident Petition	Petition	Petition returned with 60% support on block of concern	N/A - no petition	Not evaluated
4 - Warrant/Prioritization Review	Scoring	Score: 30 points or higher (considers speed, volume, presence of schools and pedestrian generators, collisions, presence of sidewalks)	Score: 14.8	NO
Overall		Steps 1 through 4 passed	Step 1: passed Step 2: did not pass Step 3: not evaluated Step 4: did not pass	NO

Table 5: Martinique Avenue Traffic Calming Review - Future Conditions

Step	Criteria	Warrant Threshold	Future Conditions	Warrant met?
2 - Speed and Volume Check	Volume	AADT: 1000 veh/d or higher	656 veh/d	NO
4 - Warrant/Prioritization Review	Scoring	Score: 30 points or higher	16.0 points	NO
Overall		Steps 1 through 4 passed	Step 1: passed Step 2: did not pass Step 3: not evaluated Step 4: did not pass	NO

Conclusions

Under existing conditions, traffic calming is not warranted on Martinique Avenue between Riverside Drive and Wyandotte Street.

The Peche Island Shores Phase II development is expected to increase traffic volumes on Martinique Avenue by 116 vehicles per day (south of the development) to 184 vehicles per day (north of the development). This increase in traffic volumes will not cause traffic calming to be warranted on Martinique Avenue.



Planning & Building Services

MISSION STATEMENT

"Our City is built on relationships – between citizens and their government, businesses and public institutions, city and region – all interconnected, mutually supportive, and focused on the brightest future we can create together"

REPORT #: S 59/2017	Report Date: 3/31/2017
Author's Contact: Jim Abbs Planner III - Subdivisions 519 255-6543 x6317 jabbs@citywindsor.ca	Date to Council: 5/15/2017
	Clerk's File #: ZB/12788 ZP/12721

To: Mayor and Members of City Council

**Subject: Draft Plan of Subdivision & Zoning By-law Amendment, Cierra Meadows Development, 0 Guy Street, SDN-003/16 [SDN-5013] and Z004-17 [ZNG-5077]
Ward 8**

RECOMMENDATION:

I) **THAT** an amendment to Zoning By-law 8600 **BE APPROVED**, changing the zoning Part of Lot 111, Concession 1 and Part of Close Alley, Registered Plan 1065; (Part 8 12R-2700), situated north of Empress Avenue, known municipally as 0 Guy Street, from HRD2.2 to HRD2.2 with site specific provisions, by deleting Section S.20(1)74 and replacing it with the following:

"74. For the lands comprising Part of Lot 111, Concession 1 and Part of Close Alley, Registered Plan 1065; (Part 8 12R-2700), situated north of Empress Avenue, the following additional regulations shall apply:

Maximum Total Lot Coverage - 50%

Maximum Total Front Yard Paving on Blocks 1 and 9 - 60%

Maximum Total Front Yard Paving on Blocks 10 and 11 - 85 %"

II) **THAT** a Hold provision **BE PLACED** on the site to ensure the following provisions are met:

a) Registration of Final Plan of Subdivision.

- III) **THAT** the application of **Cierra Meadows Development Corp.** for Draft Plan of Subdivision approval of Part of Lot 111, Concession 1 and Part of Close Alley, registered Plan 1065; (Part 8, 12R-2700); BE APPROVED on the following basis:

That this approval applies to the draft plan of subdivision, as shown on the attached Map No. SDN-003/016, which will facilitate the construction of townhome dwellings.

- A. That the Draft Plan Approval shall lapse on (3 years from the date of approval).
- B. That this approval applies to the draft plan of subdivision presented on attached Map No. SDN-003/016 prepared by R C Spencer Associates Inc. identified as Job # 16-543, November 30, 2016, showing 8 blocks for Townhome dwellings, one 8 metre wide block for emergency access and one cul-de-sac road allowance.
- C. That prior to the execution and registration of a Subdivision Agreement between the Owner(s) and the Corporation of the City of Windsor, the Owner(s) shall submit for approval of the City Planner, final draft M-Plans which shall include the names of all road allowances within the plan, as approved by the Corporation.
- D. That the owner enter into a subdivision agreement with the Corporation of the City of Windsor, such agreement to provide for the following matters:
 - a. The owner shall agree to include all items as set out in the results of circularization and other relevant matters set out in CR 233/98 (Standard Subdivision Agreement).
 - b. The Owner(s) agrees to gratuitously convey, prior to the issuance of a building permit, the following rights-of-way, in accordance with the approved Plan of Subdivision:
 - i. 20.0m right-of-way for Street A;
 - c. The Owner(s) agrees to gratuitously convey, prior to the issuance of a building permit, the following blocks:
 - i. An 8m wide block (Block 19) for Emergency Access purposes ;
 - d. The Owner(s) shall comply with all the following requirements relating to sidewalks to the satisfaction of the City Engineer:
 - i. Sidewalk shall be constructed on:
 - 1. the west side of Street A, and
 - 2. The north side of the local road connecting Norman and Westminister.
 - e. The Owner(s) agree to retain a consulting engineer to review the existing and proposed sewer system for this development to determine its affect on the municipal sewer system. The study is to evaluate the 600mm storm sewer on Guy Street and confirm sufficient capacity exists to support the proposed development. The above study shall be

done to the satisfaction of the City Engineer and the Chief Building Official.

- f. The Owner(s) agree to construct the Guy Street extension to Coronation Avenue to the satisfaction of the City Engineer.
- g. The Owner(s) agree to
 - i) convey to the Corporation 5% of the lands to be developed for residential uses for park purposes to the satisfaction of the Executive Director of Parks and the City Planner prior to the issuance of a construction permit. The parkland conveyed shall be located at the south end of the development site, as shown on Figure 2 of this report, and
 - ii) to provide the balance as cash in lieu of parkland as permitted in Section 51.1 of the Planning Act to the satisfaction of the Corporate Leader – Parks, facilities, Recreation and Culture and the City Planner;
- h. The Owner agrees to complete a sight line analysis for the extension of Coronation Avenue and Street “A” to the satisfaction of the City Engineer, and agrees to implement mitigation measures to the satisfaction of the City Planner and City Engineer.

NOTES TO DRAFT APPROVAL (File: SDN-003/16)

- 1. The applicant is directed to Section 51(39) of The Planning Act 1990 regarding appeal of any imposed conditions to the Ontario Municipal Board. Appeals are to be directed to the City Clerk and Licence Commissioner of the City of Windsor.
- 2. It is the applicant's responsibility to fulfil the conditions of draft approval and to ensure that the required clearance letters are forwarded by the appropriate agencies to the City of Windsor, to the attention of the Executive Director/City Planner, quoting the above-noted file number.
- 3. Required agreements with the Municipality will be prepared by the City Solicitor.
- 4. The applicant should consult with an Ontario Land Surveyor for this proposed plan concerning registration requirements relative to the Certification of Titles Act.
- 5. The final plan approved by the Corporation of the City of Windsor must be registered within thirty (30) days or the Corporation may withdraw its approval under Section 51(59) of The Planning Act 1990.

6. All plans of subdivision/condominium are to be prepared and presented in metric units and certified by the Ontario Land Surveyor that the final plan is in conformity to the approved zoning requirements.
7. Where agency conditions are required to be included in the City's Subdivision Agreement, the applicant is required to forward a copy of the agreement to the agencies in order to facilitate their clearance of conditions for final approval of this plan.

- II. **That** the City Clerk and Licence Commissioner **BE AUTHORIZED** to issue the required notice respecting approval of the draft plan of subdivision under Section 51(37) of The Planning Act.
- III. **That** the subdivision agreement shall **BE REGISTERED** against lands to which it applies prior to the final registration of the Plan of Subdivision.
- IV. **That** prior to the final approval by the Corporation of the City of Windsor, the Executive Director/City Planner shall **BE ADVISED**, in writing, by the appropriate agencies that conditions have been satisfied.
- IV. **That** the Chief Administrative Officer and City Clerk **BE AUTHORIZED** to sign all necessary agreements and documents approved as to form and content satisfactory to the City Solicitor.

EXECUTIVE SUMMARY:

N/A

BACKGROUND:

APPLICATION INFORMATION:

LOCATION: 0 Guy Street **Roll No.** 010 - 450 - 17000 – 0000

WARD: 8 **PLANNING DISTRICT:** EAST WINDSOR **ZDM:** 11

APPLICANT/REGISTERED OWNER: CIERRA Meadows Development Corp.

AUTHORIZED AGENT: RC Spencer Associates Inc.

PROPOSAL: The applicant has submitted a Draft Plan of Subdivision application to permit the creation of 18 blocks for townhome dwellings. It is the intent of the applicant to sell the units individually as freehold units. As such, future applications to create the individual parcels with the individual townhome dwelling units will be required.

As part of the review of the application, it was identified that the completed development would not comply with the maximum total lot coverage and maximum paved area provisions of By-law 8600. The applicant then provided an additional application to amend those sections of the by-law in a manner that would permit the proposed development.

SITE INFORMATION:

OFFICIAL PLAN	ZONING	CURRENT USE	PREVIOUS USE
Residential	Residential District 2.2 (HRD 2.2) & S.20(1)74	Vacant	Residential
LOT WIDTH	LOT DEPTH	AREA	SHAPE
99.88 m	282.73 m	2.38 HECTARES	Irregular
327.68 ft	927.59 ft	5.88 ACRES	
All measurements are for the entire parcel and are approximate.			

NEIGHBOURHOOD CHARACTERISTICS:

The area surrounding the subject lands is a mix of single detached residential, institutional, parkland and commercial. Immediately north of the subject lands is Polonia Park. To the east along Westminster Avenue and west along Norman Road are primarily single detached dwellings. The west elevation of the site is adjacent to St. Jules Catholic School, listed on the heritage register. To the south of the subject lands is a neighborhood commercial plaza with a Shoppers Drug Mart, UPS Store, bank, Pet-Valu, gas station and barber shop.

Coronation Avenue, Guy Street, Westminster Avenue, Empress Street and Norman Road are all local roads. The subject lands are well-served by transit. This includes the Central 3 Route on Pillette Road, Transway 1C on Tecumseh Road E. and the Ottawa 4 on Ford Boulevard.

CONSULTATION:

Departments and Agencies

Comments from Municipal Departments and External Agencies are attached as Appendix C.

Public Notice

Notice of the Public Meeting as required by the Planning Act was advertised in the Windsor Star. A courtesy notice was mailed to all residents and property owners within 120 metres of the subject parcel.

DISCUSSION:

PLANNING ANALYSIS:

BACKGROUND:

This site was the subject of an application to amend the zoning bylaw in 2006. At that time the zoning was changed on the site to RD2.2, permitting Single, Semi, Townhome and Double Duplex dwellings. Prior to that application the site enjoyed a zone category (RD3.3) that would permit Multiple Unit Dwelling (apartment) style of dwellings.

The lands identified as Part 7, 12R-2700 (abutting the north limit of the site) were conveyed to the City for the purpose of creating a connection road in 1976 as part of the Polonia Park (Marchland Holdings) development

PROVINCIAL POLICY STATEMENT: (PPS)

The proposed development is consistent with the PPS in that it promotes compact and transit supportive forms of development. As well, this development will help to provide a range of housing types in an area dominated by single detached residential dwellings.

The development site is also adjacent to a commercial area which will provide neighbourhood commercial uses close to residents, promoting walk ability of the neighborhood. The site is also near transit corridors, which provides a range of travel options for the residents. The density of the development may help support the transit options that currently exist in this area.

OFFICIAL PLAN:

The Official Plan designates the site Residential. The Residential designation permits Low Profile Residential development. The uses proposed are consistent with uses Low Profile Residential development. As well the Official Plan encourages compact residential form for new developments and promotes active transportation. The proposed Draft Plan conforms to these policies by providing units at a higher density than can be found in the surrounding area, close to local amenities and by providing improving connectivity in the area with the construction of the Guy/Coronation connection and the emergency access over Block 19 to the south, now with revised width of 8 metres.

ZONING:

The site is currently zoned to permit the proposed townhome development through the RD2.2 zone category, as well, the site specific S.20 (1)74 reiterates that the townhome use is permitted. The S.20(1)74 was originally designed to permit multiple units dwellings with specific density, height, maximum gross floor area and building setbacks, as well as single, semi-detached or townhome dwellings, provided those uses comply with the regulations contained in the RD2.2 zone category..

The blocks on the proposed draft plan comply with most of the existing regulations in the RD2.2 zone category; however the proposed development does not comply with the Maximum Total Lot Coverage in the RD2.2 zone.

The RD2.2 zone category limits the Maximum Total Lot Coverage to 45% of the lot area. This regulation applies to the townhome dwelling building as it is constructed on the block created by the Draft Plan of Subdivision. Once the townhome dwellings are constructed and individually sold, each individual dwelling unit can have a Maximum Total Lot Coverage of 50%.

To ensure that the structures proposed will comply with the provisions of the Zoning By-law when a building permit is requested, a Maximum Total Lot Coverage of 50% should be permitted for this specific site.

During review of the proposed servicing drawing for this development, it was noted that the Maximum Total Front Yard Paving on Blocks 1, 9, 10 and 11 will be greater than the permitted 50%. Blocks 1 and 9 will be between 58% and 56% front yard hard surface. Blocks 10 and 11 will be 81% and 85% front yard hard surface respectively.

Once completed and conveyed, the individual townhome units on Blocks 1 and 9 will comply with the provisions of the Front Yard Paving regulations, it would be prudent to ensure the Front Yard paving will comply with zoning regulations throughout the development process by providing a site specific provision to permit 60% of the required front yard to be hard surfaced.

The front yard paving of Blocks 10 and 11 poses a different problem. Because of the pie shaped blocks that narrow toward the cul-de-sac, the front yard hard surface increases significantly when compared to the front yard paving in the rest of the development. However, these pie shape blocks also enjoy significantly more total landscaped area than the blocks rest of the development. The significant amount of landscaped area to the sides and rear of these Block mitigates the impact of the greater amount of paved area in the required front yard of these Blocks. Therefore, it would be appropriate to permit Blocks 10 and 11 an increased Front Yard Paved Area of 85%.

EXISTING CONCRETE WALKWAY:

Currently a narrow concrete walkway (2m) exists between 2 chain link fences on a city owned parcel of land at the south end of the development site.



Figure 1: Walkway, looking East, from Empress Avenue

This narrow walkway connects Empress Avenue east of the development site to Empress Avenue west of the development site. Administration has identified a need to acquire additional land from the developer to facilitate the possible future widening of the existing walkway. As shown below, the conveyance would not impact the proposed development. The portion of land requested could make up part of the required park land dedication required for this property, the balance being made up as cash in lieu of parkland.

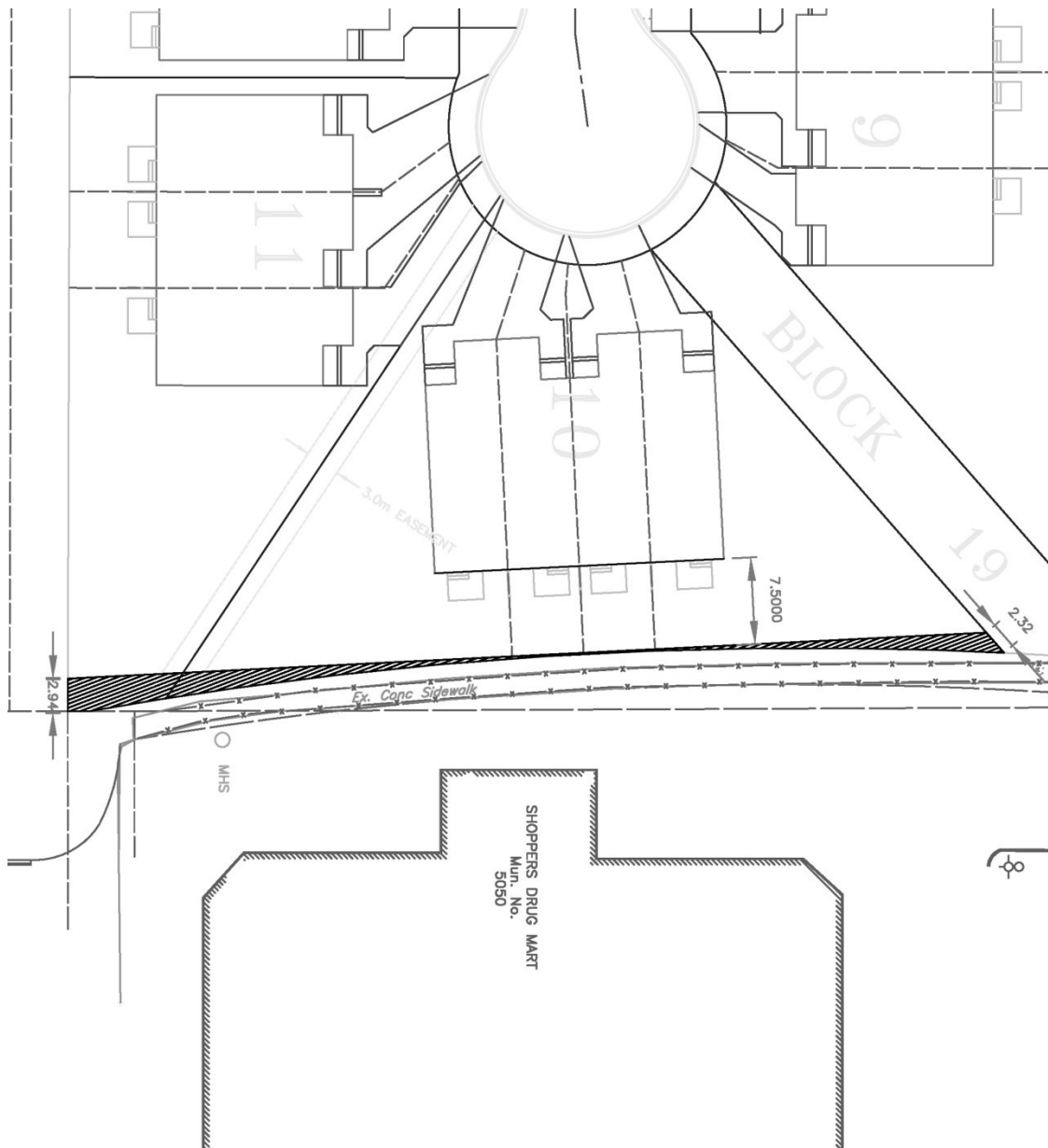


Figure 2: Hatched area to be conveyed to improve walkway in the future

Development Form:

Recently, the issue of “snout” houses has been the topic of a great deal of discussion. The Planning Department has been trying to discourage the construction of snout houses through early intervention in the development process. Discussions with developers before applications are submitted can influence the final design of a development. In this case, while the garages are in front of the main wall of the dwelling, the front porch and front door of the dwelling are accessible and visible.

ISSUES TO BE RESOLVED:

Administration has discussed the name for the existing right of way from Guy Street to Coronation Avenue, between Norman Road and Westminster Avenue. That connection will be assigned Coronation Avenue.

The East/West road allowance (extension of Coronation Avenue) conveyed to the City as part of the previous (1970’s) development presents an issue related to sight lines from the connection of the proposed development to the extension of Coronation Avenue. The applicant was asked to provide a sight line analysis of the new Coronation Avenue right of way and the proposed new road as part of the complete application. Review of the sightline analysis provided raises concerns from Transportation Planning. Their review indicates that, as currently designed, there are likely to be sightline problems for vehicles using the new Coronation Avenue and the new proposed road into the subdivision.

To ensure the extension of Coronation Street and the road proposed as part of this application can be travelled safely, that applicant should be required to provide additional sight line analysis that would provide solutions to mitigate any potential safety concerns.

Mitigation of this sight line issue may include shifting of the travelled lanes in the existing new Coronation Avenue right of way, changing the angle of the development connection to the new Coronation Avenue right of way, implementing appropriate traffic calming devices, or other solutions deemed acceptable by the City Engineer.

This requirement is included as a condition of draft approval and can be resolved between Draft Plan of Subdivision Approval and Final Registration of the Plan.

ALTERNATIVES FOR CONSIDERATION:

None

PLANNER'S OPINION AND CONCLUSION:

The proposed Draft Plan of Subdivision provides a higher density development as a transition between the commercial uses on Tecumseh Road and the park and residential area to the north. The proposed development of townhome dwellings units will provide an alternative housing choice in an area that is generally dominated by Single Detached dwellings. Residents of the proposed town homes will be able to take advantage of the close proximity of the Tecumseh Road commercial area, as well as the park and transit system.

The Zoning By-law amendment and Draft Plan of Subdivision are consistent with the Provincial Policy Statements, conform to the Official Plan and constitutes good planning.

PLANNING ACT MATTERS:

Jim Abbs, MCIP, RPP

Planner III – Subdivisions

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

Don Wilson, MCIP, RPP

Thom Hunt, MCIP, RPP

Manager of Development Applications

City Planner

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

SAH

OC

APPROVALS:

Name	Title
Don Wilson	Manager of Development Applications
Thom Hunt	City Planner
Wira Vendrasco	Deputy City Solicitor
Shelby Askin Hager	City Solicitor
Onorio Colucci	Chief Administrative Officer

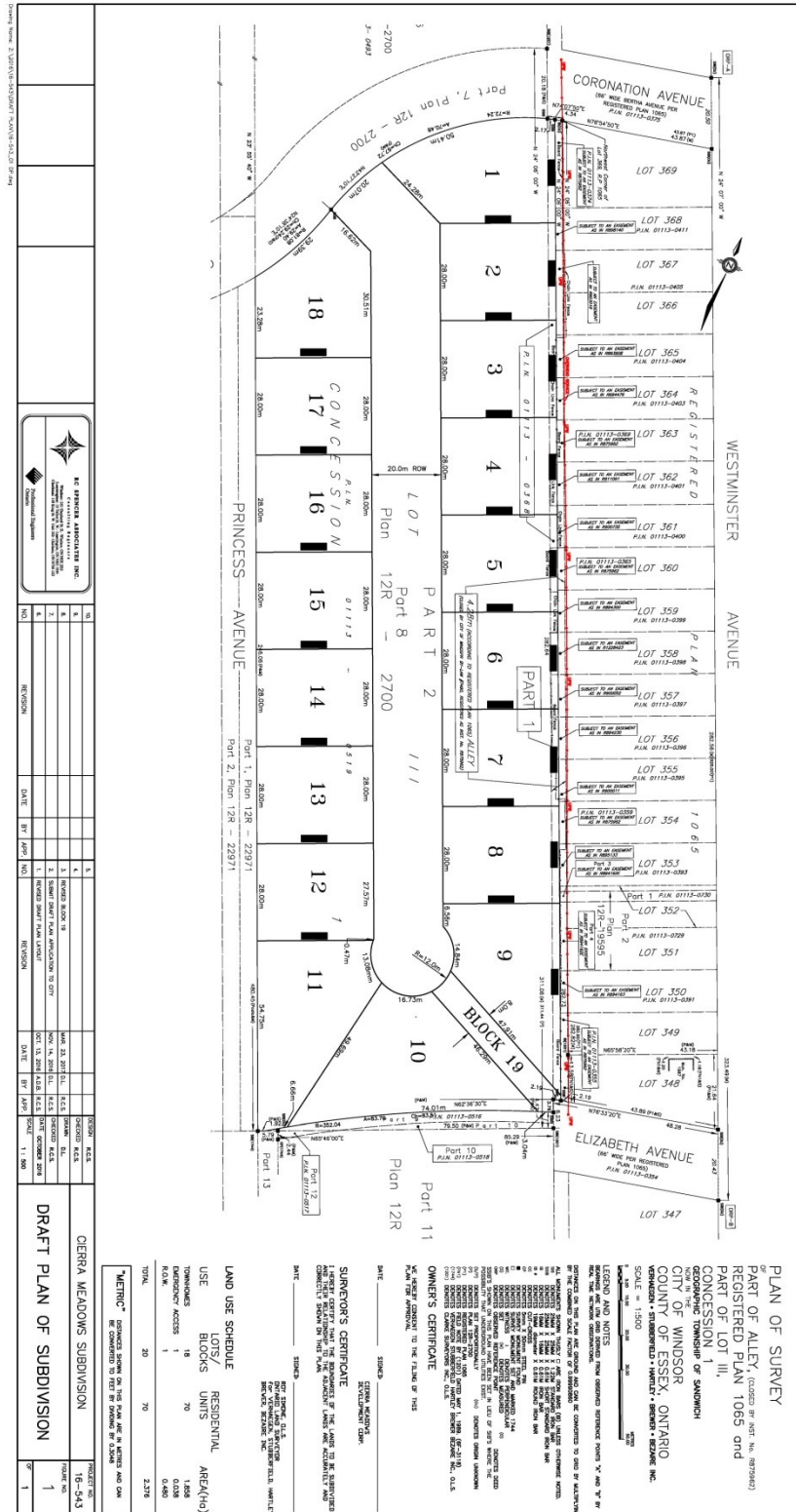
NOTIFICATIONS:

Name	Address	Email
Bill Marra Counc. Ward 8	350 City Hall Square West, 3 rd Floor, Windsor, Ontario, N9A 6S1	bmarra@citywindsor.ca
Cierra Meadows Development Corp.	13401 Desero Drive, Tecumseh ON, N8N 2L9	dan@castorgroup.com
RC Spencer and Associates Inc.	261 Shepherd St. E. Windsor ON, N8X 2K6	rcspencer@rcspencer.ca
Property owners and tenants within 120 meters of subject parcel		

APPENDICES:

- 1 Appendix A - Draft Plan of Subdivision
- 2 Appendix B-Zoning Excerpt
- 3 Appendix C- Comments
- 4 Appendix D - Maps

APPENDIX A – Draft Plan of Subdivision – SDN003/16



PLAN OF SURVEY

OF PART OF ALLEY (LOCATED BY REG. NO. 1897500) REGISTERED PLAN 1085 and PART OF LOT 11, CONGRESSIONAL OF SAUNDERS

OWNED BY THE WINNIPESK COUNTY OF SSESSEX, ONTARIO (INCORPORATED IN WINNIPESK COUNTY, ONTARIO)

SCALE = 1:500

LEGEND AND NOTES

OWNER'S CERTIFICATE

SURVEYOR'S CERTIFICATE

LAND USE SCHEDULE

USE	LOTS/BLOCKS/UNITS	RESIDENTIAL AREA(Ha)
RESIDENTIAL	18	1.808
TOWNSHIPS	70	0.088
DEPENDENT ACCESS	1	0.000
TOTAL	70	2.2276

CIERRA MEADOWS SUBDIVISION

DRAFT PLAN OF SUBDIVISION

PROJECT NO. 19-243

DATE: 1/1/2016

APPENDIX B -Excerpt From Zoning By-law 8600

(2) RESIDENTIAL DISTRICT 2.2 (RD2.2)

(AMENDED By B/L 11093, July 20, 1992; By B/L 10358, July 16, 1990; B/L 10358, July 16, 1990 AND AMENDED by B/L 33-2001, October 23, 2001, OMB Decision/Order No. 1716, OMB Case No. PL010233)

(a) Permitted Uses

- (i) One single-unit dwelling;
- (ii) One duplex dwelling;
- (iii) One semi-detached dwelling;
- (iv) One double duplex dwelling or one multiple dwelling containing a maximum of four dwelling units;
- (v) A townhome dwelling;
- (vi) Any use accessory to the foregoing uses.

(b) Regulations

- (i) Minimum lot width
 - Single-Unit Dwelling - 9 metres
 - Duplex Dwelling - 12 metres
 - Semi-Detached Dwelling - 15 metres
 - Double Duplex Dwelling or Multiple Dwelling - 18 metres
 - Townhome Dwelling - 20 metres

(AMENDED by B/L 142-2006, Aug. 24, 2006)
- (ii) Minimum lot area
 - Single-Unit Dwelling - 275 square metres
 - Duplex Dwelling - 370 square metres
 - Semi-Detached Dwelling - 460 square metres
 - Double Duplex Dwelling or Multiple Dwelling - 550 square metres
 - Townhome Dwelling - 600 square metres, plus 200 square metres for each additional dwelling unit.

(AMENDED by B/L 142-2006, Aug. 24, 2006)
- (iii) Maximum total lot coverage - 45% of the lot area

(AMENDED by B/L 117-2016, Dec. 28/2016)

- (iv) Minimum front yard depth - 6 metres
- (v) Minimum rear yard depth - 7.5 metres
(AMENDED by B/L 363-2002, Dec. 31, 2002)
- (vi) Minimum side yard width
 - Single-Unit Dwelling - 1.2 metres on one side and 2.5 metres on the other side; provided, however, that, where there is an attached garage or carport or where there is an exterior side yard, the minimum side yard width on each side shall be 1.2 metres.
 - Semi-Detached Dwelling - 2.5 metres on each side, provided however, that, where there is an attached garage or carport or where there is an exterior side yard, the minimum side yard width shall be 1.2 metres on that side.
 - Duplex Dwelling or Townhome Dwelling - 2.5 metres on each side; provided, however, that, where there is an attached garage or carport or where there is an exterior side yard, the minimum side yard width shall be 1.5 metres.
(AMENDED by B/L 370-2001, Nov. 15, 2001)
 - Double Duplex Dwelling or Multiple Dwelling - 2 metres on one side, 3 metres on the other side.
- (vii) Maximum building height
 - Main Building - 2 storeys

- (viii) **(DELETED by B/L 114-2016, Sept. 19/2016)**

- (ix) Supplementary Regulations:
 - See Section
 - 21 re: Supplementary Use Regulations
 - 22 re: Supplementary Lot Regulations
 - 23 re: Supplementary Building Regulations
 - 24 re: Parking Space Regulations
 - 25 re: Parking Area Regulations

SECTION 20 - SPECIFIC ZONING EXCEPTIONS IN CERTAIN AREAS

74. For the lands comprising:

ALL AND SINGULAR that certain parcel or tract of land and premises, situate, lying and being in the City of Windsor, in the County of Essex, and the Province of Ontario, being composed of Part of Farm Lot 111, in the first Concession, formerly in the township of Sandwich East, now in the City of Windsor, containing by admeasurement 5.798 acres, more or less, and which said parcel may be more particularly described as follows:

BEARINGS ARE ASTRONOMIC referred to the Eastern limit of Part 3, as shown on plan registered in the Registry Office for the Land Titles Division of Essex (12) as Number 12R-2640 and shown as North 25 degrees 23 minutes 30 seconds West on the said plan:

COMMENCING at a Standard Iron Bar set in the Eastern limit of said Farm Lot 111, distant 700.37 feet measured Northerly therealong from its intersection with the Northern limit of Tecumseh Road East and which said Standard Iron Bar being in the Easterly production of the Northern limit of empress Street (formerly Elizabeth Avenue) as shown on a plan registered in the Registry Office for the Registry Division of Essex (12) as Number 1360;

THENCE South 64 degrees 25 minutes 20 seconds West along the Easterly production of the Northern limit of said Empress Street, 279.83 feet to a Standard Iron Bar found, which said Standard Iron Bar being in the Western limit of Part 3 as shown on said Plan 12R-2640.

THENCE North 25 degrees 13 minutes West along the Western limit of said Part 3, 807.29 feet to a Standard Iron Bar set;

THENCE North-easterly on a curve to the left having a radius of 266.00 feet, an arc distance of 96.45 feet (the chord equivalent being 222.17 feet measured on a bearing of North 41 degrees 36 minutes 06 seconds East) to a Standard Iron Bar set in the Eastern limit of said Farm Lot 111;

THENCE South 25 degrees 23 minutes 30 seconds East along the Eastern limit of said Farm Lot 111, 955.00 feet to the PLACE OF COMMENCEMENT;

(i) For a multiple dwelling the following regulations shall apply:

- | | | | |
|-----|---|---|--|
| (a) | Maximum number of multiple dwelling units | - | 110 units per hectare with a minimum lot area of 2.3 hectares for a multiple dwelling; |
| (b) | Maximum building height | - | 24 metres for a main |

building; 4.5 metres for an accessory building;

(c) A multiple dwelling shall have a maximum gross floor area of 10,220 square metres

(d) Minimum building setbacks - 7.5 metres or equal to the building height whichever is the greater from the north, south and west lot lines respectively;

- 30 metres or 1.5 times the building height, whichever is the lesser, from the east lot line.

(ii) Single-unit, semi-detached or townhome dwellings shall be additional permitted uses, subject to conformity with the provisions of clause (b), of subsection (2), of Section 11, RD2.2 District, of this by-law. (ZDM 11)

5.24 DWELLING - TOWNHOME – ADDITIONAL PROVISIONS

5.24.1 For a townhome dwelling unit, a door that opens to the rear yard shall be a minimum of 1.20 metres from the centreline of the common wall.

5.24.5 When a lot on which a townhome dwelling has been erected and is subsequently severed by common interior lot lines that separate the dwelling units:

.1 The minimum lot width for each dwelling unit shall be equal to the width of the existing dwelling unit at the time of the lot severance;

.2 The minimum lot area for each dwelling unit shall be as existing at the time of the lot severance;

.3 The maximum total lot coverage for each dwelling unit shall be 50% of the minimum lot area; and

.4 An interior side yard shall not be required along the common interior lot line for that part of the dwelling unit lawfully existing at the time of the lot severance.

24.28 FRONT YARD PAVING AND SURFACING IN RESIDENTIAL DISTRICTS

24.28.1 IN ANY RESIDENTIAL DISTRICT:

.1 A walkway, driveway or access area necessary for access to a parking

space may cross a required front yard. That part of the required front yard not used for a walkway, driveway, access area, or, where permitted by this by-law, a parking space, shall be used exclusively as a landscaped open space yard.

- .3 For a single-unit dwelling, semi-detached dwelling, duplex dwelling or townhome dwelling unit, the total area of the required front yard occupied by a hard surface for the purpose of a walkway, driveway, access area or a parking space or any combination thereof cannot exceed:
 - .1 for a lot having a width of 9 metres or greater: 50% of the required front yard area; or
 - .2 for a lot having a width of less than 9 metres: 50% of the required front yard area plus 5% for each 1 metre decrease in lot width below 9 metres to a maximum of 70% of the required front yard area.
 - .5 All driveways, access areas and parking spaces, shall be paved and maintained with a hard surface consisting of paving brick or block, asphalt, concrete or any combination thereof.

APPENDIX C

Comments from Municipal Departments & External Agencies

Canada Post – 27 Jan 2017

- Canada Post will provide mail delivery service to the subdivision through centralized Community Mail Boxes (CMBs).
- If the development includes plans for (a) multi-unit building(s) with a common indoor entrance, the developer must supply, install and maintain the mail delivery equipment within these buildings to Canada Post's specifications.
- Please update our office if the project description changes so that we may determine the impact (if any).
- Should this subdivision application be approved, please provide notification of the new civic addresses as soon as possible.
- Please provide Canada Post with the excavation date for the first foundation/first phase as well as the date development work is scheduled to begin. Finally, please provide the expected installation date(s) for the CMB(s).

ERCA – 14 Feb 2017

- We have reviewed our floodline mapping for this area and it has been determined this site is not located within a regulated area that is under the jurisdiction of the ERCA (Section 28 of the Conservation Authorities Act). As a result, a permit is not required from ERCA for issues related to Section 28 of the Conservation Authorities Act, Development, Interference with Wetlands and Alteration to Shorelines and Watercourses Regulations under the Conservations Authorities Act, (Ontario Regulation No. 158/06).
- We recommend that the municipality ensure that the release rate for this development is controlled to the capacity available in the existing storm sewers/drains. In addition, that stormwater quality and stormwater quantity are addressed up to and including the 1:100 year storm event and be in accordance with the guidance provided by the Stormwater Management Planning and Guidance Manual, prepared by the Ministry of the Environment (MOE, March 2003) and any other Municipal requirements (e.g., Development Standards Manual). We further recommend that the stormwater management analysis be completed to the satisfaction of the Municipality. We do not require further consultation on this file with respect to stormwater management.
- We understand that the developer has received correspondence that the Ministry of Natural Resources and Forestry has provided a clearance and are of the opinion that the project is not likely to contravene the Endangered Species Act.

We have reviewed the subject property using the most recently available aerial photograph (ENCL.). Upon our review of the proposed development, the subject property is not within or adjacent to any natural heritage feature that may meet the criteria for significance under the Provincial Policy Statement (PPS 2014). Based on our review, we have no objection to the application with respect to natural heritage policies.

- We have no objection to this application for draft plan of subdivision.

Environmental Services – 27 Jan 2017

- No concerns from Environmental Services

Enwin – 08 Feb 2017

- Hydro Engineering: No Objection to plan of subdivision
- Water Engineering: Water Engineering has no objections. Verify all watermains along Empress are in an easement

Ministry of Natural Resources and Forestry – 01 Feb 2017

- Thank you for circulating the Cierra Meadows Development Planning Act application, file no. SDN 003-16 (SDN-5013) received by our office January 27, 2017. MNRF was engaged by the proponent in Autumn of 2016. As the project is proposed, it is not likely to contravene the Endangered Species Act nor does MNRF have any Natural Heritage concerns.

Planning Policy – 10 Feb 2017

In accordance with the Provincial Policy Statement 2014 and Official Plan 2012 policies, Planning Policy encourages residential compact form for new developments and promotes active transportation. Please consider the following recommendations:

- Proposed development to establish an orderly development by extending Coronation Ave to create a grid pattern.
- The new development will provide all local roads with at least one side sidewalk.
- Ensure that pedestrians within this development are provided with an accessible connection to existing transit services on Tecumseh Road (show sidewalk connection to existing sidewalk located north of Empress St and west of Westminster Ave).
- Revise density calculations on page 9 of the Subdivision application (70 units/1.858 netha = 38 units/netha or 70 units/2.376grossha = 30 units/grossha).

Assessment – 27 Jan 2017

- No objection to the proposed 70 unit single storey townhome development.

Transit Windsor – 27 Jan 2017

- Transit Windsor has no concerns with this development.

Heritage Planner – 27 Jan 2017

- This property is east of and adjacent to St. Jules School, 1982 Norman Rd, which is listed (not designated) on the Windsor Municipal Heritage Register. The proposed one-storey townhomes are not expected to affect the heritage integrity of the school. There is no other identified built-heritage concern with this development.
- There is no archaeological concern with development of this site, since it is identified as an area of low archaeological potential.

Windsor Police – 16 Feb 2017

I feel the proposed infill residential development on the subject lands to construct townhome dwellings totaling 70 units is a reasonable use of the property, although single unit dwellings would likely be more consistent to what exists within the surrounding neighbourhood. The development in general raises no major concerns but I would however like to bring forward the following features as they relate to this development from the perspective of optimizing safety and security:

- The application calls for the construction of townhome dwellings with a maximum density of 4 units per building. It is important to remember with new residential properties such as this to ensure the resultant design will allow for each individual property to be easily identified in the event of an emergency. This is so that emergency service responders can accurately locate the right address where an emergency call for assistance is required. Therefore, it is very important that each separate dwelling unit have a prominently displayed address number that is at least 5" high, is of a contrasting colour to the backdrop onto which it is mounted, and can be easily seen from the adjacent roadway (in this case the new street extending from Coronation Avenue) without obstruction. This will optimize the address number location and subsequent identification by Police/Fire/Ambulance during an emergency response.
- The Windsor Police supports the proposed roadway layout which includes an emergency access that connects the roadway from the base of the cul-de-sac to nearby Empress Street. It is our understanding this connection will also

function as a pedestrian walkway. We do not however support the design width shown for this access route at just 6.0 metres as this dimension is under what is considered a functionally safe size to facilitate both emergency vehicle access and ongoing, highly visible, safe pedestrian usage. The width should ideally be at least 9.0 metres (please refer to attached conceptual design sketch) but 8.0 meters could be considered. As the concept sketch indicates, it is very important the design of this emergency access/walkway promotes a safe environment at all times, both during daytime and evening hours. A design that does not achieve this outcome will end up being problematic for the neighbourhood.

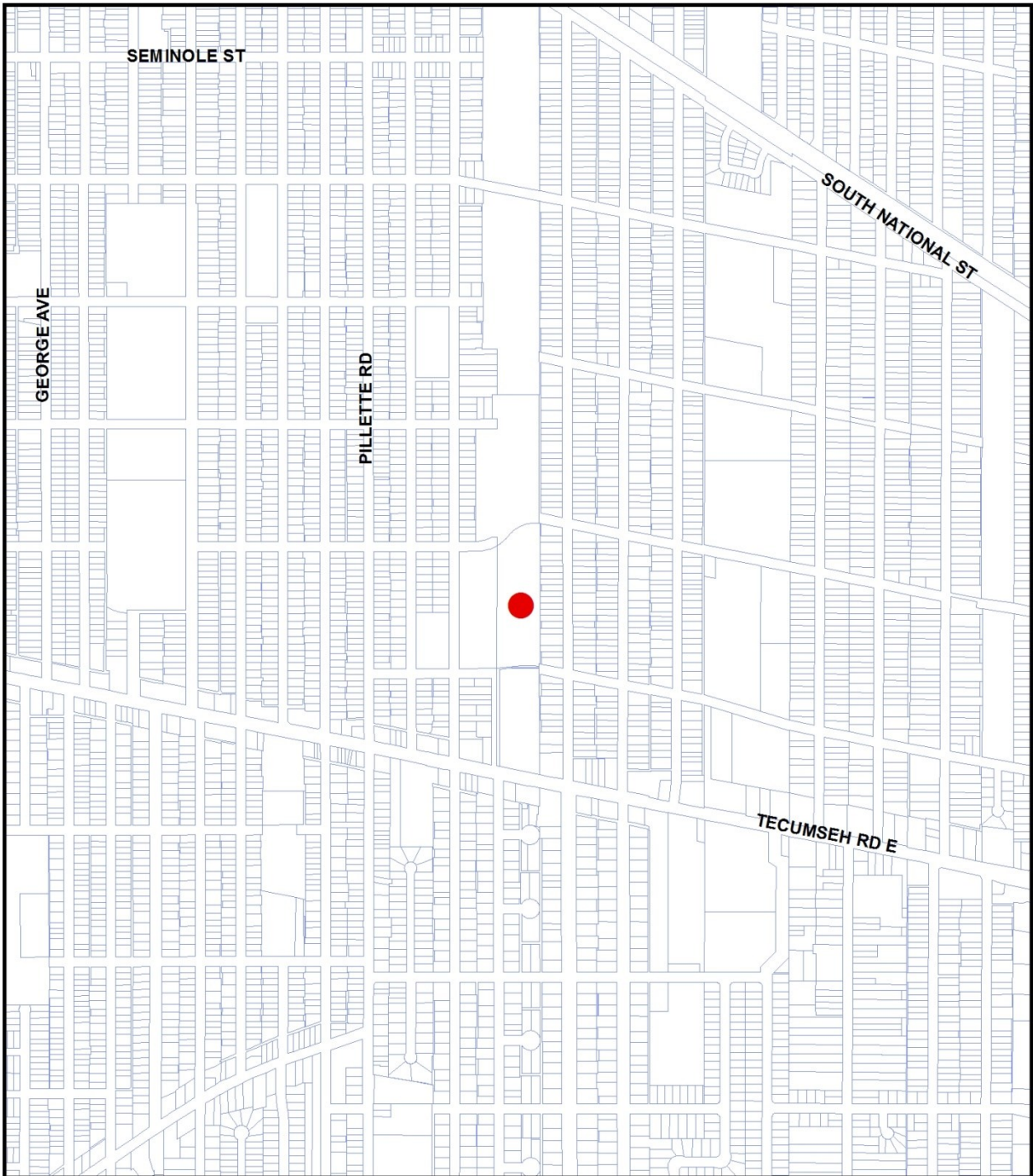
- Pedestrian safety is very important in all residential neighbourhoods; even infill situations like what is being proposed here. In this regard, sidewalks need to be provided to ensure proper and safe movement of pedestrians, plus proper LED street lighting as well.
- Very importantly, the architectural design of the new townhomes must not represent a “snout house” appearance. What is being referred to here is where the front entrance of the home is essentially obscured from view from the abutting roadway due, at least in part, to the protrusion of the attached garage toward the front of the property at the street. A “snout house” design de-emphasizes architectural orientation to the street, thereby reducing the level of natural citizen surveillance within the neighbourhood. Houses where the front door is not easily observable from the roadway are more susceptible to criminalization since the limited observability of such offers criminals a greater degree of discretion. It is requested that a condition be placed that will limit the forward extent of any attached garages that could lead to this problem as follows: “A residential design (single family or townhouse dwelling) that exhibits a “snout house” shall still be permitted in a neighbourhood provided the following conditions are met:
 - **The total number of dwellings constructed as a “snout house” (having an attached garage that projects greater than 1.2 metres beyond the front and side walls of the dwelling unit) shall not exceed 20% of the total number of dwellings being constructed on a particular roadway**
 - **The construction of two “snout houses” next to each other shall not be permitted so as to maintain an adequate degree of street-oriented observation capability**

Additionally, the required side yard widths need to be maintained as this will further contribute to achieving proper natural surveillance characteristics for the neighbourhood once it is fully built out.

Respectfully,

Barry Horrobin, B.A., M.A., CLEP, CMM-III
Director of Planning & Physical Resources
WINDSOR POLICE SERVICE
Advanced Certified Law Enforcement Planner

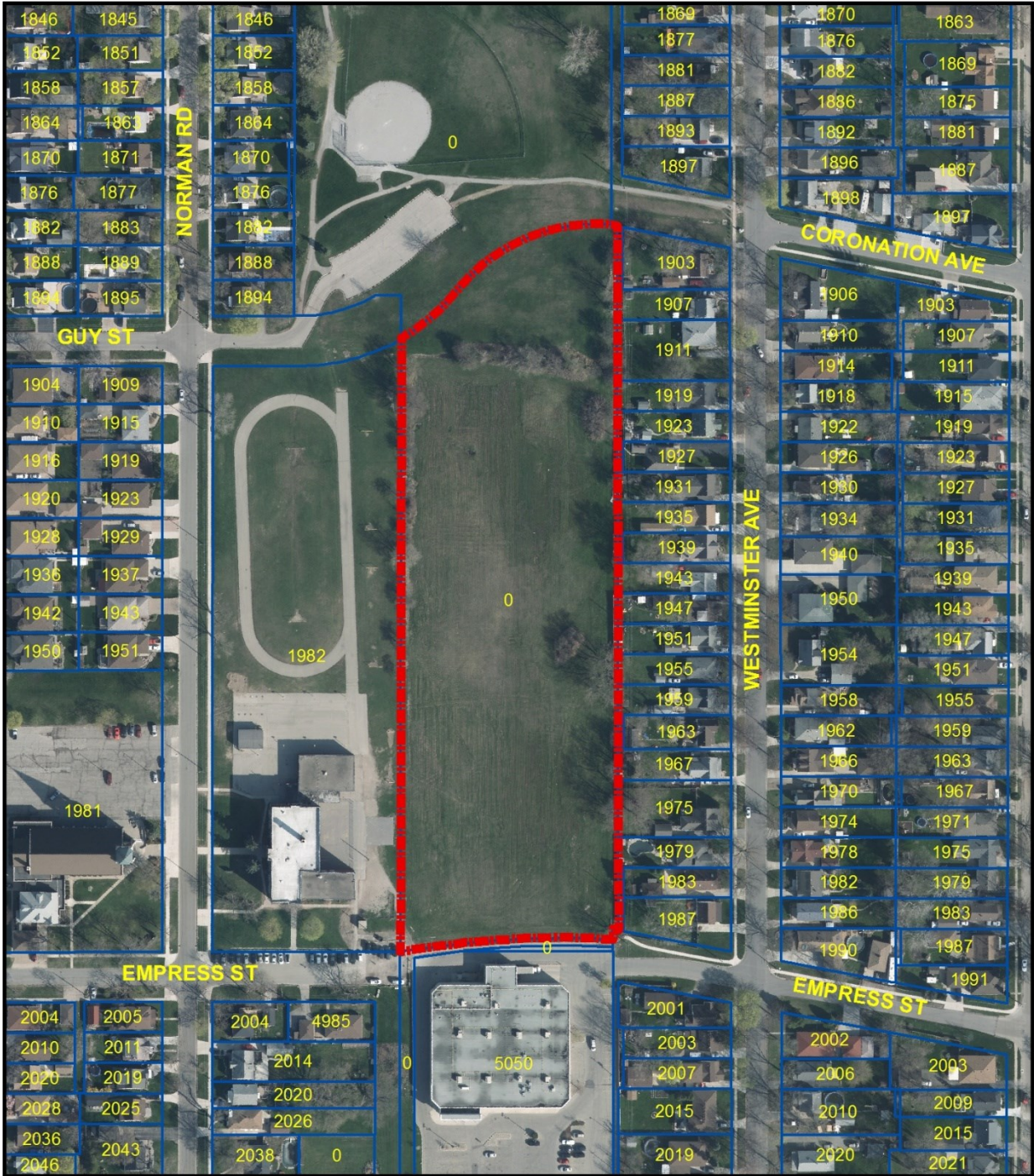
APPENDIX D – Maps



KEY MAP - Z-004/17, SDN-003/16

● SUBJECT LANDS

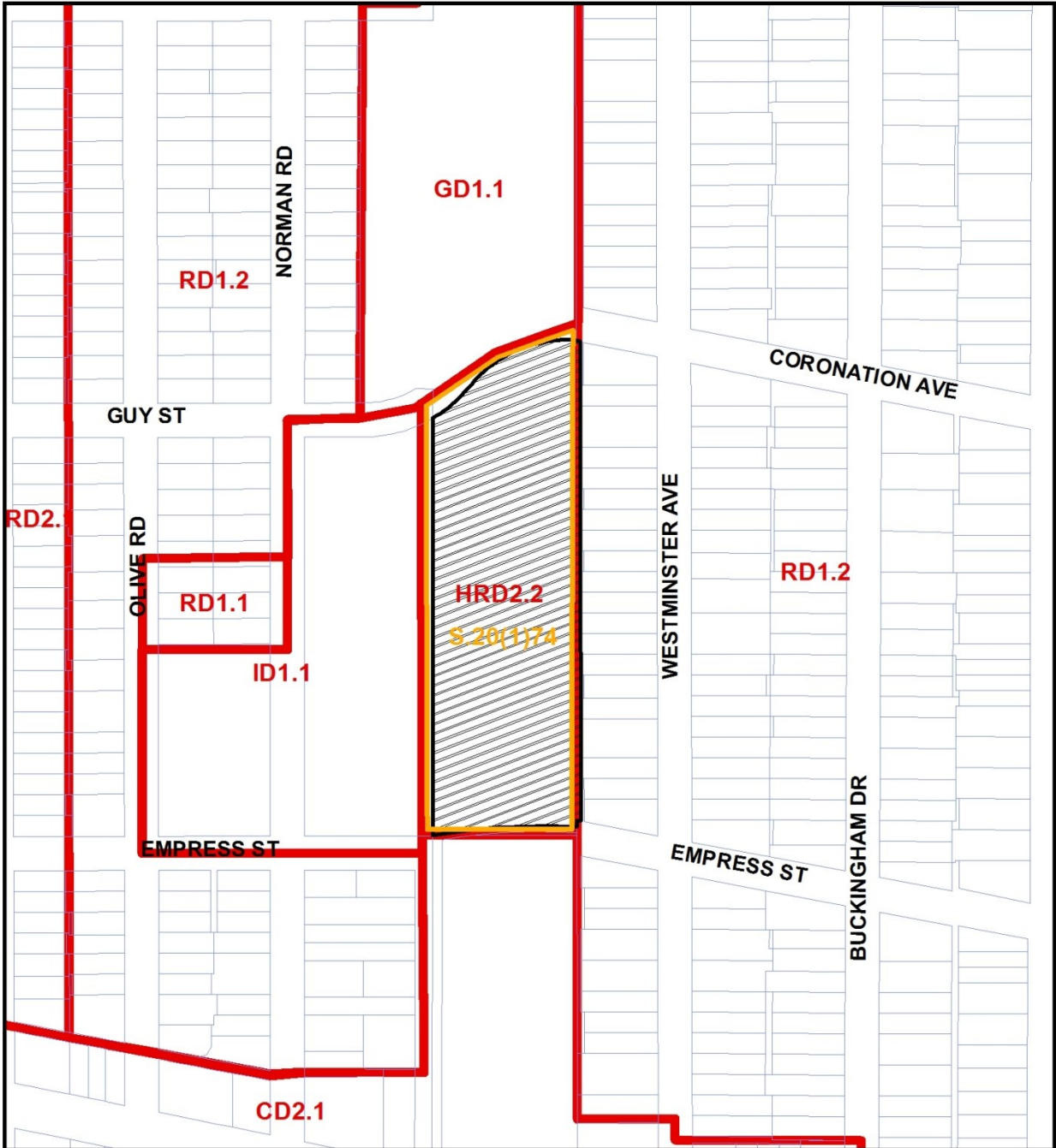




NEIGHBOURHOOD MAP

 SUBJECT LANDS






PART OF ZONING DISTRICT MAP 11

N.T.S.

REQUESTED ZONING AMENDMENT

APPLICANT : CIERRA MEADOWS DEVELOPMENT LTD.

 SUBJECT LANDS

PLANNING & BUILDING DEPARTMENT



DATE : MARCH, 2017
 FILE NO. : ZNG/5077, Z-004/17
 SDN/5013, SDN-003/16



Planning & Building Services

MISSION STATEMENT

"Our City is built on relationships – between citizens and their government, businesses and public institutions, city and region – all interconnected, mutually supportive, and focused on the brightest future we can create together"

REPORT #: S 67/2017	Report Date: 4/11/2017
Author's Contact: Thomas J. Cadman Planner III - Subdivisions 519 255 6543 x6457 tcadman@citywindsor.ca	Date to Council: 5/15/2017
	Clerk's File #: ZP/12769

To: Mayor and Members of City Council

Subject: Proposed Draft Plan of Subdivision, at the southeast corner of Prairie Court and Ora Street, south of Cabana Road West, Concession 4, Part of Lot 2, RP 12R16225; Part 5, save and except Parts 1 & 2 RP 12R25901 and Parts 5, 6, 7, 8 & 9, RP 12R16225, City of Windsor, SDN 002/17 (SDN/5047) - Ward 1

RECOMMENDATION:

I That the application of 882886 Ontario Limited for Draft Plan of Subdivision approval of Concession 4, Part of Lot 2, RP 12R16225; Part 5, save and except Parts 1 & 2 RP 12R25901 and Parts 5, 6, 7, 8 & 9, RP 12R16225, City of Windsor; **BE APPROVED** on the following basis:

- A. That the Draft Plan Approval shall lapse on (3 years from the date of approval).
- B. That this approval applies to the draft plan of subdivision presented on plan identified as Work Order 4-28030-X01, Plan File No. C-4300 'C' dated January 16, 2017 prepared by Verhaegen, Stubberfield, Hartley, Brewer, Bezaire Inc. showing a road allowance, a block for future development of 6 townhomes and a block for stormwater mangement purposes.
- C. That prior to the execution and registration of a Subdivision Agreement between the Owner(s) and the Corporation of the City of Windsor, the Owner(s) shall submit for approval of the City Planner, final draft M-Plan which shall include the names of all road allowances within the plan, as approved by the Corporation.
- D. That the Owner(s) enter into a subdivision agreement with the Corporation of the City of Windsor, such agreement to provide for the following matters:
 1. The Owner(s) agree to include all items as set out in the results of circularization and other relevant matters set out in CR 233/98 (Standard Subdivision Agreement).
 2. The Owner(s) agree to gratuitously convey to the Corporation, prior to the issuance of a building permit, the following:

- i. a 20.1 metre wide right-of-way for the extension of Ora Street, terminating in a cul-de-sac to City of Windsor Standard AS-545A, with a radius of 9.5 metres; and
 - ii. 0.3 m reserves, shown as Block 4 and Block 5 on Map SDN-002/17-1.
3. The Owner(s) agree to gratuitously convey to the Corporation, prior to the issuance of a building permit, any municipal easements required to the satisfaction of the Essex Region Conservation Authority and the City of Windsor.
4. The Owner(s) agree to convey to the Corporation 5% of the lands to be developed for residential uses for park purposes or equivalent cash-in-lieu of parkland as permitted in Section 51.1 of the Planning Act to the satisfaction of the Executive Director of Parks and the City Planner prior to the issuance of a construction permits.
5. The Owner(s) agree to:
 - i. undertake an engineering analysis to identify stormwater quality and quantity measures as necessary to control any increases in flows in downstream watercourses, up to and including the 1:100 year design storm, to the satisfaction of the City Engineer and the Essex Region Conservation Authority;
 - ii. Install stormwater management measures identified above, as part of the development of the site, to the satisfaction of the City Engineer and the Essex Region Conservation Authority; and
 - iii. obtain the necessary permit or clearance from the Essex Region Conservation Authority prior to undertaking site alterations and/or construction activities.
6. The Owner(s) agree to implement the recommendations contained in the Environmental Impact Assessment, prepared by Gray Owl environmental Inc., dated December 2016, relating to the subject lands and to complete and implement the recommendations outlined in the MNRF Letter to Proponent (AYL-L-117-16), dated December 28, 2016.
7. The Owner(s) agree that if Block 2 is needed for flood control purposes, it shall be conveyed gratuitously to the appropriate authority. In the event that Block 2 is not required for flood control purposes, the Final Plan will be revised to remove Block 2.
8. The Owner(s) agree to place the following in all Agreements of Purchase and Sale, Lease or Transfer (Deed) between the Developer and all prospective home buyers:
 - i. *"Students from this area may not be able to attend the closest neighbourhood school due to insufficient capacity and may have to be bused to more a distant school with the capacity to accommodate them."*

NOTES TO DRAFT APPROVAL (File # SDN-002/17)

1. *The applicant is directed to Section 51(39) of The Planning Act 1990 regarding appeal of any imposed conditions to the Ontario Municipal Board. Appeals are to be directed to the City Clerk of the City of Windsor.*
2. *It is the applicant's responsibility to fulfil the conditions of draft approval and to ensure that the required clearance letters are forwarded by the appropriate agencies to the City of Windsor, to the attention of the City Planner / Executive Director of Planning & Building, quoting the above-noted file number.*
3. *Required agreements with the Municipality will be prepared by the City Solicitor.*
4. *The applicant should consult with an Ontario Land Surveyor for this proposed plan concerning registration requirements relative to the Certification of Titles Act.*

5. *The final plan approved by the Corporation of the City of Windsor must be registered within thirty (30) days or the Corporation may withdraw its approval under Section 51(59) of The Planning Act 1990.*
6. *All plans of subdivision/condominium are to be prepared and presented in metric units and certified by the Ontario Land Surveyor that the final plan is in conformity to the approved zoning requirements.*
7. *Where agency conditions are required to be included in the City's Subdivision Agreement, the applicant is required to forward a copy of the agreement to the agencies in order to facilitate their clearance of conditions for final approval of this plan.*

II That the City Clerk and Licence Commissioner BE AUTHORIZED to issue the required notice respecting approval of the draft plan of subdivision under Section 51(37) of The Planning Act.

