#### **Appendix A**

**Consultation Records** 







Issues and Opportunities Pop-Up January 30<sup>th</sup>, 2020, 4-7pm, Forest Glade Arena

Date:		
Name:		
Email Address:		
Mailing Address:		
Telephone:		
How did you hear a	about the Sandwich South Master Servicing Plan?	
Newspaper Local media	Received information in the mail Direct mail invitation Other (please specify)	
2. What should our tea	eam know about the area as we start this study?	
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System	ACROSS FROM MY KOUSE	
Which	was built to soxuice	
The 4	SINDSOR JAOL.	

Mail to: Patrick Winters, City of Windsor, 350 City Hall Square W, Suite 210, Windsor, ON N9A 6S1

Under the Freedom of Information and Protection of Privacy Act, all comments and questions submitted regarding this project will be used for the purposes of creating a consultation report that will be a part of the public record and will be made available to individuals or organizations with an interest in this project. Personal information such as name, address, and telephone number will not be included in the environmental assessment report but will be released, if requested, to any person as part of the review of the Sewer Master Plan.







Sandwich South Master Servicing Plan

Date:	
Name:	
Email Address:	
Mailing Address:	
Telephone:	u
How did you hear about the Sandwich South Master Servicin	g Plan?
How did you hear about the Sandwich South Master Servicin  Newspaper	Received information in the mail
Local media	Direct mail invitation
From a friend or neighbour (word of mouth)	Other (please specify)
2. What should our team know about the area as we start this s	study?
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wing the new subdivision	ns veing ville on
greenfield! No need for	new housing so far
from kity centre . Usban S	pawl has plagued
our static city for decade	esleaving over 600
vacant and abandoned	Lots throughout the
city. This too illustrates	the mood to been our
Larmland untoucked. D	re Sandwich South w.a.
Project is a collorally	spensive monorition threa
Huch of it could be accor	malished at a gimo
Mail to: Patrick Winters City of Windsor, 350 City Hall Square W,	who lield III. all lost de all A
	norma
Under the Freedom of Information and Protection of Privacy Act, o	
this project will be used for the purposes of creating a consultation and will be made available to individuals or organizations with an	

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will be released, if requested, to any person as part of the review of the Sewer Master Plan.







Issues and Opportunities Pop-Up January 30<sup>th</sup>, 2020, 4-7pm, Forest Glade Arena

Date:	
Name:	
Email Address:	
Mailing Address:	
Telephone:	
Newspaper Local media	bout the Sandwich South Master Servicing Plan?  Received information in the mail Direct mail invitation Other (please specify)
I am very additional I'm disappason me	am know about the area as we start this study?  Concerned about the cost of mitigating  Road risk if this area is developed.  pointed There isn't move information  e extent of proposed development—  and affect the extent of paved surfaces,  ce + downstream food risk.
growth before	view of the city's commitment to dimake significant + prover significant + prover read attent population we need attent population be embasking on this development. To date, of daesit appears to be on the Planning Dept's horizon.  City of Windsor, 350 City Hall Square W, Suite 210, Windsor, ON N9A 6S1

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Issues and Opportunities Pop-Up January 30<sup>th</sup>, 2020, 4-7pm, Forest Glade Arena

Date:	
Name:	
Email Address:	
Mailing Address:	
Telephone:	
How did you hear about the Sa	ndwich South Master Servicing Plan?
Newspaper Local media From a friend or neighbour	Received information in the mail Direct mail invitation
2. What should our team know ab	out the area as we start this study? Ited within the Study Area. It's also
within the Agricu	ture Franction Fore frea (O-Schedule A)
and the 4-6 yr	Baseslan Development Phasing (OP-Schedule H).
The right of was	1 + - + ) 221/2 .
under the jurisdi	An of the Country of Essex and is
currently under	detailed design by Dillon Consulting.
It is our requ	ust that servicing our lands for
residential deve	Comment be coordinated with These
5 of this recon	estruction project. We are also
regusting a m	ceting and for direction regarding
next steps to	more forward with development Jour property
Wail to: Patrick Winters, City of Wind	Isor, 350 City Hall Square W, Suite 210, Windsor, ON N9A 6S1

Under the Freedom of Information and Protection of Privacy Act, all comments and questions submitted regarding this project will be used for the purposes of creating a consultation report that will be a part of the public record and will be made available to individuals or organizations with an interest in this project. Personal information such as name, address, and telephone number will not be included in the environmental assessment report but will be released, if requested, to any person as part of the review of the Sewer Master Plan.







# Welcome to the Issues and Opportunities Pop-Up

City of Windsor

Forest Glade Arena

3205 Forest Glade Drive, Windsor, ON







# Sandwich South Master Servicing Plan

### What is this Master Plan All About?

The Sandwich South Master Servicing Plan will outline a long-term coordinated approach for municipal infrastructure in the Sandwich South area to support urbanization.

The study will develop and review solutions for:

- Collector roads
- Water, sanitary and storm sewers
- Stormwater management facilities

The location and phasing of the new infrastructure will be outlined in the study.

### Study Process:

- Following the Municipal Class Environmental Assessment (2000, as amended)
- Public and agency input is an important part of the study. There will be several opportunities for input throughout the study



# Learn more and provide your ideas, insights and feedback

- Visit <u>sandwichsouth.ca</u> to complete the "Issues that Matter" Survey
- Send an email to <a href="mailto:sandwichsouth@dillon.ca">sandwichsouth@dillon.ca</a> to be added to the contact list and receive updates on future events

We are listening

Patrick Winters, P. Eng Project Lead City of Windsor 350 City Hall Square W 3rd Floor Windsor, ON N9A 6S1 pwinters@citywindsor.ca Nicole Caza, P. Eng Project Manager Dillon Consulting Ltd. 3200 Deziel Drive Suite 608 Windsor, ON N8W 5K8 sandwichsouth@dillon.ca







# Process

Summer 2 Minter 2020-Spring 2020 Summer 2 x 2020 2021

Stage 1:
Project Launch

Stage 2:
Develop and Evaluate
Alternative Solutions

Stage 3:
Identify and Develop
Recommended Solutions

Stage 4:
Our Strategy



- Establish Study Area and gather background mapping
- Identify constraints and opportunities
- Consult community on issues that matter

### Pop-Up Event

- Consider road, sewer and storm options
- Establish decision-making criteria
- Identify potential impacts

### Public Information Centre (PIC) #1

- Review and incorporate feedback
- Compare options considering feedback
- Select preferred option

### Public Information Centre (PIC) #2

- Review design options and finalize preferred designs
- Prepare an overall Strategy for Sandwich South Servicing
- Complete EA Reporting and Master Plan Document

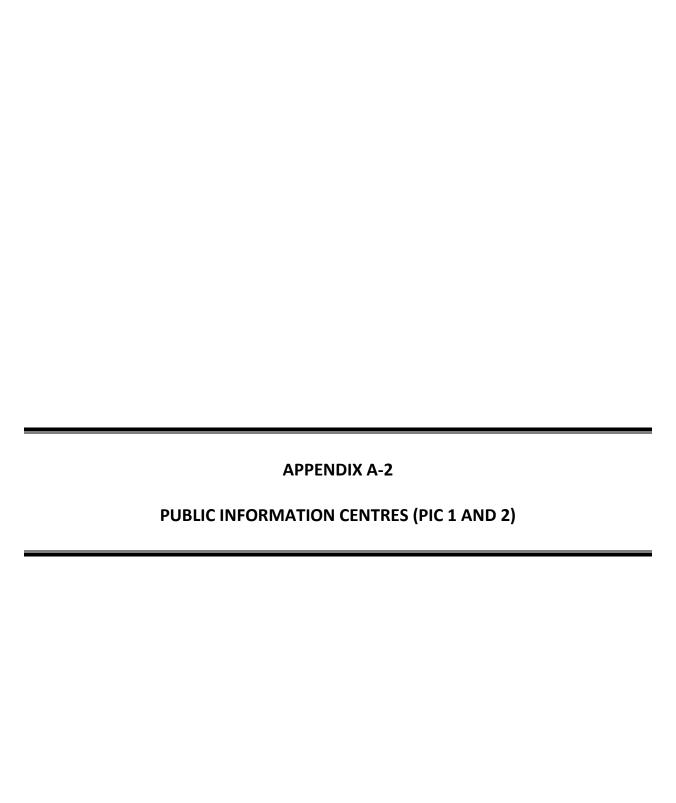
City of Windsor Council will make the final decision to adopt the strategy at the end of the process.

Once adopted, there will be a 30-day review period of the Master Plan for public comment.















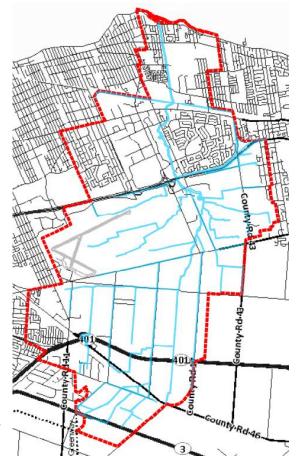
#### Little River Watershed Regulatory Floodplain Mapping Update

**Notice of Public Information Centre (P.I.C.)** 

To meet the future growth needs of the City of Windsor (City), 2,600 hectares of land in the former Township of Sandwich South was transferred from the Town of Tecumseh to the City of Windsor in 2002. Sandwich South, which is located on the southeast side of the City of Windsor, is primarily rural but includes the Windsor Airport and residential homes. The City has designated this as an area for future growth over the next 20 years and will include a variety of residential, commercial, institutional and industrial land uses.

As part of the overall Master Servicing Plan (Plan) being completed for the Sandwich South Study Area by the City, the Essex Region Conservation Authority (ERCA) is in the process of updating the Regulatory Floodplain Maps for the Little River Watershed which includes the primary Little River Drain and its respective tributary watercourses. The floodline mapping update is being completed in accordance with current federal and provincial requirements to determine a better representation of existing floodlines and to support development growth in the area with floodproofing requirements.

The project team has completed the technical analysis component for the Floodplain Study and is now in the public consultation stage of the process. This process is important, as it provides stakeholders a chance to review the updated floodlines for the area, understand any potential impacts on currently owned land and provide feedback.









#### We are now launching the Public Information Centre (P.I.C.) for this project!

This P.I.C. includes:

- Summary of the Federal and Provincial Regulation Floodplain Mapping Process;
- Understanding of ERCA's Regulation and Duty;
- Technical Summary of the Study and General Findings; and
- Introduction to the proposed Two-Zone Floodplain Policy for the Watershed;

There will be a live presentation by our project team on November 17, 2021, which will discuss the topics above and include a question and answer period at the end of the presentation. See below for information on how to access the presentation.

#### Interested in registering for the November 17th presentation?

The presentation will be approximately 45 minutes, followed by a 1 hour Question & Answer period.

#### **Date and Time:**

November 17<sup>th</sup>, 2021, from 6:00pm to 8:00pm

#### **Location and Registration:**

The presentation will be held via Zoom. Please use the below link to access the live presentation.

#### Public Information Centre Live Meeting (opens in Zoom)

If you require additional information related to this study, please contact:

#### James Bryant, P.Eng.

Director of Watershed Management Services, Essex Region Conservation Authority 360 Fairview Avenue West, Suite 311 Essex, Ontario, N8M 1Y6

Ph: (519) 776-5209 ext. 246 Email: jbryant@erca.org

#### Ryan Langlois, P.Eng.

Water Resources Engineer, Dillon Consulting Limited 3200 Deziel Drive, Suite 608 Windsor, Ontario, N8W 5K8 Ph: (519) 948-5000 ext. 3231

Email: rlanglois@dillon.ca



# Context





### Windsor is Growing



### Windsor is projected to grow from a population of 217,716 in 2016 to 225,466 in 2036.

#### Windsor Potential Growth Scenario

Year	2016	2021	2026	2031	2036
2015 Projection (Planning Dept.)	217,716	221,955	224,677	225,466	225,466
Growth (5 year increments)		4,240	2,722	789	NIL

Source: MHBC Consulting (2018); Appendix D to Council Report: S97/2018

This growth represents an increase of approximately 8,000 new residents in the City. These residents will require services, housing, employment, and infrastructure to meet their needs.

Over the same 20 year period (2016-2036), an additional 6,900 dwellings will need to be built to adequately house the new residents.

#### Demand for Dwellings

Demand	2016	2036	2016-2036
Population Growth	217,716	225,466	7,750
2036 Persons per Household	2.250	2.175	
Total Dwelling Units	96,763	103,662	6,900

Source: MHBC Consulting (2018); Appendix D to Council Report: S97/2018

The City will need to find strategic ways to accommodate this growth, while continuing to provide a high level of services for its existing and new future residents.











# Why a Servicing Master Plan (SMP)?



- To accommodate growth, 2,600 hectacres of land in the former Township of Sandwich South were transferred from the Town of Tecumseh to the City of Windsor in 2002.
- The City has initiated a Servicing Master Plan (SMP) for the Sandwich South Area to develop a coordinated and sustainable approach to providing municipal infrastructure in support of growth.
- The SMP will identify the location and capacity of collector roads, storm and sanitary sewers, and stormwater management facilities.
- The solutions that result from the SMP will be implemented over the next 20 years as development occurs.







#### Integration with other Studies

The SMP will be integrated with other existing plans and studies.

Growth and

Development

- City of Windsor Archaeological Master Plan (2005)
- Windsor International Airport Master Plan (2010)
   Twin Oaks Business Park
- Twin Oaks Business Park Environmental Assessment (2017)
- Sandwich South Lands Growth Management Study (Ongoing)

Master Drainage and
Stormwater Management Plan
Environmental Assessment
Study (Ongoing)

City of Windsor Sewer

Stormwater
Master Plan (Ongoing)
Management

- City of WIndsor Official Plan -Volune II, Chapter 7 - East Pelton Planning Area (2013)
- City of Windsor OPA120 and COuntyu Road 42 Secondary Plan (2018)

Secondary Plans Sandwich South Master Servicing Plan (SSMSP)

Combining and expanding upon existing studies with updated analysis to create a single comprehensive Servicing Strategy for the Sandwich South Area Upper Little River Watershed

- City of Windsor Active Transportation Master Plan (2019)
- Transit Windsor 2019
   Transit Master Plan (2019)
- Lauzon Parkway Improvements
   Class Environmental Assessment (2014)
- Addendum to Lauzon
   Parkway Improvements
   Environmental Study
   Report (2015)
- Banwell Road Environmental Study Report (2016)
- County Road 43/ Banwell Road Class Environmental Assessment Study (2009)

Sanitary Sewers

- Sanitary Sewer
   Servicing Study for
   Lands Annexed From the Town
   of Tecumseh (2006)
- Addendum to Sanitary Sewer Servicing Study for Lands Annexed from the Town of Tecumseh (2014)

Little River Floodplain Mapping

- Little River Floodplain Mapping Report (1977)
- Little River Floodplain
- Mapping (Ongoing)





# What is a Servicing Master Plan (SMP)?



- A SMP outlines a coordinated and sustainable approach to providing services.
- The plan will develop and review solutions for:
  - Collector roads
  - Water, sanitary and storm sewers
  - Stormwater management facilities
- The SMP will meet the requirements of Phase 1 and 2 of the Municipal Class Environmental Assessment process (2000, as amended in 2007, 2011 and 2015), which is an approved process under the Environmental Assessment Act.







### The Project will be undertaken in 4 stages:

Stage 1: Project Launch Establish Study Area and gather background mapping
 Identify constraints and appartunities.

Identify constraints and opportunities

Consult community on issues that matter

Stage 2:
Develop and Evaluate
Alternative Solutions

#### **Pop-Up Event**

- Identify road, sewer and storm options
- Establish decision-making criteria

Summer 2021 Winter 2021

Winter 2020-Spring 2020

> Stage 3: Identify and Develop Recommended Solutions

#### Public Information Centre (PIC) #1



We are

here!

- Review and incorporate feedback
- Compare preliminary options considering feedback
- Select preliminary preferred options

Stage 4: Our Strategy

#### Public Information Centre (PIC) #2

- Confirm preferred options and prepare conceptual designs
- Prepare an overall strategy for Sandwich South Servicing
- Complete EA Reporting and Master Plan Document



City of Windsor Council will make the final decision to adopt the strategy at the end of the process.

Once adopted, there will be a 30-day review period of the Master Plan for public comment.





### Study Area



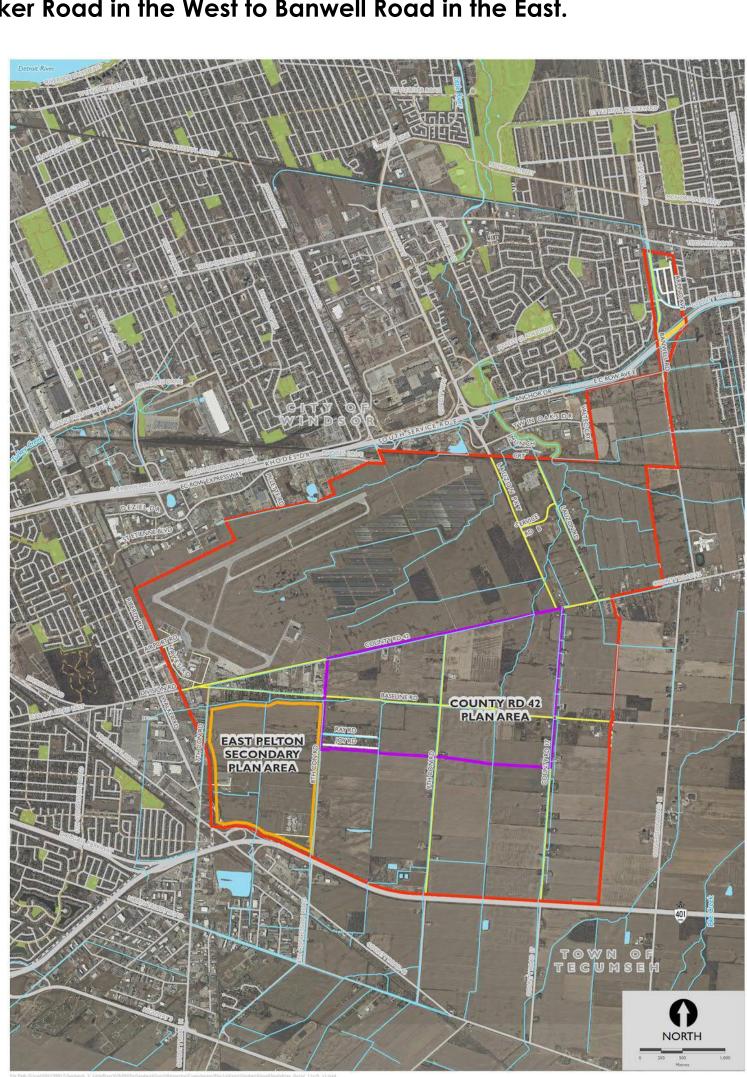
The Study area is located on the south east side of the City of Windsor, and generally extends from E.C. Row Expressway in the North to Highway 401 in the South, and from Walker Road in the West to Banwell Road in the East.

The study area is primarily rural, but includes the Windsor Airport and some residential homes.

The City has designated this area for future growth over the next 20 years. Growth will include a variety of residential, commercial, institutional and industrial land uses.

The Study Area includes the County Road 42 Secondary Plan Area, and the East Pelton Secondary Plan Area, which provide direction and phasing for development in these areas.

The SMP for the Sandwich South study area will work with the objectives of these plans.







### What we heard: Issues that Matter to the Public



To date (in Stage 1) we have completed the following public engagement activities:

- Pop-up event (January 30, 2020)
- Online Survey (closed on March 25, 2020)
- Comment forms and emails submitted online

We took what we heard from these activities and developed an "Issues that Matter" report that highlights the most common issues raised by the public. The following are the 6 themes that emerged.

- Appropriate stormwater infrastructure such as sewers, pumps and drainage systems.
- Minimizing impacts of storm runoff.
- · Management of overflows and preventing flooding.
- Concern that the development of Sandwich South will contribute to sprawl.
- Residents suggested keeping development (particularly major institutional uses) to the downtown core, closer to where infrastructure currently exists.
- Uncertainty about the need for expansion - residents would like more proof to support the anticipated growth of Sandwich South, to justify the need for development in the area.
- Concern for the loss of green space, greenfields, natural environment, and farmland (particularly of Class 1 agricultural lands) due to development in the Study Area.
- Concerns for environmental impacts of development on climate change, such as changes in air quality, emissions and increased flooding.
- Protecting species-at-risk.



- Management of flooding and flood risks.
- Limiting development in high flood risk areas, such as in the Little River Watershed.
- Reducing flooding to homes and businesses, as this is already an existing issue for some residents and business owners.
- Increased cost to taxpayers to fund the new development and the associated infrastructure and servicing needs.
- Concern about using taxpayer dollars to fund new development, rather than directing these funds towards addressing existing issues within the City (investing in affordable housing, public transit etc.).
- Ensuring roads are built properly to meet the needs of the community.
- Ensuring that new and existing roads allow for public transit and are easily accessible.
- Better traffic control and management of existing and new roads.

Is there anything you think is missing from the list? Complete our feedback form to let us know:

https://www.surveymonkey.com/r/sandwichsouth





# What we heard: Issues that Matter to Stakeholders and Technical Team



To date (in Stage 1) we have completed the following technical team and stakeholder engagement:

- Multiple Technical Team/Steering Committee Meetings
- Stakeholder Meeting #1

We took what we heard from these activities and developed an "Issues that Matter" report that highlights the issues raised by the technical team and stakeholder group. The following are some of the key issues identified.

#### **Creating Complete Communities**

- New development should be a complete/self-sufficient community
- Provide live/work opportunities

#### **Windsor Airport**

 Consider how development may impact or be constrained by the existing airport, and how development may impact the airport

#### **Accessibility**

 Accessibility needs to be considered in all development and plans

#### Plans

**Integration with Existing** 

- The Study needs to be integrated with other planning efforts
- Incorporate previous studies, results and recommendations

#### Cost and Property Impacts

- Development should pay for development
- Consider the costs and property impacts associated with connecting the study area

#### **Phasing**

- Clarity around phasing
- Determining the triggers for the installation of services

#### Consideration for Existing Community

- Respect the existing landowners and those using the land for agriculture
- Consider how to best use what is there now - not just thinking about the future

#### **Emergency Access**

 Consider a new EMS station in the Study area and/or an emergency travel route, as this area is quite far from the closest station

#### **Green Spaces**

 Consider green spaces not just for water management, but also for recreation

#### **Schools**

 Consider whether a new school is needed to service the existing and new residents of Sandwich South Is there anything you think is missing from the list?

Complete our feedback form to let us know:

https://www.surveymonkey.com/r/sandwichsouth

Or scan the QR code  $\sqsubset$ 







# Objectives and Evaluation Criteria



Table A: Draft Evaluation Criteria		
Project Objective	Evaluation Criteria (Note: not all apply to every evaluation)	
Manage flood risk	To what extent can the alternative address surface flooding? (storm and flood)  To what extent can the alternative address basement flooding? (storm and flood)	
Protect quality of life	Is there potential property that would be required? (all) What are the potential impacts to cultural heritage (archaeology and built heritage)? (all) What are the potential construction related impacts? (all) Are there long term operation impacts on local residents and businesses? (all) Are there potential recreation opportunities? (flood)	
Be cost effective and provide value	What is the relative cost of the alternative? (all) Are there opportunities to reduce overall cost and/or reduce costs to taxpayers? (all) What is the local economic benefit? What is the level of complexity for construction and operation? (all)	
Protect the natural environment	What are the environmental effects of the alternative? (all) Will there be impacts to species at risk? (all) Is there an opportunity to protect natural spaces? (all)	
Support the creation of a complete community	Does the alternative support active modes of travel? (transportation)  Does the alternative support a self-sufficient community? (all)  Does the alternative provide an accessible solution? (transportation)	
Protect health and safety	Will this alternative reduce risk? (all) Will this alternative improve safety? (transportation, flooding)	
Align with existing infrastructure and studies	How compatible is the alternative with existing and surrounding infrastructure? (all)	
Build in resiliency	How does the infrastructure alternative address climate change? (flood, storm)	
Build in flexibility	What is the potential for phasing the infrastructure alternative? (all)  How flexible and adaptable is the alternative to change? (all)  Does the alternative allow us to accommodate future population and employment growth? (all)	





# Feedback: What we Heard



#### We want to hear your thoughts!

Do you have any comments on what we heard from Phase 1? Is there anything you would like to add?

Your feedback will help us better understand the issues and opportunities of the Study Area.

You can provide your feedback by visiting the survey link:

https://www.surveymonkey.com/r/sandwichsouth

Or by scanning the QR code with your phone or tablet:











# Existing Conditions

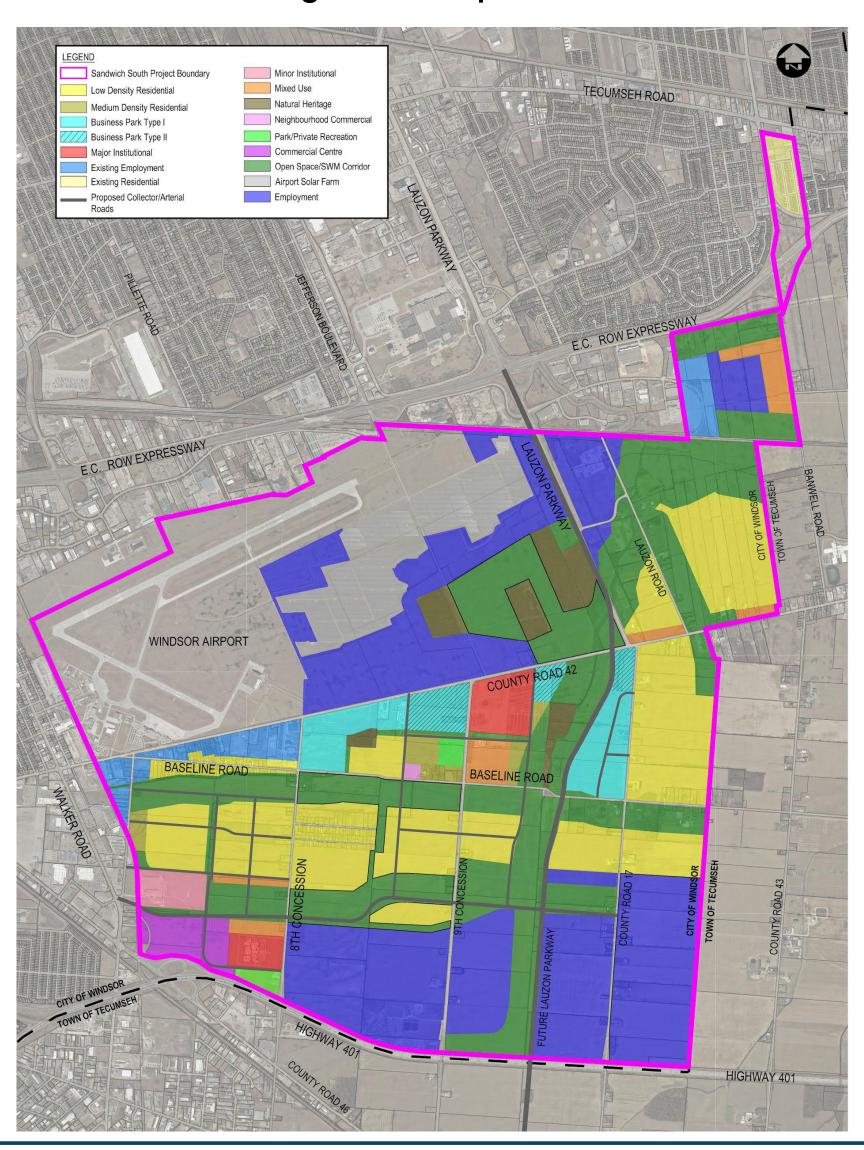




### Existing Conditions: Land Use



The Study Area is primarily rural, with limited development such as the Windsor Airport and some residential properties. However, the current area is designated with potential future land uses.







### Existing Conditions: Natural Environment



Field studies have been completed to determine the existing natural environment conditions of the Study Area. These findings will help identify the restrictions and constraints to development.

### Field studies included the following:

- Aquatic Assessments
- Ecological Land Classification (ELC)
- Vegetation Surveys

Species at Risk (SAR) and Species of Conservation Concern (SCC) were observed.





Examples of SCC and SAR include Giant Ironweed (left) and Willowleaf Aster (right), respectively.

Field data was supplemented with information collected from background documents.

We are also working with the Windsor International Airport to identify ways to deter waterfowl from stormwater management infrastructure.

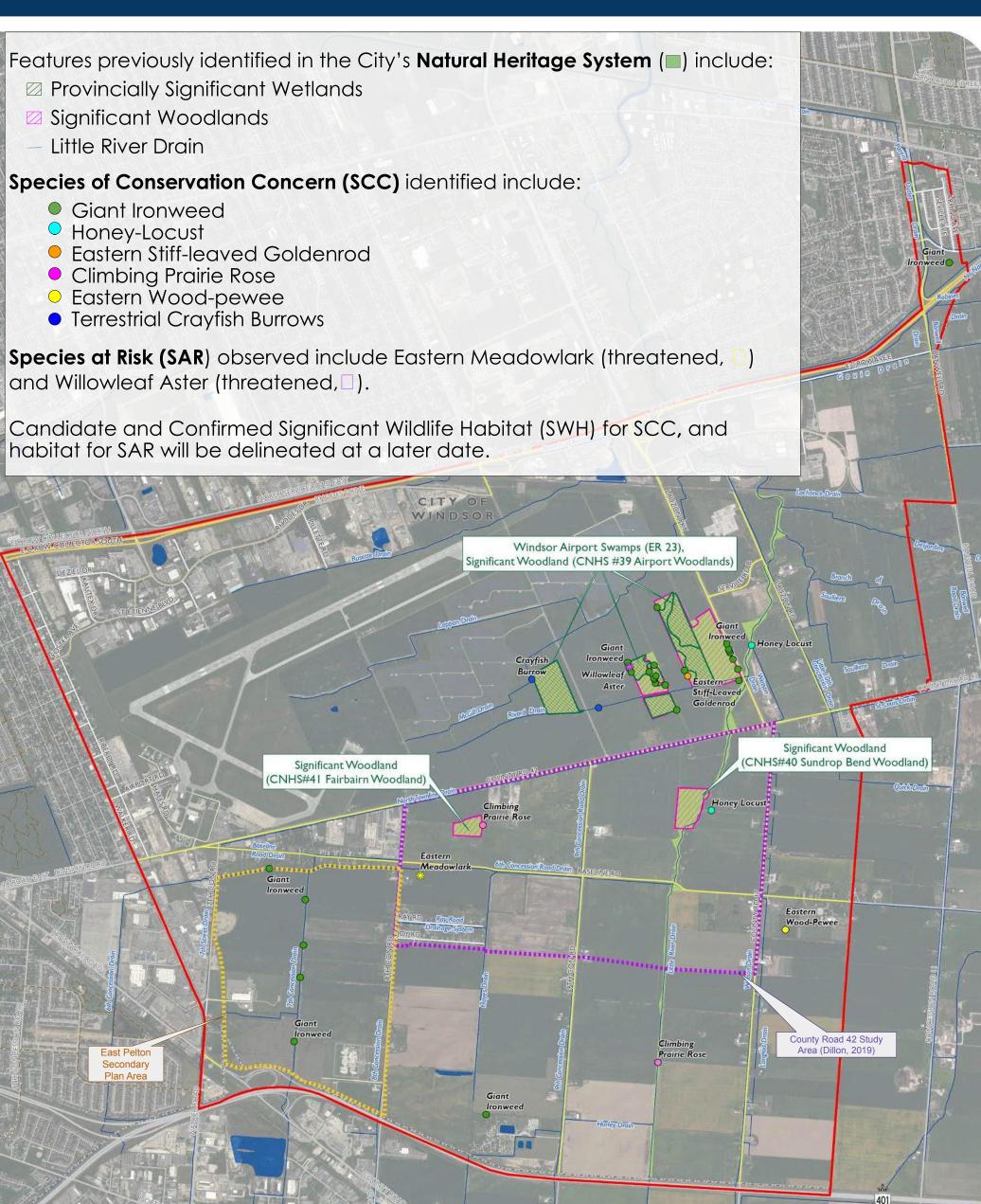






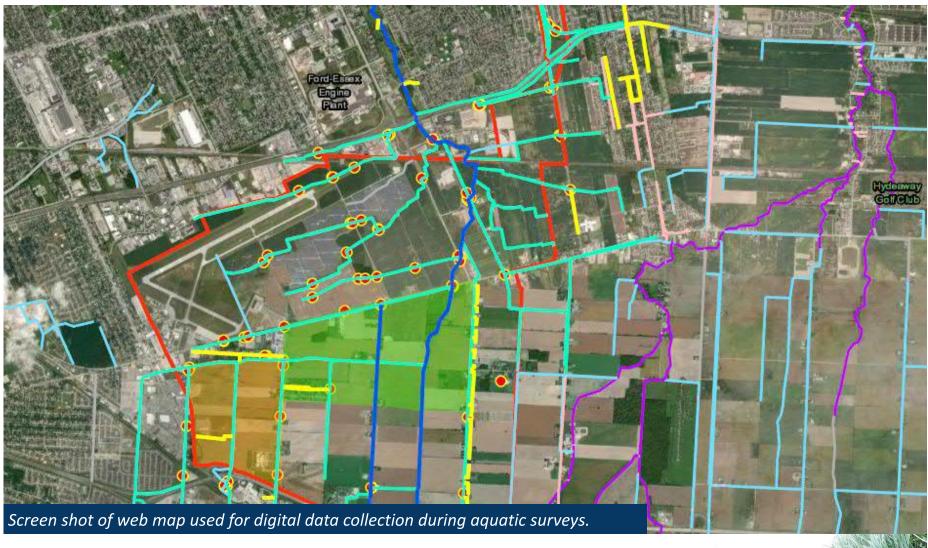
### Existing Conditions: Natural Environment (terrestrial)



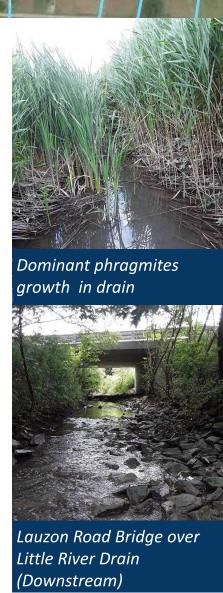


### Existing Conditions: Natural Environment (Aquatic)





- Aquatic assessment data was collected digitally using webmaps and online data forms.
- Drains assessed were predominantly located within active agricultural lands.
- Phragmites (an invasive species) were commonly observed as riparian vegetation within drains throughout the Study Area.
- All drains assessed had a classification of "F" or "Intermittent Flow" by the Oceans and Fisheries Canada (DFO).
- The majority of drains assessed were considered direct, seasonal, or contributing habitat for fish.
- The potential for Species at Risk (SAR) or SAR habitat was not identified within the Study Area as a result of a review of background resources.
- No aquatic SAR were observed within the Study Area as a result of the field investigations.







# Existing Conditions: Sanitary Sewers



The Sanitary Sewer Servicing Study for Lands Annexed from the Town of Tecumseh Schedule B Environmental Assessment was completed in 2006. An amendment to this study was completed in 2015. This study evaluated alternatives and recommended a servicing strategy for the Sandwich South project area (formerly Town of Tecumseh Annexed Lands).

- Option 1: Do Nothing
- Option 2: Expand the Lou Romano Water Reclamation
   Plant Sanitary Service Area
- Option 3: Construct a new sewage treatment plant
- Option 4 (Recommended): Expand the Little River Pollution Control Plant.

Since the study completion, the City of Windsor has constructed several trunk sanitary sewers within the Sandwich South Project area.

