

RB-25002.00 1360 & 1376 Howard Avenue

City of Windsor, ON

**1st Submission Review Comments & Response****Date: 17 November 2025****City of Windsor Comments Dated: 29 August, 2025****Baird Response Dated: 17 November, 2025****Noise Study**

Comment

“Noise Study should also determine if a reclassification of the subject lands to a Class 4 Area per Environmental Noise Guideline - Stationary and Transportation Sources - Approval and Planning (NPC-300) is required, and if yes, request and provide justification for a reclassification.”

- 1 The Acoustical Report does not indicate whether reclassification to a **Class 4 Area** is required or not. Based on our experience, such reclassification can offer benefits to both **stationary noise sources** and **sensitive receptors**. Please revise the report to include an analysis of the potential for Class 4 Area reclassification. The updated Acoustical Report may be submitted as part of the **Zoning By-law Amendment application**. If reclassification is recommended, please include a formal request with the application.

Response

Comments acknowledged, we have decided to stay with the class 1 area classification as the only stationary noise source is located over 100m away at Flex N Gate. Although there is no noise ECA associated with Flex N Gate, when conducting our study, no extra noise was coming from stationary sources. (see section 2)

Parking Study

- 1 To ensure fairness across the city, parking rates are determined based on the number of residential units rather than the number of bedrooms. Additionally, it is important to note that the City does not have jurisdiction over the number of bedrooms within individual units.

- 2 Moreover, the validity and applicability of deriving parking demand rates from two studies conducted in a different country (United State) nearly a decade ago (2017) warrants scrutiny, especially when local context and public transportation may differ significantly. Therefore, we do not support the application of a 0.68 parking rate in this context.

- 3 The report must clearly justify the required deviation from the zoning bylaw and assess whether it adequately addresses peak parking demand.

The comment have been acknowledged and the parking rates are now determined based on the dwelling units as per City of Windsor Zoning By-Law

ITE Parking generation is no more referenced for the Parking Justification Report

Acknowledged, the required deviation from the zoning bylaw has been clarified in the report.

<p>4 The report inaccurately states that a 31-space parking lot does not require accessible parking. In fact, under current accessible parking space provision, a lot of this size must include at least one Type A and one Type B accessible parking space.</p> <p>5 As noted in the report, parking is not automatically included with rental units. This policy discourages tenants from paying additional fees for parking, leading many to opt for on-street parking instead. The resulting spillover into surrounding neighborhoods raises parking issues.</p> <p>6 If the Report refers to the availability of on-street parking, it is essential that a physical count be conducted and properly documented to substantiate the claim. This ensures that any conclusions drawn are based on verifiable data and reflect actual conditions.</p>	<p>The comment has been acknowledged and the explanation has been better provided in the report</p> <p>The proper explanation with Transportation Demand Management (TDM) has been provided in Section 6 of the report</p> <p>Acknowledged, the report has been updated to reflect the actual conditions.</p>
<p>Functional Servicing Report</p> <p>1 The submitted Functional Servicing Report is not acceptable as it does not sufficiently demonstrate that the municipal sanitary (combined) sewer system downstream has adequate capacity. The report does not confirm that the development will not result in adverse impacts on the surrounding areas.</p>	<p>Sanitary Study is now provided in the Appendix B of the report.</p>
<p>ADDITIONAL COMMENTS</p> <p>City of Windsor: Engineering Department: Development Division</p> <p>Municipal Sewers: The site may be serviced by a 300mm sanitary sewer and a 300mm sewer located within Howard Avenue right-of-way. If possible existing connections should be utilized. Any redundant connections shall be abandoned in accordance with the City of Windsor Engineering Best Practice B.P 1.3.3.</p> <p>A sanitary sampling manhole may be required on any new sanitary connection at the property line to the satisfaction of the City Engineer, if one does not already exist.</p>	<p>The comment has been acknowledged and the existing connections are to be utilized for sanitary and storm water services. However, a water service connection is needed to be proposed to accommodate the water requirements as well as to align with City of Windsor design standards.</p> <p>Acknowledged</p>

<p>The applicant will be required to submit, prior to the issuance of permits, the stormwater management plan in accordance with Windsor Essex Region Stormwater Management Standards Manual, restricting stormwater runoff to pre development levels. This will include, at a minimum:</p> <ul style="list-style-type: none"> • Submission of stormwater management review fee, • Stormwater management report stamped by a professional engineer • Site servicing drawings stamped by a professional engineer • Stormwater management check list (see link below) 	<p>Acknowledged. Will be required during SPC review process.</p>
<p>Required Drawing Revisions</p> <p>Sewer Connections – All existing and proposed storm, sanitary and water services must be identified on the drawings, as well as the associated mainline sewers/water mains.</p> <ul style="list-style-type: none"> o Modify drawings to include all sewer connections and water services. o Identify any redundant connections to be abandoned in accordance with Engineering Best Practice BP1.3.3. <p>Appendix - FSR Technical Review Comments</p> <p>1 Sanitary Servicing Assessment</p> <p>Standard practice requires confirmation of capacity in the receiving sanitary sewer and assurance that Combined Sewer Overflow (CSO) or Sanitary Sewer Overflow (SSO) events will not occur under normal or dry weather conditions.</p> <p>A sanitary servicing assessment to confirm adequate capacity in the local 300mm sewer between MH 3S3273 (downstream) and MH 3S3269 (upstream) is required.</p> <p>2 Stormwater Management Quantity Control</p> <p>Location is considered a combined sewer area.</p> <p>Storm peak flows to be limited to the lesser of the 2-year pre-development flow or the 2-year flow based on C=0.50 (50% imperviousness).</p> <p>Sanitary flows should also be considered when determining the allowable release rate for this site.</p> <p>Additional stormwater management design details will be required as part of SPC approvals.</p>	<p>A conceptual servicing plan has been attached to Appendix A of the FSR.</p> <p>Sanitary Study showing that the receiving sewer (from MH 3S3269 to MH 3S3273) has enough capacity has been attached in Appendix B of the Functional Servicing Report</p> <p>Acknowledged</p> <p>The comment has been acknowledged and the Rational calculation sheet showing the 2- yr predevelopment release rate is now attached in the Appendix B of the Functional Servicing Report</p> <p>Acknowledged and mentioned in the report</p> <p>Acknowledged</p>

3 OGS Unit Performance

As written, the report suggests only 64% annual average TSS removal is achieved (91% times 70%). Further clarification is needed.

Additional backup documentation for the OGS unit is required.

Acknowledged and clarification is provided in Functional Servicing Report

Backup documentation for OGS has been provided in the Appendix C of the Functional Servicing Report