III That the subdivision agreement shall BE REGISTERED against lands to which it applies prior to the final registration of the Plan of Subdivision.

IV That prior to the final approval by the Corporation of the City of Windsor, the Executive Director/City Planner shall BE ADVISED, in writing, by the appropriate agencies that conditions have been satisfied, and;

V That the Chief Administrative Officer and City Clerk BE AUTHORIZED to sign all necessary agreements and documents approved as to form and content satisfactory to the City Solicitor.

EXECUTIVE SUMMARY:

N/A

BACKGROUND:

APPLICATION INFORMATION:

LOCATION: southeast corner of Prairie Court and Ora Street, south of Cabana Road West, Concession 4, Part of Lot 2, RP 12R16225; Part 5, save and except Parts 1 & 2 RP 12R25901 and Parts 5, 6, 7, 8 & 9, RP 12R16225, City of Windsor.

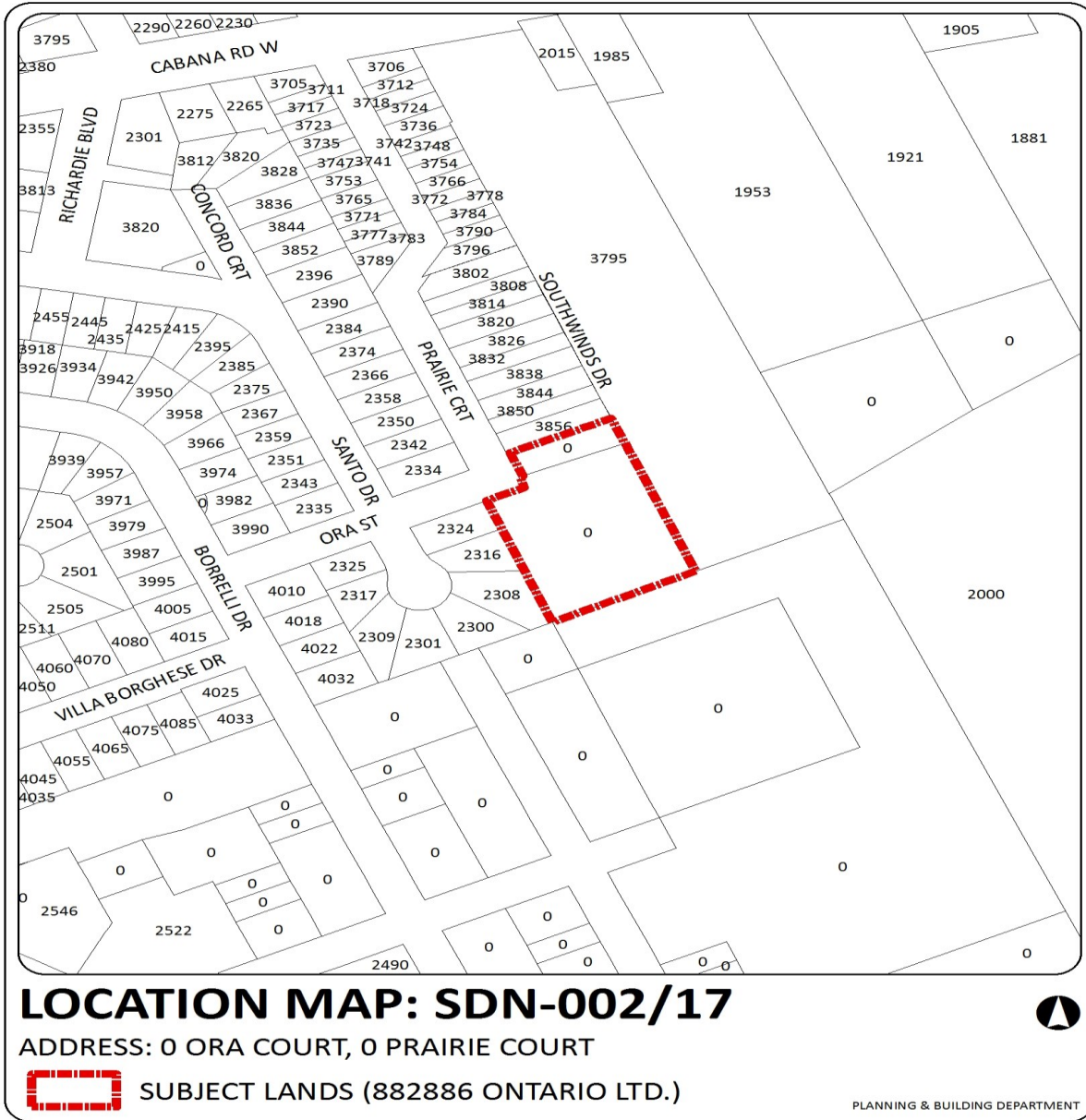
WARD: 1 **PLANNING DISTRICT:** 08 – ROSELAND **ZDM:** 9

REGISTERED OWNER/APPLICANT: 882886 Ontario Limited

AGENT: B. SALZER

PROPOSAL: The applicant is requesting Draft Plan Approval for a plan of subdivision consisting of a road allowance and 1 block for future development of 6 townhome dwelling units and 1 block for stormwater management purposes. The lots to be created comply with the zoning provisions for this area.

MAP OF SUBJECT LANDS



SITE INFORMATION:

OFFICIAL PLAN	ZONING	CURRENT USE	PREVIOUS USE
Residential	RD3.2 subject to S.20(1)58	Vacant	Vacant
WIDTH	DEPTH	AREA	SHAPE
73.93 m	85 m	6.9 ha	irregular
242.55 ft	279 ft	17.2 acres	

All measurements are approximate.

NEIGHBOURHOOD CHARACTERISTICS:

The site is located between a residential (single detached dwellings) area to the west and a senior citizens apartment building complex to the east. To the north are townhomes and to the south is the Lennon Drain and immediately to the south of the drain is the St. Clair College Prairie Environmentally Significant Area.

DISCUSSION:

PLANNING ANALYSIS:

Provincial Policy Statement (2014) (PPS):

The proposed development is an infill development consistent with the Provincial Policy Statement in that the development promotes the efficient use of the existing land pattern and promotes cost-effective development patterns and standards to minimize land consumption and servicing costs.

Official Plan:

The site is designated Residential in the City of Windsor Official Plan. The proposed use is consistent with the Residential designation.

Zoning:

The property is zoned Residential District (RD3.2) subject to S.20(1)58, which permits townhomes as an additional use (see Appendix B). The proposed use complies with the Zoning By-law. The applicant proposes to create lots that comply with the relevant sections of the RD3.2 zone category, through a subsequent application for exemption from part-lot control.

Windsor Police Service comments indicate a desire to limit the possibility for the construction of garage forward style or “snout” houses in order to limit areas that are obscured from view.

However, this can only be achieved through a zoning regulation to limit the distance a garage can be set forward from the front entrance of the dwelling unit. Since an amendment to the Zoning By-law is not required to permit the development of this plan of subdivision, it is not possible to add such a regulation to the existing RD3.2 zone.

ISSUES TO BE RESOLVED:

It is the understanding of Administration that Block 2 was established to address possible flood control issues and would be conveyed to the appropriate authority if required. In the event that it is not required, the Final Plan will be revised to remove Block 2.

RISK ANALYSIS:

N/A

FINANCIAL MATTERS:

N/A

CONSULTATIONS:

Comments received from municipal departments, service units and external agencies are included in Appendix A.

The site was reviewed by the Ministry of Natural Resources and Forestry (MNRF) through the Proponent driven Species at Risk Screening process. MNRF indicates no objection to the proposed development subject to the completion and implementation of the recommendations outlined in the MNRF Letter to Proponent (AYL-L-117-16), dated December 28, 2016.

The Essex Region Conservation Authority (ERCA) has advised that concerns with respect to PPS Natural Heritage Policies have been adequately addressed as the Environmental Impact Assessment submitted by the applicant has demonstrated that the only issue is the potential for species at risk habitat.

As required in the Planning Act, notice was provided by advertisement in the Windsor Star. In addition, a courtesy notice to all property owners and tenants within 120 metres (400 feet) of the subject parcel were sent by mail.

CONCLUSION:

Planner's Opinion and Conclusions:

The proposed draft plan of subdivision complies with the provisions of the Provincial Policy Statement and the City of Windsor Official Plan, City of Windsor Zoning By-law and will provide housing opportunities in an established area.

Therefore, the proposed Draft Plan of Subdivision to create 6 townhome lots constitutes good and consistent land use planning.

PLANNING ACT MATTERS:

Thomas J. Cadman, MCIP, RPP

Planner III – Subdivisions

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

Don Wilson, MCIP, RPP

Thom Hunt, MCIP, RPP

Manager of Development Applications

City Planner

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

SAH

OC

APPROVALS:

Name	Title
Don Wilson	Manager of Development Applications
Thom Hunt	City Planner/Executive Director
Shelby Askin Hager	City Solicitor
Onorio Colucci	Chief Administration Officer

NOTIFICATIONS:

Name	Address	Email
882886 Ontario Limited	4510 Rhodes Drive, Unit 520 Windsor ON, M8W 5K5	lfanelli@bell.net
Bill Salzer	4510 Rhodes Drive, Unit 520 Windsor ON, M8W 5K5	bsalzer@fanelligroup.ca

APPENDICES:

- 1 Appendix A - Agency Comments
- 2 Appendix B - Current Zoning
- 3 Appendix C - Mapping & Draft Plan of Subdivision

APPENDIX A – AGENCY COMMENTS

Fire:

No concerns with this development.
John

Transportation Planning:

- Mountbatten Crescent and Martinique Avenue are classified as Local Roads requiring a 20.1 metre right-of-way width in accordance with the Official Plan. The existing right-of-way width is 20.1 metres; therefore, a land conveyance is not required along Martinique Avenue.
- A gratuitous land conveyance for a corner cut-off at the intersection of Martinique Ave. and Mountbatten St. is not required, as per the Official Plan
- This section of Riverside Dr. E. has an existing multi-use trail for which a pedestrian connection shall be provided for proposed Mountbatten Crescent Cul-de-Sac.
- Sidewalks are required along one side of any Local Road. The sidewalk should continue along the North/West side of Mountbatten Crescent to connect with the existing sidewalk.
- The pavement width and new curb and gutter shall be to City of Windsor standard.
- All driveways shall conform to the TAC Geometric Design Guide for Canadian Roads and the City of Windsor Standard Engineering Drawings (AS-221 and AS-222).
- This subdivision design shall meet the requirements for new neighbourhoods in the City of Windsor Traffic Calming Policy.

Environmental Services:

No concerns

Enwin:

No Objection to re-zoning as requested, (Hydro Engineering)

Note: the developer (City of Windsor) will enter into a subdividers agreement with Enwin for Hydro & Streelighting.

Water Engineering has no objections. There is an existing 300mm watermain running approximately 1 meter west of the east property line of Block 20 and Block 21 that would need an easement.

Parks:

There are no objections from a Landscape Architectural perspective.

The plan of subdivision reflects the current pathway conditions of Ganatchio Trail and Parks desire to maintain Block 25 on the Draft Plan of Subdivision as GD 1.1.

Development to be subject to appropriate cash-in-lieu for parkland development as per the Planning Act.

Assessment:

We have **no** objection to the proposed land development

Union Gas:

Union Gas has no issue with this application.

ERCA:

- 1) The minimum lowest opening into any buildings should be the higher of the following:
 - elevation 176.300 m
 - 0.3 metres (1 foot) above the proponent's on-site calculated 1:100 year water storage elevation
 - higher if required by the municipality
 - consideration should also be given to the elevation at which water would overland flow from the site during a storm event that exceeds the design storage capacity or if the outlet control structure becomes blocked with debris

- 2) The minimum grade within 2.0 metres (6.5 feet) of any buildings should be at or above the higher of the following:
 - elevation 176.000 m
 - the proponent's on-site calculated 1:100 year water storage elevation
 - higher if required by the municipality

- 3) The minimum road elevations at this site is 175.700 m. During the 1:100 year event, surface storage on roads must not exceed a maximum depth of 0.3 metres (or less if required by the municipality). If the proposed development is for an institutional use servicing the sick, elderly, young or disabled, or an essential public service, a "dry" access route is required for ingress and egress.

- 4) Safe access to and from this site is required. Based on the information available to this office, it appears that the inland roads located south of the Ganatchio Trail do not satisfy ERCA safe access requirement. Riverside Drive will need to be investigated. Based on ERCA policies, the minimum road elevation for Riverside Drive must be at or above elevation 176.100 m. As discussed, access is a policy item and there is opportunity to request relief from policy requirements through a hearing with the ERCA Executive Committee.

- 5) Stormwater quantity management must be addressed for all storms up to and including the 1:100 year storm event (Windsor Airport rainfall data). In general, the increased runoff should be controlled on-site and released at a controlled rate.
- 6) Stormwater storage calculations should be based on a hydrograph method. Both short and long duration storms should be considered for storage calculations.
- 7) A design brief should accompany the stormwater management calculations.
- 8) It was discussed that emergency overland routing for storm events that exceed the design capacity of the system may be challenging at this site. It was also noted that existing roads in this area may overland route to this area. These issues will need to be addressed in the stormwater management design.
- 9) The allowable release rate from the site must be determined by an evaluation of the existing carrying capacity of the receiving storm sewer for all storms up to and including the 1:100 year storm.
- 10) Stormwater quality management should be in accordance with the Stormwater Management Planning and Design Manual (March 2003), prepared by the Ministry of the Environment (MOE). "Normal" protection should be provided for this site.
- 11) Attached is a draft stormwater submission checklist that should be used as a guide for the submission.
- 12) This development will require a permit from this office. The application fee falls under item 13 on the attached 2016 fee schedule.

In addition to the above, this area is protected by the Little River Flood Control Dykes. A review of the status of the Little River Flood Control project may be required.

If you have any questions, please contact our office,

John Henderson, P. Eng.
Essex Region Conservation Authority (ERCA)



**Essex Region
Conservation
Authority**

360 Fairview Avenue West, Suite 311, Essex, ON, Canada, N8M 1Y6 | P 519-776-5209 | F 519-776-8688 | erca.org | ourgreenlegacy.org



Partner Municipalities

Town of Amherstburg
Town of Essex
Town of Kingsville
Town of Lakeshore
Town of Lasalle
Municipality of
Leamington
Township of Pelee
Town of Tecumseh
City of Windsor

January 16, 2017

Mr. Jim Abbs, Senior Planner
City of Windsor
Suite 404, 400 City Hall Square East
Windsor, ON N9A 7K6

Dear Mr. Abbs:

RE: Zoning By-Law Amendment Z-013-12, Notice of Public Meeting to Consider Draft Plan of Subdivision SDN-001-17 9725 RIVERSIDE DR E (Extension of Montbatten Crescent); ARN 373906044009200; PIN: 015870162; Applicant: City of Windsor

The following is provided for your information and consideration as a result of our review of Zoning By-Law Amendment Z-013-12 and Draft Plan of Subdivision SDN-001-17. The purpose of this application is to amend the zoning from Green District 1.1 and Residential District 2.3 to Residential District 1.4 and 2.3 to allow for a residential development consisting of 19 single-unit homes and townhomes fronting along Martinique Avenue.

NATURAL HAZARD POLICIES OF THE PPS, 2014

The above noted lands are subject to our Development, Interference with Wetlands and Alteration to Shorelines and Watercourses Regulations under the *Conservation Authorities Act*, (Ontario Regulation No. 158/06). The subject parcel falls within the regulated area of the following watercourses/waterbodies: Lake St. Clair and Little River. The property owner (or as outlined in the circulation, the future individual developers) will be required to obtain a Permit and/or Clearance from the Essex Region Conservation Authority prior to any construction or site alteration or other activities affected by the regulations.

WATER RESOURCES MANAGEMENT

We are concerned with the potential impact of the quality and quantity of runoff in the downstream watercourse due to future development on this site. We therefore request that the following be considered as part of the draft plan of subdivision and re-zoning applications:

1. That the developer undertakes an engineering analysis to identify stormwater quality and quantity measures as necessary to control any increases in flows in downstream watercourses, up to and including the 1:100 year design storm, to the satisfaction of the Municipality and the Essex Region Conservation Authority.



1 of 2

Mr. Abbs
January 16, 2017

2. That the developer installs stormwater management measures identified above, as part of the development of the site, to the satisfaction of the Municipality and the Essex Region Conservation Authority.
3. That the developer obtains the necessary permit or clearance from the Essex Region Conservation Authority prior to undertaking site alterations and/or construction activities.

We recognize that the City of Windsor is the owner of the subject property and would request that the City contact our office to discuss our requirements for the stormwater management for this site. In part, the requirements will include ensuring that the release rate for this development is controlled to the capacity available in the existing storm sewers/drains. In addition, that stormwater quality and stormwater quantity are addressed up to and including the 1:100 year storm event and be in accordance with the guidance provided by the Stormwater Management Planning and Guidance Manual, prepared by the Ministry of the Environment (MOE, March 2003), our Board-approved direction, and any other Municipal requirements (e.g., Development Standards Manual).

We would advise the owners to submit an Application for Permit to this office along with the associated base cost fee of \$1750.000 (for the first hectare of the development), plus the additional \$400.00 per hectare for the remainder of the development. Submission of the application should be directed to the attention of Ms. Lisa Pavan, Administrative Associate: Watershed Management Services (lpavan@erca.org) or by telephone at 519-776-5209 ext. 346. An Application for Permit and our current fee schedule is available on our website www.erca.org.

NATURAL HERITAGE POLICIES OF THE PPS, 2014

A review of the aerial photography of the subject site indicates that there is natural vegetation present on the site. Our information indicates that the subject property may support habitat of endangered species and threatened species. As per Section 2.1.7 of the PPS 2014 – “Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.” It is the proponent’s responsibility to exercise due diligence in ensuring that all issues related to the provincial *Endangered Species Act* and its regulations have been addressed. Inquiries regarding the applicability of the *Endangered Species Act* to the property should be made to Aylmer District office of the provincial Ministry of Natural Resources and Forestry (MNRF) via e-mail: ESAScreeningRequest.AylmerDistrict@ontario.ca.

It is therefore recommended that the Application be **deferred** until such time as the proponents engage the Ontario Ministry of Natural Resources and Forestry to satisfy their requirements with respect to any potential habit of endangered or threatened species.

We request to receive a copy of the Notice of Decisions on these applications.

If you should have any questions or require any additional information, please do not hesitate to contact the ERCA Watershed Planner, Michael Nelson by phone at (519) 776-5209 ext. 347 or by e-mail at mnelson@erca.org.

Sincerely,



Michael Nelson, Watershed Planner
/mn



Ministry of Natural Resources and Forestry (MNRF):

Ministry of Natural
Resources and Forestry
615 John Street North
Aylmer ON N5H 2S8
Tel: 519-773-9241
Fax: 519-773-9014

Ministère des Richesses
naturelles et des Forêts
615, rue John Nord
Aylmer ON N5H 2S8
Tél: 519-773-9241
Télééc: 519-773-9014



September 16th, 2016

AYL-L-075-16

The Corporation of the City of Windsor
c/o Patrick Winters and Robert Perissinotti
350 City Hall Square West
Windsor, ON N9A 6S1

Dear Mr. Winters and Mr. Perissinotti:

RE: 9725 Riverside Drive Development and the *Endangered Species Act, 2007*

The Ministry of Natural Resources and Forestry (MNRF) has reviewed the information that was provided on the proposed development at 9725 Riverside Drive to assess the potential impacts of the proposal on endangered or threatened species and their habitats. From the information provided, it is our understanding that the proposed project falls within these parameters:

- a) The project is located at 9725 Riverside Drive (between Mountbatten Crescent and Martinique Avenue) in the City of Windsor, Essex County.
- b) The proposed project involves (as outlined in the correspondence provided to MNRF):
 - Site preparation with associated servicing and construction of 39 residential dwellings (19 single family homes, 20 townhomes). Vegetation removal will be required.
- c) The proposed project is expected to begin in early 2017, with site servicing in the first quarter of 2017 following successful completion of the Planning Act process (i.e. rezoning and plan of subdivision application).
- d) MNRF has reviewed species at risk (SAR) occurrence information on file and determined that there are known occurrences of the following species in the general area of the project location:
 - Butler's Gartersnake (endangered) – receives species and general habitat protection.
 - Climbing Prairie Rose (special concern)

Based on a review of the above information, MNRF has determined that the activities associated with the project, as currently proposed, **will likely not contravene** section 9 (species protection) and/or section 10 (habitat protection) of the *Endangered Species Act, 2007* (ESA 2007) for Butler's Gartersnake **provided the following recommendations are implemented:**

1. Silt fencing should be installed around the development area in order to control erosion during construction and to exclude snakes from entering the construction area. In order for the silt fencing to be effective as a barrier, it should be buried at a depth of 20 centimeters.
2. Any species listed as endangered or threatened on the Species at Risk in Ontario (SARO) List that is present at the project location must be protected from all harm and harassment.

3. All on-site personnel must be made aware of the potential presence of SAR, especially Butler's Gartersnake, on site and the protection afforded under the ESA 2007 prior to conducting any work on the site.
4. Any SAR individual that is incidentally encountered in the project location must be allowed to leave on its own accord. Activities within 30 metres should cease until the individual disperses. Construction machinery/equipment must maintain a minimum operating distance of 30 meters from the individual until it disperses from the project area on its own accord.
5. Should on-site personnel be unable to allow an incidentally encountered SAR individual to disperse from the active construction area under its own ability, MNRF (contact information below) must be contacted immediately for additional guidance.
6. Any SAR individual that is present at the project site should be reported to the MNRF Aylmer District staff (contact information below) within 48 hours of the observation or the next working day, whichever comes first.
7. If an injured or deceased SAR is found, the specimen must be placed in a non-airtight container that is maintained at an appropriate temperature and MNRF (contact information below) must be contacted immediately for additional guidance.
8. Care should be taken when working around or removing habitat features such as rock piles, brush piles, fallen or rotten trees or logs, partially buried debris, and leaf and mulch piles where snakes may seek cover or deposit eggs for reproduction.

If the above recommendations are implemented, the activity will likely not contravene section 9 (species protection) and/or section 10 (habitat protection) of the ESA 2007.

This Letter to Proponent (AYL-L-075-16) is valid until December 31st, 2017.

Should any of the project parameters change, please notify the MNRF Aylmer District office immediately to obtain guidance on whether additional actions will need to be taken to remain in compliance with the ESA 2007. Also, if any SAR species and/or habitats are observed in the project area, please contact the MNRF Aylmer District office as soon as possible.

Eastern Foxsnake (Carolinian population) and its habitat are protected under the ESA 2007. This species regularly inhabits agricultural lands throughout the area, and so, woodlands, farm hedgerows, old fields, wetlands, and drainage corridors can be important habitats as well as seasonal migration linkages. Specific features such as rotting logs or stumps, piles of organic material (such as compost, sawdust, or woodchips), rock piles, brush piles, and dump sites of old agricultural debris/equipment are likely to provide habitat functions for Eastern Foxsnake in the project area. This species may also utilize old bridges, culverts, and foundations as communal over-wintering sites. If any of the above features are found to occur, they must be protected from all disturbances that would result in damage or destruction of their habitat functions. It is recommended that netting type erosion control measures not be used for projects over drains and rivers. At these locations an alternative product such as Curlex Netfree® blanket or the use of riprap over geotextile fabric should be used for erosion control to prevent entanglement of Eastern Foxsnake.

Please see the following links for more information on SAR species and habitat:

- Butler's Gartersnake: <http://www.ontario.ca/environment-and-energy/butlers-gartersnake>
- Eastern Foxsnake: <http://www.ontario.ca/environment-and-energy/eastern-foxsnake>

It is important to note that changes may occur in both species and habitat protection which could affect whether proposed projects may have adverse effects on SAR. The ESA 2007 applies to endangered and threatened species listed on the Species at Risk in Ontario (SARO) List (<http://www.ontario.ca/environment-and-energy/species-risk-ontario-list>). The Committee on the Status of Species at Risk in Ontario (COSSARO) meets regularly to evaluate new species for listing and/or re-evaluate species already on the SARO List. As a result, species designations may change, which could in turn change the level of protection they receive under the ESA 2007. Also, habitat protection provisions for a species may change if a species-specific habitat regulation comes into effect.

Please be advised that it is your responsibility to comply with all other relevant provincial or federal legislation, municipal by-laws or required approvals from other agencies.

If you have any concerns or questions regarding this letter, please contact me at 519-773-4711 or by email at ESAScreeningRequest.AylmerDistrict@ontario.ca.

Sincerely,

A handwritten signature in cursive script that reads "Kathryn Markham".

Kathryn Markham
Management Biologist, Aylmer District
Ministry of Natural Resources and Forestry



Memo

Date: January 16, 2017
To: Manager of Development Application, Attn: Jim Abbs
From: Adam Pillon, Right-of-Way Supervisor
Subject: **City of Windsor (F. Scarfone & P. Winters)**
9725 Riverside Drive East
Z-013-12 & SDN-001/17

SUB/11360

This Department has reviewed the servicing requirements for the subject lands pertinent to this plan of subdivision application. The subject land is vacant, unserviced, zoned Green District (GD1.1) and Residential District (RD2.3) and is located south of Riverside Dr. E, adjacent to Mountbatten Crescent and Martinique Avenue.

The applicant is requesting approval of Rezoning to Residential District 1.4 (RD1.4) to allow a residential development consisting of 19 single unit dwelling and Residential District 2.3 (RD2.3) to allow townhomes along the Martinique Avenue frontage.

Please note the following comments have been based on the application for Rezoning (Z-013/12) and Draft Plan of Subdivision (SDN-001/17) for the subject lands.

Sewers

The subject lands may be serviced by a 675mm diameter RCP sanitary sewer fronting Martinique Avenue, a 675mm diameter RCP sanitary sewer south of Riverside Drive or a 250mm diameter PVC sanitary along Mountbatten Crescent. Prior to connection to any Municipal Sewer, an Engineer's report confirming capacity of the existing sewer system is required.

Servicing for the storm sewers may be extended from Mountbatten Crescent (250mm diameter PVC), Riverside Drive East (600mm diameter CP), or Martinique Avenue (375mm diameter CP). Prior to development, a stormwater management report detailing how stormwater will be directed from the site will be required, as well as a servicing study, lot grading plan and site servicing drawings. A Street Opening Permit is required for service connections and stormwater runoff from the site shall be restricted to pre-development levels or design levels.

Right-of-Way

The City of Windsor Official Plan classifies Martinique Avenue as a Local Road requiring a right-of-way width of 20.1m. The current right-of-way width on Martinique Avenue is 20.1m; therefore, land conveyance will not be required. Mountbatten Crescent currently has a right-of-way width of 15m with 2.5m easements on either side. The new streets within the subdivision will require a 20.0m right-of-way.

Driveway approaches shall be constructed in accordance to Engineering Best Practice BP2.2.1 with straight flares and raised curbs shall not be permitted on the right-of-way. They shall be residential approaches as per AS-221 & AS-222. A Street Opening permit will be required for the proposed driveway approaches. Sidewalks are required as per the Official Plan and shall conform to City of Windsor Standard Drawings AS-401 & AS-402. The owner shall install and construct street lighting in accordance with Council Resolution 743/2000.

In summary, we have no objections to the proposed Rezoning and Draft Plan of Subdivision application; however the following requirements would apply to the proposed plan of subdivision.

Development Agreement – The applicant agrees to conform to the General Provisions of Council Resolutions 233/98 and any other specific requirements.

Lot Grading Plan – The owner agrees to submit to the satisfaction of the Chief Building Official, the City Engineer, The Executive Director of Parks and Facility Operations and ERCA in regulated areas throughout, a lot grading plan covering the subject lands for their approval, *prior to the issuance of any construction permits* for the subject lands. The owner further agrees to have the approved elevation as per the lot grading plan on each lot verified by an Ontario Land Surveyor at the following stages of construction:

- a) Prior to the Pouring of footings (top of forms elevation); and
- b) Following completion of construction

Where the finished grade of a lot deviates from the original lot grading plan presented to and accepted by the Chief Building Official, the City Engineer and ERCA in regulated areas throughout, the owner shall either submit a new lot grading plan to the satisfaction of the Chief Building Official, the City Engineer and ERCA or regrade the lands to the elevations indicated on the original lot grading plan.

Municipal Address Plan – The owner shall agree prior to issuance of a Building Permit, to submit a Municipal address plan for the subject lands.

Servicing Study – The owner agrees, at its own expense, to retain a Consulting engineer to provide a detailed servicing study report on the impact of the increased flow to the existing municipal sewer systems, satisfactory in content to the City Engineer and prior to the issuance of a construction permit. The study shall review the proposed impact and recommend mitigating measures and implementation of those measures.

Sidewalks – The owner(s) agrees, to construct at their expense and according to City of Windsor Standard Specifications, a concrete sidewalk along the entire Martinique Avenue frontage of the subject lands. All work to be to the satisfaction of the City Engineer.

Storm Detention –

a) *Prior to the issuance of a construction permit*, the owner shall agree to retain a Consulting Engineer for the design and preparation of drawings, satisfactory to the city Engineer and Chief Engineer and Chief Building Official, for an internal stormwater detention scheme to service the subject lands. The purposes of the said scheme will be to ensure that storm drainage being directed to the Corporation's storm, combined sewer or ditch as the case may be, from the subject lands in their improved state, be restricted to no greater than the present flow from the subject lands.

b) Upon approval of the drawings by the City Engineer and the Chief Building Official, the owner further agrees to construct at its entire expense the said storm detention scheme, in accordance with the approved drawings and to the satisfaction of the Chief Building Official.

Street Lighting – The owner agrees to construct and install street lighting including all poles, wiring, fixtures, and conduits with design, location and specifications satisfactory to the City Engineer and EnWin Utilities Ltd. Should the decorative poles be requested, the owner shall provide extra poles and/or funds in accordance with Council Resolution 743/2000.

If you have any further questions or concerns, please contact Amy Olsen, of this department at 519-255-6257, ext. 6890.



Adam Pilon
Right-of-Way Supervisor

AO/ti

Canada Post:



January 13, 2017

JIM ABBS
PLANNER
CITY OF WINDSOR
400 CITY HALL SQUARE W, SUITE 404
WINDSOR ON N9A 7K6

Reference: **Z-013/12 [ZNG/3525] & SDN-001/17 [SDN/5038]**

Dear Jim,

Thank you for contacting Canada Post regarding plans for a new subdivision in the City of Windsor. Please see Canada Post's feedback regarding the proposal, below.

Service type and location

1. Canada Post will provide mail delivery service to the subdivision through centralized Community Mail Boxes (CMBs).
2. If the development includes plans for (a) multi-unit building(s) with a common indoor entrance, the developer must supply, install and maintain the mail delivery equipment within these buildings to Canada Post's specifications.

Municipal requirements

1. Please update our office if the project description changes so that we may determine the impact (if any).
2. Should this subdivision application be approved, please provide notification of the new civic addresses as soon as possible.

Developer timeline and installation

1. Please provide Canada Post with the excavation date for the first foundation/first phase as well as the date development work is scheduled to begin. Finally, please provide the expected installation date(s) for the CMB(s).

Please see Appendix A for any additional requirements for this developer.



Regards,

Bruno DeSando
CANADA POST CORPORATION
Delivery Planning
955 Highbury Avenue
LONDON ON N5Y 1A3
tel: 519-494-1596
fax: 519-457-5412
e-mail: bruno.desando@canadapost.ca

Appendix A

Additional Developer Requirements:

- The developer will consult with Canada Post to determine suitable permanent locations for the Community Mail Boxes. The developer will then indicate these locations on the appropriate servicing plans.
- The developer agrees, prior to offering any units for sale, to display a map on the wall of the sales office in a place readily accessible to potential homeowners that indicates the location of all Community Mail Boxes within the development, as approved by Canada Post.
- The developer agrees to include in all offers of purchase and sale a statement which advises the purchaser that mail will be delivered via Community Mail Box. The developer also agrees to note the locations of all Community Mail Boxes within the development, and to notify affected homeowners of any established easements granted to Canada Post to permit access to the Community Mail Box.
- The developer will provide a suitable and safe temporary site for a Community Mail Box until curbs, sidewalks and final grading are completed at the permanent Community Mail Box locations. Canada Post will provide mail delivery to new residents as soon as the homes are occupied.
- The developer agrees to provide the following for each Community Mail Box site and to include these requirements on the appropriate servicing plans:
 - Any required walkway across the boulevard, per municipal standards
 - Any required curb depressions for wheelchair access, with an opening of at least two metres (consult Canada Post for detailed specifications)
 - A Community Mailbox concrete base pad per Canada Post specifications.

APPENDIX 'B'
Excerpt Zoning By-law 8600

SECTION 12 - RESIDENTIAL DISTRICTS 3. (RD3.)

(2) Holding Residential District 3.2 (HRD3.2)

(a) Permitted Uses

- (i) A multiple dwelling, residential care facility, lodging house, convent; monastery;
- (ii) Any of the following existing dwellings: single-unit dwelling; duplex dwelling; semi-detached dwelling or double-duplex dwelling;
- (iii) Any use accessory to the foregoing uses.

(b) Regulations

- (i) Minimum lot frontage - 30 metres
- (ii) Minimum lot area - 550 square metres for the first 4 dwelling units;
85 square metres for each dwelling unit for the next 15 dwelling units;
55 square metres for each additional dwelling unit;
provided, however, that the maximum dwelling unit density shall not exceed 150 units per hectare.
- (iii) Notwithstanding the provisions of sub-paragraph (ii) of this paragraph, on a corner lot having a minimum frontage of 30 metres on each of the exterior lot lines, the maximum number of permitted dwelling units may be increased by 25%.
- (iv) Maximum main building height **(AMENDED by B/L 11093, July 20, 1992)**
 - Interior Lot - 18 metres
 - Corner Lot - 24 metres
(AMENDED by B/L9057, July 7/87)
- (v) Maximum lot coverage
 - Main Building - 35% of the lot area
- (vi) Minimum landscaped open space yard - 35% of the lot area.
- (vii) **(DELETED by B/L 162-1998, June 24, 1998)**

- (viii) Notwithstanding the provisions of sub-paragraphs (i) to (vii) inclusive of this paragraph, any building used for a **LODGING HOUSE**, for the accommodation of a maximum of ten (10) persons and any use accessory thereto shall be in accordance with the provisions of paragraph (b), of subsection (1), of Section 10, **RD1.1 DISTRICT**, of this by-law applicable thereto; provided further that the whole of the building shall be used for a lodging house and may also include any use accessory thereto.
 - (ix) Notwithstanding the provisions of sub-paragraphs (i) to (vii) inclusive of this paragraph, any additions to an **EXISTING SINGLE-UNIT DWELLING, EXISTING DUPLEX DWELLING, EXISTING SEMI-DETACHED DWELLING** and any use accessory to the foregoing uses shall be in accordance with the provisions of paragraph (b) of subsection (2), of Section 11, **RD2.2 DISTRICT**, of this by-law applicable thereto.
 - (x) Supplementary Regulations:
 - See Section
 - 21 re: Supplementary Use Regulations
 - 22 re: Supplementary Lot Regulations
 - 23 re: Supplementary Building Regulations
 - 24 re: Parking Space Regulations
 - 25 re: Parking Area Regulations
-

SECTION 20 - SPECIFIC ZONING EXCEPTIONS IN CERTAIN AREAS

(AMENDED by By-law 227-2002, Approved by OMB Decision/Order No. 1013, July 24, 2003; OMB Decision/Order No. 1011, July 24, 2003 and OMB Decision/Order No. 1067, August 1, 2003, OMB File No. R020192, Case No. PL020829)

(1) SITE SPECIFIC PROVISIONS

58. For the lands comprising Part of Lot Farm 2, Concession 4, designated as Parts 5 to 13, both inclusive, Plan 12R-16225, situated south of Cabana Road West, east of Santo Drive, a townhome dwelling shall be an additional permitted use, subject to the provisions of clause (b), of subsection (3), of Section 11, of this by-law, except that the minimum rear yard depth shall be 7 metres, provided further that:
- (i) The minimum setback for a multiple dwelling shall be 10.5 metres from the west and south limits of the RD3.2 Zoning District and the minimum setback of a garage door vehicular entrance, which faces a street, shall be 5 metres from a street;
 - (ii) The minimum lot area for a multiple dwelling unit shall be 190 square metres;
 - (iii) The maximum building height for a multiple dwelling shall be 7 storeys;
 - (iv) The provisions of subclauses (v) and (vi), of clause (b), of Subsection (2), of Section 12, of this by-law shall not apply. (ZDM 9).

APPENDIX 'C'



AERIAL MAP: SDN-002/17

ADDRESS: 0 ORA COURT, 0 PRAIRIE COURT

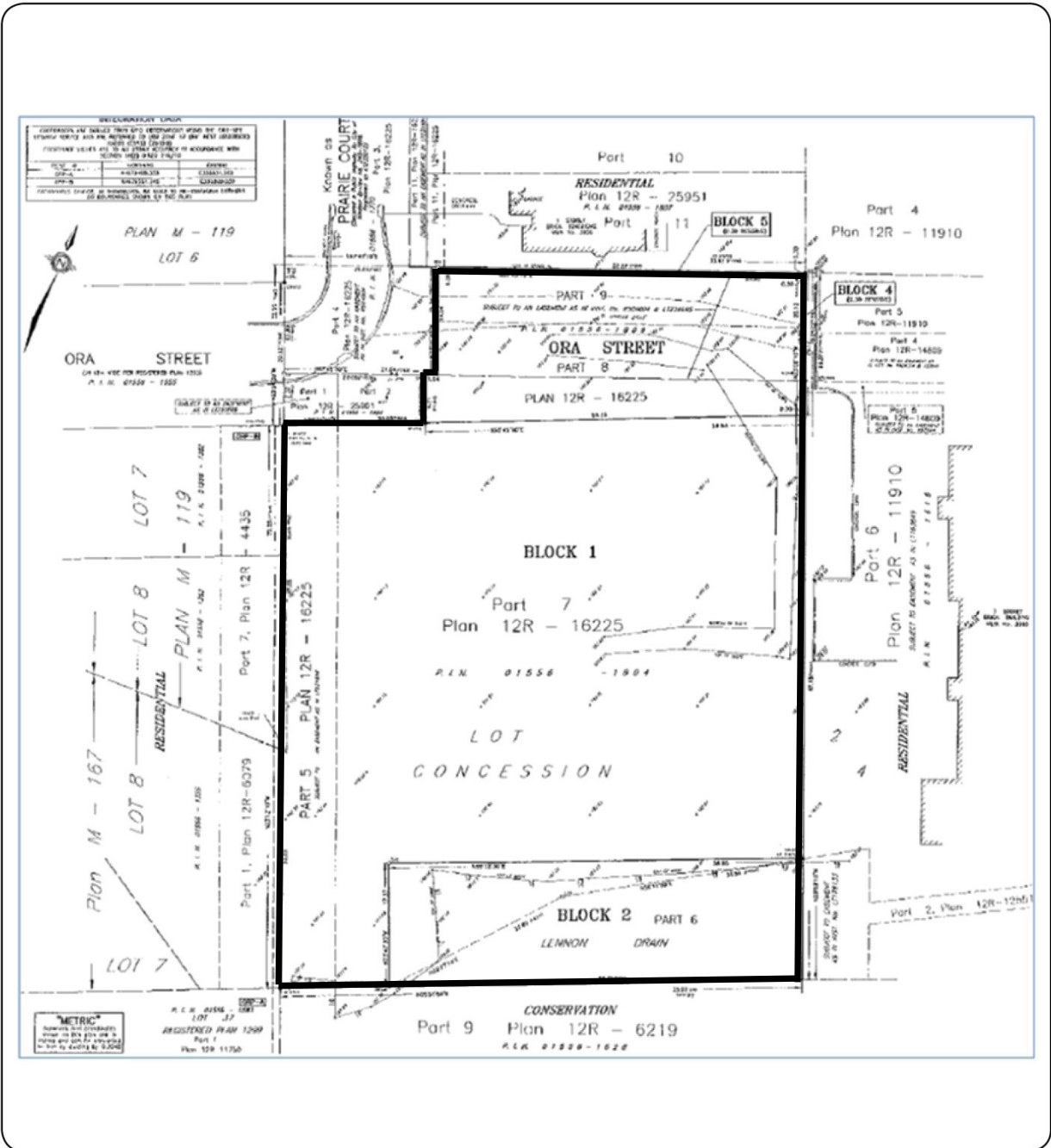


SUBJECT LANDS (882886 ONTARIO LTD.)



PLANNING & BUILDING DEPARTMENT

Draft Plan of Subdivision



DRAFT PLAN OF SUBDIVISION

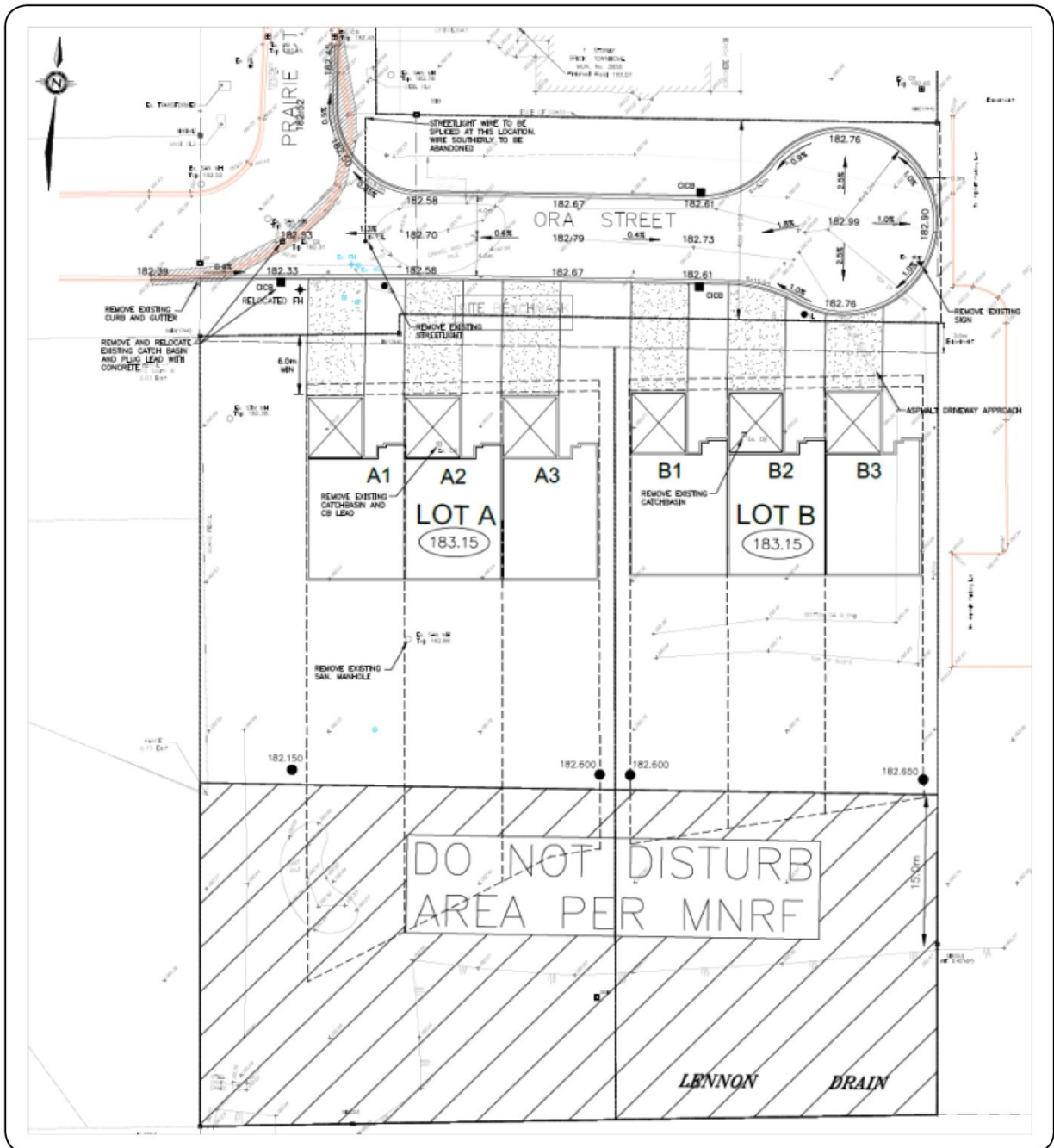
APPLICANT: 882886 ONTARIO LTD.

SDN-002/17

DATE: APRIL 2017
 PLANNING & BUILDING DEPARTMENT

SCALE: NTS
 MAP NO. SDN-002/17-1

Concept Plan



CONCEPT PLAN

APPLICANT: 882886 ONTARIO LTD.

SDN-002/17

DATE: APRIL 2017
PLANNING & BUILDING DEPARTMENT

SCALE: NTS
MAP NO. SDN-002/17-2



Planning & Building Services

MISSION STATEMENT

"Our City is built on relationships – between citizens and their government, businesses and public institutions, city and region – all interconnected, mutually supportive, and focused on the brightest future we can create together"

REPORT #: S 63/2017	Report Date: 4/10/2017
Author's Contact: Thomas J. Cadman, MCIP, RPP Planner III, Subdivisions 519 255-6543 ext 6457 tcadman@citywindsor.ca	Date to Council: 5/15/2017
	Clerk's File #: ZO2017

To: Mayor and Members of City Council

Subject: Application of the Vacancy Rate requirements of Official Plan Policy 11.5.4.3 (c) for new Condominium Conversion Applications; City Wide

RECOMMENDATION:

THAT subject to Official Plan Policy 11.5.4.3 (c), consideration be given to applications for condominium conversion of rental buildings located within Zone 1 – Centre, as defined in the 2016 CMHC Rental Market Report – RMS Zone Map for the Windsor CMA, until such time as the vacancy rate within the zone falls below 3%.

EXECUTIVE SUMMARY:

N/A

BACKGROUND:

At the March 2, 2017 Council meeting, Council adopted CR124/2017 PHED 423 (see Appendix A) which included a recommendation for Administration to report back on the implications of the change in vacancy rate with regard to Official Plan Policy 11.5.4.3 (c).

Official Plan Policy 11.5.4.3 (c) (see Appendix B), specifies that if the Central Mortgage and Housing Corporation (CMHC) vacancy rate is at or above 3 percent for the preceding two-year period, conversions may be allowed. This policy also indicates that consideration is to be given to the vacancy rate data as it applies to building characteristics including: structure type, location, age and size.

In November 2016, CMHC released the 2016 Rental Market Report for the City of Windsor. The overall vacancy rate for the City of Windsor is now 2.9 percent.

DISCUSSION:

The recent change in the CMHC vacancy rate below 3 percent has an impact on the Planning rationale used in the evaluation of rental to condominium conversion applications.

The overall vacancy rate has been at or above 3 percent since Official Plan Policy 11.5.4.3 (c) came into force in 2007. Therefore, Staff and applicants only had to refer to the first part of the policy in their reports dealing with condominium conversions. There was no need to review applications further with regard to consideration of the vacancy rate data as it applied to building structure type, location, age or size.

An examination of the 2016 CMHC vacancy rate data as it applies to consideration of a rental building's (i) structure type, (ii) location, (iii) age or (iv) size, as stipulated in Policy 11.5.4.3 (c), indicates that the vacancy rate by a rental building's (i) structure type, (iii) age and (iv) size, is below 3 percent.

However, the vacancy rate data by (ii) location, specifically for rental buildings located within Zone 1 – Centre, indicates the vacancy rate is 4% (see Appendix C, CMHC 2016 Rental Market Report – RMS Map and RMS Zone Descriptions, Table 1.1.1). The vacancy rate for rental buildings located in each of the other 3 zones in the City of Windsor is below 3%.

Therefore, based on the CMHC 2016 Rental Market Report – RMS Zone Map, the vacancy rate within Zone 1 – Centre is greater than 3% and until such time as the vacancy rate falls below 3%, conversion of any rental buildings located within this zone would still conform to Official Plan Policy 11.5.4.3 (c).

RISK ANALYSIS:

N/A

FINANCIAL MATTERS:

N/A

CONSULTATIONS:

The City Solicitor's Office has indicated their concurrence with this interpretation of Policy 11.5.4.3 (c).

CONCLUSION:

Administration is of the opinion that consideration be given to applications for condominium conversion of rental buildings located within Zone 1 – Centre, as defined

in the 2016 CMHC 2016 Rental Market Report – RMS Zone Map for the Windsor CMA, until such time as the vacancy rate within the zone falls below 3%.

PLANNING ACT MATTERS:

Thomas J. Cadman, MCIP, RPP

Planner III – Subdivisions

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

Don Wilson, MCIP, RPP

Thom Hunt, MCIP, RPP

Manager of Development Applications

City Planner

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

SAH

OC

APPROVALS:

Name	Title
Don Wilson	Manager of Development Applications
Thom Hunt	City Planner/Executive Director
Wira Vendrasco	Deputy City Solicitor
Shelby Askin Hager	City Solicitor
Onorio Colucci	Chief Administration Officer

NOTIFICATIONS:

N/A

APPENDICES:

1 APPENDIX A - CR124/2017 PHED 423

2 APPENDIX B - City of Windsor Official Plan Policy 11.5.4.3 (c)

3 APPENDIX C - Excerpts CMHC 2016 Rental Market Report – Map & Table 1.1.1

APPENDIX 'A'

City Council Decision Monday, March 06, 2017

Decision Number: CR124/2017 PHED 423

That all applications that were deemed complete prior to December 1, 2016 for the conversion of existing rental properties to condominium status, **BE PROCESSED** based on the information contained in the November 2015 CMHC Rental Market Report for Windsor CMA. For applications submitted after December 1, 2016, applicants be advised that since the 2016 CMHC Rental Market Report for Windsor CMA indicates that the overall vacancy rate is below the 3% required by the Official Plan, such applications may not conform to the requirements of the Official Plan; and

That a report **BE PROVIDED** to discuss the potential implications of Windsor's vacancy rate being below the 3% threshold as required by the Condominium Conversion Policy contained in the Official Plan.

Carried.

Report Number: S 12/2017
Clerk's File: ZO2017 8.6

APPENDIX 'B'

EVALUATION CRITERIA **11.5.4.3**

Council will evaluate the approval of a plan of condominium for the conversion of an existing residential rental building to condominium status according to the following criteria:

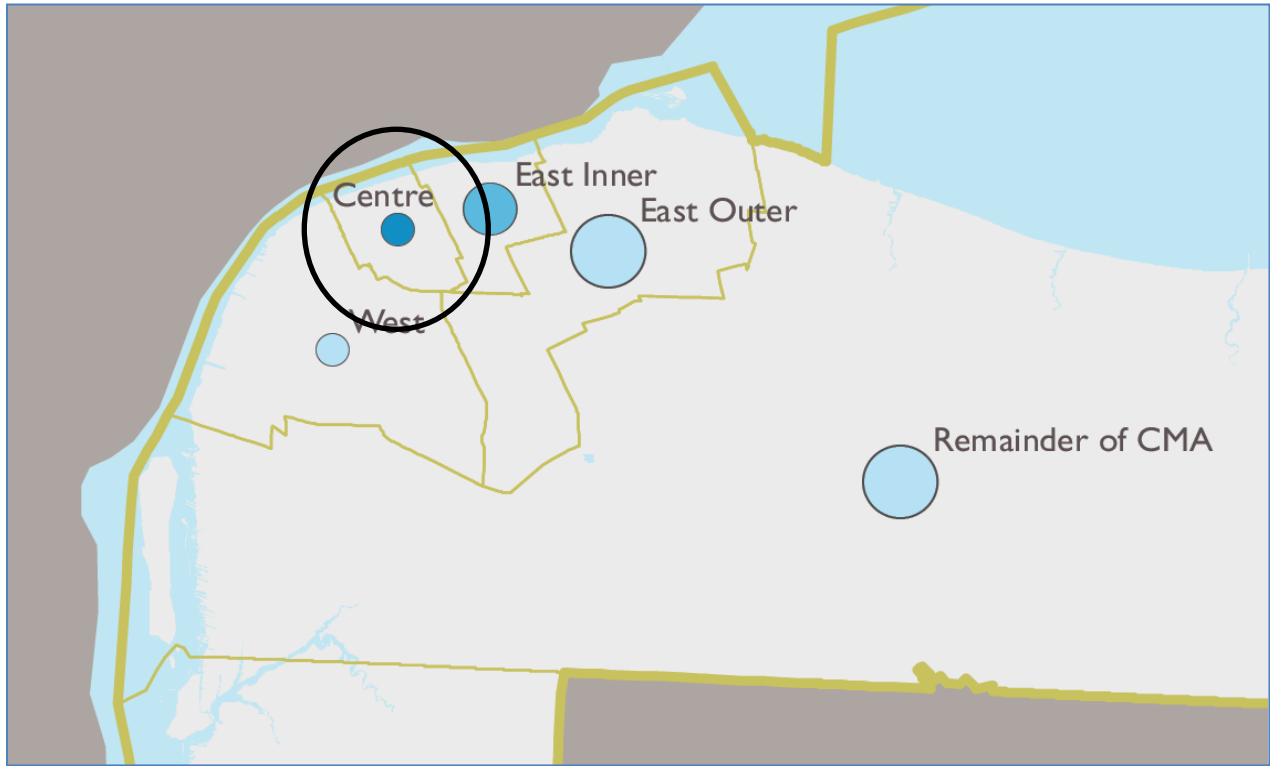
- (a) the proposal satisfies the intent of policy 11.5.3.1;
- (b) the proposal satisfies the intent of policy 11.5.4.2;
- (c) ***the rental vacancy rate for private apartments in the City of Windsor as defined and reported yearly through Canada Mortgage and Housing Corporation has been at or above 3 per cent for the preceding two-year reporting period. Consideration is to be given to the vacancy rate data as it applies to building characteristics including: structure type, location, age and size;***
- (d) the proposed conversion, when totalled with any other dwelling units which have been approved for conversion in the previous two-year period, will not result in the conversion of 5% or more of the existing rental stock;
- (e) the proposed accommodation of existing tenants of the rental housing development within the proposed condominium development or, if accommodation within the proposed condominium is not feasible, the plan for relocating existing tenants to other rental housing developments;
- (f) the structural integrity of the building and the condition of the development as it relates to the health and safety of the residents and the public under the requirements of the Ontario Building Code as prescribed by the Corporation of the City of Windsor's Property Standard and Maintenance By-law, all as ascertained by a professional engineer;
- (g) the condition or proposed provision of landscaping areas, playground equipment and other amenities;
- (h) the appropriateness of the site for the type of development, including such considerations as the provision of adequate on-site parking, compliance with the Zoning By-law, vehicular and emergency access and screening of adjacent land uses;
- (i) the condition of the development as it relates to the safety and security of residents under the requirements of the Ontario Fire Code;
- (j) the condition of public and private infrastructure including sidewalks and sewerage systems.

- (k) the condition of the development as it relates to the safety and security of residents and the public according to the principles of Crime Prevention Through Environmental Design (CPTED) as stipulated by the Windsor Police Service.

APPENDIX 'C'

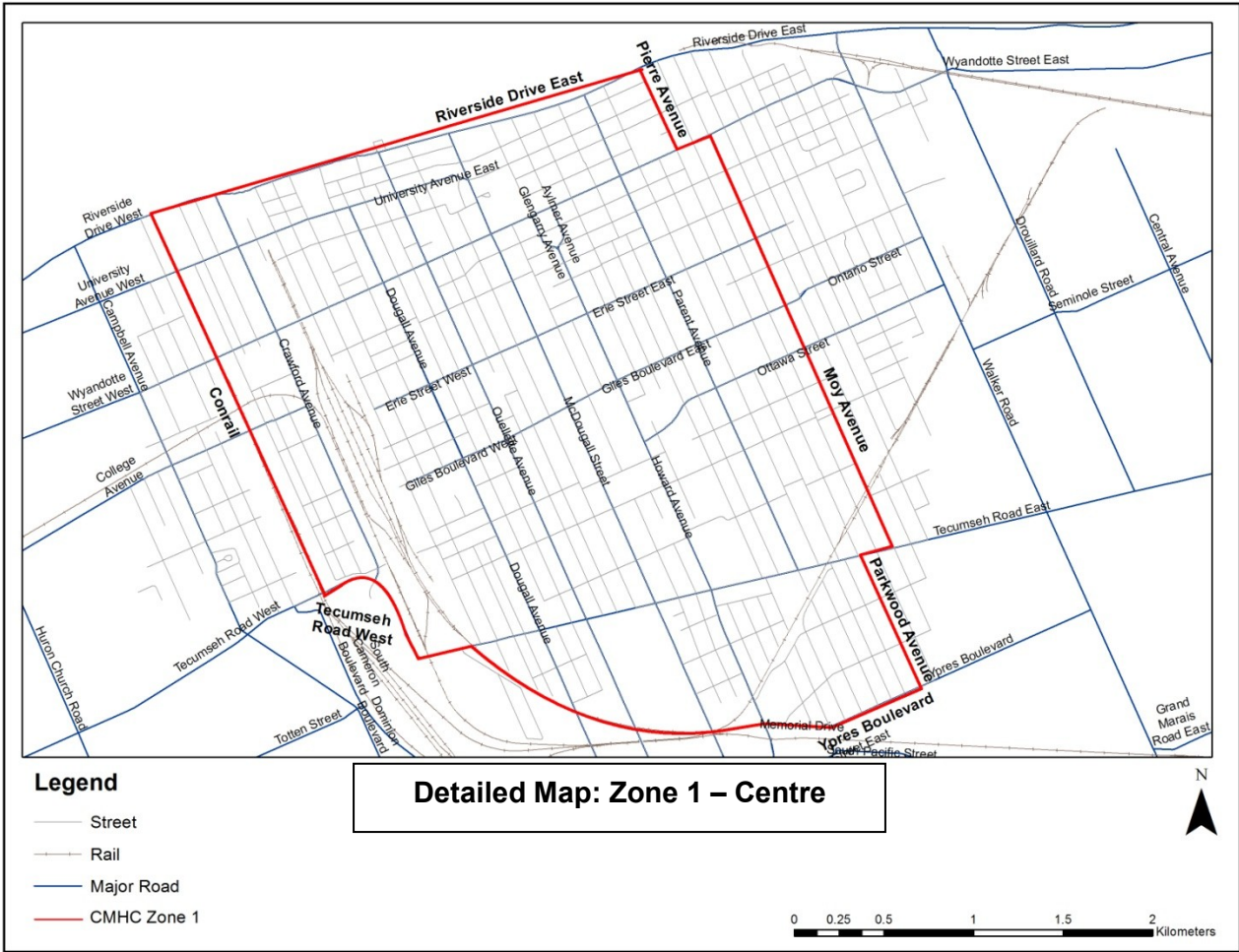


Date Released: 2016



RMS ZONE DESCRIPTIONS - WINDSOR CMA	
Zone 1	Centre - North: Detroit River; East: Pierre, Moy Parkwood; South: C.P. Rail, Ypres Blvd.; West: Conrail.
Zone 2	East Inner - North: Detroit River; East: Buckingham, Raymo, Norman, Chrysler; South: C.P. Rail, Tecumseh Rd; West: Zone 1.
Zone 3	East Outer - North: Detroit River; East: City Limit; South: City Limit; West: Zone 2.
Zone 4	West - North: Conrail; East: Howard Avenue; South: City Limit; West: Zone 3.
Zones 1-4	Windsor City
Zone 5	Amherstburg Twp
Zone 6	Rest of CMA - Includes: Essex T., LaSalle T., Lakeshore Twp., St. Clair Beach V./ Sandwich South Twp./Tecumseh T.
Zones 1-6	Windsor CMA

I.I.I Private Apartment Vacancy Rates (%) by Zone and Bedroom Type Windsor CMA										
Zone	Bachelor		1 Bedroom		2 Bedroom		3 Bedroom +		Total	
	Oct-15	Oct-16	Oct-15	Oct-16	Oct-15	Oct-16	Oct-15	Oct-16	Oct-15	Oct-16
Zone 1 - Centre	7.2 c	3.8 d ↓	4.5 b	4.7 c -	7.1 c	2.7 c ↓	**	**	5.8 b	4.0 c ↓
Zone 2 - East Inner	1.1 d	**	2.8 b	2.2 c -	3.2 c	2.9 c -	**	**	2.8 b	2.6 c -
Zone 3 - East Outer	3.1 d	2.0 c -	2.5 a	1.2 a ↓	2.8 a	2.8 c -	1.3 a	**	2.6 a	2.1 b -
Zone 4 - West	**	0.0 c	2.9 b	2.9 b -	4.6 c	2.3 c ↓	**	0.0 d	3.5 c	2.4 b ↓
Windsor City (Zones 1-4)	4.6 c	2.8 c ↓	3.4 b	3.1 b -	4.6 b	2.6 b ↓	5.2 d	3.5 d -	4.0 a	2.9 a ↓
Zone 5 - Amherstburg Township	**	**	1.5 b	4.8 d ↑	4.3 d	**	**	**	2.5 b	3.8 d -
Zone 6 - Remainder of CMA	**	**	1.3 a	2.2 a ↑	1.2 a	0.0 d ↓	**	0.0 d	1.4 a	1.0 a ↓
Windsor CMA	4.5 c	2.8 c ↓	3.3 b	3.1 b -	4.4 b	2.5 b ↓	5.1 d	3.2 d -	3.9 a	2.9 a ↓





**COMMITTEE MATTERS
PHED Standing Committee
May 15, 2017**

**Subject: Planning, Heritage and Economic Development Standing Committee
minutes from meeting held April 18, 2017**

Minutes
Planning, Heritage & Economic Development Standing Committee
City of Windsor

Tuesday, April 18, 2017
4:30 o'clock p.m.