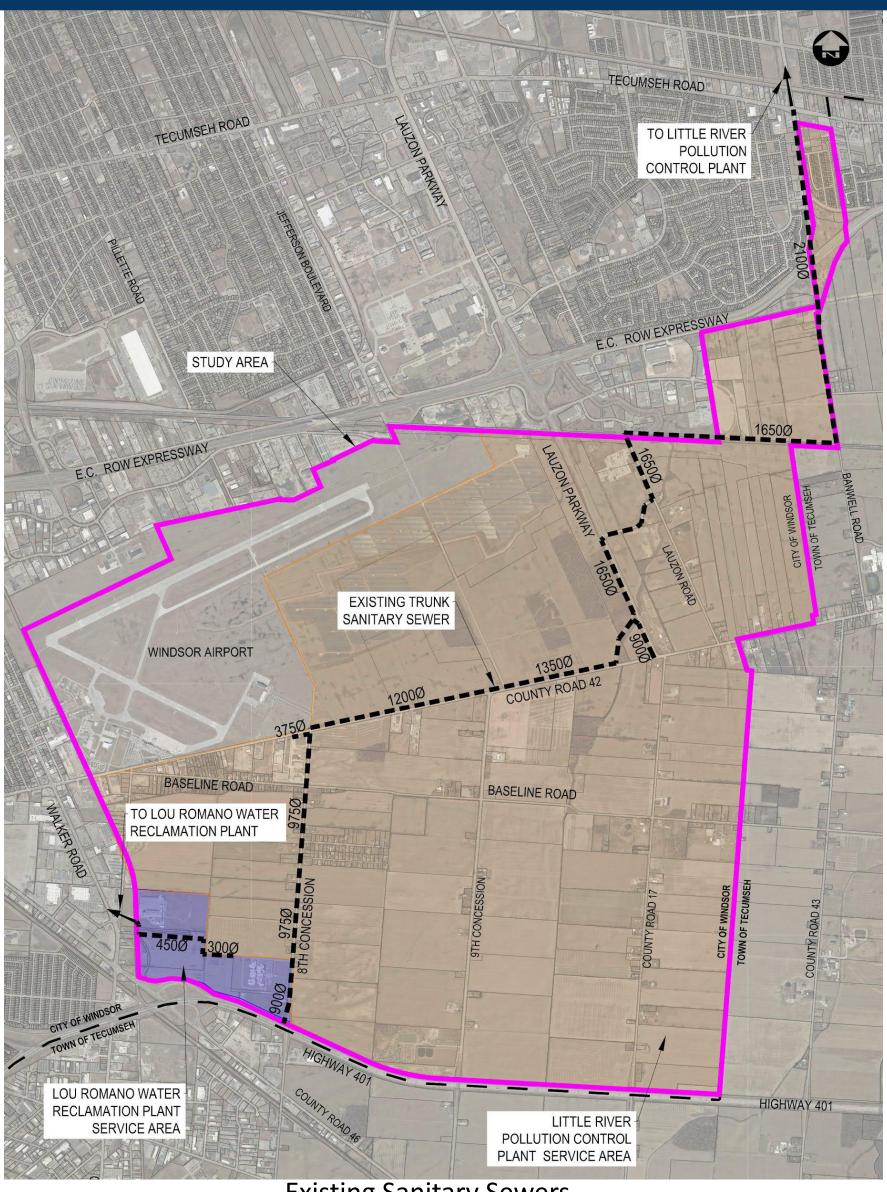






# Existing Conditions: Sanitary Sewers





**Existing Sanitary Sewers** 





# Existing Conditions: Water and Various Utilities



The following utilities are currently located within the service area servicing all or a portion of existing development:

- Natural Gas
- Hydro Electric
- Telecommunications
- Water



These utilities provide service to existing development needs within the Sandwich South Area but will require improvements/new infrastructure to accommodate future development.

Discussions with utility providers are ongoing. Information related to utility servicing strategies will be confirmed and coordinated with the functional design of municipal infrastructure.





### **Existing Conditions – Floodplain**

Existing regulatory floodplain mapping for the Little River Drain was previously developed in 1977 and further refined in 1985.

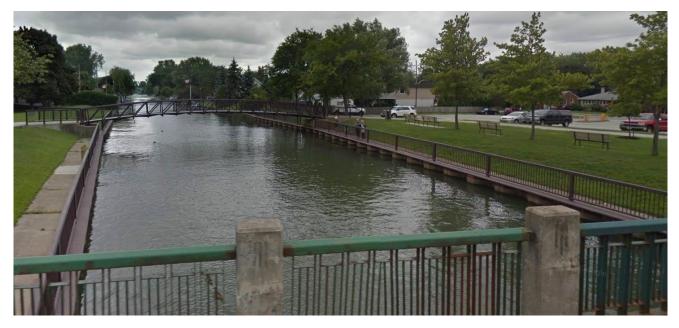
Regulatory mapping has been used in the past to:

- Design flood protection measures along the Little River Drain to protect low lying developed areas within the City of Windsor;
- Manage flood risk; and
- Establish floodproofing standards for development within the watershed.

Floodlines that define the limits of river flood risk are determined through hydrologic and hydraulic model analyses. Governing flood elevations are based on the regulatory design rainfall event established by the Essex Region Conservation Authority. In the Windsor-Essex region this is the 1 in 100 year 24-hour storm.

Flood elevations and the floodplain limits are used to define flood risks, and are used to guide future development. Development is directed away from flood risk areas and is built higher than flood levels to limit future flood risks.

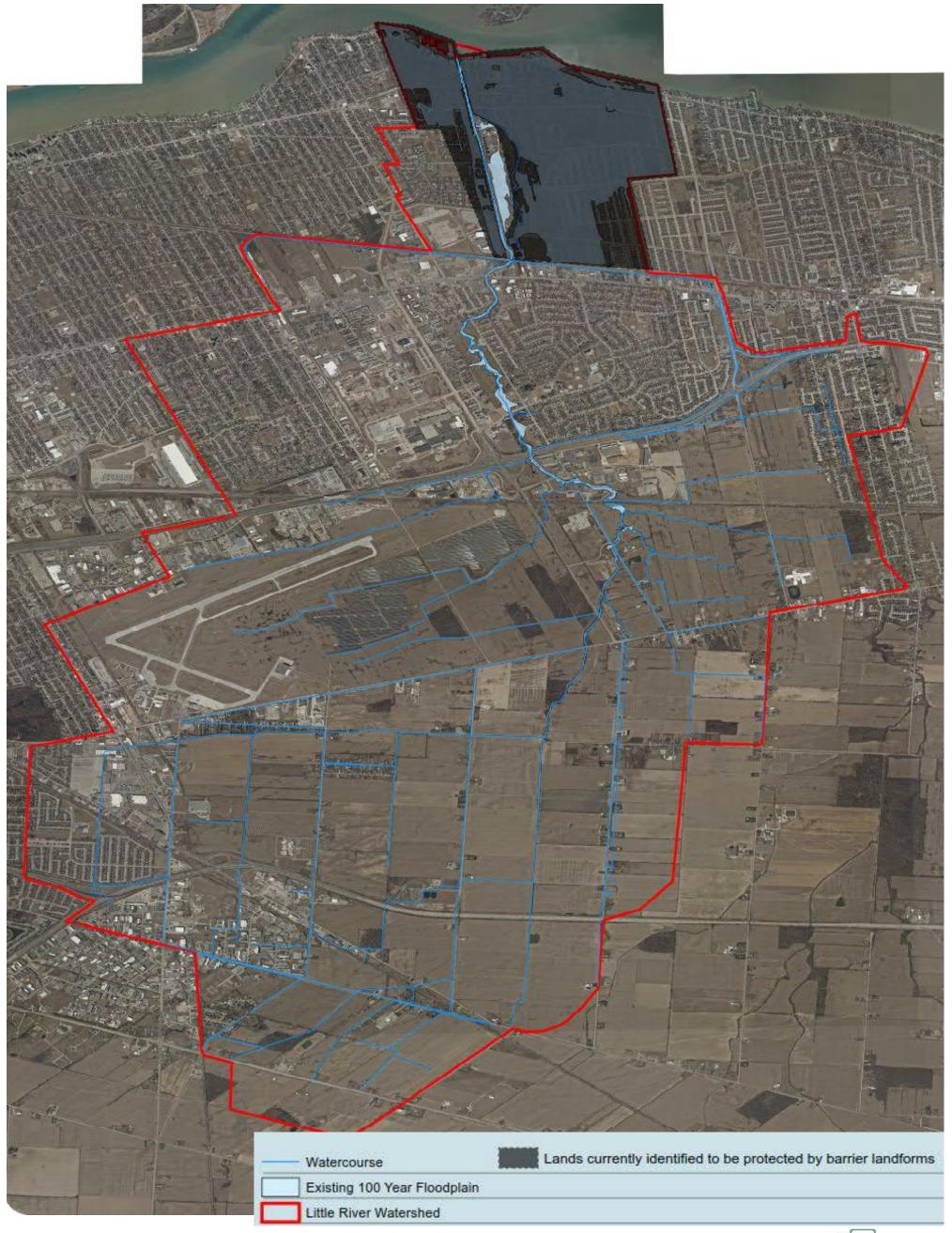








# Existing Conditions – Little River Flood Plain







# Feedback: Existing Conditions



#### We want to hear your thoughts!

Do you have any comments on the existing conditions? Or, is there anything missing you would like to add?

Your feedback will help us better understand the issues, opportunities and existing conditions of the Study Area.

You can provide your feedback by visiting the survey link:

https://www.surveymonkey.com/r/sandwichsouth

Or by scanning the QR code with your phone or tablet:

### **SCAN ME**









# Transportation





### **Transportation**

#### **Existing Conditions**

- Little existing traffic from the study area
- Most boundary roads operating well; Banwell Rd nearing capacity
- Existing roads have few sidewalks or cycling facilities
- Transit service available only on the periphery of the study area



County Rd 42 (Typical Road within Study Area)

#### **Problems and Opportunities**

#### **Problems**

- Study area road network is incomplete
- Lack of road capacity to serve future development
- Few sidewalks or cycling facilities

#### **Opportunities**

- The City can reserve space to expand the internal road network in the future
- Where new roads are built and existing ones are modified, sidewalks and cycling facilities can easily be added
- Transit service can be expanded to serve new residents





## Transportation – Possible Solutions

#### **Option 1 - Do Nothing**

#### Advantages:

- Lowest costs
- Smallest impacts from construction

#### Disadvantages:

- Worst traffic congestion,
- No sustainable transportation links

### Option 2a - Expand Road Network (Plan for High Auto Mode Share)

#### Advantages:

Best level of service for vehicle travel

#### Disadvantages:

- Construction impacts
- Higher capital costs to expand road network
- Lower level of service for transit, pedestrians, and cyclists

### Option 2b - Expand Road Network (Emphasis on transit, cycling, walking)

#### Advantages:

- Acceptable level of service for vehicle travel
- Higher level of service for transit, pedestrians, and cyclists Disadvantages:
- Construction impacts
- Higher capital costs to expand road network

#### **Option 3 - Consider Smaller Development Plan**

#### Advantages:

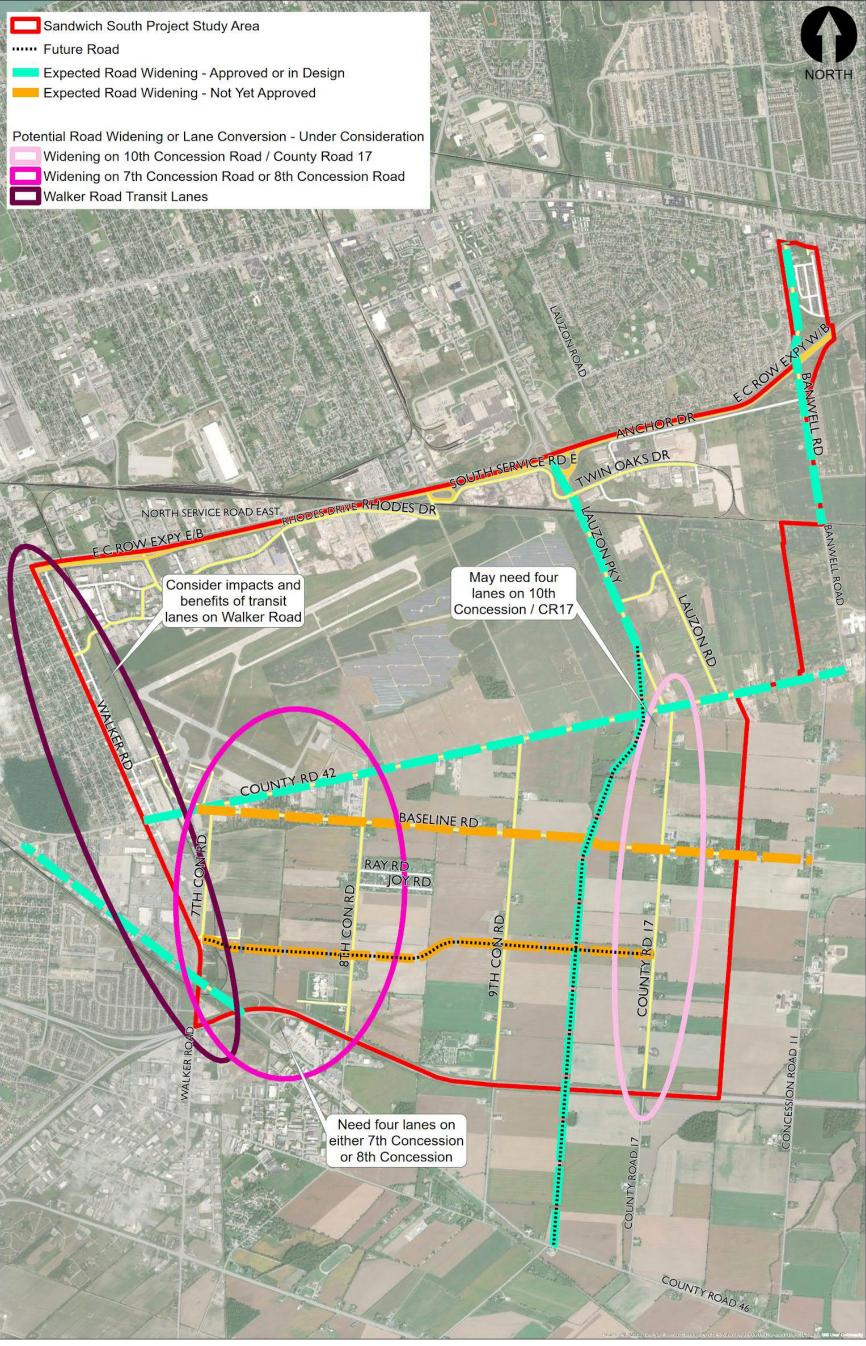
- Less costs compared to Option 2
- High level of service for vehicle travel
- Less construction impacts

#### Disadvantages:

· Less people and jobs to support transit







**Road Widenings Planned and Under Considersation** 





### **Complete Streets**

Complete streets are streets that are safe for everyone, including people that walk, bike, use transit, and drive. They not only keep road users safe, but also encourage sustainable modes of transportation.

Complete streets are recommended for Sandwich South because it will be necessary to accommodate non-vehicle modes to manage congestion and keep pedestrains and cyclists safe.

#### **Examples**

The examples below show complete streets across Ontario. The final recommendations for Sandwich South may vary.



Vaughan, ON (Dufferin St)



Peterborough ,ON (Brealey Dr)



Ottawa, ON (Main St)





## Feedback: Transportation Solutions



#### We want to hear your thoughts!

What do you like about these transportation options? What do you not like? What is missing?

You can provide your feedback by visiting the survey link:

https://www.surveymonkey.com/r/sandwichsouth

Or by scanning the QR code with your phone or tablet:

## **SCAN ME**









# Sanitary and Storm Sewers





## Sanitary Sewers



Building on the findings of the previously completed "Sanitary Sewer Servicing Study for Lands Annexed from the Town of Tecumseh Schedule B Environmental Assessment", this component of the study will evaluate trunk sanitary servicing strategies needed to accommodate development within the Sandwich South Area including the following:

- Evaluation of existing trunk sanitary sewer capacity based on updated City of Windsor Official Plan land use designations, including completed and pending secondary plans.
  - County Road 42 Secondary Plan (pending)
  - East Pelton Secondary Plan
  - City of Windsor Official Plan
- Establish sanitary design criteria based on updated land use designations and population densities.
- Develop trunk sanitary sewer alignments based on proposed collector and arterial roadways.







# Sanitary Sewers: Possible Solutions



#### **Option 1 - Do Nothing**

#### Advantages:

- Lowest cost.
- Smallest construction impacts.
- Does not require upgrades to existing sewage treatment facilities.

#### Disadvantages

- Will not support existing and future development.
- Does not align with the Sanitary Sewer Servicing for the Annexed Lands Environmental Assessment.
- Does not utilize existing trunk sewer infrastructure.

#### **Option 2 - Expand Trunk Sanitary Sewer Network**

#### Advantages:

- Provides sanitary outlet to accommodate existing and future development.
- Aligns with the Sanitary Sewer Servicing for the Annexed Lands Environmental Assessment.
- Utilizes existing trunk sewer infrastructure

#### Disadvantages:

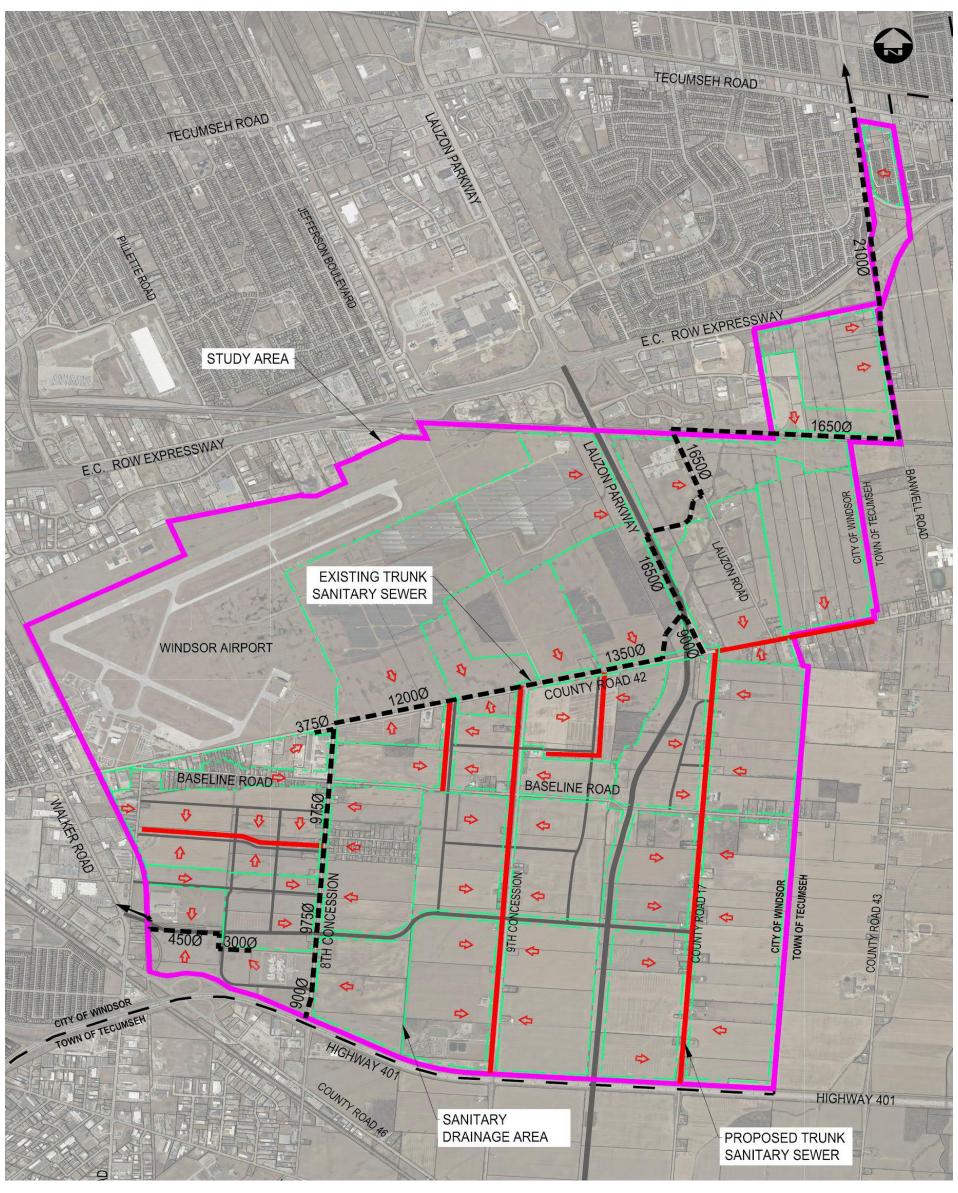
- Higher cost.
- Larger construction impacts.
- May require expansion of the Little River Pollution Control Plant to accommodate sanitary flows from new development.





## Preliminary Trunk Sanitary Sewer Alignment (Option 2)









## Sanitary Sewers: Next Steps



The following will be undertaken as next steps in the functional design of trunk sanitary sewers within the Sandwich South area:

- Evaluation of sanitary pumping station needs based on proposed drainage areas and existing topography.
- Refinement of sanitary drainage areas based on the findings of related municipal infrastructure analysis completed as part of this study.
- Confirmation of proposed trunk sanitary sewer alignment and sizing in coordination with other related municipal infrastructure.
- Identification of the timing for capacity improvements to the Little River Pollution Control Plant.
- Review of potential sanitary sewer conflicts with other proposed infrastructure.
- Develop costing for proposed trunk sewers.



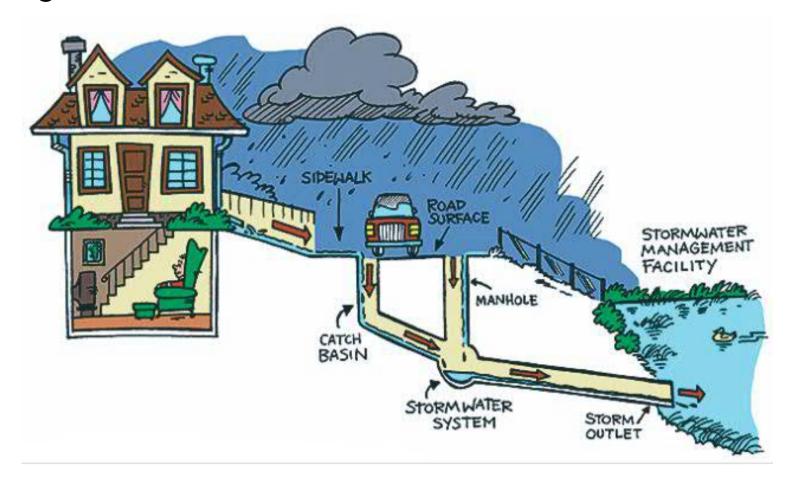


## Storm Sewers



Storm sewer systems are proposed to be designed separate from the sanitary system and is expected to be constructed along main arterial roadways within development areas and directed toward future Stormwater Management corridors (SWM). The SWM corridors will include stormwater management facilities which will ultimately control flows into the outlet watercourse.

Based on the Windsor/Essex Region Stormwater Management Standards Manual (December, 2018), and City of Windsor storm design standards, all storm sewers are to be designed to a 1:5 year level of service. Once the level of service of the storm sewer system is exceeded, it is expected that overland flow routes will direct runoff along roadways and designated overland flow routes to the respective development SWM facility. Together, the storm sewer and overland flow routes provide a high level of resilience against flooding.



https://www.strathcona.ca/your-property-utilities/water-and-sewer/drainage/stormwater-management-system/





# Storm Sewers: Possible Solutions



#### **Option 1 - Do Nothing**

#### Advantages:

- Lowest cost.
- Smallest construction impacts.

#### Disadvantages:

- Will not support future development.
- Does not align with the Upper Little River Master Plan servicing strategy and Stormwater Management Study.

#### **Option 2 - Traditional Storm Sewer Network**

#### Advantages:

- Increased land area for future development compared with Option 3
- Lower maintenance costs compared with Option 3.
- Traditional approach to development.

#### Disadvantages:

- Higher construction cost than other options.
- Larger construction impacts.
- Does not support natural linkage to other corridors.

## Option 3 - Combined Open Drain and Storm Sewer Network *Advantages:*

- Utilize existing open municipal drains for stormwater conveyance and natural linkage for development.
- Potential to incorporate active transportation facilities within open drain corridors.

#### Disadvantages:

- Reduced land area for future development.
- Additional maintenance costs.
- Increased property acquisition.





## Storm Sewers: Next Steps



The following will be undertaken as next steps in the functional design of trunk storm conveyance systems within the Sandwich South area:

- Evaluation of storm pumping station needs based on proposed drainage areas and existing topography.
- Confirmation of proposed trunk storm sewer/open drain alignments and sizing in coordination with stormwater management solutions.
- Review of potential storm sewer/open drain conflicts with other proposed infrastructure.
- Develop costing for proposed trunk sewers/open drains.
- Compare findings of Options 1, 2, and 3 to determine recommended solution.





# Feedback: Sanitary and Storm Solutions



We want to hear your thoughts!

What do you like about these sanitary and storm sewer options? What do you not like? What is missing?

You can provide your feedback by visiting the survey link:

https://www.surveymonkey.com/r/sandwichsouth

Or by scanning the QR code with your phone or tablet:











# Updated Floodplain Mapping and Stormwater Management





## Floodplain Mapping



Finding solutions to address flooding concerns and minimize the probability of flooding in the future development of Sandwich South is one of the main priorities of the SWP.

To achieve this, we have updated and extend flood risk mapping to guide development in the Study Area:

- Surveyed watercourses, bridges and culverts to help define the capacity of the drainage system to handle flood flows.
- Developed a hydrologic model to estimate flood flows.
- Developed a hydraulic model to update floodplain maps and set floodproofing standards for future development areas. Development will be directed away from flood risk areas and constructed higher than expected flood elevations.

#### **Current Status of the Floodplain Mapping Component:**

 Floodplain models and technical reports currently being reviewed by ERCA and a third party reviewer.

#### To be completed:

- Finalize floodline mapping upon approval from ERCA.
- Finalize floodproofing elevations for future development areas.
- Evaluate changes to the floodplain under development conditions
  within the study area, including drainage servicing and modification of
  existing municipal drains to be abandoned, enhanced, or realigned.







## Stormwater Management



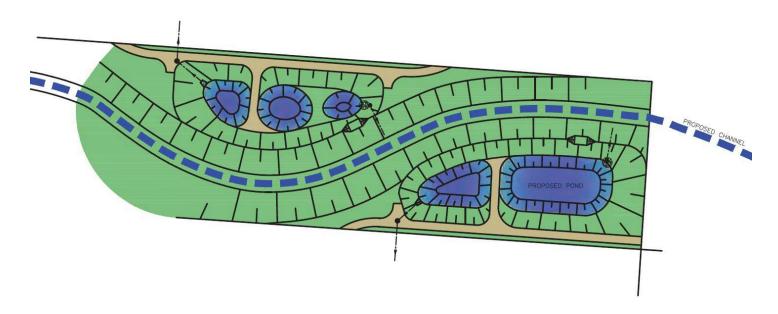
This component of the study will determine the required stormwater management (SWM) alternative for the Sandwich South Master Planning Area within the City of Windsor. SWM servicing manages runoff quantity to prevent flood impacts and treats runoff quality.

The Upper Little River Watershed Master Drainage and SWM Plan EA that is currently being finalized (Stantec, Draft 2017) was developed for the study area. It identified a number of SWM alternatives that were assessed including:

- 1. Do Nothing
- 2. Water Quality and Erosion Control Only
- 3. Communal Stormwater Facilities
- 4. On-Line Quantity Control with Local Quality and Erosion Controls
- 5. Distributed Off-Line SWM Controls; and
- 6. Grouped Off-Line SWM Controls

Based on the evaluation of alternatives, **Alternative 6** (**Grouped Off-Line SWM Controls**) was preferred. Details of this alternative include:

- Grouped facilities to be constructed within SWM corridors along respective municipal drains providing water quantity and quality control on a standalone basis;
- Control for more than one property and located adjacent to other facilities;
- Grouped facilities can be constructed as development proceeds; and
- SWM corridors are to promote natural linkages, recreation trails and greenways.



Preferred SWM Alternative Concept - Upper Little River Stormwater Master Plan Class EA (Stantec, Draft 2017)





## Stormwater Management – Possible Solutions

Based on the **Preferred Alternative 6** of Grouped Off-Line SWM controls from the Upper Little River Watershed Master Drainage and SWM Plan EA, a number of design options are to be evaluated. The alternatives considered for the Sandwich South MP area will be as follows:

**Option 1a** – Grouped end-of-pipe **wet pond** facilities to provide both water quantity and quality control.

**Option 1b** – Grouped end-of-pipe **wet pond** facilities with at-source quantity and quality control storage and Low Impact Development (**LID**) controls to reduce end-of-pipe facility size.

**Option 2a** – Grouped end-of-pipe **dry pond** facilities for quantity control with localized on-site quality control.

**Option 2b** – Grouped end-of-pipe **dry pond** facilities for quantity control with localized on-site quality, quantity control and Low Impact Development (**LID**) controls to reduce end-of-pipe facility size.

The final SWM component of this Study will provide more detail on SWM design options to meet the Schedule B requirements of the Class EA.





# Stormwater Management – Possible Solutions

#### **WET PONDS vs DRY PONDS**

SWM Facility Type	Advantages	Disadvantages
Wet Pond	<ul> <li>end-of-pipe SWM control.</li> <li>Provides both water quantity and quality control.</li> <li>Permanent pool minimizes re-suspension of sediment and blockage of the outlet.</li> <li>Cost effective solution as an end-of-pipe treatment.</li> </ul>	<ul> <li>Requires a deeper facility with a permanent pool.</li> <li>Has the potential to attract geese which impact local airport lands.</li> <li>Requires the potential for safety mitigation measures above permanent pool such as fencing, safety benching etc.</li> <li>Permanent pool increases water temperature that may adversely affect aquatic habitat.</li> </ul>
Dry Pond	<ul> <li>Minimal safety concerns during dry periods.</li> <li>Can have multi-use functions during dry</li> </ul>	<ul> <li>Quality control is a function of detention time, but traditionally requires water quality control treatment upstream of facility.</li> <li>More costly overall than wet ponds due to requirement of water quality treatment upstream.</li> <li>Requires a quicker draindown time to function as a multi-use facility.</li> </ul>





## Stormwater Management – Possible Solutions

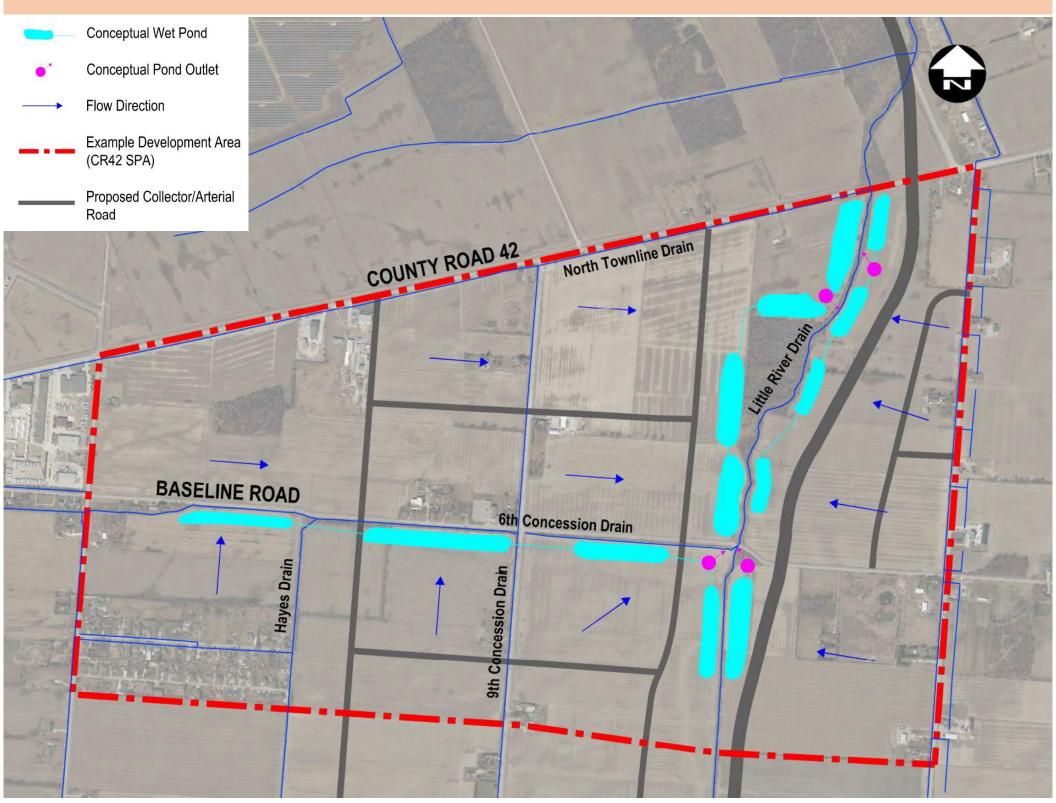
#### LOW IMPACT DEVELOPMENT DESIGN

#### **Advantages Disadvantages** Higher capital cost compared to Environmental benefits by mimicking the natural water cycle: centralized facilities. Promotes groundwater recharge Higher long-term lifecycle costs through directing runoff into the compared to traditional drainage works: ground through infiltration to Higher operation and maintenance sustain groundwater resources, costs: • Shorter service life. Promotes evaporation and transpiration from plantings to Limited effectiveness in low-permeability reduce runoff volumes and reduce local soils, thus servicing minimal benefit for water quantity control. erosion stresses. Act as co-benefits to the community for measures with plantings: Improved aesthetics; • Climate mitigation, improved air quality and reduced heat island effects.

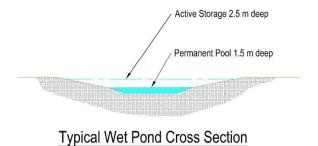




**Option 1a** – Grouped end-of-pipe **wet pond** facilities to provide both water quantity and quality control.



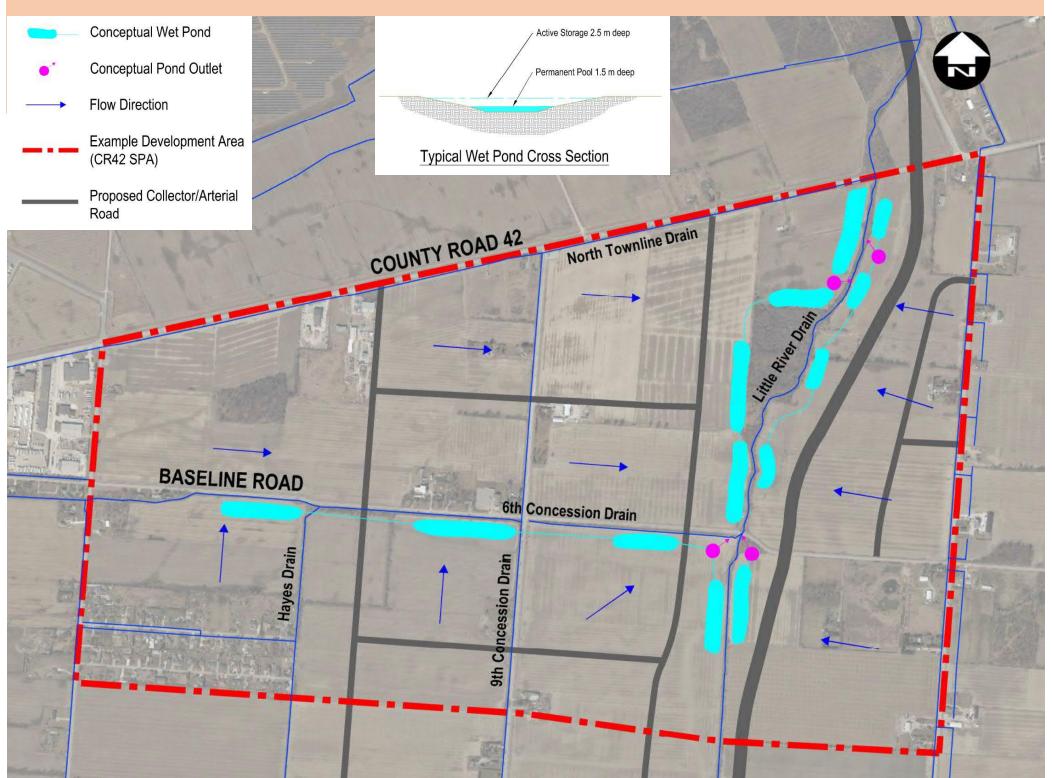
Conceptual SWM grouped facilities layout not to scale and for illustration purposes only. Final SWM corridor to be confirmed for PIC#2





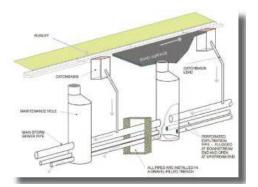


**Option 1b** – Grouped end-of-pipe **wet pond** facilities with at-source quantity and quality control storage and Low Impact Development (**LID**) controls to reduce end-of-pipe facility size.



