

Appendix C

Socio-Economic Environment

MEMO



TO: Jennifer Leitzinger, City of Windsor

FROM: Paula Neto, Dillon Consulting Limited

DATE: January 28, 2014 (revised June 2015)

SUBJECT: Socio-Economic Existing Conditions Review
Sixth Concession/North Talbot Road Class EA

OUR FILE: 13-8295

The City of Windsor retained Dillon Consulting Limited to undertake a Municipal Class Environmental Assessment (EA) for potential improvements to the Sixth Concession Road/ North Talbot Road corridors. The limits of the study area are Sixth Concession Road, from Cabana Road East to North Talbot Road (approximate distance 2.1 km) and North Talbot Road from Howard Avenue to the east City limits (approximate distance 1.9 km).

The purpose of this memo is to summarize the socio-economic background review, including existing land uses, current/proposed future development activity within the study area and conformity to the City of Windsor's Official Plan, municipal transportation policies and the Provincial Policy Statement. An overview of the Stage 1 Archaeological Assessment completed by Fisher Archeological Consulting (FAC) is also provided.

EXISTING LAND USES

Land uses along North Talbot Road and Sixth Concession Road are primarily residential, consisting of single-family dwelling units. Additional land uses include:

- A restaurant and convenience store are located on southeast corner of the Howard Avenue/ North Talbot Road intersection
- Stonybrook Park and North Talbot Park are located east of Sixth Concession Road on North Talbot Road
- The Extencicare Southwood Lakes long-term care facility is located on North Talbot Road, east of the study area, near Highway 401
- An ESSO station and convenience store is located north of the rail line on the east side of Sixth Concession Road. An auto body repair shop is located on the west side of the road.
- An auto services shop and a boat centre are located north of Provincial Road on the west side of Sixth Concession Road
- A motel is located on Cabana Road East, just west of the intersection at Sixth Concession Road

An elevated overpass carries traffic on Sixth Concession Road over the Dougall Parkway.

The Walkerville 8 bus route services a portion of Sixth Concession Road from Holburn Street, south to North Talbot Road and travels east on North Talbot Road to Walker Road. There are no extra transit routes for the Talbot Trail Public School (serviced by school buses).

OFFICIAL PLAN & MUNICIPAL TRANSPORTATION POLICIES

City of Windsor Official Plan

To facilitate future planning, the City of Windsor is divided into a number of planning districts. As shown on *Schedule A, Planning Districts & Policy Areas*, of the Official Plan, the majority of the study area is located within the Roseland Planning District. The northern portion of the study area falls within the Devonshire Planning District. The eastern portion of the study area falls within the North Roseland Secondary Plan area.

As shown on *Schedule B, Greenway System*, both corridors are designated as “Proposed Recreationways” and that the southern portion of Sixth Concession Road (from north of Dougall Parkway to North Talbot Road) is an existing “Recreationway”. A Recreationway is a planned network of multi-use pedestrian and cycling trails designed to serve recreational areas.

As shown on *Schedule C, Development Constraint Areas*, there are no constraints within the study area. A natural heritage area is located on the north side of Division Road/Cabana Road East, just beyond the northern limits of the project. The Windsor International Airport and associated airport operating area are located to the east and northeast of the intersection of Sixth Concession and Cabana Road.

As shown on *Schedule D, Land Use*, lands along North Talbot Road and Sixth Concession Road are primarily designated “Residential”. Permitted uses include:

- low, medium and high profile dwelling units
- community services and minor institutional uses
- neighbourhood commercial uses
- open spaces
- emergency services
- home based occupations

The garden centre on the north side of North Talbot Road, east of Northwood Lakes Drive, pre-existed the current “Residential” designation and is considered a permitted use.

Lands north of the rail crossing on Sixth Concession Road, including those at the Provincial Road/Sixth Concession Road and Cabana Road East/Sixth Concession Road intersections are designated “Commercial Corridor”. These lands are intended for vehicle oriented commercial uses such as retail, wholesale stores and office uses. North of Provincial Road lands along the east side of Sixth Concession Road are designated “Residential”.

As shown on *Schedule F, Roads and Bikeways*, North Talbot Road and Sixth Concession Road are designated as “Class 1 Collector Road” and are designed to carry moderate volumes of traffic with a minimum right-of-way width of 28 metres. The posted speed limit is 50 km/h on both North Talbot Road and Sixth Concession Road. Direct property access may be permitted with some controls. Both corridors are also designated as “Proposed Bikeway”. One section of Sixth Concession south of Holburn Street is an established “Bikeway”. The Dougall Parkway is a designated “Expressway” that connects at Sixth Concession Road.

North Roseland Secondary Plan

As shown on *Schedule NR2-1 (Appendix A)*, the North Roseland Planning Area Secondary Plan applies to the area bounded by CN/CP railway tracks on the north/northeast, Sixth Concession Road on the west and Highway 401 on the south/southeast. The area encompasses approximately 108 hectares and is referred to as the North Roseland Planning Area.

According to *Schedule NR2-7 (Appendix A)*, Land Use Designations and Concept Plan, most of the area is designated as “Low Profile Residential”. Lands along Ducharme Street are designated “Minor Institutional” and “Community Park” to accommodate Talbot Trail Public School and Captain John Wilson Park. A naturalized stormwater retention pond is located next to the park. Lands designated “Mixed Use” at the Holburn Street/Ducharme Street intersection are reserved for medium/high profile residential development, neighbourhood commercial development, community facilities and/or other institutional uses (e.g. places of worship and day nurseries). These lands remain undeveloped. As per *Schedule D, Land Use* of the Official Plan, the parcels fronting Walker Road were re-designated from “Business Park” to “Commercial Corridor” by OPA 32 and OPA 23. Most of these lands are vacant, with the exception of the Empire Roofing Corporation, located on the east of Walker Road.

City of Windsor Bicycle Use Master Plan

The Bicycle Use Master Plan (May 2001) aims to expand the City’s existing cycling network, promote awareness, improve the cycling-transit link and provide end-of-trip facilities. According to the Recommended Primary Cycling Network (Map 5) (**Appendix A**), bike lanes are recommended along North Talbot Road and Sixth Concession Road. The Master Plan identifies these bike lanes as achievable in the longer term (years 5 through 20).

Official Plan Schedules and maps discussed above are included in **Appendix A**.

Community Based Strategic Rail Study

The Community Based Strategic Rail Study (April 2008) is a strategic planning study to assess opportunities for rail rationalization and modal integration in the City. The study identifies a number of at-grade rail crossings, including one along Sixth Concession Road. Better design and signage is recommended to reduce impacts to local road traffic and improve safety for pedestrians and road users. The removal of redundant rail corridors, including the CASO Subdivision that crosses Sixth Concession, is identified as a key feature of the ultimate scenario.

PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement (PPS) issued under the *Planning Act* (March 2005), requires that any municipal decisions be “consistent” with the PPS. The PPS defines “Transportation Systems” as “a system consisting of corridors and rights-of-way for the movement of people and goods.” The consistency of the proposed improvements to the Sixth Concession Road/North Talbot Road corridors to PPS policies for transportation systems is summarized as follows:

- The improvements are safe, energy efficient, facilitate(s) the movement of people and goods, and appropriate to address projected needs (Section 1.6.5.1). The study will address impacts on the adjacent arterial/collector road network and existing/future land uses, provisions for pedestrian and bikeway connections, traffic calming measures and drainage issues.
- The project makes efficient use of existing and planned infrastructure (Section 1.6.5.2)
- The project maintains “connectivity within and among transportation systems and modes” (Section 1.6.5.3)
- The planning and design process integrates transportation and land use planning considerations at all stages of the project (Section 1.6.5.5)

Infrastructure, such as transportation system, shall be provided in a coordinated, efficient and cost-effective manner to accommodate projected needs. The PPS also requires that planning for these facilities shall be integrated with planning for growth to meet current and projected needs. When planning infrastructure, the PPS requires that municipalities consider the significant resources protected by Section 2 of the PPS, “Wise Use and Management of Resources”. The following summarizes how these resources are being considered in the planning and design process:

- The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features (Section 2.1.2). There are no watercourses or watercourse crossings and no significant terrestrial or aquatic habitats within the study area. Confirmation of Species at Risk, including reptiles/amphibians and plant species, is ongoing.
- All significant built heritage and cultural heritage landscapes shall be conserved (Section 2.6.1). There is no record of built heritage resources within the study area based on information contained in the Windsor Municipal Heritage Register (updated October 7, 2013).
- All significant archaeological resources must be conserved by removal and documentation or by preservation on site (Section 2.6.2). A Stage 1 Archaeological Assessment was completed and concluded that the study area has low potential for Aboriginal archaeological resources but high potential for historic Euro-Canadian material due to the historic nature of North Talbot and Sixth Concession roads. A Stage 2 Archaeological Assessment is recommended in undisturbed areas.

CURRENT & POTENTIAL FUTURE DEVELOPMENT ACTIVITY

Large portions of the study area are already fully developed as residential. According to the City of Windsor Planning Department (November 2013), development potential within the study area includes:

1. A vacant former auto hauler site (14.7 ha) located north of Provincial Road (just outside the Study Area) is designated “Industrial” in the OP. It is possible that this parcel could be amended to another land use designation in the future.
2. An additional 350 detached dwellings is estimated for the Walker Gate Estates residential subdivision located between Walker Road and Sixth Concession Road.
3. Lots within Walker Gate Estates (Walker Road frontage) are designated for commercial use, although there are no approved site plans to develop either the north (2.3 ha) or south (1.4 ha) portions of these lands.
4. Existing plans of subdivision on the north side of North Talbot Road have provided for the future extension of Silverdale Drive and Dynasty Street. There are a number of larger lots that represent the rear portion of the lots fronting onto Howard Avenue; an estimated 150 single detached units could be located within this area.
5. In recent years, a 0.8 ha lot on the northeast corner of the North Talbot Road/Sixth Concession Road intersection has been the subject of a development application to allow for residential and commercial uses; five single detached dwellings (fronting on Pioneer Avenue), and a neighbourhood commercial development are proposed
6. 1.14 acre of commercial zoned vacant land at the southwest corner of Sixth Concession Road and Provincial Road intersection
7. 1325 Division Road – a commercial zoned vacant land that is adjacent to the Division-Sixth Concession intersection
8. South side of North Talbot Road, east of Southwood Lakes - property is privately owned and zoned Holding-RD1.4.

A reference map is included in **Appendix B**. The numbers shown on the map correspond to the numbering sequence used above.

CULTURAL RESOURCES

Fisher Archaeological Consulting (FAC) completed a Stage 1 Archaeological Assessment (AA) of the Sixth Concession Road/ North Talbot Road study area. A Stage 1 AA consists of background research and a site inspection to determine the potential for the presence of undocumented cultural heritage resources and whether known cultural heritage resources exist within the study area. The archaeological study area consists solely of the current right-of-way (ROW) for North Talbot Road and Sixth Concession Road within the overall project area.

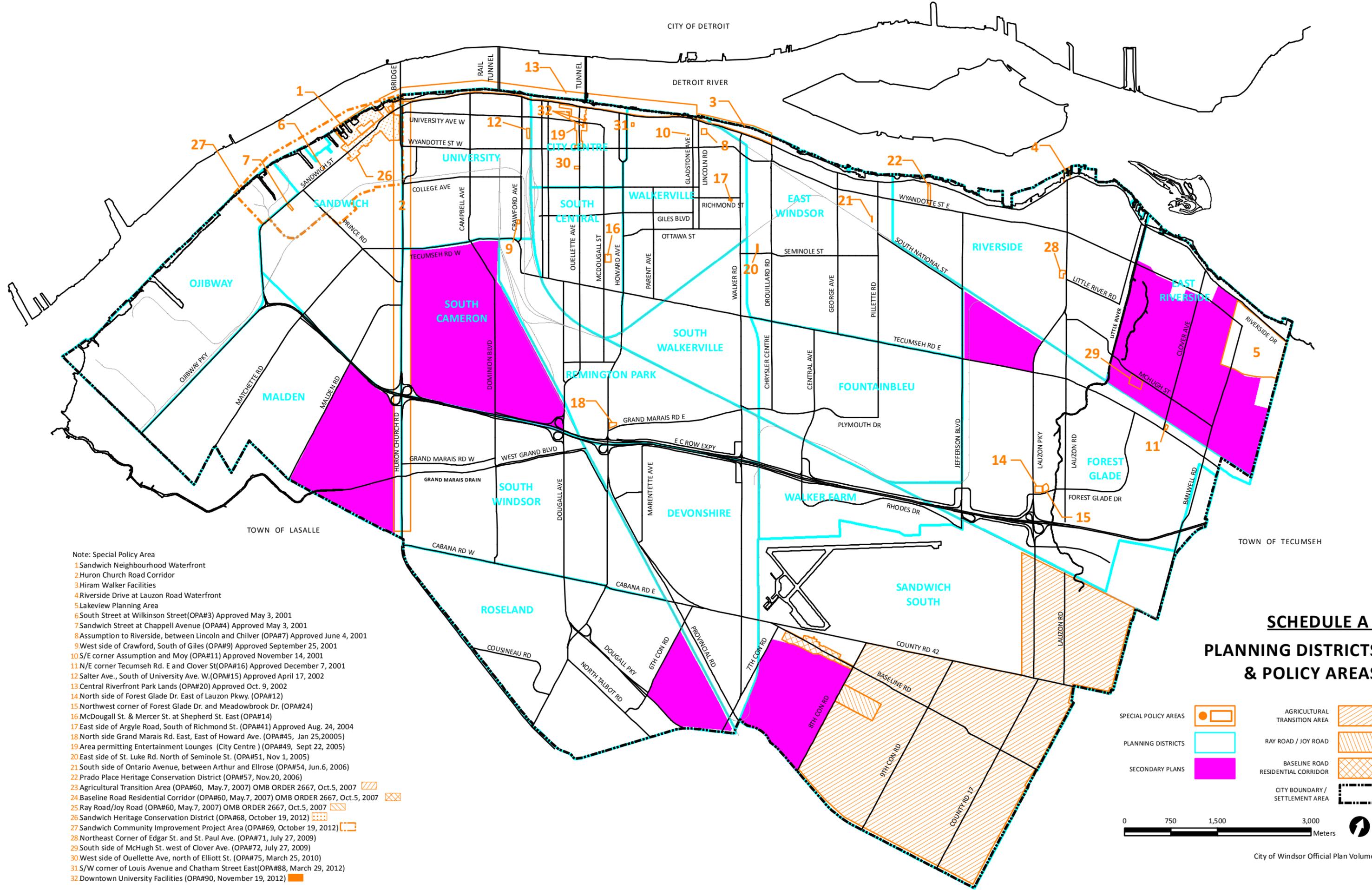
During the Stage 1 AA, FAC determined that the Sixth Concession Road/North Talbot Road ROW has low archaeological potential for Aboriginal sites. However, there is high potential for historic Euro-Canadian sites due to the mid-19th century construction of both roads, unless the ROW has been extensively disturbed in modern times. The field inspection confirmed that, while much of the archaeological study area has been disturbed by infrastructure (ditching, utilities, etc.) and adjacent subdivisions, there are sections of minimal to no apparent disturbance that may retain high archaeological potential.