Members Present:

Councillors

Ward 4 - Councillor Holt
Ward 7 - Councillor Kusmierczyk
Ward 5 - Councillor Sleiman
Ward 8 – Councillor Marra (Chairperson)

Members Absent:

Ward 9 - Councillor Payne—meeting conflict

Planning Act Citizens

Member Bjarneson
Member Gyemi
Member Moore

Heritage Act Citizens

Member Baker
Member Foot
Member Miller

Heritage Act Citizens—Regrets

Member DiMaio

ALSO PRESENT ARE THE FOLLOWING FROM ADMINISTRATION:

Mark Winterton, City Engineer
Thom Hunt, City Planner
Don Wilson, Manager Development Applications
Wira Vendrasco, Deputy City Solicitor
John Revell, Chief Building Official
John Calhoun, Heritage Planner
Cathy Materson, Manager of Cultural Affairs
Mike Clement, Manager Parks Development

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Thom Cadman, Planner III Subdivisions
Adam Szymczak, Planner III Zoning
Jim Abbs, Planner III Subdivisions
Adam Coates, Planner II Urban Design
Kevin McKrow, Student
Greg Atkinson, Planner III Economic Development
Justina Nwaesei, Planner II Development Review
Adam Pillon, Right of Way Supervisor
Marianne Sladic, Clerk Steno Senior
Anna Ciacelli, Supervisor of Council Services

Delegations

- Item 7.1 Michael Lake, Solicitor representing applicant
- Item 7.2 Michael Lake, Solicitor representing applicant
Robert Sondervang, resident Ward 6
- Item 7.3 Gino Gesuale and Jay Soulliere, applicants
Jonah Newman, resident Ward 5
- Item 7.4 Abe Taq Taq, representing applicant
Colin McDonald, consultant
Tony Malandrucolo, resident Ward 9
Ruth Harris and Fred Harris, residents Ward 9
Kristen Aseltine, resident Ward 9
Debra Lynn Gibson, resident Ward 9
Dave & Susan Pipe, resident Ward 9
- Item 10.3 David Grimaldi and Mary Ann Cuderman, representing the Sandwich BIA
John Elliott, Ward 2 City Councillor
Terrence Kennedy, resident Ward 2
David Hanna, resident Ward 1

1 CALL TO ORDER

The Chairperson calls the meeting of the Planning, Heritage & Economic Development Standing Committee to order at 4:33 o'clock p.m.

2 DISCLOSURES OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

None disclosed.

3 REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS

None requested.

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4 COMMUNICATIONS

None presented.

5 ADOPTION OF THE PLANNING ACT MINUTES

5.1 Minutes of the Planning, Heritage & Economic Development Standing Committee meeting (Planning Act Matters) held March 20, 2017

Moved by: Member Bjarneson

Seconded by: Member Gyemi

THAT the Minutes of the Planning, Heritage and Economic Development Standing Committee meeting (Planning Act Matters) meeting held March 20, 2017 **BE ADOPTED** as presented.
Carried.

6 PRESENTATION & DELEGATIONS (PLANNING ACT MATTERS)

7 PLANNING ACT MATTERS

7.1 Application for Approval of the Conversion of a Rental Property to Plan of Condominium – 2057458 Ontario Inc. 1333 Ouellette Avenue - CDM-006/16 [CDM/4655]; Ward 3

Moved by: Member Bjarneson

Seconded by: Councillor Holt

Decision Number: **PHED 447**

I THAT the application of 2057458 Ontario Inc. for approval of a draft plan of condominium for a property legally described as Part of Block 8, Lots 12 to 15, Plan 358, City of Windsor, known municipally as 1333 Ouellette Avenue, to permit the conversion of a twelve-storey apartment building containing 96 dwelling units from rental to condominium tenure., as shown on the attached Map No. CDM-006/16-1, **BE APPROVED** subject to the following:

- A. The owner shall enter into a condominium agreement to provide for the following together with all items contained in the Consultation section of this report;
- B. That the draft plan approval shall lapse on _____ (3 years from the date of approval);
- C. Existing tenants shall be given a right of first-refusal to purchase the dwelling unit they presently occupy;
- D. In the event that existing tenants do not exercise their option to purchase their dwelling unit, they shall be offered a life time non-transferable lease which shall be registered on title and binding on all subsequent owners. Such lease shall be satisfactory in form to the City Solicitor;
- E. The owner shall agree to comply with and remedy all site/building defects and deficiencies, including submission of applicable certificates, as contained in the:

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1. Revised Building Condition Assessment report dated July 4, 2016 prepared by Pinchin Environmental Limited, for 2057458 Ontario Inc. with all corrections and improvements to be cleared as completed by a Professional Engineer or Professional Architect retained by the owner; and
2. Building Department's Order to Repair dated April 12, 2016, as included in Appendix A of this report.

All corrections and improvements shall be to the satisfaction of the Chief Building Official.

F. The owner shall agree to comply with and address any requirements identified in the Public Works Department – Engineering - Development, Projects & Right-of-Way May 6, 2016 comments (in Appendix A), as indicated below, to the satisfaction of the City Engineer or designate:

1. Submission of Site Servicing Plans for storm, sanitary and water services;
2. Installation of a sanitary sewer-sampling manhole, if one does not exist, accessible at the property line;
3. Apply for street opening permits for sewer taps, drain taps, flatworks, landscaping, curb cuts and driveway approaches prior to commencement of any construction on the public highway;

G. The owner shall agree to remedy all safety and security deficiencies identified in the Windsor Police Services' May 16, 2016 comments (in Appendix A), as indicated below, to the satisfaction of the Director of Planning & Physical Resources, Windsor Police Services:

1. Installation of locks of higher security (i.e. Medeco, Primus) with a key design that is patent protected and where unauthorized key duplication is restricted, on all exterior doors at ground level (east and west side of building) and that these doors be kept locked;
2. Installation of a lock on the door at the bottom of the stairwell on the west side of the building providing pedestrian access from the surface to the underground parking garage and on the door inside the underground parking garage that provides access into the building itself. These doors are to be kept locked;
3. Removal of all names of residents appearing on the building resident directory and call buzzer panel;
4. Installation/replacement of "drop-pin dead bolt locks or an appropriate "drop-bar" mechanism on all windows and patio doors in residential units on the ground floor.
5. Setting the closing time delay of the door opener for the vehicular door entrance to the underground parking garage to not exceed 20-25 seconds;
6. Trimming and thinning of all trees and shrubbery located on site to provide appropriate visibility for security purposes;
7. Provision of a certificate, prepared by a qualified lighting consultant/engineer, verifying that, as per Section 3.2.7.1 of Ontario Regulation 332/12, that every exit, public corridor or corridor providing access to an exit, shall be equipped to provide illumination to an average level of not less than 50 lux (4.64 foot-candles) at floor or tread level and at all points such as angles and intersections at changes of level where there are stairs or ramps and that the minimum value of the illumination shall be not less than 10 lux (0.93 foot-candles);
8. Provision of a certificate, prepared by a qualified lighting consultant/engineer, verifying that, as per Section 1.34 (c) of Windsor Property Standards By-law 147-2011, that the underground

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parking garage and under the surface parking deck shall be adequately lighted at all times, so that the number and arrangement of light fixtures is such as to provide an average level of illumination of at least 54 lux (five foot-candle) at floor level over the entire floor area with a minimum level of 11 lux (one foot-candle) at any location on the floor (this shall include parking garage isles, parking spots, staircases and public corridors/exits); and

- H. The owner shall agree to submit a photometric plan to the Corporation's Landscape Architect and the Director of Planning & Physical Resources, Windsor Police Services for approval, prior to final approval and registration of the condominium plan. The photometric plan shall be prepared by a qualified lighting consultant (i.e. lighting engineer, landscape architect, etc.) in accordance with the City Guidelines found in CR228/2005 Lighting Intensity Standards Study, showing all anticipated lighting improvements, including replacement of existing fixtures that are not of "Full Cut-Off" type. The photometric plan shall include any manufacturer product data sheets and verification that any proposed fixtures are 'Full Cut-Off', with the following minimum and maximum illumination levels measured in foot-candles (fc):
- a. uncovered parking areas - 0.5 min./4.0 max;
 - b. walkways - 0.5 min./2.0 max;
 - c. building entrances - 3.5 min./8.0 max;
 - d. loading and outdoor garbage storage areas - 1.0 min./2.5 max.; and
 - e. after hours lighting (11:00pm to 5:00am) - 0.5min./2.0max.
- I. The owner shall agree to address the requirements identified in the comments from the Corporation's Landscape Architect's April 14, 2016 comments (in Appendix A), as indicated below, to the satisfaction of the Corporation's Landscape Architect:
1. Submission of a detailed Arborist's Report, showing the location of all existing trees on the property with a trunk diameter of at least 250 mm and indicating their size, species, and an evaluation of tree health, prepared by any one of the following professionals: Arborist (ISA certified) or Registered Professional Forester (RPF) to the satisfaction of the Manager of Forestry and Natural Areas and the City's Landscape Architect;
 2. Any required landscape improvements shall be based on the results of the Arborist's Report;
 3. Provision of a row of 70mm caliper deciduous (broad leafed) street trees, along Pelissier Street so as to not conflict with the overhead utilities to the satisfaction of the Planning Department and Manager of Forestry and Natural Areas. Species selection to be made in consultation with the Manager of Forestry and Natural Areas and the Landscape Architect; and
 4. Provision of visual screening of the parking deck from the residences located across the street on Pelissier Street and improvement of the existing grassed areas on Ouellette Avenue;
- J. The owner shall agree to address the requirements identified in the Diversity and Accessibility Officer's May 18, 2016 comments (in Appendix A), as indicated below, to the satisfaction of the Diversity and Accessibility Officer and the Chief Building Official:
1. Provision of a minimum of 2 barrier free entrances to the building, where feasible. One of the barrier-free entrances may be the principal entrance to the building and the other one may be off of a primary parking area;
 - a. Every barrier-free entrance shall be equipped with a power door opener. Such power door openers shall be mounted according to the specifications set out in the Ontario Building Code;

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- b. If a barrier-free entrance incorporates a vestibule, a door leading from the vestibule into the floor area shall be equipped with a power door opener; and
 - c. If there are steps (or a step up) at a barrier free entrance, a ramp or safe lift must be provided in accordance with legislation and to the satisfaction of the Chief Building Official and the Accessibility Officer.
2. If there are more than 2 entrances then the additional entrances shall have signage that directs individuals to the location of a nearby accessible entrance.
- K. The owner shall agree to provide 1 Type 'A' (3.5m x 5.5m) accessible parking space, as per By-law 8600, as close as possible to an entrance at grade, on the west side of the building, designated with appropriate signage and access aisles that meet the specifications as set out in the Integrated Accessibility Standards (s. 80.34) under the AODA, 3 visitor parking spaces designated with appropriate signage and a bicycle rack facility accommodating a minimum of 6 bicycles at a visible and safe location near an entrance to the building. All improvements are to be to the satisfaction of the City Engineer, Diversity and Accessibility Officer and Chief Building Official;
- L. The owner shall agree to repaint the parking space pavement markings in the parking area to the satisfaction of the City Engineer and Chief Building Official;
- M. The owner shall agree to provide adequate storage space for appropriate and approved garbage, recycling and yard waste containers, in compliance with municipal by-laws, to the satisfaction of the Manager of Environmental Services and Chief Building Official. The owner is advised that they will be entitled to once a week collection from the City and if further collections are needed, there is a fee;
- II THAT the owner **SHALL** either remove the signs, planters and brick fence landscaping encroaching onto the Ouellette Avenue and Pelissier Street right-of-ways or enter into an Encroachment Agreement with the Corporation, to the satisfaction of the City Engineer, and Chief Building Official;
- III THAT final approval of the plan of condominium **SHALL NOT** be considered until all of the required works or undertakings identified in "Recommendation I and II" of this report have been completed to the satisfaction of the respective agencies and departments, and a Condominium Agreement has been registered against the subject lands.

Carried.

Report Number: S 14/2017

Clerk's File: ZP/12486

7.2 Application for Approval of the Conversion of a Rental Property to Plan of Condominium – Timbercreek Adair Lauzon Incorporated, 1145 & 1175 Adair Court and 1170 Lauzon Road - CDM-003/16 [CDM/4651]; Ward 6

Moved by: Councillor Kusmierczyk

Seconded by: Member Bjarneson

Decision Number: **PHED 448**

- I. THAT the application of Timbercreek Adair Lauzon Inc. for approval of a draft plan of condominium for a property legally described as Part of Lot 128, Concession 1; Parts 1 to 12, inclusive, 12R-9434, City of Windsor, known municipally as 1145 & 1175 Adair Court and 1170

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Lauzon Road, to permit the conversion of three (3) 6-storey rental apartment buildings containing 134 residential dwelling units to condominium tenure, as shown on the attached Map No. CDM-003/16-1, **BE APPROVED** subject to the following:

- A. The owner shall enter into a condominium agreement to provide for the following together with all items contained in the Consultation section of this report.
- B. That the draft plan approval shall lapse on _____ (3 years from the date of approval).
- C. Existing tenants shall be given a right of first-refusal to purchase the dwelling unit they presently occupy.
- D. In the event that existing tenants do not exercise their option to purchase their dwelling unit, they shall be offered a life time non-transferable lease which shall be registered on title and binding on all subsequent owners. Such lease shall be satisfactory in form to the City Solicitor.
- E. The owner shall agree to comply with and remedy all site/building defects and deficiencies, including submission of applicable certificates, as contained in the:
 - 1. Revised Building Condition Assessment report dated July 4, 2016 prepared by Pinchin Environmental Limited, for Timbercreek Adair Lauzon Inc. with all corrections and improvements to be cleared as completed by a Professional Engineer or Professional Architect retained by the owner; and
 - 2. Building Department's Order to Repair dated May 24, 2016 as included in Appendix A of this report.

All corrections and improvements shall be to the satisfaction of the Chief Building Official.

- F. The owner shall agree to comply with and address any requirements identified in the Public Works Department – Engineering - Development, Projects & Right-of-Way's April 20, 2016 comments (in Appendix A), as indicated below, to the satisfaction of the City Engineer or designate:
 - 1. Removal of the existing asphalt driveway approaches on Lauzon Road and Adair Court and reconstruction in such width and location as approved by the City Engineer, including provision of straight flare driveway approaches and termination of raised curbs so that the raised curbs do not extend into the driveway approaches, outside the subject property;
 - 2. All driveway approaches shall be of concrete and in compliance with City of Windsor Standard Engineering Drawing AS-204; and
 - 3. Apply for street opening permits for sewer taps, drain taps, flatworks, landscaping, curb cuts and driveway approaches prior to commencement of any construction on the public highway.
- G. The owner shall agree to remedy all safety and security deficiencies identified in the Windsor Police Services' May 9, 2016 comments (in Appendix A), as indicated below, to the satisfaction of the Director of Planning & Physical Resources, Windsor Police Services:

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1. Installation of locks of higher security (i.e. Medeco, Primus) with a key design that is patent protected and where unauthorized key duplication is restricted, on all exterior doors at ground level in all three buildings and that these doors be kept locked;
 2. Removal of all names of residents appearing on the building resident directory panel of all three buildings;
 3. Installation of locks on the laundry room window in all three buildings and modification of the frame to allow the window to be opened a maximum of four (4) inches;
 4. Installation of a locking ring/and or post attached to the patio floor or adjacent wall for all residential units on the ground floor with patios in all three buildings to prevent theft of items stored on the patio;
 5. Installation of “drop-pin dead bolt locks or an appropriate “drop-bar” mechanism on all patio doors and windows in units on the ground floor of all three buildings; and
 6. Installation of locks on the exterior door of the garbage room in all three buildings.
- H. The owner shall agree to submit a photometric plan for all three buildings to the Corporation’s Landscape Architect and the Director of Planning & Physical Resources, Windsor Police Services for approval, prior to final approval and registration of the condominium plan. The photometric plan shall be prepared by a qualified lighting consultant (i.e. lighting engineer, landscape architect, etc.) in accordance with the City Guidelines found in CR228/2005 Lighting Intensity Standards Study, showing all anticipated lighting improvements, including replacement of existing fixtures that are not of “Full Cut-Off” type. The photometric plan shall include any manufacturer product data sheets and verification that any proposed fixtures are ‘Full Cut-Off’, with the following minimum and maximum illumination levels measured in foot-candles (fc):
- a. uncovered parking areas - 0.5 min./4.0 max;
 - b. walkways - 0.5 min./2.0 max;
 - c. building entrances - 3.5 min./8.0 max;
 - d. loading and outdoor garbage storage areas - 1.0 min./2.5 max.; and
 - e. after hours lighting (11:00pm to 5:00am) - 0.5min./2.0max.
- I. The owner shall agree to address the requirements identified in the comments from the Corporation’s Landscape Architect’s April 15, 2016 comments (in Appendix ‘A’), as indicated below, to the satisfaction of the Corporation’s Landscape Architect:
1. Submission of a detailed Arborist’s Report, for all three properties showing the location of all existing trees with a trunk diameter of at least 250 mm and indicating their size, species, and an evaluation of tree health, prepared by any one of the following professionals: Arborist (ISA certified) or Registered Professional Forester (RPF) to the satisfaction of the Manager of Forestry and Natural Areas and the City’s Landscape Architect;
 2. Any required landscape improvements shall be based on the results of the Arborist’s Report;
 3. Provision of a row of 70mm caliper deciduous (broad leafed) street trees, at a spacing of 25 feet on centre, along the municipal boulevard of Adair Court to the satisfaction of the

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Planning Department and Manager of Forestry and Natural Areas. Species selection to be made in consultation with the Manager of Forestry and Natural Areas and the Landscape Architect; and

4. Provision of a hedge or low ornamental fence with opaque finish to a height of 1m along the property line abutting the municipal boulevard on the west side of Adair Court, to prevent headlight glare from parked cars impacting residences on the east side of Adair Court.
- J. The owner shall agree to address the requirements identified in the Diversity and Accessibility Officer's May 18, 2016 comments (in Appendix 'A'), as indicated below, to the satisfaction of the Diversity and Accessibility Officer and the Chief Building Official:
1. Provision of a minimum of 2 barrier free entrances to each building. One of the barrier-free entrances shall be the principal entrance for each building and the other one shall be off of a primary parking area;
 - a. Every barrier-free entrance shall be equipped with a power door operator. Such power door openers shall be mounted according to the specifications set out in the Ontario Building Code;
 - b. If a barrier-free entrance incorporates a vestibule, a door leading from the vestibule into the floor area shall be equipped with a power door operator; and
 - c. If there are steps (or a step up) at a barrier free entrance, a ramp must be provided in accordance with legislation and to the satisfaction of the Chief Building Official and the Accessibility Officer.
 2. If there are more than 2 entrances then the additional entrances shall have signage that directs individuals to the location of a nearby accessible entrance.
- K. The owner shall agree to provide 1 Type 'A' (3.5m x 5.5m) and 1 Type 'B' (2.5m x 5.5m) accessible parking space in the parking area of each of the three buildings, as per By-law 8600, as close as possible to the main entrance or secondary entrance of each building, designated with appropriate signage and access aisles that meet the specifications as set out in the Integrated Accessibility Standards (s. 80.34) under the AODA, 2 visitor parking spaces designated with appropriate signage in the parking area of each of the three buildings and one bicycle rack facility for each building, located at a visible and safe location near an entrance to each building, accommodating a minimum of 4 bicycles. All improvements are to be to the satisfaction of the City Engineer, Diversity and Accessibility Officer and Chief Building Official.
- L. The owner shall agree to provide adequate storage space for appropriate and approved garbage, recycling and yard waste containers for all three buildings, in compliance with municipal by-laws, to the satisfaction of the Manager of Environmental Services and Chief Building Official. The owner is advised that they will be entitled to once a week collection from the City and if further collections are needed, there is a fee.
- M. The owner shall agree to remove the asphalt at the curb on the north side of the driveway for 1145 Adair Court which provides a ramp for vehicular access to the paved parking area

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on the lands identified on Map No. CDM-003/16-1, as “Land owned by the applicant but not part of this application”.

II THAT the owner **SHALL** either remove the address signs encroaching onto the Adair Court right-of-way, on the east side of 1145 and 1175 Adair Court or enter into an Encroachment Agreement with the Corporation to allow the encroachment, to the satisfaction of the City Engineer, and Chief Building Official.

III THAT the owner **SHALL** gratuitously convey to the Corporation, a 2.25 metre wide road widening across the entire Adair Court frontage of 1145 & 1175 Adair Court to the satisfaction of the City Engineer.

IV THAT final Approval of the plan of condominium **SHALL NOT** be considered until all of the required works or undertakings identified in “Recommendation I, II and III” of this report have been completed to the satisfaction of the respective agencies and departments, and a Condominium Agreement has been registered against the subject lands.

Carried.

Report Number: S 208/2016

Clerk’s File: ZP/12487

7.3 1451285 Ontario Ltd - 1207 & 1209-1211 Drouillard Road - Rezoning - Z-003/17 ZNG/5061 - Ward 5

Moved by: Councillor Sleiman

Seconded by: Councillor Holt

Decision Number: **PHED 449**

1. THAT Zoning By-law 8600 **BE AMENDED** on the following basis:
 - A. That the zoning of Part of Lots 156 to 159, Registered Plan 620 (PIN 010940980 and 010940981), situated at the southwest corner of Drouillard Road and Ontario Street, BE CHANGED from RD2.2 to CD2.2.
 - B. That a new site specific provision BE ADDED to Section 20(1) as follows:

“342. For the lands comprising Part of Lots 156 to 159, Registered Plan 620 (PIN 010940980 and 010940981), situated at the southwest corner of Drouillard Road and Ontario Street, for a micro-brewery a minimum of four parking spaces shall be provided. [ZDM 6; ZNG/5061]”
 - C. That Section 3 BE AMENDED by replacing the definition of Micro-brewery with the following:

“**MICRO-BREWERY** means a *facility*, not exceeding 500.0 sq. m. in *gross floor area*, used for the manufacture of alcoholic beverages. It may also include a *retail store* where said alcoholic beverages are sold directly to the public, and/or the sale of individual servings of said alcoholic beverages for consumption on-site. It does not include a *restaurant*. [ZNG/5061]”

Carried.

Report Number: S 49/2017

Clerk’s File: ZB/12770

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7.4 Sandison Residence Inc. Application to Rezone. 550 and 555 Sandison Street. located northeast of the intersection of Howard Avenue and Cabana Road East. Z-002/17 (ZNG/5059) - Ward 9

Moved by: Councillor Kusmierczyk

Seconded by: Member Moore

Decision Number: **PHED 450**

THAT an amendment to Zoning By-law 8600 **BE APPROVED** changing the zoning of Part of Block A, Registered Plan 1259, situated on the north and south side of Sandison Street, known municipally as 550 and 555 Sandison Street, from HRD1.1 to HRD1.1 with special provisions to permit Townhome Dwellings and Multiple Dwellings as additional permitted uses, with the following site specific regulations:

- (i) Lot frontage, Lot Width and Lot Area shall be as existing;
- (ii) Maximum building height - 8m
- (iii) Minimum rear yard width - 6 metres
- (iv) Minimum side yard width - 4.8 metres
- (v) Maximum Lot coverage 60%
- (vi) Minimum Landscaped open space 29%
- (vii) Maximum number of Dwelling units - 47

THAT the owner(s) **ENTER INTO A SERVICING AGREEMENT** with the City of Windsor containing all requirements under the General Provisions of the Servicing Agreement for the re-construction of Sandison Street, from Howard Avenue to the limit of the applicant's development site. All works shall be completed to the satisfaction of the City Engineer.

THAT a Hold prefix **BE APPLIED** to the site, to be removed when the following conditions have been met:

- An application is received to remove the hold;
- Registration of a Site Plan Control Agreement;
- Closure and Transfer of the portion of Sandison Street;
- Enter into a servicing agreement for the re-construction of Sandison Street, from Howard Avenue to the limit of the applicant's development site. All works shall be done to the satisfaction of the City Engineer.

THAT during the Site Plan Approval process, consideration **BE GIVEN** to provide habitable room windows on the front of the building units to provide street surveillance.

Carried.

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Report Number: S 58/2017

Clerk's File: ZB/12771

There being no further business the meeting of the Planning, Heritage and Economic Development Standing Committee (Planning Act Matters) portion is adjourned at 6:47 o'clock p.m.

The chair calls the Heritage Act Matters portion of the Planning, Heritage & Economic Development Standing Committee meeting to order at 6:48 o'clock p.m.

8 ADOPTION OF THE MINUTES

8.1 Minutes of the Planning, Heritage & Economic Development Standing Committee meeting held March 20, 2017

Moved by: Councillor Holt

Seconded by: Member Baker

THAT the minutes of the Planning, Heritage and Economic Development Standing Committee meeting minutes held March 20, 2017 **BE ADOPTED** as presented.

Carried.

Report Number: SCM 56/2017

9 PRESENTATIONS AND DELEGATIONS (COMMITTEE & ADMINISTRATIVE MATTERS)

See items 10.3 and 11.1

10 HERITAGE ACT MATTERS

10.1 673 Caron Avenue - Lufkin Rule / Canadian Linen Supply - Demolition of Register-Listed, City-Owned Property (Ward 3)

Wira Vendrasco, Deputy City Solicitor, appears before the Planning, Heritage and Economic Development Standing Committee regarding the administrative report 673 Caron Avenue-Lufkin Rule/Canadian Linen Supply – Demolition of Rester-Listed, City-Owned Property Ward 3 and provides a brief history of the property including that the City aquired it on a tax arrears sale and that the current condition of this building is beyond repair.

John Calhoun, Heritage Planner, appears before the Planning, Heritage and Economic Development Standing Committee regarding the administrative report 673 Caron Avenue-Lufkin Rule/Canadian Linen Supply – Demolition of Rester-Listed, City-Owned Property Ward 3 indicating that the property should be maintained according to the City's property maintenance standards,

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and that the previous owner did not maintain this building to this standard. He adds that this building is currently listed on the Heritage Register and is not designated.

Member Foot inquires whether there is a potential for the building to be used or redeveloped. Administration indicates it was previously marketed, although buyers didn't come forward at that time. In addition there are structural issues and add that time has taken its toll.

Moved by: Councillor Holt

Seconded by: Member Foot

THAT the City Clerk **BE AUTHORIZED** to publish a Notice of Intention to Designate the Canadian Linen Supply/Lufkin Rule building at 673 Caron Avenue, in accordance with Part IV of the *Ontario Heritage Act*.

Councillor Holt withdraws his motion.

Discussion ensues regarding remarketing this property using current available incentive programs.

Moved by: Councillor Holt

Seconded by: Member Foot

Decision Number: **PHED 451**

THAT the demolition application for the building at 673 Caron Avenue **BE SUSPENDED**; and,

THAT the property at 673 Caron **BE REMARKETED** for a period of 6 months for potential buyers utilizing current Community Improvement Plan and Brownfield Redevelopment or any other incentive plan that may be applicable in the area; and further,

THAT when the 6 month period expires, should there be no interested parties for the property, that Administration **BE REQUESTED** to report back to the Planning, Heritage & Economic Development Standing Committee for their consideration on next steps.

Carried.

Report Number: S 50/2017

Clerk's File: MBA/12805

10.2 Demolition Order for 3177-81 Sandwich Street

Moved by: Councillor Holt

Seconded by: Member Foot

Decision Number: **PHED 452**

THAT the report of the Chief Building Official dated March 29, 2017 regarding Demolition Order for 3177-81 Sandwich Street **BE RECEIVED** for information.

Carried.

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Planning, Heritage & Economic Development Standing Committee

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Report Number: S 56/2017

Clerk's File: MBA/10319 MBA/9191

10.3 Sandwich Gateway and Roundabout, University Ave. and Riverside Dr. - Heritage Alteration (Sandwich HCD, Ward 2)

Adam Coates, Planner II Urban Design, appears before the Planning, Heritage & Economic Development Standing Committee regarding the administrative report Sandwich Gateway and Roundabout, University Ave. and Riverside Dr. Heritage Alteration (Sandwich HCD, Ward 2) and provides details of the report.

Councillor Marra indicates that delegations should keep in mind their comments should be limited to the topic listed, specifically the Roundabout.

Dave Grimaldi and Mary Ann Cuderman, representing the Sandwich BIA

Dave Grimaldi and Mary Ann Cuderman, representing the Sandwich BIA, appear before the Planning, Heritage & Economic Development Standing Committee regarding the administrative report Sandwich Gateway and Roundabout, University Ave. and Riverside Dr. Heritage Alteration (Sandwich HCD, Ward 2) referring to a previous historical report and that the roundabout should serve as a gateway to the Sandwich area.

Thom Hunt, City Planner appears before the Planning, Heritage & Economic Development Standing Committee regarding the administrative report Sandwich Gateway and Roundabout, University Ave. and Riverside Dr. Heritage Alteration (Sandwich HCD, Ward 2) and confirms this project will be dealt with through the current processes in place for the area, including the Heritage District Conservation Area and Community Improvement Plan.

John Elliott, Ward 2 City Councillor

John Elliott, Ward 2 City Councillor, appears before the Planning, Heritage & Economic Development Standing Committee regarding the administrative report Sandwich Gateway and Roundabout, University Ave. and Riverside Dr. Heritage Alteration (Sandwich HCD, Ward 2) requesting clarification of the recommendation and details of the design elements.

Administration highlights the design elements that will be included as presented in Appendix A. Administration confirms that the funding has been included for construction of the roundabout only.

Terrence Kennedy, resident Ward 2

Terrence Kennedy, resident Ward 2 appears before the Planning, Heritage & Economic Development Standing Committee regarding the administrative report Sandwich Gateway and Roundabout, University Ave. and Riverside Dr. Heritage Alteration (Sandwich HCD, Ward 2) citing many accidents at this site and moving the location of the roundabout should be considered.

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David Hanna, resident Ward 1

David Hanna, resident Ward 1 appears before the Planning, Heritage & Economic Development Standing Committee regarding the administrative report Sandwich Gateway and Roundabout, University Ave. and Riverside Dr. Heritage Alteration (Sandwich HCD, Ward 2) concluding by suggesting an educational component should be included in the project as well as improvements should be made to the design if it remains in the current location to include a sitting area as well as interpretive signage.

Councillor Sleiman inquires as to how the location for this roundabout was determined. Mark Winterton, City Engineer indicates it was part of the Riverside Dr. Environmental Assessment as a node. He adds from a traffic flow point of view a roundabout at this complex intersection will alleviate many current issues.

Councillor Holt inquires as to the Cycling infrastructure that will be included in this area. Mr. Winterton indicates the cycling infrastructure was not included in this project but they are working with the available funding earmarked for the Windsor Loop to determine the potential additions in terms of cycling infrastructure in this area. Cycling lanes will not be included in this roundabout.

Member Miller requests more detail on walkways and cycling infrastructure in the area.

Administration indicates there are currently many nodes delineated in the Riverside Drive Environmental Assessment, funding would determine how many of these nodes will be developed into roundabouts or other traffic calming features.

Moved by: Councillor Sleiman

Seconded by: Councillor Kusmierczyk

Decision Number: **PHED 453**

THAT the design elements for the "Gateway and Roundabout" project at the intersection of University Ave. W. and Riverside Dr., as listed in Appendix 'A', **BE APPROVED** in accordance with the *Ontario Heritage Act*, Part V. and The Sandwich Heritage Conservation District policies, section 4.5 Public Realm.

THAT the City Planner **BE AUTHORIZED** to approve minor changes to the design that affect the heritage sensitive elements of the roundabout design.

Carried.

Member Baker voting nay on this matter.

Report Number: S 48/2017

Clerk's File: MBA/10319 MBA/9191

There being no further business the meeting of the Planning, Heritage and Economic Development Standing Committee (Heritage Act Matters) portion is adjourned at 7:55 o'clock p.m.

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The chair calls the Administrative Matters portion of the Planning, Heritage & Economic Development Standing Committee meeting to order at 7:56 o'clock p.m.

11 ADMINISTRATIVE ITEMS

11.1 Proposed closure of part of the north/south and east/west alleys south of Edsel Court, east of Princess Avenue, abutting 5065 Edsel Court; Applicant - Michael Tang; File No. SAA/4865; Ward 8

Michael Raiger, resident of Ward 8

Michael Raiger, resident of Ward 8 appears before the Planning, Heritage and Economic Development Standing Committee regarding the Administrative report Proposed closure of part of the north/south and east/west alleys south of Edsel Court, east of Princess Avenue, abutting 5065 Edsel Court indicating he doesn't want the alley directly behind him to close but is not against the administrative recommendation.

Councillor Holt inquires whether Mr. Raiger is ok with the closure that is outlined in the report and Mr. Raiger indicates he agrees with the administrative recommendation in the report.

Moved by: Councillor Sleiman

Seconded by: Councillor Holt

Decision Number: **PHED 454**

- I. THAT the request to close the westerly portion of the 4.27metres (14feet) wide east/west alley located south of Edsel Court, east of Princess Avenue, abutting 5065 Edsel Court, and shown as PART 2 on Drawing No. CC-1701 **attached** hereto as **Appendix "A"**, **BE DENIED** for the following reason(s):
 - The subject east/west alley is indispensable because it (the E/W alley) contains a 250mm diameter combined vitrified clay sewer and must remain accessible for servicing;
- II. THAT the remnant 4.27metres (14feet) wide north/south alley located south of Edsel Court, east of Princess Avenue, abutting 5065 Edsel Court, and shown as PART 1 on Drawing No. CC-1701 **attached** hereto as **Appendix "A"**, **BE ASSUMED** for subsequent closure;
- III. THAT the remnant 4.27metres (14feet) wide north/south alley located south of Edsel Court, east of Princess Avenue, abutting 5065 Edsel Court, and shown as PART 1 on Drawing No. CC-1701 **attached** hereto as **Appendix "A"**, **BE CLOSED AND CONVEYED** to the owner of the property known as 5065 Edsel Crt, subject to the following:
 - a) Easement, subject to their being accepted in the City's standard form and in accordance with the City's standard practice, be granted to:

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-
- Cogeco Connexion Inc., Bell Canada, MNSi, and Enwin Utilities Ltd.

- IV. THAT Conveyance Cost **BE SET** as follows:
- a. For land abutting properties zoned RD1.2: \$1.00 plus 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.
- V. THAT The City Planner **BE REQUESTED** to supply the appropriate legal description, in accordance with Drawing Number. CC-1701, **attached** hereto as **Appendix "A"**.
- VI. THAT The City Solicitor **BE REQUESTED** to prepare the necessary by-law(s).
- VII. THAT The Chief Administrative Officer and City Clerk **BE AUTHORIZED** to sign all necessary documents approved as to form and content satisfactory to the City Solicitor.
- VIII. THAT the matter **BE COMPLETED** electronically pursuant to By-law Number 366-2003. Carried.

Report Number: S 43/2017
Clerk's File: SAA2017

12 COMMITTEE MATTERS

12.1 Minutes of the International Relations Committee of its meeting held February 1, 2017

Moved by: Councillor Sleiman
Seconded by: Councillor Kusmierczyk

Decision Number: **PHED 455**

THAT the minutes of the International Relations Committee of its meeting held February 1, 2017 **BE RECEIVED** for information.

Carried.

Report Number: SCM 51/2017

13 QUESTION PERIOD

None requested.

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Planning, Heritage & Economic Development Standing Committee

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14 ADJOURNMENT

There being no further business the meeting of the Planning, Heritage and Economic Development Standing Committee is adjourned at 8:04 o'clock p.m.

Ward 8—Councillor Bill Marra
(Chairperson)

Supervisor of Council Services

Item No. 9.1



**COMMITTEE MATTERS
PHED Standing Committee
May 15, 2017**

Subject: Sandwich Heritage Walking Tour

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THE CORPORATION OF THE CITY OF WINDSOR
PLANNING & BUILDING SERVICES

Memo

To: Mayor and Members of City Council
From: John R. Calhoun, Kristina Tang
Date to PHEDSC: May 15, 2017
Subject: Sandwich Heritage Walking Tour

As part of the effort to increase heritage awareness, appreciation and interest, the City of Windsor has been offering free walking tours of heritage areas in the form of printable materials to citizens for a number of years. Some of the tour materials were created several years ago and require updating to highlight new redevelopments and heritage conservation efforts.

The Sandwich area in particular has become a Heritage Conservation District since 2012. Sandwich has a rich history composed of early First Nations and French Settlement, British Rule and township, and significance in the War of 1812. Today, the Sandwich area continues to evolve with a variety of commercial, cultural and heritage development and activities.

To promote heritage tourism, instill pride in the rich heritage within the Sandwich community, and to support the business community in the area, Administration has updated and created an engaging and free mobile-friendly self-guided tour of Sandwich's heritage. The new Sandwich Heritage Walking Tour is interactive and accessible with the internet, with digital formats for both large screens and cell phones. Each tour point is geo-located and users have the option to choose between a map of the tour points and the descriptions of each tour point. Downloadable, print-friendly versions of the updated walking tour material are also available on the City's website:

For Residents > History of Windsor (scroll down to Sandwich) > Sandwich Walking Tour

To promote the use of the Sandwich Heritage Walking Tour, it will be introduced at the "Sandwich Project" exhibits at the Art Gallery of Windsor starting May 25, 2017. A series of other marketing and promotional activities, as well as partnerships with both the AGW and Chimeczuk Museum are also underway.

Kristina Tang
Planner II-Revitalization & Policy Initiatives

John R. Calhoun
Heritage Planner

Michael Cooke
Manager, Planning Policy

Thom Hunt
City Planner / Executive Director
Planning & Building

Shelby Askin Hager
City Solicitor and Corporate Leader
Economic Development and Public Safety

Onorio Colucci
Chief Administrative Officer

CITY OF WINDSOR
COUNCIL SERVICES

MAY 03 2017

RECEIVED



Planning & Building Services

MISSION STATEMENT

"Our City is built on relationships – between citizens and their government, businesses and public institutions, city and region – all interconnected, mutually supportive, and focused on the brightest future we can create together"

REPORT #: S 53/2017	Report Date: 3/22/2017
Author's Contact: John R. Calhoun jcalhoun@citywindsor.ca 519-255-6543x6179 404-400 City Hall Sq E Windsor ON N9A 7K6	Date to Council: 5/15/2017
	Clerk's File #: MBA/9191

To: Mayor and Members of City Council

Subject: 2856 Riverside Drive West - Villa Maria Residence - Construct chain-link fence across front (Sandwich HCD, Ward 2)

RECOMMENDATION:

THAT the request to install a coated chain-link fence across the front of 2856 Riverside Drive West, formerly known as the Villa Maria Residence, **BE DENIED** because the proposed fence design does not conform to the Sandwich Heritage Conservation District Plan.

EXECUTIVE SUMMARY: N/A

BACKGROUND:

This property was included in the Sandwich Heritage Conservation District, which City Council approved by by-law in January 2009. After appeals and other proceedings, the heritage conservation district plan provisions became effective on October 19, 2012.

On March 7, 2017, Hunter Kersey (Director of Safety & Security, Canadian Transit Company) submitted the request to install a coated chain-link fence across the entire front of this property. The application was deemed complete on March 29, 2017

DISCUSSION:

Proposal:

The request is to install a coated chain-link fence 6 ft (1.8 m) tall across the entire front of the property, extending from a similar fence at the southeast corner, and adding gates across the driveways. The fence will not extend along the west property line, which is common with the driveway for Chateau Park Lodge. The owner states (see Appendix 'A') that the property is having security issues with unauthorized vehicles and persons entering the property. The building will be unchanged.

Site and Building History:

The property is on the north side of Riverside Drive, immediately west of the Ambassador Bridge. Replacing three houses, the Villa Maria Residence was built c1956, designed by Windsor architect J.C. Pennington with assistance from Raymond Masters. It is a large three-storey buff-brick building, with a primary axis parallel to the street, wings on each end, and a rear wing. The design of the original building is dominated by horizontal masonry bands above and below the windows. The land is sloped such that the main entry is at the middle level on the main axis, where a two-storey addition with a porte-cochere was constructed c1989. A half-circle driveway goes to this entry; another driveway along the west side leads to parking areas and the rear of the property. Originally constructed as a seniors' residence, it later housed students and is now vacant. The east side of the property features a wide open grassy space from the street sloping down to the Detroit River.



Villa Maria, 2856 Riverside Drive West

The property has no perimeter fencing, except along the east property line where the Ambassador Bridge has erected a black plastic-coated chain-link fence approximately 2 m (7 ft) high.

Legal provisions:

Part V of the *Ontario Heritage Act*, regarding heritage conservation districts, includes (41.1(5)) the requirement for “a description of the heritage attributes of the heritage conservation district and of properties in the district”. S. 42 indicates that alterations to the property require a permit from Council after consultation with the heritage committee. Changes to the properties within the district are to be considered according to (d) “policy statements, guidelines and procedures for achieving the stated objectives and managing change in the heritage conservation district”; some are approved by Council after review by the Committee.

Section 6 of the Sandwich Heritage Conservation District Plan (Table 6.1) provides that “Addition or removal of front or side fencing” requires staff approval, and guidelines are provided.

Section 8.9 of the HCD Plan has these guidelines for fences:

- ...
- New fences should be consistent in design, materials, and scale with heritage fencing. Wood, and iron fencing are recommended over vinyl, plastic, aluminum or other more modern materials. In the event that a more decorative or ornate style of fencing can be identified as historically installed on the property, it is desirable that the fencing should be replicated;
 - Where fences are proposed where they did not historically exist, uncomplicated heritage designs are recommended over more modern styles. Unfinished pressure treated lumber fencing and chain link fencing are discouraged in the study area, especially in the front and side yard areas where fencing material can affect the streetscape character most, and
 - Size and scale of the fencing should be considered closely, and take into account distance to viewing points, viewing heights, and sight lines over fencing.

The proposed chain-link fencing does not conform to these guidelines. Therefore Administration denied the proposed heritage alteration, and now presents it to the Committee for review and Council for decision.

Fence By-Law No. 170-2012 includes these provisions:

SECTION 4 RESIDENTIAL FENCE REGULATIONS

4.1 No *person* shall on any property used for any residential purpose, *construct, use* or permit to be maintained a *fence* greater in height than:

(a) 2.2 m from *effective grade level* in any *side yard* or *rear yard* excluding a *hedge*.

(b) 1.2 m from *effective grade level* in any *front yard* including a *hedge*. ...

The owner may apply to the Committee of Adjustment for a minor variance from the height provisions in the fence by-law.



Between building and bridge



Coated chain link fence under Ambassador Bridge

Architectural Considerations:

The request is for 6 ft (1.8 m) tall coated chain-link fencing across the entire front of the property. Chain-link fencing is typical of industrial and some commercial installations. Where the product is found in residential applications, it is usually in the rear or side yards, and typically shorter than the proposed fence.

The Sandwich HCD Plan guidelines provide that new front yard fencing should be similar to heritage fencing. Such designs would be shorter than the proposal, and would keep the building's architecture more visible.

City Council has also asked for design guidelines for fencing on public and private property along Riverside Drive. The February 6, 2017 response to CQ34-2016 suggests for private property that other than parking areas or single-family houses that there be "decorative fencing made of either vertical metal pickets or low masonry walls or a combination of with landscaping ...".

Official Plan Policy:

The Windsor Official Plan includes (9.0) "A community's identity and civic pride is rooted in physical and cultural links to its past. In order to celebrate Windsor's rich history, Council is committed to recognizing, conserving and enhancing heritage resources."

Objectives include (9.2.4) "To increase awareness and appreciation of Windsor's heritage resources and encourage participation by individuals, organizations and other levels of government in heritage conservation."

Also, (9.3.2.1) "Council will identify Windsor's heritage resources by: ... (c) Researching and documenting the history, and architectural and contextual merit of potential heritage resources on an individual property basis".

Section 10.2.1.3 Vol. I of the City's Official Plan identify the requirements for a Heritage Alteration Permit (HAP). Section 1.0, Vol. II of the City's Official Plan includes more detailed policies regarding the Sandwich Heritage Conservation District Plan (Sandwich HCD) adopted by Council.

RISK ANALYSIS:

The owner has identified the security risks of allowing open access to the front of the vacant property. However the proposed design would allow intruders to cross a neighbouring property to access this property. A shorter fence would be easier to climb over but vehicle access would still be blocked. The risk to the City is allowing the owner to install a fence with a design not compliant with Council's approved Sandwich HCD Plan. If approved, an additional concern is the possibility of dealing with similar requests for other HCD properties.

FINANCIAL MATTERS:

None. Owner is responsible for costs to construct a fence on private property.

CONSULTATIONS:

The heritage planner met with the owner's representative and noted the process for approval. The heritage planner subsequently sent the owner's representative information regarding the option to change the fence design to gain administrative approval, but no answer was received.

CONCLUSION:

This location is highly visible as the first property along Riverside Drive west of the Ambassador Bridge and the first property in the Sandwich Heritage Conservation

District. The Sandwich HCD Plan provides for new front fences to be of a character similar to historic fencing. The proposed coated chain-link fence does not meet that criterion. The height exceeds the provisions of the Fence By-law No. 170-2012. The owner has the option for submitting an appropriate design, which can be approved administratively.

PLANNING ACT MATTERS: N/A

APPROVALS:

Name	Title
Michael Cooke	Manager, Planning Policy
Thom Hunt	City Planner / Executive Director
Wira Vendrasco	Deputy City Solicitor
Shelby Askin Hager	City Solicitor / CLT
Onorio Colucci	Chief Administrative Officer

NOTIFICATIONS:

Name	Address	Email
Hunter Kersey Director of Safety & Security Canadian Transit Co.	PO Box 1480 Stn A Windsor ON N9A 6R6	hkersey @ambassadorbridge.com

APPENDICES:

'A' – Heritage Alteration Permit application (part, with attachment)

HERITAGE ALTERATION PERMIT APPLICATION – page 2 of 4

Address of Work 2856 Riverside Dr. W, Windsor

Designation By-Law No. or District Sandwich-Heritage-Conservation District

2. TYPE OF APPLICATION Check all that apply:

- Alteration Addition Demolition Construction
- Erection Maintenance Removal Repair

3. HERITAGE DESCRIPTION OF BUILDING (attachments, if necessary) *Describe the current design or appearance of locations on the building where work is requested. Include site plan, photographs, history, architectural description, number of storeys, style, features, etc.*

Contemporary brick three story former nursing home

4. DESCRIPTION OF WORK (attachments, if necessary) *The description should be more detailed and extensive depending on the project. Include a written summary of work to be done along with any elevations, drawings, measurements, paint samples, information on building materials, window sizes and configurations, decorative details proposed.*

Erect to the frontal perimeter of the property facing Riverside Dr., fencing estimated to be 6 foot 9 gauge black plastic coated to preclude vehicle and pedestrian access.

Fence to be comparable to the existing fence located on the Northeast portion of the building.

5. NOTES FOR DECLARATION *The applicant agrees that the proposed work shall be done in accordance with this application, including attachments, and understands that the issuance of the Heritage Alteration Permit under the Ontario Heritage Act shall not be a waiver of any of the provisions of any By-Law of the Corporation of the City of Windsor, or the requirements of the Building Code Act, RSO 1980, c51.*

The applicant acknowledges that in the event a permit is issued, any departure from the conditions imposed by the Council of the Corporation of the City of Windsor, or plans and specifications approved is prohibited and could result in the permit being revoked. The applicant further agrees that if the Heritage Alteration Permit is revoked for any cause of irregularity, in the relation to non-conformance with the said agreements, By-Laws, acts or regulations that, in consideration of the issuance of the permit, all claims against the City for any resultant loss or damage are hereby expressly waived.

APPLICANT Signature(s) *A. Hill King* Date *June 2017*
Date _____



Villa Maria



Situation

It has recently been brought to my attention that the parking area behind Villa Maria has become frequented by vagrants and criminal elements. Prior to my arrival here at the bridge, parking privileges had been granted to the Great Lakes Research Center and Chateau Park retirement home. It is understood that these offices use the Villa Maria parking lot as overflow under extension of good will from the Bridge. Having vehicles parked on site does offer great benefit for CPTED and general presence in the area. However, the parking lot has gone unregulated and it is currently being used by unauthorized persons attending the university as well as criminal elements. I attended the neighboring locations on the 25th of November with intentions of speaking to management about parking. Both locations informed me of their experiences with unauthorized parking and vagrants in the area. They have collectively expressed that their staff do not feel safe with the current state of the parking lot due to open air drug use and prostitution. Members of both locations are using a *buddy system* to travel to their cars at night and admit not spending time outside of their vehicles due to collections of teenagers and adult drug users.

Investigations by myself and law enforcement partners have validated infractions to the Trespass to Property Act, as well as other activities. This location and its' numerous incidents have been reviewed by management and are taken into serious consideration. The intentions for the property have been mandated to support and facilitate future CTC bridge repair operations. Senior management has directed the following measures be implemented to secure the site.

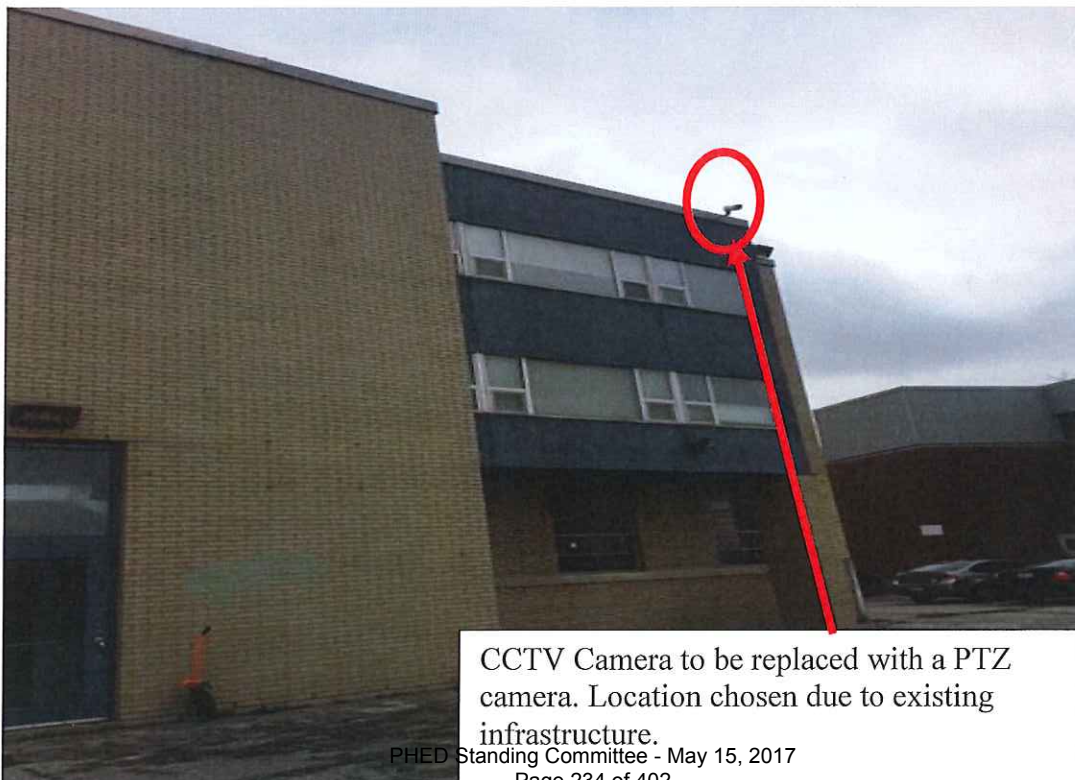
Security Measures

1. Fencing- The frontal perimeter of the property facing Riverside Drive will be fenced off to preclude vehicle and pedestrian access to the area. This fence will be comparable the existing fence located on the Northeast portion of the building. See fig-1. RFQ's have been placed with both Windsor Fence, and Guardian Fence. A third contractor will be examined to provide continuity in pricing. A temporary jersey barrier will be placed at the entrance to Villa Maria drive to inhibit vehicle access.

Fence is estimated to be 6 foot 9 gauge black plastic coated fencing. Alternative cost control measures have been explored with the contractors. Permit consideration and archaeological assessment verification under review by constructor.

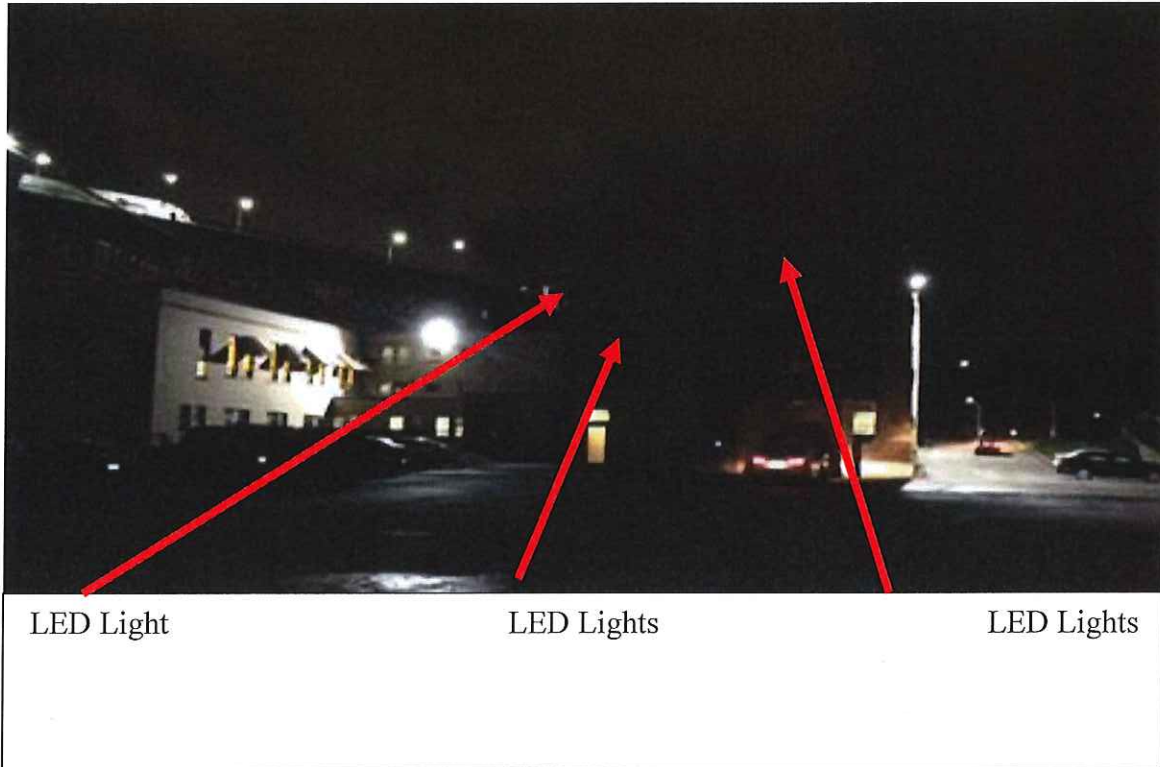


2. Surveillance Camera(s) will be installed at the rear of the building to provide the command center and management with remote visual observation of the property.





3. LED lights to be installed at rear of building to illuminate the area.



4. Entrance to rear parking lot will be remediated in order to allow for temporary GLIER parking access.





THE CANADIAN TRANSIT COMPANY

780 HURON CHURCH ROAD, SUITE 202 *Windsor, Ontario* N9C 2K1

AMBASSADOR BRIDGE



Common use ingress/egress route for GLIER/ Chateau Park



Planning & Building Services

MISSION STATEMENT

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REPORT #: S 65/2017	Report Date: 4/11/2017
Author's Contact: John R. Calhoun jcalhoun@citywindsor.ca 519-255-6543x6179	Date to Council: 5/15/2017
	Clerk's File #: MBA/12835

To: Mayor and Members of City Council

Subject: Sen. William T. McGraw House, 6425 Riverside Drive East - Request for Demolition of Two-Storey Garage at Heritage Listed Property (Ward 6)

RECOMMENDATION:

THAT the request to demolish the two-storey garage at the rear of 6425 Riverside Drive East **BE APPROVED**.

EXECUTIVE SUMMARY: N/A

BACKGROUND:

The Sen. William T. McGraw House was added to the Windsor Municipal Heritage Register with the first group of non-designated properties in 2007.