Conceptual SWM grouped facilities layout not to scale and for illustration purposes only. Final SWM corridor to be confirmed for PIC#2

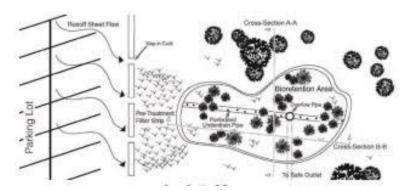
#### **Example At-Source LID Techniques**



Exfiltration Trench System (CVC/TRCA LID Planning and Design Guide)



Soakway and Infiltration Trench Systems (CVC/TRCA LID Planning and Design Guide)

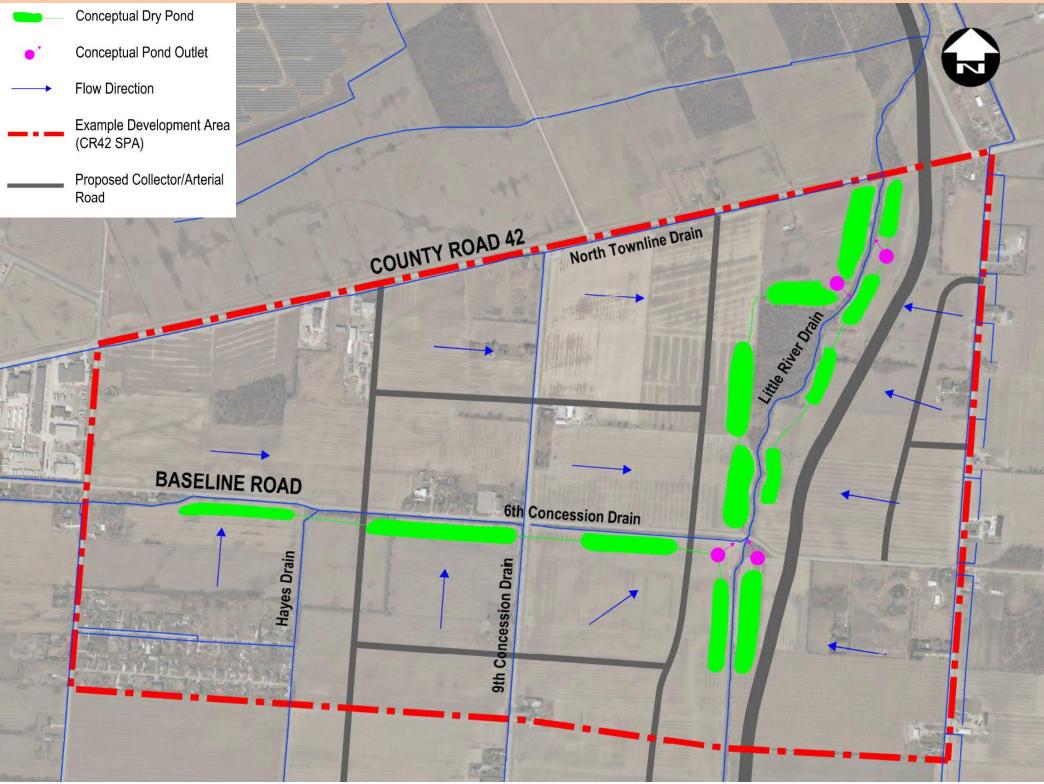


Bioretention Cell System
(CVC/TRCA LID Planning and Design Guide)

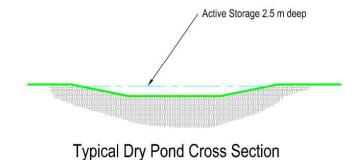




**Option 2a** – Grouped end-of-pipe **dry pond** facilities for quantity control with localized on-site quality control.



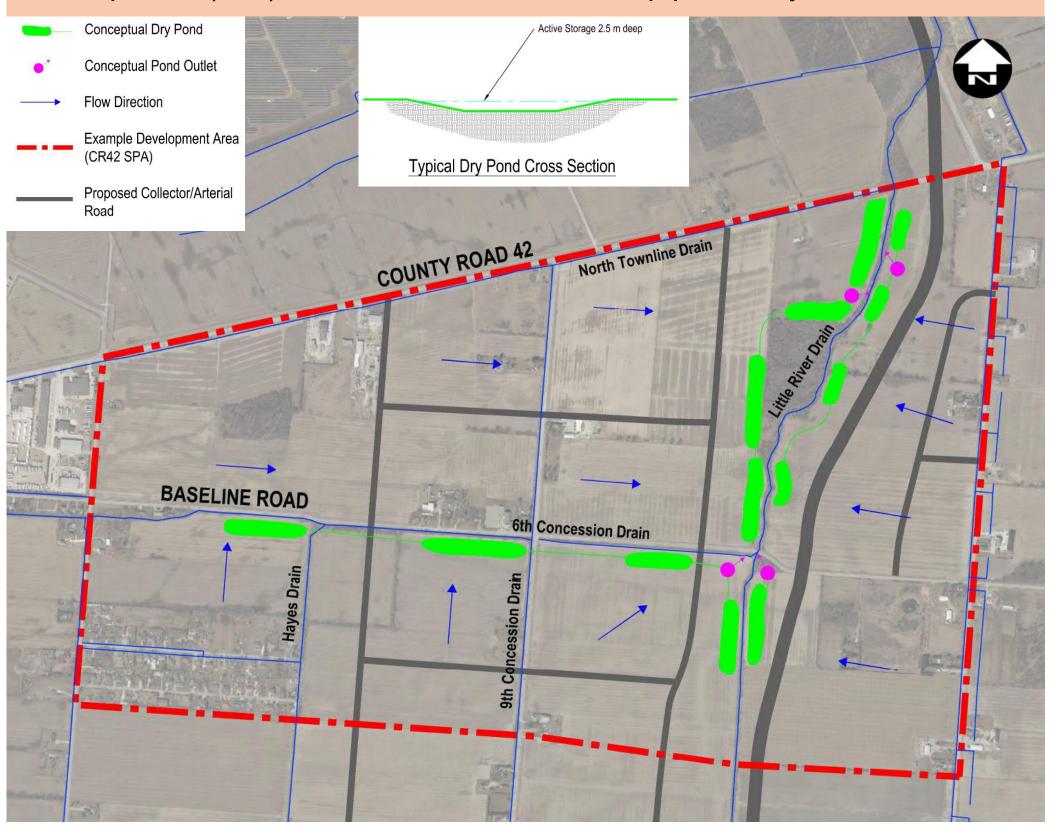
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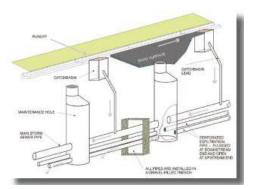


**Option 2b** – Grouped end-of-pipe **dry pond** facilities for quantity control with localized on-site quality, quantity control and Low Impact Development (**LID**) controls to reduce end-of-pipe facility size.



Conceptual SWM grouped facilities layout not to scale and for illustration purposes only. Final SWM corridor to be confirmed for PIC#2

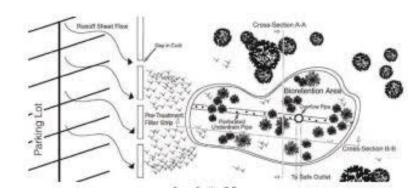
#### **Example At-Source LID Techniques**



Exfiltration Trench System (CVC/TRCA LID Planning and Design Guide)



Soakway and Infiltration Trench Systems (CVC/TRCA LID Planning and Design Guide)



Bioretention Cell System (CVC/TRCA LID Planning and Design Guide)





# Feedback: Updated Floodplain Mapp and Stormwater Manager SANDWICH SOUTH MASTER SERVICING PLAN

#### We want to hear your thoughts!

What do you like about these stormwater management options? What do you not like? What is missing?

You can provide your feedback by visiting the survey link:

https://www.surveymonkey.com/r/sandwichsouth

Or by scanning the QR code with your phone or tablet:

### **SCAN ME**







# Next Steps and Staying Connected



Your feedback will be used to help us refine the decision making criteria and the options being considered in the next phase of the project.

We encourage you to continue to engage with us and stay connected.

Visit our website to stay up to date: www.sandwichsouth.ca

#### Follow us on Social Media:

Twitter: @CityWindsorON Facebook: @CityofWindsor





#### **Upcoming meetings:**

Next PIC Scheduled for Spring 2021. Stay tuned for more details on the date and details.

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Windsor, Ontario, N9A 6S1
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# Little River Watershed Regulatory Floodplain Mapping Update Study

Public Information Centre (PIC)

Wednesday November 17, 2021, 6:00 pm – 8:00 pm







#### Land Acknowledgement

- ➤ We acknowledge that this land is the traditional territory of the Three Fires Confederacy of First Nations, comprised of the Ojibway, the Odawa, and the Potawatomie Peoples.
- ➤ We value the significant historical and contemporary contributions of local and regional First Nations and all of the Original Peoples of Turtle Island North America who have been living and working on the land from time immemorial.







#### Why are We Here Today?

- ➤ Discuss the purpose of the Little River Watershed Regulatory Floodplain Mapping Update Study (the Study);
- ➤ Identify the Regulation Floodplain Mapping process and the Essex Region Conservation Authority (ERCA) role for Regulatory Floodplain Mapping;
- Summarize the work completed, findings of the Study and proposed Two-Zone approach to Floodplain Management; and
- ➤ To answer any questions and get your feedback.

Representatives from the City of Windsor, ERCA and Dillon Consulting are in attendance. Please let us know if you have any questions!







#### What Is The Purpose Of The Study?

Future development lands within the Sandwich South Master Plan Area has prompted the Municipality and ERCA to take a holistic approach to the Little River Watershed floodplain mapping. Overall purpose of the Study is to:

- 1. Develop updated hydrologic and hydraulic models for the municipal drains throughout the Watershed;
- 2. Update existing Regulatory Floodline Maps for the Little River Drain (MacLaren, 1985);
- 3. Develop new Floodline Maps for existing municipal drains within the Little River Watershed;
- 4. Determine Regulatory 1:100 Year Flood Elevations throughout the Watershed; and
- 5. Identify updated floodproofing requirements for future development.





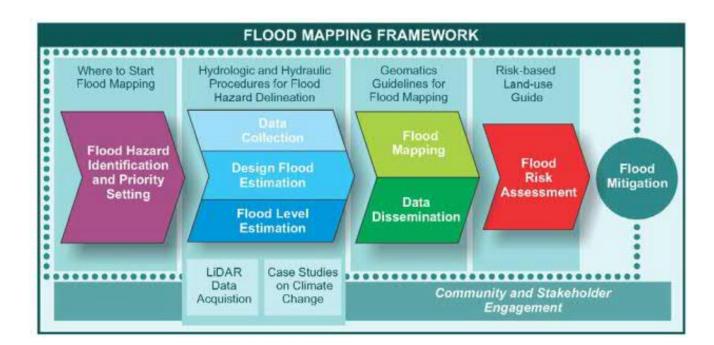




#### Regulation Floodplain Mapping Process

Regulated Floodplain Mapping Studies are required to take into consideration the guidelines set forth within the following Provincial and Federal Floodplain Mapping documents:

- ➤ Technical Guide River & Stream Systems: Flooding Hazard Limit (OMNR – Water Resources Section, 2002);
- ➤ Technical Guidelines for Floodplain Hazard Mapping (Ontario Conservation Authorities, March 2017); and
- Federal Flood Mapping Guideline Series (Natural Resources Canada, 2018)









#### Conservation Authorities Role: Protecting From Flooding Risk

ERCA is empowered through provincial legislation to further the conservation, restoration, development and management of natural resources other than gas, oil, coal and minerals. This mandate remains as valid today as it was in 1946, when the first Conservation Authority was established.

In regards to Watershed Management, Conservation Authorities (CA):

- Work with communities within our watersheds to provide protection and mitigation of risk when new development or redevelopment is proposed. Such developments require permits from the CA; and
- When a Two Zone Policy (such as the one proposed here) is approved by the municipality, the policy will be included in the CA Policies and implemented through the CA permit Process.







#### Conservation Authorities Role: Protecting From Flooding Risk

#### How do we protect the public and property from natural hazards?

- 1. Municipal Plan Review
- 2. Permitting Process
  - ➤ Administration of Section 28 of the CA Act and Ontario Regulation 158/06

Note: The local CA is not alone. The municipality has a significant role in protecting the public and property from natural hazards through its Planning Program (i.e. Official Plan Amendments, reviews, and coordinating development applications that trigger Planning Act requirements).







#### Conservation Authority Act – Section 28

#### Section 28 (1) of the CA Act prohibits (without permits):

- Activities which straighten, change, divert, or interfere in any way with the existing channel of a river, creek, stream, or watercourse or to change or interfere in any way with a wetland.
- > Development activities in areas that are within the Authority's Area of jurisdiction and are within or adjacent to:
  - 1) Hazardous lands;
  - 2) Wetlands;
  - 3) River or stream valleys;
  - 4) Areas adjacent to or close to shorelines that may be affected by flooding, erosion, or dynamic beach hazards; and
  - 5) Other areas.







#### Conservation Authority Act – Section 28

#### **Development is defined in the CA Act as:**

- > The construction, reconstruction, erection, or placing of a building or structure of any kind;
- Any change to a building or structure that would have the effect of altering the use or potential use of the building or structure, increasing the size of the building or structure, or increasing the number of dwelling units in the building or structure;
- Site grading; and
- The temporary or permanent placing, dumping, or removal of any material, originating on the site or elsewhere.







#### Conservation Authority Act – Section 28

#### **Permitting through S.28 Regulations:**

- ➤ Ontario Regulation 158/06 defines how Section 28 of the CA Act is to be implemented in by ERCA;
- ➤ All Development taking place in a regulated area requires permission from the CA;
- To permit the development, the CA has to confirm that the control of flooding, erosion, dynamic beaches, pollution or the conservation of land are not affected and that there is safe access to/from the lands during a flood event or because of an erosion issue; and
- >Staff use the board-approved policies and provincial guidance manuals in evaluating the merits of a permit application.







#### Conservation Authority Policy

- > Identifies to municipalities and the public how the CA will interpret the submitted application.
  - > "In the opinion of the authority, the control of flooding, erosion, dynamic beaches or pollution or the conservation of land may be affected by the development."
- ➤ Provides the CA's board-approved position on provincial technical guidance and other related studies (such as watershed master and management plans).
- ➤ Outlines fee schedule, permit application response timelines, etc.

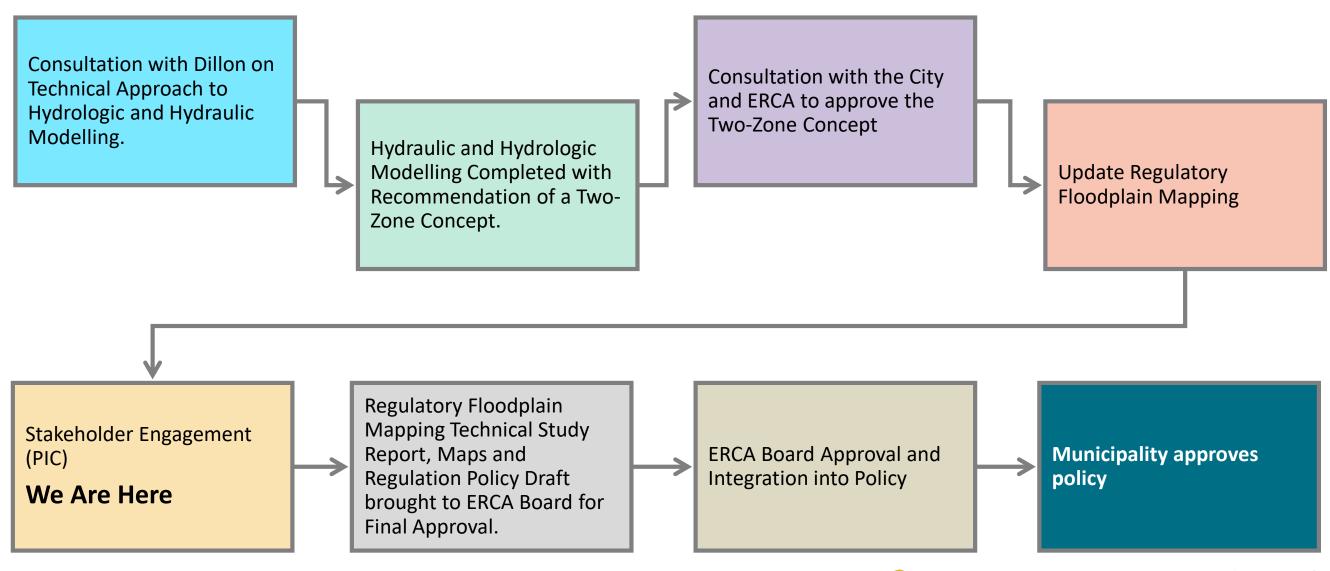
Based on the findings of the Little River Watershed Regulatory Floodplain Mapping Update Study, a 2-Zone Policy will be adopted into the ERCA board approved policies and implemented through the regulation.







## Little River Watershed 2-zone Policy Steps And Section 28 Regulation Approval Process











#### Little River Watershed Regulatory Floodplain Mapping Update Study

- Calibrated Hydrology Model developed using a Hydrologic Modelling Software;
- > Hydraulic Model developed using a 1-Dimensional/2-Dimensional Approach:
  - Municipal Drains and in-stream structure crossings represented as 1D elements; and
  - Floodplain beyond the drain banks represented using topographic survey mapping into a 2-Dimensional model surface mesh.
- This Integrated 1D-2D approach to Floodplain Modelling provides for a more realistic representation of the floodplain extents and representation of complex flow conditions between adjacent drainage features during larger storm events.







## Little River Watershed Regulatory Floodplain Mapping Update Study

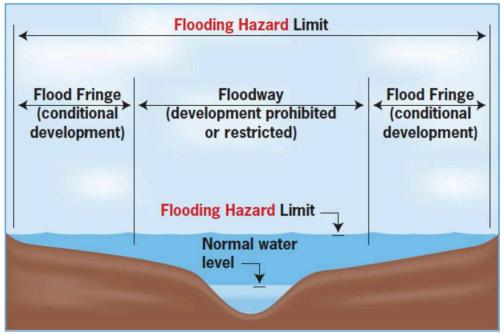
## **Overall Summary And Findings**

- Representation of 2D flow conditions throughout the floodplain provided for a more accurate assessment of actual inundation depths and a robust, but realistic basis to determine flood proofing elevations for future development areas.
- > 1:100 Year-24 Hour Storm determined to continue being the local regulatory design event;

Little River Watershed recommended to be a Two-Zone approach to Floodplain Management and

overall **Flood Hazard Limit** consisting of:

- Primary Floodway Area; and
- Secondary Flood Fringe Area.





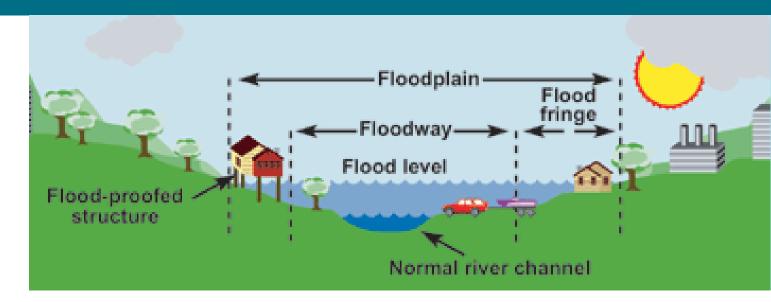




## Little River Watershed: Two Zone Floodplain Approach

Generally, a floodplain consists of one zone set by the regulatory flood standard (e.g. 1:100 year storm).

The <u>two-zone approach</u> to a Floodplain recognizes that sometimes it is appropriate to divide the floodplain into two zones.



<u>Floodway:</u> The hazardous portion of the floodplain where flood depths and/or velocities are such that they pose a significant threat to life and/or property. The floodway is generally defined as the area required for the safe passage of flood flows.

<u>Flood Fringe:</u> The portion of the floodplain between the limits of the floodway and the Regulatory Flood line limit. Flood depth and velocity are generally less severe in the flood fringe and some development may be permitted (with conditions).







## Little River Watershed: Development Floodproofing Standards

## **Floodway Area**

- > Floodway is primary contained within the Municipal Drain banks throughout the Watershed.
- Development is Prohibited and Floodway shall remain un-obstructed and without fill placed.

## **Flood Fringe Area**

Area is outside of Floodway, but still has the potential to experience flood inundation. Flood depths and flow velocities are generally less severe with very low potential for harm to human life.







## Little River Watershed: Development Floodproofing Standards

## **Flood Fringe Area Continued:**

- Development is permitted, provided appropriate floodproofing measures are incorporated, and pending the receipt of a permit from the Conservation Authority and other applicable planning approvals (e.g. site plan/building permit).
  - Development road and parking lot grade elevations to be set no lower than 0.30 meters below existing condition Flood Fringe Elevation or the engineered inland flood level, where governed; and
  - Development building opening to be set no lower than 0.30 meters above existing condition Flood Fringe Elevation or the engineered inland flood level, where governed.







## Little River Watershed: Two Zone Floodplain Concept

# Little River Watershed – Upper Reaches Upstream of County Road 42

- Floodway Area contained within the Municipal Drain Banks;
- Flood Fringe Area spread across primarily agriculture Lands.

■ 1:100 Year Floodway Extents

☐ 1:100 Year Flood Fringe Extents





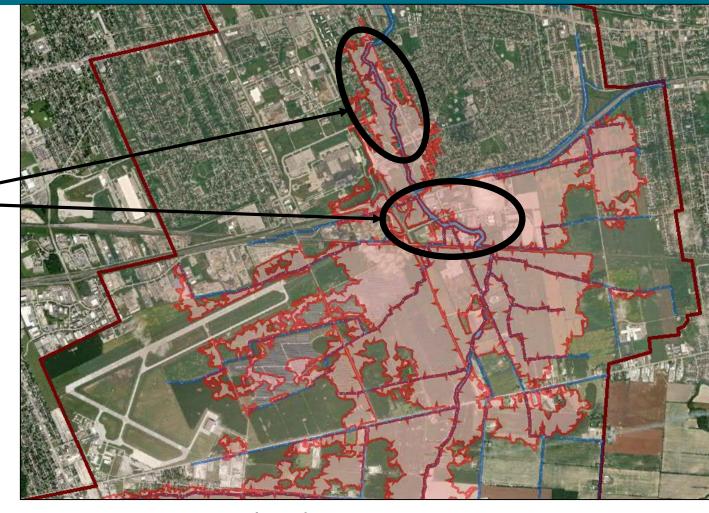




## Little River Watershed: Two Zone Floodplain Concept

Little River Watershed – Middle Reaches between County Road 42 and Lauzon Road Downstream of Little River Golf Course

- Floodway Area predominantly contained within the Municipal Drain Banks other than in areas within the Twin Oaks Business Park and Little River Golf Course;
- Flood Fringe Area spread across primarily existing agriculture and some developed Lands.



1:100 Year Floodway Extents

☐ 1:100 Year Flood Fringe Extents





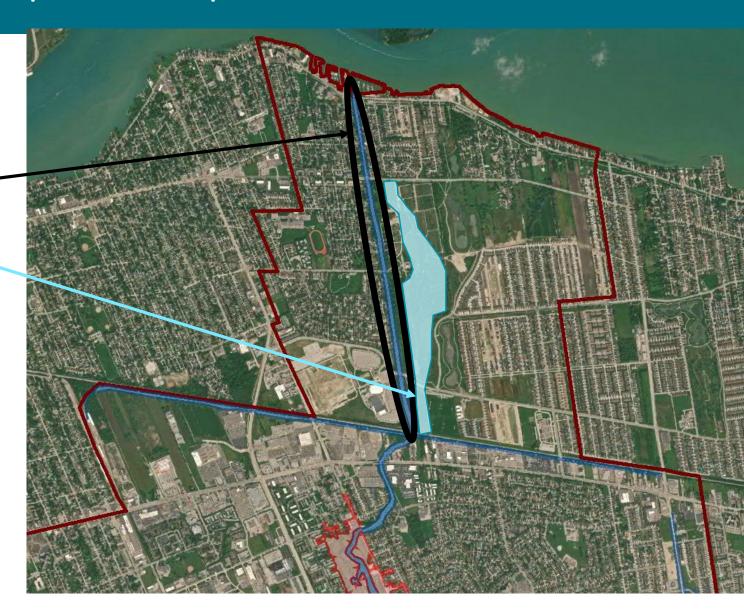


## Little River Watershed: Two Zone Floodplain Concept

- Little River Watershed Lower Reaches
- Floodway contained within existing-City Dike System;
- City Little River Corridor Secondary Floodway and Weir System to be used for Flood Fringe Area Inundation and for more Extreme Rainfall and Coastal Flood Events

■ 1:100 Year Floodway Extents

☐ 1:100 Year Flood Fringe Extents









## **Next Steps**

Regulatory Floodplain
Mapping Technical
Study
Report/Floodline
Maps Finalized and
Draft Regulation
Policy

Study brought to ERCA Board for Final Approval

Municipalities approve 2 Zone Flood Hazard Policy

Board Approval and Integration into Policy.

#### **Contact Information:**

Members of the public are encouraged to review the draft mapping through the below noted Storyboard and connect with a member the team to understand how the mapping may affect their property:

<u>Little River Flood Plain Mapping | Opens in new window</u>

User: LittleSandV

Password: LittleRiver2021







## **Next Steps**

# Questions?

## **Essex Region Conservation Authority**

- James Bryant, P.Eng
- Director of Watershed Management Services,
- Essex Region Conservation Authority
- 360 Fairview Avenue West, Suite 311
- Essex, Ontario, N8M 1Y6
- Ph: (519) 776-5209 ext. 246
- Email: jbryant@erca.org

## **Dillon Consulting Limited**

- Ryan Langlois, P.Eng
- Water Resources Engineer,
- Dillon Consulting Limited
- 3200 Deziel Drive, Suite 608
- Windsor, Ontario, N8W 5K8
- Ph: (519) 948-5000 ext. 3231
- Email: rlanglois@dillon.ca









#### Sandwich South Master Servicing Plan

#### PIC #1 Summary

The City of Windsor is undertaking the Sandwich South Master Servicing Plan (SSMSP) project. This Study will outline a long-term coordinated approach for municipal infrastructure in the Sandwich South area in Windsor to support urbanization. The SSMSP will develop and review solutions for: arterial and collector roads; water, sanitary and storm sewers; and stormwater management facilities.

In accordance with the requirements of the Municipal Class Environment Assessment Process, public engagement will help to inform the development of the plan and the public will be provided with opportunities to provide feedback on solutions and recommendations. From September 24, 2020 to December 31, 2020, the City of Windsor held an online Public Information Centre (PIC #1) on the project website at www.sandwichsouth.ca.

Initial notification for the PIC included distribution to those on the project contact list. The original PIC timing was extended and notification of this extension was advertised in the Windsor Star.

Materials including information panels and supporting videos were posted to the website, allowing members of the public to view the content and learn about the work completed to date. The information was divided into 5 stations, giving the public the option to view the PIC information from the component(s) of the Study that they were most interested in, or that they wanted to learn more about:

Station 1: Context

Station 2: Existing Conditions Station 3: Transportation

Station 4: Sanitary and Storm Sewers

Station 5: Updated Floodplain Mapping and Stormwater Management

PIC #1 provided multiple ways for the public to provide their feedback and comments. This included contacting a member of the Project team, emailing the project email at <a href="mailto:sandwichsouth@dillon.ca">sandwichsouth@dillon.ca</a>, or completing the online survey. The following documents the input gathered through PIC #1. A list of Frequently Asked Questions (FAQs) can be found at the end of the document, to provide responses to the inquiries most commonly heard and collected throughout PIC #1.

#### Online Survey – What We Heard

#### **Issues that Matter**

Respondents were asked if there was anything missing from the list of "Issues that Matter" from the public, stakeholders or technical team. Generally, there was confirmation and support for the issues identified, particularly "limiting development and sprawl" and "environmental protection". However, some respondents felt that there was a disconnect between these issues and the direction of the project. There is concern that proceeding with the proposed project may encourage sprawl and unnecessary expansion, promote automobile usage, and reduce green spaces, which challenges these Issues that Matter.

For reference, the full Issues that Matter Report posted to the project website provides a response to all issues and how they will be addressed or considered in the project.



#### **Existing Conditions**

Respondents were asked if they had any comments or if there was anything missing from the existing conditions provided in PIC #1. It was noted that the information generally paints an accurate picture of the existing conditions of the Study area. Some additional notes from respondents were to include Butler Gartner snakes as a historically known population of species near the Airport, and to provide greater detail in the Existing Conditions map to distinguish between the green/open spaces identified. For example, are the green spaces wetlands, parks, naturalized areas, etc.

#### **Transportation**

Respondents identified what they liked and did not like about the transportation options. What they liked included:

- Inclusion of active transportation in the plans
- Focus on transit-oriented development
- Emphasis on implementing a complete street approach
- Extension of Lauzon Parkway to 401

What respondents did not like about the transportation options included:

- Dependency on automobiles (wide roads, emphasis on collectors and highways)
- Lack of detail on County Road 42 improvements
- The distance of the Study Area to the rest of the City presents challenges for implementing active transportation options and the public's willingness to use them

#### General transportation comments:

- Concerns for increased traffic and creating development that encourages sprawl
- It is challenging to envision active transportation and its feasibility in this area, considering barriers such as distance, lack of bus service, and the need for multiple transfers
- "Complete Streets" contain more than just active transportation amenities they also include
  walkable main streets, pedestrian friendly sidewalks and spaces, safety and accessibility elements.
  Respondents would like more information on how these other features will be included as part of the
  plan.

#### **Sanitary and Storm Sewer Options**

Respondents identified what they liked and did not like about the sanitary and storm sewer options. What they liked included:

- Usage of ponds to address flooding
- Coordination and building upon the system that already exists

What respondents did not like about the sanitary and storm sewer options included:

- Lack of information about the costs of each option
- Development in wetland areas



General sanitary and storm sewer comments:

• Respondents are supportive of the measures to address/prevent flooding, however, there is concern about the cost of these options and the impact on taxpayers.

#### **Updated Flood Mapping and Stormwater Management Solutions**

Respondents identified what they liked and did not like about the updated flood mapping and stormwater management solutions. There was a mix of support for all options presented.

What respondents did not like about the solutions, was the note that LID designs have limited effectiveness in low-permeable soils. Knowing that Sandwich South has much clay, this was a concern for using LID designs as a solution.

Generally, respondents would like more information on the cost of the options, and are concerned about the use of resources to construct a stormwater management solution that is so specialized and complex for this area.

#### Other Comments

Respondents would like:

- More notification for upcoming PICs including advertising for the PIC in the Windsor Star.
- Consideration of additional opportunities for outreach prior to PIC 2 including meetings with individual stakeholders to discuss questions/concerns.
- Continued updates on the Study and Reports as they are completed.
- More information about costs and impact on taxpayers.
- More clarity on the growth anticipated through to 2036. It was noted that there are different population growth numbers in different sources (PIC Station #1 vs. census data vs. news reports, etc.). Post notes regarding discussion with the Stakeholder Advisory Committee on project website.
- A stakeholder meeting prior to the final council presentation, to consult on any changes included to the final report following PIC # 2 and prior to report completion.
- Clarity on the Part II order process prior to the final notification and 30 day review period.
- Opportunity for public to have their voices heard during PIC 2 and to be able to ask questions to project members in real time.

#### Frequently Asked Questions

Question 1: When will development in South Sandwich happen? What is the justification for moving forward with developing the South Sandwich area, especially when there are other priorities that City should be focussed on?

**Answer:** Windsor has been projected to grow by approximately 8,000 people within the next 20 years. The South Sandwich area is one of the areas anticipated to house the services, housing, employment and infrastructure for this increase in population. The specific timing of development will be driven by the inflow of new residents and the market.



#### Question 2: When will the development happen?

The Sandwich South Master Servicing Plan (SSMSP) will determine the approximate timing of implementation for services/infrastructure to support the future community. The plan is being developed to accommodate growth to the year 2040. All of the servicing solutions recommended in the Plan will not occur all at once, but rather in a phased approached over 20 years. Providing the municipal service to support growth in the Sandwich South area will be development driven which means that the infrastructure for the area will be constructed in a time to match the future development.

#### Question 3: When will the ongoing "Sandwich South Lands Growth Management Study" be available?

**Answer:** The findings of the Sandwich South Servicing Master Plan will feed into the completion of the Growth Management Study, it is estimated that this study will be completed by Fall 2021.

## Question 4: What is being done to ensure that the Sandwich South will not be another automobile dependent community?

Answer: Complete Streets are being recommended for Sandwich South. Complete streets are streets that are safe for everyone, including people that walk, bike, use transit and drive. Using this approach to streets will encourage different modes of transportation and keep all road users safe. The Stakeholder Advisory Committee for this project also consists of members who represent Transit Windsor and the Windsor Bicycling Committee. These members provide their perspectives and represent their interest groups to help shape the direction of the Servicing Master Plan.

#### Question 5: How will the "Issues that matter" identified by the public be used or considered?

**Answer:** The issues that matter and the public's comments overall will be used as input to develop the criteria that will assess the infrastructure options/alternatives. This ensures that the public's concerns and priorities are engrained within the decision-making process.

## Question 6: How will development in Sandwich South be funded? How will costs be offset from landowners and increased property taxes?

**Answer:** "Development pays for development" (or growth pays for growth) through development charges. Each developer will be responsible for covering costs associated with the construction of infrastructure to facilitate development. For shared regional infrastructure developers will be assessed a development charge. Refer to the Development Charges Amendment Background Study for the Sandwich South Planning District, Hemson Consulting Ltd., May 2018.

# Question 7: Other than the preservation of Environmental Sensitive/Significant Areas, Species at Risk, and wildlife habitats, what else is being done to keep the Study Area green and naturalized as development occurs?

**Answer:** Some lands in the East Pelton and County Road 42 Secondary Plans have been identified as green space. The City will also explore ways to include greenspaces in Sandwich South not just for water management, but as opportunities for recreation. The future secondary plan for Sandwich South will allow for a more accurate identification of lands and where opportunities for parks, green spaces and recreation are most appropriate.



## Question 8: Some residents and businesses in the area are serviced by septic beds/tanks. Will the SSMSP allow these residents and businesses to eventually connect to the sewer system? If so, when?

**Answer:** Ultimately the entire sandwich south will be service via sanitary sewers. The trunk sanitary sewer infrastructure is already in place to provide an outlet for the internal sanitary sewer network. Timing will be dependent on the development patterns and location of existing residential and commercial properties in relation to those areas. Approximate staging of proposed servicing will be refined through this study.

## Question 9: Flooding is an issue in Windsor. How will the plan ensure that development in Sandwich South, especially around wetlands, is protected against flooding?

**Answer:** Minimizing the probably of flooding in the future development of Sandwich South is one of the main priorities of the plan. To achieve this, the study has updated and extended the floodplain and flood risk maps in order to get a better understanding of the potential flooding and risks in the Study Area. Development will be directed away from flood risk areas and will be constructed at higher elevations. A hydrological model has been established for the project, which will help to estimate flood flows. The solutions proposed in the SSMSP will include culverts, floodproofing elevations, drainage systems, upgrading existing municipal drains, and stormwater management to minimize flooding under the most extreme flood probabilities.