Based on the findings of the Stage 1 AA, FAC recommended that:

- A Stage 2 AA be conducted on the sections of the archaeological study area that may retain high potential, with the understanding that potential may be reduced during the assessment due to high levels of modern disturbance.
- Locations within the study area deemed to be of low potential require no further archaeological work.

FAC's assessment is documented in a draft report dated January 17, 2014. The final report will be submitted by FAC to the Ministry of Tourism, Culture and Sports (MTCS). Archaeological clearance from MTCS will be required prior to construction. Relevant figures from the Stage 1 Assessment are included in **Appendix C**.

APPENDIX A
LAND USE SCHEDULES



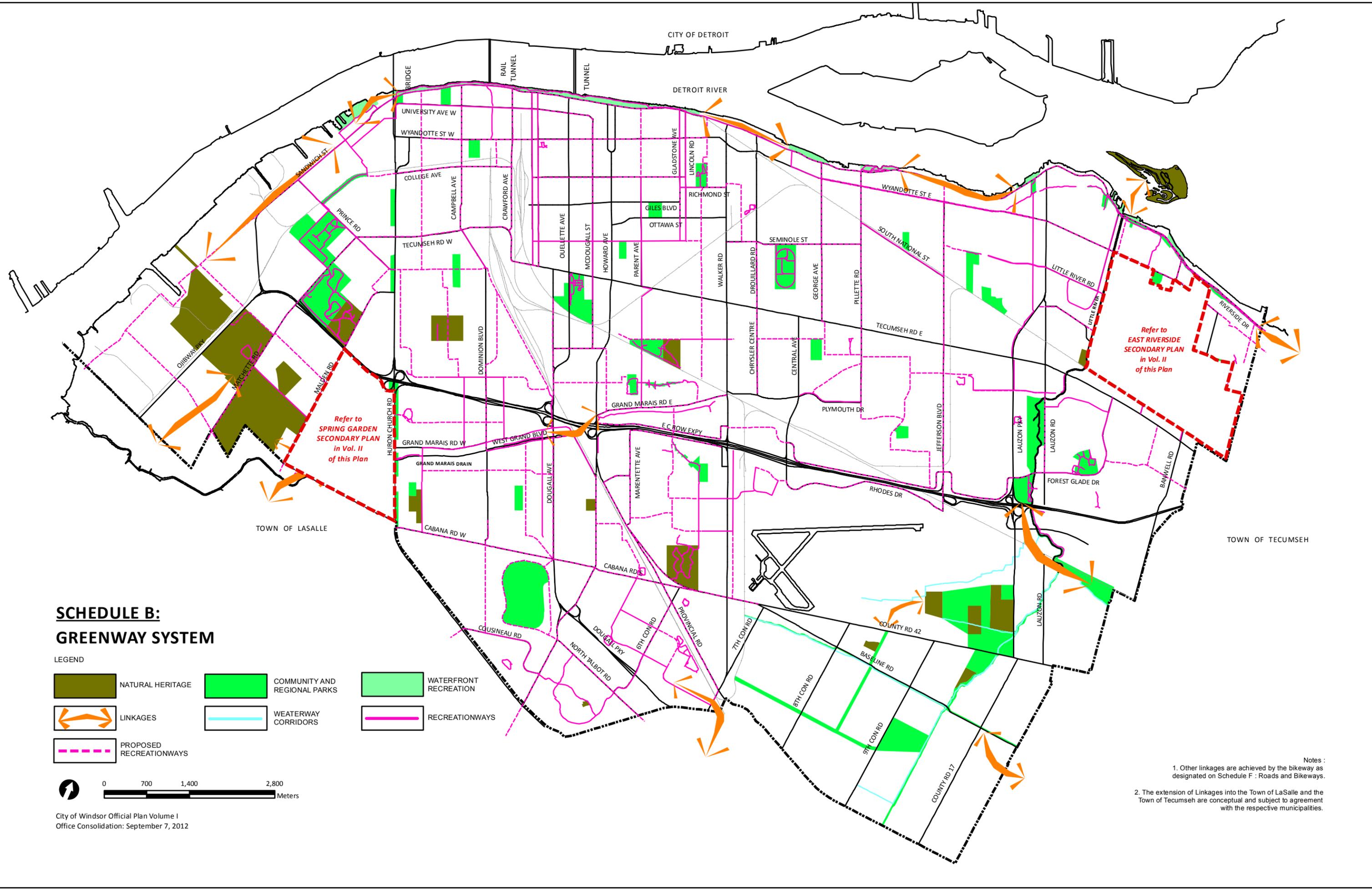
Note: Special Policy Area

- 1 Sandwich Neighbourhood Waterfront
- 2 Huron Church Road Corridor
- 3 Hiram Walker Facilities
- 4 Riverside Drive at Lauzon Road Waterfront
- 5 Lakeview Planning Area
- 6 South Street at Wilkinson Street (OPA#3) Approved May 3, 2001
- 7 Sandwich Street at Chappell Avenue (OPA#4) Approved May 3, 2001
- 8 Assumption to Riverside, between Lincoln and Chilver (OPA#7) Approved June 4, 2001
- 9 West side of Crawford, South of Giles (OPA#9) Approved September 25, 2001
- 10 S/E corner Assumption and Moy (OPA#11) Approved November 14, 2001
- 11 N/E corner Tecumseh Rd. E and Clover St (OPA#16) Approved December 7, 2001
- 12 Salter Ave., South of University Ave. W. (OPA#15) Approved April 17, 2002
- 13 Central Riverfront Park Lands (OPA#20) Approved Oct. 9, 2002
- 14 North side of Forest Glade Dr. East of Lauzon Pkwy. (OPA#12)
- 15 Northwest corner of Forest Glade Dr. and Meadowbrook Dr. (OPA#24)
- 16 McDougall St. & Mercer St. at Shepherd St. East (OPA#14)
- 17 East side of Argyle Road, South of Richmond St. (OPA#41) Approved Aug. 24, 2004
- 18 North side Grand Marais Rd. East, East of Howard Ave. (OPA#45, Jan 25, 20005)
- 19 Area permitting Entertainment Lounges (City Centre) (OPA#49, Sept 22, 2005)
- 20 East side of St. Luke Rd. North of Seminole St. (OPA#51, Nov 1, 2005)
- 21 South side of Ontario Avenue, between Arthur and Ellrose (OPA#54, Jun.6, 2006)
- 22 Prado Place Heritage Conservation District (OPA#57, Nov.20, 2006)
- 23 Agricultural Transition Area (OPA#60, May.7, 2007) OMB ORDER 2667, Oct.5, 2007
- 24 Baseline Road Residential Corridor (OPA#60, May.7, 2007) OMB ORDER 2667, Oct.5, 2007
- 25 Ray Road/Joy Road (OPA#60, May.7, 2007) OMB ORDER 2667, Oct.5, 2007
- 26 Sandwich Heritage Conservation District (OPA#68, October 19, 2012)
- 27 Sandwich Community Improvement Project Area (OPA#69, October 19, 2012)
- 28 Northeast Corner of Edgar St. and St. Paul Ave. (OPA#71, July 27, 2009)
- 29 South side of McHugh St. west of Clover Ave. (OPA#72, July 27, 2009)
- 30 West side of Ouellette Ave, north of Elliott St. (OPA#75, March 25, 2010)
- 31 S/W corner of Louis Avenue and Chatham Street East (OPA#88, March 29, 2012)
- 32 Downtown University Facilities (OPA#90, November 19, 2012)

SCHEDULE A: PLANNING DISTRICTS & POLICY AREAS

SPECIAL POLICY AREAS		AGRICULTURAL TRANSITION AREA	
PLANNING DISTRICTS		RAY ROAD / JOY ROAD	
SECONDARY PLANS		BASELINE ROAD RESIDENTIAL CORRIDOR	
		CITY BOUNDARY / SETTLEMENT AREA	