On April 3, 2017, the heritage planner and a building inspector visited the site and reviewed the condition of the two-storey garage at the southeast corner of the property. On April 5, 2017, the owners' agent submitted a heritage alteration permit application to demolish this building; part of that request is attached as Appendix 'A'. Since the building proposed for demolition is a secondary structure not visible from the street, the detailed requirements for submitting the history of the property were waived.

DISCUSSION:

Proposal:

The request is to demolish the detached two-storey garage southeast of the main house, citing the deteriorated state of the building.

Building History:

The property is on the south side of Riverside Drive East, on an irregular parcel of 1.4 acres (.57 ha) and 149 ft (45.4 m) wide. The property originally extended to the location

of Wyandotte Street: The grand 2½-storey house (identified as the main residence on the property and not subject of the application for demolition) was built as the “summer cottage” for Michigan State Senator William T. McGraw house; different records date the construction in either 1905 or 1914.

Legal provisions:

Under provisions of the *Ontario Heritage Act*, demolition of a property that is listed on the Windsor Municipal Heritage Register, but not designated, requires the owner to file a notice of intent at least 60 days prior to the work. During that time, City Council, after consulting with the Heritage Committee, may initiate designation of the property, which stops demolition through the process and/or through appeals including the Ontario Conservation Review Board. Council could decide that there is no objection to demolition, or take no action (which would allow demolition 60 days after application).



6425 Riverside Drive East (main residence not subject to demolition) (Google 2014)

A notice of intent to designate must include a statement explaining the cultural heritage value or interest of the property and a description of the heritage attributes of the property. “Cultural heritage value or interest” is to be considered according to Ontario Regulation 9/06, prescribed for the purposes of clause 29 (1) (a) of the *Ontario Heritage Act*, Part IV [underlines for emphasis]:

“A property may be designated under section 29 of the Act if it meets one or more of the following criteria for determining whether it is of cultural heritage value or interest:

1. The property has design value or physical value because it,
 - i. is a rare, unique, representative or early example of a style, type, expression, material or construction method,
 - ii. displays a high degree of craftsmanship or artistic merit, or
 - iii. demonstrates a high degree of technical or scientific achievement.
2. The property has historical value or associative value because it,
 - i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,
 - ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or
 - iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
3. The property has contextual value because it,

- i. is important in defining, maintaining or supporting the character of an area,
- ii. is physically, functionally, visually or historically linked to its surroundings,
or
- iii. is a landmark.”

The “heritage attributes of the property” are those features that are considered important to retain if any alterations to the property are proposed after designation.

The only Council option to require the garage not to be demolished would be to designate the property. This property has sufficient heritage attributes to make it eligible for designation, although that action is not recommended at this time. The owner retains the option to withdraw the demolition request.



Garage, rear of 6425 Riverside Drive East, subject to request for demolition (2017)

Architectural Considerations:

This request for demolition includes no changes to the main house. This is a large 2½-storey Classical Revival house, with a centred porch with four, two-storey Ionic columns and second-floor balustrade, stucco walls, side chimney, gabled dormers on all sides, one-storey side room and large rear wing. The property also has a one-storey garage near its southwest corner.

The detached garage at the southeast corner of the property, the subject of this report, is shown on the 1924 Fire Insurance map and is believed to be the same age as the house. It has a hipped roof, stucco walls, three garage doors and a pedestrian door on the first floor. The upstairs has two residential units; however it was vacated over forty years ago, shortly after the current owners acquired the property. On the east side against the property line, there is an upstairs building extension with metal siding that appears to be from the 1960s; its first floor is of open concrete blocks. The stair to the upstairs is under this extension. The garage is not visible to the street, about 81 m (265 ft) away; it is about 43 m (141 ft) from the back of the house. It is about 3 m (10 ft) from the rear property line, which abuts a parking area for multiple-unit residential buildings facing Wyandotte Street.

The concrete-block wall supporting the upstairs extension has partly collapsed. In several locations the original garage walls have bowed toward the base; there are multiple cracks on both levels. However the manually lifted garage doors move easily and the first floor of the interior of the structure appears to be sound.



Deteriorated locations, garage, 6425 Riverside Drive East (2017)

The building inspector notes:

- “the 2 storey accessory building in the rear is dilapidated ...
- the north wall is bowing out at the bottom – the plaster and lath is no longer adhering to the building.
- the decorative block wall used to support the 2nd floor extension along the east property line has collapsed in the north/east corner, and has also cracked in the centre.
- it is an unsafe condition for both the current owners and also neighbouring properties.”

The inspector is prepared to issue an order to repair, should the demolition not be allowed.

The garage appears to be repairable, but that would likely require replacement of the exterior walls as well as resetting the supporting wall for the second floor extension.

Official Plan Policy:

The Windsor Official Plan includes (9.0) “A community’s identity and civic pride is rooted in physical and cultural links to its past. In order to celebrate Windsor’s rich history, Council is committed to recognizing, conserving and enhancing heritage resources.”

Objectives include (9.3.2.1) “Council will identify Windsor’s heritage resources by: ... (c) Researching and documenting the history and architectural and contextual merit of potential heritage resources on an individual property basis; ... 9.3.3.4.(a) maintaining and updating the list of built heritage resources known as the Windsor Municipal Heritage Register”.

RISK ANALYSIS:

The owner is concerned that the building could collapse in a major wind storm or similar event. However a professional evaluation has not stated that the garage is in danger of collapse. This risk could be avoided by repairing the garage.

The heritage value of the property will be nominally reduced by the removal of the original two-storey garage; however the house would retain its outstanding heritage value. Repair of the garage would likely require replacement of most of its original exterior material.

FINANCIAL MATTERS:

The cost of the demolition, including all permits, will be borne by the owners.

CONSULTATIONS:

The heritage planner met the owners and a City building inspector on-site.

CONCLUSION:

Unless the owners withdraw the request for demolition, the only Council options are to initiate designation of the property or to allow the demolition. Although the main house is an outstanding heritage property, designation is not recommended at this time.

PLANNING ACT MATTERS: N/A

APPROVALS:

Name	Title
Michael Cooke	Manager, Planning Policy
Thom Hunt	City Planner / Executive Director
Shelby Askin Hager	City Solicitor / CLT
Onorio Colucci	Chief Administrative Officer

NOTIFICATIONS:

Name	Address	Email
Bing Jeun Shirley Jeun	6425 Riverside Dr E Windsor ON N8S 1C1	scyj.mommiedearest@gmail.com
Thomas R. Porter Mousseau Deluca McPherson Prince LLP	251 Goyeau St Ste 500 Windsor ON N9A 6V2	tporter@mousseaulaw.com

APPENDICES:

'A' – Heritage Alteration Permit Application (part)

THE CAR GARAGE IS UNINHABITABLE, THE SUPPORTING EAST WALL OF THE BALCONY OF THE GARAGE IS COLLAPSING, ABOUT 30% OF THIS WALL HAS ALREADY COLLAPSED. THE REMAINING 70% OF THIS WALL WILL COLLAPSE SOONER OR LATER. IT IS DANGEROUS AND UNSAFE.

ALL THE BASE, ALL AROUND THE 4 WALLS OF THE GARAGE, HERE AND THERE ARE CRACKING, BULGING OUT AND OR BULGING IN, PARTIALLY COLLAPSING.

THERE IS NO WATER SUPPLY TO THIS GARAGE. NO HEATING, POORLY INSULATED.

THE ROOF IS LEAKING.

THE CAR GARAGE IS PARTITIONED INTO 3 SMALL GARAGES BY WOOD PANELS. THE WALL BASE AND WOOD PANELS ARE HERE AND THERE ROTTEN AND PERFORATED.

THERE ARE 2 UNITS OF 1 BED ROOM EMPTY
APARTMENT ON SECOND LEVEL, UNINHABITABLE

POORLY INSULATED. WATER PIPES BROKEN/LEAK
ROOF LEAKING.

NO TOILET BOWL

NO WATER.

NO HEAT

NO ELECTRICITY.

NOW THE ENTRANCE IS BLOCKED BY
THE FALLEN CONCRET BLOCKS
OF THE EAST SUPPORTING WALL,
AND IT IS DANGEROUS, NOT SAFE.

6443 RIVERSIDE DRIVE EAST,



DSCN4188.JPG



DSCN4189.JPG



DSCN4190.JPG



DSCN4192.JPG



DSCN4193.JPG



DSCN4194.JPG



DSCN4195.JPG



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DSCN4197.JPG





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REPORT #: S 51/2017	Report Date: 3/22/2017
Authors' Contact: Justina Nwaesei, MCIP, RPP Planner II- Development Review 519-255-6543, ext 6165 jnwaesei@citywindsor.ca	Date to Council: 5/15/2017
	Clerk's File #: SAA2017
Kevin McKrow Planning Assistant 519-255-6543, ext 6438 kmckrow@citywindsor.ca	

To: Mayor and Members of City Council

Subject: Proposed closure of part of Bensette Street R.O.W, west side of Remington Street; Applicant - 7137796 Canada Inc.; File No. SAS/4970; Ward 10

RECOMMENDATION:

- I. That the remnant 20.10m wide Bensette Street right-of-way, east of Howard Avenue, abutting the west limit of Remington Avenue, as shown on Drawing No. CC-1703 **attached** hereto as **Appendix "A", BE CLOSED AND CONVEYED** entirely to the owner of the property known as 2600-2620 Howard Avenue for land consolidation, subject to the following:
 - a) Easement, subject to their being accepted in the City's standard form and in accordance with the City's standard practice, be granted to:
 - Bell Canada, MNSi, Union Gas, and Erwin Utilities Ltd. (Hydro and Water Engineering)
 - b) Easement, subject to their being accepted in the City's standard form and in accordance with the City's standard practice, be retained by the City for sewer servicing/maintenance purpose.
- II. THAT Conveyance Cost **BE SET** as follows:

- a) For land abutting properties zoned CD2.1 - \$12.00 per sq. foot (\$129.17 per sq. metre) without easements and \$6.00 per sq. foot (\$64.58 per sq. metre) with easements, survey cost and deed preparation to be included.
- III. THAT The City Planner **BE REQUESTED** to supply the appropriate legal description, in accordance with Drawing Number. CC-1703, **attached** hereto as **Appendix "A"**.
- IV. THAT The City Solicitor **BE REQUESTED** to prepare the necessary by-law(s).
- V. THAT The Chief Administrative Officer and City Clerk **BE AUTHORIZED** to sign all necessary documents approved as to form and content satisfactory to the City Solicitor.
- VI. THAT the matter **BE COMPLETED** electronically pursuant to By-law Number 366-2003.

EXECUTIVE SUMMARY:

N/A

BACKGROUND:

7137796 Canada Inc., owner of the property municipally known as 2600-2620 Howard Avenue, applied to close the remnant 20.10m wide section of Bensette Street east of Howard Avenue, abutting the west limit of Remington Avenue as shown on the Drawing No. CC-1703 **attached** hereto as **Appendix "A"**, and also shown on the aerial photo **attached** hereto as **Appendix "B"**.

The current use of the property is commercial. An auto parts wholesale, Benson Auto Parts, will occupy a new building to be constructed as part of an approved site plan. An existing auto repair garage will remain on the site.

The subject portion of Bensette Street is paved and contains a 300mm diameter concrete pipe storm sewer and a 150mm watermain. A hydro wire runs overhead from southeast to northwest and a single street light is located at the southwest corner of Bensette Street and Remington Avenue. The subject portion of Bensette Street provides vehicular access to the overhead door for loading on the applicant's property, but does not appear to service any other abutting properties.

Bensette Street once terminated at Howard Avenue. As shown on drawing No. CC-1703, the west part of Bensette Street abutting Howard has been closed leaving a remnant easterly portion abutting Remington Avenue.

The applicant states that there is "limited public use" of the remnant Bensette Street right-of-way and requests closure of the subject area. The applicant owns the property south of Bensette Street, known as 2600-2620 Howard Avenue and intends to acquire the subject area of closure for the purpose of lot addition to the southerly property.

It is important to note that in early 2016, the Planning Department received a Site Plan Control Application from the applicant for the demolition and renovation of existing buildings on 2600-2620 Howard Avenue, including the construction of a new stand alone 928 sq. m building and 49 parking spaces (SPC 4671, AMT 002/16).

A site plan was approved for the subject property in June 2016. No new buildings are proposed on the portion of Bensette Street abutting the area of the proposed closure. The applicant will restore an existing 8.7 m loading area that abuts the subject portion of Bensette Street. This includes a new concrete approach to the loading area in accordance to City of Windsor Engineering Standards.

DISCUSSION:

The subject remnant Bensette Street right-of-way abutting the west limit of Remington Avenue has no useful purpose to the municipality and appears to service no abutting property except the applicant's property.

The existing storm sewer and watermain within the subject right-of-way can be protected by way of easements. The City's EIS record indicates that there is an existing easement for the storm sewer on the closed portion of Bensette right-of-way between Howard Avenue and the west limit of the area of subject closure.

With respect to the existing watermain on the right-of-way, EnWin Utilities Ltd has put forward easement requirements in their comment found in Appendix C attached.

The Planning Department recommends approval of the applicant's request and also deems it appropriate to convey the entire area of subject closure to the owner of the property next south, known as 2600-2620 Howard Avenue (i.e. the applicant). Following the closure and acquisition of the subject area of Bensette Street right-of way the applicant will require a minor change or an amendment to the approved site plan to include proposed changes to the additional land (area of recommended closure).

RISK ANALYSIS:

The recommended closure is necessary to facilitate the conveyance of the subject land which will divest the City of associated liability risks and maintenance costs. The recommended closure poses no known risk to The Corporation of the City of Windsor and would transfer liabilities to the applicant.

FINANCIAL MATTERS:

For land abutting properties zoned CD3.1 - \$12.00 per sq. foot (\$129.17 per sq. metre) without easements and \$6.00 per sq. foot (\$64.58 per sq. metre) with easements, survey cost and deed preparation fee to be included.

CONSULTATIONS:

Consultations were held with City Administrative Departments and Utility Companies, which resulted in the information found in **attached Appendix “C”**.

There were no objections from the municipal departments and utility companies. Bell Canada, MNSi, Union Gas, Enwin Utilities Ltd. and City of Windsor have requested easements in the subject area of closure.

Abutting /affected property owners were also consulted, but no response was received from any of them.

Notice of Planning, Heritage & Economic Development Standing Committee meeting and Council meeting are published in the Windsor Star prior to each of the meetings. In addition, notice of each of the public meetings will be mailed to the abutting/affected property owners prior to the meetings.

CONCLUSION:

The subject portion of Bensette Street meets the criteria for closure. The Planning Department recommends the closure of the remnant portion of Bensette Street R.O.W. east of Howard Avenue and west of Remington Avenue, subject to easements as noted under recommendations (1) of this report, in favour of Bell Canada, MNSi, Union Gas, Enwin Utilities Ltd. and The Corporation of the City of Windsor.

APPROVALS:

Name	Title
Don Wilson	Manager of Development Applications
Thom Hunt	City Planner / Executive Director, Planning & Building
Shelby Askin Hager	City Solicitor and Corporate Leader Economic Development and Public Safety
Onorio Colucci	Chief Administrative Officer

NOTIFICATIONS:

Name	Address	Email
Councillor Paul Borrelli	350 City Hall Square West, Suite 203, Windsor, Ontario	pborrelli@citywindsor.ca
7137796 Canada Inc. [Applicant]	700 Education Road, Cornwall, Ontario, KH6 6B8	jleduc@bensonorg.com
All Abutting/Affected property owners		

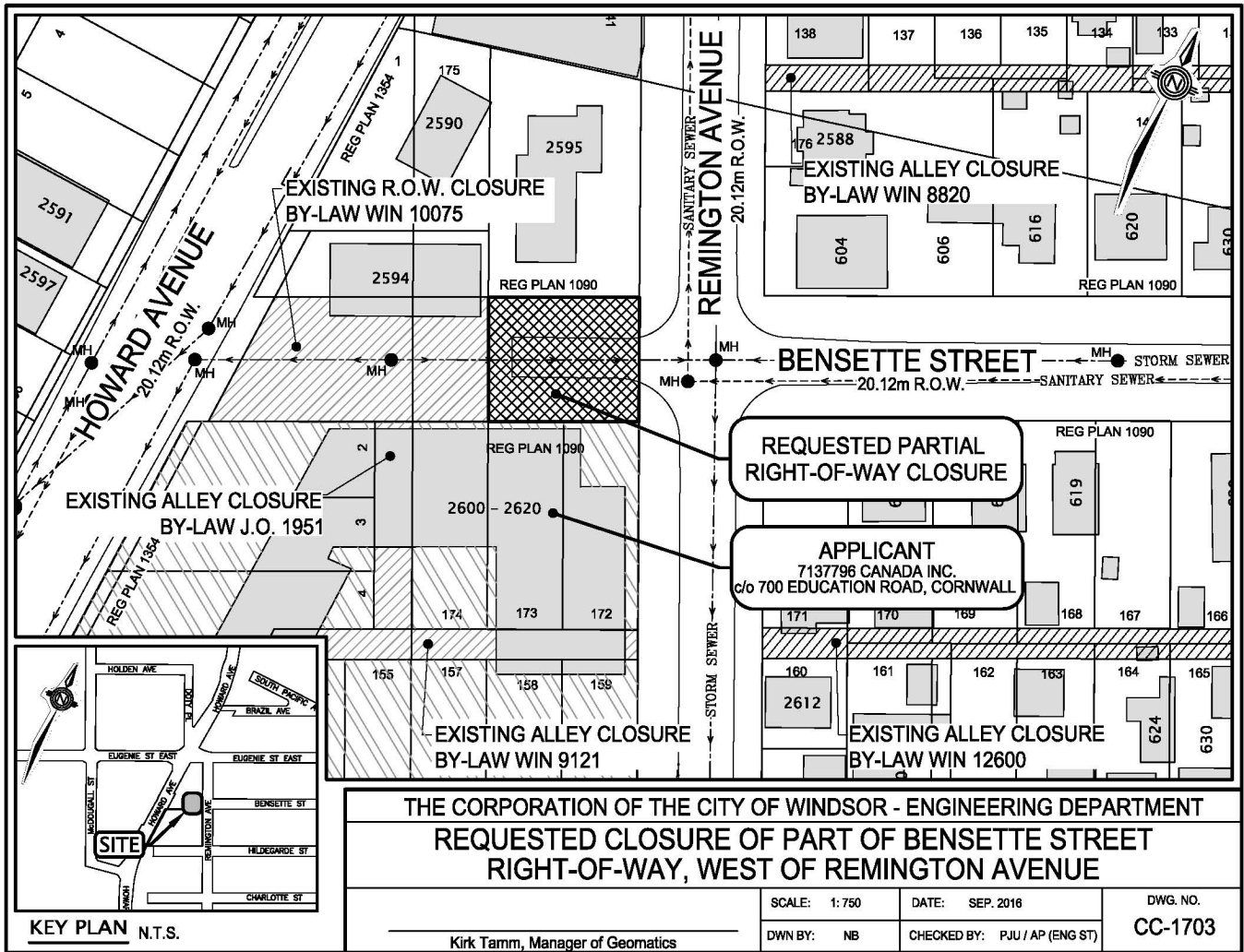
APPENDICES:

1 Appendix A - Drawing No. CC-1703

2 Appendix B- EIS Aerial Photos

3 Appendix C - Consultations - Comments from Municipal Depts & External Agencies

4 Appendix D - Site Photos



THE CORPORATION OF THE CITY OF WINDSOR - ENGINEERING DEPARTMENT REQUESTED CLOSURE OF PART OF BENSETTE STREET RIGHT-OF-WAY, WEST OF REMINGTON AVENUE		
Kirk Tamm, Manager of Geomatics	SCALE: 1:750 DWN BY: NB	DATE: SEP. 2016 CHECKED BY: PJU / AP (ENG ST)
		DWG. NO. CC-1703




STREET & ALLEY CLOSING (SAS/4970)

1:1,500

APPLICANT : 7137796 CANADA INC.



 SUBJECT LANDS

PLANNING DEPARTMENT - DEVELOPMENT DIVISION

DATE: SEPTEMBER, 2016

Agency	Comments
Fire and Rescue Services	
Windsor Police Services	The Windsor Police Service supports this application. The physical state of this western terminus of Bensette Street is such that encourages potentially problematic activity such as loitering and illegal dumping. Closure would allow for actions to be taken to make this space less attractive for such activities.
Planning – Landscape Architect	No objection from a Parks or Landscape Architectural perspective. Please note that the property immediately to the south is under Site Plan Review. Any additional land being offered to this property should require either an AMT or Minor Change including a revised landscape plan to address the area being added to the property.
Parks & Facilities	No Objections
Public Works – Engineering	Assuming Bylaw is NOT REQUIRED. The open right-of-way is approximately 20.10m wide and composed of grass, asphalt and gravel. The area appears to be used for parking. Trailers are encroaching in the right-of-way. There are hydro poles, a 300mm diameter storm sewer, 150mm diameter watermain located within the subject right-of-way. Subject to closure, an easement over the storm sewer is required. The right-of-way appears to have no useful purpose; we have no objection to the closure.
Public Works – Environmental	No concerns from Environmental Services
Public Works – Transportation	No Objections No vehicular access required
Transit Windsor	
Bell Canada	Easements Required – (Schedule in email)
Canada Post	Canada Post has no comments for the attached.
Cogeco Connexion Inc.	Cogeco does not require an Easement.
Rogers Communications	Rogers Communication has no concern.
Telus Communications	Telus has no infrastructure in the area of your proposed work.
MNSi	MNSi has no concerns with this alley closing. Please provide us with an aerial easement for this area for future servicing.
EnWin Utilities – Hydro	No objection to road closing, however, an easement named to Enwin Utilities Ltd. is required upon closing for the entire road to accommodate existing 120/240 volt and 600/347 volt overhead services to the adjacent building located at 2594 Howard.
Windsor Utilities – Water	Water Engineering has no objections. There is an existing 150mm watermain that runs through this area and would need to have an easement created to protect the watermain.
Union Gas	Union Gas has gas on Bensette Street, west of Remington and will require an easement.
Legal Department	For land abutting properties zoned CD2.1 without easements \$12 per sq ft (\$129.17 / m ²) and \$6 per sq ft (\$64.58 / m ²) with easements. Survey costs and deed preparation fee included.



View of the subject area of closure looking west from Remington Street



View of existing overhead door on applicant's property abutting south side of the area of closure



Planning & Building Services

MISSION STATEMENT

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REPORT #: S 62/2017	Report Date: 4/10/2017
Author’s Contact: Justina Nwaesei, MCIP, RPP Planner II- Development Review 519-255-6543, ext 6165 jnwaesei@citywindsor.ca	Date to Council: 5/15/2017
	Clerk’s File #: SAA2017

To: Mayor and Members of City Council

Subject: Proposed closure of part of Sandison St. R.O.W, east of Howard Ave., north of Cabana Rd. E., between the east and west limits of the property municipally known as 555 Sandison St.; Applicant – Sandison Residence Inc.; File No. SAA/5034; Ward 9

RECOMMENDATION:

- I. That the 66.63m long section of the 17.7m wide Sandison Street right-of-way, east of Howard Avenue, north of Cabana Road East, between the east and west limits of the property municipally known as 555 Sandison Street, as shown on Drawing No. CC-1710 **attached** hereto as **Appendix “A”, BE CLOSED AND CONVEYED** entirely to the applicant, Sandison Residence Inc. (being the owner of the abutting properties known as 555 and 550 Sandison Street) for land consolidation to facilitate a townhouse development, subject to the following:
 - a) Easements, subject to their being accepted in the City’s standard form and in accordance with the City’s standard practice, be granted to:
 - Bell Canada, Union Gas Limited and The Windsor Utilities Commission.
 - b) Prior to the approval of the closing by-law, the applicant/owner shall enter into a Servicing Agreement with The Corporation of The City of Windsor, for a change of the existing sanitary sewer within the area of subject closure from municipal to private sewer, to the satisfaction of the City Engineer and the City Solicitor; and

- c) The said Servicing Agreement shall be merged with the Servicing Agreement required for the approval of Zoning By-law Amendment application Z-002/17; ZNG/5059 and shall include, among other things, the installation of a new sanitary manhole at the property line, by the applicant/owner.
- II. THAT Conveyance Cost **BE SET** as follows:
- a. For land abutting properties zoned RD1.1 (HRD1.1), \$4.00 per square foot without easements and \$2.00 per square foot with easements, plus deed preparation fee and proportionate share of survey costs as invoiced to The Corporation of the City of Windsor by an Ontario Land Surveyor.
- III. THAT The City Planner **BE REQUESTED** to supply the appropriate legal description, in accordance with Drawing Number. CC-1710, **attached** hereto as **Appendix "A"**.
- IV. THAT The City Solicitor **BE REQUESTED** to prepare the necessary by-law(s).
- V. THAT The Chief Administrative Officer and City Clerk **BE AUTHORIZED** to sign all necessary documents approved as to form and content satisfactory to the City Solicitor.
- VI. THAT the matter **BE COMPLETED** electronically pursuant to By-law Number 366-2003.

EXECUTIVE SUMMARY:

N/A

BACKGROUND:

Sandison Residence Inc., owner of the properties municipally known as 555 and 550 Sandison Street, applied to close the 66.63m long section of the 17.7m wide Sandison Street right-of-way, east of Howard Avenue, north of Cabana Road East, between the east and west limits of the property municipally known as 555 Sandison Street, as shown on the Drawing No. CC-1710 **attached** hereto as **Appendix "A"**, and also shown on the aerial photo **attached** hereto as **Appendix "B"**.

The section of Sandison Street requested for closure is composed of asphalt and grass and contains catch basins, a fire hydrant, a manhole, a 250mm diameter PVC pipe municipal sanitary sewer and a 150mm PVC watermain.

In 2016, demolition permits were issued for the demolition of the existing single unit dwelling on the abutting properties known as 555 and 550 Sandison Street.

A Zoning By-law Amendment application (Z-002/17; ZNG/5059) and a Site Plan Control Application (SPC 002/17) are being processed for the properties known as 555 and 550 Sandison Street, which abut the area of subject closure. A conceptual site plan was provided for the rezoning application and is herein attached as **Appendix C** to this report. The report for the zoning application contains a requirement for servicing agreement as a condition for approval.

The Closure and Transfer of the subject portion of Sandison Street (the area of requested closure) is one of the conditions to be fulfilled by the applicant for the removal of the holding symbol placed on the recommendation for the approval of the Zoning By-law Amendment application Z-002/17; ZNG/5059 (Report No. S 58/2017).

DISCUSSION:

Sandison Street is not a continuous street. It runs from Howard Avenue and terminates in a cul-de-sac at the east limit of the property known as 555 Sandison Street; then it also runs from Maguire Street and terminates in a cul-de-sac at the east limit of the property known as 620 Cabana Road East. Between these two cul-de-sacs there are two properties known as 550 Sandison Street (residential – vacant) and 620 Cabana Road East (Institutional - School).

As noted in the background section of this report, the applicant also applied for a Zoning By-law Amendment for the lands abutting the subject area of closure. As shown on Appendix C attached, a 47-unit townhouse development is proposed on the two abutting properties combined. The area of proposed closure will become a new private driveway access to service the parking spaces for the proposed townhouse development. The conceptual site plan also shows a proposed new cul-de-sac terminating at the west limit of the property known as 555 Sandison Street.

The existing sanitary sewer within the subject right-of-way will become a private sewer; a servicing agreement between the applicant/owner and the City is required for the private sewer. It is expected that the servicing agreement will include appropriate wording to show that the sanitary sewer will become the responsibility of the applicant/owner (Sandison Residence Inc.) within the closed portion of the Sandison Street right-of-way. Furthermore, it is more appropriate to merge this required Servicing Agreement with the Servicing Agreement required as a condition for the approval of rezoning application Z-002/17, ZNG/5059 (Report No. S 58/2017).

With respect to the existing watermain on the right-of-way, The Windsor Utilities Commission has put forward easement requirements in their comment found in Appendix D attached.

The Planning Department recommends approval of the applicant's request and also deems it appropriate to convey the entire area of closure to the owner of the abutting properties known as 555 and 550 Sandison Street. The applicant's successful closure

and acquisition of the subject area of the Sandison Street right-of way would satisfy one of the conditions for the removal of the holding symbol on the zoning bylaw amendment.

RISK ANALYSIS:

The recommended closure is necessary to facilitate the conveyance of the subject land which will divest the City of associated liability risks and maintenance costs. The recommended closure poses no known risk to The Corporation of the City of Windsor and would transfer liabilities to the applicant.

FINANCIAL MATTERS:

For land abutting properties zoned RD1.1 (HRD1.1), \$4.00 per square foot without easements and \$2.00 per square foot with easements, plus deed preparation fee and proportionate share of survey costs as invoiced to The Corporation of the City of Windsor by an Ontario Land Surveyor.

CONSULTATIONS:

Consultations were held with City Administrative Departments and Utility Companies, which resulted in the information found in **attached Appendix "D"**.

There were no objections from the municipal departments and utility companies.

Bell Canada, Union Gas Limited, The Windsor Utilities Commission and City of Windsor, Engineering Division requested easements in the subject area of closure. The request for a sewer easement is not necessary since the existing sanitary sewer ends in the area of closure and will be turned over to the developer of the abutting properties (555 and 550 Sandison Street). An executed servicing agreement between the City and the applicant/Sandison Residence Inc. is required for the approval of this closure.

Notice of Planning, Heritage & Economic Development Standing Committee meeting and Council meeting are published in the Windsor Star prior to each of the meetings. In addition, notice of each of the public meetings will be mailed to any abutting/affected property owners prior to the meetings.

CONCLUSION:

The applicant's closure and acquisition of the subject portion of the Sandison Street right-of-way will satisfy one of the conditions for the removal of the holding symbol for

Page 4 of 5

zoning bylaw amendment Z-002/17. In addition, the recommended closure will facilitate and enhance the proposed townhouse development on the two abutting properties owned by the applicant (Sandison Residence Inc.)

The Planning Department recommends the closure of the subject area of Sandison Street right-of-way east of Howard Avenue, north of Cabana Road East, between the east and west limits of the property municipally known as 555 Sandison Street, subject to easements and servicing agreement as noted under Recommendation I of this report.

APPROVALS:

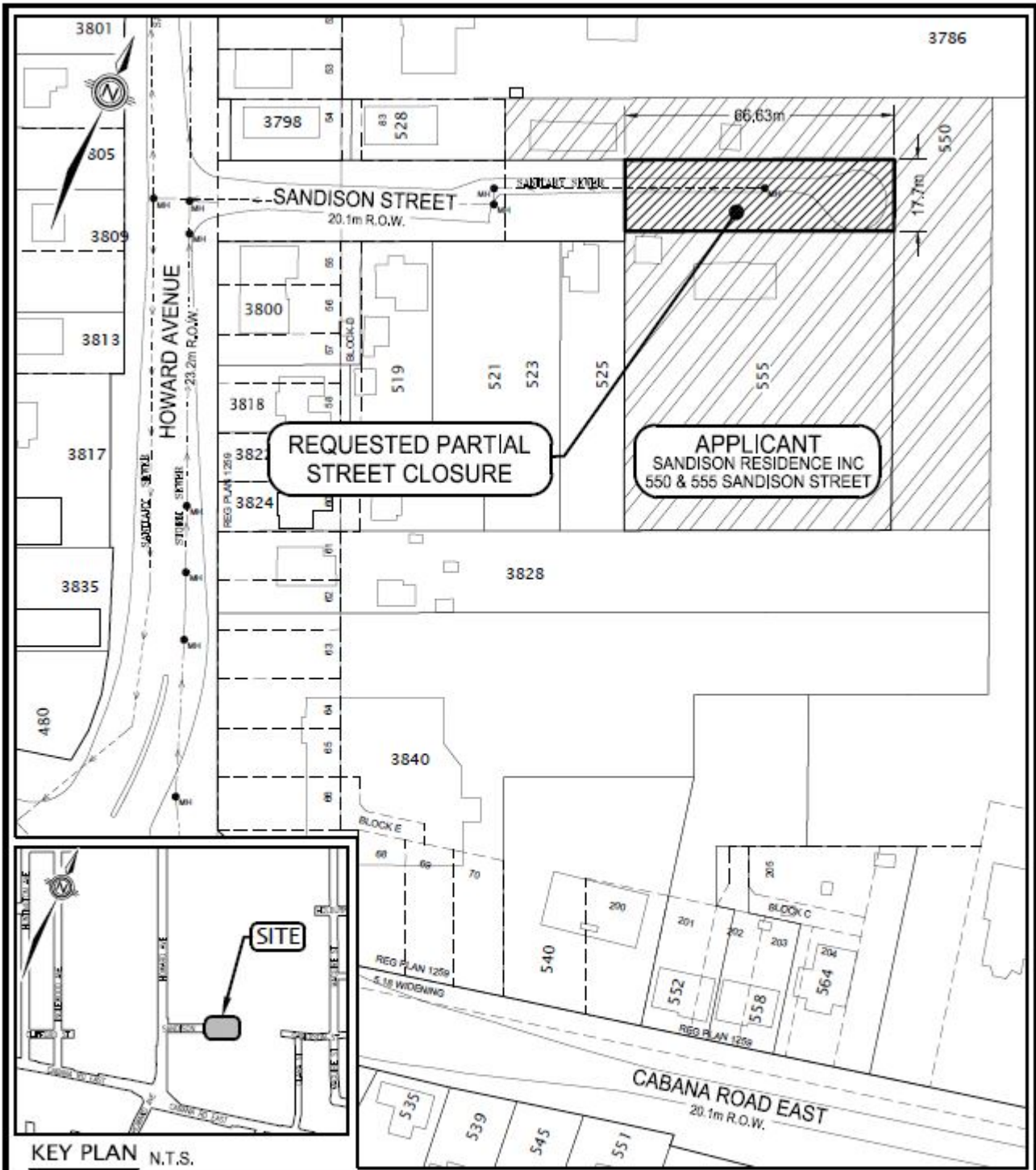
Name	Title
Don Wilson	Manager of Development Applications
Thom Hunt	City Planner / Executive Director, Planning & Building
Denise Wright	Lease Administrator
Shelby Askin Hager	City Solicitor and Corporate Leader Economic Development and Public Safety
Onorio Colucci	Chief Administrative Officer

NOTIFICATIONS:

Name	Address	Email
Councillor Hilary Payne	350 City Hall Square West 3rd Floor, Windsor, ON N9A 6S1	hpayne@citywindsor.ca
Sandison Residence Inc. [Applicant]	465 Goyeau Street, Windsor, ON N9A 1H1	abetaqtaq@gmail.com
David Frank Pipe and Susan Gail Pipe [Abutting Property Owners -525 Sandison St.]	3544 Turner Road, Windsor, ON N8W 3M8	

APPENDICES:

- 1 Appendix A - Drawing Number CC-1710
- 2 Appendix B- EIS Aerial Photo
- 3 Appendix C- Conceptual Site Plan, Sandison Townhouse Development
- 4 Appendix D- CONSULTATIONS, comments from Agencies & Municipal Depts.



THE CORPORATION OF THE CITY OF WINDSOR - ENGINEERING DEPARTMENT
 PROPOSED PARTIAL CLOSURE OF SANDISON STREET,
 NORTH OF 555 SANDISON STREET

Kirk Tamm, Manager of Geomatics	SCALE: 1:1250	DATE: APRIL, 2017	DWG. NO. CC-1710
	DWN BY: NB	CHECKED BY: PJU/AH	



STREET & ALLEY CLOSING (SAA/5034)

APPLICANT : SANDISON RESIDENCE INC.

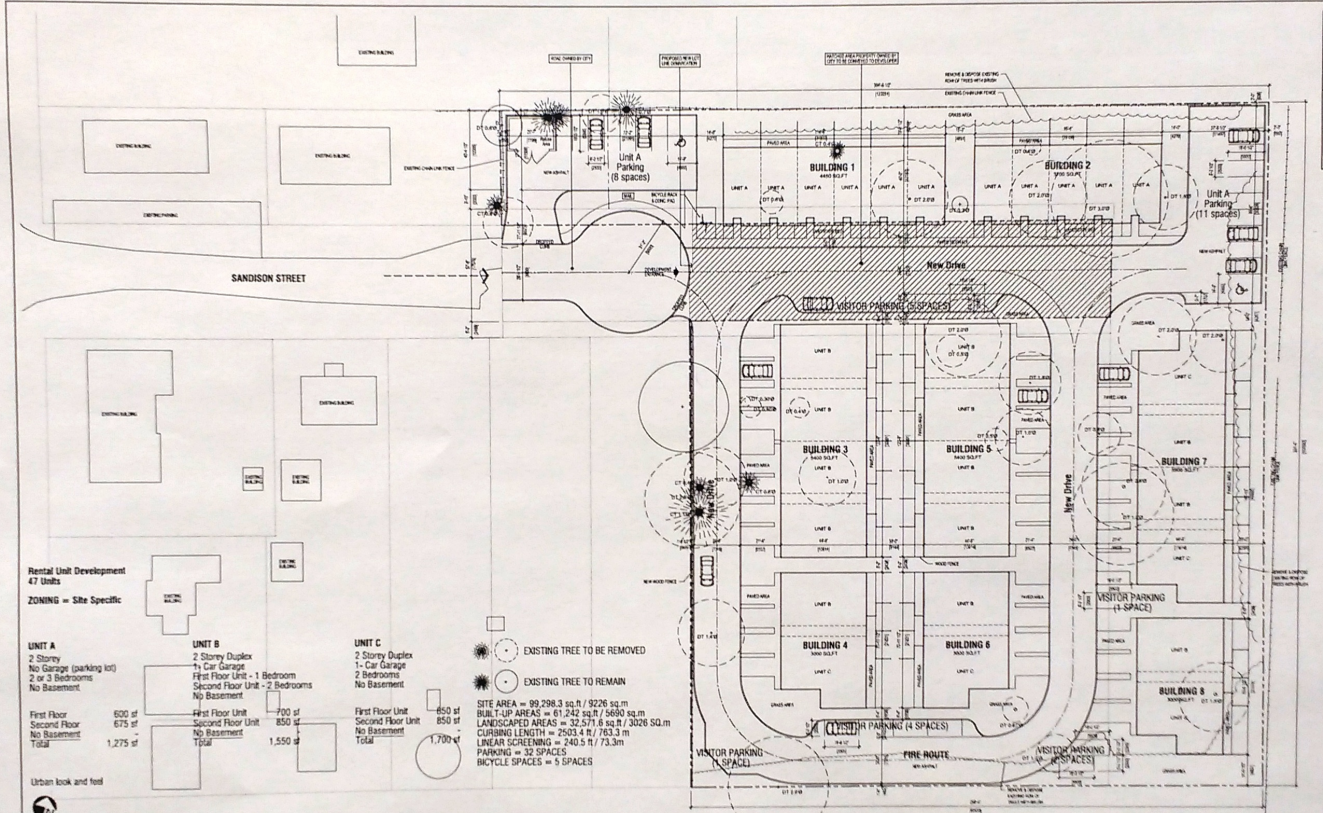
 SUBJECT LAND

PLANNING DEPARTMENT - DEVELOPMENT DIVISION

DATE: JANUARY, 2017

1:1,000





Rental Unit Development
47 Units

ZONING = Site Specific

UNIT A
2 Story
No Garage (parking lot)
2 or 3 Bedrooms
No Basement
First Floor 600 sf
Second Floor 675 sf
No Basement
Total 1,275 sf

UNIT B
2 Story Duplex
1/2 Car Garage
First Floor Unit - 1 Bedroom
Second Floor Unit - 2 Bedrooms
No Basement
First Floor Unit 700 sf
Second Floor Unit 850 sf
No Basement
Total 1,550 sf

UNIT C
2 Story Duplex
1 Car Garage
2 Bedrooms
No Basement
First Floor Unit 850 sf
Second Floor Unit 850 sf
No Basement
Total 1,700 sf

Urban look and feel

EXISTING TREE TO BE REMOVED

EXISTING TREE TO REMAIN

SITE AREA = 99,298.3 sq.ft / 9226 sq.m
BUILT-UP AREAS = 61,242 sq.ft / 5690 sq.m
LANDSCAPED AREAS = 32,571.8 sq.ft / 3026 sq.m
CURBING LENGTH = 2503.4 ft / 763.3 m
LINEAR SCREENING = 240.5 ft / 73.3 m
PARKING = 32 SPACES
BICYCLE SPACES = 5 SPACES

<p>J. Thomson Architects Inc. 1000 GARDNER DRIVE, WILMINGTON, DELAWARE</p>	<p>Sandison Residence Inc. 4800 GARDNER DRIVE, WILMINGTON, DELAWARE</p>	<p>Sandison Development</p>	<p>SITE PLAN</p>	<table border="1"> <thead> <tr> <th>NO.</th> <th>REVISION</th> <th>DATE</th> <th>BY</th> <th>CHKD BY</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	NO.	REVISION	DATE	BY	CHKD BY						<p>15-113 A-100</p>	<p>ipt J. Thomson Architects Inc. 1000 GARDNER DRIVE, WILMINGTON, DELAWARE</p>
NO.	REVISION	DATE	BY	CHKD BY												

Agency	Comments
Fire and Rescue Services	
Windsor Police Services	The Windsor Police Service supports the requested closure as it forms an integral component of a larger residential redevelopment plan for the immediate area. Closure will not negatively impact public safety in this regard.
Planning – Landscape Architect	There are no objections from a Landscape or Parks Perspective.
Parks & Facilities	There are no objections from a Landscape or Parks Perspective.
Public Works – Engineering	The 17.7m (58.1ft) right-of-way (ROW) is composed of asphalt and grass. There are catch basins, a fire hydrant, a manhole, and a municipal sanitary sewer located in the ROW. This right-of-way appears to serve no useful purpose; therefore, we have no objections for the closure of this ROW. Subject to the closure, a sewer easement will be required or the owner is required to install sanitary manhole at the property line and the sewer becomes private and the responsibility of the owner within the closed portion of the right-of-way.
Public Works – Environmental	
Public Works – Transportation	No Objections
Transit Windsor	
Canada Post	<p>Application to close street from the westerly limit of Sandison Street to the easterly limit of Sandison Street. We currently deliver mail to the door to 519, 528 Sandison St and 3800 Howard Ave. If the letter carrier can't access the street due to construction, we will need to install a temporary Community Mail Box for mail delivery for the duration of the street closure. I will need to be advised 4 – 6 weeks in advance of the closure in order to have the equipment installed and the customers advised of the change in their mail delivery.</p> <p>Townhouse Development – If this development is approved, Canada Post will be installing a Community Mail Box to serve this area. The developer will need to contact me for further information including the location for the Community Mail Box equipment.</p>
Bell Canada	Requires easement protection. See details in attached letter below.
Cogeco Cable Systems Inc.	Cogeco does not require an easement at this location.
Rogers Communications	Rogers Communication has no concern!
Telus Communications	TELUS has no infrastructure in the area of your proposed work. Permit expires six(6) months from approval date.
MNSi	Not sure why this says past due, we were not notified of this one before today. That being said MNSi has no concerns with this nor do we need an easement in this area.
EnWin Utilities – Hydro	Hydro Engineering Has No Objections
Windsor Utilities – Water	Water Engineering has no objections. There is an existing 150mm watermain in the ROW where they would like to close. This would need to be in an easement or abandoned.
Union Gas	Union gas has main pipe and services along Sandison St, and Howard. Easement required. Union Gas Limited does have facility located within the proposed street closure and easement rights will be required prior to the disposition of same. Particulars of our easement requirements will follow.
Legal Department	For land abutting properties zoned RD1.1 (HRD1.1), \$4.00 per square foot without easements and \$2.00 per square foot with easements, plus deed preparation fee and proportionate share of survey costs as invoiced to The Corporation of the City of Windsor by an Ontario Land Surveyor.

Bell Canada
Right of Way
FI-2, 140 Bayfield Street
Barrie, Ontario
L4M 3B1

Tel: 1-888-497-8735
Fax: 705-722-2263
E-mail: mary.mccartney@bell.ca



March 6, 2017

City of Windsor
Public Works and Legal Departments
404-400 City Hall Square East
Windsor, ON
N9A 7K6

Attention: Jessica Watson
E-mail Only: jwatson@citywindsor.ca

Subject: Sandison Residence Inc.
Application to close street from the westerly limit of Sandison Street to the
Easterly limit of Sandison Street
Your File: SAS/5034 Bell File: 519-17-206

We acknowledge receipt and thank you for your correspondence dated December 23, 2016.

Upon review by our local Engineering Department, it has been determined that Bell Canada will require a transfer of easement over the above lands in order to protect our existing buried facilities.

Bell Canada requires a minimum 3m strip easement for the buried installation, to be measured 1.5m on either side of the installation and a minimum 0.5m past any pedestal installation. It will be necessary for you to arrange a cable locate in order to establish the exact dimensions and ensure that the existing buried cable is located in the middle of the proposed easement.

Bell Canada kindly requests that the easement be granted from the City of Windsor prior to the sale of these lands into private ownership. Please find attached to this e-mail, the document that should be used for this transaction.

We look forward to receipt of the draft documents for our review and approval prior to registration. If there are any questions or concerns, please do not hesitate to call.

Yours truly,

A handwritten signature in blue ink that reads "Mary McCartney".

Mary McCartney
Right of Way Associate





Planning & Building Services

MISSION STATEMENT

"Our City is built on relationships – between citizens and their government, businesses and public institutions, city and region – all interconnected, mutually supportive, and focused on the brightest future we can create together"

REPORT #: S 69/2017	Report Date: 4/12/2017
Author's Contact: Greg Atkinson 519-255-6543 ext. 6582 gatkenson@citywindsor.ca	Date to Council: 5/15/2017
	Clerk's File #: SPL/10759

To: Mayor and Members of City Council

**Subject: Economic Revitalization Community Improvement Plan (CIP)
Application Submitted by Ellwood Specialty Metals for 3282 St. Etienne Blvd
(Ward 9)**

RECOMMENDATION:

I THAT the request made by Ellwood Specialty Metals Company to participate in the Small Business Investment Grant Program **BE APPROVED** for 100% of the municipal portion of the tax increment resulting from the proposed development located at 3282 St. Etienne Boulevard for up to 10 years or until 100% of the eligible costs are repaid pursuant to the City of Windsor Economic Revitalization Community Improvement Plan; and

II THAT, Administration **BE DIRECTED** to prepare an agreement between the City and Ellwood Specialty Metals Company to implement the Small Business Investment Grant Program in accordance with all applicable policies, requirements, and provisions contained within the Economic Revitalization Community Improvement Plan to the satisfaction of the City Planner as to technical content, the City Solicitor as to legal form, and the CFO/City Treasurer as to financial implications; and

III THAT, the CAO and City Clerk **BE AUTHORIZED** to sign the Small Business Investment Grant Agreement.

EXECUTIVE SUMMARY:

N/A

BACKGROUND:

City Council approved the Economic Revitalization Community Improvement Plan (CIP) at its January 31, 2011 meeting via CR 50/2011. The adopting By-law 30-2011 was passed by Council at its February 14, 2011 meeting.

The Economic Revitalization CIP provides financial incentives to encourage new investment in targeted economic sectors for the purposes of diversifying the local economy and creating/retaining jobs. The CIP allows the City to take a variety of measures to further the objectives of the Economic Revitalization 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.

To date, City Council has approved 19 applications made under the CIP representing a range of targeted economic sectors including manufacturing, research and development, creative industries, logistics, health & life sciences, and tourism. Ellwood Specialty Metals Company (Ellwood Specialty Metals) has applied for financial incentives under the Small Business Investment Grant Program.

Ellwood Specialty Metals supplies multiple grades of steel and aluminum used for use in a range of industrial and manufacturing purposes (e.g. tool and die, plastic injection molding, die casting, prototyping, automation, etc.). The company is owned by Ellwood Specialty Steel, which is located in New Castle, Pennsylvania and has been operating in Canada since 2007 following the purchase of Ryerson Canada Inc.

Ellwood Specialty Metals is located at 3282 St. Etienne Blvd (See Appendix, Map 1). The property is 1.2 hectares (2.96 acres) in size and contains an existing 2,517 square metre (27,100 square foot) industrial building. The property is designated 'Industrial' in the City's Official Plan and zoned Manufacturing District (MD 2.7) in the Zoning By-law, which permits a wide range of industrial uses.

DISCUSSION:

Small Business Investment Grant Program

The Small Business Investment Grant Program is intended to stimulate investment in targeted economic sectors for the purpose of retaining and encouraging existing

businesses to grow in Windsor. Manufacturing businesses with less than 50 employees are eligible to apply under the program—provided eligible investment in property and/or buildings is projected to result in a minimum \$25,000 increase in assessed property value.

Successful applicants are eligible to receive an annual grant for up to 100% of the municipal property tax increase created by an investment in development or redevelopment of a building or property—provided it conforms with the Economic Revitalization CIP. The annual grants may continue, at Council's discretion for up to 10 years or until up to 100% of the eligible investment costs are repaid.

Eligible Sector

Ellwood Specialty Metals is considered an eligible use under the manufacturing sector:

Manufacturing

Companies engaged in the fabricating, processing, assembling, packaging, producing or making goods or commodities, including ancillary repair, storage, wholesaling or office uses.

Employment

According to the CIP application the proposed development would retain 23 full time and 6 part time jobs at the existing manufacturing facility and add between 5 and 8 new jobs over the lifespan of the grant program.

Proposed Construction

Ellwood Specialty Metals proposes to construct a 1,421 square metre (15,300 square foot) addition to its existing manufacturing facility at 3282 St. Etienne Blvd. The addition, which includes a new 10 ton crane, would be used for production and warehousing. The additional space is required to accommodate the growing business.

CIP Objectives

The proposed expansion of the Ellwood Specialty Metals facility and recommended Small Business Investment Grant supports the following CIP objectives:

- Encourage investment that results in the productive use of lands and/or buildings for the purposes of establishing or maintaining a business enterprise, or the expansion of existing businesses to realize more effective use of the land's potential;
- Encourage capital investments that create new and/or maintain existing permanent jobs, as well as short-term construction jobs that contribute to the reduction of the unemployment rate;

- Support investments in specified high potential economic sectors that contribute to the diversification of the local economy;
- Provide financial incentive programs that are attractive to potential investors and corporate decision-makers, but are balanced with expectations of City taxpayers and the City's ability to fund the financial incentive programs;
- Facilitate the development of the City's vacant employment lands and other areas that have the potential to be new employment areas;
- Attract investment based on the community's strengths and competitive advantages; and
- Support investment and development that results in an increase in property assessment and grows the non-residential municipal tax base over the long-term.

RISK ANALYSIS:

There is little risk associated with the approval of the CIP application. Staff resources are required for the upfront administration of the grant program and finalization of the legal agreement. Limited staff resources related to on-going monitoring of the employment use and issuance of annual grants will also be required over the next ten years.

FINANCIAL MATTERS:

Small Business Investment Grant Program

The tax increment portion of the Small Business Investment Grant is not calculated or paid out until all eligible work is completed and the property is reassessed by the Municipal Property Assessment Corporation (MPAC). Reassessment of the property must result in a minimum increase of \$25,000 in assessment value. The grant amount is recalculated annually based on the actual assessed property value, tax class, and municipal tax rate.

Assessment Classification

As a result of discussions with MPAC, it has been determined that this property would be subject to the industrial classification. For purposes of the estimated grant calculation this classification, and related tax rates have been used for both the current and estimated post-development municipal tax levy. Actual results will be dependent upon MPAC's inspection of the property.

Summary of Potential Financial Incentives

The applicant proposes to invest \$1,752,321 in a new building addition which is estimated to increase the property value assessment by \$582,500. Planning and Finance staff have prepared pro-forma calculations (see Figure 1, below) to provide an understanding of the potential grant magnitude.

The estimated annual increase in municipal tax levy would be \$22,454—which would yield a total grant value of \$224,540 over the 10 year lifespan of the program. This would represent approximately 13% of the eligible investment in the property made by Ellwood Specialty Metals.

Because the Small Business Investment Grant Program does not cancel taxes, the applicant must pay the full amount of property taxes annually and will subsequently receive a grant for the difference between the pre and post-development municipal taxes. The City will retain the amount of pre-development (base) municipal taxes throughout the lifespan of the grant program, however will be foregoing any incremental property taxes which could otherwise be used to offset future budget pressures.

Figure 1

Estimated Grant Calculation - 3282 St. Etienne Blvd			
Year of Grant	Pre-Development Municipal Tax Levy	Estimated Post-Development Municipal Tax Levy	Estimated Value of Grant
1	\$34,557	\$57,011	\$22,454
2	\$34,557	\$57,011	\$22,454
3	\$34,557	\$57,011	\$22,454
4	\$34,557	\$57,011	\$22,454
5	\$34,557	\$57,011	\$22,454
6	\$34,557	\$57,011	\$22,454
7	\$34,557	\$57,011	\$22,454
8	\$34,557	\$57,011	\$22,454
9	\$34,557	\$57,011	\$22,454
10	\$34,557	\$57,011	\$22,454
Total	\$345,570	\$570,110	\$224,540

DETAILS

Current Property Value Assessment	\$896,500
Current Municipal Tax Levy (based upon 2016 Industrial classification)	\$34,557
Estimated Post-Development Property Value Assessment	\$1,479,000
Estimated Post-Development Municipal Tax Levy	\$57,011
Estimated Eligible Investment Costs	\$1,752,321
Percentage of Eligible Investment Offset by Grant	13%

CONSULTATIONS:

The Economic Revitalization CIP was subject to extensive stakeholder and public consultation as part of the approval process, including two public open houses, a statutory public meeting of Council and circulation among internal City staff and the Province. Planning staff have consulted with the applicant prior to accepting the application for the Small Business Investment Grant Program. Staff from the Planning, Finance, and Legal departments as well as the CAO's Office were consulted in the preparation of this report.

CONCLUSION:

Administration recommends that Council approve the request from Ellwood Specialty Metals Company to participate in the Small Business investment Grant Program. Specifically, that 100% of the municipal portion of the tax increment resulting from the planned development located at 3282 St. Etienne Blvd be provided as an annual grant for up to 10 years or until 100% of the eligible costs are repaid pursuant to the City of Windsor Economic Revitalization CIP.

The planned expansion of the building conforms with the Economic Revitalization CIP, assists the City in the achievement of a number of the CIP objectives, and exemplifies the intent of the Small Business Investment Grant Program.

PLANNING ACT MATTERS:

N/A

APPROVALS:

Name	Title
Michael Cooke	Manager of Planning Policy
Thom Hunt	City Planner
Wira Vendrasco	Deputy City Solicitor
Shelby Askin Hager	City Solicitor
Don Nantais	Financial Planning
Janice Guthrie	Deputy Treasurer
Joe Mancina	Chief Financial Officer
Onorio Colucci	Chief Administrative Officer

NOTIFICATIONS:

Name	Address	Email
Jonathan Bernhardt	499 Honeybee Lane New Castle, PA 16105	jbernhardt@elwd.com

APPENDICES:

1. Map 1: Location

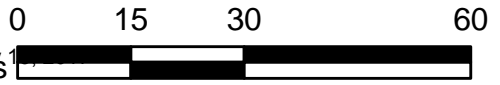


LOCATION MAP - 3282 ST. ETIENNE BOULEVARD



SUBJECT PROPERTY

PHED Standing Committee - May 1, 2025
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Planning & Building Services

MISSION STATEMENT

"Our City is built on relationships – between citizens and their government, businesses and public institutions, city and region – all interconnected, mutually supportive, and focused on the brightest future we can create together"

REPORT #: S 71/2017	Report Date: 4/21/2017
Author's Contact: Adam J Coates. R.A. Planner II - Urban Design 519-255-6543 x6352 acoates@citywindsor.ca	Date to Council: 5/15/2017
	Clerk's File #: SBS2017

To: Mayor and Members of City Council

Subject: Amendment to Sign By-law 250-04 for Schlegel Village, File No. SGN_02-17 – Ward #1

RECOMMENDATION:

THAT the application for an amendment to the City of Windsor Sign By-law 250-2004, to allow Schlegel Villages Inc. to install a directional ground signs, as depicted in Appendix "A", at the South vehicle entrance of 2000 Talbot Rd, as depicted in Appendix "B", **BE APPROVED.**

EXECUTIVE SUMMARY:

NA

BACKGROUND:

Schlegel Villages is a long term care facility located adjacent to Talbot Road and St. Clair College. St. Clair College sold land to Schlegel Village Inc. in 2012 for the purposes of constructing this long term care facility.

Schlegel Villages Inc. appeared before the Committee of Adjustment July 26, 2012 to seek necessary severances for the development. The severances were granted by the Committee (file COA B-014/12) and the conditions of the order have been satisfied per the deposit of a Reference Plan (12R-25171).

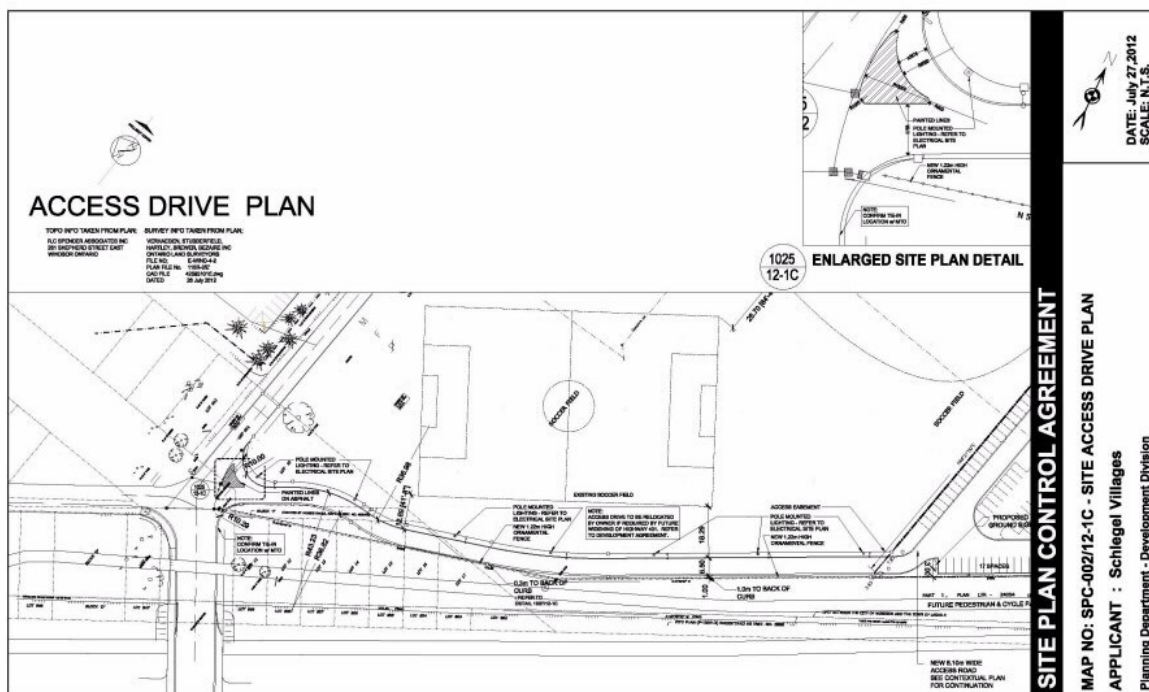
An access road was constructed as part of the Schlegel Village that traverses St. Clair College property; know as 2000 Talbot Road with the legal description of:

CON 4; PT LOT 2; PLAN 1438; BLOCK D & LOTS 1 TO 17 & BLOCK J & PT ALLEY CLOSED; PLAN 1363; LOTS 811 TO 842; 853 TO 866 & BLOCKS K & L; BLOCKS M & N; BLOCKS O & P; PT LANE CLOSED; PT RANKIN AVE CLOSED; PLAN 1361; PT BLOCK Y

The Schlegel Villages at St. Clair is located at 1800 Talbot Rd., legally described as:

CON 4; PT LOT 2; PLAN 1361; PT BLOCK Y; RP 12R25171; PARTS 1; 5 TO 11.