## Question 10: Will there be any landowners or residents in the area who will be expropriated as a result of proposed development? If so, how will they be compensated?

**Answer:** Private land will need to be acquired to accommodate proposed infrastructure. The City will retain a Third Party appraiser to assess the lands in question. Land acquisition will be required in advance of construction of proposed infrastructure.

## Question 11: The Study seems to only examine collector roads. Will the Study also look at the main roads that service the majority of landowners, and the broader community?

**Answer:** This study will focus on examining and providing recommendation for the arterial and collector roadways within the Sandwich South Area. Existing arterial roadways outside of the study area have been the subject of previous study such as the Lauzon Road Environmental Assessment (2014), the Country Road 42 Environmental Assessment (2009) and the City's Transportation Master Plan (2019). Implementation of additional Transit and Active Transportation facilities within the roadway network will also be estimated and accounted for.

#### Question 12: How does the new Windsor Regional Hospital factor into the SSMSP?

**Answer:** The plans for the hospital have not been finalized. However, regardless of what is determined for the future hospital, the SSMSP is independent from this process. The SSMSP is a necessary step in establishing a coordinated approach to planning and infrastructure for the entire Sandwich South area.

## Question 13: PIC #1 materials should have additional clarity as it relates to previously completed related studies.

How previous studies are utilized to complete the SSMSP study will be explained and sourced in the PIC #2 materials and the final report. Copies of related reports are posted on the Project website.



## Question 14: Provide clarity on proximity of the ponds to the airport and describe why they will be permitted.

The project team have worked with the Windsor International Airport to review the stormwater pond strategy. Dry Ponds are more preferred in areas in close proximity to the airport. Wet ponds are acceptable however specific proactive measures to mitigate water fowl habitat shall be incorporated in the design and maintenance program for these ponds. Considerations to reduce open water areas, shallow water habitat, water access and visibility will need to be incorporated into the detailed design to mitigate water fowl habitat and meet airport requirements.

## Question 15: Will the community have an opportunity to comment on the next phase of work including the proposed options and the criteria for assessing the options?

**Answer:** Yes. There will be opportunities for the public to provide feedback on the criteria and the proposed options. The community's input on these aspects is important. There will be multiple ways that the public can provide comments in the next phase of work, including through PIC #2, email, an online survey and by visiting the project website at <a href="www.sandwichsouth.ca">www.sandwichsouth.ca</a>. We encourage the public to continue to check the website for updates and details on upcoming engagement opportunities.







#### **NOTICE OF PUBLIC INFORMATION CENTRE #2 (P.I.C.)**

To meet the future growth needs of the City of Windsor (City), 2,600 hectares of land in the former Township of Sandwich South was transferred from the Town of Tecumseh to the City of Windsor in 2002. Sandwich South, which is located on the southeast side of the City of Windsor, is primarily rural but includes the Windsor Airport and some residential homes. The City has

designated this as an area for future growth over the next 20 years and will include a variety of residential, commercial, institutional and industrial land uses. The map on the project website shows Sandwich South and the Study Area, defined by the black outline.

The Master Servicing Plan (Plan) for the Sandwich South Area is being completed to develop a coordinated and sustainable approach to providing municipal infrastructure in support of growth. The Plan is considering the location and capacity of collector roads, storm and sanitary sewers and how stormwater will be managed throughout the study area.

We are currently in Stage 3 of the project, which is focused on comparing preliminary options and selecting a preferred option for the servicing plan. An important part of developing this Plan is to seek feedback from local residents and other stakeholders on the long term municipal infrastructure solutions for this area. We held Public Information Centre #1 in Fall 2020, which allowed the public and stakeholders to review and provide feedback. Feedback from that session can be found on the project website listed below.

#### We are now launching the second Public Information Centre (P.I.C.) for this project!

#### This P.I.C. includes:

- Materials available for review on the project website: www.sandwichsouth.ca, between September 9 and September 30, 2021.
- A live presentation by our project team on September 8, 2021, which will outline the
  preferred servicing options and include a question and answer period at the end of the
  presentation. See below for pre-registration information for the presentation.
- A survey on the website to receive comments and feedback.

#### Interested in registering for the September 8th presentation?

The presentation will be approximately 45 minutes, followed by a 1 hour Questions & Answers period.

#### **Date and Time:**

September 8, 2021, from 5:00pm to 7:00pm

#### **Location and Registration:**

The presentation will be held via Zoom. Contact Zach Bush at <a href="mailto:zbush@dillon.ca">zbush@dillon.ca</a> to register and receive virtual presentation details.

The study is being conducted in accordance with the requirements of Phase 1 and 2 of the Municipal Class Environmental Assessment process (2000, as amended), which is an approved process under the Environmental Assessment Act.

Visit the online P.I.C. on September 8, 2021 and engage with us! Learn more about the future of Sandwich South and provide your feedback to help us shape it together.

If you face any challenges with accessing the online P.I.C., would prefer an in-person meeting with a member of the technical team to discuss the project, or if you require additional information related to this study, please contact:

tatuck Winters

Patrick Winters, P.Eng.
City of Windsor, Development Engineer
Project Manager
350 City Hall Square, Suite 210
Windsor, Ontario, N9A 6S1

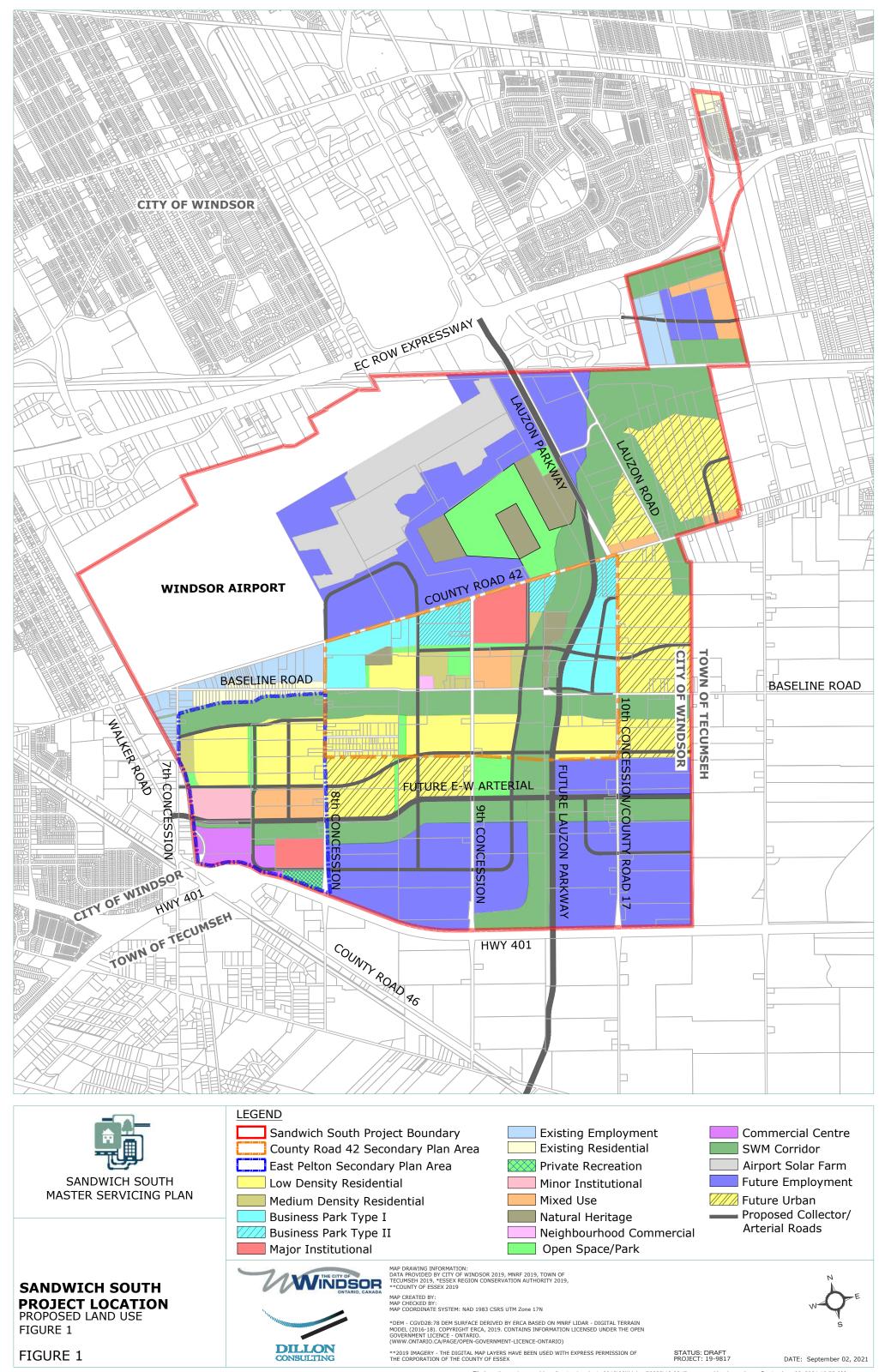
Ph: (519) 255-6257 ext. 6462 Email: pwinters@citywindsor.ca Andrea Winter, P.Eng.

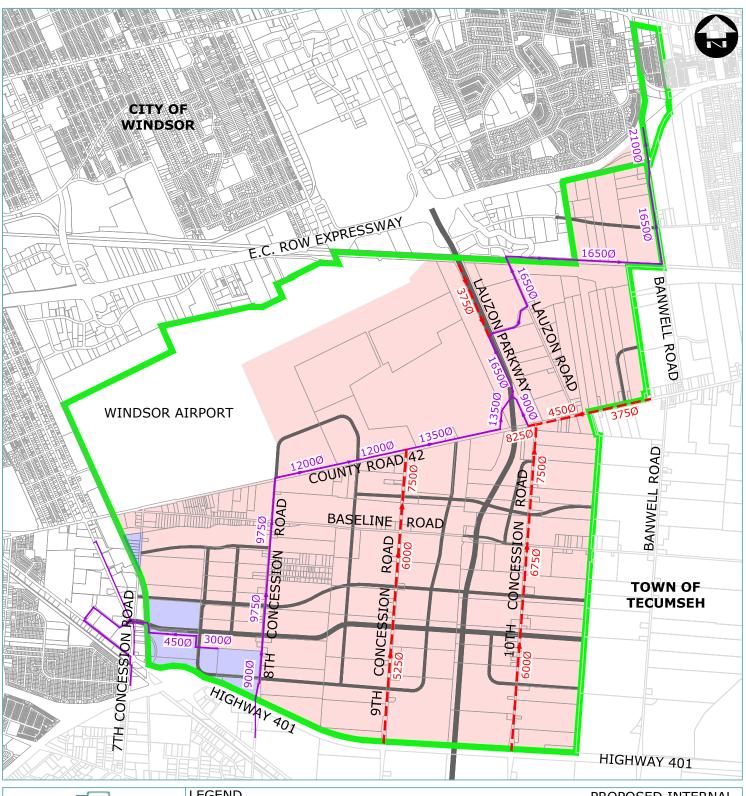
Andrea Winter

Dillon Consulting Limited, Consultant

3200 Deziel Drive, Suite 608 Windsor, Ontario, N8W 5K8 Ph: (519) 354-7868 ext. 3331

Email: sandwichsouth@dillon.ca







SANDWICH SOUTH MASTER SERVICING PLAN

#### **DRAFT**

PROPOSED SANITARY TRUNK SEWERS LAYOUT FIGURE 2



STUDY AREA SANDWICH SOUTH SANITARY DRAINAGE AREA LOU ROMANO WATER RECLAMATION PLANT DRAINAGE AREA



PROPOSED INTERNAL **ROAD NETWORK EXISTING SANITARY** TRUNK SEWERS PROPOSED SANITARY TRUNK SEWERS



STATUS: DRAFT PROJECT: 19-9817

DATE: September 02, 2021

MAP DRAWING INFORMATION

MAP DRAWING INFORMATION

DATA PROVIDED BY CITY OF WINDSOR 2019, MNRF

2019, TOWN OF TECUMSEH 2019, \*\*ESSEX REGION

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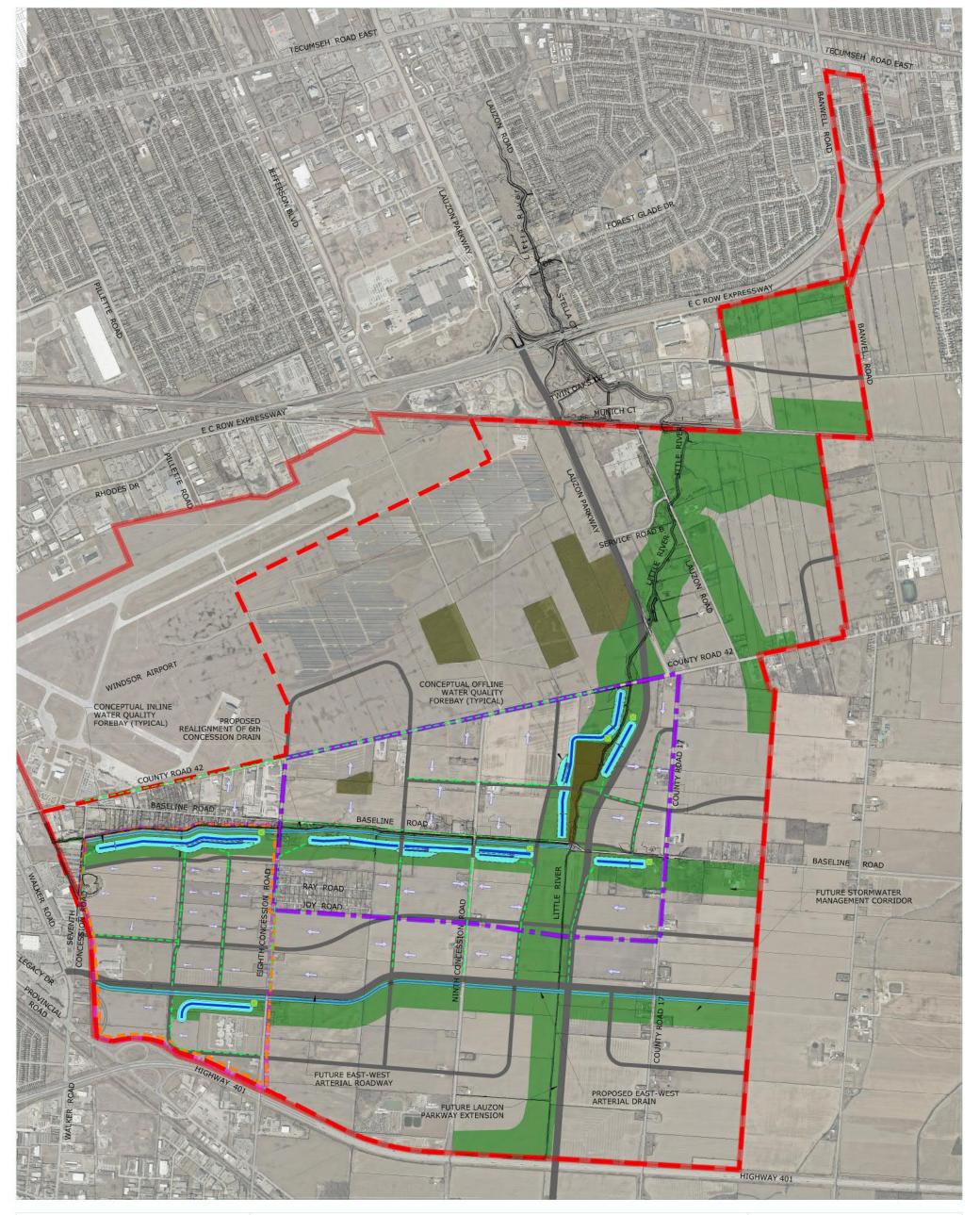
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SANDWICH SOUTH MASTER SERVICING PLAN





STUDY AREA

EAST PELTON SPA



FUTURE COLLECTOR AND ARTERIAL ROADS OPEN SPACE / STORMWATER MANAGEMENT CORRIDOR OPEN SPACE / STORMWATER MANAGEMENT CORRIDOR

PROPOSED STORM SEWER

DRAINAGE ARROW STORMWATER PUMP STATION

STORMWATER PERMANENT POOL

STORMWATER MANAGEMENT POND - ACTIVE STORAGE

MUNICIPAL DRAIN RELOCATION OR NEW DRAIN

#### NOTE

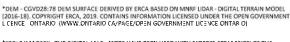
- THE STORMWATER CORRIDORS WILL ACCOMMODATE THE MUNICIPAL DRAIN REALIGNMENTS, RECREATIONAL TRAILS, PONDS, PUMP STATIONS AND PROPOSED NATURAL HERITAGE AREAS.
- 2. LAYOUT OF THE PONDS AND OTHER FEATURES WILL BE REFINED BASED ON FINAL NATURAL HERITAGE SYSTEM RECOMMENDATIONS AND REFINED FUNCTIONAL DESIGNS.
- 3. FINAL POND/FOREBAY SIZE AND LOCATIONS TO BE FURTHER REFINED THROUGH DETAILED



DILLON

MAP DRAWING INFORMATION:
DATA PROVIDED BY CITY OF WINDSOR 2019, MNRF 2019, TOWN OF
TECLMSSEH 2019, \*ESSEX REGION CONSERVATION AUTHORITY 2019,
\*\*COUNTY OF ESSEX 2019

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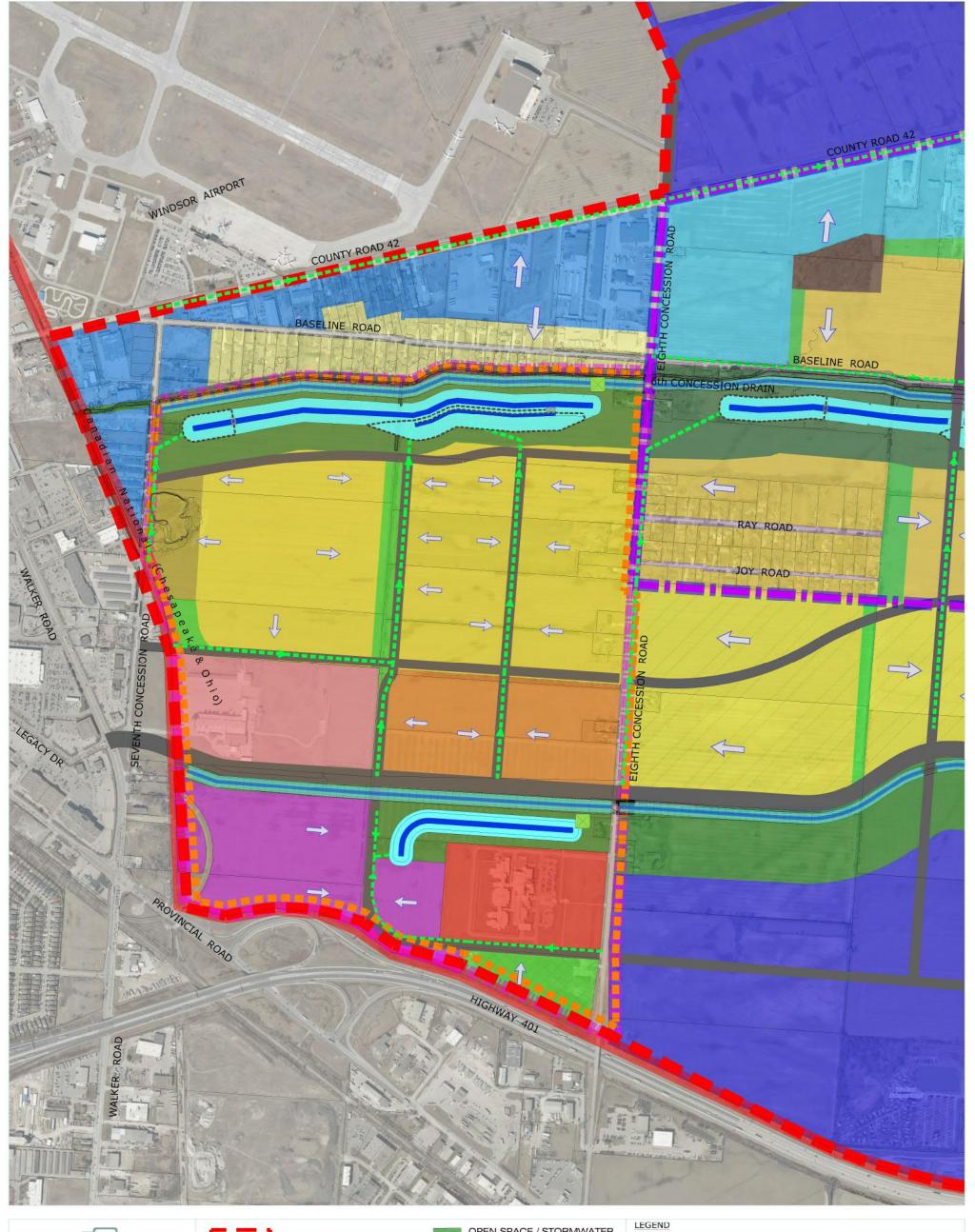


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DATE: September 01, 2021





SANDWICH SOUTH MASTER SERVICING PLAN

## DRAFT

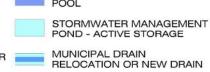
STORMWATER **MANAGEMENT** STRATEGY







OPEN SPACE / STORMWATER MANAGEMENT CORRIDOR PROPOSED STORM SEWER DRAINAGE ARROW STORMWATER PUMP STATION STORMWATER PERMANENT POOL



Sandwich South Project Boundary County Road 42 Secondary Plan Area East Pelton Secondary Plan Area Low Density Residential Medium Density Residential



Mixed Use Natural Heritage Neighbourhood Commercial Open Space/Park Commercial Centre SWM Corridor Airport Solar Farm Future Employment

Future Urban Proposed Collector/ Arterial



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MAP DRAWING INFORMATION:
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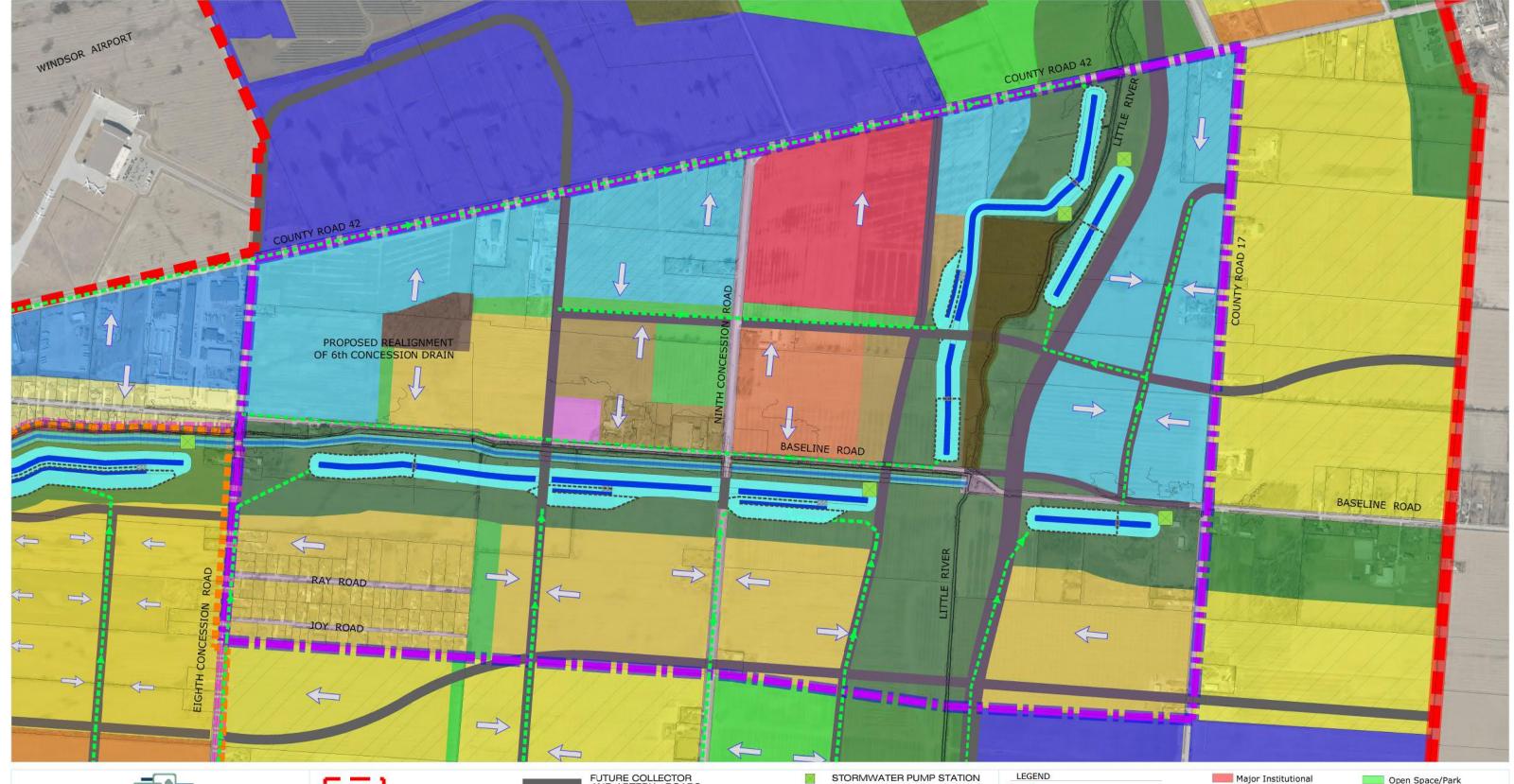
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DATE: September 01, 2021





SANDWICH SOUTH MASTER SERVICING PLAN

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**STORMWATER MANAGEMENT STRATEGY** 

CR42 SPA

FIGURE 5



STUDY AREA

EAST PELTON SPA



WINDSOR

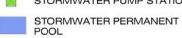
FUTURE COLLECTOR AND ARTERIAL ROADS

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OPEN SPACE / STORMWATER MANAGEMENT CORRIDOR OPEN SPACE / STORMWATER MANAGEMENT CORRIDOR

PROPOSED STORM SEWER DRAINAGE ARROW

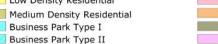
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STORMWATER MANAGEMENT POND - ACTIVE STORAGE

MUNICIPAL DRAIN RELOCATION OR NEW DRAIN

Sandwich South Project Boundary County Road 42 Secondary Plan Area East Pelton Secondary Plan Area Private Recreation Low Density Residential Minor Institutional



Major Institutional Existing Employment **Existing Residential** Mixed Use

Open Space/Park Commercial Centre SWM Corridor Airport Solar Farm Future Employment Future Urban Proposed Collector/ Arterial

Roads

Natural Heritage Neighbourhood Commercial



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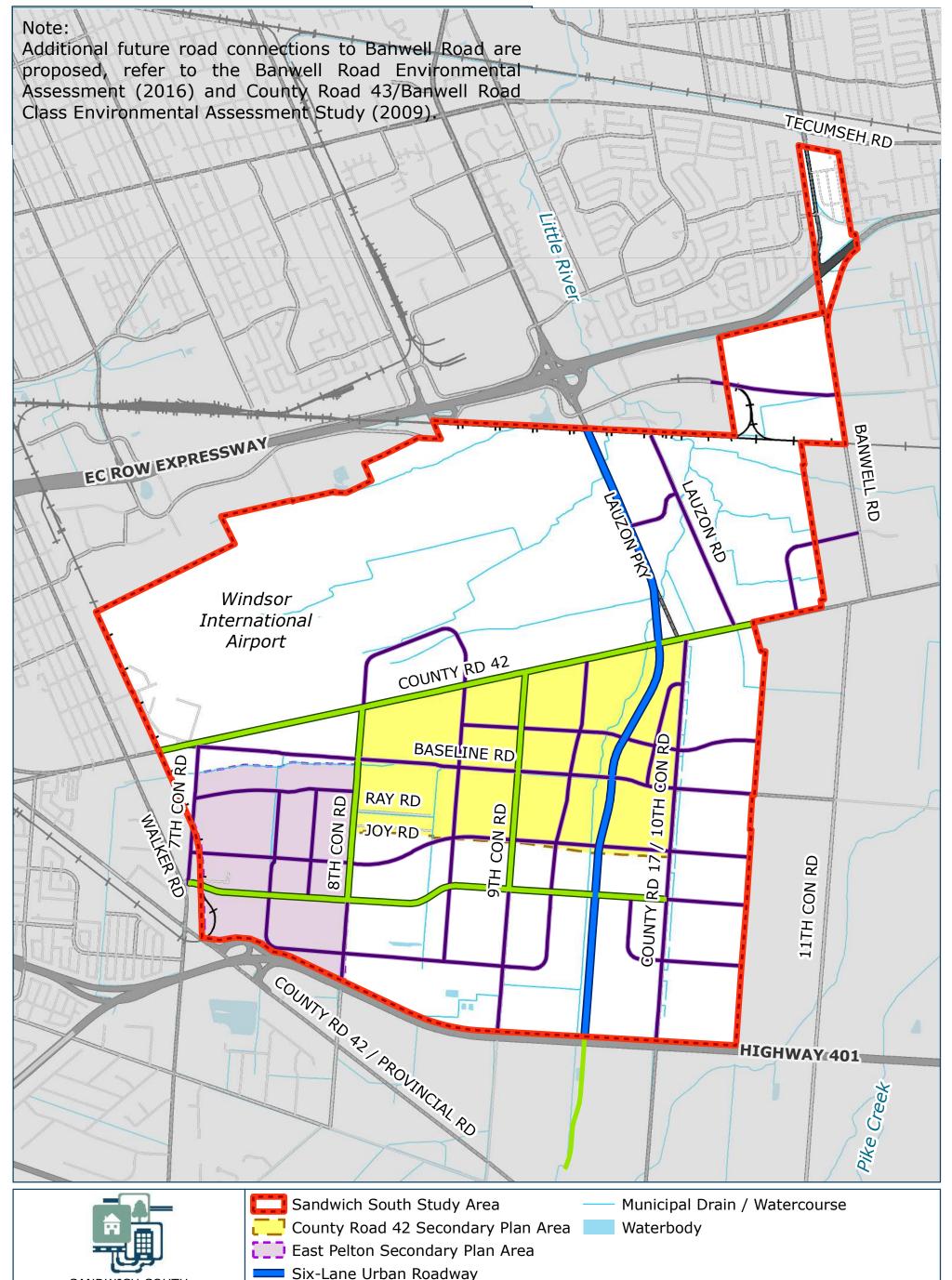
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PROJECT: 19-9817

DATE: September 01, 2021

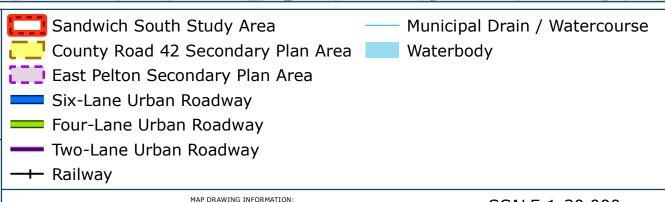




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#### **ULTIMATE ROAD NETWORK**

FIGURE 6





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MAP DRAWING INFORMATION:
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TECUMSEH 2019, \*ESSEX REGION CONSERVATION AUTHORITY 2019,
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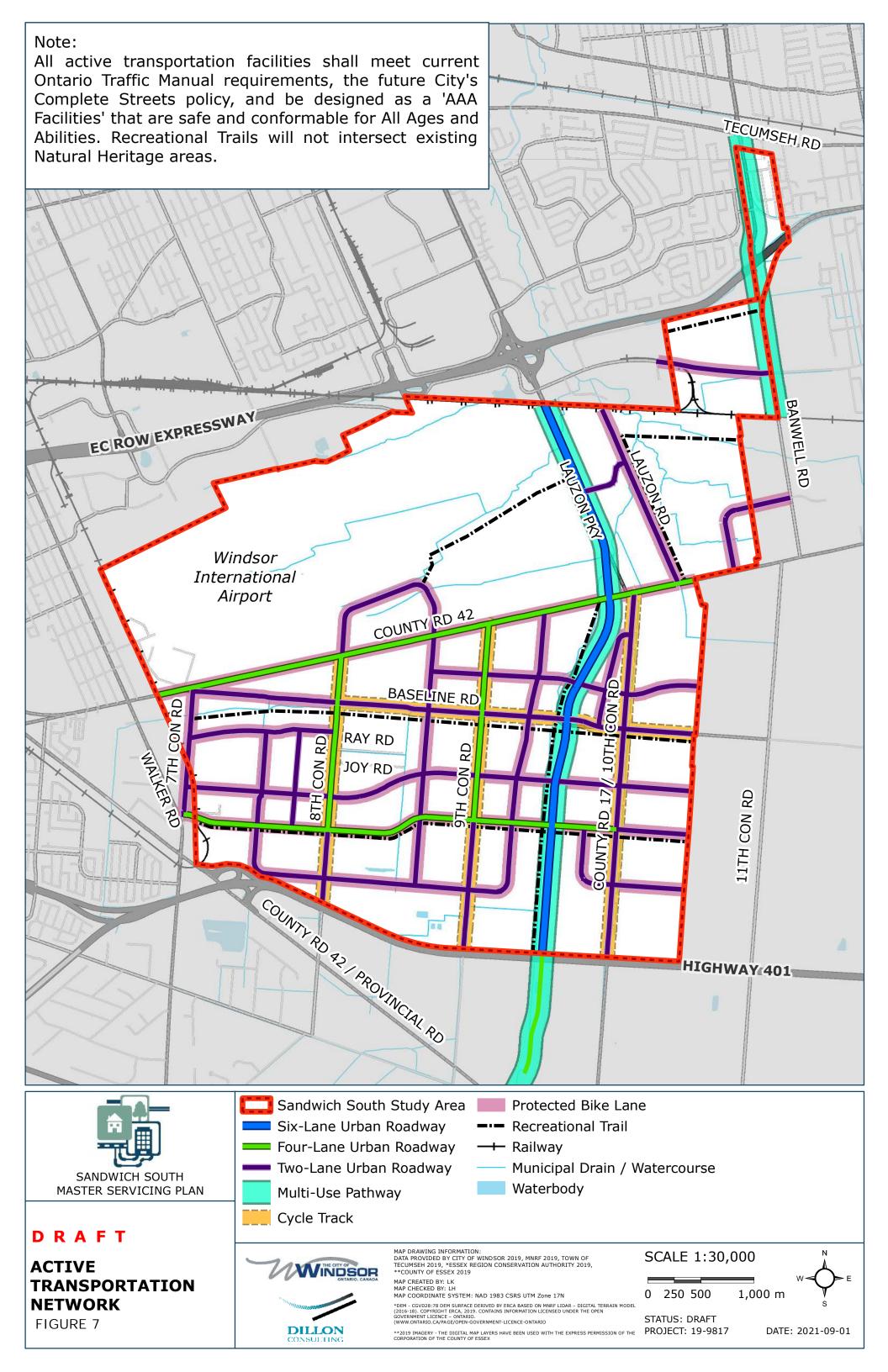
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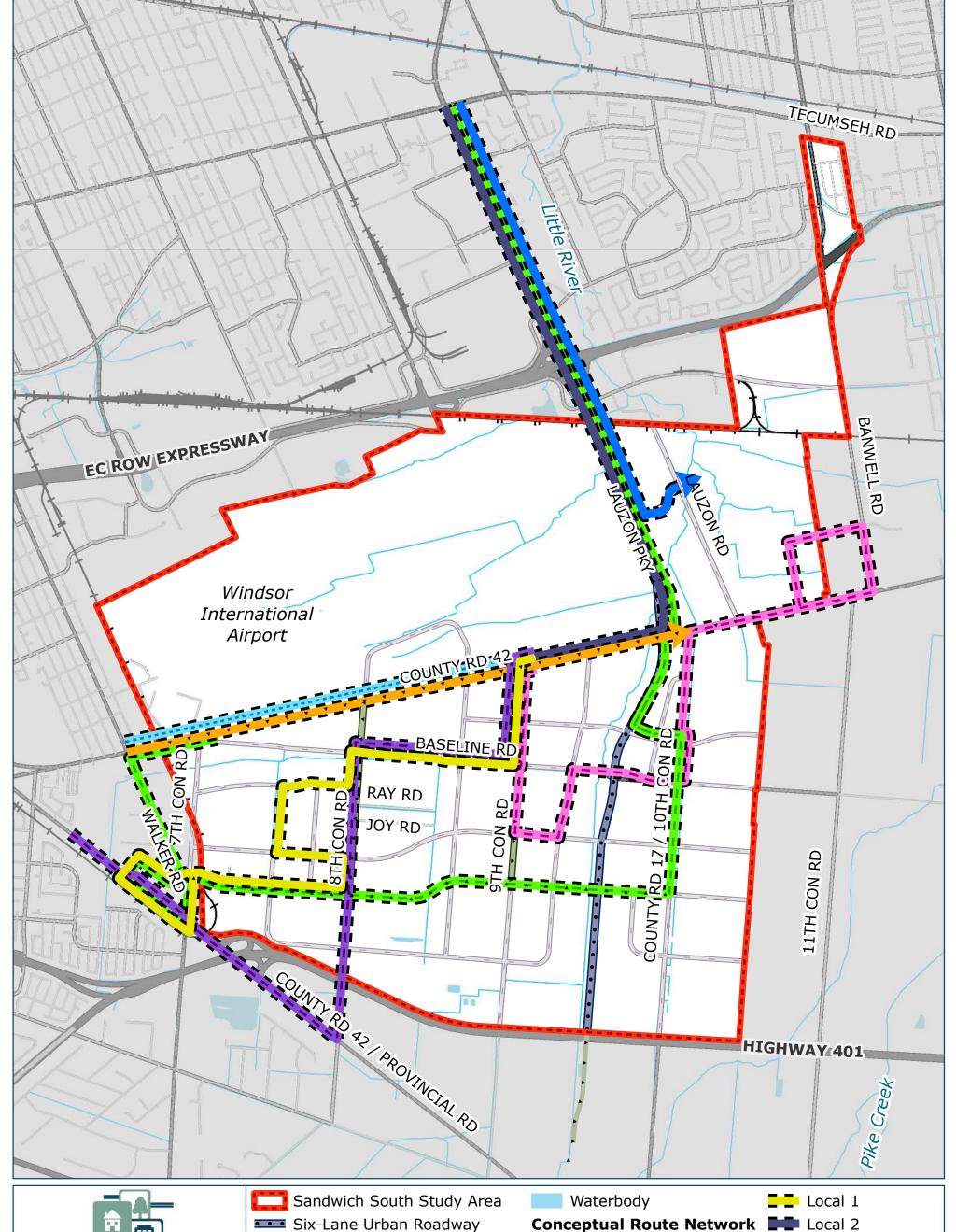
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PROJECT: 19-9817 DATE: 2021-09-01