**SCHEDULE B:
GREENWAY SYSTEM**

LEGEND

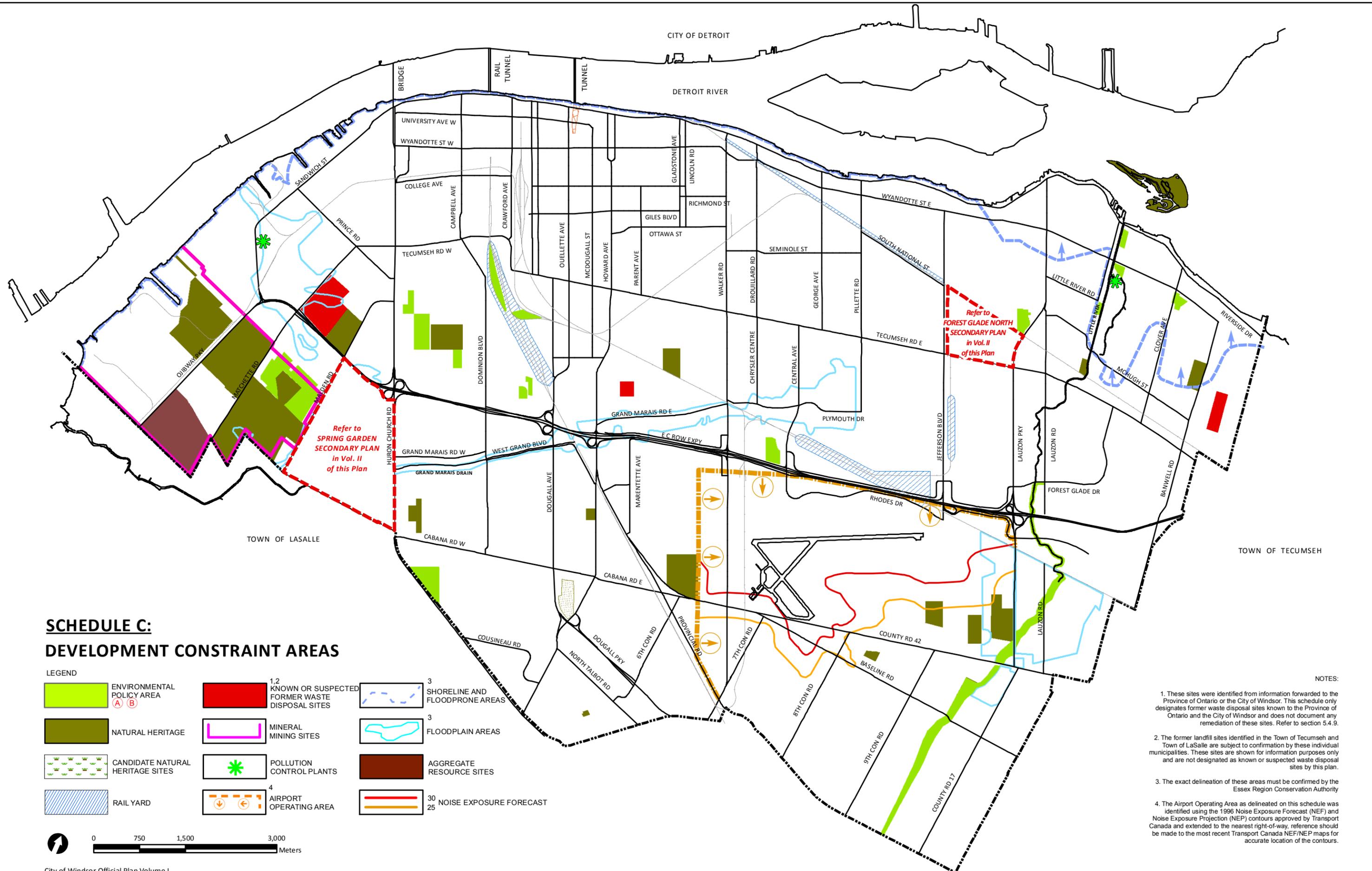
	NATURAL HERITAGE		COMMUNITY AND REGIONAL PARKS		WATERFRONT RECREATION
	LINKAGES		WATERWAY CORRIDORS		RECREATIONWAYS
	PROPOSED RECREATIONWAYS				



Refer to
EAST RIVERSIDE
SECONDARY PLAN
in Vol. II
of this Plan

Refer to
SPRING GARDEN
SECONDARY PLAN
in Vol. II
of this Plan

- Notes :
1. Other linkages are achieved by the bikeway as designated on Schedule F : Roads and Bikeways.
 2. The extension of Linkages into the Town of LaSalle and the Town of Tecumseh are conceptual and subject to agreement with the respective municipalities.