As part to the Site Plan Control application for the construction of Schlegel Villages, the following "Access Drive Plan" was submitted.



The drawing shows access to St. Clair College from Highway #3 with a new access road to be constructed along the south of St. Clair College's property too Schlegel Villages. This access road was constructed, and allows patrons and visitors to access the long term care facility. This access road begins at the throat of St. Clair College's entrance, and allows vehicles to either go straight or left to the College facilities or take an immediate right turn and continue to Schlegel Village.

DISCUSSION:

Schlegel Villages, with the written permission of St. Clair College (Refer to Appendix “C”), is requesting to erect a directional sign at the entrance into St. Clair College to help patrons more easily find their way to the retirement home. The placement of the proposed sign can be seen here.



Proposed Sign Location

Schlegel Villages and St. Clair College have noticed that vehicles destined for Schlegel Villages often miss the turn to the access road and unfortunately find themselves having to navigate the campus of the college. The proposed sign at the entrance (Refer to Appendix “A”) would only act as a directional sign and would clearly identify the proper turn to unaware visitors.

Given that the subject lands leading to Schlegel Village are owned by St. Clair College this sign is technically classified as an “Off Site Sign.” The Sign By-law specifically states that “Off Site Signs” are prohibited in Section 10.1.1 (g). Given the unique nature of this situation and the containment of the site to patrons only visiting either the college or the retirement home, it is reasonable to conclude that this sign is directional in nature and not intended to be an advertisement sign for the vehicular traffic passing by the campus. The proposed sign is low to the ground and small in size so that it would not be clearly visible to from the highway.

That being said, the applicants proposed sign may require approval from the Ministry of Transportation. The applicant will need to contact the MTO, to assess whether this sign falls within the boundaries of their permit control area.

Provincial Highways Management Division
Corridor Management and Property Section
Ministry of Transportation (MTO)

2nd Floor, Garden City Tower
301 St. Paul Street
St. Catharines, ON L2R 7R4
E-mail, Tony Di Fabio
tony.difabio@ontario.ca

RISK ANALYSIS:

The proposed sign location is in an area which experiences traffic specifically headed to the either the college or the long term care facility. This access does not receive regular daily traffic as it is only an entrance to the subject parcels. Given the containment of the proposal it has been assessed that there is negligible risk in allowing the sign By-law amendment. The unique nature of this application and the site constraints does not set a wide reaching precedence allowing the use of “Off Site Advertising.”

FINANCIAL MATTERS:

There are no financial implications associated with granting approval of the proposed Sign By-law amendment.

CONSULTATIONS:

Several municipal departments were circulated for consultation and comments, including: Engineering, Planning and Building Services, Transportation Planning, Traffic Operations, Windsor Police Services.

CONCLUSION:

The Sign By-law is in place to help manage the use of advertising devices and ultimately the clutter or negative visual impact that signs can have on the city’s image. The proposed sign is not an advertisement sign and represents a thought out and carefully considered placement. The proposed sign is directional in nature to guide patrons and visitors to the subject parcel. Given that there is no transient vehicular traffic on this road, it is logical that the directional sign to Schlegel Village will not be viewed as off site advertisement but clearly as directional signage. This is a unique situation and the amendment to the sign By-law is appropriate.

PLANNING ACT MATTERS:

NA

APPROVALS:

Name	Title
------	-------

Name	Title
Thom Hunt	Executive Director of Planning and Building Services
Mark Winterton	City Engineer
Shelby Askin Hager	City Solicitor
Onorio Colucci	Chief Administrative Officer

NOTIFICATIONS:

Name	Address	Email
John Fairley	St. Clair College 2000 Talbot Rd. W. Windsor ON., N9A 6S4	jfairley@stclaircollege.ca
Donna Bilodeau	Fastsigns 2591 Howard Avenue, Windsor, ON., N8X 3W4	donna.bilodeau@fastsigns.com

APPENDICES:

- 1 Appendix A - Proposed Sign Elevation
- 2 Appendix B - Proposed Sign Location
- 3 Appendix C - St Clair College Letter of Consent
- 4 Appendix D - Application for Sign By-law Amendment

Front -
48" h x 96" w x 1, DS

4" Cast
Aluminum Post

6mm Alupanel

1800



THE VILLAGE AT ST. CLAIR

SCHLEGEL VILLAGES

48"



LONG TERM CARE

96"

24"

Ground

12" Concrete
Footing

48"

4"

RECEIVED

RECEIVED

MAR 17 2017

OCT 06 2016

PHED Standing Committee - May 15, 2017

CITY OF WINDSOR
BUILDING DIVISION

CITY OF WINDSOR
BUILDING DIVISION

Sign Location





ST. CLAIR
COLLEGE

January 20, 2017

Re: Permission of Schlegel "The Village at St. Clair" Signage

To whom it may concern;

This letter is to provide support and permission to "The Village at St. Clair" at 1800 Talbot Road West to erect a way finding sign on our St. Clair College property.

This sign will assist those visiting "The Village at St. Clair" clear direction to the entrance to their facility.

The sign will be erected at the laneway on our property off the Talbot road entrance.

We have seen the proposed double sided sign design and size of 4'x 8' and are in agreement of its location and support the need for its installation for the direction of traffic to those who visit "The Village at St. Clair".

The College is providing a digital map of our St. Clair College property to the city.

If there are any questions or concerns, please feel free to contact me directly.

Regards;

John Fairley
Vice President
College Communications and Community Relations

RECEIVED

MAR 17 2017

CITY OF WINDSOR
BUILDING DIVISION

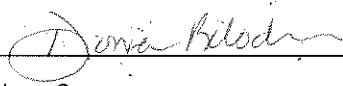
start go anywhere
stclaircollege.ca

2000 Talbot Road West, Windsor, ON N9A 6S4 T. 519.966.1656 F. 519.972.3811

SIGN BY-LAW AMENDMENT
APPLICATION

1. APPLICANT: <u>St. Clair College along with Schlegel "The Village at St. Clair"</u>		
Address:	<u>2000 Talbot Road, Windsor, ON</u>	Postal Code: <u>N9A 6S4</u>
Telephone:	<u>519-966-1656</u>	Fax: <u>519-972-3811</u>
Email:	<u>jfairley@stclaircollege.ca (John Fairley, VP)</u>	
2. AGENT: <u>FASTSIGNS</u>		
Address:	<u>2591 Howard Avenue, Windsor, ON</u>	Postal Code: <u>N8X 3W4</u>
Telephone:	<u>519-948-8181</u>	Fax: <u>519-948-2686</u>
Email:	<u>donna.bilodeau@fastsigns.com (Donna Bilodeau)</u>	

3. DESCRIPTION OF SUBJECT PROPERTY	
Municipal Address/Location:	<u>2000 Talbot Road West, Winsor, ON N9A 6S4</u>
Lot/Block and Plan Number:	<u>1438 / 1361 / 1363 (Please see attached)</u>
Assessment Roll No: <u>8-1-50-161 04-0000</u>	
Existing use of land and buildings: <u>Post Secondary Education and Parking Lots and Seniors Residence</u>	

4. AUTHORIZATION SIGNATURES	
Applicant: <u>St. Clair College along with Schlegel "The Village at St. Clair"</u>	Date: <u>January 20, 2017</u>
Print Name: <u>John Fairley/Brad Schlegel (see attached signed letter)</u>	
Agent: <u>FASTSIGNS</u> 	Date: <u>February 15, 2017</u>
Print Name: <u>Donna Bilodeau, Co-owner</u>	
Registered Property Owner: <u>St.Clair College</u>	Date: <u>January 20, 2017</u>
Print Name: <u>John Fairley, VP (see attached signed letter)</u>	

DO NOT COMPLETE BELOW – DEPARTMENT USE ONLY

5. APPLICATION DETAILS	
Fee Paid: \$ _____	Receipt No: _____ Date: _____
New SGN File No. SGN- _____	Previous SGN File No. SGN- _____
Other File Numbers: _____	Complete Application: YES <input type="checkbox"/> Date: _____
SPC, SDN, PLC, Committee of Adjustment, etc.	
Planning District: _____	

RECEIVED

MAR 17 2017

CITY OF WINDSOR
BUILDING DIVISION



Planning & Building Services

MISSION STATEMENT

"Our City is built on relationships – between citizens and their government, businesses and public institutions, city and region – all interconnected, mutually supportive, and focused on the brightest future we can create together"

REPORT #: S 66/2017	Report Date: 04/11/2017
Author's Contact: Greg Atkinson, Planner III-Economic Development 519 255 6543 ext. 6582 gatkenson@citywindsor.ca Kristina Tang, Planner II-Revitalization & Policy Initiatives 519 255 6543 ext. 6435 ktang@citywindsor.ca	Date to Council: 05/15/2017
	Clerk's File #: MI2017

To: Mayor and Members of City Council

Subject: Interim Control By-law Land Use Study Phase 1 Report - Off-Street Parking Areas Within Business Improvement Areas and Mainstreets (Wards 2, 3, 4, 5 and 6)

RECOMMENDATION:

- I. THAT Report # S 66/2017 regarding interim control by-laws and a land use study (Phase 1 report) for off-street parking areas within Business Improvement Areas and Mainstreets **BE RECEIVED** for information; and
- II. THAT the scoped study area shown in Appendix I - Map of Study Area **BE ENDORSED**; and
- III. THAT the matters of design guidelines for surface parking areas and review of built form policy within BIAs **BE REMOVED** from the study terms of reference.

EXECUTIVE SUMMARY:

This 'Phase 1' report serves as background information for the land use study of off-street parking areas within Business Improvement Areas (BIAs) and Mainstreet areas. The report presents research that has been conducted by Administration over the past year, which includes:

- *Review of Official Plan and other policy;*
- *Review of Zoning By-law and other regulations;*
- *Inter-jurisdictional research;*
- *Field study;*
- *Consultation; and*
- *Analysis of the study area.*

A review of existing Official Plan land use and urban design policy highlights a policy context that encourages Mixed Use, Commercial Corridor, and City Centre areas to locate continuous building facades adjacent to the street and locate parking behind buildings or below grade.

A review of current zoning regulations reveals that the majority of the study area permits parking in front or along the side of commercial and mixed use buildings. The majority of the study area permits a standalone parking lot, which may locate surface parking adjacent to the street. Policy and regulations related to Olde Sandwich Towne, Demolition Control, and Site Plan Control were also reviewed.

Inter-jurisdictional research provides context related to the type of parking permitted, location of parking, and other parking standards within the mainstreet areas of five Ontario Municipalities.

This report recommends that the study area be scoped to remove most of the Downtown BIA and the Mainstreet area near Wyandotte Street East and Lauzon Road. The report also highlights areas that may require a unique policy solution as a result of potentially conflicting regulations and the physical layout of the streets and properties (e.g. Olde Sandwich Towne and Ford City BIAs). The report also recommends the matters of design guidelines for surface parking areas and review of built form policy within BIAs be removed from the terms of reference as there is not sufficient time to complete this work prior to the expiry of the Interim Control By-laws.

A public open house is scheduled for May 24, 2017 to allow the public to ask questions and provide feedback. An online survey will also gather public input on the study. The background research and public input will inform the recommended policy and regulatory changes, which will be set out in a 'Phase 2' report scheduled to be

considered by Council prior to the expiry of the Interim Control By-laws on September 6, 2017. The Phase 2 report will recommend where and how off-street parking should be accommodated within and/or adjacent to BIAs and Mainstreets.

BACKGROUND:

Section 38 of the *Planning Act* permits a municipality to pass an interim control by-law prohibiting the use of land, buildings or structures for such purposes as set out in the by-law (i.e. effectively 'freezing' certain types of development) for up to a year with the ability to extend the by-law for a further year. Interim Control By-laws 126-2015 and 127-2015 were adopted by Council on September 8, 2015, and came into effect on October 20, 2015 and September 8, 2015 (respectively). By-law 142-2015 was adopted on October 5, 2015 and came into effect on the same day.

The By-laws prohibit the creation of new or expanded off-street parking areas in Business Improvement Areas (BIAs). On March 21, 2016, Council endorsed the terms of reference for undertaking the land use study of parking areas within the City's BIAs and directed administration to examine the appropriateness of implementing design guidelines for surface parking within the BIAs.

In September 2016 Council extended Interim Control Bylaws 126-2015, 127-2015 and 142-2015 for an additional year (i.e. until September 6, 2017) via CR552/2016 and By-law 136-2016.

DISCUSSION:

Study area, purpose, and terms of reference

Windsor's nine BIAs (i.e. Sandwich Towne, Downtown, Wyandotte Towne Centre, Erie Street, Ottawa Street, Walkerville, Ford City, Pillette Village, and Olde Riverside) and other Mainstreet areas (i.e. University Avenue West, Wyandotte Street West, and Tecumseh Road) were largely established prior to the widespread use of automobiles (See Appendix A: Official Plan Schedule G – Civic Image). These compact mixed use commercial areas were designed to be walkable with buildings close together (e.g. often adjoining) and facades abutting the public right-of-way. They were intended to serve the needs of the surrounding neighbourhoods and many served as the commercial centre of former towns prior to being annexed into the City of Windsor.

In addition to serving the surrounding neighbourhoods, these areas have also become specialized retail, entertainment, and service destinations that draw customers from across the Windsor-Essex Region as well as out-of-town visitors. Off-street parking was not considered in the original design of these traditional commercial areas and over

the years several buildings along traditional commercial streets have been demolished to make space for surface parking (see Appendix B: Sample of Building Demolition for Parking within BIAs/Mainstreets). While parking is important to the modern-day success of these areas, the cumulative loss of buildings has a negative effect on the unique built form, walkability, and character of BIAs and other traditional commercial streets.

This land use study assumes there will continue to be demand for parking and focuses on where and how to accommodate off-street parking while ensuring the unique built form and character of each BIA and other Mainstreet areas remain intact and continues to support the vitality of their businesses.

This Phase 1 Report serves as background information and addresses the study terms of reference approved by Council, which include:

- a) *An overview of Official Plan policy and other municipal policy that provides direction with respect to off-street parking areas and built form within BIAs and mainstreet areas;*
- b) *A review of current Zoning By-law regulations and other municipal by-laws that regulate parking areas and built form within BIAs and mainstreet areas;*
- c) *Field work to examine parking areas and 'main street' built form with each of the City's BIAs and mainstreet areas;*
- d) *Consultation with BIAs and affected property owners; and*
- e) *An analysis of options and recommendations related to off-street parking and mainstreet areas.*

The balance of the discussion section is organized according to the terms of reference. A Phase 2 Report will contain recommended policy direction and implementation measures for Council's consideration prior to the expiry of the Interim Control By-laws on September 6, 2017.

Overview of Official Plan policy

The Official Plan (OP) is a policy document which provides guidance for the physical development and redevelopment of the City over a 20-year time horizon while considering important social, economic, and environmental matters and goals. The following is an overview of land use and design policies that are applicable to BIAs and Mainstreet areas. Full policy excerpts can be found in Appendix C: Official Plan Excerpts related to Off-Street Parking and Built Form along BIA/Mainstreets.

Mainstreets

The OP identifies 'Mainstreets' on Schedule G-Civic Image (see Appendix A). The majority of Mainstreets identified in the OP are BIAs, however Schedule G also includes stretches of University Avenue West, Wyandotte Street West, Tecumseh Road East, and Wyandotte Street East near Lauzon Road. Mainstreets are defined in section 8.11.2.10 as areas with a diverse mixture of commercial, residential and other land uses; pedestrian activity along the streetscape; and unique surrounding neighbourhoods. Mainstreet policies in section 8.11.2.11 recognize the unique built form within these areas and require a higher quality of design and streetscaping within the public realm (e.g. neighbourhood specific street furniture and lighting, protection of views and vistas, and streetscaping that enhances the pedestrian experience).

Built Form

The Built Form policies in section 8.7.2.5 of the OP states that "*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."*

Policy 8.7.2.6 states that "*Functions which do not directly serve the public, such as loading bays and blank walls, should not be located directly facing the street*".

Policy 8.7.2.9 states that "*Council will not allow the interruption of continuous building facades for driveway access unless no other reasonable alternative exists.*" This policy does however allow the strategic interruption of continuous building facades for pocket parks, plazas, or other open spaces that support street activity.

Streetscape

Policies 8.11.2.19 - 8.11.2.21 speak generally to mitigating effects of and reducing the scale of surface parking lots, including policy language that encourages:

- the partial screening of surface parking lots;
- the reduction in scale of large surface parking lots; and
- avoiding large expanses of surface parking fronting the street.

Mixed Use

The majority of BIAs and most other identified 'Mainstreets' areas are designated for the 'Mixed Use' within the OP. Lands designated Mixed Use provide for compact nodes and linear corridors of commercial, office, institutional uses and residential uses. These areas are intended to be focal points of the surrounding community and "*designed with*

a pedestrian orientation and foster a distinctive and attractive area identity”.

Location Criteria in section 6.9.2.3 directs Mixed Use development to collector and arterial roads where public transportation service can be provided and the surrounding area is compatible with Mixed Use development. Evaluation criteria in section 6.9.2.4 requires new mixed use development to provide adequate off street parking; be compatibility with surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and landscaped areas; and be pedestrian oriented.

Design guidelines in section 6.9.2.5 encourages at least one building wall to be located on an exterior lot line and oriented toward the street to allow direct sidewalk pedestrian access from the public right-of-way. Guidelines also encourage parking and loading areas to be located at the rear of buildings where they do not significantly interrupt the pedestrian circulation or traffic flow, and discourage mid-block vehicular access to properties.

Section 6.9.2.7 allows Council to establish off street parking standards that recognize and support the use of public transportation and/or shared parking arrangements (e.g. calculate parking requirements for entire mixed use area vs. individual uses/properties).

Commercial Corridor

A small portion of the study area is designated ‘Commercial Corridor’ (i.e. Pillette Village BIA and portions of Tecumseh Road East). The commercial corridor policies only permit commercial uses (e.g. retail, service, entertainment, and office). Similar to the mixed use policies, section 6.5.3.3 encourages *“development to provide a continuous street frontage and presence”* and *“locate the buildings at the street frontage lot line with parking accommodated at the rear of the site”*.

Evaluation criteria in section 6.5.3.7 requires adequate off-street parking be provided for new development. Design guidelines in section 6.5.3.8 encourage *“where possible, parking is located in the rear of the property to encourage continuous building facades adjacent to the street”*.

City Center Planning District

The City Center Planning District is a special area in the City with its own policies different from other parts of the City. The majority of the City Centre is designated for mixed use with residential uses along the edges and hospitality, entertainment, and institutional uses located close to the riverfront.

Policy 6.11.2.7 encourages *“long term parking areas to be incorporated within new development either above or below grade, so as to minimize the amount of surface*

parking in the City Centre Planning District”.

The City Centre mixed use policies in Section 6.11.4 are similar to those applicable to other areas of the City. Entertainment/Hospitality policies in section 6.11.8.3 include design guidelines considering “*the development design provides a continuous street presence by the clustering of individual business entrances at the street level and sidewalk ensuring a pedestrian orientation*”, and “*the provision of landscaping or other buffers to enhance all parking lots...*”.

Sandwich Policies & Regulations

The Olde Sandwich Towne BIA falls within the boundary of the Sandwich Heritage Conservation District (HCD), and the Olde Sandwich Towne Community Improvement Plan—Commercial Core Target Area. Provisions from the OP Volume 2, Section 1.26 and 1.27 as well as the HCD Plan and Olde Sandwich Towne Supplemental Development and Urban Design Guidelines apply to the Olde Sandwich Towne BIA area. Policies in section 1.26.18 of the OP Volume 2 prohibit front yard parking and direct new parking areas to be located in the side or rear yard. The policies also speak to screening of the parking areas to minimize the negative impact of parking onto the streetscapes.

In the Sandwich area, there are policies regarding the demolition of existing buildings and structures, as well as required heritage alteration permits for any proposed alterations visible from the street or other public spaces, including the creation or expansion of any off-street parking lots.

Where there is a conflict, under authority by the *Ontario Heritage Act*, the Sandwich HCD Plan prevails over any other municipal by-law to the extent of the conflict. Any proposed off-street parking policy or regulations in the Sandwich area must consider the existing regulatory overlays and may require a different solution than what is proposed within other BIAs.

Detailed excerpts of the policies are found in Appendix D: Excerpts from City of Windsor Official Plan Volume 2 Chapter 1- Special Policy Areas for Sandwich Area, Sandwich Heritage Conservation District Plan, and Olde Sandwich Towne Supplemental Development & Urban Design Guidelines.

Review of current Zoning By-law regulations and other municipal by-laws

City of Windsor Zoning By-law 8600

The following paragraphs provide an overview of the Zoning By-law (ZBL) review with respect to off-street parking. For detailed zoning excerpts please see Appendix E: ZBL

8600 Excerpts/Extracts related to Off-street Parking along BIA/Mainstreets.

The majority of properties within the study are zoned Commercial District CD2.2. Ouellette Avenue (between Wyandotte Street to Tecumseh Road) is zoned a mixture of CD3.1, CD3.2, and CD3.5. Tecumseh Road East is zoned primarily CD2.1. Walkerville BIA is partially zoned CD2.1 on Wyandotte Street East and CD3.3 on Devonshire Road. Zoning districts CD2.1, CD2.2, CD3.1-which apply to the majority of the study area-permit standalone surface parking (i.e. 'Public Parking Area') and 'Parking Garage' as permitted uses. Zoning districts CD2.1 and CD3.3 permit a 'Drive-Through Restaurant' or 'Drive Through Food Outlet' whereas Zoning categories CD2.2, CD3.1, CD3.2, and CD3.5 do not.

Section 24 of the Zoning By-law contains most of the parking provisions within the ZBL. Minimum parking requirements for individual uses must be met at the time of development (e.g. construction of a new building or addition, or at the time of expansion or change of use). Section 24.10.15 provides relief from deficiency in spaces for existing buildings where there is no change proposed in use or floor size. This provision is especially important for BIA and OP 'Mainstreet' areas as many of these areas were established early in the 20th century prior to zoning regulations being established and when buildings were often built right to the property boundaries without off-street parking.

Subsection 24.10.15.5 provides relief for properties within the Central Business District (CBD) by exempting any parking deficiencies from having to comply with parking requirements when an existing building changes its use to one that is listed in Section 24.20.1. However, this exemption only applies to CBD and not other BIA areas or 'Mainstreet' areas where parking deficiencies are also a challenge.

Section 24.20.1 lists the required minimum number of parking spaces for certain uses within the CBD. Section 24.20.3 has a similar list of uses for BIAs and other defined areas, but does not include all of the OP designated 'Mainstreet' areas. These sections provide a reduced minimum parking requirement compared to the general parking requirements across the City.

Section 24.26 details the location of required parking spaces. Parking spaces are to be located either on the same lot as the use they are intended to serve or within a specific distance of the use. Subsection 24.26.4 permits parking spaces to be located within a required side or rear yard. Parking spaces are also generally prohibited in a required front yard or landscaped open space yard, except for parking spaces for small scale residential dwelling types where it is permitted. Nevertheless, in certain heritage areas such as Walkerville, Prado Place, and Sandwich, new front yard parking spaces are not permitted. Further, properties in Sandwich are subject to specific zoning for the

Sandwich HCD. Sections 20(3)1 and Section 20(3)2 prohibit parking spaces in the front yards of both residential and commercial districts overlays. Regardless of these regulations, where a public parking area is permitted as a main use—it may be located adjacent to the street.

Demolition Control By-laws

Demolition Control is a *Planning Act* tool used to prevent the loss of residential dwelling units. In researching all of the planning regulations applicable within the study area, it is noted that the Olde Sandwich Towne Community Planning Study Area is subject to Demolition Control Bylaw 20-2007. Demolition Control Bylaw 11806 and Bylaw 9198 overlaps with the Wyandotte Town Center BIA area, and the latter is also in effect in the Erie Street BIA area.

Site Plan Control

Site Plan Review is another *Planning Act* tool used to ensure development conforms with the Official Plan and complies with the Zoning By-law. Citywide Site Plan Control Bylaw 1-2004 subsection 3.(3) stipulates that the Site Plan review process is applicable to:

- d) Development situated within and/or adjacent to a Civic Way, Main Street, or Gateway areas; and
- e) Development situated in a Business Improvement Area.

Still, some forms of development are exempt from Site Plan Control, such as when the development of parking area contains less than 5 parking spaces and is constructed separate from other development requiring Site Plan Review approval (as stated in Subsection 4.(8)). Since the Site Plan Review process is applicable for most of the study area, it will continue to be an important *Planning Act* tool used to implement any proposed policy changes.

Under OP policy 6.5.3.9 and 6.9.2.6, properties designated “Commercial Corridor” and “Mixed Use” are subject to Site Plan Control respectively. However, some of the Traditional Commercial Streets have portions designated ‘Residential uses’ and may not be required to go through Site Plan Control.

Inter-jurisdictional research

The following examples highlight off-street parking restrictions (e.g. location, type of parking, driveway access, etc.) in other Ontario municipalities for Mainstreet areas

City of Oakville

In the City of Oakville, there are two types of Mainstreets in the OP and corresponding zoning by-law. One of the categories is more restrictive with respect to the location of surface parking than the other. In general, commercial parking areas are permitted uses in Mainstreet areas, however they are not permitted in the front yard of several identified streets, and where they are located in the side and or rear yard, they must be screened. There are also restrictions relating to parking structures and the location of their driveway access. Minimum parking requirements are reduced or eliminated for certain uses on Mainstreets.

City of Ottawa

The City of Ottawa also has two categories of Mainstreets: Traditional Mainstreet and Arterial Mainstreet. In Traditional Mainstreets, surface parking between the building and the street is generally not permitted to avoid interrupting building continuity along the street frontage and to minimize negative impacts on pedestrians. Ottawa has a clause where in exceptional circumstances, front yard parking may be permitted with mitigation measures such as landscaping, screening, enhanced pedestrian amenities, and by minimizing vehicular presence and access points. Surface parking along Arterial Mainstreets is evaluated with high regard for urban design and compatibility.

Both Mainstreets zoning districts prohibit commercial parking along the street, however parking garage is a permitted use. In Traditional Mainstreets, it is permitted provided it is in combination with another use on the ground floor. Ottawa also restricts the number and width of driveway access for each property and imposes landscaping requirements. It does not permit parking in the required front yard or side yard. It also has reduced parking requirements for certain size of uses and has more specific zone provisions in each Mainstreet zoning category.

City of London

The City of London encourages common parking areas in its policies for the Main Street Commercial Corridor. The Business District Commercial Zone category is used for implementation, in which commercial parking structures or lots are permitted but not drive-through facilities. Specified areas are highlighted through policies and zoning regulations with additional restrictions such as the prohibition of surface parking in the front yard.

City of Hamilton

The City of Hamilton does not permit parking, driveways or lanes between the buildings and street in the Pedestrian Predominant Streets OP designations. The draft zoning category meant to implement the policies allows for commercial parking facilities

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(except for on the ground floor) as a permitted use and prohibits drive-through facilities. No parking, stacking lanes or aisles are permitted to be located between the building and the street or the side street. There is also a restriction in the zoning related to the number and width of driveways.

City of Kingston

The City of Kingston has a less restrictive policy language which encourages parking to be located underground or in structures. Only in one specific Main Street zone are parking and loading spaces not permitted in a yard abutting a streetline.

Figure 1: General Parking Provisions for Mainstreet/BIA areas in Select Municipalities

City	Parking in front yard (between street and building)	Parking in side yard	Parking Lot as a permitted use	Non-surface parking (parking structure)	Driveway Access Restriction	Parking Standards
Oakville	Not permitted in specified streets	Permitted for lots other than corner lots	Permitted	No parking or driveway access for first 9 m depth for some streets	Driveway Width Restriction from Main Street	Reduced parking minimum for certain uses or eliminated
Ottawa	* Explicitly Not permitted	Not permitted	Not permitted	No parking; only other permitted uses in first 3m depth	Driveway width and number	Reduced parking minimum according to size of use
London	Not permitted	Permitted	Permitted	NIL	NIL	Reduced parking minimums for specific areas
Hamilton	*Explicitly not permitted	Not permitted between	Permitted	No parking on first storey	Driveway width and number	NIL

		building and front lot line as well as flankage for corner lots				
Kingston	Not permitted in certain zone	Not permitted in a yard abutting specified street	Permitted	NIL	NIL	Some uses have reduced rates

*Exceptions permitted with mitigative clause

Note: The summary table is a quick reference to other municipalities' provisions and reflects the general policies and not the exceptions. More details of their policies and regulations are found in Appendix F: Inter-jurisdictional Research of Off-Street Parking in BIAs/ Mainstreets.

Field work

The purpose of the study is to ensure the unique built form and character of BIAs and other mainstreet areas are not negatively impacted by demolition for surface parking. Accordingly, field work was conducted to ensure the study area is mostly comprised of 'mainstreet' built form (i.e. continuous buildings abutting the street edge).

Demolition of buildings for surface parking has occurred over the years and resulted in a 'missing tooth' effect where continuous building facades used to exist. Numerous examples of demolitions for surface parking can be seen along Windsor's traditional commercial areas in Appendix B. The examples contained within Appendix G show a variety of standalone surface parking (i.e. public parking areas) and accessory surface parking (i.e. on the same property as a commercial or mixed use building) located mid-block, in front of buildings, and behind buildings.

The Parking Area Inventory (see Appendix H: Parking Area Inventory within 75m vicinity of Traditional Commercial Streets) shows the available parking supply in the form of public- municipally owned and privately owned lots, as well as accessory and private-assigned lots within the vicinity of Traditional Commercial Streets.

Sections of BIAs or other identified mainstreet areas that do not fit this profile may be

excluded from the recommendations in the Phase 2 report. The following table summarizes the location of parking within sections of the study area.

Figure 2: Location of Parking within BIAs and ‘Mainstreet’ areas

Location	Front Yard	Side Yard	Rear Yard	Comments
Sandwich	X	X		Majority are accessory parking lots for commercial and residential uses
Wyandotte St. W.	X	X	X	Mixture of parking situations
University Ave W.	X	X	X	Mixture of parking, with the front yard parking being mostly commercial accessory parking
Ouellette Ave.	X	X	X	Wyandotte to Giles’ parking mostly in rear yard, rest of Ouellette are mixture
Tecumseh Rd. E.- Forest to Chilver			X	Majority rear yard but some side and front parking as well
Tecumseh Rd E.- Cadillac to Larkin		X	X	Majority between Cadillac and Alexis are rear yard parking however rest of parking to Larkin is in the side yard
Tecumseh Rd E.- Westcott to Rossini	X	X	X	Mixture of parking
Ottawa St.			X	Several parking are municipal owned lots
Erie St .			X	Mixture of private and public owned lots
Wyandotte Town Centre	X	X	X	Front and side parking from McDougall to Pierre, Pierre to Lincoln mostly rear and side parking.
Walkerville		X	X	Mixture of side and rear parking
Ford City		X	X	Legal parking lots are in rear and large side yard parking at Gino Marcus Community Center
Pillette Village BIA	X	X	X	Mixture of accessory parking
Olde Riverside BIA	X	X		Accessory parking in front and side yards.

Consultation with BIAs and affected property owners

Planning staff attended the March 9, 2017 Windsor Business Improvement Association Advisory Committee (WBIAAC) meeting to provide an update on the study and offered to consult directly with BIAs.

A courtesy notification has been mailed out to property owners within 100 metres of the streets included in the study area. The notice informs property owners of this report and the upcoming public open house on May 24, 2017. The notice also invites stakeholders to provide comments and feedback through an online survey. Comments collected from the public consultation will be integrated or considered in the next Phase of the study. Stakeholders and the public will be informed of any statutory public meetings via a public notice in the Windsor Star and through updates on the project study on the City of Windsor webpage.

Preliminary analysis of options and recommendations

Following the review of current policy and regulatory context in Windsor as well as off-street parking regulation in other Ontario municipalities, it is evident that there is no simple solution to accommodating parking within traditional commercial areas. These areas are unique because of their built form and require some off-street parking to remain viable. With limited land to accommodate both buildings and parking—the recommended policies and regulations in the Phase 2 report must address the following key issues:

1. Are there areas within traditional commercial areas where off-street parking should be prohibited?
2. Where is the best location to accommodate off-street parking within or adjacent to traditional commercial areas?
3. What approval criteria should apply to new off-street parking areas to minimize negative impacts on the character of traditional commercial areas?

Scoped Study Area

Following field work and background research within BIAs and 'Mainstreets' identified in the OP, Administration recommends the study area to be scoped to the area shown in Appendix I: Map of Study Area. Administration has also identified areas that may require a custom policy solution as a result of physical differences in the layout of property or previously approved policy that also regulates off-street parking.

Mainstreets Identified in the OP

There are segments of 'Mainstreets' identified on OP-Schedule G where the built form and layout of the properties does not fit the profile of a traditional commercial area (e.g.

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mixed use buildings with consistent building facades located at the street. For this reason the 'Mainstreet' at the intersection of Wyandotte Street East and Lauzon Road should be excluded from the final study area.

Downtown Windsor BIA

The Downtown BIA is considerably different from the typical linear model of mainstreets found in the other BIAs with respect to density, built form, mix of uses, availability of off-street parking, and existing policy and zoning regulations. Further, the Downtown Windsor Planning Study and Downtown Transportation Strategy are currently being undertaken by the City and are expected to address off-street parking within the unique Downtown context.

To avoid any potential policy or regulatory conflict this study should only include the stretch of Ouellette Avenue south of Wyandotte Street, which is similar in form and function to other linear mainstreet-style BIAs.

Ford City BIA

The Ford City BIA may warrant a different solution as Drouillard Road and the flanking residential streets are oriented north-south. The north-south orientation does not easily allow for parking to be provided at the rear of commercial properties.

Olde Sandwich Towne BIA

As previously discussed in this report the Olde Sandwich Towne BIA is subject to a HCD, which contains policies and zoning regulations related to off-street parking. To avoid any potential policy or regulatory conflict the HCD, this area may warrant a slightly different solution to fit within the Sandwich regulatory context.

Heritage Register Properties

Much of the BIA and Mainstreet areas, including the surrounding communities/neighbourhoods were built during earlier parts of the 20th century. Many of the buildings possess cultural heritage value whether it be associative/historical, physical/design or contextual. Heritage buildings contribute significantly to the unique built form, which if demolished, would detract from the character of the BIA or mainstreet area. Accordingly, study recommendations should exclude heritage listed properties from being considered as potential areas for off-street parking.

A survey and review of heritage resources within and adjacent to the study area is currently being undertaken. Any heritage resources with potential for designation under the *Ontario Heritage Act* will be suggested for inclusion on the Windsor Municipal Heritage Register.

Loss of Residential Dwellings

One of the challenges of off-street parking within or near BIAs and Mainstreets areas is the potential loss of residential dwellings (i.e. often behind the commercial street), which are sometimes demolished to make room for parking. This can have a destabilizing effect on the adjacent residential neighbourhoods—particularly when parking lots are not developed to City standards (e.g. no paving, lighting, landscaping, etc.). When developed poorly, it can have a negative impact on the visual appearance of the street and result in disinvestment or lack of maintenance among the remaining residential properties.

Building on the existing Demolition Control By-laws currently in place, Administration will consider how this tool may be used to prevent the unnecessary loss of existing housing stock along BIAs and Mainstreets and within the vicinity of these areas.

Built Form Policies & Urban Design Guidelines

The purpose of studying off-street parking is to protect and enhance the existing built form within traditional commercial areas. Following review and research related to built form policies and regulations, it has become apparent that the expiry of the Interim Control By-law will not allow enough time to develop effective built form policies.

As part of this study, Council also asked Administration “*to examine the appropriateness of implementing design guidelines for surface parking within the BIAs*”. Policy and zoning recommendations relating to the design of surface parking areas will be included in the Phase 2 Report. The matter of design guidelines for surface parking within the BIAs in other Mainstreet areas will be addressed through ongoing and future urban design studies. Research completed as part of this study will be provided to Urban Design Planning Staff for inclusion in current and future studies.

Drive Throughs

‘Drive-Through Restaurant’ and ‘Drive-Through Food Outlet’ are permitted uses in some zones within the study area. While the typical drive-through site design (e.g. where the drive-through entrance, exit, and stacking lanes are located in the front or side yards) negatively impacts the walkability, pedestrian appeal, and character of traditional commercial areas, this study should not provide recommendations on whether the use should be permitted or prohibited. Rather the recommendations should focus on the location of parking spaces, vehicle access, and stacking lanes.

Project Timeline

Administration is conducting external consultation through an Open House and online

comment form until June 15, 2017. Administration expects to continue internal consultation of proposed policy and regulations through to mid-June 2017, and anticipates bringing forward the full recommendations to the PHEDSC and Council for final decision in the summer of 2017 before the expiration of the ICBL in September 2017.

RISK ANALYSIS:

During the period the Interim Control By-laws are in effect, there is moderate risk that property owners could be faced with a delay to create new or expanded parking areas within BIAs. There has not been any formal application to create new or expanded parking other than the two exemptions which were granted last year for expanded parking in the Sandwich BIA both of which adhered to Sandwich policies (Report #: C 103/2016 and S 71/2015). The Interim Control By-laws do not prohibit the continued use of existing legal off-street parking areas within BIAs.

The risk related to not completing or implementing the forthcoming study recommendations is low. Should the study not be completed and/or if Council does not make a decision to implement the study recommendations before the expiration date of the Interim Control Bylaw in September 6, 2017, then the prohibition on new and expanded parking areas within BIA would cease. Property owners would be entitled to request for demolition of buildings within the BIAs to create vacant or surface parking lots, which would have a negative impact on the walkability, unique built form, and character of the study area.

FINANCIAL MATTERS:

There are no immediate significant financial impacts related to this project. This land use study has been undertaken using in-house staff resources. There will be some minor costs associated with the courtesy mail-out to property owners within and adjacent to the study area, as well as from the statutory requirements for notifications in the newspaper.

Costs associated with study implementation include advertising notice of the public meeting in the Windsor Star, mailing notice of Council's decision to prescribed and interested people/organizations, and potentially defending any appeals at the Ontario Municipal Board. The costs, once known, will be paid out of Capital Project # 7071165 which has adequate funds available to more than cover the notification expenses noted.

CONSULTATIONS:

This report was prepared in consultation with the Legal Department, Transportation Planning, and Operations. Administration will be conducting consultations with BIAs and affected property owners in the vicinity of the study area on May 24, 2017 through an Open House session and through online comment boxes to provide feedback on subject matter. Administration will continue to consult internal and external stakeholders before the Phase 2 report back to Council.

CONCLUSION:

Following the review of the current policy and regulatory context in Windsor as well as off-street parking regulation in other Ontario municipalities, field observation of the study area, and analysis of potential options—Administration has refined the scope and policy direction of this land use study. The issues raised in this report (i.e. how and where to best accommodate off-street parking within and adjacent to traditional commercial streets) will be subject to internal and public review and input over the next month.

A Phase 2 report recommending policy changes to the Official Plan and amendments to the Zoning By-law and other municipal by-laws will be presented to Council for consideration prior to the expiration of the interim control by-laws on September 6, 2017. The key issues to be addressed in the Phase 2 report include:

1. Are there areas within traditional commercial areas where off-street parking should be prohibited?
2. Where is the best location to accommodate off-street parking within or adjacent to traditional commercial areas?
3. What approval criteria should apply to new off-street parking areas to minimize negative impacts on the character of traditional commercial areas?

PLANNING ACT MATTERS:

N/A

APPROVALS:

Name	Title
Kristina Tang	Planner II- Revitalization & Policy Initiatives
Greg Atkinson	Planner III-Economic Development

Michael Cooke	Manager, Planning Policy
Thom Hunt	City Planner
Wira Vendrasco	Deputy City Solicitor
Shelby Askin Hager	City Solicitor
Don Nantais	Financial Planning Administrator
Joe Mancina	CFO & City Treasurer, Corporate Leader Finance and Technology
Onorio Colucci	Chief Administrative Officer

NOTIFICATIONS:

Name	Address	Email
Olde Sandwich Towne BIA		macuderman@hotmail.com mrssanta@mnsi.net
Downtown BIA		debi@downtownwindsor.ca
Wyandotte Town Centre BIA		ssmazloum@gmail.com
Walkerville BIA		info@visitwalkerville.com wbiachair@gmail.com
Via Italia/Erie Street BIA		viataliabilia@gmail.com filip@mezzo.ca info@viitalia.com
Ottawa Street BIA		ottawastreetwindsorbia@gmail.com
Ford City BIA		fordcitybia@gmail.com bscheuerman@cogeco.ca
Pillette Village BIA		greg.plante@imaginativeimaging.com
Olde Riverside BIA		bscheuerman@cogeco.ca
Bettermade Properties		bettermade7@gmail.com

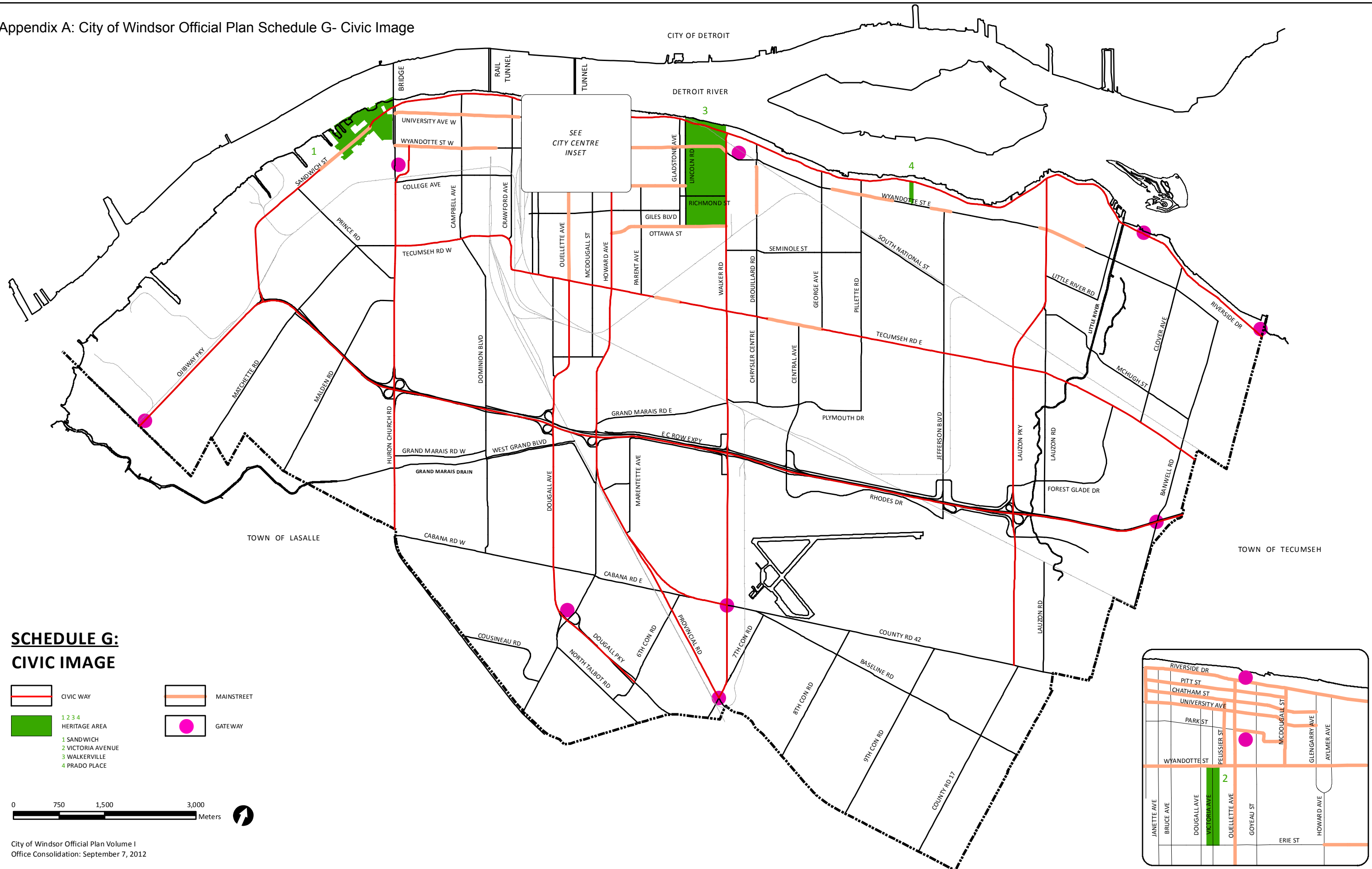
APPENDICES:

Appendix A: Official Plan Schedule G – Civic Image

Appendix B: Sample of Building Demolition for Parking within BIAs/Mainstreets

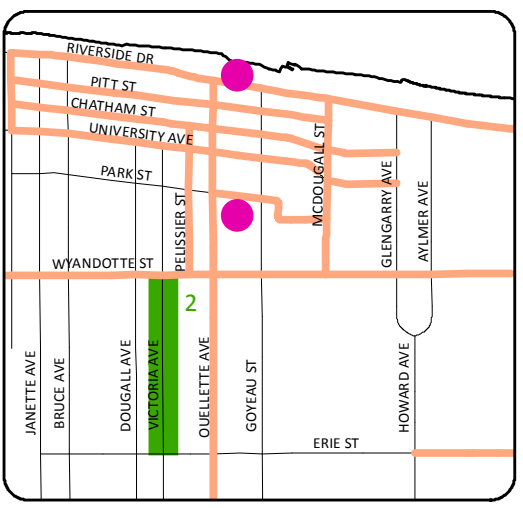
Appendix C: Official Plan Excerpts related to Off-Street Parking and Built Form along BIA/Mainstreets

- Appendix D: Excerpts from City of Windsor Official Plan Volume 2 Chapter 1- Special Policy Areas for Sandwich Area, Sandwich Heritage Conservation District Plan, and Olde Sandwich Towne Supplemental Development & Urban Design Guidelines
- Appendix E: ZBL 8600 Excerpts/Extracts related to Off-street Parking along BIA/Mainstreets
- Appendix F: Inter-jurisdictional Research of Off-Street Parking in BIAs/Main Streets
- Appendix G: Variety of Off-Street Parking Situations in Traditional Commercial Streets
- Appendix H: Parking Area Inventory within 75m vicinity of Traditional Commercial Streets
- Appendix I: Map of Study Area



**SCHEDULE G:
CIVIC IMAGE**

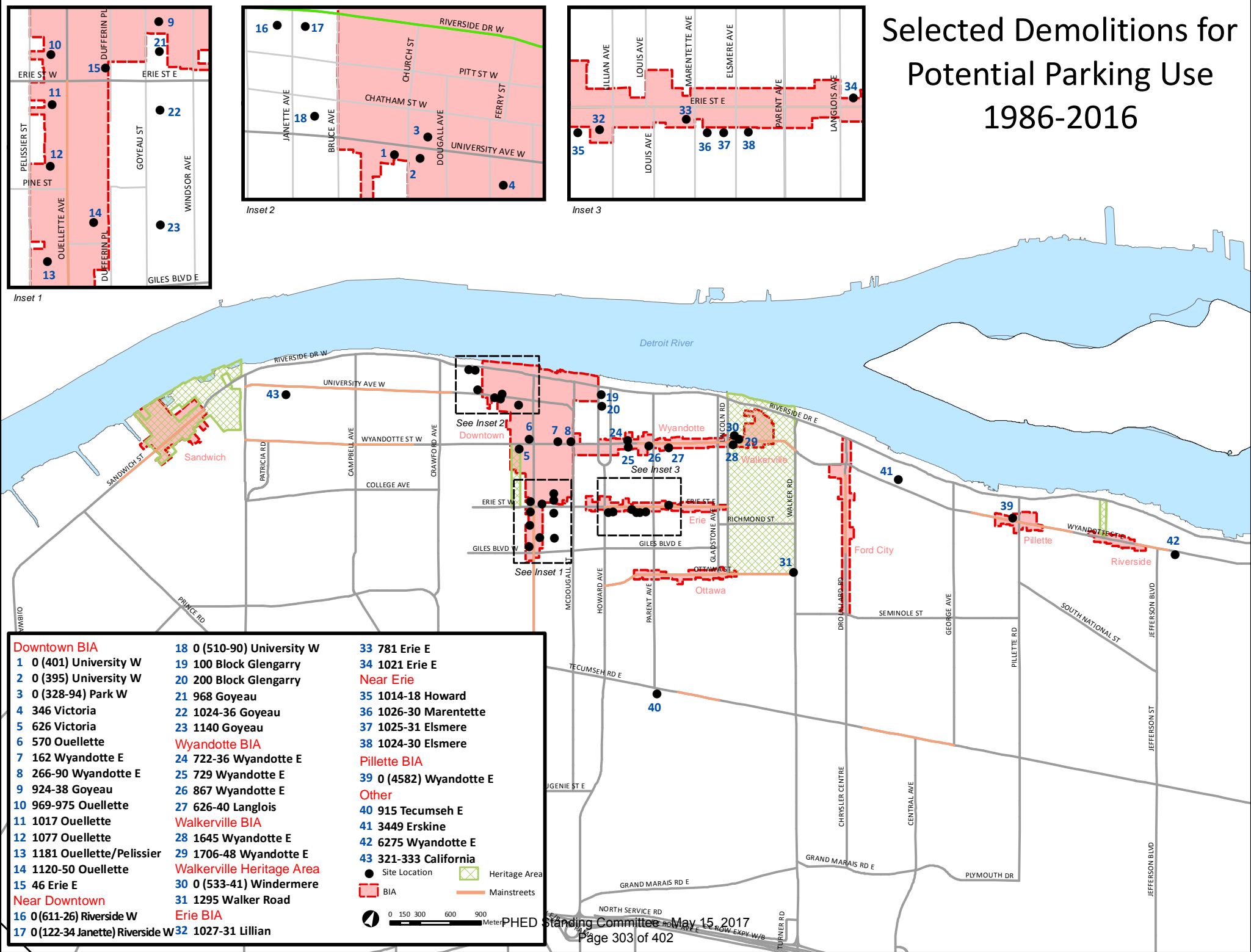
-  CIVIC WAY
-  MAINSTREET
-  1 2 3 4
HERITAGE AREA
-  GATEWAY
- 1 SANDWICH
- 2 VICTORIA AVENUE
- 3 WALKERVILLE
- 4 PRADO PLACE



CITY CENTRE INSET

Appendix B - Sample of Building Demolition for Parking within BIAs/Mainstreets

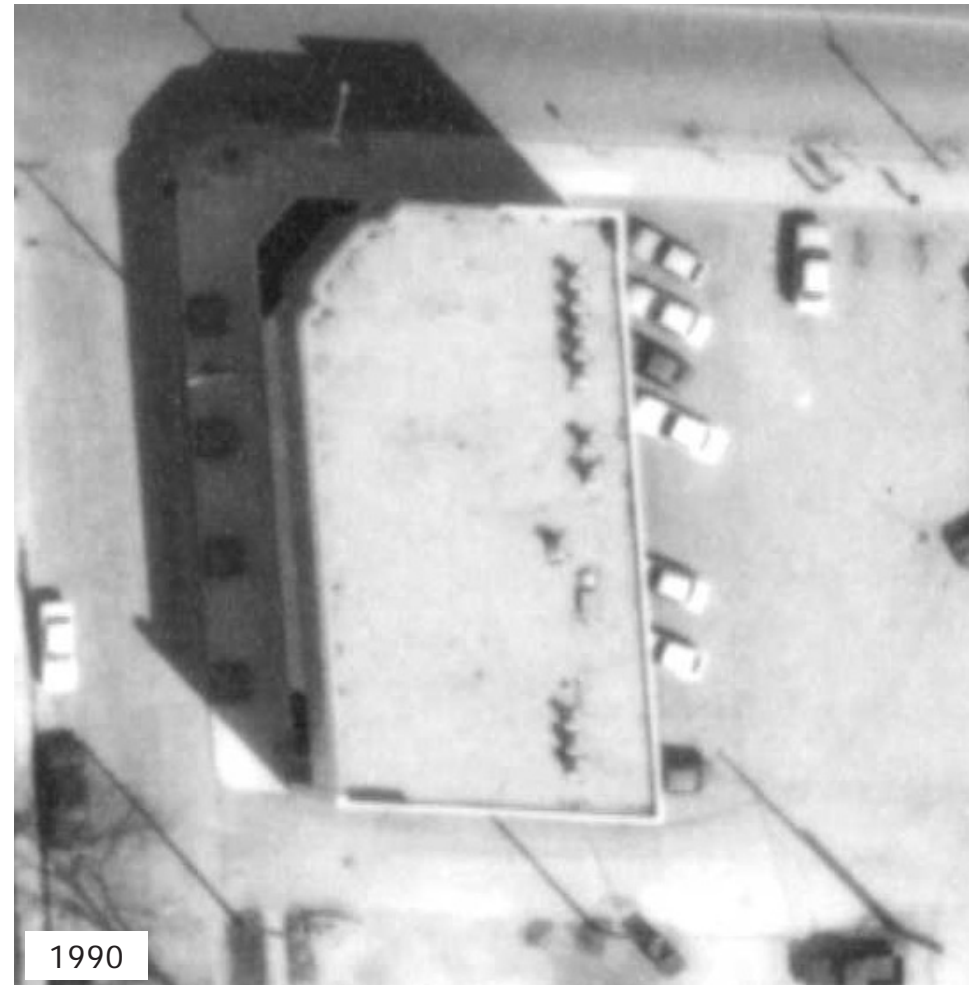
Selected Demolitions for Potential Parking Use 1986-2016



Downtown BIA			
1	0 (401) University W	33	781 Erie E
2	0 (395) University W	34	1021 Erie E
3	0 (328-94) Park W	Near Erie	
4	346 Victoria	35	1014-18 Howard
5	626 Victoria	36	1026-30 Marentette
6	570 Ouellette	37	1025-31 Elsmere
7	162 Wyandotte E	38	1024-30 Elsmere
8	266-90 Wyandotte E	Pillette BIA	
9	924-38 Goyeau	39	0 (4582) Wyandotte E
10	969-975 Ouellette	Other	
11	1017 Ouellette	40	915 Tecumseh E
12	1077 Ouellette	41	3449 Erskine
13	1181 Ouellette/Pelissier	42	6275 Wyandotte E
14	1120-50 Ouellette	43	321-333 California
15	46 Erie E	Wyandotte BIA	
Near Downtown		24	722-36 Wyandotte E
16	0 (611-26) Riverside W	25	729 Wyandotte E
17	0 (122-34 Janette) Riverside W	26	867 Wyandotte E
18	0 (510-90) University W	27	626-40 Langlois
19	100 Block Glengarry	Walkerville BIA	
20	200 Block Glengarry	28	1645 Wyandotte E
21	968 Goyeau	29	1706-48 Wyandotte E
22	1024-36 Goyeau	Walkerville Heritage Area	
23	1140 Goyeau	30	0 (533-41) Windermere
Erie BIA		31	1295 Walker Road
Heritage Area		Map Legend:	
Mainstreets		●	Site Location
Scale: 0 150 300 600 900 Meters		■	BIA
		■	Heritage Area



APRIL 2015



1990



2014

NOTES:
 Downtown Windsor Business
 Improvement Area
 Central Business District
 University Avenue Theme Street
 (Schedule G)
 Demolished 1995

0 Park Street West (Formerly 328-394 Park Street West)



APRIL 2015



1993



2014

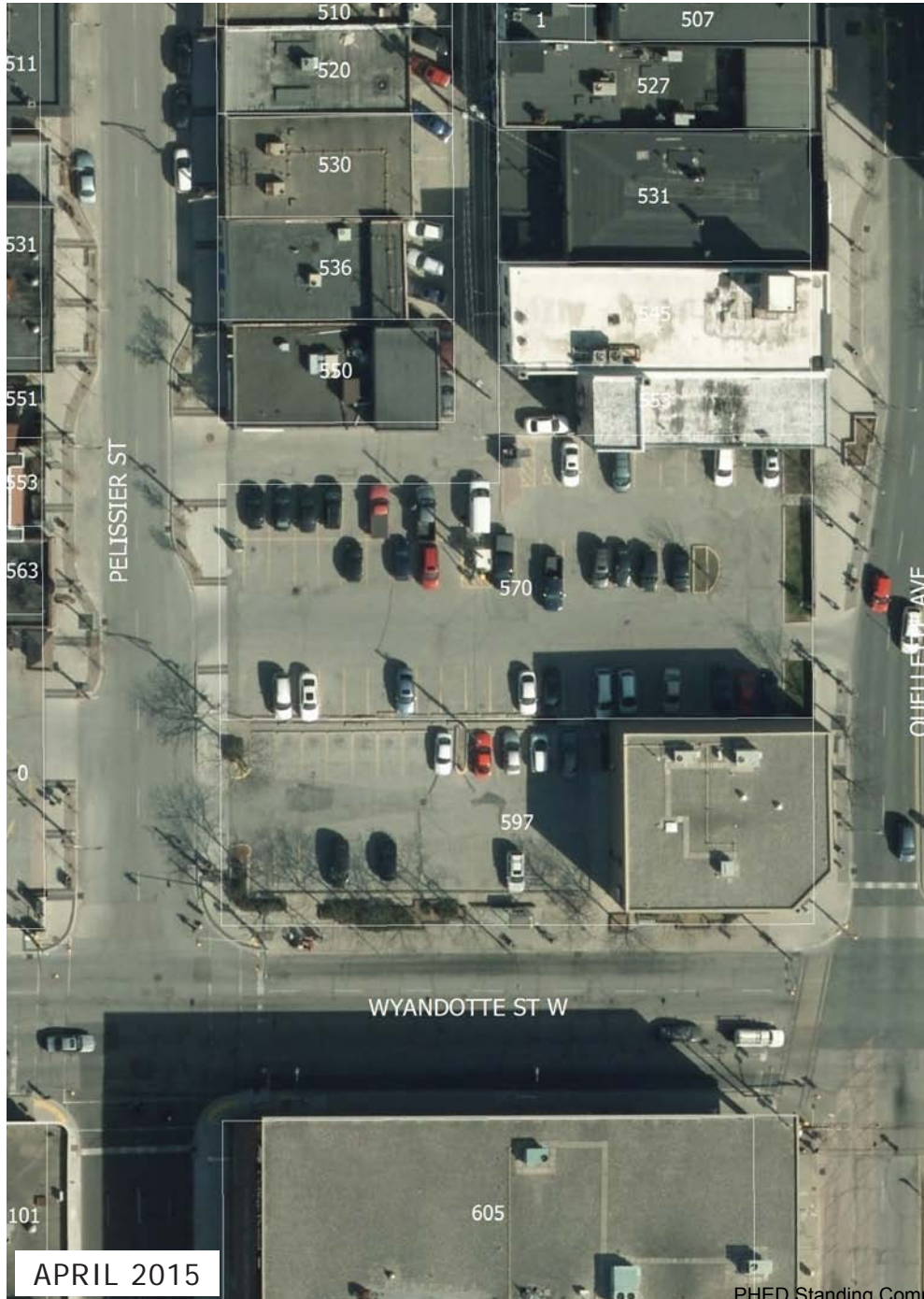
Courtesy of GoogleStreetview



c. 1988

Courtesy of Picture Windsor

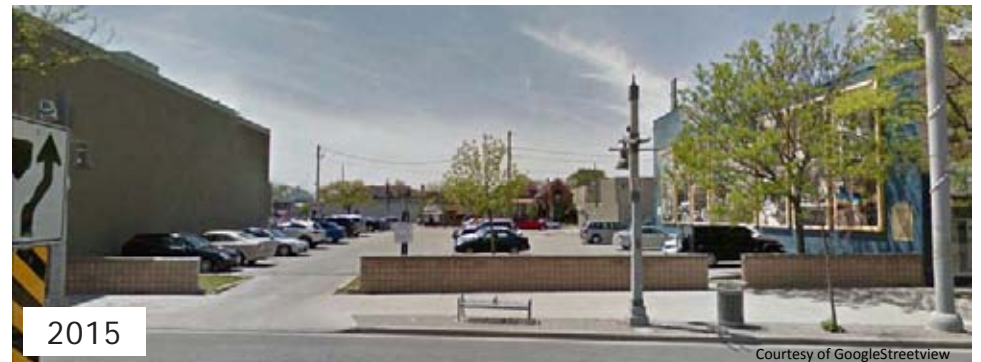
NOTES:
Downtown Windsor Business
Improvement Area
Demolished 1996, 1999,
2000, 2001