Six-Lane Urban Roadway Four-Lane Urban Roadway

Two-Lane Urban Roadway

--- Railway Municipal Drain / Watercourse Proute 200

Route 160

Route 15 Route 16 Local 3

Local 4

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#### **CONCEPTUAL TRANSIT NETWORK**

FIGURE 8



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MAP DRAWING INFORMATION:
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TECUMSEH 2019, \*ESSEX REGION CONSERVATION AUTHORITY 2019,
\*\*COUNTY OF ESSEX 2019

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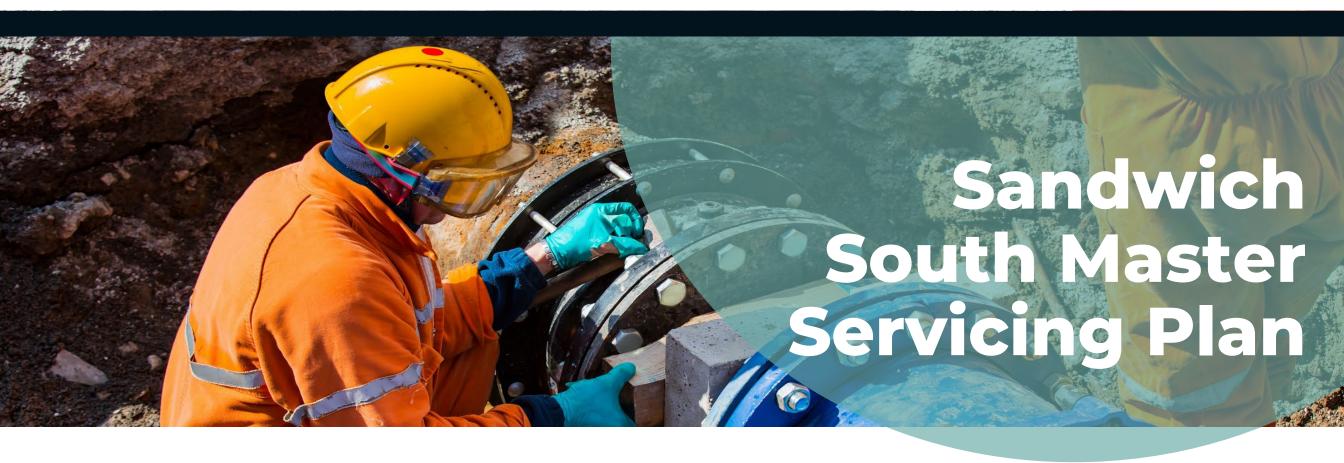
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DATE: 2021-09-01





# Public Information Centre #2 September 8, 2021





# **Land Acknowledgement**

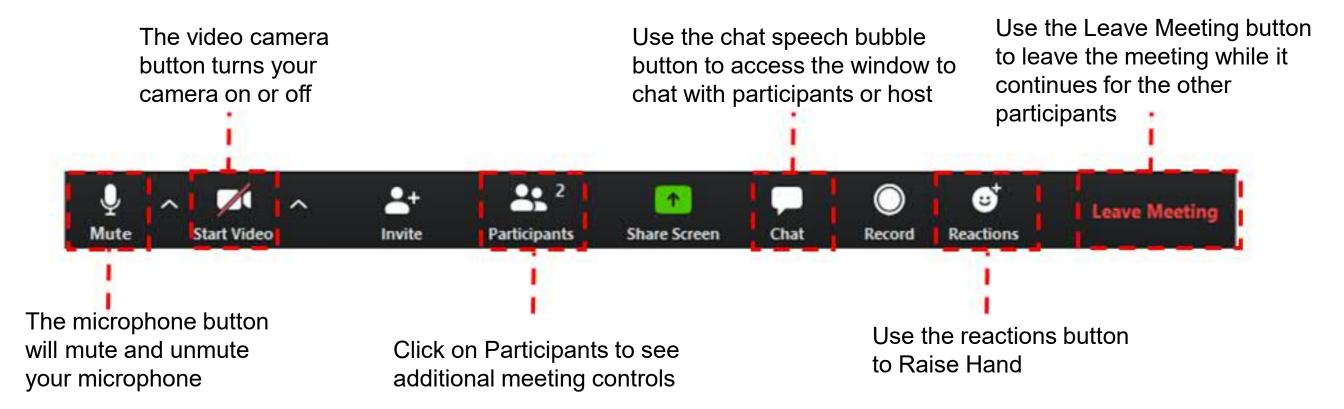
To commence this meeting, we would like to first take a moment to acknowledge the land on which Windsor sits. This land is the traditional territory of the **Three Fires Confederacy of First Nations**, which includes the **Ojibwa**, the **Odawa**, and the **Potawatomie**. We respect the longstanding relationship with First Nations people in this place and also acknowledge that this territory is within the lands honoured by the Wampum Treaties.





# **Meeting Mechanics**

# **Zoom Controls**







# Introductions and Agenda

Time	Agenda Item
5:00 pm – 5:10 pm	Introductions Meeting Logistics Agenda
5:10 pm – 5:45 pm	<ul> <li>Presentation</li> <li>Project Overview</li> <li>Little River Floodplain Update</li> <li>Sanitary Servicing and Stormwater Management</li> <li>Transportation</li> <li>Mitigation Potential Impacts</li> <li>Staging and Implementation</li> <li>Next Steps</li> </ul>
5:45 pm – 7:00 pm	Comments and Questions

## Your presenters:

**Karla Kolli** - Dillon Consulting Project Planner

**Laura Herlehy** - Dillon Consulting Project Engineering/Coordinator

**Ryan Langlois** - Dillon Consulting Project Water Resource Engineer

Patrick Winter – City of Windsor Project Manager





# Overview





# What is the Master Servicing Plan?

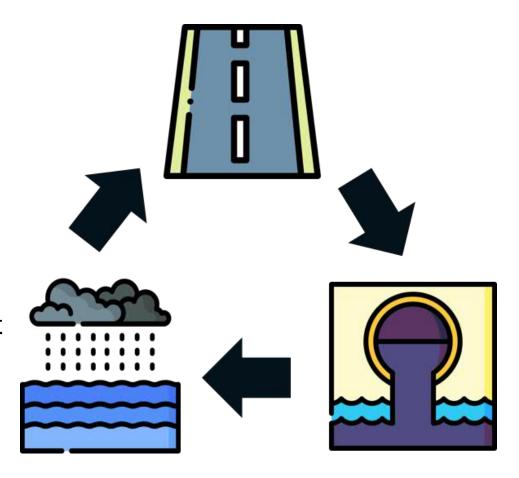
A long-term coordinated plan for municipal infrastructure in the Sandwich South area to support urbanization.

The study will develop strategy to implement future:

- 1) Municipal Drain Improvements and Overland Drainage
- 2) Stormwater Management Facilities and Pump Stations
- 3) Sanitary and Storm Trunk Sewers
- 4) Collector Roadways

The study follows the Municipal Class Environmental Assessment process and will allow the City to proceed to implementation for Schedule B Projects.

For this study, Schedule B projects include the stormwater management ponds and pump stations within the East Pelton and CR42 Secondary Plan Areas.







# **Study Area**

- Spans from the E.C. Row Expressway in the north, Walker Road in the west, Highway 401 in the south, and Banwell Road in the east.
- 2,600 Hectares of Land
- Includes two existing Secondary Plans:
  - East Pelton Secondary Plan Area
  - Country Road 42 Secondary Plan Area
- Focus has been to develop solutions for the first stages of development that includes the East Pelton and Secondary Plan Area.







# Lots of Work has been Completed

## **Consultation and Assessments**

- Pop Up Event (January 2020)
- Public Information Centre # 1 (September to October 2020)
- Stakeholder Advisory Committee Meetings
- Stage 1 Archaeological Study
- Existing Condition Natural Environmental Assessment
- Meetings with the Ministry of Environment, Conservation and Parks
- Continued coordination with Essex Region Conservation Authority (ERCA)
- Evaluation of Alternatives
- Preliminary Functional Design
- Several Meetings with Key Stakeholders





## What We Heard

- Growth and Development
  - Why Sandwich South when there are other areas in the City to grow?
  - When will the growth happen?
- There is a desire to see more than an auto dependent community
- More information is needed on how active transportation and complete streets will be incorporated into Sandwich South
- Costs and impact to taxpayers is important and more information is needed
- There is a desire to keep greenspace within these lands
- Protection against flooding is critical
- Landowners need to understand if lands acquisition is required
- The process for community input needs to be clear and suggestions for more interactive PICs and additional meetings were provided.



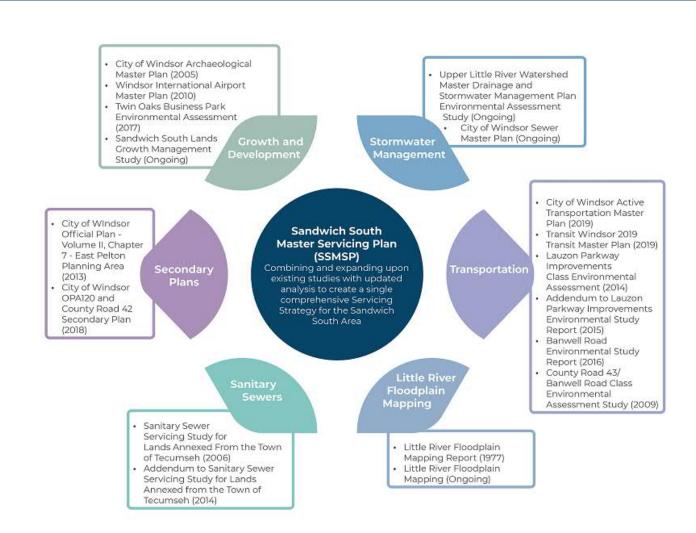




# Lots of Work has been Completed

The City of Windsor has been preparing for future development of this study area over the last few decades with the completion of various studies.

Recommendations and projects identified in this studies are used as a basis for the SSMSP.





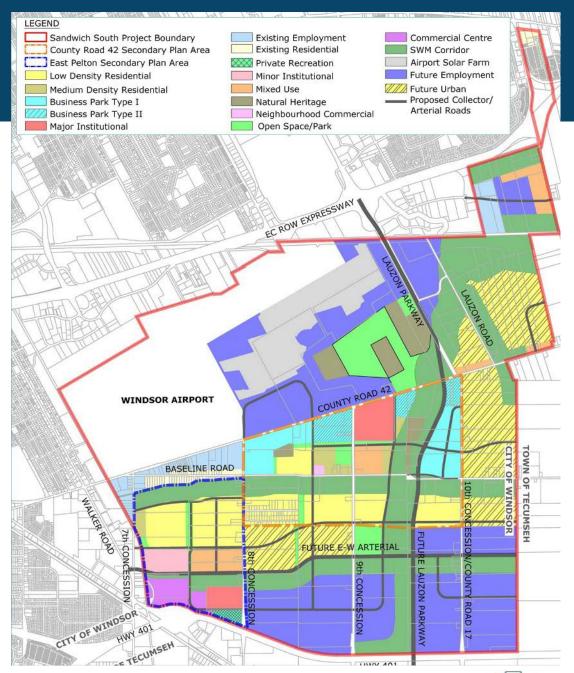


## **Future Growth**

Windsor is projected to grow from a population of 217,716 in 2016 to 225,466 in 2036.

8,000 new residents will require services, housing, employment, and infrastructure to meet their needs.

Sandwich South will accommodate some of this new population as shown in the approved East Pelton and CR42 Secondary Plans.







# Little River Flood Plain Mapping



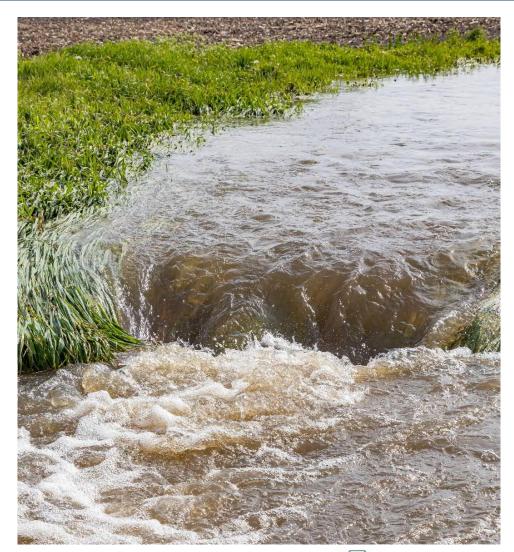


#### **Study Purpose:**

- Understand existing and future flood risk and vulnerable areas.
- Identify the existing and ultimate condition floodplain conditions under various major storm events.

## The findings of this study have been used to refine the SSMSP functional design:

- ✓ Determine drainage capacity of the existing municipal drains and Little River.
- ✓ Development of the allowable release rates for the development areas into the respective municipal drains.
- ✓ Identify the required floodproofing requirements for the initial buildouts area.







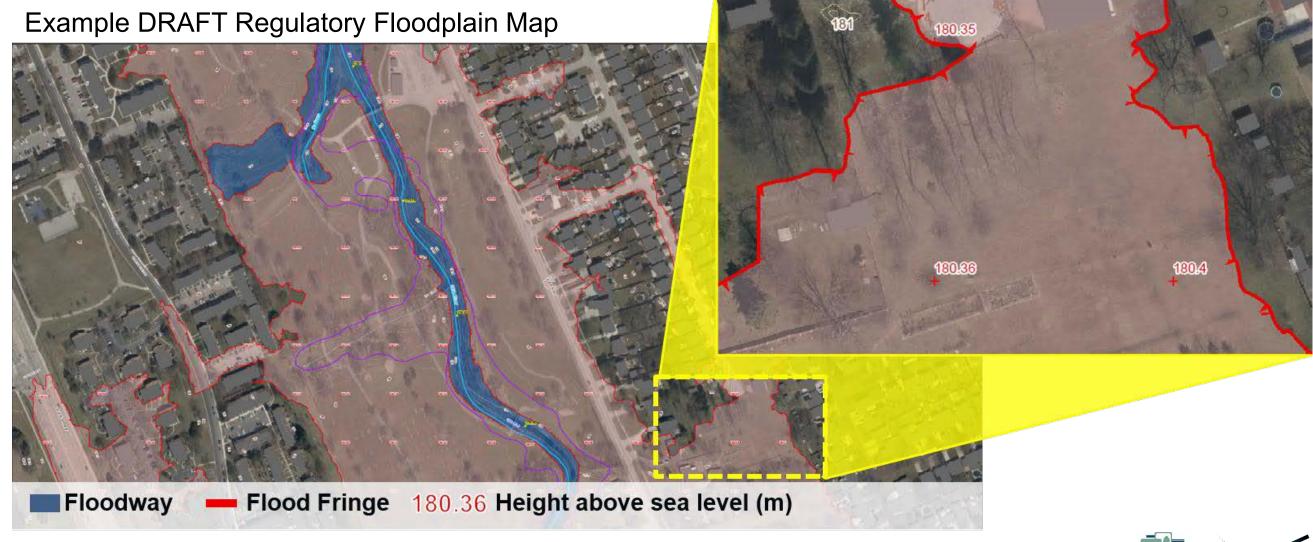
A two-zone concept has been accepted by ERCA and a 3rd Party Review Team for the existing condition floodplain update for the Little River Watershed.

The two zones would include:

- Primary Floodway (Zone 1): Designated flood hazard area where development is not permitted
  without a study to confirm no adverse impacts, or that the development provides floodplain
  compensation.
- Secondary Flood Fringe (Zone 2): Development is permitted, but is required to meet floodproofing standards based on, at a minimum, the designated flood fringe elevations.











#### **Regulatory Floodplain Mapping - UPDATE**

- Updated regulatory floodplain computer models to establish municipal drain floodway and flood fringe areas.
- Identified limits to development related to primary floodways.
- East Pelton and CR42 Secondary Planning Areas are out of the primary floodway.
- Established draft floodproofing requirements for the initial buildout areas.
- Draft Regulatory Floodplain Maps currently being reviewed by ERCA.

#### **Next Steps**

Future public consultation on Regulatory Floodplain Maps (to be completed by ERCA).





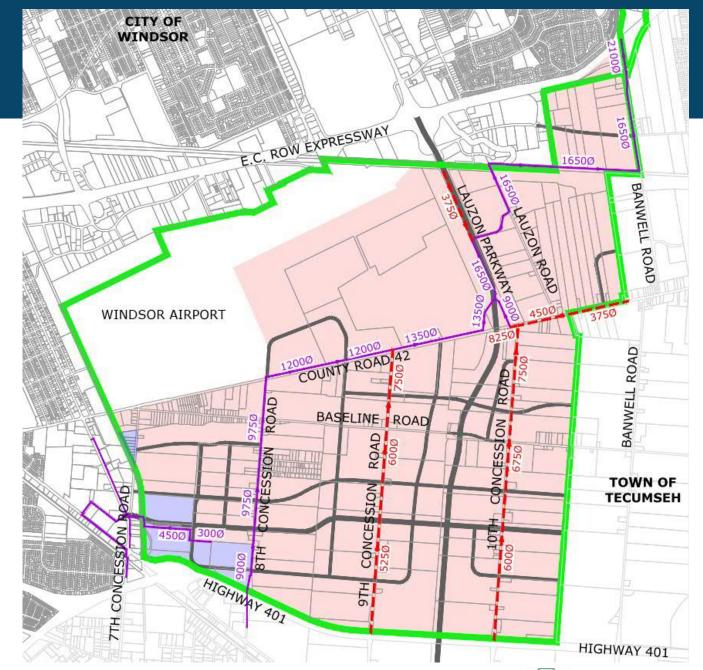
# Sanitary Servicing & Stormwater Management





## Sanitary Servicing

- Proposed Trunk Sanitary Sewers provide servicing to study area.
- Trunk Sewers will be Schedule A/A+ where installed within the Municipal ROW.
- Timing of sanitary sewers is dependent on development needs.
- Costs to connect to new sanitary sewers will be assessed to property owners.
- Little River Pollution Control Plant Capacity
   Assessment to determine when future
   expansion is required to accommodate
   development.

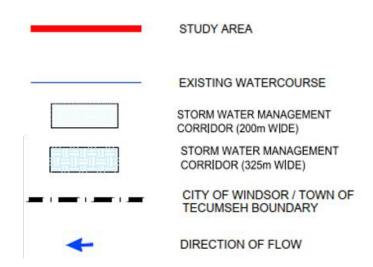


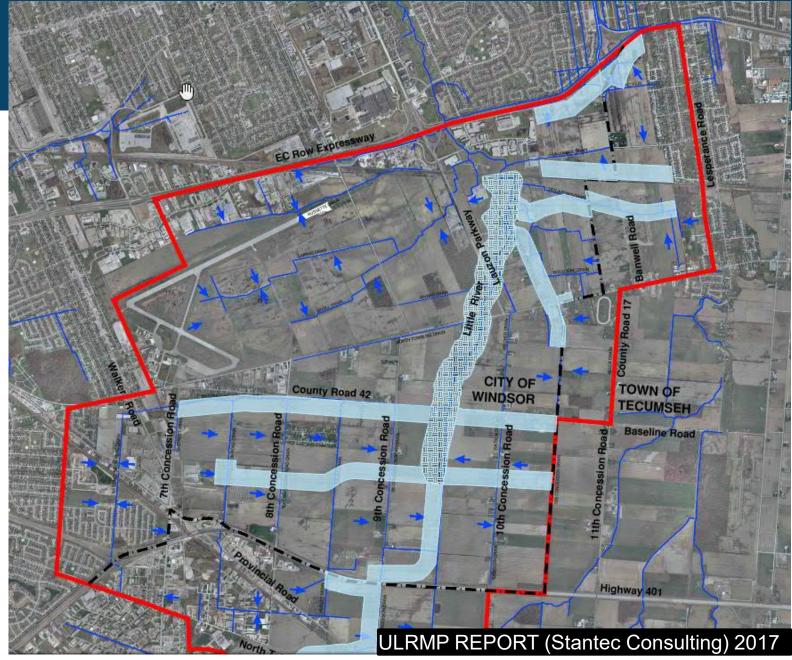




## Stormwater Strategy Background

- Report provides recommendations for the management of stormwater within the Upper Little River Watershed.
- Recommends Grouped Off-Line Water Quality and Quantity SWM Controls
- Currently under update, to be brought to Council Fall 2021.









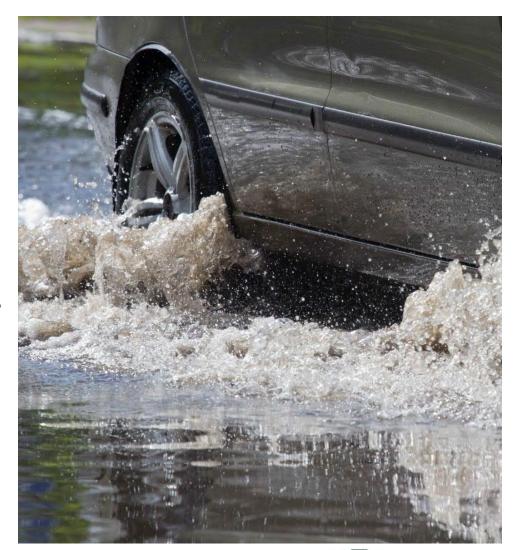
### **Stormwater Strategy Background**

Through the findings of the updated regulatory floodplain study, **functional Floodproofing Requirements** are to be established for the SSMP, including:

- Minimum Building Finished Floor above the regulatory 1:100 year flood fringe level.
- Required Minimum Road Grades are below the regulatory
   1:100 year flood fringe level and allow overland flow routing.

Stormwater infrastructure must meet minimum design guidelines.

Considerations for added resiliency in the design of this infrastructure is being considered.





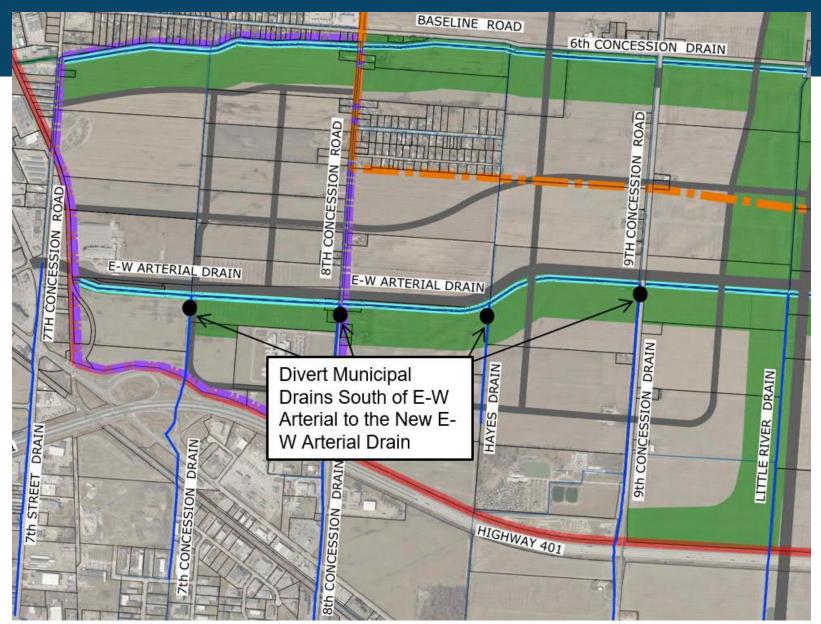


## **Stormwater Strategy Staging**

To accommodate buildout of the initial development areas within the SSMP area, the East-West (E-W) Arterial Drain is required to be constructed south of the proposed E-W Arterial Roadway from the 8th Concession Road to the Little River.

This work is to include drain diversions of the following Municipal Drains south of the E-W Arterial:

- 7th Concession Drain.
- 8th Concession Drain.
- Hayes Drain.
- 9th Concession Drain.







## **Stormwater System Problem/Opportunity**

#### **Problems**

 Provide framework for Stormwater Management Pond servicing and storm sewer servicing to provide guidance for organized development.

#### **Opportunities**

- Utilize allocated stormwater management corridor to accommodate linear ponds and municipal drains.
- Design a share storm sewer network to convey stormwater to the ponds.

Stormwater
Management Pond
Solution Alternatives

Storm Sewer Servicing Solution Alternatives



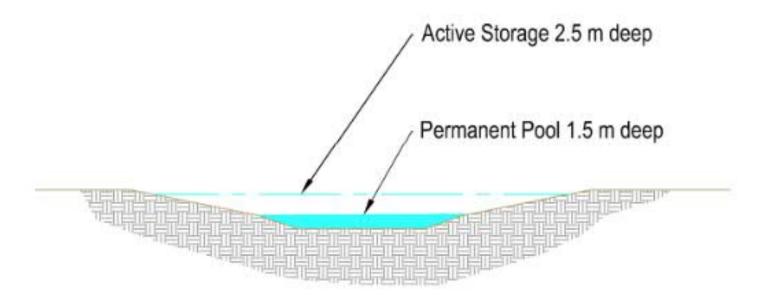


## Stormwater Management Facilities

Option 1a –Wet Stormwater Pond (SWM) facilities to provide both water quantity and quality control.

Option 1b – Wet Stormwater Pond (SWM) facilities with at-source quantity and quality control storage and Low Impact Development (LID) controls.





Typical Wet Pond Cross Section

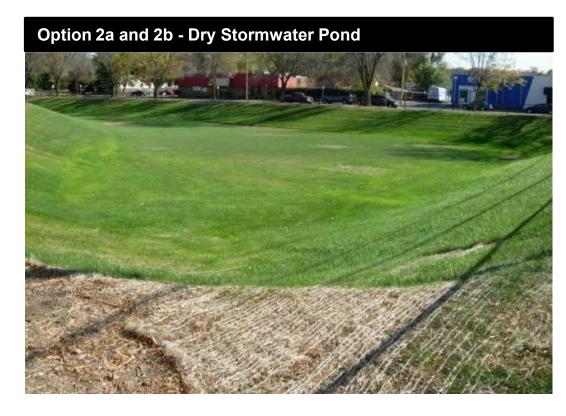


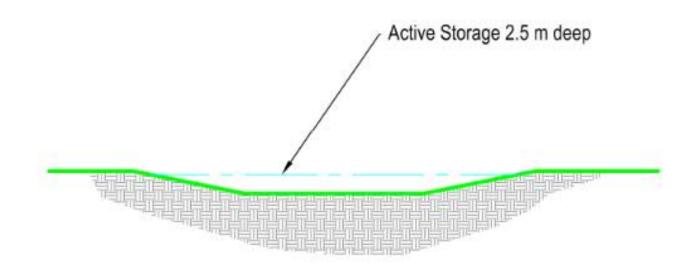


## Stormwater Management Facilities

**Option 2a – Dry Stormwater Pond** (SWM) facilities for quantity control with localized on-site quality control.

**Option 2b – Dry Stormwater Pond** (SWM) facilities for quantity control with localized on-site quality, quantity control and Low Impact Development (**LID**) controls to reduce end-of-pipe facility size.





Typical Dry Pond Cross Section





### **Stormwater Pond Alternatives Evaluation**

#### Preliminary Preferred ✓ = Option 1a – Wet Stormwater Pond (SWM) facilities

- ✓ Wet Ponds provide water quality control to mitigate the need for inline or onsite quality controls which are costly, difficult to maintain to ensure proper effectiveness.
- ✓ Can more easily accommodate added resiliency to account for climate change.
- ✓ SWM corridors incorporate natural spaces / linkages, adding an element for natural green infrastructure.
- ✓ Meets all SWM Regional requirements.
- ✓ Must consist of features to mitigate water fowl (as required by the Airport):
  - Minimizing pond permanent pool widths
  - Design consideration for plantings and landscape for waterfowl mitigation along the banks including trees and woody shrubs
  - Consideration for initial waterfowl mitigation after pond construction prior to the growth of mature vegetation

Stormwater Management Pond and Pump stations are Schedule B Projects.

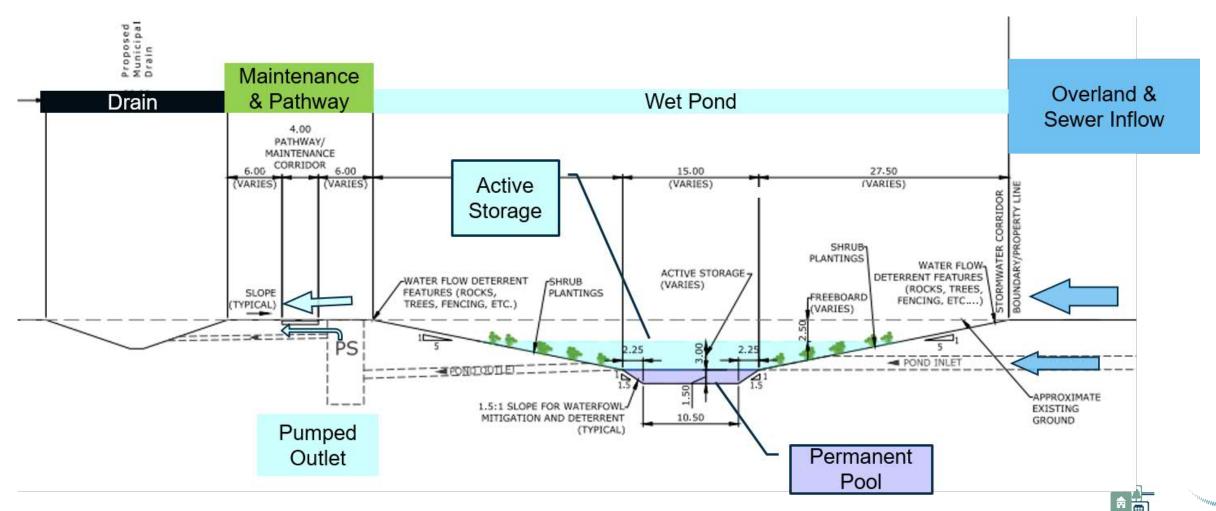
Approval of this study will allow the City to proceed with property acquisitions and construction of these facilities with the East Pelton and CR42 Secondary Plan Area.



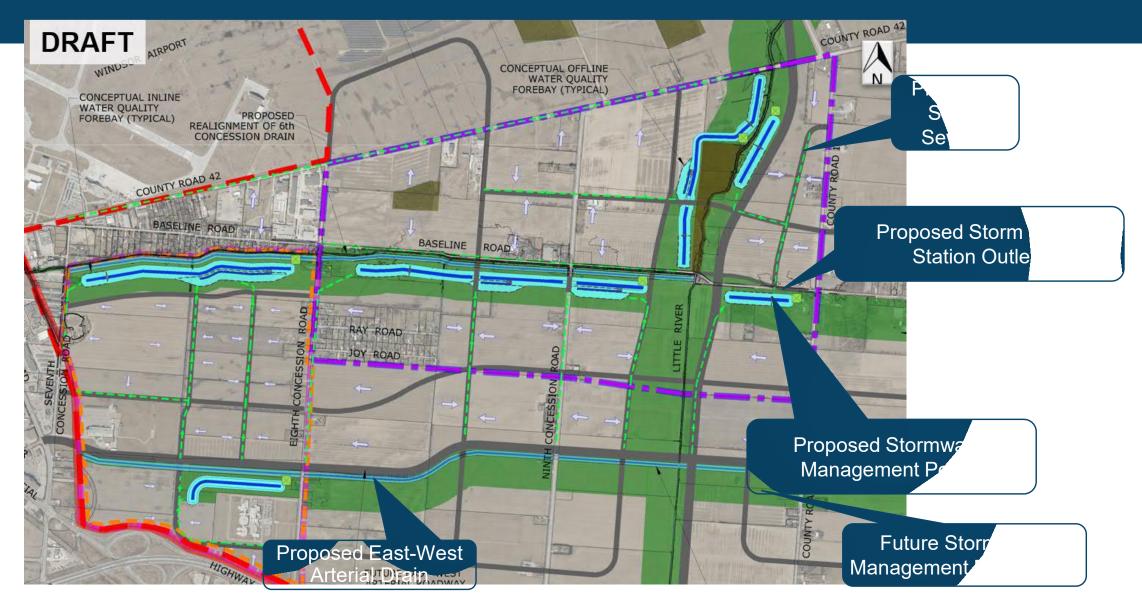


## Stormwater Management Facilities

Typical wet pond cross section, pathway/maintenance corridor, and drain:



## Stormwater Management Facilities







### **Storm Sewer Overview of Alternatives**

Three possible solutions are being considered for storm sewer servicing within the Sandwich South Area.

#### **Options Considered:**

Option 1 – Do Nothing

✓ Option 2 – Storm Sewer Network

Option 3 – Combined Open Drain and Storm Sewer Network

#### Preliminary Preferred = Option 2

- ✓ Less land area required to accommodate sewers.
- ✓ Low comparative maintenance cost.
- ✓ To provide resiliency to the system, the trunk storm sewers are being sized to serve a 1:10 year storm which is greater than the regional stormwater management guidelines.