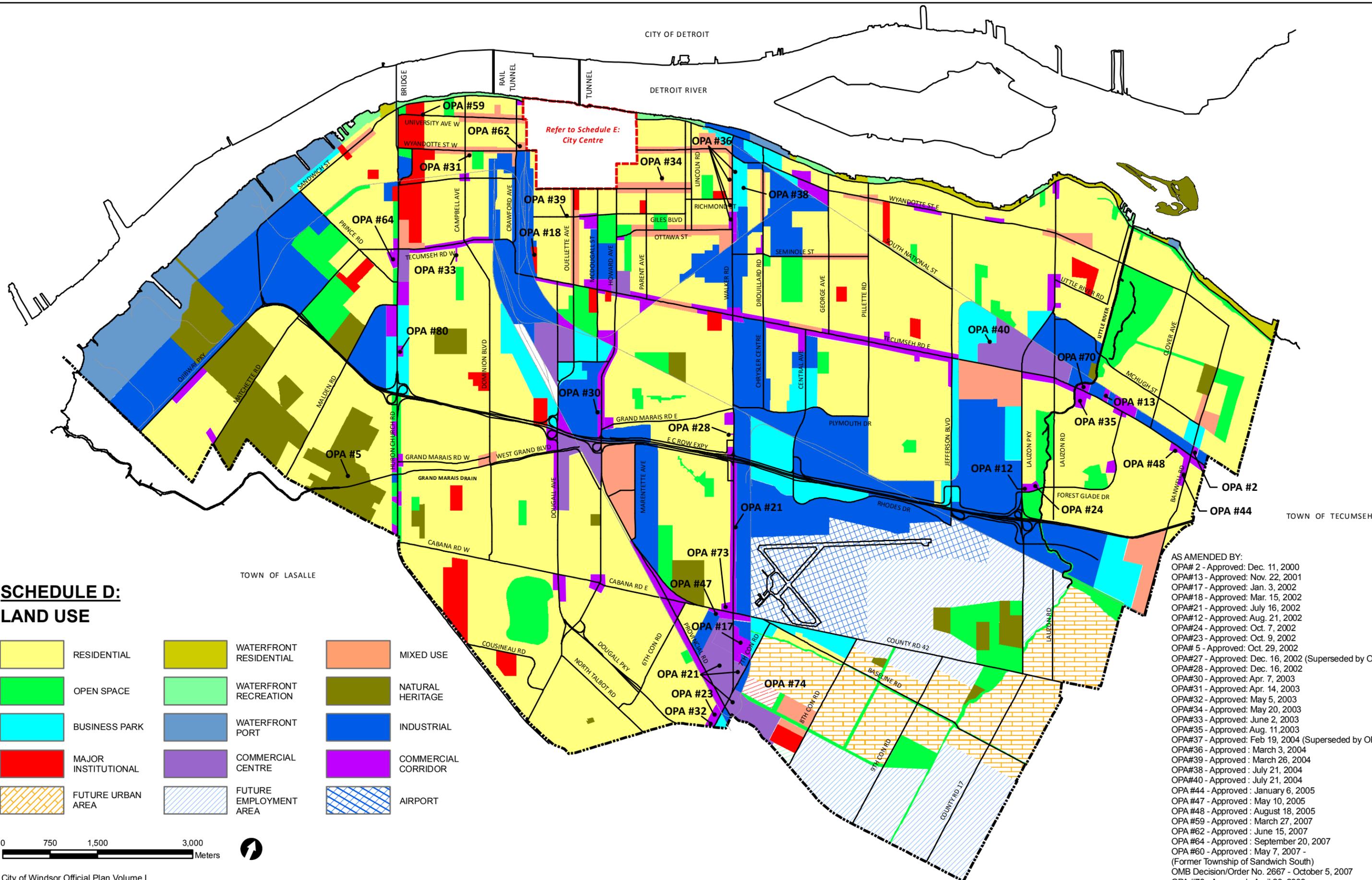


**SCHEDULE C:
DEVELOPMENT CONSTRAINT AREAS**

LEGEND			
	ENVIRONMENTAL POLICY AREA (A) (B)		1,2 KNOWN OR SUSPECTED FORMER WASTE DISPOSAL SITES
	NATURAL HERITAGE		MINERAL MINING SITES
	CANDIDATE NATURAL HERITAGE SITES		FLOODPLAIN AREAS
	RAIL YARD		POLLUTION CONTROL PLANTS
	AIRPORT OPERATING AREA		AGGREGATE RESOURCE SITES
	30/25 NOISE EXPOSURE FORECAST		3 SHORELINE AND FLOODPRONE AREAS

- NOTES:**
1. These sites were identified from information forwarded to the Province of Ontario or the City of Windsor. This schedule only designates former waste disposal sites known to the Province of Ontario and the City of Windsor and does not document any remediation of these sites. Refer to section 5.4.9.
 2. The former landfill sites identified in the Town of Tecumseh and Town of LaSalle are subject to confirmation by these individual municipalities. These sites are shown for information purposes only and are not designated as known or suspected waste disposal sites by this plan.
 3. The exact delineation of these areas must be confirmed by the Essex Region Conservation Authority
 4. The Airport Operating Area as delineated on this schedule was identified using the 1996 Noise Exposure Forecast (NEF) and Noise Exposure Projection (NEP) contours approved by Transport Canada and extended to the nearest right-of-way, reference should be made to the most recent Transport Canada NEF/NEP maps for accurate location of the contours.





**SCHEDULE D:
LAND USE**

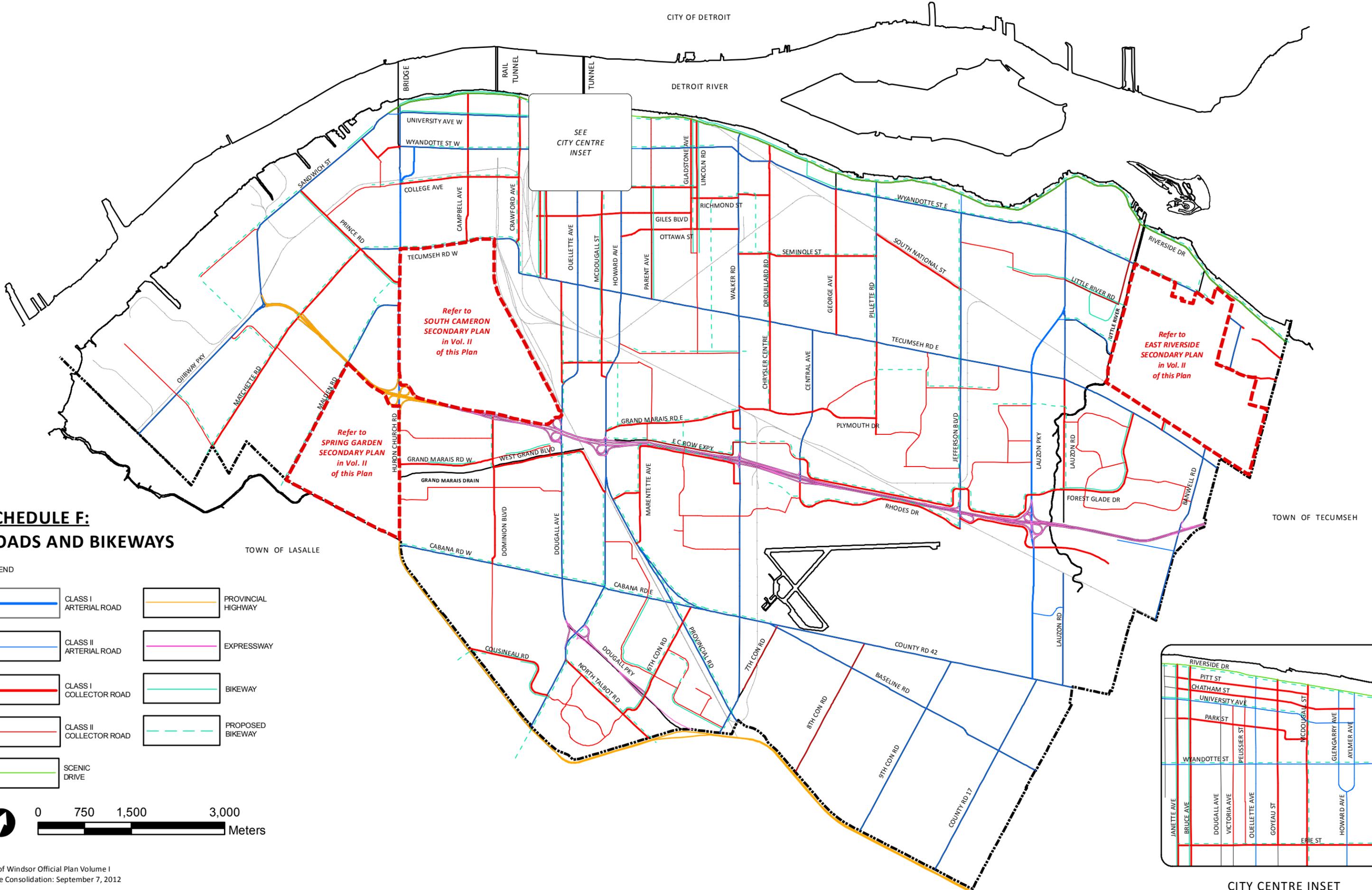
	RESIDENTIAL		WATERFRONT RESIDENTIAL		MIXED USE
	OPEN SPACE		WATERFRONT RECREATION		NATURAL HERITAGE
	BUSINESS PARK		WATERFRONT PORT		INDUSTRIAL
	MAJOR INSTITUTIONAL		COMMERCIAL CENTRE		COMMERCIAL CORRIDOR
	FUTURE URBAN AREA		FUTURE EMPLOYMENT AREA		AIRPORT



City of Windsor Official Plan Volume I
 Date of OMB Approval : September 25, 2000
 Office Consolidation : September 7, 2012