APRIL 2015



1996

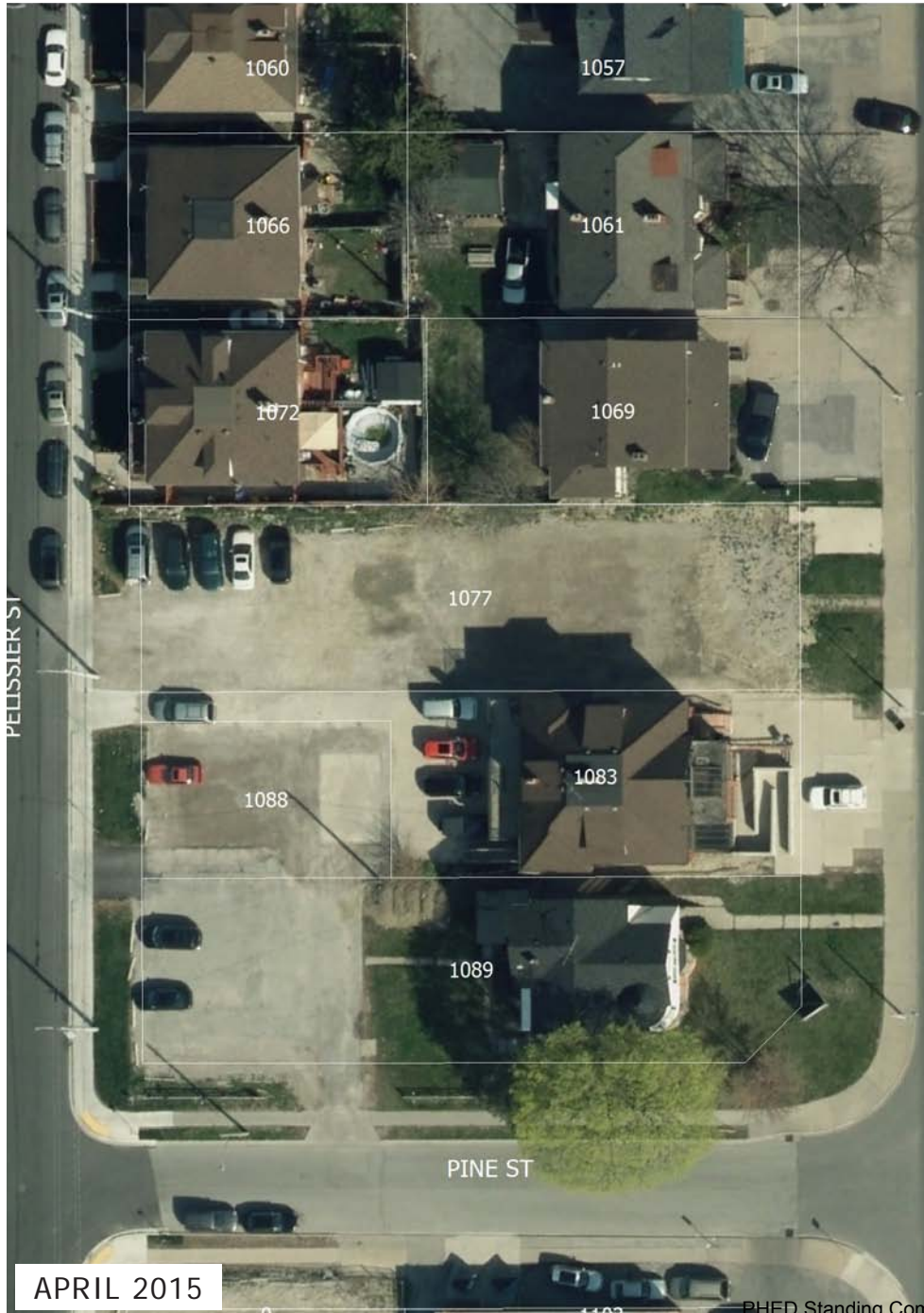


2015

Courtesy of GoogleStreetview

NOTES:

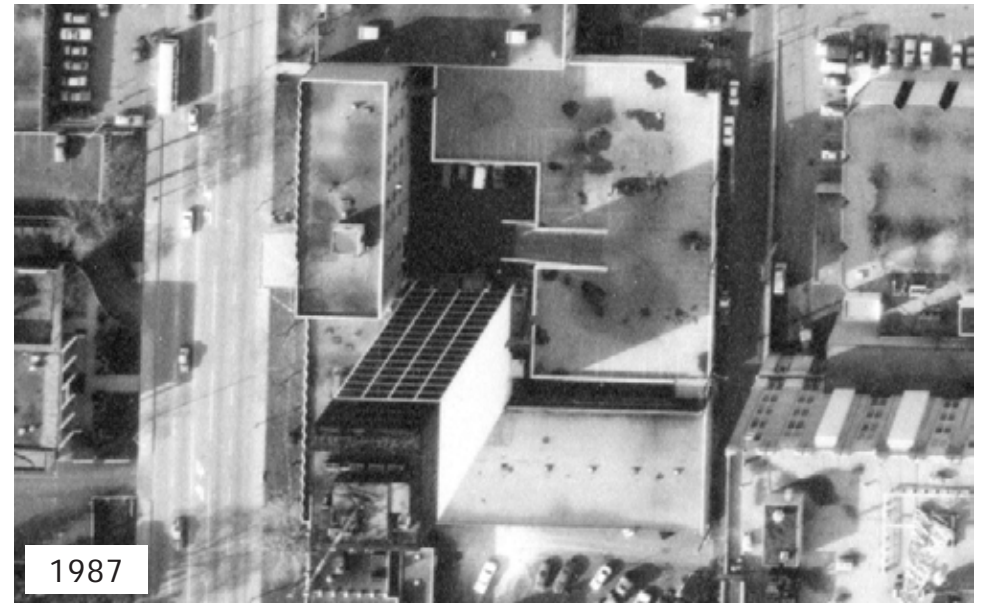
- Downtown Windsor Business Improvement Area
- Central Business District
- Ouellette Avenue Theme Street (Schedule G), City Corridor (Schedule J)
- Demolished 1997



NOTES:

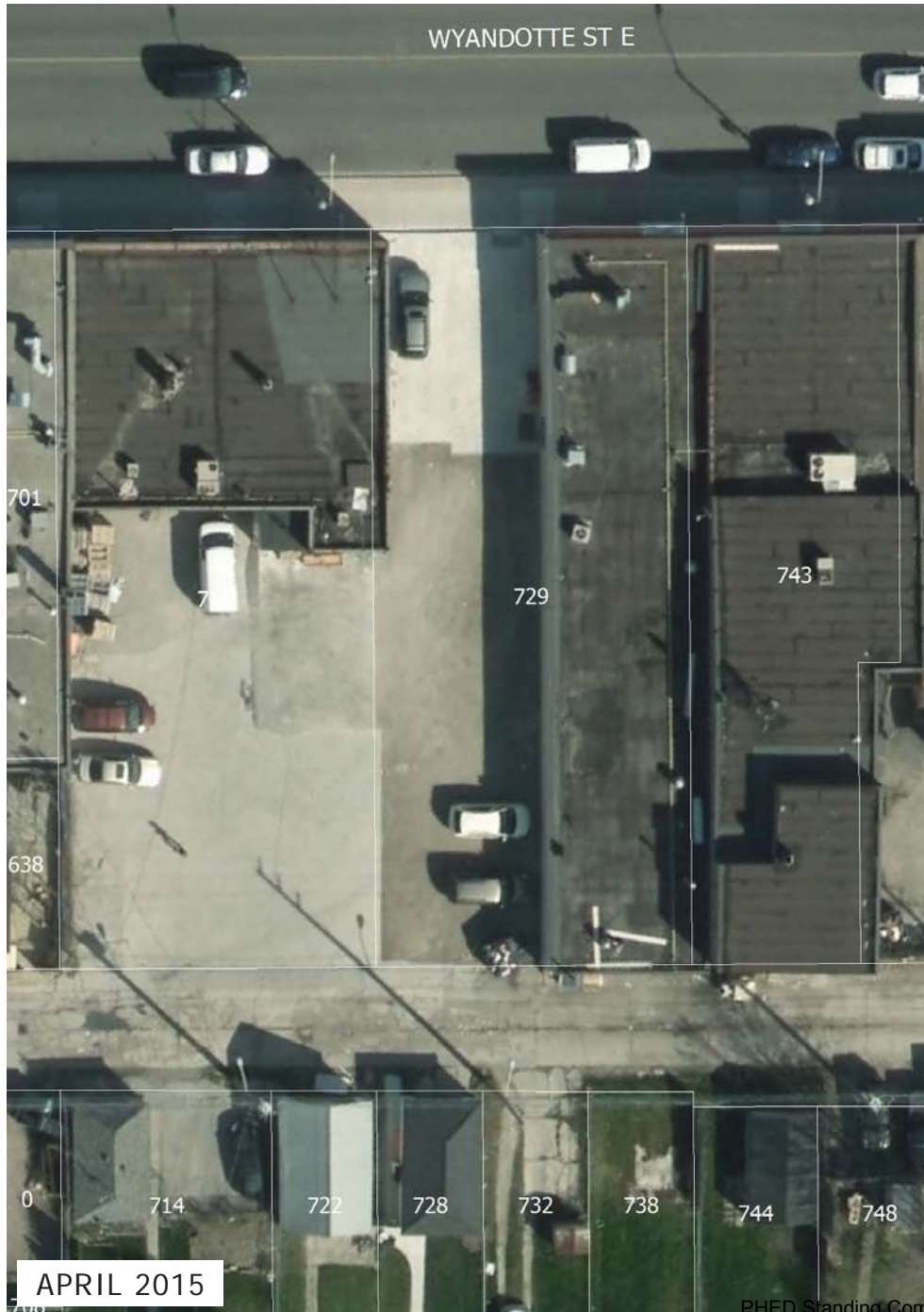
- Previously listed on Heritage Registry
- Downtown Windsor Business Improvement Area
- Ouellette Avenue Theme Street (Schedule G), City Corridor (Schedule J)
- Demolished 2014

APRIL 2015



NOTES:

Downtown Windsor Business Improvement Area
 Ouellette Avenue Theme Street (Schedule G), City Corridor
 (Schedule J)
 Demolished 1987, 1995



APRIL 2015



2013

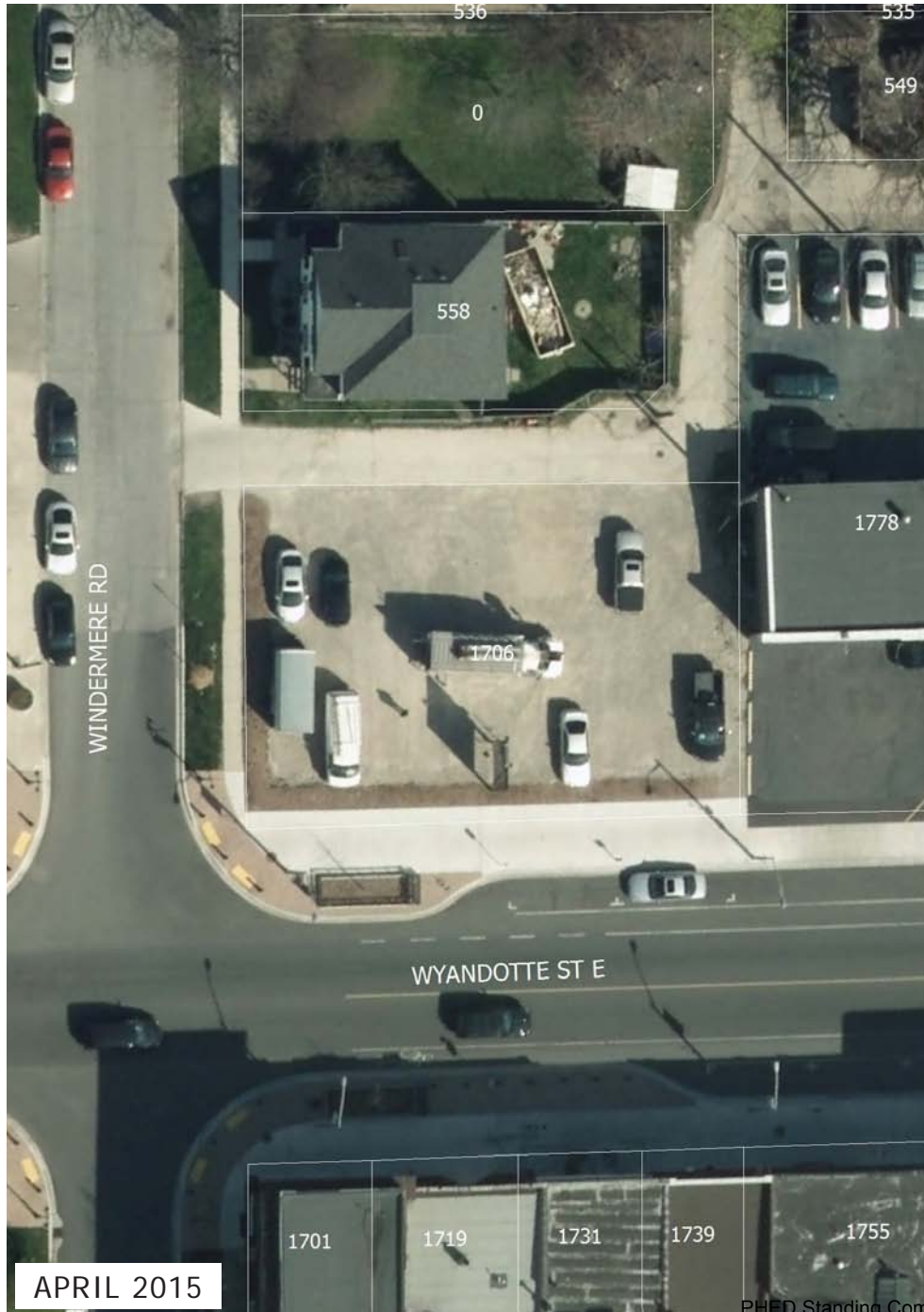


2012

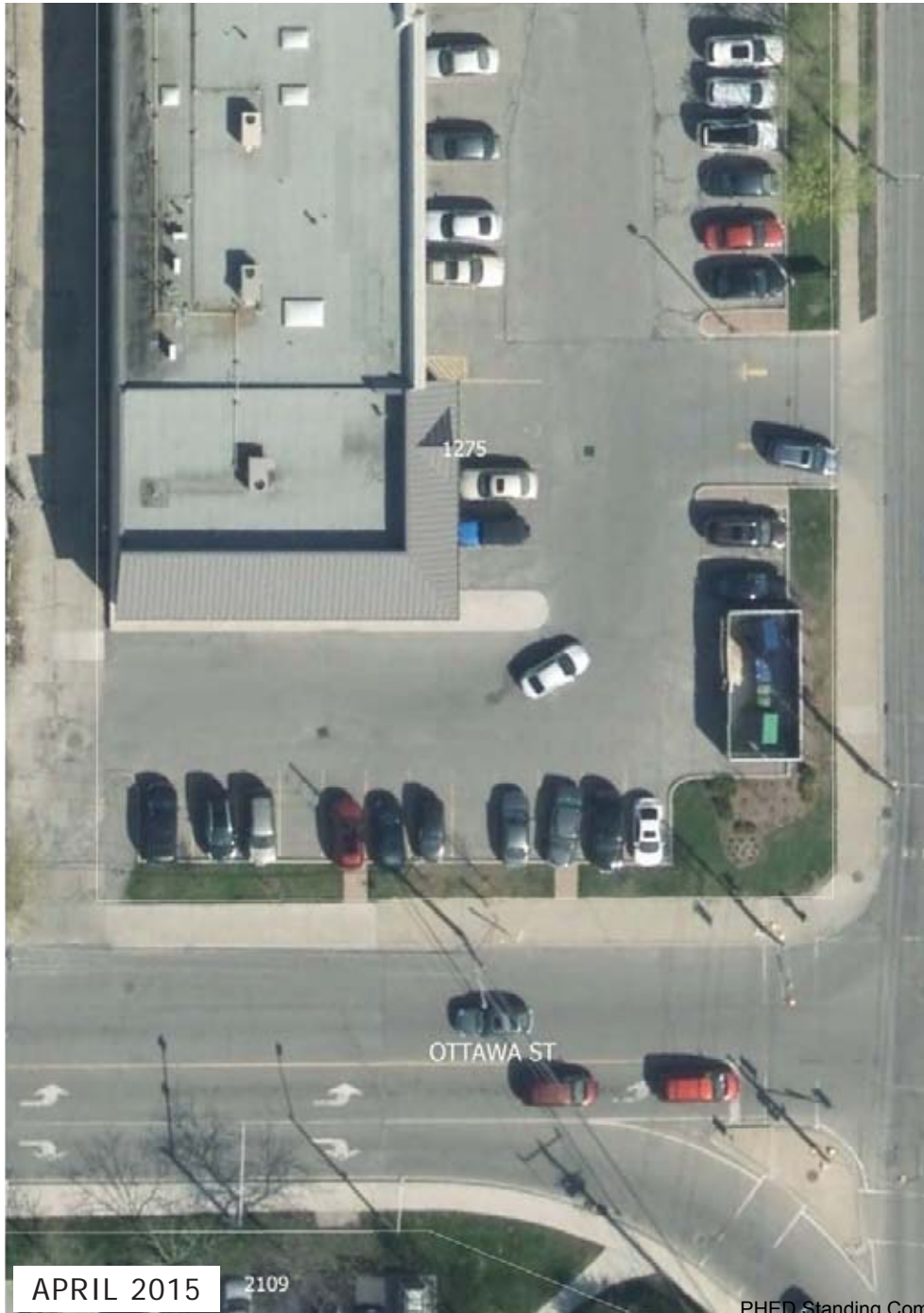


2015

NOTES:
 Wyandotte Town Centre
 Business Improvement Area
 Wyandotte Street East Theme
 Street (Schedule G),
 Neighbourhood Corridor
 (Schedule J)
 Demolished 2014

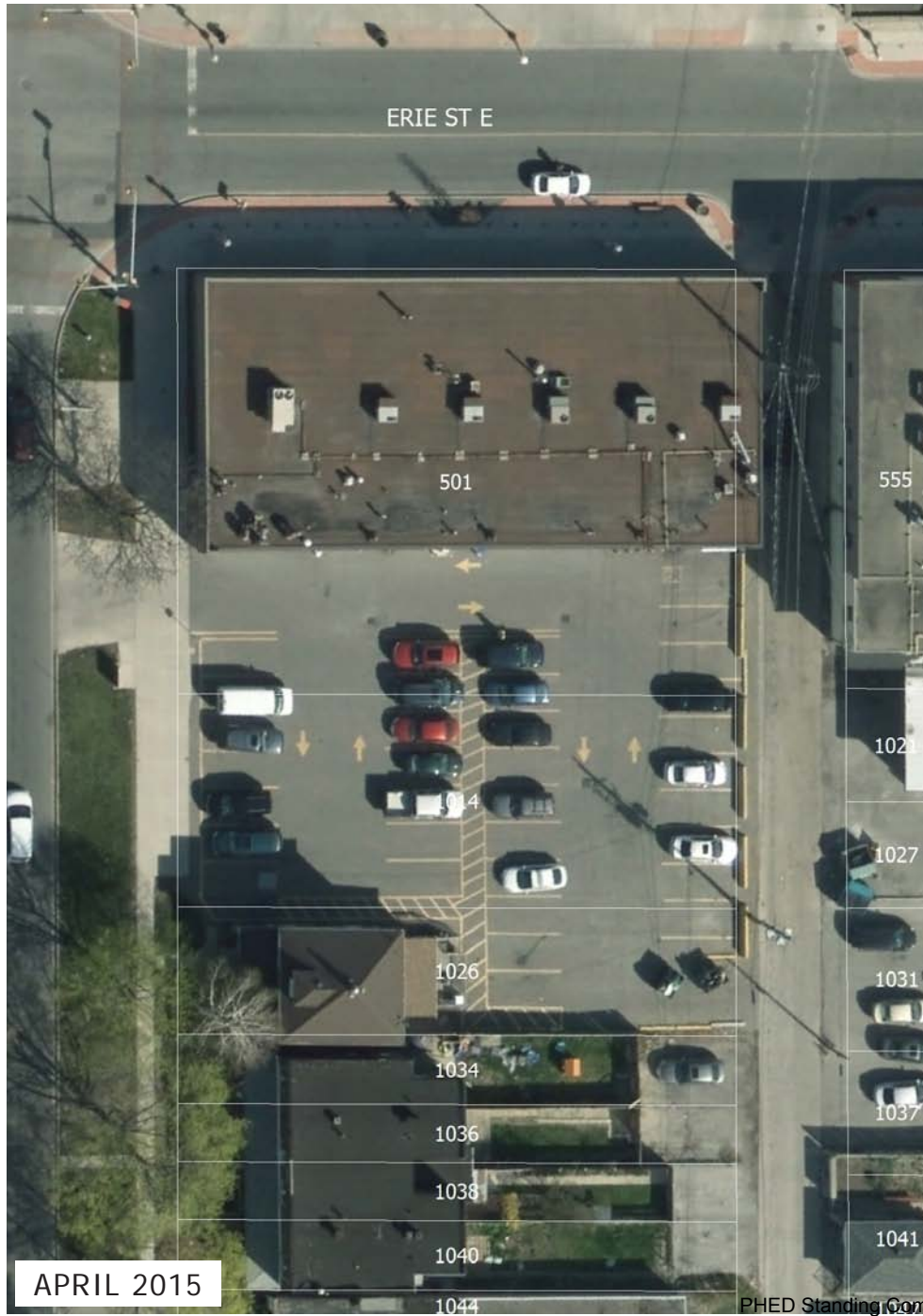


NOTES:
 Walkerville Heritage Area
 Walkerville Business Improvement Area
 Wyandotte Street East Theme Street (Schedule G), Neighbourhood Corridor (Schedule J)
 Demolished 2003



NOTES:
Walkerville Heritage Area
Ottawa Street Theme Street
(Schedule G), Neighbourhood
Corridor (Schedule J)
Walker Road Civic Way
(Schedule G), City Corridor
(Schedule J)
Demolished 2008

1014-18 Howard Avenue



APRIL 2015



2010



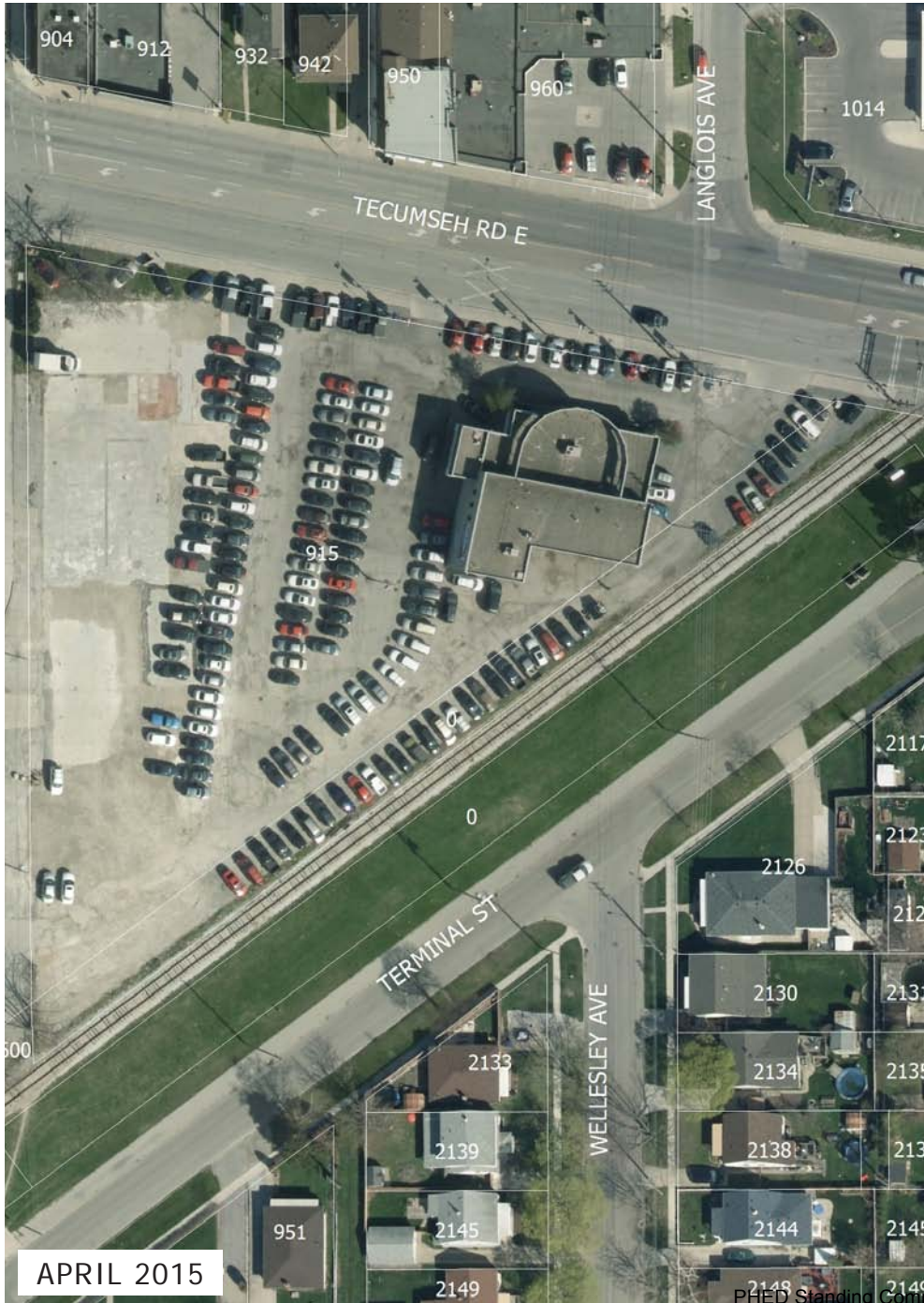
2014



2009

NOTES:
Howard Avenue Civic Way (Schedule G), City Corridor
(Schedule J)
Demolished 2012

915 Tecumseh Road East



APRIL 2015



2008



2014

Courtesy of GoogleStreetview



2009

Courtesy of GoogleStreetview

NOTES:
Tecumseh Road Civic Way
(Schedule G), City Corridor
(Schedule J)
Demolished 2009

Appendix C: City of Windsor Official Plan Excerpts related to Off-Street Parking and Built Form along BIA/Mainstreets

6. Land Use

6.1 Goals

MIXED USE 6.1.10 Pedestrian oriented clusters of residential, commercial, employment and institutional uses.

6.5.3 Commercial Corridor Policies

The Commercial Corridor land use designation is intended for areas which are designed for vehicle oriented commercial uses. Commercial Corridors take the form of commercial strips along Arterial and Collector roads within Windsor. The intent of the following policies is to strengthen identified Commercial Corridors for retail and service uses.

<i>STREET PRESENCE</i>	6.5.3.3	Council will encourage Commercial Corridor development to provide a continuous street frontage and presence. Accordingly, development along a Commercial Corridor shall be: (b) encouraged to locate the buildings at the street frontage lot line with parking accommodated at the rear of the site.
<i>EVALUATION CRITERIA</i>	6.5.3.7	At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed commercial development is: (d) provided with adequate off-street parking; (e) compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and landscaped areas; and
<i>DESIGN GUIDELINES</i>	6.5.3.8	The following guidelines shall be considered when evaluating the proposed design of a Commercial Corridor development: (a) the ability to achieve the associated policies as outlined in the Urban Design chapter of this Plan; (b) the provision of appropriate landscaping or other buffers to enhance: (i) all parking lots, and outdoor loading and service areas; and (d) where possible, parking is located in the rear of the property to encourage continuous building facades adjacent to the street; and
<i>SITE PLAN CONTROL</i>	6.5.3.9	Council shall require all development within areas designated as Commercial Corridor to be subject to site plan control, with the exception of Public Open Space uses.

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.

<i>TRANSPORTATION MODES</i>	6.9.1.7	To increase the use of walking, cycling and public transportation within the designated Mixed Use area by fostering a strong live-work-shopping-recreation relationship.
<i>FORM OF MIXED USE AREAS</i>	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
<i>EVALUATION CRITERIA</i>	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: (d) provided with adequate off street parking; (e) pedestrian oriented; (f) compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and landscaped areas; and
<i>DESIGN GUIDELINES</i>	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
<i>SITE PLAN CONTROL</i>	6.9.2.6	Council will require all development within areas designated Mixed Use to be subject to site plan control.
<i>REDUCED PARKING REQUIREMENT</i>	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.

6.11 City Centre Planning District

6.11.1 Objectives

<i>MEMORABLE CITY CENTRE</i>	6.11.1.5	To establish design guidelines to create an attractive and memorable City Centre.
<i>HUMAN SCALE</i>	6.11.1.7	To enhance the City Centre as a pedestrian friendly district.

6.11.2 General Policies

<i>TEMPORARY SURFACE PARKING</i>	6.11.2.6	Notwithstanding policy 6.11.2.5, Council may permit temporary surface parking on vacant sites provided that: <ul style="list-style-type: none"> (a) there is satisfactory evidence to support the demand for additional temporary surface parking in the City Centre; (b) the visual appearance of such facilities is enhanced and screened through the use of substantial vegetation and other appropriate landscaping measures as described in the Urban Design chapter; and (c) such sites are not located adjacent to a designated Theme Street.
<i>LONG TERM PARKING AREAS</i>	6.11.2.7	Council will encourage long term parking areas to be incorporated within new development either above or below grade, so as to minimize the amount of surface parking in the City Centre Planning District.

6.11.4 Mixed Use Policies

<i>EVALUATION CRITERIA</i>	6.11.4.2	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: <ul style="list-style-type: none"> (d) provided with adequate off street parking; (e) compatible with the surrounding area in terms of scale, massing, height, siting, setbacks, parking and landscaped areas; and
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*DESIGN
GUIDELINES*

- 6.11.4.3 The following guidelines shall be considered when evaluating the design of a proposed Mixed Use development in the City Centre Planning District:
- (a) the ability to achieve the associated policies as outlined in the Urban Design chapter of this Plan;
 - (b) the mass and scale of buildings, and the extent to which their orientation, form, and siting help to achieve a compact urban form;
 - (c) at least one building wall is located on an exterior lot line;
 - (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 will generally be discouraged and encouraged via a rear yard service road or alley;
 - (f) safe and convenient pedestrian access between buildings and public transportation stops, parking areas and other buildings and facilities should be provided;
 - (g) the public right-of-way should be designed to foster unique area identity and to provide for vehicle use, efficient public transportation service as well as pedestrian and cycling travel; and
 - (h) integration of the development with the surrounding uses to contribute to the unique character of the area.

*SITE PLAN
CONTROL*

6.11.4.4 Council shall require all Mixed Use development within the City Centre Planning District to be subject to site plan control.

*REDUCED
PARKING
REQUIREMENT*

6.11.4.5 Council may establish off street parking standards for Mixed Use development in the City Centre Planning District to reflect public transportation supportive designs or shared parking arrangements.

6.11.8

Entertainment/Hospitality Policies

*EVALUATION OF
PROPOSALS*

6.11.8.2 At the time of submission, entertainment/hospitality development proposals in the City Centre Planning District shall be evaluated according to the Commercial Centre policies obtained in section 6.5.

*DESIGN
GUIDELINES*

6.11.8.3 The following guidelines shall be considered when evaluating the proposed design of Entertainment/Hospitality development in the City Centre Planning District:

- (c) the development design accommodates pedestrian movement within the site, into and out of the site, and between the site and existing or future public pedestrian system(s) in a manner that is distinguishable from the access provide to vehicles and which is safe, convenient and aesthetically pleasing;
- (d) the development design provides a continuous street presence by the clustering of individual business entrances at the street level and sidewalk ensuring a pedestrian orientation;

		(e) the provision of appropriate landscaping or other buffers to enhance: <ul style="list-style-type: none"> (i) all parking lots, and outdoor loading and service areas; and (ii) the separation between the use and adjacent sensitive uses, where appropriate; and
		(f) loading facilities and service areas are located to avoid conflict between pedestrian circulation and service vehicles.
<i>SITE PLAN CONTROL</i>	6.11.8.4	Council will require all Entertainment/Hospitality development within the City Centre Planning District to be subject to site plan control.

6.11.11 Theme Street Policies

<i>DESIGNATED THEME STREETS</i>	6.11.11.1	Portions of Ouellette Avenue, Park Street, Pelissier Street, Riverside Drive, Wyandotte Street, University Avenue, Pitt Street and Chatham Street are designated Theme Street on Schedule G: Civic Image (City Centre Inset).
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8. Urban Design

8.7 Built Form

8.7.2 Policies

<i>NEW DEVELOPMENT</i>	8.7.2.1	Council will ensure that the design of new development: (Added by OPA #66-11/05/07-B/L209-2007)
		(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)
<i>CONTINUOUS BUILDING FACADES</i>	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: <ul style="list-style-type: none"> (a) community facilities, retail shops, and other frequently visited uses; and (b) architectural features and elements which can be experienced by pedestrians.
<i>APPEALING STREET FACADES</i>	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.

*STRATEGIC
FACADE
BREAKS* 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.

8.11 Streetscape

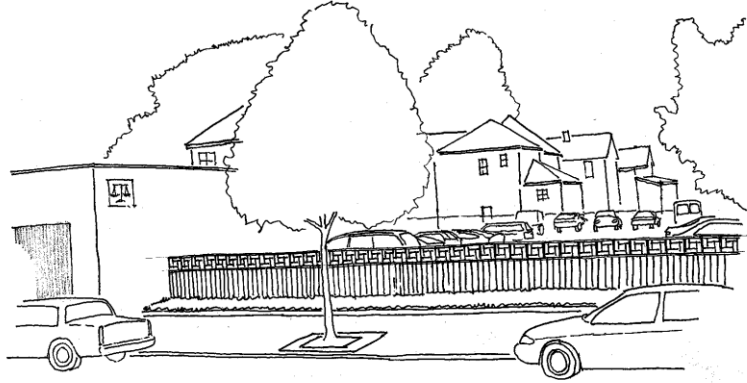
*MAINSTREETS
DEFINED* 8.11.2.10 Council will promote the development of Mainstreets at the locations identified on Schedule G: Civic Image. Such Mainstreets will be designed to:

- (a) promote a diverse mixture of commercial, residential and other appropriate land uses along the road;
- (b) encourage pedestrian activity and movement along the streetscape; and
- (c) provide and/or enhance the unique character of the surrounding neighbourhood.

MAINSTREETS 8.11.2.11 Council will recognize the significance of the roads designated as Mainstreets on Schedule G: Civic Image by:

- (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 Mainstreet.

*PARTIAL
SCREENING OF
PARKING LOTS* 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.



*SCALE OF
SURFACE
PARKING LOTS*

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.

*LOCATION OF
SURFACE
PARKING LOTS*

8.11.2.21

Council will encourage parking lots that avoid large expanses fronting the road.

**Appendix D: Excerpts from City of Windsor Official Plan Volume 2
Chapter 1- Special Policy Areas for Sandwich Area, Sandwich
Heritage Conservation District Plan, and Olde Sandwich Towne
Supplemental Development & Urban Design Guidelines**

1.26 Sandwich Heritage Conservation District
(OPA 68, effective October 19, 2012)

*BUILDING
RENOVATIONS AND
NEW
CONSTRUCTION*

1.26.8 The objective of the Sandwich Heritage Conservation District is to preserve the buildings and streetscape. Owners of property will require a heritage permit for the following changes to their property:

(c) Major alterations visible from the street or other public spaces

(d) Conversions with exterior alterations visible from the street or other public spaces

(e) Building or structure demolition, or demolition of a portion of the building or structure visible from the street or other public spaces

*CONFORM TO THE
DESIGN
GUIDELINES*

1.26.9 All applications for heritage permits will be required to conform to the design guidelines in the Sandwich Heritage Conservation District Plan, adopted by By-law 22-2009.

DEMOLITIONS

1.26.10 Retention of buildings and structures is encouraged, and demolition of buildings and structures will only be permitted in cases where they will be replaced with buildings and structures that conform to the Heritage Conservation District Plan, provided that all requirements of the Plan are met for issuance of a heritage permit for a new building or structure.

PARKING

1.26.18 No front yard parking as defined in the City’s zoning bylaw shall be permitted.

In the case of infill development, parking will be located in the side or rear yard.

1.27 **Olde Sandwich Towne Community Improvement Plan Area**

(OPA 69, effective October 19, 2012)

- OLDE SANDWICH TOWNE COMMUNITY IMPROVEMENT PLAN* 1.27.4 The goal of the Olde Sandwich Towne Community Improvement Plan is to provide an implementation strategy and design guidelines to assist in the attainment of the vision that Windsor has for Olde Sandwich Towne. The design principles and guidelines contained within the Community Improvement Plan shall guide the design and re-development of the Olde Sandwich Towne area.
- TARGET AREA 1 – COMMERCIAL CORE* 1.27.6 The objective for the Commercial Core Target Area is to improve the attractiveness of the commercial core to business and shoppers. This will be achieved by:
- (a) enhancing the main streets and creating an improved pedestrian friendly environment;
 - (b) orienting prominent building entrances to the main street to animate the street;
 - (c) enhancing parking areas and encouraging businesses to share parking;
 - (d) ensuring that building facades have large ground floor display windows;
 - (e) providing additional design emphasis for buildings located at street intersections;
 - (f) for commercial uses on corner properties, requiring the main door to be located at the corner, i.e. at the intersection of the two streets;
- TARGET AREA 3 – RESIDENTIAL AREA* 1.27.8 The objective for the Residential portion of the Target Area is to foster stable residential neighbourhoods, to develop an open space strategy, and to preserve and enhance heritage and historic buildings. This will be achieved by:
- (a) demolition control;
 - (b) enforcement of property standards;
 - (c) prohibition of interim uses such as parking lots;

(h) locating garages in side or rear yards only ;

(i) garages or additions shall be located behind the front façade of the building..

<i>URBAN DESIGN GUIDELINES</i>	1.27.10	All development in the Olde Sandwich Towne Community Improvement Plan Area will be consistent with the “Olde Sandwich Towne – Community Improvement Plan – Supplemental Development and Urban Design Guidelines” adopted by By-law 28-2009
<i>INTERIM USES</i>	1.27.11	Council shall not consider interim uses such as parking lots and storage sheds within the Olde Sandwich Towne Community Improvement Plan Area , unless the application is accompanied by a re-development plan for an alternate use.
<i>DEMOLITION</i>	1.27.12	<p>Council shall not consider applications for demolition in the Olde Sandwich Towne Community Improvement Plan Area until the following have been submitted:</p> <p>(a) a plan for a redevelopment in conformity with the Official Plan and Zoning Bylaw requirements,</p> <p>(b) an executed Site Plan Control Agreement(s), and</p> <p>(c) appropriate securities to ensure the redevelopment occurs within a specified time period and to fulfill conditions of the Site Plan Control Agreement.</p>

SANDWICH HERITAGE CONSERVATION DISTRICT PLAN

4.1 DEVELOPMENT PATTERN AND LAND USE

Residential Policies:

(h) Parking for new or replacement dwellings is to be located in driveways at the side of the dwelling or in garages at the rear of the main building whenever possible. New attached garages extending beyond the front of the dwelling are not permitted.

4.4 Demolition

Policies:

- (a) The demolition of heritage buildings in the District is strongly discouraged;
- (b) Any proposal to demolish a heritage building or portion of a heritage building within the District shall require approval from Council;

4.5 PUBLIC REALM

Policies:

(c) Landscaping that complements the existing landscapes of the district, screens parking areas and contributes to the overall pedestrian quality is encouraged for all new development. Specific landscape elements will be governed by Site Plan Approval requirements;

7.7 COMMERCIAL BUILDINGS

Recommendations and Guidelines:

- Any additional parking requirements that may be necessary to meet business needs or zoning regulations should be located at the rear of the building and be appropriately screened by landscaping and/or fencing from the street and adjacent neighbours; and

7.8 BUILDING CONVERSIONS

Recommendations and Guidelines:

- Front yard or boulevard parking is strongly discouraged,
- If additional parking must be provided, it should be located at the rear or side of the building with appropriate landscaping or fencing provided to screen it from the street and adjacent neighbours.

7.9 SITE / AREA SPECIFIC DESIGN GUIDELINES

7.9.2 The Town Centre

- Any infill development or site redevelopment on Sandwich Street must maintain a strong relationship to the street with respect to built form and use;
- Build-to street lines for new development shall be consistent along the length of the Commercial Sandwich Street;

8.3 Alignment and Grouping of Buildings

Guidelines:

- Where infill development occurs, that it be designed in such a way as to maintain the setback and massing hierarchies established within the streetscape, and
- Within the commercial area of the district, the alignment and grouping of building also remains relatively cohesive. Several exceptions occur at intersections, such as at Sandwich Street and Brock Street, where institutional buildings such as Mackenzie Hall and St. John's church break with the established rhythm of the streetscape; however in so doing, these intersections provide an exclamation point at an important crossroads. Within the commercial areas, the visual continuity of the streetscape in terms of alignments and groupings of buildings within the streetscape can be maintained if the following guidelines are followed:
- Where important architectural elements punctuate gateways or civic spaces within the streetscape, that those proportions be maintained;
- Where infill development occurs, that it be designed in such a way as to maintain the setback and massing hierarchies established within the streetscape.

8.11 VEHICLE PARKING

Parking is often one of the more contentious urban design issues, particularly in the age of the automobile. Many urban spaces are dominated by the space required for parking, and the prominence of the automobile within our society is difficult to ignore. The Sandwich neighbourhood was developed during a time when the automobile was much less important, and factored into urban design in a much less significant way than it does today. Much of the visual charm and interest of the Sandwich's streets and lanes is due to the absence of attached front drive garages. The tension that is created by this dichotomy is demonstrated within Sandwich, although because there is adequate on-street parking, it is not as prevalent as in some other older neighbourhoods. There are examples of one, or often two or more vehicles parked in the area that would historically have been lawn. Ideally, there would be no vehicles within these spaces in the study area, as the prominence of the vehicles in the front yard detracts from the heritage character of the built form, and from the quality of the streetscape in general.

Recommendations and Guidelines:

- In the case of infill development, parking should be located in an unobtrusive location, preferably to the side or rear of the built form;
- Continue to encourage parking to the side or rear lot areas, rather than in front yards or boulevards;
- Where parking in the front yard is unavoidable, parking areas should be screened by low hedges or fences. Hard surface area should be kept to a minimum by paving only the area required for tire tracks, rather than the entire parking area. Where possible, permeable types of paving should be employed, such as gravels, or permeable paving stones, to maximize infiltration of stormwater, particularly when in close proximity to mature trees, and
- Where commercial parking is available, it should be screened with vegetation to minimize the impact on the streetscape without impeding pedestrian safety or visual sightlines.

OLDE SANDWICH TOWNE SUPPLEMENTAL DEVELOPMENT AND URBAN DESIGN GUIDELINES

4.0 Sandwich Street Commercial Area

4.2 Parking and Street Edges

4.2.1 Overview

There is on-street parking along Sandwich Street, and surface lots have been introduced within the area to provide additional parking. Guidelines that address preferred parking orientation and requirements for screening are contained in the Heritage Conservation District Plan, which recommends that:

- Parking for any infill projects be located to the side or rear of any infill development;
- Where parking in the front yard is unavoidable, areas should be screened to minimize impact on streetscape or sightlines; and
- Paving areas should be minimized.

4.2.2 DESIGN GUIDELINES

Parking areas along the street have an impact on the character of Sandwich Street. Screening is essential to reduce the negative visual impact they have within the streetscape, by reducing their scale and enhancing the interface with the public realm. Methods and guidelines for screening include:

1. Trees and Shrubs:

- Use species that are native, low maintenance, and salt tolerant to survive urban conditions;
- Provide seasonal interest through the use of coniferous and deciduous plant materials;
- Maintain and trim shrubs and perennials adjacent the public right-of-way so that they are no more than 0.9m in height to avoid the creation of hiding spaces and be respectful of pedestrian safety; and
- Locate trees according to conditions of site plan approval along the adjacent street frontage.

2. Raised Planters:

- Use high quality materials such as brick or stone for raised planters that are reflective of the desired character for Olde Sandwich Towne; and
- Ensure raised planters are at least 0.40m in height to promote informal seating areas along the street frontage.

3. Fences and Walls:

- Use high quality materials such as brick and stone that are consistent with the image and character of Sandwich. Do not use unfinished wood, chain link, or concrete block; and
- Design with decorative style and approximately 1.0m in height. With any of the above, it is important that all screening methods for parking be well-maintained to avoid unsightly conditions that negatively impact the pedestrian safety and the area's character.

Appendix E: ZBL 8600 Excerpts/Extracts related to Off-street Parking along BIA/Mainstreets

SECTION 3 – DEFINITIONS

3.10 DEFINITIONS

ACCESS AREA means a driveway that connects any one or more of the following to a *highway: building; outdoor storage yard; parking area; structure.*

BUILDING SETBACK means the horizontal distance measured at right angles from a *lot line* to the closest wall of any *building* or *structure* on the same *lot*.

BUSINESS IMPROVEMENT AREA means a geographically delineated area designated by *City of Windsor* by-law as an improvement area for the purposes of area beautification, maintenance and promotion under the direction of a board of management.

CENTRAL BUSINESS DISTRICT see Section 24.5.1

PARKING AREA means an area used for *parking spaces*, bicycle parking spaces and *loading spaces* and includes all *collector aisles* and *parking aisles*.

An outdoor storage yard is not a parking area.

COLLECTOR AISLE means an unobstructed part of a *parking area* that provides direct access to a *parking aisle*.

MANOEUVRING AISLE means a *parking aisle*.

PARKING AISLE means an unobstructed part of a *parking area* that provides direct access to a *parking space*.

A manoeuvring aisle is a parking aisle.

PARKING GARAGE means a *building* occupied by a *parking area* which is used or capable of being used for the provision of a minimum of five *parking spaces*.

ACCESS RAMP means that part of a *collector aisle* that has a slope of greater than 12.0 degrees from the horizontal plane and that provides *motor vehicle* ingress to and egress from a *parking garage*.

PARKING SPACE means an area used for the parking of an operable *motor vehicle*. It includes a visitor parking space and an accessible parking space.

A bicycle parking space, a loading space or a stacking space is not a parking space.

PUBLIC PARKING AREA means one or more of the following:

1. a *parking area* which is a *main use* and is not accessory to any other permitted *use*;
2. a *parking area* which is accessory to a permitted *use*, but is not located on the same *lot* as the use it is intended to serve;

STACKING SPACE means an area for the temporary accommodation of a *motor vehicle*.

SECTION 20 - SPECIFIC ZONING EXCEPTIONS IN CERTAIN AREAS

(3) HERITAGE CONSERVATION DISTRICTS

(ADDED by B/L 24-2009, OMB Order PL090206 Issued Oct. 19, 2012)

This subsection applies to lands that have been designated to be a Heritage Conservation District and are delineated by a broken green line on the zoning district maps (ZDM) and identified by a zoning district symbol and a paragraph(s) of this subsection. Any parcel so identified shall be considered as being within the zoning district symbol and shall be subject to the provisions of that zoning district, the identified paragraph(s) of this subsection and any other applicable provisions of this by-law. In the event of a conflict between the provisions of this subsection and the provisions of the zoning districts, the provisions of this subsection shall prevail.

1. Sandwich Heritage Conservation District Residential Overlay Zone

(b) Prohibitions

- (iii) Garages are prohibited unless located a minimum of 6 metres to the rear of the main wall.
- (iv) Parking spaces are prohibited in any front yard.

2. Sandwich Heritage Conservation District Commercial Overlay Zone

(c) Prohibitions

- (i) Front yard setbacks on Sandwich Street are prohibited
- (ii) Parking spaces are prohibited in any front yard

SECTION 24 – PARKING, LOADING AND STACKING PROVISIONS

24.1 APPLICATION

24.1.1 The provisions in this Section apply to the use of all lots in all zoning districts in this by-law, unless otherwise stated in this by-law.

24.10 GENERAL PROVISIONS

24.10.1 REQUIRED FOR EACH USE

.1 Parking spaces, visitor parking spaces, accessible parking spaces, bicycle parking spaces, loading spaces and stacking spaces shall be required for each use permitted by this by-law in accordance with the provisions of Section 24.

24.10.10 PROVISION AND MAINTENANCE

.1 All required parking spaces, visitor parking spaces, accessible parking spaces, bicycle parking spaces, loading spaces or stacking spaces shall be provided and clearly identified and marked at the time of the erection of a building or addition thereto, expansion of a use or when there is a change of use of a lot or building and shall be subsequently maintained, identified and marked exclusively for the use for which they are required for as long as such use is in operation.

24.10.15 DEFICIENCY IN SPACES – EXISTING BUILDINGS

.1 If, on the date this Section comes into force, an existing building has insufficient parking spaces, visitor parking spaces, accessible parking spaces, bicycle parking spaces or loading spaces to conform with Sections 24.20.1, 24.20.3, 24.20.5, 24.22.1, 24.24.1, 24.30.1, 24.40.1, the deficiency is not required to be made up prior to the construction of any addition or any change in use. Any additional parking spaces, visitor parking spaces, accessible parking spaces, bicycle parking spaces or loading spaces required as a result of any such addition to the existing building or a change in use shall be provided in accordance with Sections 24.20.1, 24.20.3, 24.20.5, 24.22.1, 24.24.1, 24.30.1, 24.40.1

.5 Despite Section 24.10.15.1, for an existing building located on a lot within the Central Business District, any change of use from the existing use to any use listed under Section 24.20.1 except for “All other uses not listed above”, no additional parking spaces, visitor parking spaces, accessible parking spaces, bicycle parking spaces or loading spaces are required.

24.20 PARKING SPACE PROVISIONS

24.20.1 REQUIRED PARKING SPACES – CENTRAL BUSINESS DISTRICT

.1 In the Central Business district the required minimum number of parking spaces shall be as shown opposite the respective use in Table 24.20.1.1:

TABLE 24.20.1.1 – REQUIRED PARKING SPACES CENTRAL BUSINESS DISTRICT	
USE	PARKING RATE – MINIMUM
Bake Shop	0
Business Office	0
Commercial School	0
Convenience Store	0
Entertainment Lounge	None for the first 90 m ² GFA AND 1 for each additional 15 m ² GFA
Food Convenience Store	0
Financial Office	0
Games Arcade	0
Hotel	1 for each of the first 60 guest rooms AND 1 for each additional 6 guest rooms
Medical Office	0
Motel	1 for each of the first 60 guest rooms AND 1 for each additional 6 guest rooms
Multiple Dwelling Units	None for the first six dwelling units AND 1 for each additional dwelling unit
Pawnshop	0
Personal Service Shop	0
Pharmacy	0
Residential Care Facility	1 for each 8 beds
Restaurant	None for the first 90 m ² GFA AND 1 for each additional 15 m ² GFA
Retail Store	0
Take-out Food Outlet	0
Veterinary Clinic	0
Veterinary Office	0
All other uses not listed above	Section 24.20.5 shall apply

24.20.3 REQUIRED PARKING SPACES – BUSINESS IMPROVEMENT AREAS AND OTHER DEFINED AREAS

.1 Excluding lands in the Central Business District, for lands in all Business Improvement Areas and for all lands within a Commercial Zoning District located:

.1 on the north and south side of Wyandotte Street West between Dougall

Avenue and Patricia Road;

- .2 on the north and south side of University Avenue between Dougall Avenue and Bridge Avenue;

for an existing building, the required minimum number of parking spaces shall be as shown opposite the respective use in Table 24.20.3.1:

TABLE 24.20.3.1 – REQUIRED PARKING SPACES BUSINESS IMPROVEMENT AREAS & OTHER DEFINED AREAS	
USE	PARKING RATE – MINIMUM
Bake Shop	0
Business Office	0
Convenience Store	0
Financial Office	0
Food Convenience Store	0
Light Repair Shop	0
Medical Office	1 for each 27 m ² GFA
Pawnshop	0
Personal Service Shop	0
Pharmacy	0
Professional Studio	0
Restaurant	None for the first 90 m ² GFA AND 1 for each additional 15 m ² GFA
Retail Store	0
Take-out Food Outlet	0
Veterinary Office	1 for each 27 m ² GFA
All other uses not listed above	Section 24.20.5 shall apply

24.20.5 REQUIRED PARKING SPACES –ALL OTHER AREAS AND USES NOT LISTED IN TABLES 24.20.1.1 AND 24.20.3.1

- .1 The required minimum number of parking spaces shall be as shown opposite the respective use as shown in Table 24.20.5.1:

24.26 LOCATION OF PARKING, VISITOR PARKING OR ACCESSIBLE PARKING SPACES

- .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.
- .2 For industrial uses in Manufacturing Districts, and for a university or college, all required parking spaces and accessible parking spaces shall be located entirely within a radius of 300 metres of the nearest lot line of the lands occupied by the use they are intended to serve.
- .3 For all other non-residential uses, all required parking spaces and accessible

parking spaces shall be located entirely within a radius of 120 metres of the nearest lot line of the lands occupied by the use they are intended to serve.

- .4 A parking space, visitor parking space or accessible parking space is permitted in a required side or rear yard.
- .5 A parking space, visitor parking space or accessible parking space is prohibited in a required front yard or required landscaped open space yard, except on a lot occupied by a single-unit dwelling, semi-detached dwelling, duplex dwelling or a townhome dwelling unit, a parking space, visitor parking space or accessible parking space is permitted in a required front yard.
- .6 For the lands bound by the Detroit River to the north, Walker Road to the east, Ottawa Street to the south and Lincoln Road to the west (identified as the Walkerville Heritage Area on Schedule G: Civic Image of the City of Windsor Official Plan) a parking space, visitor parking space or accessible parking space is prohibited in a front yard , except for any parking space, visitor parking space or accessible parking space existing in a front yard before September 15, 2010.
- .7 For the lands comprising Part of Lot 114, concession 1 and Lots 1 to 11 and Lots 15 to 19 Registered Plan 1100, situated on the east and west sides of Prado Place (identified as the Prado Place Heritage Area on Schedule G: Civic Image of the City of Windsor Official Plan) a parking space, visitor parking space or accessible parking space is prohibited in a front yard, except for any parking space, visitor parking space or accessible parking space existing in a front yard before December 28, 2006.
- .8 The parking of a vehicle within 6 metres of the intersection of any two streets is prohibited, except where the vehicle is parked within a parking garage.
- .9 A parking space, visitor parking space or accessible parking space is prohibited from encroaching into a public walkway, sidewalk or trail.

24.28 FRONT YARD PAVING AND SURFACING IN RESIDENTIAL DISTRICTS

24.28.1 IN ANY RESIDENTIAL DISTRICT:

- .1 A walkway, driveway or access area necessary for access to a parking space may cross a required front yard. That part of the required front yard not used for a walkway, driveway, access area, or, where permitted by this by-law, a parking space, shall be used exclusively as a landscaped open space yard.

Appendix F: Inter-jurisdictional Research of Off-Street Parking in BIAs/Mainstreets

City of Oakville

Official Plan (OP)

OP Designation: Main Street 1

The Main Street 1 designation represents small scale, mixed use development along main streets and is intended to reflect a pedestrian-oriented, historic main street character. Surface parking shall be provided only within a side and/or rear yard. Surface parking on corner lots shall only be permitted in the rear yard.

OP Designation: Main Street 2

The Main Street 2 designation shall provide for mixed use *development* characterized by high quality design standards and appropriately scaled pedestrian environment for emerging Growth Areas such as Kerr Village and the Uptown Core and the gateway areas within Bronte Village. Surface parking should be provided only within a side and/or rear yard or in areas that can be appropriately screened. Surface parking on corner lots should only be permitted in the rear yard or in areas that can be appropriately screened.

Zoning

Permitted Uses: Commercial Parking Areas

8.6 Driveway, Parking Structure, and Surface Parking Area Regulations

a) A surface parking area, not including a driveway, shall not be permitted in any yard between a building and Lakeshore Road East, Lakeshore Road West, Kerr Street, Randall Street, Oak Park Boulevard, Old Bronte Road, and Khalsa Gate.

b) On a lot in a Mixed Use Zone on Map 19(19a), the maximum surface parking area coverage is 50%.

c) Notwithstanding Section 5.8.2 of this By-law, for a lot having lot frontage greater than or equal to 15.0 metres the maximum width of a driveway for a detached dwelling, semi-detached dwelling, and townhouse dwelling shall be 6.0 metres.

d) The parking of motor vehicles is prohibited in all storeys of an above grade parking structure for the first 9.0 metres of the depth of the building, measured in from the main wall oriented toward the lot line adjacent to Lakeshore Road West, Lakeshore Road East, Kerr Street, Randall Street, Old Bronte Road, Oak Park Boulevard, and Khalsa Gate.

e) On a corner lot, a driveway providing access to a parking structure that crosses a flankage lot line shall be set back a minimum of 9.0 metres from the main wall of the parking structure oriented toward the front lot line.

f) The minimum first storey height of Table 8.3.1 shall not apply for those parts of the first storey of a parking structure solely occupied by parking area.