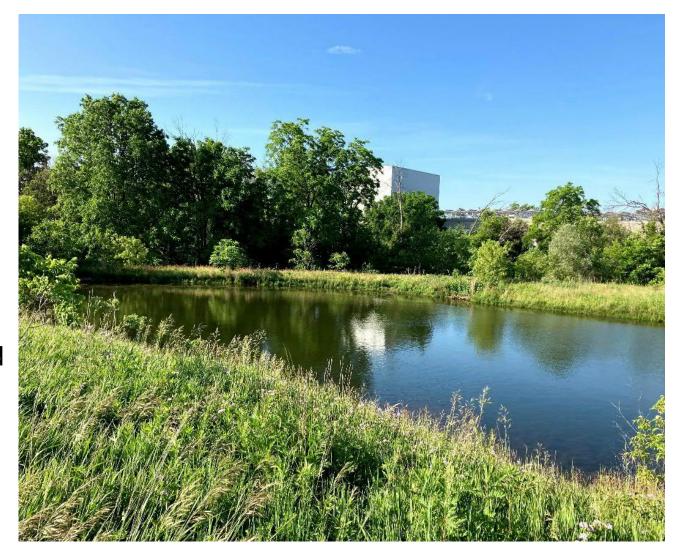
### **Natural Environment**

Natural heritage features will be incorporated into the Stormwater management corridors to protect preserve and, where appropriate, enhance the environment.

Connections between existing natural heritage features may include a variety of habitats and vegetation communities to allow for a variety of flora and fauna.

Natural heritage features and natural plantings will be incorporated into Stormwater management pond designs to deter waterfowl as a safety measure in the vicinity of the airport.

Interim methods to mitigate waterfowl habitat may be needed prior to vegetation reaching full maturity.







## Transportation





## **Transportation Problems & Opportunities**

#### **Problems**

- Current road network can only support a limited level of growth
- Lack of road capacity to serve full growth potential
- Few sidewalks or cycling facilities
- Lack East West connectivity

#### **Opportunities**

- Identify shared road network to support growth
- Can preserve space now for future road networks
- Can preserve space for sidewalks and cycling facilities
- Can preserve space for future transit service
- Establish a long term plan to improve the existing road network

#### **Network Options considered:**

Option 1 - Maintain Conceptual Road Network

- As established by the CR42 and East Pelton Secondary Plan Areas.
- ✓ Option 2 Modify Conceptual Road Network [preliminary preferred]
  - Modified to provide better connectivity to the greater study area.





## Transportation Overview of Alternatives



Problem/Opportunity 1: North-South capacity in the east

Problem/Opportunity 3: East-West Capacity





## Opportunity 1: N-S Capacity – East Study Area

To support development of the southeast portion of the study area, the need to expand the existing collector roadways would be required.

#### **Options Considered**

Option 1: Widen 10<sup>th</sup> Concession Road from 2 to 4 Lanes

✓ Option 2: Widen 9<sup>th</sup> Concession Road from 2 to 4 Lanes

#### Preliminary Preferred = Option 2

- ✓ 9<sup>th</sup> Concession Road will better accommodate future growth and future land uses.
- ✓ 9<sup>th</sup> Concession Road is more centralized within the Study Area.
- √ 10<sup>th</sup> Concession is less preferred as there will be a right-in/right-out only at County Road 42.



Image: Google Earth





## Opportunity 2: N-S Capacity – West Study Area

To support development of the southwest portion of the study area additional collector roadway capacity would be required.

#### **Options Considered**

Option 1: Widen 7<sup>th</sup> Concession Road from 2 Lanes to 4 Lanes

✓ Option 2: Widen 8<sup>th</sup> Concession Road from 2 Lanes and 4 Lanes

#### Preliminary Preferred = Option 2

- ✓ More central to the study area, making it useful to more residents, employees, and visitors.
- ✓ Will allow for a larger portion of the southeast Sandwich South lands to benefit.
- ✓ Easier for residents to make internal trips within the study area.



Image: Google Earth





## **Opportunity 3: East-West Collector Alignment**

To support development of the southwest portion of the study area the need to expand the existing collector roadways would be required.

#### **Options Considered:**

Option 1: Use Joy Road Right of Way

Option 2: Do Not Build Collector Between 8th and 9th

Concession

Option 3: Curve North to Connect with East Pelton Collector

✓ Option 4: Curve South to Connect with East Pelton Collector

#### Preliminary Preferred = Option 4

- ✓ Ray and Joy Road should remain local roads to mitigate impacts to existing residents.
- ✓ Less direct path across the study area, but maintains connectivity within the study area.





East-West

Collector



## Opportunity 4: Additional E-W Connection to Walker Road

To provide flexibility for connecting to Walker Road.

#### **Options Considered:**

✓ Option 1: Do Not Add Connection to Walker Road

Option 2: Add Connection to Walker Road

#### Preliminary Preferred = Option 1

- ✓ Does not impact businesses on 7<sup>th</sup> Concession and Walker Road.
- ✓ Does not require property acquisition.
- ✓ Consideration to provide active transportation linkage to provide cycle/pedestrian connectivity to Walker Rd.







## **Opportunity 5: Traffic Management on Baseline**

#### **Baseline Road – Residential Area**



Image: Google Earth

Public Information Centre #2: September 8, 2021





## Opportunity 5: Traffic Management on Baseline

Implement traffic management on Baseline Road between 7<sup>th</sup> and 8<sup>th</sup> Concession road to mitigate traffic and speed from future development growth.

#### **Options Considered:**

Option 1: Do Nothing

Option 2: Dead End Baseline Road at 8th Concession Road

✓ Option 3: Institute Traffic Calming Measures

#### Preliminary Preferred = Option 3

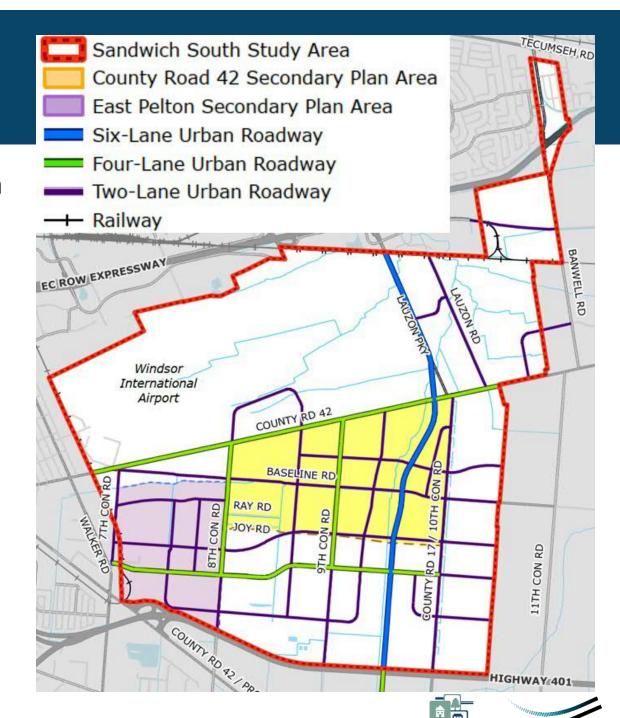
- ✓ Provides more direct emergency access.
- ✓ Supporting collector road network will support growth.
- ✓ Does not require property acquisition.





### **Ultimate Road Network**

- Proposed collector roads for the entire Sandwich South Study Area.
- This plan does not show proposed local roads or laneways required to support local subdivisions and commercial developments.
- Schedule C Environmental Assessments shall be undertaken to establish alignments, connections to Arterial Roadways.
- Coordination with adjacent municipalities is required as it relates to development external to study area.



## **Active Transportation**

All collector roadways will be designed to provide active transportation to be safe and conformable for All Ages and Abilities.

Infrastructure shall be in keeping with the City's upcoming Complete Streets Guideline.



**Protected Cycling Lane** 



**Cycle Track** 

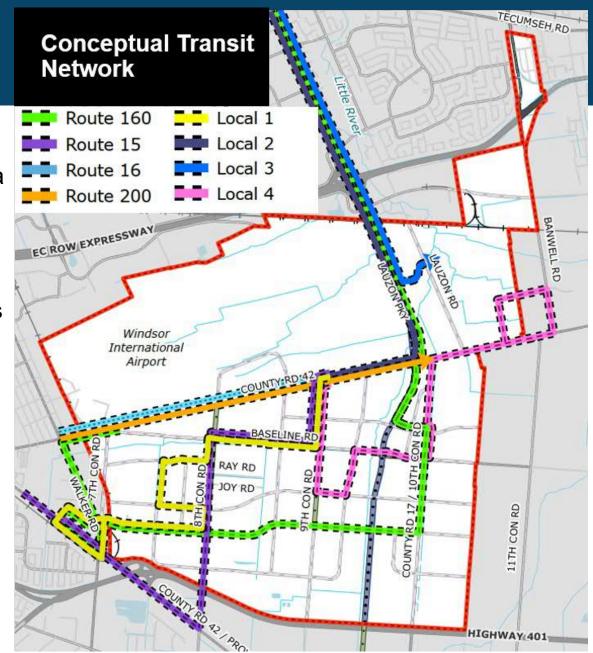




### **Draft Transit Network**

Built on recommendations of the 2019 Transit Master Plan

- Route 15: Downtown and the Devonshire Mall Transit Terminal via Howard Avenue. This route can be extended via County Road 42.
- Route 16: This route will serve the Hotel Dieu Grace Healthcare Terminal, Division Road, and County Road 42.
- Route 160: Will serve the Lauzon Parkway from the East End Bus Terminal to County Road 42. This route can be extended to serve County Road 17, the East-West Arterial, and Walker Road.
- Route 200: This route will serve County Road 42 and can be extended east to connect with Tecumseh.
- Local 1-4: New local routes will be required to provide coverage within the study area. Conceptual routing is shown in the figure below.







# Mitigation, Implementation & Staging





## **Potential Impacts and Mitigation**

Potential Impact	Proposed Mitigation
Construction & Maintenance	<ul> <li>Inform property owners about upcoming construction.</li> <li>Use construction best management practices to minimize disruption, such as controlling dust and following noise by-laws.</li> </ul>
Property Impacts	<ul> <li>Property acquisition or easements where necessary.</li> <li>Compensation for property acquisition will require further consultation with effected landowners.</li> </ul>
Archaeological Resources	<ul> <li>Complete necessary Stage 2 archaeological assessments prior to construction.</li> <li>Notify appropriate agencies should unexpected resources be recovered during construction.</li> </ul>
Natural Environment	<ul> <li>Minimize tree removal and replace any trees removed</li> <li>Development of mitigation plans to protect terrestrial and aquatic habitat.</li> <li>Obtain necessary regulatory permits</li> </ul>







## **Staging – Planned Improvements**

Project with the City's current capital works budget:

- Lauzon Parkway/CR42 Intersection Improvements;
- Drainage Act Report for the East-West Arterial Drain to divert drainage to mitigate flood risk for developable area. (Ongoing);
- 7<sup>th</sup> and 9<sup>th</sup> Concession Road Improvements; and
- First phase of the East-West Arterial Road at Walker Road.

This study will allow the stormwater management ponds and pump stations within the first development areas within the East Pelton and CR42 Secondary plan areas to proceed.







## **Staging – Development Driven Improvements**

As development is proposed the following servicing infrastructure will be implemented.

#### **Sanitary Servicing**

- Trunk sanitary sewers have been installed providing outlet to the SSMSP area.
- Where required to facilitate development, local sanitary sewers shall be extended.
- The level of development that can be accommodated prior to commencing necessary studies to expand the Little River Pollution Control Plant will be determined.

#### **Stormwater Ponds and Pump Stations**

- Pump Station and stormwater management pond construction will allow associated drainage areas to develop.
- Temporary stormwater management measures will be discouraged.



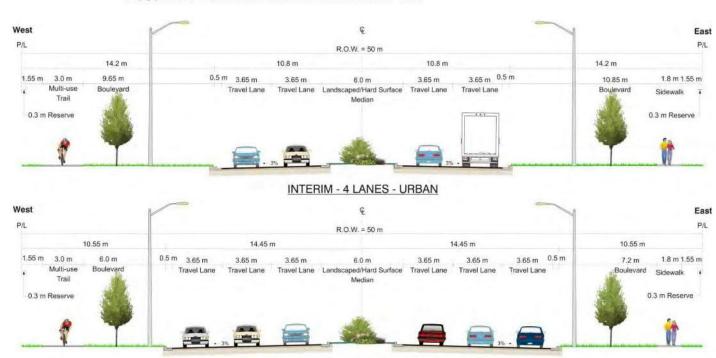


## Staging – Development Driven Improvements

#### **Transportation Network**

- The existing road network will support the initial stages of development.
- Several, already completed Environment Assessments, have established upgrades to be completed within the study area including:
  - Lauzon Parkway Extension
  - Upgrading CR42
  - Construction of the East-West Arterial Roadway
- Urbanization of proposed road rural roadways is recommended to provide active transportation linkages.
- As development proceeds the traffic demand will warrant the need to widen 8<sup>th</sup> and 9<sup>th</sup> Concession and to implement internal collector road networks.

EXHIBIT E-3: TYPICAL CROSS-SECTION LAUZON PARKWAY E.C. ROW EXPRESSWAY TO HIGHWAY 401



**ULTIMATE ALTERNATIVE - 6 LANES - URBAN** 

Schedule C EA's will be required for all collector roads that are not within one plan of subdivision.





## Implementation

- Class Environmental Assessment Approval
  - Storm and sanitary sewer projects within the existing road ROW do not require any further EA work (Schedule A/A+ projects).
  - Upon completion of this Master Servicing plan (subject to Council approval and public review) the City can proceed with implementation of ponds, trunk storm sewers, outlets to the respective municipal drainage outlets and stormwater pump stations (Schedule B projects).
  - Collector roads require additional EA work including further consultation before implementation (Schedule C projects).
- The study will confirm land acquisition requirements as well as estimated costs for the Schedule B projects (SWM Ponds and Pump Stations).
- Implementation will be subject to property acquisition, development pressure/advancement, and the availability of funding.





# Implementation

- Guidance for Development Design and Implementation
  - Development Manual specific to the Sandwich South Area will be developed.
  - Infrastructure design criteria and flood mitigation measures will be highlighted.
- Development Charges (DCs)
  - The City will recover development related capital costs from new development.
  - Area Specific DC Study for Sandwich South will be refined based on the findings of the SSMSP.
  - The SSMSP will provide cost estimates to feed into this study.
  - Cost estimates will be for all shared trunk sewer/watermain facilities, stormwater management ponds, pump stations and roadways.
- Sandwich South Lands Growth Management Study (Hemson)
  - Will be finalized based on the construction cost estimates provided by the SSMSP.



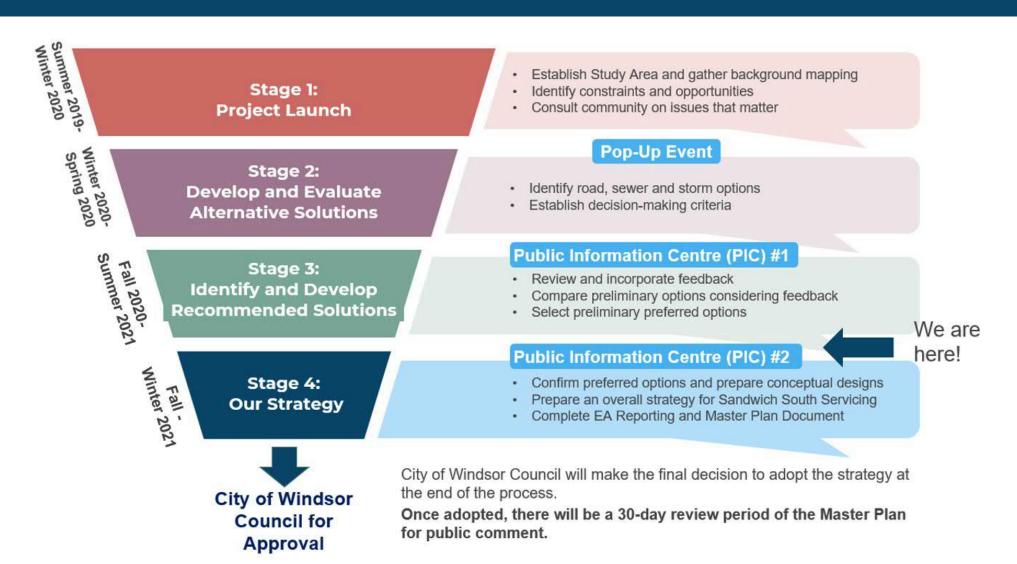


# Next Steps





# **Project Stages and Timing**







## **Next Steps**

# Finalize Preferred Solutions

### Implement Staging Plan

# Complete Master Plan

30 Day Review

- ✓ Review comments from ✓ PIC and other consultation
- ✓ Confirm functionality
- ✓ Develop cost estimates for the associated Development Charge Study.

- ✓ Identify priority projects
- Recommend implementation plan for high priority projects
- Refine land requirements for Schedule B Projects.

- Document consultation and design process
- ✓ Identify future EA requirements
- ✓ Present final Master Plan to Council

- ✓ Notice of Completion
- ✓ Provide public opportunity to review
- New Part II Order process





## **Upcoming Survey**

Visit the project website <u>www.sandwichsouth.ca</u> to view the materials presented and other information.

Provide us your comments and questions by completing the survey located on the site.



We want to hear your thoughts!

What do you like about these stormwater management options? What do you not like? What is missing?

You can provide your feedback by visiting the survey link:

https://www.surveymonkey.com/r/sandwichsouthPIC2

Or by scanning the QR code with your phone or tablet:





# Q & A











# Sandwich South Master Servicing Plan Municipal Servicing Alternative and Preferred Options Public Information Centre # 2 September 2021

#### 1.0 Purpose

The Sandwich South Master Servicing Plan (S.S.M.S.P.) is being completed to meet the requirements of a Master Plan under the Municipal Class Environmental Assessment. As such, the work must include consideration of alternative solutions for servicing infrastructure.

This document supplements the Sandwich South Master Servicing Plan (S.S.M.S.P.) Public Information Centre # 2 presentation to provide the public and project stakeholders a summary of the development of municipal servicing alternatives, the associated comparative evaluation and the preliminary preferred options to facilitate development of Sandwich South.

Municipal servicing is broken down into three distinct categories:

- Stormwater Management and Storm Sewer Servicing;
- Transportation; and
- Sanitary Sewer Servicing<sup>1</sup>.

<sup>&</sup>lt;sup>1</sup> Note: A sanitary servicing system for the Sandwich South study area will be prepared. All sanitary services will be within existing road allowances or in some cases within new road allowances set by the transportation work completed for this study. As such, these project are considered Schedule A+ projects under the Municipal Class Environmental Assessment and alternatives were not considered.

This document shall be reviewed in conjunction with the presentation and review materials that are available on the project website at <u>For more information</u>, <u>visit the project website at www.sandwichsouth.ca</u>.

#### **Project Objectives and Evaluation Criteria**

During earlier consultation on this project we gathered information and developed an "Issues that Matter" report that highlights the issues raised by the technical team and stakeholders. That report led us into developing the following objectives and evaluation criteria:

Manage flood risk

2.0

- To what extent can the alternative address surface flooding?
- Protect quality of life
  - o Is there potential property that would be required?
  - What are the potential impacts to cultural heritage (archaeology and built heritage)?
  - What are the potential construction related impacts?
  - Are there long term operation impacts on local residents and businesses?
  - Are there potential recreation opportunities?
- Be cost effective and provide value
  - What is the relative cost of the alternative?
  - Are there opportunities to reduce overall cost and/or reduce costs to taxpayers?
  - o What is the local economic benefit?
  - What is the level of complexity for construction and operation?
- Protect the natural environment
  - What are the environmental effects of the alternative?
  - Will there be impacts to species at risk?
  - o Is there an opportunity to protect natural spaces?
- Support the creation of a complete community
  - o Does the alternative support active modes of travel?
  - Does the alternative support a self-sufficient community?

- o Does the alternative provide an accessible solution?
- Protect health and safety
  - o Will this alternative reduce risk?
  - o Will this alternative improve safety?
- Align with existing infrastructure and studies
  - o How compatible is the alternative with existing and surrounding infrastructure?
- Build in resiliency
  - o How are infrastructure alternatives resilient to climate change?
- Build in flexibility
  - What is the potential for phasing the infrastructure alternative?
  - o How flexible and adaptable is the alternative to change?
  - Does the alternative allow us to accommodate future population and employment growth?

Each comparative evaluation is broken up into several tables, each table describes how each option is evaluated under each specific criteria listed above. Preferred alternatives represent the solution that is most preferred under most of the criteria categories. No scoring or weighting was used to evaluate these options.

#### 3.0 Stormwater Management

Stormwater management included overall strategy development, and servicing strategy. The options and evaluation of these items are included below.

#### 3.1 Surface Flooding

Problem/Opportunity: With the development of the Sandwich South study area there will be additional surface runoff that needs to be managed.

Past work on surface flooding in this area considered the following range of ways to manage runoff across the study area including:<sup>2</sup>

DILLON CONSULTING LIMITED
September 2021
www.dillon.ca

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<sup>&</sup>lt;sup>2</sup> Upper Little River Master Drainage and Stormwater Management Plan Environmental Assessment, Environmental Study Report, 2017

- 1. Do Nothing;
- 2. Water Quality and Erosion Control Only;
- 3. Communal Stormwater Facilities;
- 4. On-Line Quantity Control with Local Quality and Erosion Controls;
- 5. Distributed Off-Line SWM Controls; and
- 6. Grouped Off-Line SWM Controls.

The preferred alternative documented in this previous work was grouped off-line stormwater management controls. This means stormwater control ponds would be centralized along municipal drains, servicing one or more property. This is a cost-effective configuration, reducing the number of facilities to be maintained in the future. It also relies on stormwater management corridors that promote natural linkages along watercourses and greenways.

The work on the Sandwich South Master Servicing Plan is based on the results of the previous work and further considers options for implementing grouped off-line stormwater management controls.

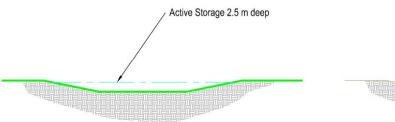
#### 3.1.1 Identifying Alternative Solutions

There are a number of design options to implement grouped off-line stormwater management controls. Five high level alternatives were considered for surface flooding management, which included:

- Do Nothing: Implements no site controls for surface water quality or quantity control.
- Option 1a: Wet ponds with a permanent pool of water.
- Option 1b: Wet ponds complemented by Low Impact Development controls throughout the neighbourhood.
  - These controls include underground storage, permeable pavement and vegetated features to help mimic the natural water cycle.
- Option 2a: Dry ponds with on-site quality control measures.
- Option 2b: Dry ponds with on-site quality control and Low Impact Development controls.

Pumping stations of the same capacity and in the same locations are required for all the surface flooding management alternatives. There are no specific pumping station alternatives to be considered.

**Figure 1** shows the differences between the wet and dry ponds proposed within the options above, including a typical cross-section, and a sample image of the constructed facility. Note that these are examples, and do not necessarily reflect the design of the ultimate preferred option facilities.



Typical Dry Pond Cross Section



Active Storage 2.5 m deep

Permanent Pool 1.5 m deep

Typical Wet Pond Cross Section



Figure 1: Typical Cross-Section and Images of Dry Pond (L) and Wet Pond (R)

#### 3.1.2 Evaluation

The five surface flooding management options were comparatively evaluated using the criteria previously noted. The following summarizes the results of the evaluation and a more detailed evaluation table is included as **Table 6.1** through **Table 6.10** at the end of this document.

The first alternative considered, 'Do Nothing' option, was found to be incompatible for the level of development and flooding management considered for this area.

Options 1a and 1b both implement a wet pond, with Option 1b utilizing Low Impact Development controls (LIDs) in addition to the wet pond.

Options 2a and 2b both implement a dry pond with on-site quality control measures. Option 2b utilizes LIDs in addition to the dry pond and quality control.

In the evaluation of the ponds, a key factor considered was the ability of each of the alternatives to meet quality and quantity objectives as set out by local conservation authority and other applicable regulators. The wet pond can be designed such that quality control can be provided within the pond proper, in addition to quantity control. While this will result in some maintenance works, they are expected to be infrequent and are straightforward to undertaken.

Conversely, the dry ponds do not allow for quality control and thus will have to include on-site quality control measures. These measures typically have higher maintenance requirements and will require additional space beyond the footprint of the dry pond.

The inclusion of LID controls in Options 1b and 2b were not found to significantly impact the quality or quantity of surface runoff that ultimately will reach the pond facilities, as compared to Options 1a and 2a wherein these controls were not included. In consideration of the ongoing maintenance requirements associated with LIDs, it is preferred that an alternatives be selected that does not include these controls.

Preliminary preferred alternative: Option 1a: wet ponds with a permanent pool of water.

#### 3.2 Stormwater Servicing

Problem/Opportunity: With future development of the Sandwich South study area there is a need to provide a stormwater servicing system.

With establishment of a surface flooding solution, options for implementation of a servicing system for future servicing and to direct storm flows to the proposed facilities established during evaluation of surface flooding options were evaluated.

#### 3.2.1 Identifying Alternative Solutions

Three alternatives were considered for the stormwater servicing strategy, which included:

- Option 1: Do Nothing:
  - No area-wide comprehensive storm conveyance system implemented.
- Option 2: Traditional Storm Sewer Network:
  - Enclosure of the existing municipal drain system and provision of buried stormwater trunk sewers.
- Option 3: Combined Open Drain and Storm Sewer Network:
  - Utilization of existing and new open drains in combination with buried storm sewers.

**Figure 2** shows a typical construction for infrastructure specified for the above options.



Figure 2: Storm Sewer Network (L) and Open Drain (R) Sample Images

Option 2 would utilize the pictured storm sewer network buried infrastructure, and Option 3 would use both types of pictured infrastructure.

#### 3.2.2 Evaluation

The three stormwater servicing options were comparatively evaluated using the criteria previously noted. The following summarizes the results of the evaluation and a more detailed evaluation table is included as **Table 6.11** through **Table 6.20** at the end of this document.

Option 1: Do Nothing, was found to be incompatible for the level of development and strategy considered for this area.

No provision of area-wide servicing infrastructure would put the onus of servicing on individual developments, requiring new development to utilize existing drains or implement site specific drainage systems to available outlets. Individual developments may then require additional stormwater storage onsite as the existing drain system has a lower level of service than a new stormwater conveyance system. This may result in reduced area available for development within the study area, and increase overall complexity and maintenance costs. In addition, floodplain extents would not be significantly altered, resulting in limitations in developable area.

Option 2: The infrastructure would be buried, thus maximizing the developable area within the right-of-way. Maintenance costs are low with buried infrastructure. Traditional storm sewer network would be designed for adequate flow capacity according to required design storms, and would reduce floodplain areas.

Option 3: This option is less conducive to development due to the area required for the drains (reduces developable area), and the maintenance costs associated with the open drains. Storm sewers would be designed for adequate quantity of flows according to required design storms, however existing drainage infrastructure is designed to a prior standard, thus the floodplain area would not be as reduced as with Alternative 2.

In the evaluation of the servicing alternatives, a key factor considered was the suitability of the alternative to meet development preferences within the area. Option 2 is preferred in multiple categories from this regard, including allowing maximum developable area, least maintenance costs, reduction of floodplain area, and increased public safety.

Preliminary preferred alternatives: Option 2: traditional storm sewer network.

#### **Transportation**

4.0

Additional traffic will be introduced as a result of development within the Sandwich South study area. To confirm the need for transportation improvements the team considered the following options:

- Do Nothing this option assumes that no improvements are made to the existing
  collector roadways in the area. This is not practical since the existing network lacks
  the facilities to serve the demand from pedestrians, cyclists, transit users, and
  vehicles that will come as development occurs.
- Expand the Network this option expands the road network to accommodate the
  travel demand. This can be accomplished through an emphasis on vehicular
  movements only, or with an emphasis on sustainable modes in addition to cars such
  as pedestrian, cycling and transit modes. Given the high level of development in the
  study area and few boundary roads, additional transportation facilities are needed
  and it will be important to reduce the auto mode share to manage travel demand.
- Consider Smaller Development while bringing fewer people and jobs to Sandwich South could result in less traffic and the highest level of service for vehicle travel, it does not fully accommodate the future population and employment that has been identified for this area.

The further transportation analysis in this document is based on the anticipated population and employment for the study area and the philosophy of expanding the road network with an emphasis on sustainable modes, including transit, vehicular and pedestrian modes. Travel demand was estimated through a traffic model informed by mode shares from City documents and development plans.

Transportation improvement alternatives to guide the development of a proposed network for Sandwich South were reviewed on 2 levels:

- Road Network Servicing Alternatives
  - What roadway and active transportation connections will be provide community linkages?
- Road Corridor Servicing Alternatives
  - What opportunities exist to support the proposed road network?

#### 4.1 Transportation Road Network Solutions

Problem/Opportunity: There is a need to develop a road network that best meets the future needs of the Sandwich South study area and provides a variety of transportation facilities for cars, transit, cycling and walking that are accessible for all ages and abilities.

Previous studies have been undertaken from which a conceptual road network was devised within the Secondary Plan areas. The conceptual road network was reviewed as part of this evaluation.

#### 4.1.1 Identifying Alternative Solutions

Two options were considered for the collector road network:

- Option 1: Maintain the existing conceptual road networks from previous planning studies; or
- Option 2: Use the existing conceptual road network as a base, but modify the network to better connect neighbourhoods and mitigate issues such as conflicts with environmental areas and network inefficiencies.

Specific local issues were considered in the development of a modified collector road network including:

- Separation from the Highway 401 Interchange: New intersections must be at least 200 metres away from ramps onto Highway 401.
- Crossing of Natural Areas: New roadways should not cross natural areas, where possible. At road crossings, natural road crossings or bridges should be considered.
- Connectivity: In the planned network, there is a lack of connectivity between the East Pelton Secondary Plan Area, the County Road 42 Secondary Plan Area and the balance of the study area. The plans can be modified to include a collector that traverses the entirety of the study area.
- Facilitation of Development: Now that more development specific details are available in East Pelton, some modifications can be made to the Secondary Plan road network.

In addition to the specific issues listed above, the following network planning principles below were used to guide the development of a collector road network:

#### 4.1.1.1 Connections

A well-connected network provides continuous direct routes to destinations, which
can be achieved by maximizing the number of connections to arterials. Based on the
traffic distribution and the study area's location in the City of Windsor, the general
orientation of traffic is to/from the north and west. Therefore, the major direction is

to maximize connections to Walker Road and County Road 42 west of Lauzon Parkway.

- In general, while considering an urban road network, 400 metre spacing between signalized intersections on arterial roads is ideal to provide the necessary coordination to achieve signal progression.
- Additional connections to the existing arterial road network, by distributing the
  turning movements among additional intersections, can effectively resolve the
  problem of excessive intersection turning volumes at congested intersections. These
  additional connections are derived from extending collector roads both internally
  and externally. This will help ease operational issues on Lauzon Parkway in particular.
- Additional lanes and roundabouts can also be introduced to certain intersections to increase traffic capacity.

#### 4.1.1.2 Corridors

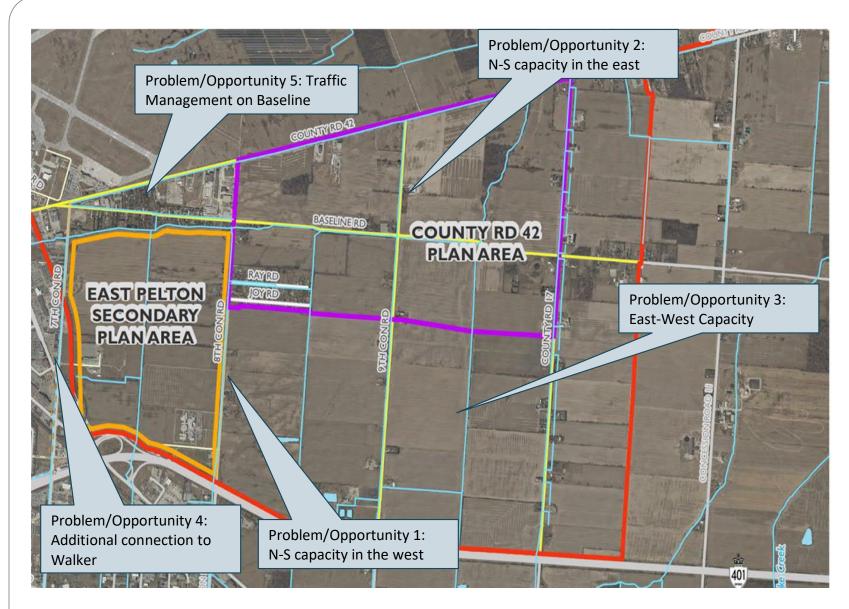
- Long and direct collector roads that link communities and serve local multi-modal demand is the first priority. This ensures that some internal trips can be served on the collector road network.
- According to generally accepted spacing guidelines, Arterial roads should be 2
  kilometres apart and collector roads should be 1 kilometre from other collectors and
  arterials. However, due to the high expected traffic volumes and constraints in the
  road network, spacing may be less in some locations.
- In order to enhance the development of the future urban area, the corridors should be able to provide enough capacity to carry the forecasted traffic volumes while offering the opportunity to extend beyond the study area in the future to accommodate future development. In addition, the corridors should include pedestrian and cycling infrastructure to serve active modes of transport and support sustainable development.
- Any collector roads added to the plan should extend those that are already included in the East Pelton and County Road 42 Secondary Plans.

#### 4.1.2 Evaluation

The two road network options were comparatively evaluated using the criteria previously noted. The following summarizes the results of the evaluation and a more detailed evaluation table is included as **Table 7.1** through **Table 7.8** at the end of this document.

Option 1 includes maintaining the conceptual road networks devised as part of previous studies. As the design has progressed for these areas, and noting the issues above, Option 1 would not allow for addressing some of the issues, therefore making it more difficult to travel between destinations within the study area, and adjacent areas. This option would therefore make it more difficult to access employment areas and businesses within the study area making it less suited to support growth (less efficient network).

Option 2 allows for modifications to the conceptual design, allowing the issues noted above to be addressed, and the concerns with Option 1 to be mitigated. As such, Option 2 is the preferred option.



**Figure 3: Road Corridor Problem/Opportunity Locations** 

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#### 4.2 Road Corridor Solutions

With establishment of a transportation road network, individual opportunities and problems were identified, for which road corridor solutions were evaluated.

#### 4.2.1 Identifying Alternative Solutions

- Problem/Opportunity 1: N-S capacity in the West
  - Alternatives solutions considered: Widening of Concession Road 7 or Concession Road 8 to four lanes.
- Problem/Opportunity 2: N-S capacity in the East
  - Alternative solutions considered: Widening of Concession Road 9 or Concession Road 10 to four lanes.
- Problem/Opportunity 3: East-West Collector Alignment
  - Alternative solutions considered: Use Joy Road Right-of-Way, do not build collector between 8<sup>th</sup> and 9<sup>th</sup> Concession, curve the alignment of East-West Collector North to connect with East Pelton collector or curve the alignment south to connect with East Pelton collector.
- Problem/Opportunity 4: Additional East-West Connection to Walker Road
  - Alternative solutions considered: Do not add a new connection, add an additional East-West connection from Concession Road 7 to Walker Road.
- Problem/Opportunity 5: Traffic management on Baseline Road
  - Alternative solutions considered: Traffic management on Baseline Road between Concession 7 and Concession 8, dead end Baseline Road at Concession 8.

The locations of the problems/opportunities are shown in **Figure 3**.

#### 4.2.2 Evaluation

For each problem/opportunity the alternatives were evaluated based on the criteria presented previously. The following summarizes the results of these evaluations. More detailed evaluation tables are included as **Table 7.9** through **Table 7.48** at the end of this document.

## 4.2.2.1 Problem/Opportunity 1: Additional North-South Capacity on Concession 7 vs Concession 8

Due to the level of traffic expected on the north-south roads in the study area, one of Concession Road 7 and Concession Road 8 should be widened to four lanes. Widening Concession Road 8 is the preferred alternative because it is more central to the study area making it more useful to residents, employees and visitors. Widening a road that is more centrally located allows for a larger portion of the Sandwich South lands to benefit and makes internal trips within the study area easier. Comparatively, Concession Road 7 is less preferred because it is on the periphery of the study area and will be right-in/right out at the East-West Arterial, limiting its utility.

Preliminary preferred alternative: Widen Concession 8 from 2 lanes to 4 lanes.