- AS AMENDED BY:
- OPA# 2 - Approved: Dec. 11, 2000
 - OPA#13 - Approved: Nov. 22, 2001
 - OPA#17 - Approved: Jan. 3, 2002
 - OPA#18 - Approved: Mar. 15, 2002
 - OPA#21 - Approved: July 16, 2002
 - OPA#12 - Approved: Aug. 21, 2002
 - OPA#24 - Approved: Oct. 7, 2002
 - OPA#23 - Approved: Oct. 9, 2002
 - OPA# 5 - Approved: Oct. 29, 2002
 - OPA#27 - Approved: Dec. 16, 2002 (Superseded by OPA #40)
 - OPA#28 - Approved: Dec. 16, 2002
 - OPA#30 - Approved: Apr. 7, 2003
 - OPA#31 - Approved: Apr. 14, 2003
 - OPA#32 - Approved: May 5, 2003
 - OPA#34 - Approved: May 20, 2003
 - OPA#33 - Approved: June 2, 2003
 - OPA#35 - Approved: Aug. 11, 2003
 - OPA#37 - Approved: Feb 19, 2004 (Superseded by OPA #40)
 - OPA#36 - Approved: March 3, 2004
 - OPA#39 - Approved: March 26, 2004
 - OPA#38 - Approved: July 21, 2004
 - OPA#40 - Approved: July 21, 2004
 - OPA #44 - Approved: January 6, 2005
 - OPA #47 - Approved: May 10, 2005
 - OPA #48 - Approved: August 18, 2005
 - OPA #59 - Approved: March 27, 2007
 - OPA #62 - Approved: June 15, 2007
 - OPA #64 - Approved: September 20, 2007
 - OPA #60 - Approved: May 7, 2007 - (Former Township of Sandwich South)
 - OMB Decision/Order No. 2667 - October 5, 2007
 - OPA #70 - Approved: April 20, 2009
 - OPA #73 - Approved: September 7, 2006
 - OMB Decision/Order No. 2513 - February 12, 2009
 - OPA #74 - Approved: December 4, 2009
 - OPA #80 - Approved: November 22, 2010

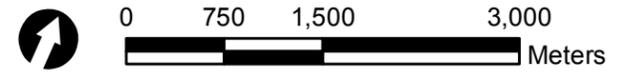
Refer to Schedule E:
City Centre



**SCHEDULE F:
ROADS AND BIKEWAYS**

LEGEND

	CLASS I ARTERIAL ROAD		PROVINCIAL HIGHWAY
	CLASS II ARTERIAL ROAD		EXPRESSWAY
	CLASS I COLLECTOR ROAD		BIKEWAY
	CLASS II COLLECTOR ROAD		PROPOSED BIKEWAY
	SCENIC DRIVE		

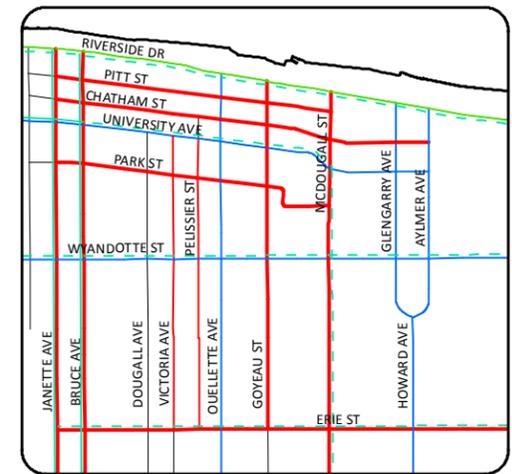


SEE
CITY CENTRE
INSET

Refer to
SOUTH CAMERON
SECONDARY PLAN
in Vol. II
of this Plan

Refer to
SPRING GARDEN
SECONDARY PLAN
in Vol. II
of this Plan

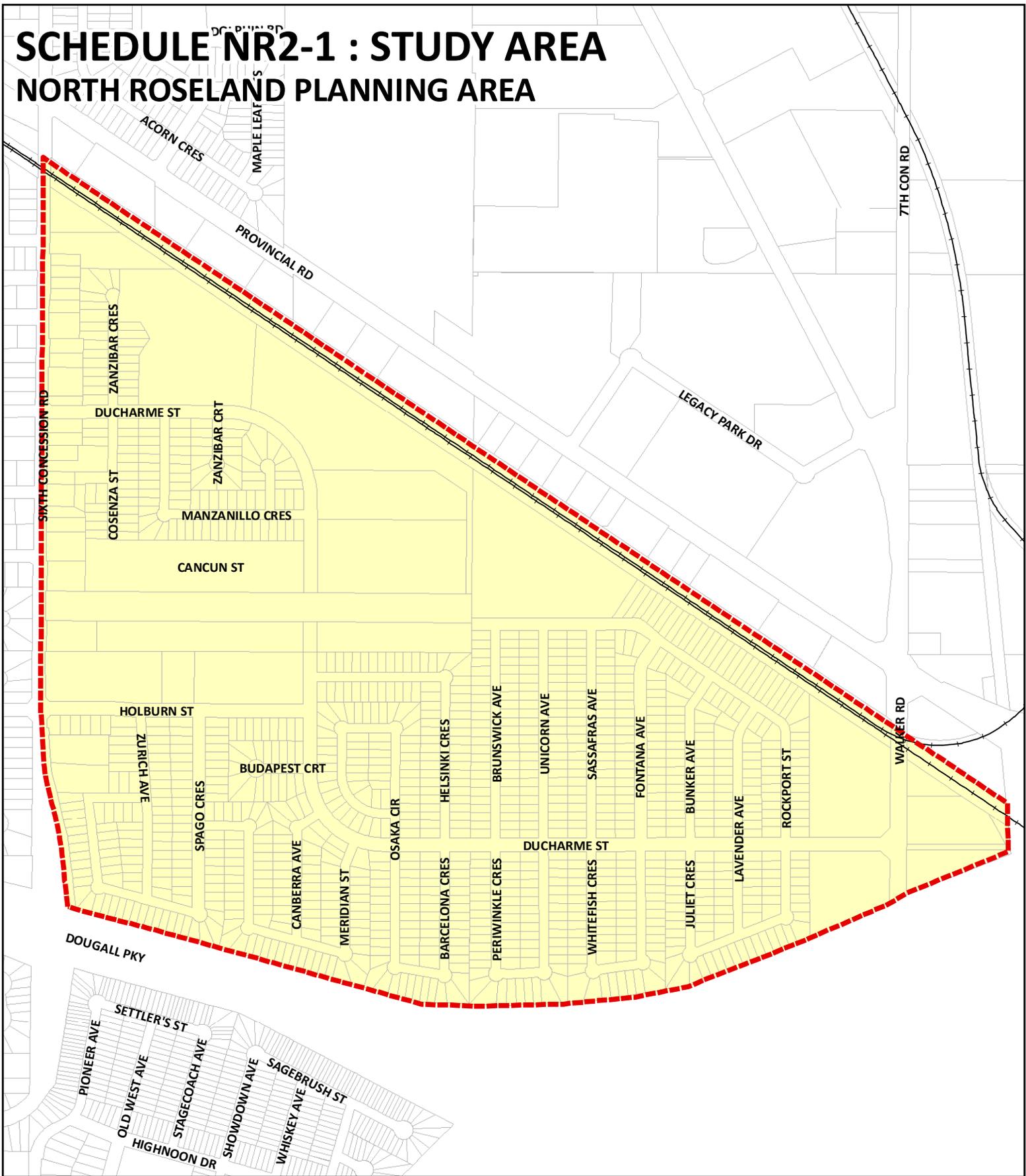
Refer to
EAST RIVERSIDE
SECONDARY PLAN
in Vol. II
of this Plan