Part 5- Parking, Loading, & Stacking Lane Provisions

5.1.4 Location of Required Parking

b) Notwithstanding subsection (a) above, on a lot in a Mixed Use Zone on Maps 19(19a) and 19(22a), any parking space or barrier-free parking space required by this By-law can be provided on another lot within 300.0 metres if both lots are in a Mixed Use Zone

5.1.6 Cash-in-Lieu of Parking

Parking spaces and bicycle parking spaces required by this By-law for non-residential uses shall not be required for a lot in any Mixed Use Zone on Maps 19(2a) and 19(7a) if the Town enters into an agreement with the landowner respecting the payment of cash-in-lieu for some or all of the parking spaces, bicycle parking spaces, aisles, or driveways required, in accordance with Section 40 of the Planning Act.

5.1.7 Shared Driveways and Access Lanes Recognition

a) Notwithstanding any other provision of this By-law, a driveway or aisle shared across two lots in a Residential Medium (RM) Zone, Residential High (RH) Zone, Commercial Zone, Mixed Use Zone, Employment Zone, Institutional (I) Zone, and Community Use (CU) Zone shall be permitted.

b) Compliance with any regulations of this By-law for a driveway or aisle permitted by subsection (a) above shall be based upon the entire width of the applicable driveway or aisle.

5.2.2 Minimum Number of Parking Spaces in Mixed Use Zones

*There are reduced rates of parking within the Mixed Use Zones. Some uses even have no minimum parking requirement.

5.10 Surface Parking Area Setbacks

Notwithstanding any other provision of this By-law, a surface parking area excluding a driveway in the following Zones shall be set back a minimum of 1.8 metres from any building or structure:

c) Any Mixed Use Zone;

City of Ottawa

OP Mainstreet Designations:

Traditional Mainstreets: generally developed prior to 1945, typically set within a tightly knit urban fabric, with buildings that are often small scale, with narrow frontages and set close to and addressing the street, resulting in a more pedestrian oriented and transit friendly environment. They generally have a four-lane cross section, on-street parking or the potential to provide for it, and limited on-site parking. Land uses are often mixed, with commercial uses at the street level and residential uses on the upper levels.

Arterial Mainstreets: generally developed after 1945, typically present an urban fabric of larger lots, larger buildings, varied setbacks, lower densities and a more automobile oriented environment, often within a divided cross section of four or more lanes. They generally do not provide onstreet parking. Parking lots are often located between the buildings and the street, and the predominant existing land use is single purpose commercial.

Policies:

Site should be planned in a coordinated fashion that will facilitate:

- measures of sufficient size and quality to relieve the visual impact of surface parking areas

On Traditional Mainstreets surface parking will not be permitted between the building and the street. The location of surface parking will avoid interruption of building continuity along the Traditional Mainstreet street frontage and will minimize impacts on pedestrians. However, there may be exceptional circumstances, where locating parking adjacent to the street frontage is unavoidable. In these cases, appropriate means such as coordinated tree planting and landscaping, pedestrian amenities and the dimension, location and number of vehicular access will be used to minimize the interruption of the Traditional Mainstreet street frontage and to ameliorate the impact on the pedestrian environment. On Arterial Mainstreets, the location of surface parking will be evaluated in the context of Section 2.5.1 and Section 4.11.

In order to demonstrate its commitment to development on Mainstreets, the City will consider them to be priority locations for considering:

d. The creation of comprehensive traffic and parking strategies;

Zoning

Traditional Mainstreet (TM) Zone

The purpose of the TM Zone is to:

(1) accommodate a broad range of uses including retail, service commercial, office, residential and institutional uses, including mixed-use buildings but excluding auto-related uses, in areas designated Traditional Mainstreet in the Official Plan;

(2) foster and promote compact, mixed-use, pedestrian-oriented development that provide for access by foot, cycle, transit and automobile;

(3) recognize the function of Business Improvement Areas as primary business or shopping areas; and

(4) impose development standards that will ensure that street continuity, scale and character is maintained, and that the uses are compatible and complement surrounding land uses.

Permitted Non-Residential Uses

(d) parking garage, provided that 100% of the ground floor fronting on the street excluding any related mechanical room or pedestrian or vehicular access, is occupied for a depth of three metres by other uses permitted to be located on the ground floor;

Zone Mechanisms-Zone Provisions

Minimum width of landscaped area

(i) abutting a residential zone

Provisions: 3 m; may be reduced to one metre where a minimum 1.4 metre high opaque fence is provided

(j) minimum width of landscaped area around a parking lot see Section 110 – Landscaping Provisions for Parking Lots

(7) A maximum of one private approach may be provided for each property having a lot frontage of 45 metres or less.

(8) Despite Section 107 – Aisle and Driveway Provisions for Parking Lots and Parking Garages,

the minimum driveway width is :

- (a) 3 metres for parking lots with less than 20 parking spaces; and
- (b) 6 metres for parking lots with 20 or more parking spaces.

(9) Despite Section 100(1) – General Provisions, Parking, Queuing and Loading Provisions, a driveway may be situated equally or in part between two abutting commercial or mixed-use lots.

(10) Despite any requirements to the contrary, parking for a use required on one lot, may be located on another lot, but must be in the same city block, or on a lot on the opposite side of the public street on which the use requiring the parking is located. (By-law 2010-354)

(11) For other applicable provisions, see Part 2 – General Provisions, Part 3 – Special Use provisions, and Part 4 – Parking and Loading Provisions.

(14) Parking exemptions in the TM zone in Areas B, C and D.

(a) a restaurant use that legally existed on June 25, 2008 and located on the ground floor of a building requires no parking spaces for the first 280 square metres of gross floor area and 10 spaces per 100 square metres over 280 square metres gross floor area.

(b) any other restaurant use located on the ground floor of a building requires no parking spaces for the first 150 square metres of gross floor area and 10 spaces per 100 square metres over 150 square metres gross floor area.

(c) a retail use located on the ground floor of a building requires no parking spaces for the first 150 square metres of gross floor area and 2.5 per 100 square metres of gross floor area over 150 square metres.

(d) any other use located on the ground floor of a building and that has a gross floor area of less than 150 square metres requires no parking spaces. (By-law 2016-249)

The City of Ottawa further provides specific zone provisions for up to 14 subzones under the TM zoning.

Parking lots are similarly not listed as a permitted use in the AM-Arterial Mainstreet Zone. The AM zone consists of further subzones as well.

Part 4 - Parking, Queuing and Loading Provisions (Sections 100-114)

100 (3) (a) a parking lot located in an AM, TM or VM Zone, or on a property fronting on Rideau Street, Sparks Street or Bank Street in the MD Zone need not have its driveway or aisle located on-site, provided that access to the parking lot is provided from another lot in either an AM, TM, MD or VM Zone;

*Section 101 states the reduced minimum parking space rates for TM and AM zoning.

Section 109. Location of Parking

Parking Location Restrictions For Certain Select Non-Residential Zones

(1) In the TM and MD Zones, no person may park a motor vehicle:

- (a) in a required and provided front yard;

- (b) in a required and provided corner side yard;
- (c) in the extension of a required corner side yard into a rear yard; or
- (d) in a required and provided rear yard abutting a street in the MD zone.

(2) In the L1, LC, GM, AM and MC Zones, no person may park a motor vehicle:

- (a) in a required front yard;
- (b) in a required corner side yard; or
- (c) in the extension of a required corner side yard into a rear yard.

City of London

OP Designation: Main Street Commercial Corridor

Planning Objectives:

- iii) Encourage common parking areas instead of individual access points and individual parking areas;

Main Street Commercial Corridor Improvement Measures

Council may consider support for the following improvement measures:

- (a) Co-operative efforts by property owners and merchants to create common off-street parking lots in areas that are now under-supplied with parking;

Specific Mainstreet Commercial Corridor Area Policies

Old East Village- The Village Core:

New, at-grade parking lots will be prohibited fronting Dundas Street, uses which disrupt the continuity of the commercial corridor at street level will be discouraged... Municipal parking behind the existing streetscape is one of the assets supporting revitalization of the Village Core. Such parking is vital to support access to the corridor by visitors outside of the immediate community. Sufficient parking supply will be considered on a long term basis, accounting for the needs of a revitalized corridor in the future.

The Village Annex:

Through sensitive infill development, the restriction of additional parking facilities with a Dundas Street orientation, and the preservation and maintenance of key buildings that currently exist along the corridor, the Village Annex will serve as a pedestrian connector linking the Village Core and the Entertainment and Recreation Zone. To this end, new development shall be encouraged to facilitate a continuous building streetscape with active frontages.

Zoning: Business District Commercial Zone (BDC)

The BDC Zone is- intended to implement the Main Street Commercial Corridor designation
Permitted Uses: "commercial parking structures, and/or lots"

Regulations:

4) Drive-Through Facilities

Drive-through facilities, either as a main or accessory use, are not permitted in the Business District Commercial (BDC) Zone.

City of London also contains area specific zoning regulations, for example:

- 2) BDC(2) Dundas Street East, between Adelaide Street and Quebec Street

b) Prohibited Uses:

- i) Accessory parking lots on Dundas Street between Adelaide Street and Rectory Street.

Further, in BDC (17),

b) Prohibited Uses:

- i) Commercial parking lots and structures and accessory parking lots fronting on Dundas Street, and within 15 metres of Dundas Street;
- ii) Uses with drive-through facilities.

4.19 PARKING

4) Yards Where Parking Areas Permitted

Yard in Which Required Parking Area is Permitted

All yards provided that no part of any, parking area, other than a driveway, is located closer than 3.0 metres to any required road allowance, except in the DA Zones, the BDC, Zones or the OC Zones where parking shall not be permitted in the front yard.

City of Hamilton

OP Designation: Pedestrian Predominant Streets

Location of Parking Policies:

- b) Buildings shall be built up to the streetline and parking, driveways or lanes shall not be permitted between the buildings and the street, except as set out in E.4.3.4 g).

Draft Zoning: Mixed Use Medium Density- Pedestrian Predominant (C5a) Zone

The C5a Zone is typically located along pedestrian oriented streets where permitted commercial and residential uses create an active and vibrant pedestrian realm.

Permitted Use: Commercial Parking Facility

Prohibited Uses:

- ii) Notwithstanding Section 10.5a.1, a Drive-Through Facility is prohibited, even as an accessory use.

10.5a.3 REGULATIONS

- iv) Notwithstanding Section ii) above, one maximum 6.0 metre wide driveway shall be permitted for ingress and egress.

- v) No parking, stacking lanes, or aisles shall be located between the required building façade and the front lot line and flankage lot line.

i) Restriction of Uses within a Building

- iii) Notwithstanding 10.5a.1 above, a Commercial Parking Facility, excluding access driveway(s), shall only be permitted if wholly contained within a building and shall not be permitted on the first storey.

City of Kingston

OP Designation: Main Street Commercial

Discouraged Uses 3.4.C.3.

New automotive sales and uses, gas stations and gas bars are discouraged, unless a proponent can demonstrate through an urban design study that the intended character and pedestrian movement of the Main Street Commercial Area is maintained.

Restrictions on Uses 3.4.C.4.

Existing automotive sales, gas stations or gas bars are anticipated to be phased out over time, but in the interim, may be restricted to specific locations in the zoning by-law. New drive-through facilities will not be permitted in the Main Street Commercial designation in order to protect and enhance the pedestrian environment. However, there may be exceptional circumstances where a drive-through facility may be permitted where the intent of this Plan regarding the Main Street Commercial designation can otherwise be preserved. Applications for a new drive through facility are also subject to the requirements of Section 9 of this Plan.

Parking Policy

All new *development, redevelopment* or conversions will be required to provide parking in accordance with the zoning by-law and will be encouraged to locate parking underground or in structures. If it is not possible to locate sufficient parking on site, residential parking may be provided off-site, at a distance stipulated in the zoning by-law, through long-term agreements registered on title to both properties.

Zoning

City of Kingston restricted area (zoning) Bylaw 8499

General Provisions for the Williamsville Main Street Commercial Zone “C4”

23C.3 Regulations – The following regulations shall apply to lands, buildings or structures in the C4 Zone:

(d) Parking and Loading

i. Parking and Loading provisions shall be as set out in Sections 5.3 and 5.4 of this Zoning By-Law, with the exception of the provisions listed in subsection 23C.2(d)(ii) hereafter.

ii. Notwithstanding Sections 5.3 and 5.4 of this Zoning By-Law, the following provisions shall apply:

(1) Parking and loading spaces shall not be permitted in a yard abutting a streetline.

5.3 Off-Street Vehicle Parking Facilities

A. Off-street vehicle parking facilities shall be provided as follows:

(b) Non-Residential

C, C1 And C4 Uses Not Specifically Designated In This Section – 1 parking space for every 28.0 square metres of gross leasable area.

B. The following regulations shall govern the provision and maintenance of off-street parking facilities.

(g) In Zone C1 and C4:

i. Residential parking facilities that are not located within an enclosed building shall not be located in any front yard space, shall not form part of any street, lane or required loading space and shall be provided on the lot occupied by the building, structure or use for which said parking area is required, except in a driveway which shall be permitted to be a maximum of 2.5m wide

but shall not exceed 25 per cent of the width of the lot.

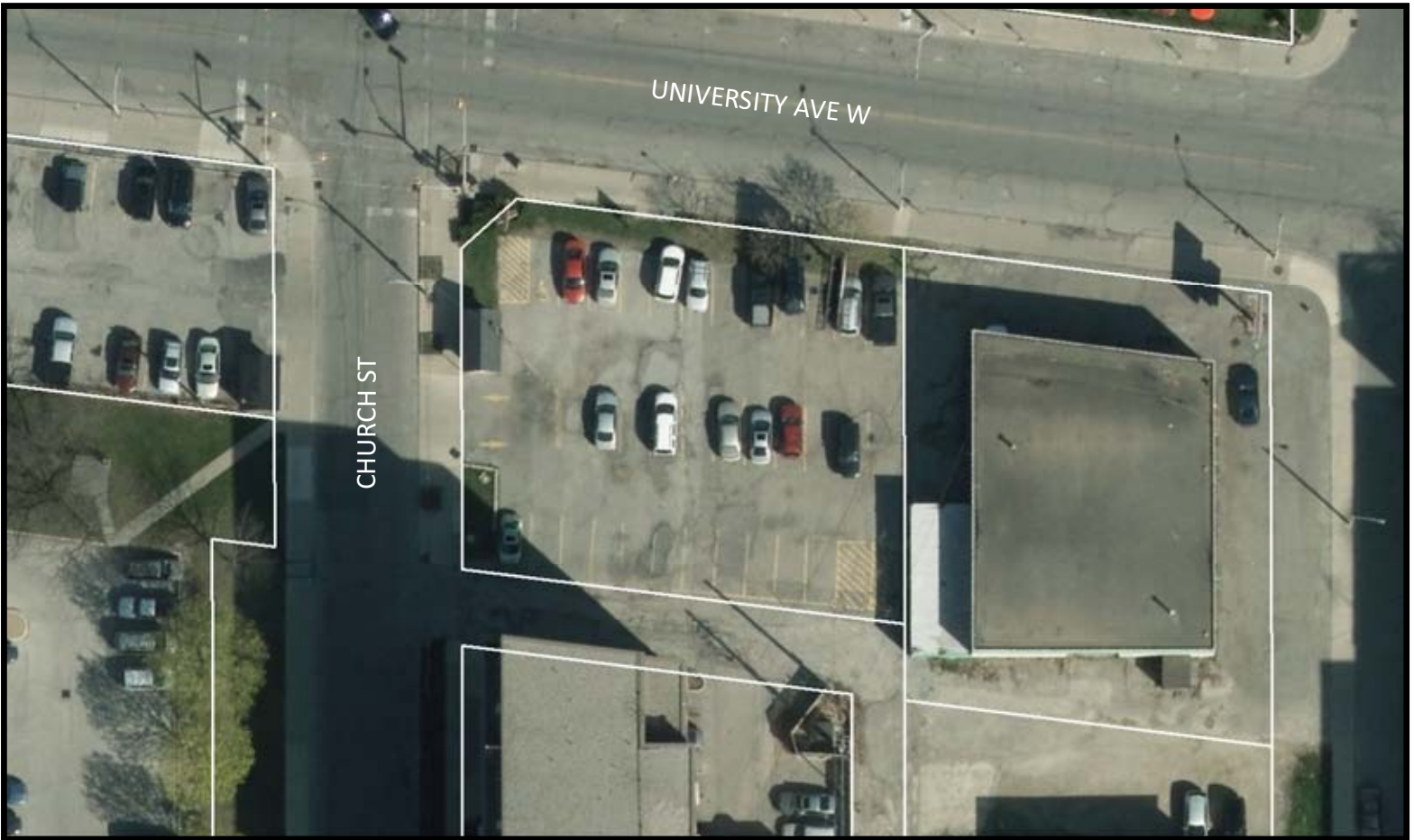
ii. Notwithstanding the provisions of Section 5.3.B.(g)(i) residential parking in Zone C1 or C4 may be located on a vacant lot not more than 60.0m from the lot upon which the main building is situated, but shall not occupy any front yard space and shall not form part of any street, lane or required loading space.

Appendix G - Variety of Off-Street Parking Situations in Traditional Commercial Streets



APPENDIX G - MAP 1 : STANDALONE PARKING - MID-BLOCK





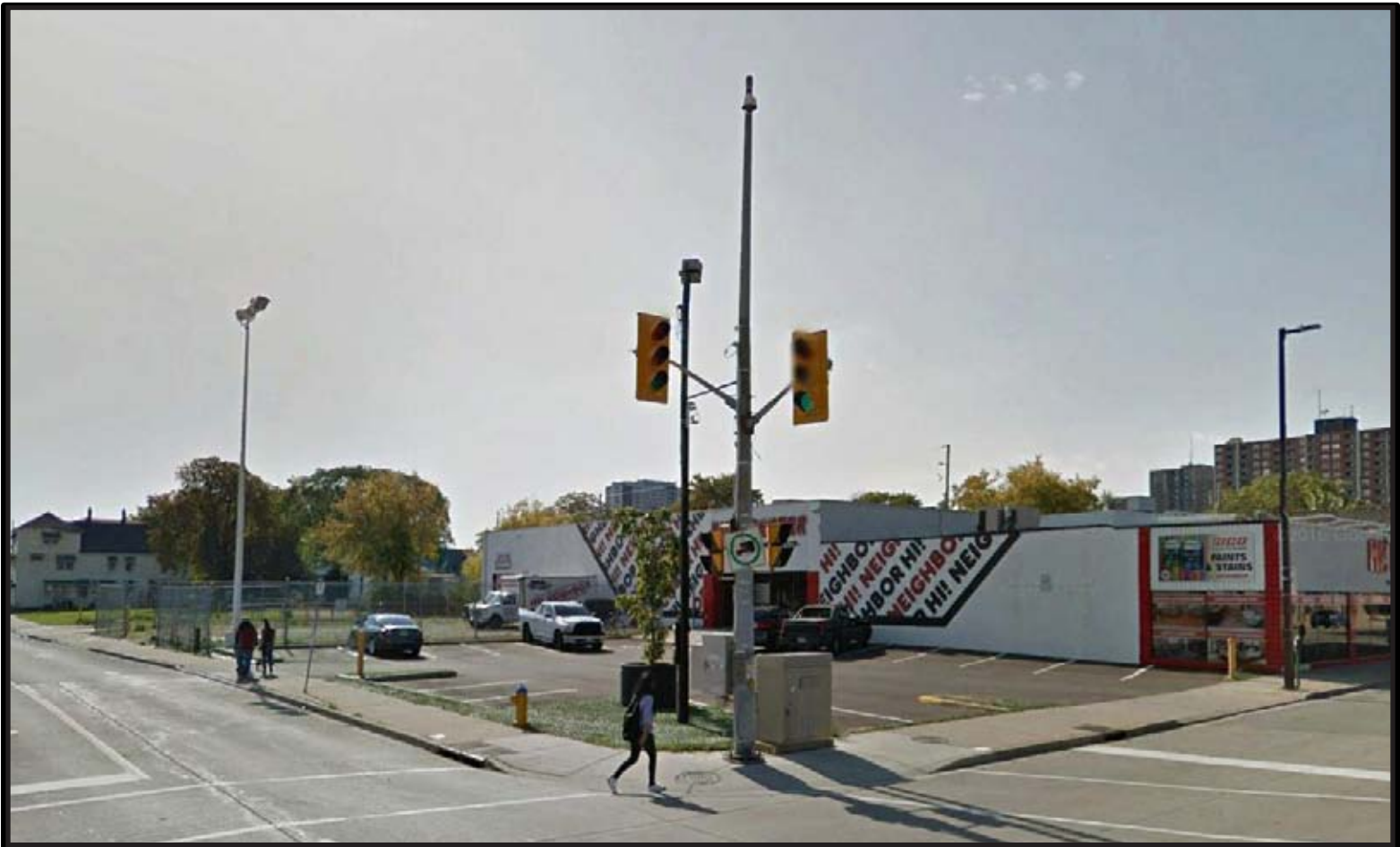
APPENDIX G - MAP 2 : STANDALONE PARKING - CORNER





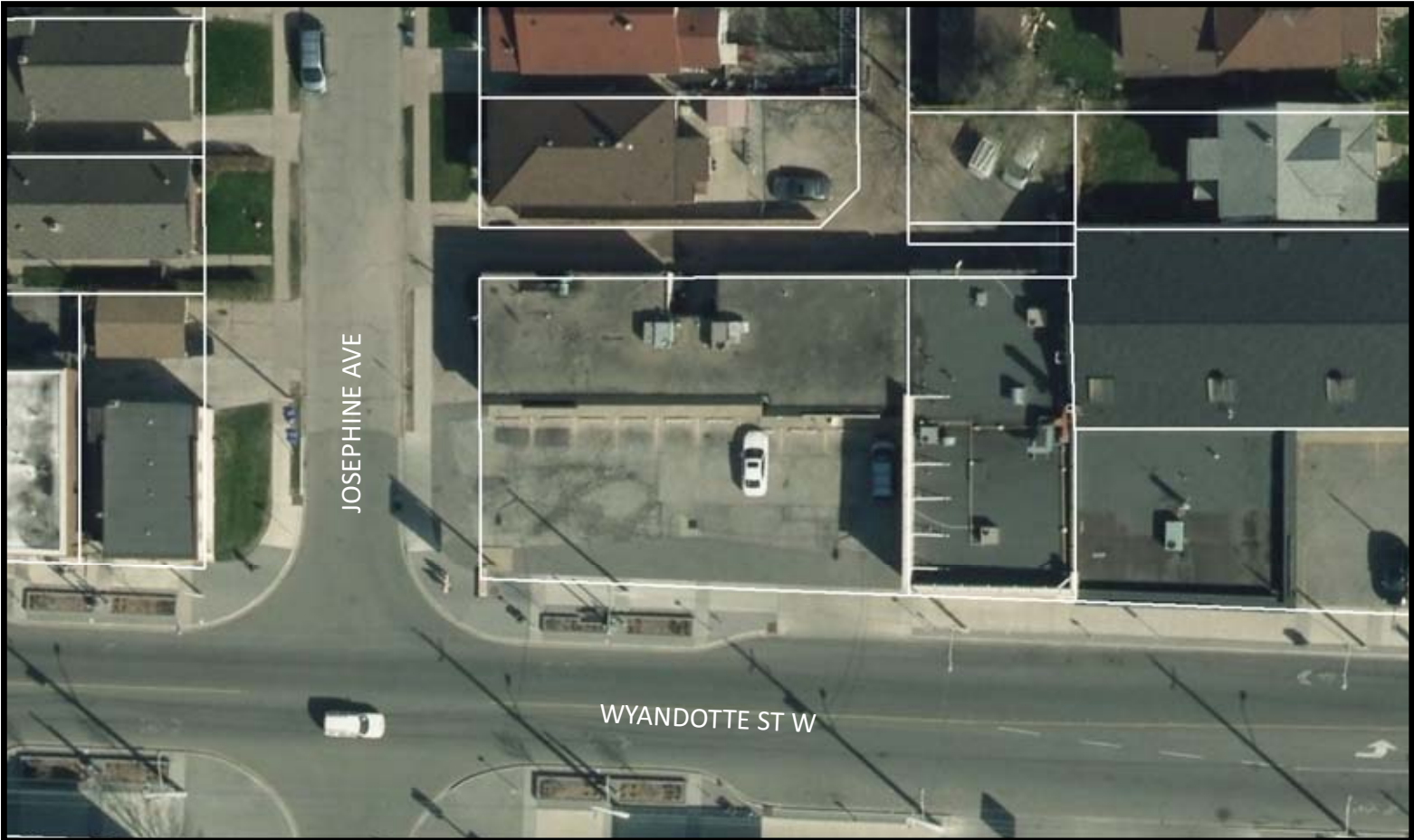
APPENDIX G - MAP 3 : ACCESSORY PARKING - MID-BLOCK





APPENDIX G - MAP 4 : ACCESSORY PARKING - CORNER





APPENDIX G - MAP 5 : ACCESSORY PARKING - IN-FRONT





APPENDIX G - MAP 6 : ACCESSORY PARKING - IN-REAR





APPENDIX G - MAP 7 : ACCESSORY PARKING - SEPARATE LOT



SUBJECT PROPERTY (0 WINDERMERE ROAD, ADJACENT TO 1670 WYANDOTTE STREET EAST)

PHED Standing Committee - May 15, 2017
Page 347 of 402

CITY OF WINDSOR PLANNING DEPARTMENT
APRIL 2017

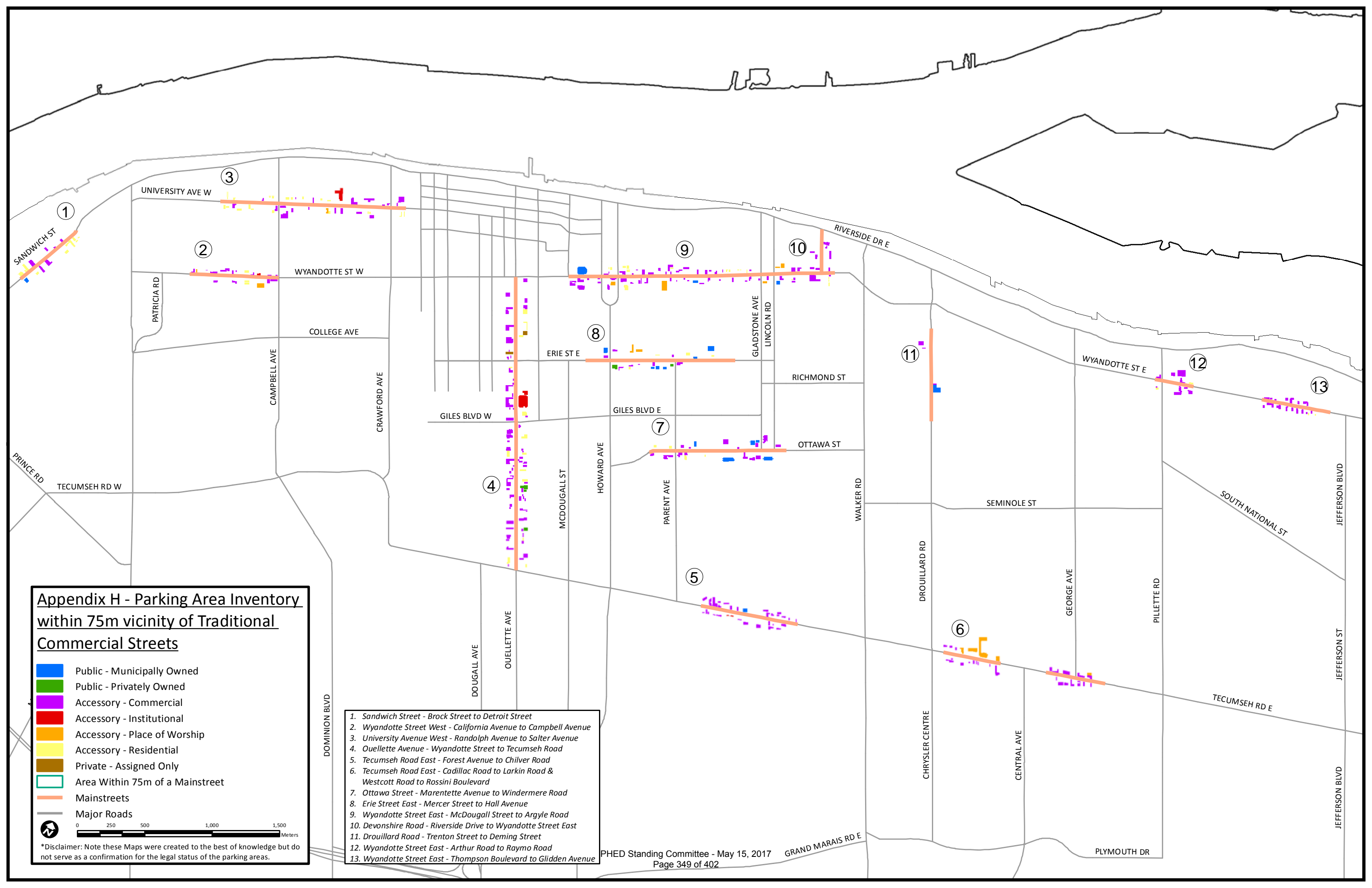
Appendix H - Parking Area Inventory within 75m vicinity of Traditional Commercial Streets

Appendix H - Parking Area Inventory within 75m vicinity of Traditional Commercial Streets

- Public - Municipally Owned
- Public - Privately Owned
- Accessory - Commercial
- Accessory - Institutional
- Accessory - Place of Worship
- Accessory - Residential
- Private - Assigned Only
- Area Within 75m of a Mainstreet
- Mainstreets
- Major Roads

1. Sandwich Street - Brock Street to Detroit Street
2. Wyandotte Street West - California Avenue to Campbell Avenue
3. University Avenue West - Randolph Avenue to Salter Avenue
4. Ouellette Avenue - Wyandotte Street to Tecumseh Road
5. Tecumseh Road East - Forest Avenue to Chilver Road
6. Tecumseh Road East - Cadillac Road to Larkin Road & Westcott Road to Rossini Boulevard
7. Ottawa Street - Marentette Avenue to Windermere Road
8. Erie Street East - Mercer Street to Hall Avenue
9. Wyandotte Street East - McDougall Street to Argyle Road
10. Devonshire Road - Riverside Drive to Wyandotte Street East
11. Drouillard Road - Trenton Street to Deming Street
12. Wyandotte Street East - Arthur Road to Raymo Road
13. Wyandotte Street East - Thompson Boulevard to Glidden Avenue

*Disclaimer: Note these Maps were created to the best of knowledge but do not serve as a confirmation for the legal status of the parking areas.

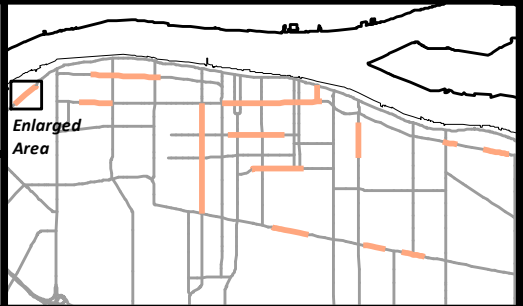




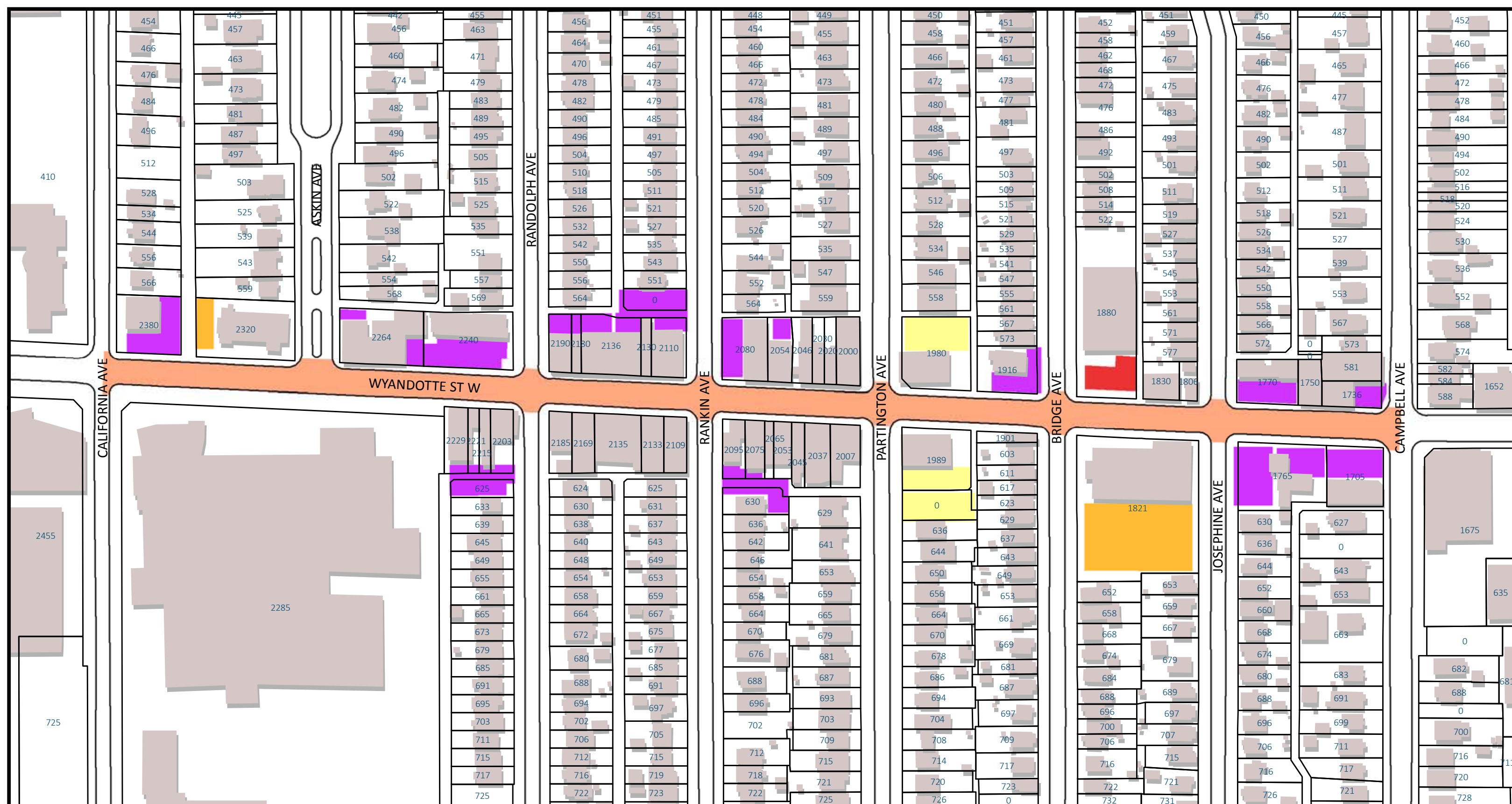
1. SANDWICH STREET - BROCK STREET TO DETROIT STREET

Parking Lots Within 75m of a Traditional Mainstreet

- | | | |
|--|--|--|
| ■ Public - Municipally Owned | ■ Accessory - Institutional | ■ Private - Assigned Only |
| ■ Public - Privately Owned | ■ Accessory - Place of Worship | — Mainstreets |
| ■ Accessory - Commercial | ■ Accessory - Residential | |



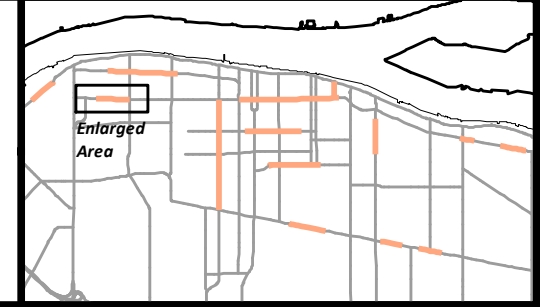
*Disclaimer: Note these Maps were created to the best of knowledge but do not serve as a confirmation for the legal status of the parking areas.



2. WYANDOTTE STREET WEST - CALIFORNIA AVENUE TO CAMPBELL AVENUE

Parking Lots Within 75m of a Traditional Mainstreet

- Public - Municipally Owned
- Public - Privately Owned
- Accessory - Commercial
- Accessory - Institutional
- Accessory - Place of Worship
- Accessory - Residential
- Private - Assigned Only
- Mainstreets



CITY OF WINDSOR PLANNING DEPARTMENT
FEBRUARY 2017

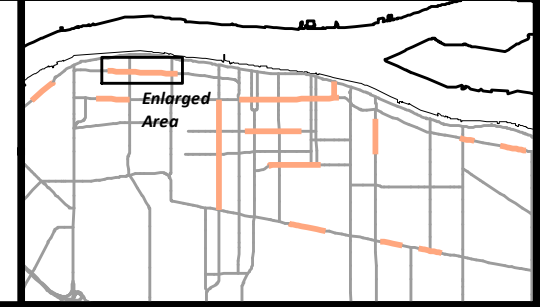
*Disclaimer: Note these Maps were created to the best of knowledge but do not serve as a confirmation for the legal status of the parking areas.



3. UNIVERSITY AVENUE WEST - RANDOLPH PLACE TO SALTER AVENUE

Parking Lots Within 75m of a Traditional Mainstreet

- | | | |
|--|--|--|
| ■ Public - Municipally Owned | ■ Accessory - Institutional | ■ Private - Assigned Only |
| ■ Public - Privately Owned | ■ Accessory - Place of Worship | — Mainstreets |
| ■ Accessory - Commercial | ■ Accessory - Residential | |



CITY OF WINDSOR PLANNING DEPARTMENT
FEBRUARY 2017

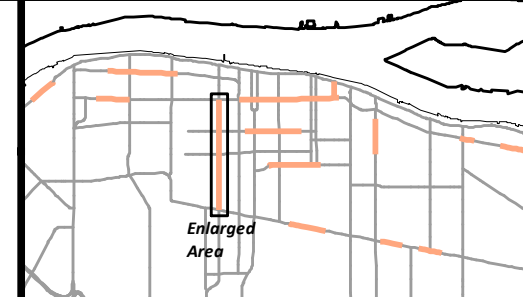
*Disclaimer: Note these Maps were created to the best of knowledge but do not serve as a confirmation for the legal status of the parking areas.



4. OUELLETTE AVENUE - WYANDOTTE STREET EAST TO TECUMSEH ROAD

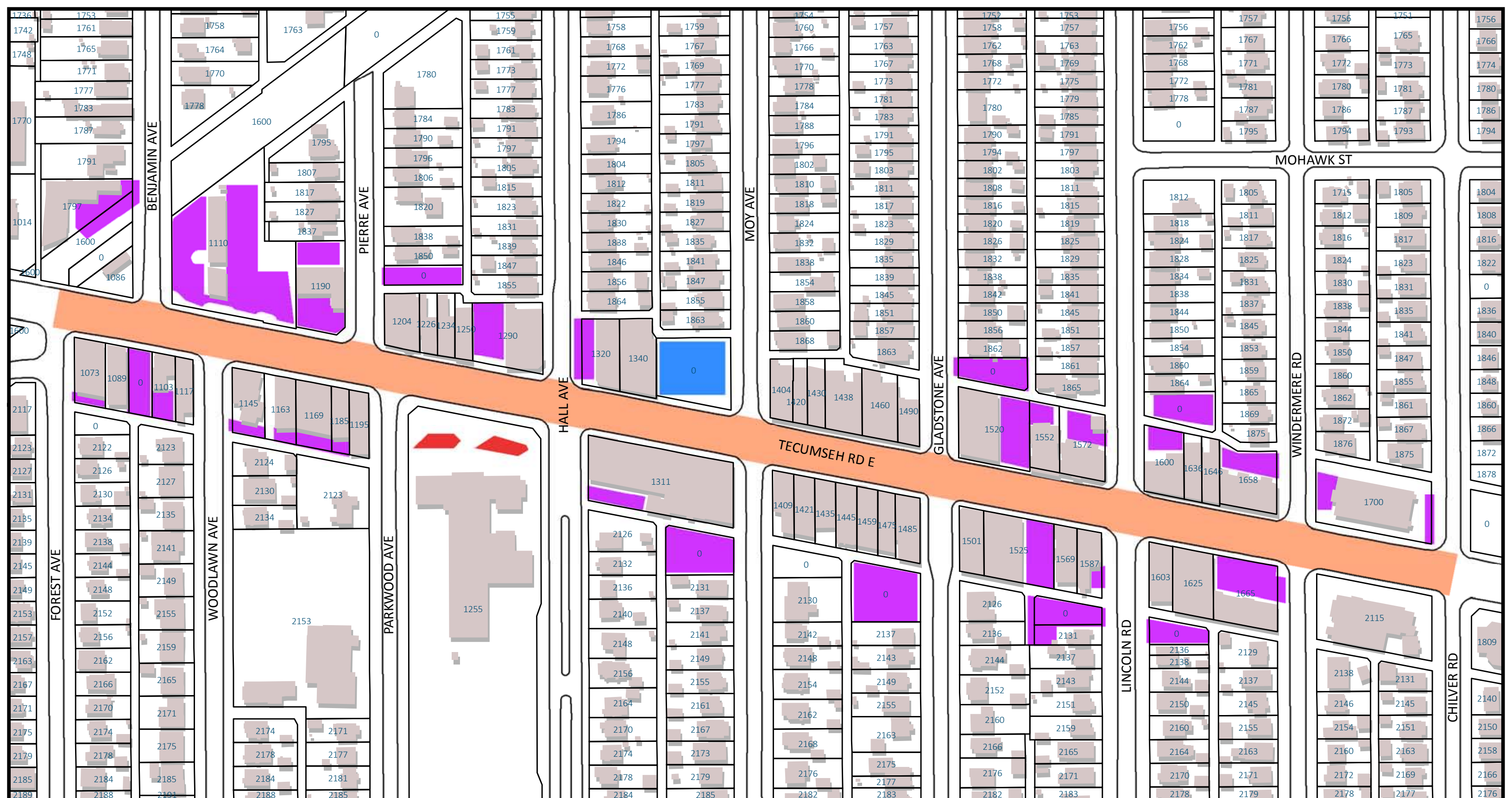
Parking Lots Within 75m of a Traditional Mainstreet

- Public - Municipally Owned
- Public - Privately Owned
- Accessory - Commercial
- Accessory - Institutional
- Accessory - Place of Worship
- Accessory - Residential
- Private - Assigned Only
- Mainstreets



CITY OF WINDSOR PLANNING DEPARTMENT
FEBRUARY 2017

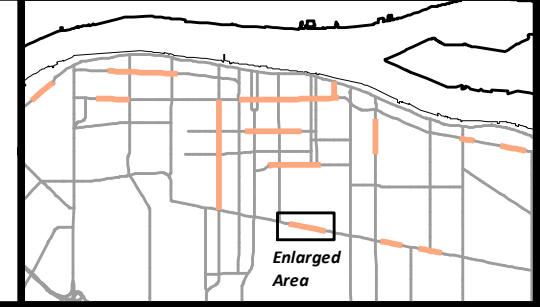
*Disclaimer: Note these Maps were created to the best of knowledge but do not serve as a confirmation for the legal status of the parking areas.



5. TECUMSEH ROAD EAST - FOREST AVENUE TO CHILVER ROAD

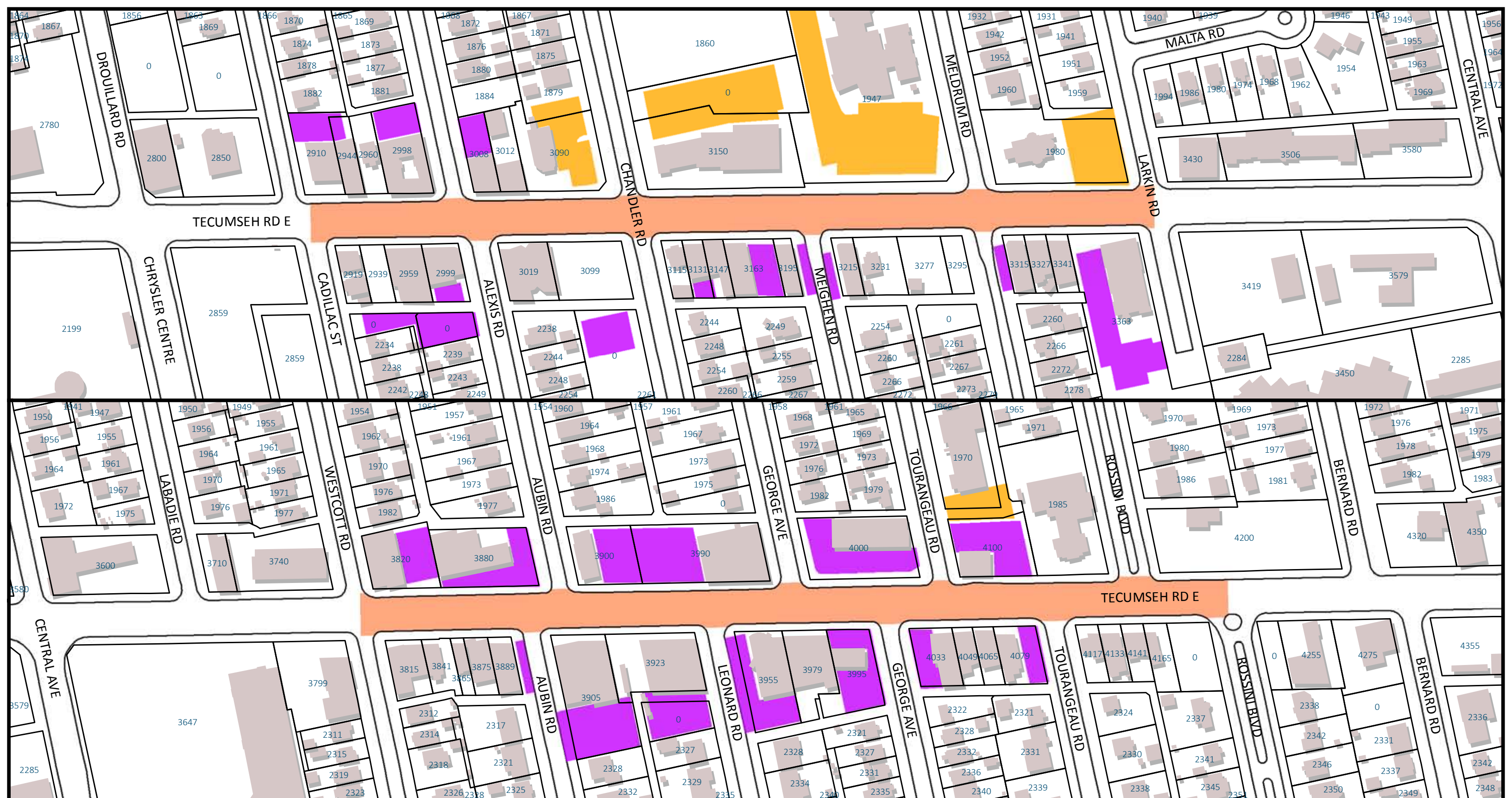
Parking Lots Within 75m of a Traditional Mainstreet

- Public - Municipally Owned
- Public - Privately Owned
- Accessory - Commercial
- Accessory - Institutional
- Accessory - Place of Worship
- Accessory - Residential
- Private - Assigned Only
- Mainstreets



CITY OF WINDSOR PLANNING DEPARTMENT
FEBRUARY 2017

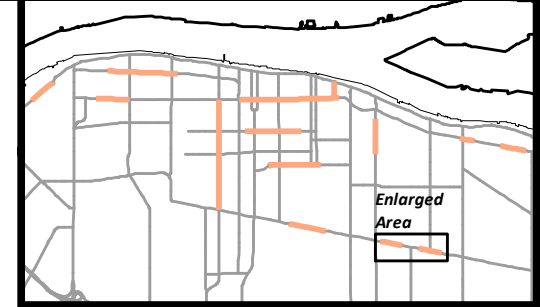
*Disclaimer: Note these Maps were created to the best of knowledge but do not serve as a confirmation for the legal status of the parking areas.



6. TECUMSEH ROAD EAST - CADILLAC STREET TO LARKIN ROAD & WESTCOTT ROAD TO ROSSINI BOULEVARD

Parking Lots Within 75m of a Traditional Mainstreet

- | | | |
|--|--|--|
| ■ Public - Municipally Owned | ■ Accessory - Institutional | ■ Private - Assigned Only |
| ■ Public - Privately Owned | ■ Accessory - Place of Worship | — Mainstreets |
| ■ Accessory - Commercial | ■ Accessory - Residential | |



CITY OF WINDSOR PLANNING DEPARTMENT
FEBRUARY 2017

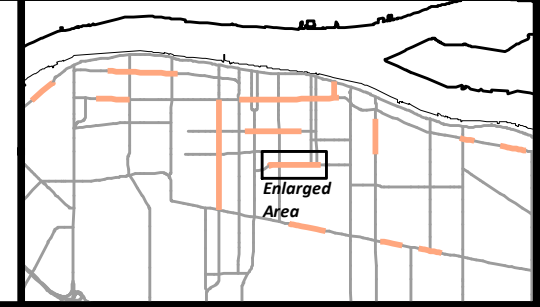
*Disclaimer: Note these Maps were created to the best of knowledge but do not serve as a confirmation for the legal status of the parking areas.



7. OTTAWA STREET - MARENTETTE AVENUE TO WINDERMERE ROAD

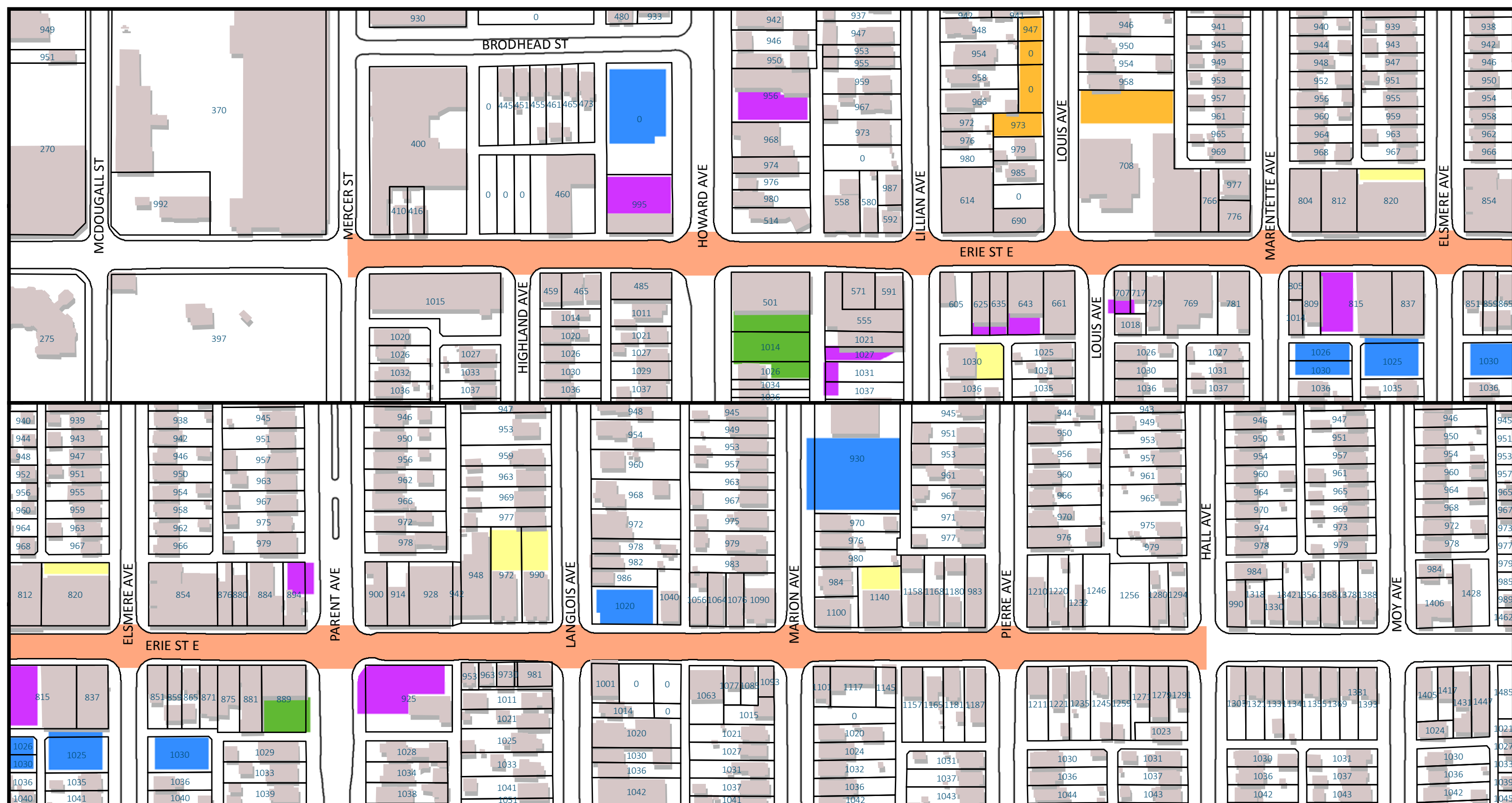
Parking Lots Within 75m of a Traditional Mainstreet

- Public - Municipally Owned
- Public - Privately Owned
- Accessory - Commercial
- Accessory - Institutional
- Accessory - Place of Worship
- Accessory - Residential
- Private - Assigned Only
- Mainstreets



CITY OF WINDSOR PLANNING DEPARTMENT
FEBRUARY 2017

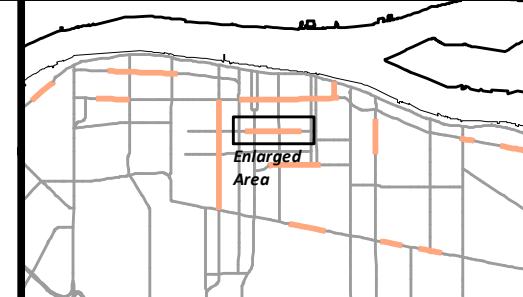
*Disclaimer: Note these Maps were created to the best of knowledge but do not serve as a confirmation for the legal status of the parking areas.



8. ERIE STREET EAST - MERCER STREET TO HALL AVENUE

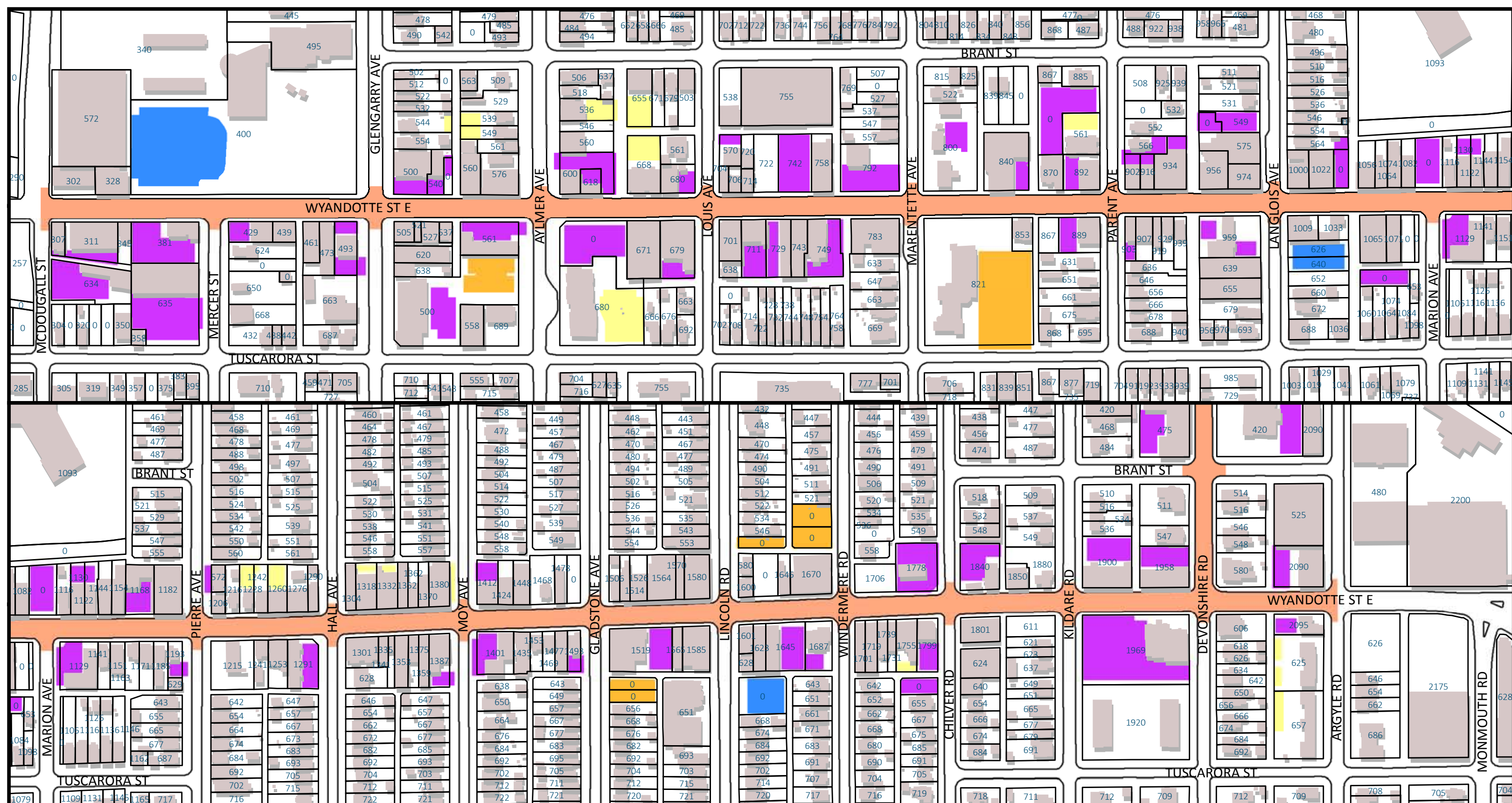
Parking Lots Within 75m of a Traditional Mainstreet

- Public - Municipally Owned
- Public - Privately Owned
- Accessory - Commercial
- Accessory - Institutional
- Accessory - Place of Worship
- Accessory - Residential
- Private - Assigned Only
- Mainstreets



CITY OF WINDSOR PLANNING DEPARTMENT
FEBRUARY 2017

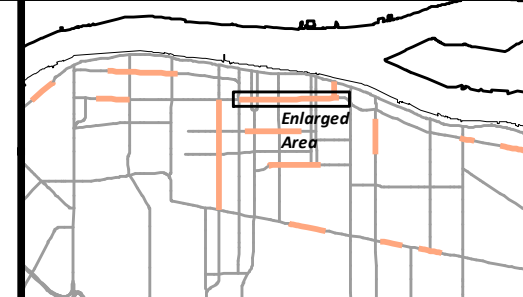
*Disclaimer: Note these Maps were created to the best of knowledge but do not serve as a confirmation for the legal status of the parking areas.