## 4.2.2.2 Problem/Opportunity 2: Additional North-South Capacity on Concession 9 vs Concession 10

Due to the level of traffic expected on the north-south roads in the study area, either Concession Road 9 or Concession Road 10 should be widened to four lanes. Both corridors are similar, however Concession Road 10 is planned to be right-in/right-out only at County Road 42 due to its proximity to Lauzon Parkway. Widening Concession Road 9 provides the most transportation flexibility as it is more central to the study area allowing a larger portion of the development area to benefit.

Preliminary preferred alternative: Widen Concession 9 from 2 lanes to 4 lanes.

#### 4.2.2.3 Problem/Opportunity 3: East-West Collector Alignment/Joy Road Traffic Management

In order to create a complete road network facilitating travel within the study area, several collector roads need to be added to the study area. However, there are few opportunities to add a collector that can traverse the entirety of the study area. There is an opportunity to add an east-west collector between Baseline Road and the East-West Arterial that can use the Joy Road right-of-way, curve north to connect with a collector in East Pelton, or curve south to connect with a collector in East Pelton. Due to the narrow right of way on Joy Road and the disruption to existing residents, using the Joy Road right of way is not preferred. Curving the road south is the preferred alternative as it avoids the Joy Road right of way.

#### Preliminary preferred alternative: Curve south to connect with East Pelton collector.

#### 4.2.2.4 Problem/Opportunity 4: Additional East-West Connection to Walker Road

There are only two future connections from the study area to Walker Road, County Road 42 and the East-West Arterial. The potential to add another connection to Walker Road at Concession 7 was explored. From a traffic operations perspective there would be some improvement to the Walker Road / County Road 42 intersection, however the impact would be minimal. In addition, a new connection would require likely require property acquisition and could impact businesses on Concession 7 and Walker Road. Therefore, the benefits of an additional connection to Walker Road are considered minimal compared to the costs. The City will consider ways to provide an active transportation link to provide additional cycling/pedestrian connectivity to Walker Road.

Preliminary preferred alternative: Do not add vehicular connection to Walker Road. Consider opportunities to provide an active transportation link.

#### 4.2.2.5 Problem/Opportunity 5: Baseline Road Traffic Management

There is an existing residential community on Baseline Road between Concession Road 7 and Concession Road 8. With the future development of Sandwich South, traffic volumes on this corridor are likely to increase, disrupting existing residents. A dead-end on Baseline Road at Concession Road 8 would solve this problem, however it introduces emergency access issues due to the length of the cul-de-sac that would be created. Therefore, the preferred option is to institute traffic calming measures that will lower the amount of traffic travelling on this corridor, while still allowing access for emergency vehicles and some vehicle traffic.

Preliminary preferred alternative: Institute traffic calming measures.

#### **Conclusion**

5.0

The following list the preliminary preferred alternatives for servicing the Sandwich South study area:

- Wet ponds with a linear, narrow permanent pool of water to capture surface flooding and provide quality control including water flow mitigation measures;
- A traditional enclosed storm sewer network;
- Adoption of a conceptual road network modified from that presented in previous studies;
- Widening of Concession Road 8 from 2 lanes to 4 lanes;
- Widening of Concession Road 9 from 2 lanes to 4 lanes;
- Development of an east-west collector traversing the full study area south of Joy Road south to connect with the East Pelton collector;
- No additional vehicular connection to Walker Road but consideration of an active transportation connection; and
- Traffic calming measures on Baseline Road between Concession 7 and Concession 8.

Subject to comments received during consultation, the above list of preliminary preferred alternatives will become the proposed servicing plan for Sandwich South.

The future Environmental Study Report will identify whether any further environmental assessment work is required for the proposed infrastructure and will include further information on potential effects and proposed mitigation, and staging and implementation.

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#### **Stormwater Management Alternatives** 6.0

#### **Evaluation of Alternative Solutions for Stormwater Management** 6.1

**Table 6.1: Manage Flood Risk** 

Criteria	Do nothing	Option 1a: Wet ponds with a permanent pool of water	Option 1b: Wet ponds complemented by Low Impact Development controls	Option 2a: dry ponds with on- site quality control measures	Option 2b: dry ponds with on- site quality control and Low Impact Development controls
To what extent can the alternative address surface flooding?	Poorly.  Only current level of development may be protected.	Very Well.  This Option will decrease surface flooding risks in downstream watercourses.	Same as Option 1a	Same as Option 1a	Same as Option 1a
Preference	Least Preferred	Most Preferred	Most Preferred	Most Preferred	Most Preferred

**Table 6.2: Protect Quality of Life** 

Criteria	Do nothing	Option 1a: Wet ponds with a permanent pool of water	Option 1b: Wet ponds complemented by Low Impact Development controls	Option 2a: dry ponds with on- site quality control measures	Option 2b: dry ponds with on- site quality control and Low Impact Development controls
Is there potential property that would be required?	No.	Highest requirement.  Largest property acquisition requirements to accommodate size of pond facilities	Same as Option 1a	Moderate requirement.  Less property requirements compared to Option 1a to accommodate size of pond facilities.	Same as Option 2a
What are the potential impacts to cultural heritage (archaeology and built heritage)?	Low.  No additional ground disturbance will be required to maintain existing conditions.	High.  Ground disturbance is required within areas identified as high potential and therefore Stage 2 archaeological assessments will be required in advance of any ground disturbance.  Low potential for impact to build heritage features.	Same as Option 1a	Moderately High.  Dry ponds will require a generally smaller footprint of disturbance. Areas have been identified as high potential and therefore Stage 2 archaeological assessments will be required in advance of any ground disturbance.  Low potential for impact to build heritage features.	Same as Option 2a

Criteria	Do nothing	Option 1a: Wet ponds with a permanent pool of water	Option 1b: Wet ponds complemented by Low Impact Development controls	Option 2a: dry ponds with on- site quality control measures	Option 2b: dry ponds with on- site quality control and Low Impact Development controls
What are the potential construction related impacts to the public/community? (Noise, dust, vibration)	Low.  No immediate impacts due to no immediate construction activities.  Eventual developments may incur potential noise, vibrational and dust impacts as localized development occurs.	Moderate.  Construction of pond facility may result in noise, vibration and dust impacts to adjacent properties.  Eventual development may incur potential noise, vibrational and dust impacts as localized development occurs.	Same as Option 1a.	Same as Option 1a.	Same as Option 1a.
What are the potential construction related impacts? (Municipal Capital Works impacts)	**may need P.S. as well – check that this is included. Limits development or needs extra infrastructure	Ponds will be constructed prior to occupation.  Protection of existing open drains will need to be implemented.	Moderate.  Ponds will be constructed prior to occupation. Low Impact Development will have some additional construction impacts due to additional time and project complexity and will require occasional refurbishment/reconstruction during the lifecycle.	Ponds will be constructed prior to occupation. On-site quality control measures will be required across the community, needed to replace wet pond quality control	Same as Option 1b
Are there long term operation impacts on local residents and businesses?	High.  Onsite stormwater controls will require regular maintenance requiring additional costs to private property owners.  Effectiveness and maintenance of private property controls difficult to enforce which presents a risk to the municipal and private systems.	Low.  Pond maintenance will be required including landscape and matineance of water fowl mititation features	High.  Pond maintenance will be required. Low Impact Development controls across the community will require regular maintenance.	High.  Pond maintenance will be required including landscaping and maintenance of the dry pond footprint. Additional maintenance required for upstream quality control infrastructure such as oil and grit separators.	High.  Pond maintenance will be required. Low Impact Development controls across the community will require regular maintenance.
Are there potential recreation opportunities?	No.	Yes.  Trail corridors along pond facilities will support local opportunities.	Same as Option 1a	Same as Option 1a	Same as Option 1a

Criteria	Do nothing	Option 1a: Wet ponds with a permanent pool of water	Option 1b: Wet ponds complemented by Low Impact Development controls	Option 2a: dry ponds with on- site quality control measures	Option 2b: dry ponds with on- site quality control and Low Impact Development controls
Preference	Most Preferred	Less Preferred	Least Preferred	Less Preferred	Less Preferred

**Table 6.3: Be Cost Effective and Provide Value** 

Criteria	Do nothing	Option 1a: Wet ponds with a permanent pool of water	Option 1b: Wet ponds complemented by Low Impact Development controls	Option 2a: dry ponds with on- site quality control measures	Option 2b: dry ponds with on- site quality control and Low Impact Development controls
	None. All costs will be the	Moderate.  Centralized facilities are cost-	High.  Centralized facilities are cost-	Moderate.  Centralized facilities are cost-	Highest.  Centralized facilities are cost-
What is the relative cost of the alternative?	responsibility of private property owners.	effective to construct and maintain.  Requires a number of pump stations.	effective to construct and maintain. Requires a number of pump stations. Low Impact Development controls increase capital cost by approximately \$120M.	effective to construct and maintain. Requires a number of pump stations. Localized on-site quality controls would be less costly than Low Impact Development controls.	effective to construct and maintain. Requires a number of pump stations. Low Impact Development controls increase capital cost by approximately \$120M and on-site quality controls increase cost further.
Are there opportunities to reduce overall cost and/or reduce costs to taxpayers?	Not Applicable.  Do nothing alternative will not result in increased costs to taxpayers.	Yes.  Centralized facilities are costeffective to construct and maintain.	No.  Due to uncertain reliability, Low Impact Development controls would not decrease the size and cost of downstream ponds.	No. Localized on-site quality controls would be less efficient to operate than downstream centralized wet ponds. Operating costs for localized onsite quality controls would be borne directly by property owners.	No. Localized on-site quality and Low Impact Development controls would be less efficient to operate than downstream centralized wet ponds. Operating costs for localized on-site quality and Low Impact Development controls would be borne directly by property owners.

Criteria	Do nothing	Option 1a: Wet ponds with a permanent pool of water	Option 1b: Wet ponds complemented by Low Impact Development controls	Option 2a: dry ponds with on- site quality control measures	Option 2b: dry ponds with on- site quality control and Low Impact Development controls
What is the local economic benefit?	Low.  Development can commence sooner (with no infrastructure works having to be done in advance). Upon development, stormwater management measures will need to be implemented on private property reducing the developable area and require additional capital and maintenance costs.	Moderate.  Greater area required to accommodate centralized stormwater management facility.	Same as Option 1a.	High.  Greatest area available for development based on the smallest comparative pond footprint.	Same as Option 2a.
What is the level of complexity for construction and operation? (Capital developments)	Low.  No construction and as-is operation.	Lowest.  Long-standing experience with standard wet pond measures.	High.  Windsor Essex SWM guidelines noted challenges related to LID design and implementation including budgetary constraints to meet operation and maintenance demands, ownership and restrictive covenants on private properties, and space constraints in right of ways to achieve pre-treatment and to avoid utilities.	Moderate.  Private landowners will be responsible for construction and operation of on-site quality control measures. Maintenance of on-site quality control measures may require inspection and oversight by the City to ensure proper operation and to receive credit in MECP Environmental Compliance Approval.	Highest.  Windsor Essex SWM guidelines note challenges for LIDs including budgetary constraints to meet operation and maintenance demands, ownership and restrictive covenants on private properties, and space constraints in right of ways to achieve pre-treatment and to avoid utilities.

Criteria	Do nothing	Option 1a: Wet ponds with a permanent pool of water	Option 1b: Wet ponds complemented by Low Impact Development controls	Option 2a: dry ponds with on- site quality control measures	Option 2b: dry ponds with on- site quality control and Low Impact Development controls
What is the level of complexity for construction and operation? (Local developments)	High.  Private landowners will be responsible for construction and operation of on-site quantity and quality control measures.  Maintenance of on-site quality control measures may require inspection and oversight by the City to ensure proper operation and to receive credit in MECP.  Due to existing conditions of drainage infrastructure, developments may require localized pumping stations to achieve outlet to existing drainage infrastructure (open drains).	Low.  Quality and quantity stormwater management requirements are met and therefore facilities are not required at localized developments.	Similar to Option 1a, however additional construction and operation complexity due to the implementation of LIDs.	Same as Option 1a.	Same as Option 1b
Preference	Less Preferred	Most Preferred	Least Preferred	Less Preferred	Less Preferred

**Table 6.4: Protect the Natural Environment** 

Criteria	Do nothing	Option 1a: Wet ponds with a permanent pool of water	Option 1b: Wet ponds complemented by Low Impact Development controls	Option 2a: dry ponds with on- site quality control measures	Option 2b: dry ponds with on- site quality control and Low Impact Development controls
What are the environmental effects of the alternative?	Neutral.  No anticipated change in environmental impact.	Positive.  Meets water quality treatment requirements.  Does not control water balance however no there are no local requirements, and limited opportunities to efficiently recharge groundwater and reduce stormwater runoff volumes.  Central pond corridor incorporates naturalized green infrastructure.	Positive.  Exceeds water quality treatment requirements, as Low Impact Development controls provide redundant, additional treatment capacity.  Low Impact Development controls limits water balance impacts of urbanization.  Central pond corridor incorporates naturalized green infrastructure.	Neutral.  Dry ponds and on-site quality controls may not meet local water quality treatment requirements. Maintenance of on-site quality control measures may require inspection and oversight by the City to ensure proper operation and to receive credit in MECP Environmental Compliance Approval.  Central pond corridor incorporates naturalized green infrastructure.	Neutral.  Dry ponds and other controls may not meet local water quality treatment requirements. Maintenance of on-site quality control measures may require inspection and oversight by the City to ensure proper operation and to receive credit in MECP Environmental Compliance Approval.  Central pond corridor incorporates naturalized green infrastructure.
Will there be impacts to species at risk?	Lowest  No anticipated change in impact.	Moderate.  Some species at risk found within study area, however mitigation strategies can be implemented to reduce impact.	Same as Option 1a.	Same as Option 1a.	Same as Option 1a.
Is there an opportunity to protect natural spaces?	No.	Yes. Central pond corridor can be integrated with adjacent natural spaces. Provides opportunity to implement a Natural Heritage System.	Same as Option 1a	Same as Option 1a	Same as Option 1a
Preference	Less Preferred	Less Preferred	Most Preferred	Least Preferred	Least Preferred

**Table 6.5: Support the Creation of a Complete Community** 

Criteria	Do nothing	Option 1a: Wet ponds with a permanent pool of water	Option 1b: Wet ponds complemented by Low Impact Development controls	Option 2a: dry ponds with on- site quality control measures	Option 2b: dry ponds with on- site quality control and Low Impact Development controls
Does the alternative support a self-sufficient community?	No.  Dependency on adjacent infrastructure for quantity control.	Yes.  Stormwater management services are provided in the local community. Quality and quantity control will be provided within the local community – no impacts upstream or downstream.	Same as Option 1a	Same as Option 1a	Same as Option 1a
Preference	Least Preferred	Most Preferred	Most Preferred	Most Preferred	Most Preferred

**Table 6.6: Protect Health and Safety** 

Criteria	Do nothing	Option 1a: Wet ponds with a permanent pool of water	Option 1b: Wet ponds complemented by Low Impact Development controls	Option 2a: dry ponds with on-site quality control measures	Option 2b: dry ponds with on-site quality control and Low Impact Development controls
Will this alternative reduce risk?	No.  No change in flooding risk.	Yes. Flood control criteria will reduce risks associated with flooding in watercourses and drains.	Same as Option 1a	Same as Option 1a	Same as Option 1a
Will this alternative improve safety?	No. The existing storm network is designed to accommodate smaller rain events. Areas are susceptible to flooding under extreme rain events.	Yes.  The stormwater management network will be designed to reduce upstream surface flooding during major rain events.  Implementation of the stormwater management network, coupled with maintenance of minimum flood protection elevations, will minimize surface flooding and allow for safer travel on roadways and maintain emergency access.	Same as Option 1a	Same as Option 1a	Same as Option 1a
Preference	Least Preferred	Most Preferred	Most Preferred	Most Preferred	Most Preferred

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**Table 6.7: Align with Existing Infrastructure and Studies** 

Criteria	Do nothing	Option 1a: Wet ponds with a permanent pool of water	Option 1b: Wet ponds complemented by Low Impact Development controls	Option 2a: dry ponds with on- site quality control measures	Option 2b: dry ponds with on- site quality control and Low Impact Development controls
How compatible is the alternative with existing and surrounding infrastructure?	Not Applicable	Very compatible.  The option is compatible with upstream and downstream drainage systems.	Same as Option 1a	Same as Option 1a	Same as Option 1a
Preference	Least Preferred	Most Preferred	Most Preferred	Most Preferred	Most Preferred

Table 6.8: Build in Resiliency

Criteria	Do nothing	Option 1a: Wet ponds with a permanent pool of water	Option 1b: Wet ponds complemented by Low Impact Development controls	Option 2a: dry ponds with on- site quality control measures	Option 2b: dry ponds with on- site quality control and Low Impact Development controls
How does the infrastructure alternative address climate change?	Does not address climate change.	Adaptation: ponds facilities incorporate design safety factors to account for potential higher future rainfall intensities.  Mitigation: naturalized pond corridors promote carbon sequestration (e.g., approx. 0.26 tC/hectare/year for recreational open space).	Adaptation: ponds facilities incorporate design safety factors to account for potential higher future rainfall intensities. Low Impact Development controls provide additional redundancy.  Mitigation: naturalized pond corridors promote carbon sequestration (e.g., approx. 0.26 tC/hectare/year for recreational open space).	Adaptation: ponds facilities incorporate design safety factors to account for potential higher future rainfall intensities.  Mitigation: naturalized pond corridors promote carbon sequestration (e.g., approx. 0.26 tC/hectare/year for recreational open space).	Adaptation: ponds facilities incorporate design safety factors to account for potential higher future rainfall intensities. Low Impact Development controls provide additional redundancy.  Mitigation: naturalized pond corridors promote carbon sequestration (e.g., approx. 0.26 tC/hectare/year for recreational open space).
Preference	Least Preferred	Less Preferred	Most Preferred	Less Preferred	Most Preferred

Table 6.9: Build in Flexibility

Criteria	Do nothing	Option 1a: Wet ponds with a permanent pool of water	Option 1b: Wet ponds complemented by Low Impact Development controls	Option 2a: dry ponds with on- site quality control measures	Option 2b: dry ponds with on- site quality control and Low Impact Development controls
What is the potential for phasing the infrastructure alternative?	Low.  Without a detailed stormwater management plan, upstream development may have a negative impact on downstream areas. This option will not include a comprehensive servicing plan (which would have provided a framework for all municipal servicing needs including other water, wastewater and transportation servicing needs). Phasing of development may increase in complexity and have limitations.	High.  Pond facilities can be phased to accommodate each service area. The secondary plan areas have been subdivided into subdrainage areas that each have an individual outlet to the existing drain network. Development upstream will not have impacts to the downstream system as phasing occurs.	Same as Option 1a	Same as Option 1a	Same as Option 1a
How flexible and adaptable is the alternative to change?	Existing infrastructure is not flexible to change.	Moderately Flexible.  Drainage catchment may be retrofitted with Low Impact Development controls in the future if required.	Limited Flexibility.  Low Impact Development controls in the catchment may be increased in capacity in the future if required.	Highly Flexible.  Dry ponds may be converted to wet ponds in areas where land is available (e.g., adjacent corridor).  Drainage catchment may be retrofitted with Low Impact Development controls in the future if required.	Moderately Flexible.  Dry ponds may be converted to wet ponds in areas where land is available (e.g., adjacent corridor).  Low Impact Development controls in the catchment may be increased in capacity in the future if required.

Criteria	Do nothing	Option 1a: Wet ponds with a permanent pool of water	Option 1b: Wet ponds complemented by Low Impact Development controls	Option 2a: dry ponds with on- site quality control measures	Option 2b: dry ponds with on- site quality control and Low Impact Development controls
Does the alternative allow us to accommodate future population and employment growth?	No.  Lack of capacity within stormwater management facilities and existing floodplain area will negatively impact the possible future population and employment growth (impacting area available for development).  Requirement for developments to have localized stormwater quantity and quality controls will	Yes.  Future population and employment growth are accommodated by stormwater controls under this option.	Yes.  Future population and employment growth are accommodated by stormwater controls under this option.	Yes. Future population and employment growth are accommodated by stormwater controls under this option.	Yes. Future population and employment growth are accommodated by stormwater controls under this option.
Preference	impact the developable lands available thus reducing the achievable growth.  Least Preferred	Most Preferred	Less Preferred	Less Preferred	Most Preferred

#### **Table 6.10: Overall Preference**

Criteria	Do nothing	Option 1a: Wet ponds with a permanent pool of water	Option 1b: Wet ponds complemented by Low Impact Development controls	Option 2a: dry ponds with on-	Option 2b: dry ponds with on- site quality control and Low Impact Development controls
Overall Preference	Less Preferred	Most Preferred Solution	Less Preferred	Less Preferred	Less Preferred

**Table 6.11: Manage Flood Risk** 

Criteria	Option 1: Do Nothing	Option 2: Traditional Storm Sewer Network	Option 3: Combined Open Drain and Storm Sewer Network
To what extent can the alternative address surface flooding?	This alternative will not address surface flooding on a greater secondary plan area.	Highest  The municipal storm sewer system will be designed to convey a 1:5 year return period and mitigate surface flooding within municipal ROWs to acceptable depths under the 1:100 year storm.	Same as Option 2.
Preference	Least Preferred	Most Preferred	Most Preferred

Table 6.12: Protect Quality of Life

Criteria	Option 1: Do Nothing	Option 2: Traditional Storm Sewer Network	Option 3: Combined Open Drain and Storm Sewer Network
Is there potential property that would be required?	No. It is assumed that the existing municipal drains, roadside drains and storm sewers would remain in place.	Yes.  Property requirements would be consistent with corridors required for other linear infrastructure (transportation development, water distribution, etc.)	Yes.  Property requirements would be consistent with corridors required for other linear infrastructure (transportation development, water distribution, etc.), however a wider ROW will be required to accommodate width of open drains.
What are the potential impacts to cultural heritage (archaeology and built heritage)?	Low.  No additional ground disturbance will be required to maintain existing conditions.	High.  Ground disturbances and construction will be designed to maintain integrity of cultural heritage assets. Studies will identify areas of concern.	Highest.  Ground disturbances and construction will be designed to maintain integrity of cultural heritage assets. Studies will identify areas of concern. This solution has comparative greater impact areas then Option 2.
What are the potential construction related impacts?	None.  No construction required.	Highest level of impact.  Construction of storm sewer network will require ground disturbance varying in depth along entirety of network. Longest expected construction timeline.	High level of impact.  Construction of sewer network will require ground disturbance varying in depth along entirety of network. Level of disturbance required to construct open drains is less than storm sewer construction.

Criteria	Option 1: Do Nothing	Option 2: Traditional Storm Sewer Network	Option 3: Combined Open Drain and Storm Sewer Network
Are there long term operation impacts on local residents and businesses?	Yes.  Operation for open ditches will require routine maintenance. Any localized facilities with private property development areas would require routine maintenance for proper operation.	No. Operational activities will be minimal.	Yes.  Open ditches will require routine maintenance.
Preference	Most Preferred	Less Preferred	Least Preferred

**Table 6.13: Be Cost Effective and Provide Value** 

Criteria	Option 1: Do Nothing	Option 2: Traditional Storm Sewer Network	Option 3: Combined Open Drain and Storm Sewer Network
What is the relative cost of the alternative?	No cost.	Highest cost.  Construction of underground sewer facilities carry the highest construction cost.	Moderate cost.  Underground sewer facilities will carry a higher construction cost, however surface drains will have a lower construction cost than underground.
Are there opportunities to reduce overall cost and/or reduce costs to taxpayers?	No controls in place for quality or quantity of flow may increase cost to taxpayers as a result of flood risk.	Low maintenance costs associated with storm sewer network.  Reduced potential cost as a result of risk of flooding.	Some maintenance costs will be incurred to maintain the open drains. Increased costs to taxpayers.  Reduced potential cost as a result of risk of flooding.
What is the local economic benefit?	Low.  Development can commence sooner (with no infrastructure works having to be done in advance), however developable area is lesser than other alternatives.	Maximizes developable lands.  Storm sewer network can be constructed within the proposed road right-of-way, requiring no additional space.	Provides increase in developable lands.  Where storm sewer network is constructed, developable lands will be maximized, however where open drains are maintained they will require land area which cannot be used for development.
What is the level of complexity for construction and operation? (Capital infrastructure works)	Low.  No additional construction is required.	Moderate.  Moderate construction complexity for storm sewer network. Low anticipated operational requirements for storm sewers.	Moderate.  Greatest construction complexity for storm sewer network. Low anticipated operational requirements for storm sewers. Moderate operational requirements for open drains.

Criteria	Option 1: Do Nothing	Option 2: Traditional Storm Sewer Network	Option 3: Combined Open Drain and Storm Sewer Network
What is the level of complexity for construction and operation? (Development infrastructure works)	High.  Ultimate buildout will require construction and operation of stormwater facilities throughout the developments. Existing drainage scheme will result in requirement for pumping stations throughout developments to achieve positive drainage. Localized facilities will be required throughout development area.	Low.  Sufficient drainage and stormwater management will be provided by the proposed capital works. Minimal infrastructure will require construction/ operation at the development level.	Same as Option 2.
Preference	Less Preferred	Most Preferred	Less Preferred

**Table 6.14: Protect the Natural Environment** 

Criteria	Option 1: Do Nothing	Option 2: Traditional Storm Sewer Network	Option 3: Combined Open Drain and Storm Sewer Network
	Low impacts.	Moderate impacts.	Moderate/Low impacts.
What are the environmental effects of		Removal of existing open drains may remove natural areas, however drains provide minimal natural benefits due to maintenance requirements.	Removal of existing open drains may remove natural areas, however drains provide minimal natural benefits due to maintenance requirements.
the alternative?		End-of-pipe facilities can be used to mitigate losses of natural areas (drains).	Maintenance of some open drains may mitigate some losses.
		Natural Heritiage Areas will be not disturbed.	Natural Heritiage Areas will be not disturbed.
Will there be impacts to species at risk?	None.	Moderate.  Some species at risk found within open drains in the study area. Removal of open drains will result in negative impact to species at risk. Due to type of species found, mitigation may be possible through transplanting or utilization of pond areas.	Same as Option 2.
Is there an opportunity to protect natural spaces?	None.	Stormwater management facilities will provide opportunity for naturalization and select species habitat (for the exception of avian species due to airport safety restrictions)	Same as Option 2.
Preference	Most Preferred	Less Preferred	Less Preferred

**Table 6.15: Support the Creation of a Complete Community** 

Criteria	Option 1: Do Nothing	Option 2: Traditional Storm Sewer Network	Option 3: Combined Open Drain and Storm Sewer Network
Does the alternative support a self-sufficient community?	No.  Dependency on adjacent infrastructure for quantity control.	Yes.  Localized storm sewers will convey storm water flows to management facilities provided in the local community. Quantity control and storage reduces downstream risk of flooding.	Same as Option 2.
Preference	Less Preferred	Most Preferred	Most Preferred

**Table 6.16: Protect Health and Safety** 

Criteria	Option 1: Do Nothing	Option 2: Traditional Storm Sewer Network	Option 3: Combined Open Drain and Storm Sewer Network
Will this alternative reduce health risk?	No.  Existing road-side facilities carry risk to public safety due to topographical and water hazard.  Localized facilities will be required to be designed to minimize risk of creating habitat for waterfowl, which increases risk at the adjacent airport lands.	Yes.  Reduced number of open drains (risk to public safety due to topographical and water hazard).  New stormwater pond facilities and remaining open drains will be designed such that risk to public safety is minimized, through consideration of side slopes and pond depths.  Pond facilities will further be designed to minimize waterfowl habitat to minimize risk to adjacent airport lands.	Moderate.  Open drains will remain, which pose a risk to public safety due to topographical and water hazard. Where possible, open drains can be redesigned to reduce risk (in greenspace areas).  New stormwater pond facilities will be designed such that risk to public safety is minimized, through consideration of side slopes and pond depths.  Pond facilities will further be designed to minimize waterfowl habitat to minimize risk to adjacent airport lands.
Preference	Less Preferred	Most Preferred	Most Preferred

**Table 6.17: Align with Existing Infrastructure and Studies** 

Criteria	Option 1: Do Nothing	Option 2: Traditional Storm Sewer Network	Option 3: Combined Open Drain and Storm Sewer Network
How compatible is the alternative with existing and surrounding infrastructure?	Development stormwater systems may not be compatible with shallow municipal drains. Municipal drains are typical designed to convey a 1:2 year return period, however local storm sewer systems are required to be designed to convey a 1:5 year return period, greater than the receiving drain (outlet).	Compatible.  New infrastructure will be designed to accommodate existing features where congruent with development plans.	Same as Option 2.

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Criteria	Option 1: Do Nothing	Option 2: Traditional Storm Sewer Network	Option 3: Combined Open Drain and Storm Sewer Network
Preference	Less Preferred	Most Preferred	Most Preferred

# Table 6.18: Build in Resiliency

Criteria	Option 1: Do Nothing	Option 2: Traditional Storm Sewer Network	Option 3: Combined Open Drain and Storm Sewer Network
How does the infrastructure alternative address climate change?	Existing infrastructure (drains) will not address climate change.  Localized developments will be required to construct stormwater quantity and quality facilities that provide resiliency to climate change.	Infrastructure is designed with capacity safety factor to increase resiliency. Design inputs consider increased storm flows as a result of climate change. Traditional storm sewer network servicing solutions provides the opportunities to design sewers with more resilient design.	Same as Option 2.
Preference	Less Preferred	Most Preferred	Most Preferred

### Table 6.19: Build in Flexibility

Criteria	Option 1: Do Nothing	Option 2: Traditional Storm Sewer Network	Option 3: Combined Open Drain and Storm Sewer Network
What is the potential for phasing the infrastructure alternative?	None.  No new infrastructure with which to phase.  Development will occur as approved.	Phasing of the infrastructure will be required. Low flexibility in phasing. Construction will be required to occur from downstream location, to allow for adequate outlet for new developments.	Same as Option 2.
How flexible and adaptable is the alternative to change?	Existing infrastructure is not flexible to change.	Flexible.  Flexibility of storm sewer system is dependent on elevations of downstream facilities, ground, and required design elevations for pipes. Design is flexible however some constrains exist with existing ground conditions and required depths of pipes.	Less Flexible.  Flexibility of storm sewer system is dependent on elevations of downstream facilities, ground, and required design elevations for pipes. Inclusion of open drain features may increase flexibility, as fewer constraints will be present on underground facilities.  Greater dependence on pumped outlets and private drain connections for individual developments.

Criteria	Option 1: Do Nothing	Option 2: Traditional Storm Sewer Network	Option 3: Combined Open Drain and Storm Sewer Network
Does the alternative allow us to accommodate future population and employment growth?	Low.  Lack of capacity within stormwater management facilities, and extents of floodplain area (impacting area available for development) will negatively impact the possible future population and employment growth.  Requirement for developments to have localized stormwater quantity and quality controls will impact the developable lands available thus reducing the achievable growth.	High.  Storm sewer network will allow for adequate quantity and quality control of stormwater flows to accommodate growth.  Developable area will be maximized through location of the underground storm sewers within the transportation right-of-way.  Developable area will be maximized through adequate 100-year flow conveyance and thus reduction of floodplain area.	Available area for development will be negatively impacted by the space required to accommodate open drain assets.  Storm sewer and open drain network will allow for adequate quantity and quality control of stormwater flows to accommodate growth.  Developable area will not be maximized due to the space required to construct open drains adjacent to transportation right-of-way.  Developable area will be maximized through adequate 100-year flow conveyance and thus reduction of floodplain area.
Preference	Least Preferred	Most Preferred	Less Preferred

### **Table 6.20: Overall Preference**

Crit	teria	Option 1: Do Nothing	Option 2: Traditional Storm Sewer Network	Option 3: Combined Open Drain and Storm Sewer Network
Ove	erall Preference	Less Preferred	Most Preferred Solution	Less Preferred

**Table 7.1: Protect Quality of Life** 

Criteria	Option 1: Maintain Conceptual Road Network	Option 2 : Modify Conceptual Road Network
Is there potential property that would be required?	Yes.	Yes.
What are the potential impacts to cultural heritage (archaeology and built heritage)?	Additional archaeological assessments will be required for areas identified to be high potential for archaeological resources.	Additional archaeological assessments will be required for areas identified to be high potential for archaeological resources.
What are the potential construction related impacts?	Construction will impact home owners and businesses.	Construction will impact home owners and businesses.
Are there long term operation impacts on local residents and businesses?	This option will make it more difficult to travel between destinations within the study area.	This option will make it easier to travel throughout the study area.
Preference	Less Preferred	Most Preferred

**Table 7.2: Be Cost Effective and Provide Value** 

Criteria	Option 1: Maintain Conceptual Road Network	Option 2 : Modify Conceptual Road Network
What is the relative cost of the alternative?	Similar cost for both options.	Similar cost for both options.
Are there opportunities to reduce overall cost and/or reduce costs to taxpayers?	No.	No.
What is the local economic benefit?	This option will make it more difficult to access employment and businesses within the study area.	This option will make it easier to access employment and businesses within the study area.
What is the level of complexity for construction and operation?	Similar complexity for both options.	Similar complexity for both options.
Preference	Less Preferred	Most Preferred

**Table 7.3: Protect the Natural Environment** 

Criteria	Option 1: Maintain Conceptual Road Network	Option 2 : Modify Conceptual Road Network
What are the environmental effects of the alternative?	Significant construction will be required. The proposed Natural Heritage System is recommended to be implemented to protect, preserve and enhance environmentally significant natural features.	See Option 1.
Will there be impacts to species at risk?	Potential for impacts to natural environmental features and consideration of how to minimize.	Potential for impacts to natural environmental features and consideration of how to minimize.