CITY CENTRE INSET

SCHEDULE NR2-1 : STUDY AREA

NORTH ROSELAND PLANNING AREA

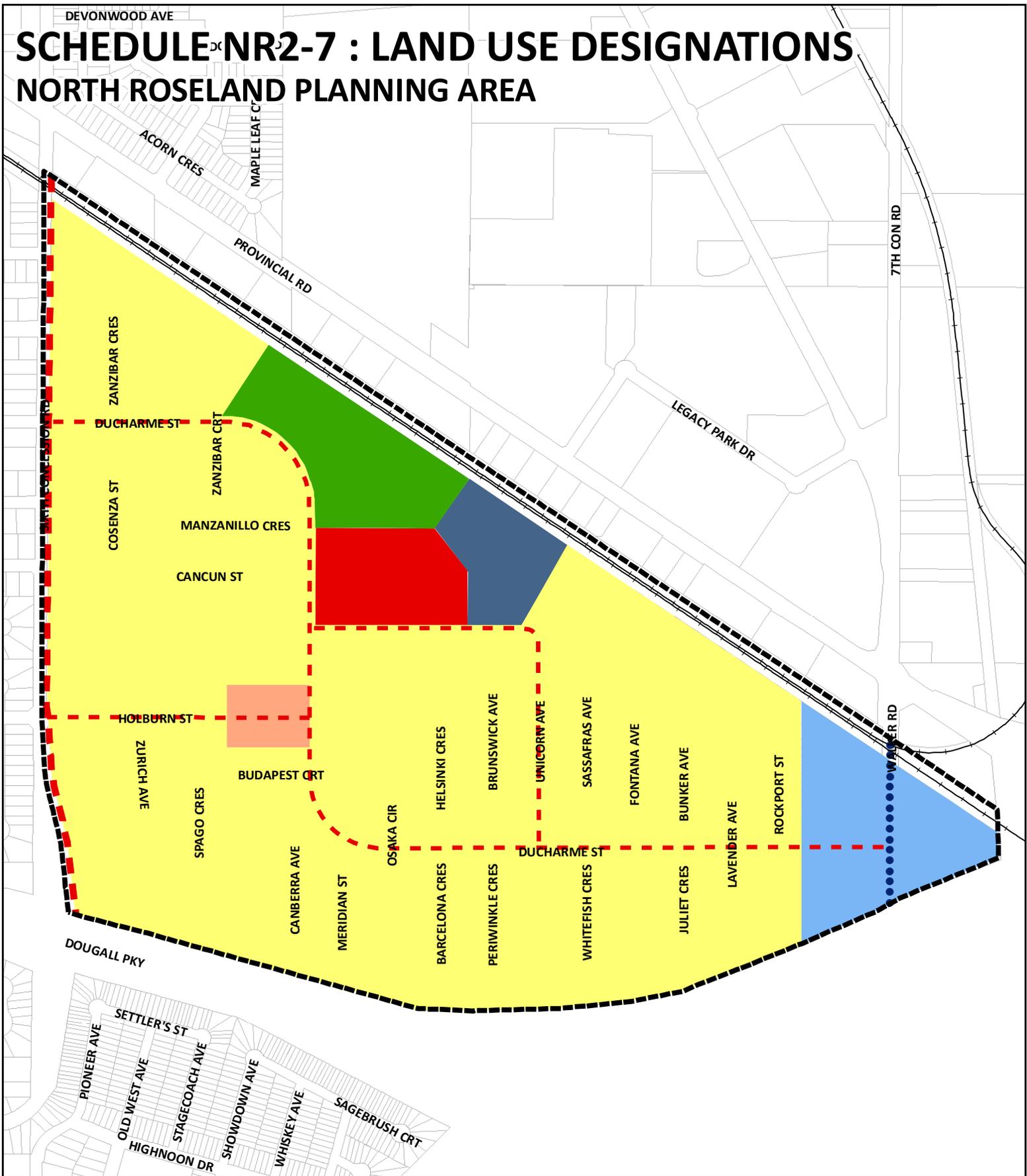


 Boundary of Planning Area



SCHEDULE NR2-7 : LAND USE DESIGNATIONS

NORTH ROSELAND PLANNING AREA



- | | | |
|--|--|---|
|  Mixed Use |  Business Park |  Class I Collector Road |
|  Low Profile Residential |  Community Park |  Class II Collector Road |
|  Minor Institutional |  Storm Water Retention Pond |  Class II Arterial Road |



CITY OF DETROIT

BELLE ISLE

DETROIT RIVER

LAKE ST. CLAIR

DETROIT RIVER

TOWN OF TECUMSEH

TOWN OF LASALLE

LEGEND

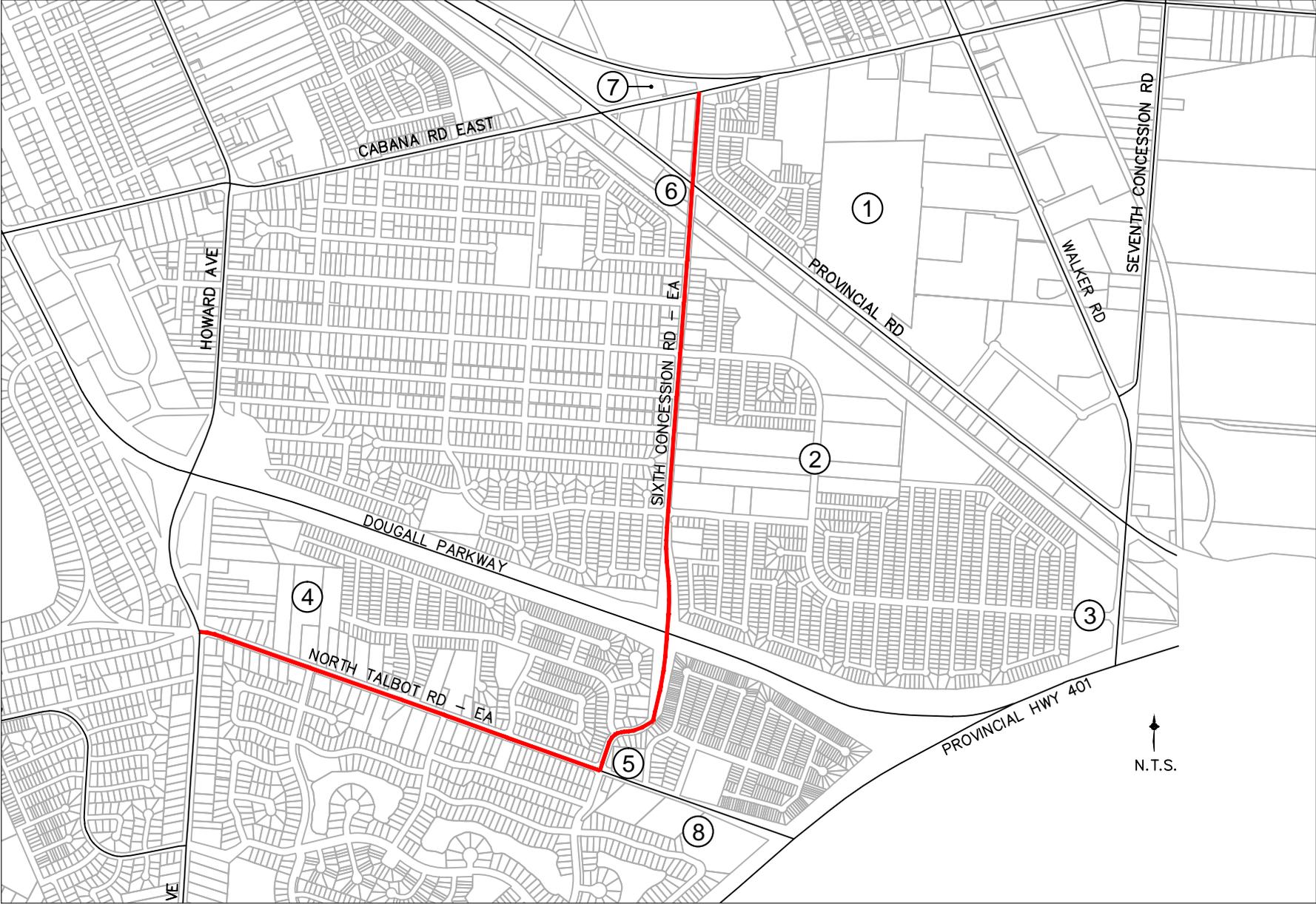
- BIKE LANE, WITHIN 5 YEARS
- - - BIKE LANE, YEAR 5 THROUGH 20
- MULTI-USE TRAIL, WITHIN 5 YEARS
- - - MULTI-USE TRAIL, YEAR 5 THROUGH 20
- SIGNED ROUTE WITHIN 5 YEARS
- PARKS AND OPEN SPACE
- INSTITUTIONAL LAND
- GOVERNMENT OWNED LAND
- CITY LIMITS