9. WYANDOTTE STREET EAST - MCDOUGALL STREET TO ARGYLE ROAD

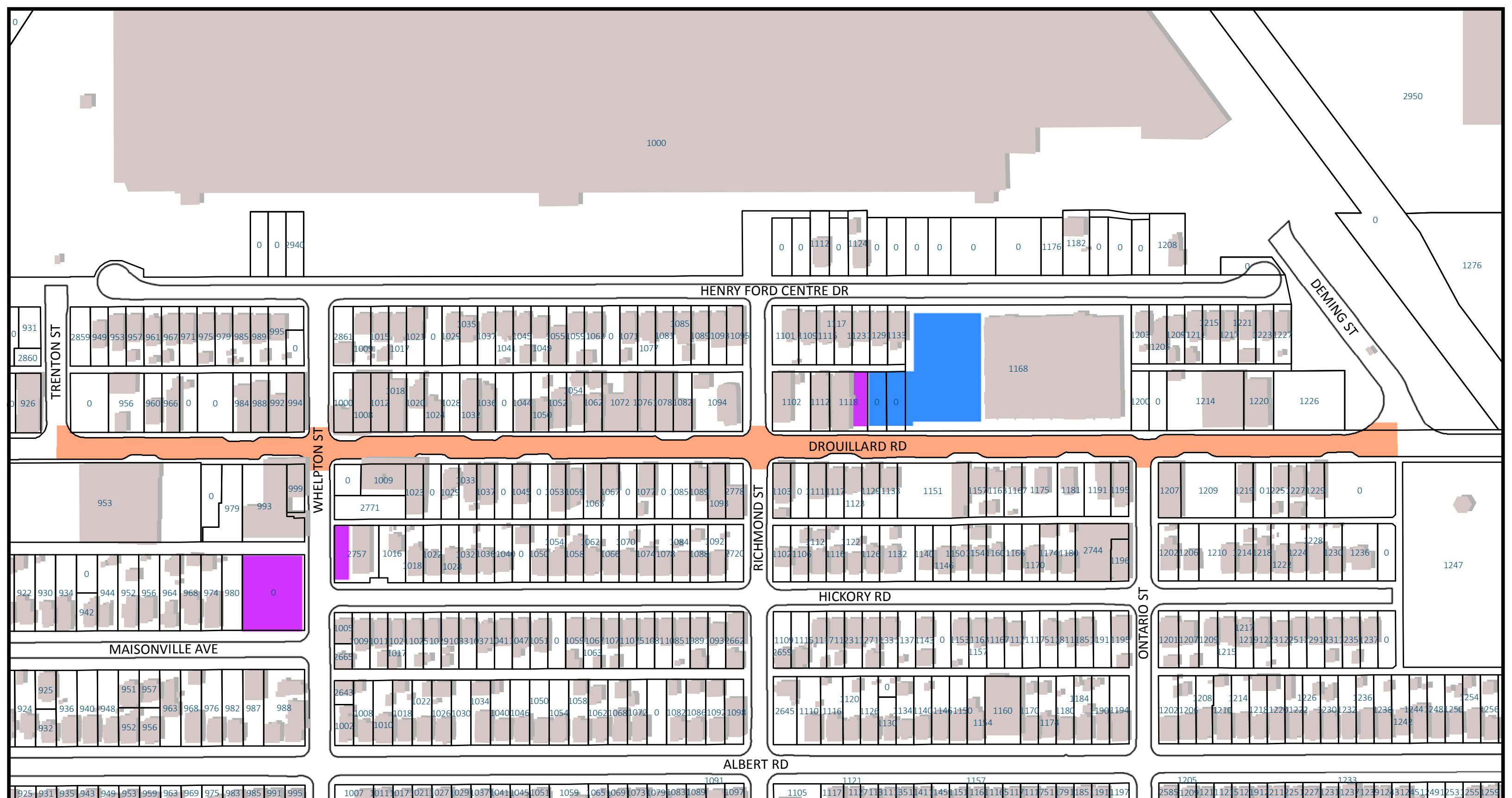
Parking Lots Within 75m of a Traditional Mainstreet

- Public - Municipally Owned
- Public - Privately Owned
- Accessory - Institutional
- Accessory - Place of Worship
- Accessory - Residential
- Accessory - Commercial
- Private - Assigned Only
- Mainstreets



CITY OF WINDSOR PLANNING DEPARTMENT
FEBRUARY 2017

*Disclaimer: Note these Maps were created to the best of knowledge but do not serve as a confirmation for the legal status of the parking areas.



11. DROUILLARD ROAD - TRENTON STREET TO DEMING STREET

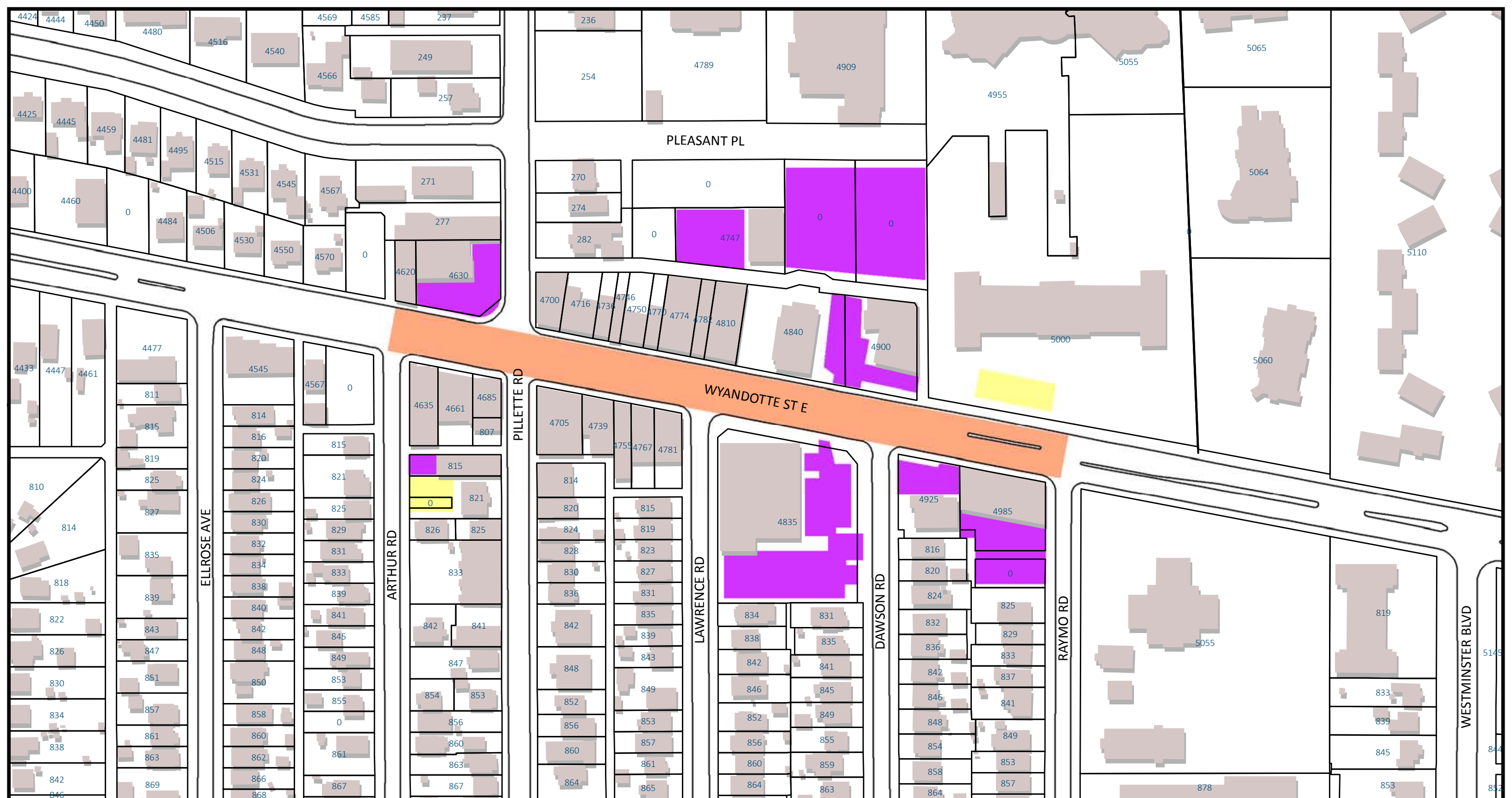
Parking Lots Within 75m of a Traditional Mainstreet

- | | | |
|--|--|--|
| ■ Public - Municipally Owned | ■ Accessory - Institutional | ■ Private - Assigned Only |
| ■ Public - Privately Owned | ■ Accessory - Place of Worship | — Mainstreets |
| ■ Accessory - Commercial | ■ Accessory - Residential | |



CITY OF WINDSOR PLANNING DEPARTMENT
FEBRUARY 2017

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12. WYANDOTTE STREET EAST - ARTHUR ROAD TO RAYMO ROAD

Parking Lots Within 75m of a Traditional Mainstreet

- | | | |
|--|--|--|
| ■ Public - Municipally Owned | ■ Accessory - Institutional | ■ Private - Assigned Only |
| ■ Public - Privately Owned | ■ Accessory - Place of Worship | — Mainstreets |
| ■ Accessory - Commercial | ■ Accessory - Residential | |



CITY OF WINDSOR PLANNING DEPARTMENT
FEBRUARY 2017

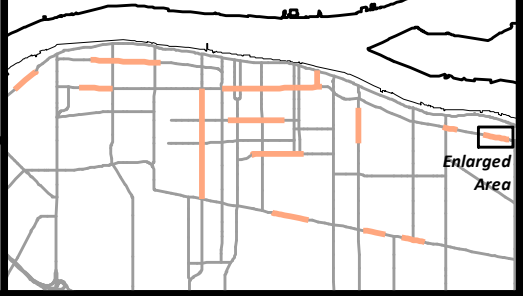
*Disclaimer: Note these Maps were created to the best of knowledge but do not serve as a confirmation for the legal status of the parking areas.



13. WYANDOTTE STREET EAST - THOMPSON BOULEVARD TO GLIDDEN AVENUE

Parking Lots Within 75m of a Traditional Mainstreet

- | | | |
|--|--|--|
| ■ Public - Municipally Owned | ■ Accessory - Institutional | ■ Private - Assigned Only |
| ■ Public - Privately Owned | ■ Accessory - Place of Worship | — Mainstreets |
| ■ Accessory - Commercial | ■ Accessory - Residential | |

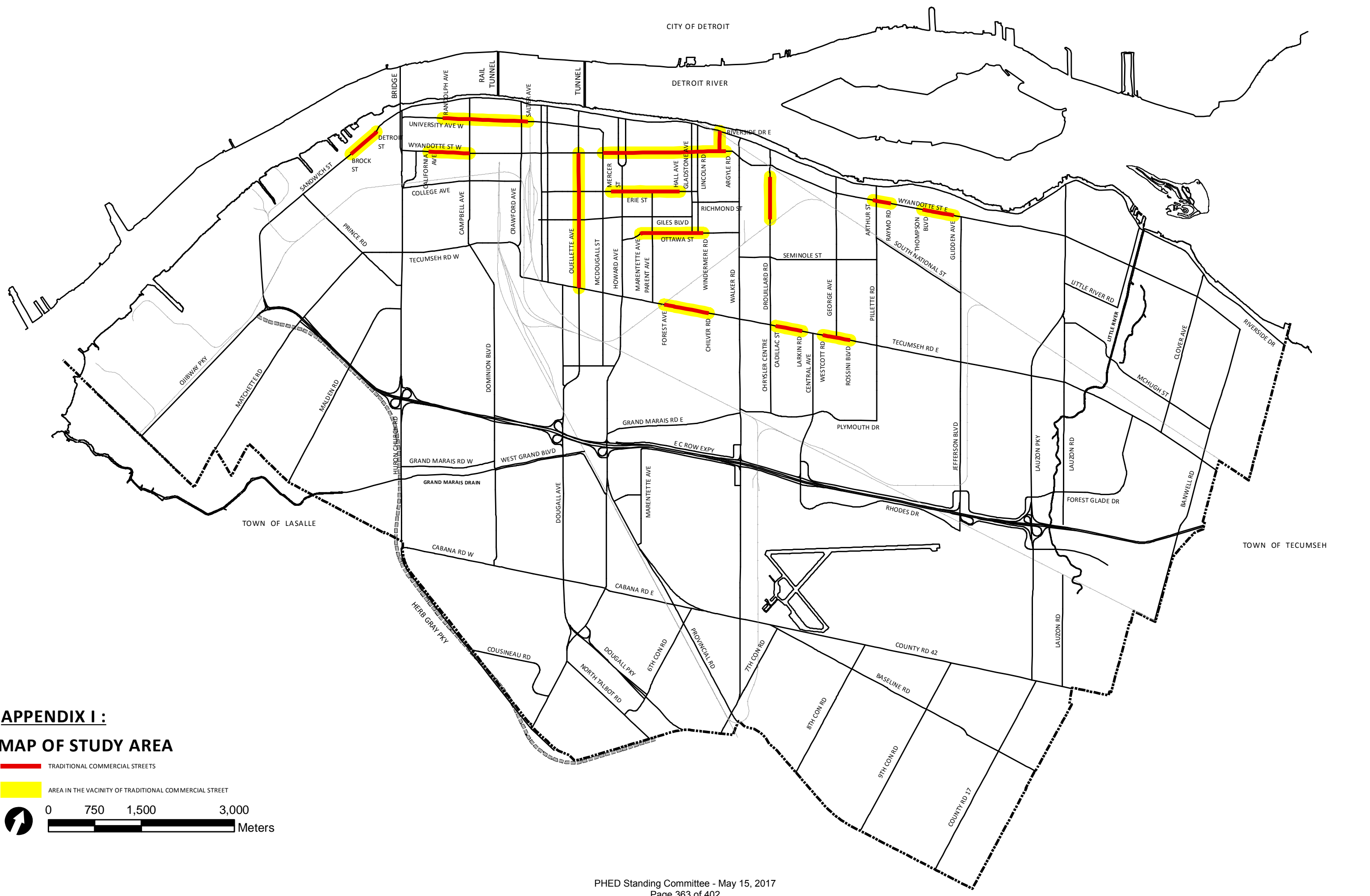
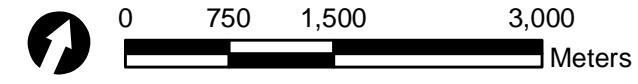


CITY OF WINDSOR PLANNING DEPARTMENT
FEBRUARY 2017

*Disclaimer: Note these Maps were created to the best of knowledge but do not serve as a confirmation for the legal status of the parking areas.

**APPENDIX I :
MAP OF STUDY AREA**

- TRADITIONAL COMMERCIAL STREETS
- AREA IN THE VICINITY OF TRADITIONAL COMMERCIAL STREET





**COMMITTEE MATTERS
PHED Standing Committee
May 15, 2017**

Subject: Minutes of the Property Standards Committee of its meeting held March 21, 2017

A meeting of the **Property Standards Committee** is held this day commencing at 9:30 o'clock a.m. in Council Chambers, 3rd floor, City Hall, there being present the following members:

Councillor Rino Bortolin, Chair
Councillor Ed Sleiman
Wes Kukiela

Also present are the following resource personnel:

John Revell, Chief Building Official
Dan Lunardi, Manager of Inspections/Deputy Chief Building Official
Rob Vani, Manager of Inspections/Deputy Chief Building Official
Brandon Calleja, Inspector/Property Standards Officer
Matt McCullough, Inspector/Property Standards Officer
Beth Toldo, Committee Coordinator (A)
Kelly Stuart, Committee Coordinator (A)

Regrets

Councillor John Elliott

1. CALL TO ORDER

The Chair calls the meeting to order at 9:40 a.m. and the Committee considers the Agenda being Schedule "A" **attached** hereto, matters which are dealt with as follows:

2. DECLARATIONS OF CONFLICT

None disclosed.

3. ADOPTION OF THE MINUTES

Moved by Councillor Sleiman, seconded by Wes Kukiela,
That the minutes of the Property Standards Committee at its meeting held August 14, 2015 **BE ADOPTED** as presented.
Carried.

4. **REQUEST FOR DEFERRALS**

Moved by Councillor Sleiman, seconded by Wes Kukiela,
That the Notice of Appeal submitted by Cencourse Project Inc. (Item 5.2) against an Order issued January 8, 2017 regarding property at 30 Tuscarora, Windsor, Ontario **BE DEFERRED** pending the eviction of the tenant by the Landlord Tenant Tribunal, and further that Cencourse Project Inc. agrees to correct the deficiencies outlined in the Order to Repair upon eviction of the tenant.

Carried.

5. **DISCUSSION OF APPEALS**

- 5.1 **Stoyshin Incorporated** against an Order issued November 25, 2016 regarding property at 956 Drouillard Road, Windsor, Ontario Plan 619, Lots 3 to 4. The Notice of Appeal dated December 7, 2016 has been received within the 14 day timeframe.

Mr. Nick Stoyshin is present and is available to answer questions. Photographs/drawing of the property are distributed and **attached** as Appendix "A".

D. Lunardi reviews the sequence of events leading up to the Order to Repair being issued November 24, 2016. The deficiencies outlined in the Order to Repair relate to the condition of the roof, the repair to the exterior walls and the general conditions of the property.

N. Stoyshin does not dispute the order; however he protests the manner in which it was served without any consultation and requests reimbursement of the costs associated with the inspection and appeal process. N. Stoyshin expresses concern that he has helped improve the Drouillard Road corridor and has not been treated suitably. N. Stoyshin indicates that defects cannot be seen by public unless they are directly in front of the property.

Councillor Bortolin states that it is not within the Committee's mandate to return the funds relating to the cost to file a Notice of Appeal. Councillor Bortolin states Orders to Repair relate to the property regardless of whether they can be seen or not seen by the public.

D. Lunardi indicates that this complaint was initiated by a call to the 311 Call Centre and is not a proactive investigation.

In response to a question asked by Councillor Sleiman regarding clarification of the Property Standards By-Law and what is enforceable, D. Lunardi responds

enforcement is usually done by court action and repairs to buildings are not undertaken by the City.

Moved by Councillor Sleiman, seconded by Wes Kukiela,
That the request of Nick Stoyshin for an extension of time to July 31, 2017 to correct the deficiencies outlined in the Order to Repair for the property located at 956 Drouillard Road, Windsor, Ontario **BE PERMITTED**.
Carried.

6. REPORTS

None.

10. ADJOURNMENT

There being no further business, the meeting is adjourned at 10:00 o'clock a.m.

CHAIR

COMMITTEE COORDINATOR (A)

AGENDA

and Schedule "A"
to the minutes of the
PROPERTY STANDARDS COMMITTEE
meeting held
Tuesday, March 21, 2017
at 9:30 o'clock a.m.
Council Chambers, 3rd floor, City Hall

1. **CALL TO ORDER**

2. **DECLARATION OF CONFLICT OF INTEREST**

3. **ADOPTION OF THE MINUTES**

Adoption of the minutes of the meeting held August 14, 2015 (**attached**).

4. **DEFERRALS/REQUEST FOR DEFERRALS**

5. **DISCUSSION OF APPEALS**

5.1 **Stoyshin Incorporated** against an Order issued November 25, 2016 regarding property at 956 Drouillard Road, Windsor, Ontario Plan 619, Lots 3 to 4. The Notice of Appeal dated December 7, 2016 has been received within the 14 day timeframe.

5.2 **Cencourse Project Inc.** against an Order issued January 8, 2017 regarding property at 30 Tuscarora, Apartment 705, Windsor, Ontario, Plan 256; Block 1, Pt. Lots 3 to 9, RP 12R4479, Part 2 & Pt. of Part 1, RP 12R6038, Part 1. The Notice of Appeal dated January 24, 2017 has been received within the 14 day timeframe.

6. **REPORTS**

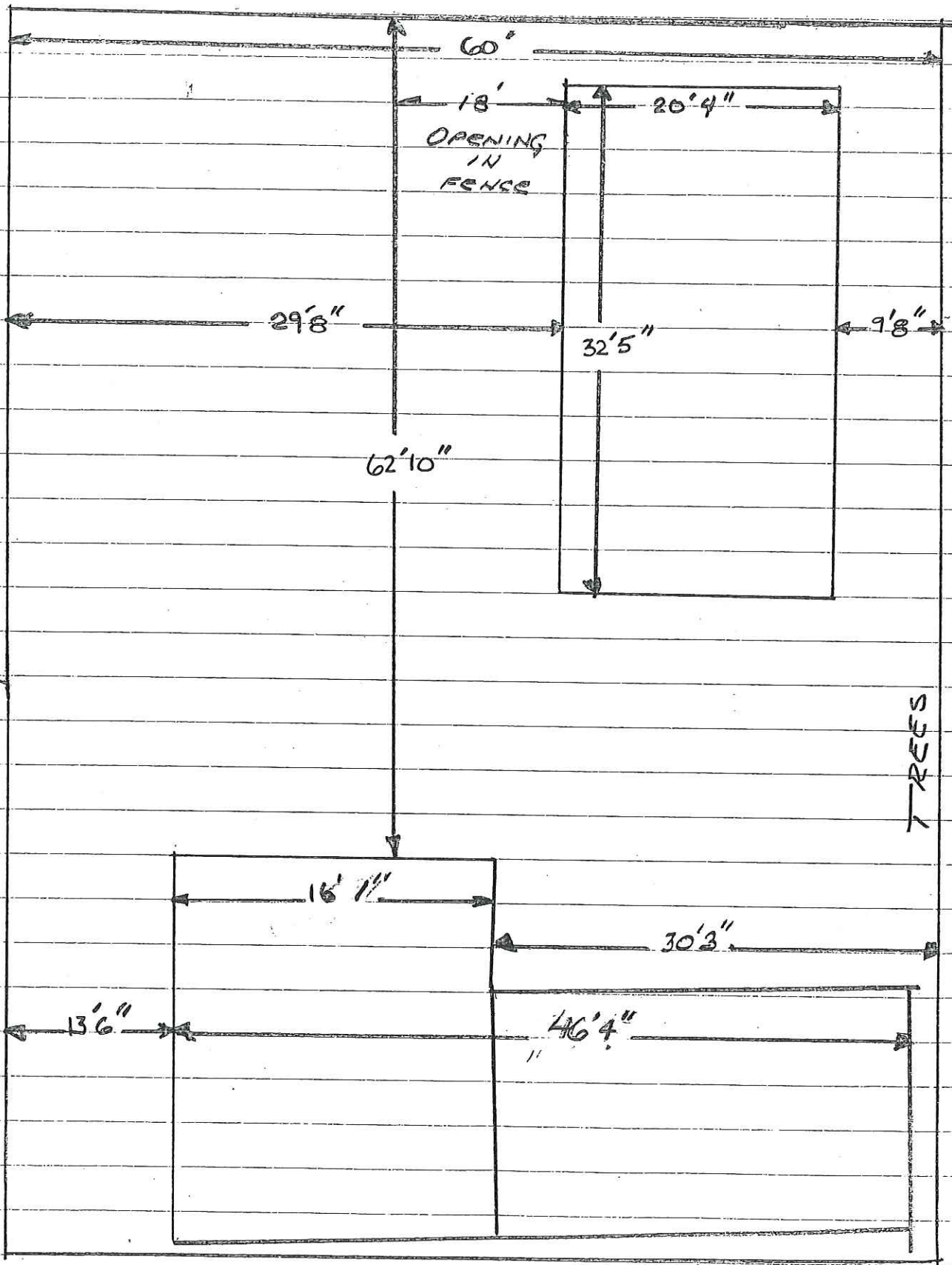
None

7. **ADJOURNMENT**





DROUILLARD ROAD



7' HIGH FENCE SURROUNDS PROPERTY



**COMMITTEE MATTERS
PHED Standing Committee
May 15, 2017**

Subject: Report No. 11 of the Windsor BIA Advisory Committee regarding funding from the BIA Assistance Program Fund

REPORT NO. 11
of the
WINDSOR BUSINESS IMPROVEMENT AREA ADVISORY COMMITTEE
at its meeting held March 9, 2017

Members Present: Councillor Rino Bortolin, Chair
Councillor Paul Borrelli
Councillor Chris Holt
Debi Croucher, Downtown Windsor BIA
David Grimaldi, Olde Sandwich Towne BIA
Sami Mazloum, Wyandotte Street BIA
Greg Plante, Pillette Village BIA
Jake Rondot, Walkerville BIA
Bridget Scheuerman, Ford City, Olde Riverside BIAs

Your Committee submits the following recommendation:

Moved by Councillor Holt, seconded by B. Scheuerman,
That City Council **BE REQUESTED** to consider releasing up to \$1,000 to each Business Improvement Area within the City of Windsor to be derived from the Corporation's BIA Assistance Program Fund for initiatives that facilitate economic development within the BIA's and, for participation in the 2017 Memorial Cup Shuttle Pilot Program.

Carried.

Note: "The City of Windsor BIA "Spitfire Shuttles" Pilot 2017 Memorial Cup" PowerPoint is **attached**.

CHAIR

COMMITTEE COORDINATOR

NOTIFY:

WBIAAC Committee				
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The City of Windsor

BIA "Spitfire Shuttles" Pilot
2017 Memorial Cup

WBIAAC – March 9th



Memorial Cup

- The Memorial Cup is a championship trophy awarded annually to the Canadian Hockey League (CHL) champion. It is dedicated in honour of all soldiers who died fighting for Canada in any conflict.
- It is awarded following a four-team, round-robin tournament between the host team (Windsor Spitfires) and the champions of the CHL's three member leagues: the Ontario Hockey League (OHL), Quebec Major Junior Hockey League (QMJHL) and Western Hockey League (WHL).
- The 2017 edition of the Mastercard Memorial Cup will take part at Windsor's WFCU Centre May 19 to 28. The Cup Arrival will occur on Thursday May 18th with the first game of the tournament happening Friday May 18th.



2017 Schedule

Date	Visiting Team	Home Team	Game Time
Friday May. 19	QMJHL	WINDSOR	7:00 pm EDT
Saturday May. 20	OHL	WHL	7:00 pm EDT
Sunday May. 21	WINDSOR	WHL	7:00 pm EDT
Monday May. 22	OHL	QMJHL	7:00 pm EDT
Tuesday May. 23	WHL	QMJHL	7:00 pm EDT
Wednesday May. 24	WINDSOR	OHL	7:00 pm EDT
* Thursday May. 25	TBD	TBD	7:00 pm EDT
Friday May. 26	TBD	TBD	7:00 pm EDT
Sunday May. 28	TBD	TBD	7:00 pm EDT

All games will be broadcast live on Sportnet

* Game only played if tie breaker is necessary



Fan Attendance

- The Mastercard Memorial Cup is expected to sell out all games resulting in approximately 60,000 in tickets sold.
- In addition to the games, the Windsor Spitfires will be offering a Fan Fest at the WFCU Centre which will be accessible to the general public including those without tickets to the games. The Spitfires estimate another 120,000 visitors to the Fan Fest portion of the event.
- It is estimated approximately 50% of tickets will be sold to local residents (season ticket holders). The other 50% will be sold to out of town guests (other participating teams fans and families, NHL scouts, out of town fans etc.)



Other Ways to Be Involved

“10 Wards in 10 Days”

- The Memorial Cup will be making an appearance every morning and will be in a different ward each day

Sales of limited edition merchandise

- The Spitfires are exploring the option of having Mastercard Memorial Cup merchandise available to be sold at various areas throughout Windsor. If special items are of interest, they can be requested for consideration (e.g. beer mugs). All must requests must go to Spitfires and then for CHL approval.



Benefits of “Spitfire Shuttle”

- Reduces traffic congestion at the WFCU during major events
- Provides residents with an alternative mode of transportation to and from the event
- Provides ticketholders with a package for the event
- Increases collaboration between the City, event holders and local BIAs
- Increase exposure to local BIAs (Restaurants, Bars, Shops)
- Provides tourists with the opportunity to visit the distinct neighbourhoods in the city
- Increases local economic development by increasing spending



Pilot BIA Shuttle Packages

Municipal Role

- BIA Capital Assistance Fund to assist with 70% of the cost up to \$1,000.
- Transit Windsor to provide route options

BIA Support

- Identifying a private transit option
- Provide a minimal financial contribution as a cost share with the city
- Coordinate and pitch shuttle service to members

Business/member Support

- Promote and pre-sell tickets to shuttle
- Create marketing of the shuttle and special offers for the riders
- Hold micro-events at their establishment to encourage residents, tourists and out-of-town guests to visit BIAs during the events



Estimated Costs

Component	Estimated Cost	Details
1 Bus (round trip)	\$400	The BIA Capital Assistance Fund would cover 70% of the total costs up to a Maximum of \$1000.00.
Impulse Ad – Online	\$250	
Printing	\$250	
Misc.	\$100	
	Total \$1000*	Max Total Municipal contribution: \$9,000
		Max Total BIA contribution: \$2,700

*In the example above the City would provide \$700.00 towards the pilot and the BIA would provide \$300.00.



Open Discussion

- How many BIAs would be interested in participating?
 - Are there BIAs that would jointly fund a shuttle (Ottawa, Erie, Walkerville)?

- The design of the shuttle service is up to the individual BIAs. Things to consider:
 - How will member businesses be involved?
 - Provide packages to the game?
 - Special discounts for shuttle riders or ticket holders

 - Will you pre sell your tickets?
 - If so where? Hotels? Restaurants?

 - How would you coordinate this in your BIA?
 - Central pick-up/drop off or multi site locations?

 - What information would you require from the City, WFCO, Spitfires to make this a successful pilot in your BIA?
 - Demographics of the tourists attending?

- Next Steps
 - Request to council for funding





**COMMITTEE MATTERS
PHED Standing Committee
May 15, 2017**

Subject: Report No. 12 of the Windsor BIA Advisory Committee regarding bike parking within the Business Improvement Areas

REPORT NO. 12
of the
WINDSOR BUSINESS IMPROVEMENT AREA ADVISORY COMMITTEE
at its meeting held March 9, 2017

Members Present: Councillor Rino Bortolin, Chair
Councillor Paul Borrelli
Councillor Chris Holt
Debi Croucher, Downtown Windsor BIA
David Grimaldi, Olde Sandwich Towne BIA
Sami Mazloum, Wyandotte Street BIA
Greg Plante, Pillette Village BIA
Jake Rondot, Walkerville BIA
Bridget Scheuerman, Ford City, Olde Riverside BIAs

Your Committee submits the following recommendation:

Moved by Councillor Holt, seconded by S. Mazloum,
That Administration **BE REQUESTED** to provide a report addressing the following alternatives/options relating to bike parking within the Business Improvement Areas:

- Consider bike racks as decorative artistic features
 - The City of Windsor to look at bike racks as “transportation” and not as “street furniture”
 - Bike racks should not be at the cost of the businesses within the BIA’s
 - The BIA’s to provide input relating to the location of bike racks.
- Carried.

CHAIR

COMMITTEE COORDINATOR

NOTIFY:

WBIAAC Committee		On file
Josette Eugeni	Manager, Transportation Planning	jeugeni@citywindsor.ca



**COMMITTEE MATTERS
PHED Standing Committee
May 15, 2017**

Subject: Report No. 13 of the Windsor BIA Advisory Committee regarding on-street parking on Wyandotte

REPORT NO. 13
of the
WINDSOR BUSINESS IMPROVEMENT AREA ADVISORY COMMITTEE
at its meeting held March 9, 2017

Members Present: Councillor Rino Bortolin, Chair
Councillor Paul Borrelli
Councillor Chris Holt
Debi Croucher, Downtown Windsor BIA
David Grimaldi, Olde Sandwich Towne BIA
Sami Mazloum, Wyandotte Street BIA
Greg Plante, Pillette Village BIA
Jake Rondot, Walkerville BIA
Bridget Scheuerman, Ford City, Olde Riverside BIAs

Your Committee submits the following recommendations:

Moved by Councillor Holt, seconded by D. Croucher,
That City Council **BE REQUESTED** to consider the following
recommendations:

- That on-street parking remain on Wyandotte Street between Jos. Janisse Avenue and Raymo Road within the Pillette Village BIA and between Thompson Blvd. and Glidden Avenue within the Olde Riverside BIA; and
 - To support the reduction of traffic to one lane in each direction to make room for the cycling facilities, and
 - As a last resort, if there is a choice between bike lanes and parking on Wyandotte, the BIA's choose parking.
- Carried.

CHAIR

COMMITTEE COORDINATOR

NOTIFY:

WBIAAC Committee		On file
Josette Eugeni	Manager, Transportation Planning	jeugeni@citywindsor.ca

Item No. 12.5



**COMMITTEE MATTERS
PHED Standing Committee
May 15, 2017**

**Subject: Minutes of the Windsor BIA Advisory Committee of its meeting held
March 9, 2017**

KK/
Windsor, Ontario March 9, 2017

A meeting of the **Windsor BIA Advisory Committee** is held this day commencing at 4:30 o'clock p.m. in Room 407, 400 City Hall Square East, there being present the following members:

Councillor Rino Bortolin, Chair
Councillor Paul Borrelli
Councillor Chris Holt
Debi Croucher, Downtown Windsor BIA
David Grimaldi, Olde Sandwich BIA
Sami Mazloum, Wyandotte Street BIA
Greg Plante, Pillette Village BIA
Jake Rondot, Walkerville BIA
Bridget Scheuerman, Ford City BIA, Olde Riverside BIA

Guests in attendance:

Lori Newton, Bike Windsor Essex regarding Item 4
Adrian Jenot, regarding Item 5.3

Also present are the following resource personnel:

Greg Atkinson, Planner III
Matthew Johnson, Economic Development Officer
Samantha Magalas, Sport Tourism Officer
Kristina Tang, Planner II
Karen Kadour, Committee Coordinator

1. CALL TO ORDER

The Chair calls the meeting to order at 4:30 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 Holt, seconded by G. Plante,
That the minutes of the Windsor BIA Advisory Committee of its meeting held November 22, 2016 **BE ADOPTED** as presented.
Carried.

ADDITIONS TO THE AGENDA

Moved by G. Plante, seconded by B. Scheuerman,
That Rule 3.3 (c) of the Procedure By-law 98-2011 be waived to add the following additions to the Agenda:

- 6.2 E-mail from the Manager of Transportation Planning dated March 8, 2017 entitled “BIA Representative – Bike Share Sub-Committee”
- 6.3 That on-street parking remain on Wyandotte between Jos. Janisse and Raymo Road within the Pillette Village BIA an between Ford and Glidden within the Olde Riverside BIA
- 6.4 Banner proposal
- 6.5 City of Windsor Procedure By-law

Carried.

4. PRESENTATION

The PowerPoint presentation provided by Lori Newton, Bike Windsor Essex entitled “Bicycling Means Business: The Economic Benefits of Active Transportation or How to Build a Great Cycling (and Walking) City, is **attached** as Appendix “A”.

L. Newton provides an overview of the PowerPoint presentation as it relates to cycling in the BIA’s as follows:

- Cycling provides healthier, more productive workers, fewer emissions, cleaner air, less congestion, increased retail vitality - \$10,000/year to drive a car versus \$300/year to ride a bike
- From 2007-2016, bike commuting nearly doubled in the 50 largest U.S. cities.
- There were 44,000 cycling trips in six weeks on the City of Windsor riverfront trail.
- Seventy-nine percent of local businesses in Windsor said business from cyclists increased in 2016 from the previous year.
- In terms of increasing cycling within communities, 58% of Ontarians surveyed said they would choose to cycle if they had:
 - Safe routes including protected bike lanes
 - Consistent networks that link neighbourhoods to destinations.

- End-of-trip facilities with secure and convenient parking
- BIA's should not have to pay for bike parking; rather the City should be investing \$10,000 a year in bike parking per the Bicycle Use Master Plan.
- The City has provided "little bits of infrastructure" which has led to a "fractured infrastructure", i.e. bike lane ends here.

In response to a question asked by Councillor Holt regarding if L. Newton is willing to speak to the respective BIA Executive Boards regarding the cycling initiative, L. Newton responds affirmatively.

The Chair thanks L. Newton for her presentation.

5. **BUSINESS ITEMS**

5.1 **Memorial Cup Shuttle – May 19, 2017**

Matthew Johnson, Economic Development Officer, and Samantha Magalas, Sport Tourism Officer are present to provide an update regarding the Memorial Cup/BIA "Spitfire Shuttles" Pilot and the following comments are provided:

- The Memorial Cup was originally donated by the Ontario Hockey Association in 1919 to honour the national champions of junior hockey in Canada, the Memorial Cup trophy was dedicated in memory of all Canadians killed in World War One.
- The Memorial Cup is awarded following a four-team, round-robin tournament between a host team and the champions of the CHL's three member leagues: the Ontario Hockey League (OHL), Quebec Major Junior Hockey League (QMJHL) and Western Hockey League (WHL).
- Sixty teams are eligible to compete for the Memorial Cup representing nine provinces and four American states.
- The Memorial Cup is often regarded as one of the toughest trophies to win, due to 60 teams participating and the age limit only being 16-21.
- It was rededicated during the 2010 Memorial Cup tournament to honour all soldiers who died fighting for Canada in any conflict.
- The Mastercard Memorial Cup is expected to sell out all games resulting in approximately 60,000 in tickets sold.
- In addition to the games, the Windsor Spitfires will be offering a Fan Fest at the WFCU Centre which will be accessible to the general public including those without tickets to the games. The Spitfires estimate another 120,000 visitors to the Fan Fest portion of the event.
- It is estimated approximately 50% of tickets will be sold to local residents (season ticket holders). The other 50% will be sold to out of town guests (other participating teams fans and families, NHL scouts, out of town fans, etc).
- The Memorial Cup will be making an appearance every morning and will be in a different ward each day.

- The Spitfires are exploring the option of having Mastercard Memorial Cup merchandise available to be sold at various areas throughout Windsor. If special items are of interest, they can be requested for consideration (e.g. beer mugs). All requests must go to the Spitfires and then for CHL approval.
- The benefits of the Spitfire Shuttle include:
 - Reduces traffic congestion at the WFCU during major events
 - Increases collaboration between the City, event holders and local BIAs
 - Increases exposure to local BIAs (Restaurants, Bars, Shops)
 - Provides tourists with the opportunity to visit the distinct neighbourhoods in the city.
 - Increases local economic development by increasing spending.
- *In terms of the estimated cost of the Shuttle Pilot, the BIA Capital Assistance Fund to assist with 70% of the cost up to \$1,000.*
- As it relates to business/member support – promote and pre-sell tickets to shuttle, create marketing of the shuttle and special offers for the riders, hold micro-events at their establishment to encourage residents, tourists and out-of-town guests to visit BIAs during the events.
- Request that BIA's consult their respective boards regarding advance notice regarding drop-off and pick-up of patrons.
- Want to ensure this event touches each Ward.
- In speaking with Tourism Windsor Essex and Pelee Island, a Memorial Cup poster template will be available for the BIAs to utilize.

Moved by Councillor Holt, seconded by B. Scheuerman,

That City Council **BE REQUESTED** to consider releasing up to \$1,000 to each Business Improvement Area within the City of Windsor to be derived from the Corporation's BIA Assistance Program Fund for initiatives that facilitate economic development within the BIA's and, for participation in the 2017 Memorial Cup Shuttle Pilot Program.

Carried.

J. Rondot does not foresee charging patrons for the use of the shuttle bus, but suggests marketing the initiative as a "free bus".

D. Croucher states it would be ideal if TWEPI could provide Memorial Cup posters to the BIA's to ensure uniformity.

The Chair thanks Samantha Magalas and Matthew Johnson for their presentation.

5.3 Cross Border Marketing Initiative

Greg Plante and Adrian Jenot distribute the 'Imaginative Group WBIAAC' document to the members. The following comments are provided related to the Cross Border Marketing Initiative:

- What can Windsor offer that other places can't? Shop more. Play more. Indulge more. That is the message to get across with MoreWindsor.com. The short but catchy idea of "more" is punch enough to really drive home the idea of getting people interested in shopping, eating, playing, and staying in Windsor – SHOP. EAT. PLAY. STAY.
- U. S. visitors can stretch their dollar in Windsor built around SHOP EAT PLAY STAY.
- D. Croucher will contact TWEPI, the County, Chamber of Commerce, Development Commission and Casino Windsor to determine interest/funding in the Cross Border Marketing Initiative. Need support from the BIA's and their Boards if they wish to participate in the campaign.
- Require approximately \$50,000 to run a four month campaign. Main issue is to raise the profile and drive business into the BIA's.
- The U.S. is not aware of events being held in Windsor/Essex.

It is generally agreed the members will approach their respective Boards and report back to M. Johnson regarding their interest in this campaign.

Moved by Councillor Holt, seconded B. Scheuerman,
That the presentation by G. Plante and A. Jenot relating to the Cross Border Marketing Initiative **BE RECEIVED.**
Carried.

The Chair thanks G. Plante and A. Jenot for their presentation

5.4 Way Finding Update

- In terms of Way Finding, M. Johnson provides the following update:
- BIA's interested in acquiring signs must contact the Senior Manager Traffic Operations and provide the following information:
 - The BIA name and contact information.
 - The locations of the proposed signs. As per the Trailblazing & Identification Sign Policy, there is a maximum of four locations.
 - A draft artwork or design of the sign.
 - All sign locations are reviewed by the city before approved and installed.
 - Signs can be a minimum of 3 sq. ft. (example 12" X 36", 18" X 24", 20" X 21.6", etc.)
 - Common Colours for Informational Signs – Generally horizontal rectangles or square using white, combined with green, black, brown or blue.

- The basic estimate for each sign is \$150 for each sign including installation.

Moved by D. Crouchman, seconded by J. Rondot,

That City Council **BE REQUESTED** to consider releasing up to \$600 to each Business Improvement Area within the City of Windsor to be derived from the Corporation's BIA Assistance Program for way-finding signage within the BIAs subject to locations approved by administration.

Carried.

J. Rondot suggests two-sided signs on Riverside Drive.

5.5 Bicycle Parking on the Public Right-of-Way

The Chair expresses concern that the Bicycle Parking on the Public Right-of-Way Policy references in section 5.2.2 that the "Requestor will cover the cost of the bike parking and installation". He states businesses are not paying for sidewalks or bus stops, why must they pay for bike parking and installation. He adds this is not a BIA issue, but is a transportation issue. He requests that Transportation Planning be tasked with providing other options in order to augment the Policy.

D. Croucher advises the DWBIA is looking at bike racks as public art.

Moved by Councillor Holt, seconded by S. Mazloum,

That Administration **BE REQUESTED** to provide a report addressing the following alternatives/options relating to bike parking within the Business Improvement Areas:

- Consider bike racks as decorative artistic fixtures
- The City of Windsor to look at bike racks as "transportation" and not as "street furniture"
- Bike racks should not be at the cost of the businesses within the BIA's.
- The BIA's to provide input relating to the location of the bike racks.

Carried.

6. NEW BUSINESS

6.1 "Interim Control By-law Prohibiting New Parking Areas in BIA's"

City Council at its meeting held September 8, 2015 approved By-law Number 127-2015 being "A By-law to impose Interim Control on public parking areas, parking areas and parking garages within certain business improvement areas of the City of Windsor." K. Tang advises this By-law was extended to September 2017 which freezes development of new or expanded parking areas to allow for the city to undertake a land use study. Since the By-law was passed by Council, the Planning Department has

been working on policy and regulations concerning off-street parking areas in the BIA's. Public consultation is planned for May to July 2017 relating to proposed policy changes and a survey will also be available on line.

Moved by D. Croucher, seconded by J. Rondot,

That the update relating to the "Interim Control By-law Prohibiting New Parking Areas in the BIA's" provided by G. Atkinson and K. Tang from the Planning Department **BE RECEIVED.**

Carried.

6.2 BIA Representative – Bike Share Subcommittee

An e-mail from the Manager of Transportation Planning dated March 9, 2017 requesting a representative from WBIAAC to participate in the Bike Share Subcommittee, is distributed and **attached** as Appendix "C". G. Plante volunteers to sit on the Bike Share Subcommittee.

6.3 Removal of Parking in the Pillette Village BIA and Olde Riverside BIA

B. Scheuerman advises both the Pillette Village BIA and Olde Riverside BIA suggest traffic be reduced on Wyandotte Street to one lane east and west; one lane for bicycles and one lane for parking.

Moved by Councillor Holt, seconded by D. Croucher,

That City Council **BE REQUESTED** to consider the following recommendations:

- That on-street parking remain on Wyandotte Street between Jos. Janisse Avenue and Raymo Road within the Pillette Village BIA and between Thompson Blvd and Glidden Avenue within the Olde Riverside BIA; and
- To support the reduction of traffic to one lane in each direction to make room for the cycling facilities.
- As a last resort, if there is a choice between bike lanes and parking on Wyandotte, the BIA's choose parking.

Carried.

6.4 Banner Proposal

B. Scheuerman states the city will be proposing the placement of banners on poles.

6.5 City of Windsor Procedure By-Law

D. Grimaldi indicates there have been challenges with some members within the Sandwich Towne BIA. He recalls the city at one time provided a parliamentary workshop and the BIA's were invited to attend.

7. DATE OF NEXT MEETING

The next meeting will be held at the call of the Chair.

8. ADJOURNMENT

There being no further business, the meeting is adjourned at 6:35 o'clock p.m.

CHAIR

COMMITTEE COORDINATOR

AGENDA
and Schedule "A"
to the minutes of the meeting of the
Windsor BIA Advisory Committee
held Thursday, March 9, 2017
at 4:30 o'clock p.m.
Room 407, 400 City Hall Square East

1. **CALL TO ORDER**

2. **DECLARATIONS OF CONFLICT**

3. **ADOPTION OF MINUTES**

Adoption of the minutes of the meeting held November 22, 2016– (**attached**)

4. **PRESENTATION**

Lori Newton, Bike Windsor-Essex to provide information relating to Bike Windsor-Essex and to outline ideas on how their organization and the BIA's can work together.

5. **BUSINESS ITEMS**

5.1 **Memorial Cup Shuttle – May 19, 2017**

The document entitled "The City of Windsor BIA "Spitfire Shuttles" Pilot 2017 Memorial Cup WBIAAC – March 9, 2017" provided by the Economic Development Officer is **attached**.

5.2 **Overview Memorial Cup – Sam Magalas**

Overview of the Memorial Cup provided by the Sport Tourism Officer

5.3 **Cross Border Marketing Initiative**

Greg Plante, Imaginative group – Cross Border Marketing Initiative

5.4 **Way finding update**

5.5 **Bicycle Parking on the Public Right-of-Way**

The “Bicycle Parking on the Public Right-of-Way Policy” is **attached**.

6. NEW BUSINESS

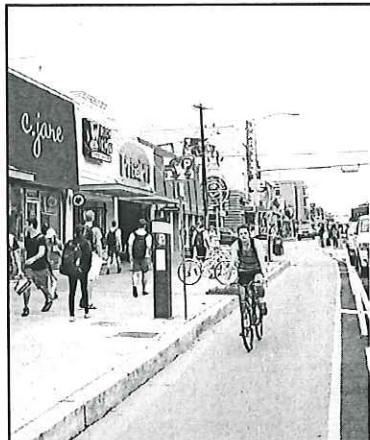
6.1 “Interim Control By-law Prohibiting New Parking Areas in BIAs”

Greg Atkinson, Senior Planner to provide an update.

7. DATE OF NEXT MEETING


To be determined.

8. ADJOURNMENT




Bicycling Means Business:
The Economic Benefits of Active Transportation

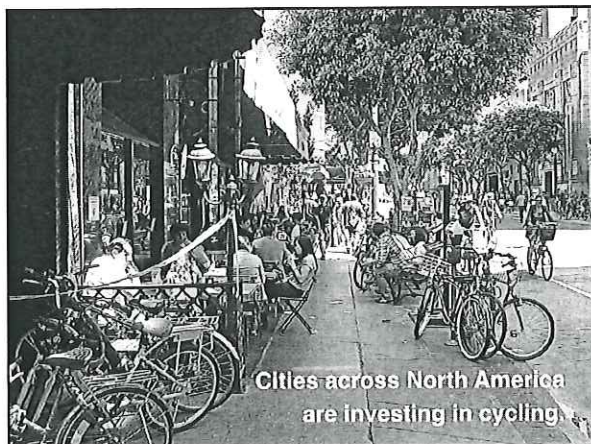
or, How to Build a Great Cycling (and Walking) City



Why bike?




- healthier, more productive workers
- fewer emissions, cleaner air, healthier community
- less congestion, slower speeds, increased retail visibility
- \$10,000/year to drive a car vs \$300/year to ride a bike



Cities across North America are investing in cycling.

Kilometres of on- and off-street bike paths in major Canadian cities



City of Calgary Cycling Map 2017

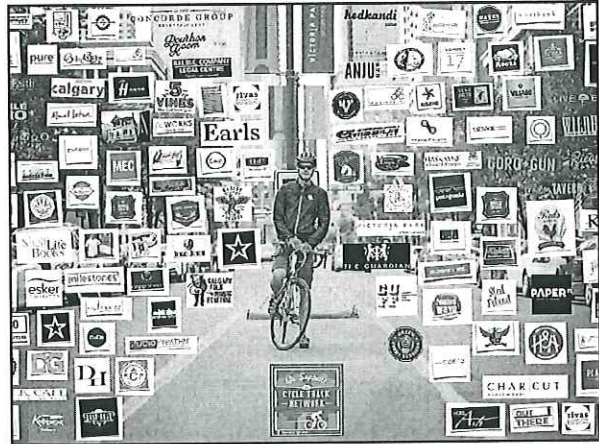
Calgary:	1,032
Montreal:	648
Toronto:	640
Vancouver:	289
Ottawa:	221
Windsor:	50



**I bike
I buy**

bikes welcome
www.ikeibuy.ca

In New York City businesses on Eighth and Ninth Avenues saw an almost 50% increase in sales after the installation of protected bike lanes.



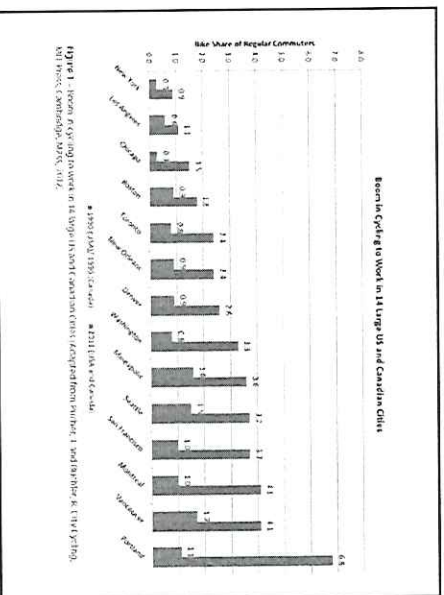

ikeibuy.ca

\$118024.41
SPENT BY CUSTOMERS ON BIKES.

Every study going demonstrates that cyclists spend as much or more per person than driving customers.

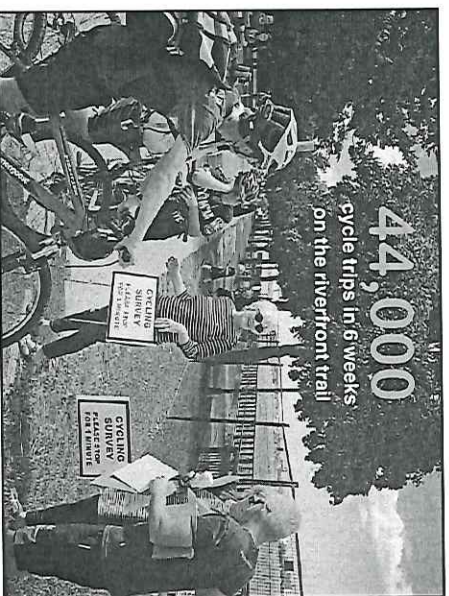
Kitchissippi Councilor Jeff Leiper wants to know how much you spent today while riding your bike. Add your purchases below, and watch the total grow!

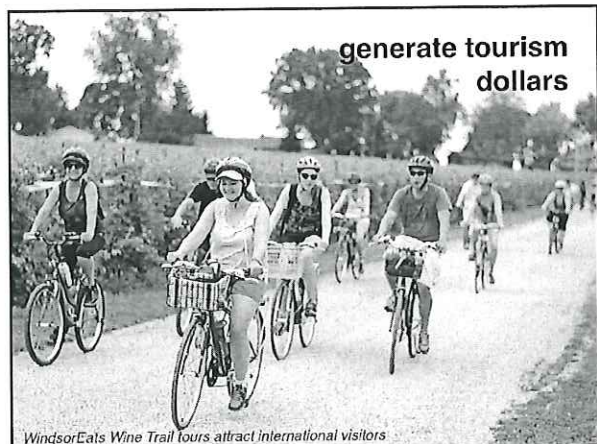
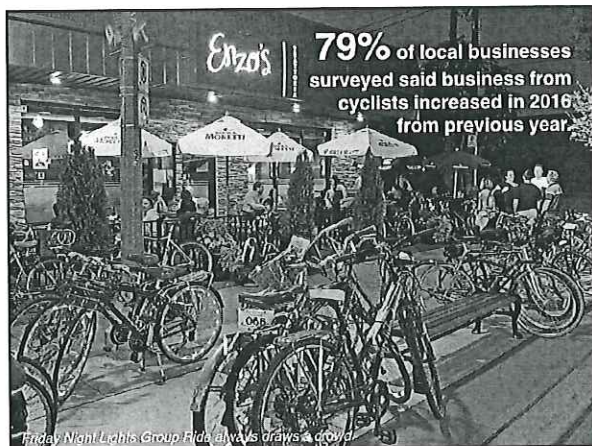
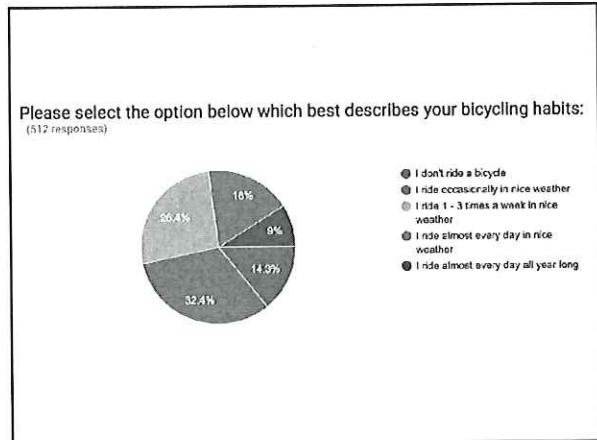
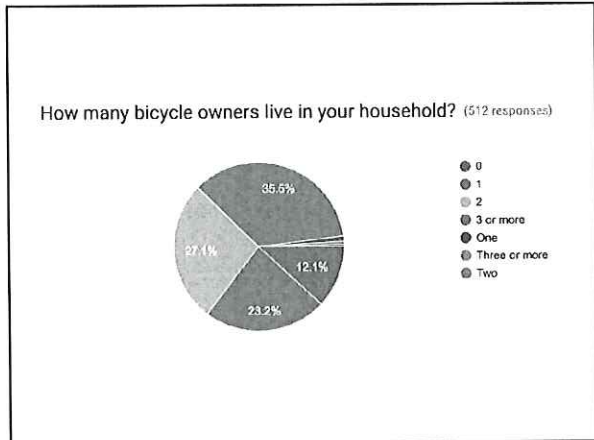


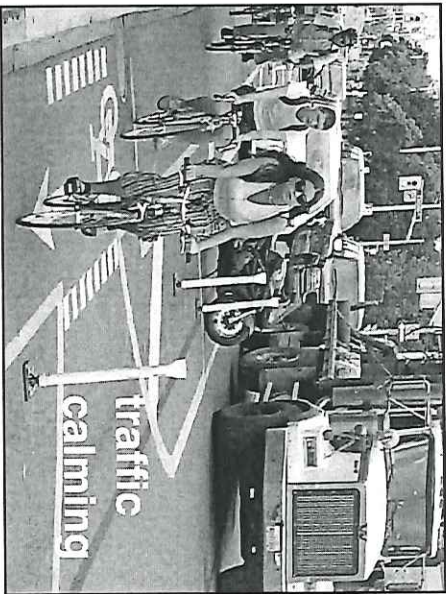
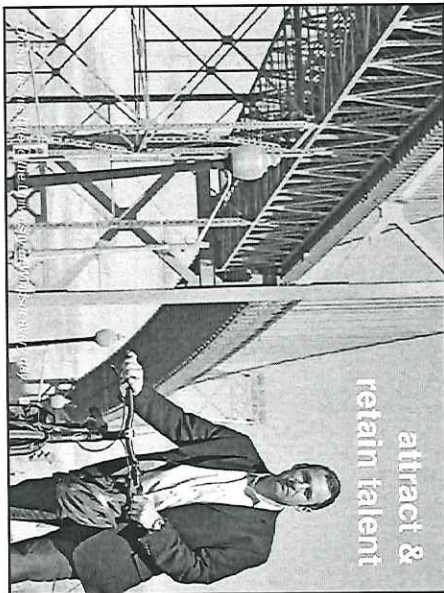
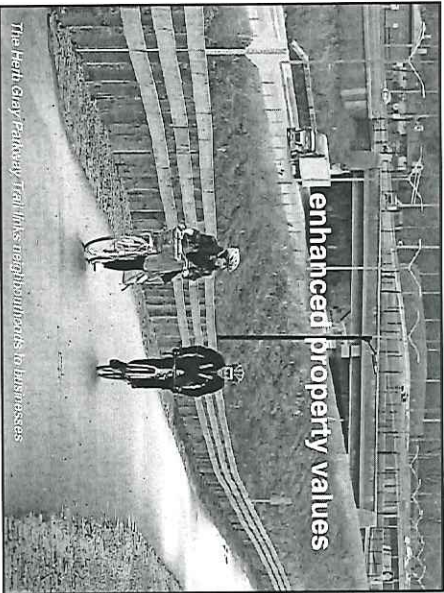


Who is Cycling?

- 18-45 year olds
- Post-secondary graduates
- Tech-sector
- Young families







So far, it's highlight the best of Windsor's food and drink scene



What can you do?

1. Install secure bicycle parking.
2. Sponsor and/or support cycling events.
3. Support the development of cycling infrastructure.
4. Encourage customers and employees to participate in Bike To Work Day/Week/Month.



bike windsor essex

*Safe Streets
Vibrant Neighbourhoods
Healthy Communities*