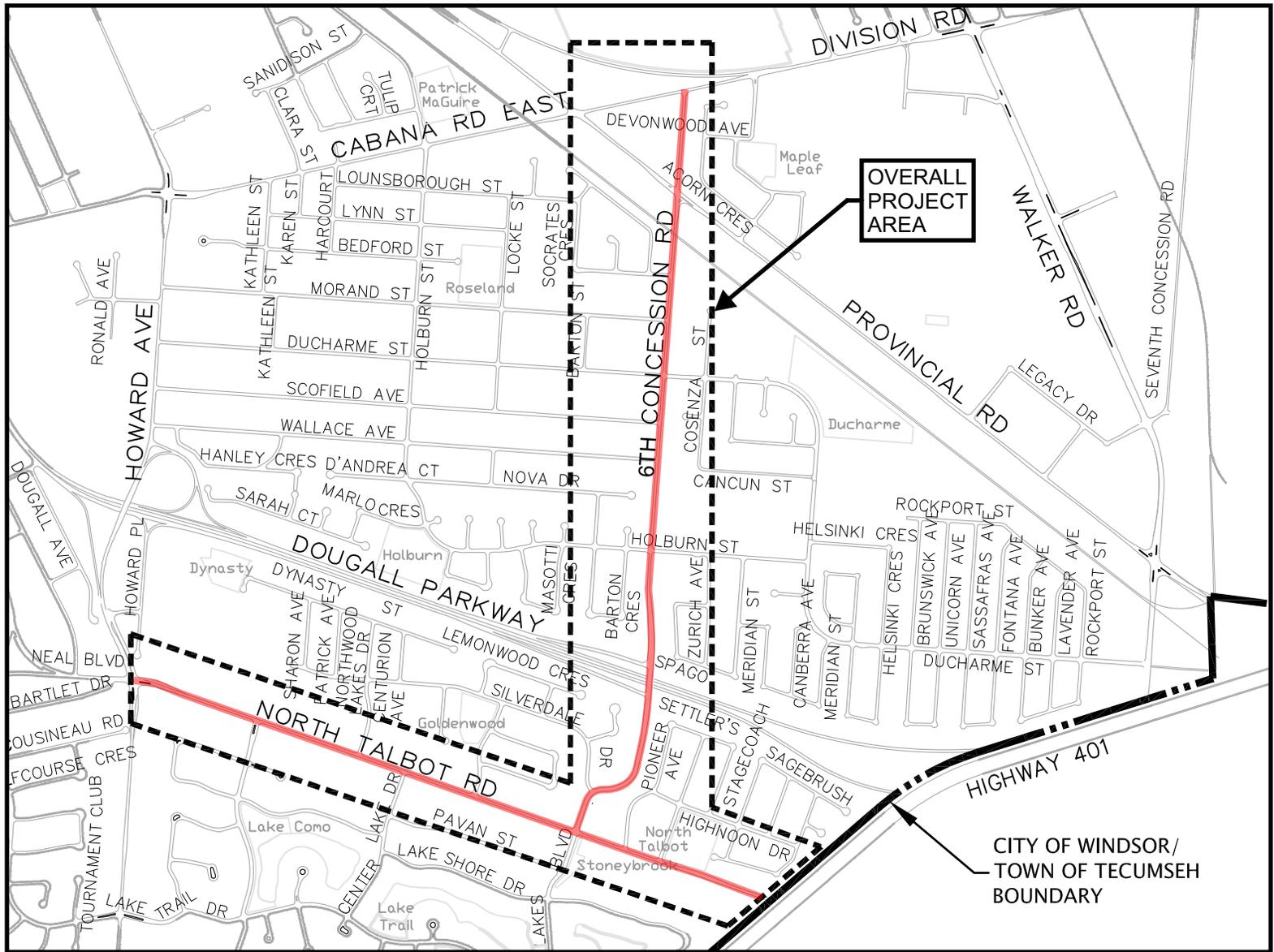
CITY OF WINDSOR
BICYCLE USE MASTER PLAN
 MAP 5: RECOMMENDED PRIMARY CYCLING NETWORK

APPENDIX B
POTENTIAL FUTURE DEVELOPMENT ACTIVITY

DEVELOPMENT ACTIVITY MAP



APPENDIX C
STAGE 1 ARCHAEOLOGICAL ASSESSMENT



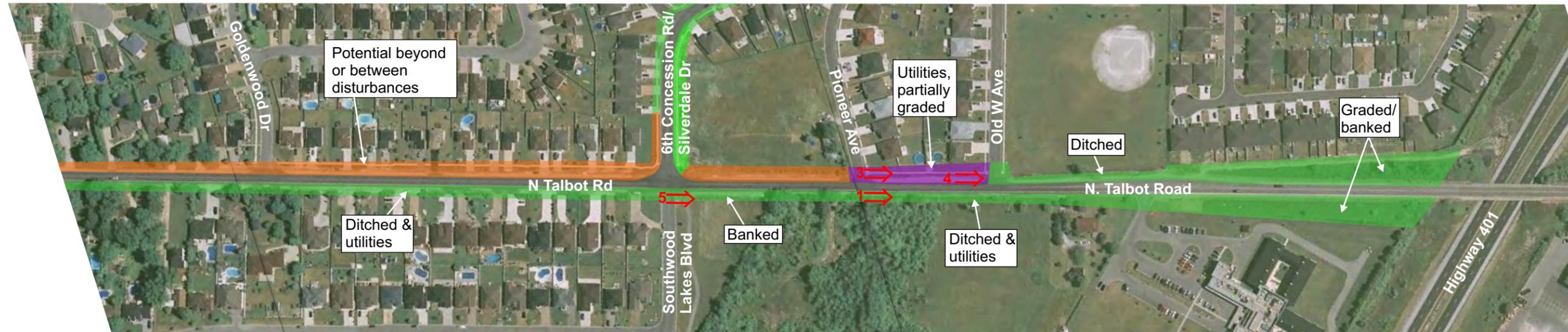
Base mapping provided by Dillon Consulting Limited



Fisher Archaeological Consulting

ENVIRONMENTAL ASSESSMENT - 6TH CONCESSION/NORTH TALBOT ROAD, CITY OF WINDSOR, ESSEX COUNTY, ONTARIO
Dillon Consulting Limited

Figure 2: Overall Project Area



Key

- Low Potential
- High Potential, Stage 2 Recommended (5M interval shovel testing)
- High Potential, Stage 2 Recommended (judgemental shovel testing)

Location & Direction of Photographic Plates



Note: Width of the marked corridor is an approximation of the ROW for demonstration purposes only; all potential pertains to within the ROW beyond the current road footprint.

Figure 7: Stage 1 Potential Results - North Talbot Road



Key

- High Potential, Stage 2 Recommended (5M interval shovel testing)
- High Potential, Stage 2 Recommended (judgemental shovel testing)
- Low Potential
- Location & Direction of Photographic Plates



Note: Width of the marked corridor is an approximation of the ROW for demonstration purposes only; all potential pertains to within the ROW beyond the current road footprint.

Figure 8: Stage 1 Potential Results - 6th Concession Rd