Criteria	Option 1: Maintain Conceptual Road Network	Option 2 : Modify Conceptual Road Network
Is there an opportunity to protect natural spaces?	The planned road network conflicts with the stormwater management corridors which will accommodate the future Natural Heritage System areas.  Secondary Plan area road networks avoided existing Natural Heritage areas.	Modifying the road network will allow for adjustments to be made to accommodate the proposed stormwater management corridors and proposed Natural Heritage System Areas.  Expansion of the road network requires crossing of existing and proposed natural environment areas. Considerations for crossings of facilities will be required to mitigate impacts of the heritage area.
Preference	Most Preferred	Less Preferred

# **Table 7.4: Support the Creation of a Complete Community**

Criteria	Option 1: Maintain Conceptual Road Network	Option 2 : Modify Conceptual Road Network
Does the alternative support active modes of travel?	Both options will add active modes of travel.	Both options will add active modes of travel.
Does the alternative support a self-sufficient community?	Travel between different neighbourhoods in the study area will be more difficult.	Yes, as it will make is easier for residents to make internal trips within the study area.
Does the alternative provide an accessible solution?	Accessible sidewalks and crossings will be provided.	Accessible sidewalks and crossings will be provided.
Preference	Less Preferred	Most Preferred

# **Table 7.5: Protect Health and Safety**

Criteria	Option 1: Maintain Conceptual Road Network	Option 2 : Modify Conceptual Road Network
Will this alternative reduce risk?	Neither option poses a risk or significantly reduces risk to health and safety.	Neither option poses a risk or significantly reduces risk to health and safety.
Will this alternative improve safety?	Neither option improves or reduces safety.	Neither option improves or reduces safety.
Preference	Equal	Equal

# **Table 7.6: Align with Existing Infrastructure and Studies**

Criteria	Option 1: Maintain Conceptual Road Network	Option 2 : Modify Conceptual Road Network
How compatible is the alternative with existing	The alternative is compatible with existing and surrounding	The alternative is compatible with existing and surrounding
and surrounding infrastructure?	infrastructure.	infrastructure.
Preference	Equal	Equal

# Table 7.7: Build in Flexibility

Criteria	Option 1: Maintain Conceptual Road Network	Option 2 : Modify Conceptual Road Network
What is the potential for phasing the infrastructure alternative?	The option has the potential to phase infrastructure.	The option has the potential to phase infrastructure.
How flexible and adaptable is the alternative to change?	The option provides some flexibility to develop Sandwich South.	The option provides some flexibility to develop Sandwich South.
Does the alternative allow us to accommodate future population and employment growth?	This options is less suited to support growth as it is a less efficient network.	The option accommodates future growth.
Preference	Less Preferred	Most Preferred

### **Table 7.8: Overall Preference**

Criteria	Option 1: Maintain Conceptual Road Network	Option 2 : Modify Conceptual Road Network
Overall Preference	Least Preferred	Most Preferred

**Table 7.9: Protect Quality of Life** 

Criteria	Option 1: Widen Concession 7	Option 2 : Widen Concession 8
Is there potential property that would be required?	Property may be required to expand the existing 20 metre right of way	Property may be required to expand the current 20-22 metre right of way
What are the potential impacts to cultural heritage (archaeology and built heritage)?	Additional archaeological assessments will be required for areas identified to be high potential for archaeological resources.	Additional archaeological assessments will be required for areas identified to be high potential for archaeological resources.
What are the potential construction related impacts?	Construction will impact home owners and businesses along the corridor	Construction will impact home owners and businesses along the corridor.
Are there long term operation impacts on local residents and businesses?	The East-West Arterial/Concession 7 intersection will be right in right out, limiting where this road can be accessed from.	This roadway is more central to the study area, making it useful to more residents, employees, and visitors.
Preference	Less Preferred	Most Preferred

**Table 7.10: Be Cost Effective and Provide Value** 

Criteria	Option 1: Widen Concession 7	Option 2 : Widen Concession 8
What is the relative cost of the alternative?	Similar cost for both options.	Similar cost for both options.
Are there opportunities to reduce overall cost and/or reduce costs to taxpayers?	No.	No.
What is the local economic benefit?	This provides additional vehicular capacity for a smaller portion of the study area. Access to/from 7th Concession to/from the E/W Arterial is restricted to right-in/right/out only.	Improvements to 8th Concession will allow for a larger portion of the Sandwich South lands to benefit.
What is the level of complexity for construction and operation?	Crossing with existing railway will pose additional construction complexity.	Less complex than Concession 7.
Preference	Less Preferred	Most Preferred

**Table 7.11: Protect the Natural Environment** 

Criteria	Option 1: Widen Concession 7	Option 2 : Widen Concession 8
What are the environmental effects of the alternative?	7 <sup>th</sup> Concession drain runs along the west side of the road. Necessary aquatic habitat mitigation measures will be required.	8 <sup>th</sup> Concession drain runs along the west side of the road. Necessary aquatic habitat mitigation measures will be required.
Will there be impacts to species at risk?	Potential for impacts to natural environmental features and consideration of how to minimize.	Potential for impacts to natural environmental features and consideration of how to minimize.

Criteria	Option 1: Widen Concession 7	Option 2 : Widen Concession 8
Is there an opportunity to protect natural spaces?	There are no natural spaces to protect.	There are no natural spaces to protect.
Preference	Equal	Equal

# **Table 7.12: Support the Creation of a Complete Community**

Criteria	Option 1: Widen Concession 7	Option 2 : Widen Concession 8
Does the alternative support active modes of travel?	Both options will add active modes of travel.	Both options will add active modes of travel.
Does the alternative support a self-sufficient community?	Access to/from 7 <sup>th</sup> Concession at the East-West Arterial will be limited to right-in/right-out only, thus reducing access to the community.	Yes, as it will make is easier for residents to make internal trips within the study area.
Does the alternative provide an accessible solution?	Accessible sidewalks and crossings will be provided.	Accessible sidewalks and crossings will be provided.
Preference	Less Preferred	Most Preferred

# **Table 7.13: Protect Health and Safety**

Criteria	Option 1: Widen Concession 7	Option 2 : Widen Concession 8
Will this alternative reduce risk?	Neither option poses a risk or significantly reduces risk to health and safety.	Neither option poses a risk or significantly reduces risk to health and safety.
Will this alternative improve safety?	Neither option improves or reduces safety.	Neither option improves or reduces safety.
Preference	Equal	Equal

# **Table 7.14: Align with Existing Infrastructure and Studies**

Criteria	Option 1: Widen Concession 7	Option 2 : Widen Concession 8
How compatible is the alternative with existing	The alternative is compatible with existing and surrounding	The alternative is compatible with existing and surrounding
and surrounding infrastructure?	infrastructure.	infrastructure.
Preference	Equal	Equal

# Table 7.15: Build in Flexibility

Criteria	Option 1: Widen Concession 7	Option 2 : Widen Concession 8
What is the potential for phasing the infrastructure alternative?	The option has the potential to phase infrastructure.	The option has the potential to phase infrastructure.

Criteria	Option 1: Widen Concession 7	Option 2 : Widen Concession 8
How flexible and adaptable is the alternative to change?	The option provides some flexibility to develop Sandwich South.	The option provides increased flexibility to develop Sandwich South.
Does the alternative allow us to accommodate future population and employment growth?	Future growth will primarily be on the east side of 7th Concession only. Supports this growth only from C.R. 42 to the East-West Arterial.	The option accommodates future growth. Supports future growth on both sides of 8th Concession from C.R. 42 to Highway 401.
Preference	Less Preferred	Most Preferred

### **Table 7.16: Overall Preference**

Criteria	Option 1: Widen Concession 7	Option 2 : Widen Concession 8
Overall Preference	Least Preferred	Most Preferred

**Table 7.17: Protect Quality of Life** 

Criteria	Option 1: Widen Concession Road 10/County Road 17	Option 2: Widen Concession Road 9
Is there potential property that would be required?	Property may be required to expand the existing 20 metres right of way	Property may be required to expand the existing 30 metre right of way
What are the potential impacts to cultural heritage (archaeology and built heritage)?	None.	None.
What are the potential construction related impacts?	Construction will impact home owners and businesses along the corridor	Construction will impact home owners and businesses along the corridor.
Are there long term operation impacts on local residents and businesses?	The County Road 42/Concession 10 intersection will be right in right out, limiting where this road can be accessed from.	This roadway is more central to the study area, making it useful to more residents, employees, and visitors.
Preference	Less Preferred	Most Preferred

**Table 7.18: Be Cost Effective and Provide Value** 

Criteria	Option 1: Widen Concession Road 10/County Road 17	Option 2: Widen Concession Road 9
What is the relative cost of the alternative?	Similar cost for both options.	Similar cost for both options.
Are there opportunities to reduce overall cost and/or reduce costs to taxpayers?	No.	No.
What is the local economic benefit?	This provides additional vehicular capacity for a smaller portion of the study area.	Improvements to Concession Road 9 will allow for a larger portion of the Sandwich South lands to benefit.
What is the level of complexity for construction and operation?	Similar complexity for both options.	Similar complexity for both options.
Preference	Less Preferred	Most Preferred

**Table 7.19: Protect the Natural Environment** 

Criteria	Option 1: Widen Concession Road 10/County Road 17	Option 2: Widen Concession Road 9
What are the environmental effects of the alternative?	Watson drain runs along the west side of the road. Necessary aquatic habitat mitigation measures will be required.	9 <sup>th</sup> Concession drain runs along the west side of the road. Necessary aquatic habitat mitigation measures will be required.
Will there be impacts to species at risk?	Potential for impacts to natural environmental features and consideration of how to minimize.	Potential for impacts to natural environmental features and consideration of how to minimize.
Is there an opportunity to protect natural spaces?	There are no natural spaces to protect.	There are no natural spaces to protect.

Criteria	Option 1: Widen Concession Road 10/County Road 17	Option 2: Widen Concession Road 9
Preference	Equal	Equal

# **Table 7.20: Support the Creation of a Complete Community**

Criteria	Option 1: Widen Concession Road 10/County Road 17	Option 2: Widen Concession Road 9
Does the alternative support active modes of travel?	Both options will add active modes of travel.	Both options will add active modes of travel.
Does the alternative support a self-sufficient community?	Access to/from Concession Road 10 at County Road 42 will be limited to right-in/right-out only, thus reducing access to the community.	Yes, as it will make is easier for residents to make internal trips within the study area.
Does the alternative provide an accessible solution?	Accessible sidewalks and crossings will be provided.	Accessible sidewalks and crossings will be provided.
Preference	Less Preferred	Most Preferred

# Table 7.21: Protect Health and Safety

Criteria	Option 1: Widen Concession Road 10/County Road 17	Option 2: Widen Concession Road 9
Will this alternative reduce risk?	Neither option poses a risk or significantly reduces risk to health and safety	Neither option poses a risk or significantly reduces risk to health and safety
Will this alternative improve safety?	Neither option improves or reduces safety.	Neither option improves or reduces safety.
Preference	Equal	Equal

# **Table 7.22: Align with Existing Infrastructure and Studies**

Criteria	Option 1: Widen Concession Road 10/County Road 17	Option 2: Widen Concession Road 9
How compatible is the alternative with existing and surrounding infrastructure?	The alternative is compatible with existing and surrounding infrastructure.	The alternative is compatible with existing and surrounding infrastructure.
Preference	Equal	Equal

# Table 7.23: Build in Flexibility

Criteria	Option 1: Widen Concession Road 10/County Road 17	Option 2: Widen Concession Road 9
What is the potential for phasing the infrastructure alternative?	The option has the potential to phase infrastructure.	The option has the potential to phase infrastructure.
How flexible and adaptable is the alternative to change?	The option provides flexibility to develop Sandwich South.	The option provides flexibility to develop Sandwich South.

Criteria	Option 1: Widen Concession Road 10/County Road 17	Option 2: Widen Concession Road 9
Does the alternative allow us to accommodate future population and employment growth?	The option accommodates future growth, although provides decrease access to/from C.R. 42.	The option accommodates future growth.
Preference	Less Preferred	Most Preferred

### **Table 7.24: Overall Preference**

Criteria	Option 1: Widen Concession Road 10/County Road 17	Option 2: Widen Concession Road 9
Overall Preference	Less Preferred	Most Preferred

**Table 7.25: Protect Quality of Life** 

Criteria	Option 1: Use Joy Road Right of Way	Option 2: Do Not Build Collector Between Concession Road 8 and North-South Collector to the East	Option 3: Curve North to Connect with East Pelton Collector	Option 4: Curve South to Connect with East Pelton Collector
Is there potential property that would be required?	Yes. Joy Road has an inconsistent (roughly 10 metre) right of way that would need to be expanded.	No.	Yes, new right of way would need to be created.	Yes, new right of way would need to be created.
What are the potential impacts to cultural heritage (archaeology and built heritage)?	None.	None.	None.	None.
What are the potential construction related impacts?	Construction would be disruptive to residents of Joy Road.	None.	Construction would be required to build new roadway.	Construction would be required to build new roadway.
Are there long term operation impacts on local residents and businesses?	Heightened traffic volumes for residents of Joy Road.	The elimination of the only collector extending across the entire study area would increase traffic volumes on parallel roadways and increase traffic congestion.	Less direct path across the study area, but maintains connectivity within the study area.	Less direct path across the study area, but maintains connectivity within the study area.
Preference	Less Preferred	Less Preferred	Most Preferred	Most Preferred

**Table 7.26: Be Cost Effective and Provide Value** 

Criteria	Option 1: Use Joy Road Right of Way	Option 2: Do Not Build Collector Between Concession Road 8 and North-South Collector to the East	Option 3: Curve North to Connect with East Pelton Collector	Option 4: Curve South to Connect with East Pelton Collector
What is the relative cost of the alternative?	Most expensive due to the purchase of developed property on Joy Road.	Least Expensive	Medium cost.	Medium cost.
Are there opportunities to reduce overall cost and/or reduce costs to taxpayers?	No costs.	No costs.	No costs.	No costs.
What is the local economic benefit?	Supports access to local businesses.	Increases traffic congestion on parallel roadways, leading to delays accessing local businesses.	Supports access to local businesses.	Supports access to local businesses.
What is the level of complexity for construction and operation?	Complex due to construction adjacent to developed property.	No construction.	Low.	Low.

Criteria	Option 1: Use Joy Road Right of Way	Option 2: Do Not Build Collector Between Concession Road 8 and North-South Collector to the East	Option 3: Curve North to Connect with East Pelton Collector	Option 4: Curve South to Connect with East Pelton Collector
Preference	Least Preferred	Less Preferred	Most Preferred	Most Preferred

### **Table 7.27: Protect the Natural Environment**

Criteria	Option 1: Use Joy Road Right of Way	Option 2: Do Not Build Collector Between Concession Road 8 and North-South Collector to the East	Option 3: Curve North to Connect with East Pelton Collector	Option 4: Curve South to Connect with East Pelton Collector
What are the environmental effects of the alternative?	Necessary aquatic habitat mitigation measures will be required at drain crossings.	No change to existing conditions.	Necessary aquatic habitat mitigation measures will be required at drain crossings.	Necessary aquatic habitat mitigation measures will be required at drain crossings.
Will there be impacts to species at risk?	Potential for impacts to natural environmental features and consideration of how to minimize.	No change to existing conditions.	Potential for impacts to natural environmental features and consideration of how to minimize.	Potential for impacts to natural environmental features and consideration of how to minimize.
Is there an opportunity to protect natural spaces?	Where roadways crossing drains or significant natural environment crossings, opportunities to implement habitat crossings shall be considered. Future planning studies required for collector road network shall future investigate and develop associated solutions.	There are no natural spaces to protect.	There are no natural spaces to protect.	There are no natural spaces to protect.
Preference	Least Preferred	Most Preferred	Least Preferred	Least Preferred

**Table 7.28: Support the Creation of a Complete Community** 

Criteria	Option 1: Use Joy Road Right of Way	Option 2: Do Not Build Collector Between Concession Road 8 and North-South Collector to the East	Option 3: Curve North to Connect with East Pelton Collector	Option 4: Curve South to Connect with East Pelton Collector
Does the alternative support active modes of travel?	Yes, facilities for active modes would be included.	No, active modes would be diverted to parallel roads.	Yes, facilities for active modes would be included.	Yes, facilities for active modes would be included.
Does the alternative support a self-sufficient community?	Yes.	No, this option limits the opportunity to travel internally within the study area.	Yes.	Yes.

Criteria	Option 1: Use Joy Road Right of Way	Option 2: Do Not Build Collector Between Concession Road 8 and North-South Collector to the East	Option 3: Curve North to Connect with East Pelton Collector	Option 4: Curve South to Connect with East Pelton Collector
Does the alternative provide an accessible solution?	Accessible sidewalks and crossings will be provided.	Not Applicable	Accessible sidewalks and crossings will be provided.	Accessible sidewalks and crossings will be provided.
Preference	Most Preferred	Least Preferred	Most Preferred	Most Preferred

# **Table 7.29: Protect Health and Safety**

Criteria	Option 1: Use Joy Road Right of Way	Option 2: Do Not Build Collector Between Concession Road 8 and North-South Collector to the East	Option 3: Curve North to Connect with East Pelton Collector	Option 4: Curve South to Connect with East Pelton Collector
Will this alternative reduce risk?	See below.	See below.	See below.	See below.
Will this alternative improve safety?	No option improves or reduces safety.	No option improves or reduces safety.	No option improves or reduces safety.	No option improves or reduces safety.
Preference	Equal	Equal	Equal	Equal

# **Table 7.30: Align with Existing Infrastructure and Studies**

Criteria	Option 1: Use Joy Road Right of Way	Option 2: Do Not Build Collector Between Concession Road 8 and North-South Collector to the East	Option 3: Curve North to Connect with East Pelton Collector	Option 4: Curve South to Connect with East Pelton Collector
How compatible is the alternative with existing and surrounding infrastructure?	The alternative is compatible with existing and surrounding infrastructure.	This option adds a gap to the transportation network.	The alternative is compatible with existing and surrounding infrastructure.	The alternative is compatible with existing and surrounding infrastructure.
Preference	Most Preferred	Least Preferred	Less Preferred	Most Preferred

# Table 7.31: Build in Flexibility

Criteria	Option 1: Use Joy Road Right of Way	Option 2: Do Not Build Collector Between Concession Road 8 and North-South Collector to the East	Option 3: Curve North to Connect with East Pelton Collector	Option 4: Curve South to Connect with East Pelton Collector
What is the potential for phasing the infrastructure alternative?	This option does not need to be implemented immediately. It can be phased after a significant amount of development has occurred east of Concession Road 8.	Not Applicable.	This option does not need to be implemented immediately. It can be phased after a significant amount of development has occurred east of Concession Road 8.	This option does not need to be implemented immediately. It can be phased after a significant amount of development has occurred east of Concession Road 8.

Criteria	Option 1: Use Joy Road Right of Way	Option 2: Do Not Build Collector Between Concession Road 8 and North-South Collector to the East	Option 3: Curve North to Connect with East Pelton Collector	Option 4: Curve South to Connect with East Pelton Collector
How flexible and adaptable is the alternative to change?	Not flexible.	Not flexible.	Not flexible.	Not flexible.
Does the alternative allow us to accommodate future population and employment growth?	Yes.	This option reduces east-west road capacity, adding traffic volume to other east-west corridors.	Yes.	Yes.
Preference	Most Preferred	Least Preferred	Less Preferred	Most Preferred

### **Table 7.32: Overall Preference**

Criteria	Option 1: Use Joy Road Right of Way	Option 2: Do Not Build Collector Between Concession Road 8 and North-South Collector to the East	Option 3: Curve North to Connect with East Pelton Collector	Option 4: Curve South to Connect with East Pelton Collector
Overall Preference	Least Preferred	Less Preferred	More Preferred	Most Preferred

**Table 7.33: Protect Quality of Life** 

Criteria	Option 1: Do Not Add Connection to Walker Road	Option 2: Add Connection to Walker Road
Is there potential property that would be required?	No.	Yes, significant property acquisition will be required. Businesses will be disrupted or eliminated.
What are the potential impacts to cultural heritage (archaeology and built heritage)?	None.	None.
What are the potential construction related impacts?	None.	Construction will impact businesses on Concession Road 7 and Walker Road
Are there long term operation impacts on local residents and businesses?	The intersections at Walker Road/County Road 42 and Walker Road/East-West Arterial will perform poorly for vehicular traffic, causing delays.	A modest amount of traffic will be diverted from the Walker Road/County Road 42 and Walker Road/East-West Arterial intersections, improving travel times. However, the improvement is minimal.
Preference	Least Preferred	Most Preferred

**Table 7.34: Be Cost Effective and Provide Value** 

Criteria	Option 1: Do Not Add Connection to Walker Road	Option 2: Add Connection to Walker Road
What is the relative cost of the alternative?	No costs.	Expensive option due to construction, property acquisition costs and business losses.
Are there opportunities to reduce overall cost and/or reduce costs to taxpayers?	No costs.	No opportunity.
What is the local economic benefit?	None.	Some traffic will be diverted from the Walker Road/County Road 42 and Walker Road/East-West Arterial intersections, improving travel times and offering more opportunities to access local businesses. However, the improvement is minimal.
What is the level of complexity for construction and operation?	No construction.	Complex due to extensive property acquisition, creation of new right of way, and disruption to existing businesses.
Preference	Most Preferred	Least Preferred

**Table 7.35: Protect the Natural Environment** 

Criteria	Option 1: Do Not Add Connection to Walker Road	Option 2: Add Connection to Walker Road	
What are the environmental effects of the alternative?	None.	Minimal, majority of the property to be acquired is fully developed. Necessary aquatic habitat mitigation measures will be required at drain crossings.	
Will there be impacts to species at risk?	No impacts to species at risk.	Potential for impacts to natural environmental features and consideration of how to minimize.	
Is there an opportunity to protect natural spaces?	Limited natural spaces to protect.	Limited natural spaces to protect.	
Preference	Most Preferred	Least Preferred	

# **Table 7.36: Support the Creation of a Complete Community**

Criteria	Option 1: Do Not Add Connection to Walker Road	Option 2: Add Connection to Walker Road
Does the alternative support active modes of travel?	No. Active modes of transportation are supported on the East- West Arterial and County Road 42.	This option will add a corridor for active modes of travel in addition to the East-West Arterial and County Road 42.
Does the alternative support a self-sufficient community?	No.	Yes, by improving access to and from the study area, particularly if the corridor can extend across the study area.
Does the alternative provide an accessible solution?	No.	Accessible sidewalks and crossings will be provided.
Preference	Least Preferred	Most Preferred

# **Table 7.37: Protect Health and Safety**

Criteria	Option 1: Do Not Add Connection to Walker Road	Option 2: Add Connection to Walker Road	
Will this alternative reduce risk?	See below.	See below.	
Will this alternative improve safety?	No.	Some traffic will be diverted from the Walker Road/County Road 42 and Walker Road/East-West Arterial intersections, lessening the opportunity for collisions at these congested intersections.	
Preference	Most Preferred	Least Preferred	

# **Table 7.38: Align with Existing Infrastructure and Studies**

Criteria	Option 1: Do Not Add Connection to Walker Road	Option 2: Add Connection to Walker Road
How compatible is the alternative with existing and surrounding infrastructure?	The alternative is compatible with existing and surrounding infrastructure.	Alternative would require implementation of a signalized intersection at Walker Road and would require an at-grade rail crossing.

Criteria	Option 1: Do Not Add Connection to Walker Road	Option 2: Add Connection to Walker Road
Preference	Most Preferred	Least Preferred

# Table 7.39: Build in Flexibility

Criteria	Option 1: Do Not Add Connection to Walker Road	Option 2: Add Connection to Walker Road
What is the potential for phasing the infrastructure alternative?	Not Applicable.	This option can be phased based on development triggers, provided that the internal collector network aligns with the location of the connection.
How flexible and adaptable is the alternative to change?	There would be less redundancy or flexibility in the transportation network.	The option provides flexibility and builds redundancy into the road network in case of closures, construction, etc. on County Road 42 and East-West Arterial.
Does the alternative allow us to accommodate future population and employment growth?	Without this connection, some study area traffic can be accommodated, however the Walker Road/County Road 42 and Walker Road/East-West Arterial intersections will fail at a certain level of development.	This option lessens the traffic at the Walker Road/County Road 42 and Walker Road/East-West Arterial intersections, allowing more future growth. However, the benefit to traffic operations is minimal.
Preference	Least Preferred	Most Preferred

### **Table 7.40: Overall Preference**

Criteria	Option 1: Do Not Add Connection to Walker Road	Option 2: Add Connection to Walker Road
Overall Preference	Most Preferred	Least Preferred

**Table 7.41: Protect Quality of Life** 

Criteria	Option 1: Do Nothing	Option 2: Dead End Baseline Road at Concession Road 8	Option 3: Institute Traffic Calming Measures
Is there potential property that would be required?	No.	No.	No.
What are the potential impacts to cultural heritage (archaeology and built heritage)?	None.	None.	None.
What are the potential construction related impacts?	None.	Small amount of construction to dead end road.	Construction required to add physical traffic calming measures will inconvenience residents.
Are there long term operation impacts on local residents and businesses?	Very high traffic volumes will use this corridor, disrupting existing residents.	Inconveniences residents, employees, and visitors travelling east-west across the study area, but drastically reduces traffic for residents of Baseline Road. Emergency access issues due to length of cul-de-sac.	Inconveniences residents, employees, and visitors travelling east-west across the study area, but modestly reduces traffic for residents of Baseline Road.
Preference	Less Preferred	More Preferred	Most Preferred

**Table 7.42: Be Cost Effective and Provide Value** 

Criteria	Option 1: Do Nothing	Option 2: Dead End Baseline Road at Concession Road 8	Option 3: Institute Traffic Calming Measures
What is the relative cost of the alternative?	No costs.	Low cost.	Medium cost.
Are there opportunities to reduce overall cost and/or reduce costs to taxpayers?	No costs.	No costs.	No costs.
What is the local economic benefit?	None.	None.	None.
What is the level of complexity for construction and operation?	No construction.	Low.	Low.
Preference	Most Preferred	Less Preferred	Least Preferred

**Table 7.43: Protect the Natural Environment** 

Criteria	Option 1: Do Nothing	Option 2: Dead End Baseline Road at Concession Road 8	Option 3: Institute Traffic Calming Measures
What are the environmental effects of the alternative?	None.	None.	None.

Criteria	Option 1: Do Nothing	Option 2: Dead End Baseline Road at Concession Road 8	Option 3: Institute Traffic Calming Measures
Will there be impacts to species at risk?	No impacts to species at risk.	No impacts to species at risk.	No impacts to species at risk.
Is there an opportunity to protect natural spaces?	There are no natural spaces to protect.	There are no natural spaces to protect.	There are no natural spaces to protect.
Preference	Equal	Equal	Equal

# **Table 7.44: Support the Creation of a Complete Community**

Criteria	Option 1: Do Nothing	Option 2: Dead End Baseline Road at Concession Road 8	Option 3: Institute Traffic Calming Measures
Does the alternative support active modes of travel?	No. Active modes of transportation are supported on the East-West Arterial and C.R. 42.	Eliminating flow-through traffic on Baseline Road will enhance real and perceived safety for active modes.	Limiting flow-through traffic on Baseline Road will enhance real and perceived safety for active modes.
Does the alternative support a self-sufficient community?	No impact.	No impact.	No impact.
Does the alternative provide an accessible solution?	Accessible sidewalks and crossings will be provided.	Accessible sidewalks and crossings will be provided.	Accessible sidewalks and crossings will be provided.
Preference	Least Preferred	Most Preferred	Most Preferred

# **Table 7.45: Protect Health and Safety**

Criteria	Option 1: Do Nothing	Option 2: Dead End Baseline Road at Concession Road 8	Option 3: Institute Traffic Calming Measures
Will this alternative reduce risk?	See below.	See below.	See below.
Will this alternative improve safety?	No.	Eliminating flow-through traffic on Baseline Road will enhance real and perceived safety for active modes. Emergency access issues due to length of cul-de-sac.	Limiting flow-through traffic on Baseline Road will enhance real and perceived safety for active modes.
Preference	Less Preferred	Least Preferred	Most Preferred

# **Table 7.46: Align with Existing Infrastructure and Studies**

Criteria	Option 1: Do Nothing	Option 2: Dead End Baseline Road at Concession Road 8	Option 3: Institute Traffic Calming Measures
How compatible is the alternative with	The alternative is compatible with existing and	The alternative is compatible with existing and	The alternative is compatible with existing and
existing and surrounding infrastructure?	surrounding infrastructure.	surrounding infrastructure.	surrounding infrastructure.

Criteria	Option 1: Do Nothing	Option 2: Dead End Baseline Road at Concession Road 8	Option 3: Institute Traffic Calming Measures
Preference	Equal	Equal	Equal

# Table 7.47: Build in Flexibility

Criteria	Option 1: Do Nothing	Option 2: Dead End Baseline Road at Concession Road 8	Option 3: Institute Traffic Calming Measures
What is the potential for phasing the infrastructure alternative?	Not Applicable.	This option does not need to be implemented immediately. It can be phased after a significant amount of development has occurred east of Concession Road 8.	This option does not need to be implemented immediately. It can be phased after a significant amount of development has occurred east of Concession Road 8.
How flexible and adaptable is the alternative to change?	The option provides flexibility because nothing prevents Options 2 or 3 from being implemented in the future.	The option less flexibility because while reversing this decision in the future would be relatively inexpensive, the existing community may not be supportive of removing the dead end in the future.	The option has the least flexibility because reversing this decision in the future would require road work and the existing community may not be supportive of removing the traffic calming measures.
Does the alternative allow us to accommodate future population and employment growth?	Yes.	This option reduces east-west road capacity, adding traffic volume to County Road 42 and the East-West Arterial.	This option reduces east-west road capacity, adding traffic volume to County Road 42 and the East-West Arterial.
Preference	Most Preferred	Least Preferred	Less Preferred

# **Table 7.48: Overall Preference**

Criteria	Option 1: Do Nothing	Option 2: Dead End Baseline Road at Concession Road 8	Option 3: Institute Traffic Calming Measures
Overall Preference	Least Preferred	Less Preferred	Most Preferred

### #1

### COMPLETE

Collector: Web Link 1 (Web Link)

Started: Tuesday, September 14, 2021 6:28:19 PM Last Modified: Tuesday, September 14, 2021 6:57:27 PM

00:29:08

Time Spent: IP Address:

Page 2: Stormwater Management Facilities

#### Q1 Respondent skipped this question

Please provide your feedback on the preliminary proposed stormwater facilities

Q2 Respondent skipped this question

Please provide any feedback you have on the location of the stormwater management facilities and staging strategy

#### Q3

Do you have any other comments about the stormwater management facilities?

Considering the effects of climate change, I hope the facilities will be capable of handling large rainfalls similar to those we have experienced lately.

#### Page 3: Transportation

#### Q4

Do you have any feedback on the preferred option for Opportunity #1?

I am certainly not in favor of widening the 9th Con. to four lanes. This is totally unnecessary and unwanted by residents already living there. Wider roads means more traffic. You are not considering how this will effect current residents. But I'm sure you'll push it through anyway.

#### Q5 Respondent skipped this question

Do you have any feedback on the preferred option for Opportunity #2?

#### Sandwich South Master Servicing Plan - PIC #2 Survey

#### Q6

Do you have any feedback on the preferred option for Opportunity #3?

A collector road is not necessary between the 8th and 9th concessions. Baseline is all that is needed. The next best option would be to use Joy Road Right of Way. Why are you so worried about impacting the residents there when you don't care about impacting the residents on the 9th concession with a 4 lane road. Someone on Joy Road must know people on the planning board.

#### Q7

Do you have any feedback on the preferred option for Opportunity #4?

About the only smart option you have selected so far.

#### Q8

Do you have any feedback on the preferred option for Opportunity #5?

Another wise selection

Q9 Respondent skipped this question

Do you have any comments about the draft Transportation Network?

Q10 Respondent skipped this question

Do you have any general comments about the Transportation in the SSMSP?

Page 4

#### Q11

Do you have any other comments about the SSMSP?

I don't think you have made very good decisions, and I don't think my opinions will make a difference. I live on the 9th concession and was not asked about any of these things. Urban sprawl at its best. Of course that's Windsor.

### #2

#### COMPLETE

Collector: Web Link 1 (Web Link)

Started: Tuesday, September 21, 2021 9:08:56 AM Last Modified: Tuesday, September 21, 2021 1:11:33 PM

Time Spent: 04:02:37
IP Address:

#### Page 2: Stormwater Management Facilities

#### Q1

Please provide your feedback on the preliminary proposed stormwater facilities

I am concerned about the features to mitigate water fowl. My husband and I own densely treed property on the Cedar Creek. There are plenty of waterfowl that nest there and frequently fly over the water.

The images from the presentation showed significantly fewer treecover than what we have. I am skeptical about the effectiveness of the planned features and concerned that planes will be at risk from this development.

#### Q2

Respondent skipped this question

Please provide any feedback you have on the location of the stormwater management facilities and staging strategy

#### Q3

Do you have any other comments about the stormwater management facilities?

During the presentation it appeared the north-south drain placement was not yet firm. The discussion with presentation was confusing because it wasn't clear what had been decided and what is still in the works.

As well, without discussion of the ballpark costs of the options presented, it's difficult for members of the public to provide informed feedback.

#### Page 3: Transportation

#### **Q4**

Do you have any feedback on the preferred option for Opportunity #1?

I am vehemently oppose road widening. The presentation included no discussion of induced demand, which is particularly disappointing because this is supposedly to be a net zero neighbourhood.

There was no indication that this plan is in alignment with the city's climate emergency, or any realistic possibility of greater active transportation mode share.

#### Q5

Do you have any feedback on the preferred option for Opportunity #2?

I am vehemently oppose road widening. The presentation included no discussion of induced demand, which is particularly disappointing because this is supposedly to be a net zero neighbourhood.

There was no indication that this plan is in alignment with the city's climate emergency, or any realistic possibility of greater active transportation mode share.

#### Q6

Respondent skipped this question

Do you have any feedback on the preferred option for Opportunity #3?

#### Q7

Do you have any feedback on the preferred option for Opportunity #4?

Adding active transportation linkage to Walker Road only makes sense if it is continued all the way to the heart of the city. The biggest problem with the AT infrastructure in Windsor is the lack of continuity.

#### Q8

Do you have any feedback on the preferred option for Opportunity #5?

Traffic calming is needed everywhere, not road widening.

#### Q9

Do you have any comments about the draft Transportation Network?

Ensuring frequent service to the still-rural CR42 location will be costly, especially since the area is zoned for low-density housing.

Of the four hospital destination routes, no buses are scheduled more frequently than every 15 minutes. Many bus transit users will need one or more transfers, adding time and complexity to their journey. For trips originating at Tecumseh Mall in East Windsor via Route 160, bus frequency on weekdays is every 30 or 60 minutes. On weekends and holidays service is even less frequent: every 45 or 60 minutes.

#### Q10

Do you have any general comments about the Transportation in the SSMSP?

- 1) Only two of the four new routes created to service CR42 will offer bus service every 15 minutes during peak times. The other two routes will operate much less frequently during peak times just twice an hour. Nights, weekends and holidays, these new routes will offer even less service. The majority of transit users will need at least one transfer to get to the CR42 location.
- 2) There are no direct connections will run from the planned Ouellette site Urgent Care Centre to CR42. There is also no direct connection from the UCC to Hôtel-Dieu Grace Healthcare Tayfour Campus.
- 3) Public transit will be an unattractive option for healthcare workers and volunteers who don't live along direct bus routes. Many of Windsor Regional Hospital's 4,000+ healthcare workers, especially those living in neighbourhoods near Met Campus, walk to the hospital. How many will have to take more than one bus get to CR42, making public transit an unattractive option and thereby reducing the likelihood of greater mode share?

#### Page 4

#### Q11

Do you have any other comments about the SSMSP?

I am concerned that insufficient measures are being taken to reduce the chance of flooding both in SS and in the downstream neighbourhoods. The presentation variously included 1 in 10 year and 1 in 100 year flood standards, while Windsor's Climate Change Action Plan describes increasing extreme precipitation as a major risk and even 1 in 100 year storms seem to be becoming "normal". Nobody wants increased taxes, so I understand why lower standards were selected, but I am concerned that this is putting thousands of homes at risk. We shouldn't be building in flood plains!

Missing from the presentation was any mention of the investments needed to build district energy.

### #3

### COMPLETE

Collector: Web Link 1 (Web Link)

Started: Thursday, September 30, 2021 3:28:47 PM Last Modified: Thursday, September 30, 2021 4:26:11 PM

**Time Spent:** 00:57:23

IP Address:

#### Page 2: Stormwater Management Facilities

#### Q1

Please provide your feedback on the preliminary proposed stormwater facilities

Wet Ponds not permitted in the vicinity of the airport especially 40 m across the road More to follow:

#### Q2

Please provide any feedback you have on the location of the stormwater management facilities and staging strategy

Based of the flood of 1981 per MacLaren Map 1985 not enough facilities to cover to hold the amount of water More to follow:

#### Q3

Do you have any other comments about the stormwater management facilities?

With respect to SWM System were does the airport come into play to support the the road system. More to follow:

#### Page 3: Transportation

#### Q4

Do you have any feedback on the preferred option for Opportunity #1?

Option 2 preferred but still have issue with the concern of 10th concession

#### Q5

Do you have any feedback on the preferred option for Opportunity #2?

Still review drainage of all road including CR42 and Lauzon Parkway More to follow;

#### Q6

Do you have any feedback on the preferred option for Opportunity #3?

Curve Road are not preferred

More to Follow

#### Q7

Do you have any feedback on the preferred option for Opportunity #4?

Stormwater Issue and curved road issue More to Follow:

#### Q8

Do you have any feedback on the preferred option for Opportunity #5?

Stormwater Sewer Issue on Local 3, which runs into major flood area and still has not be released and unknown and what is so important with the Lauzon Road area & Ser. B. More to follow

#### Q9

Do you have any comments about the draft Transportation Network?

This is assuming what is released with Revised Flood Mapping and release of ULSWM Master Plan and any changes to Lauzon Parkway Shift to the west. More to follow

#### Q10

Do you have any general comments about the Transportation in the SSMSP?

To many other plans in review and all the open issues of flood map ULRSWM System. More to follow

#### Page 4

#### Q11

Do you have any other comments about the SSMSP?

Compensation Value, amount of land to be purchased for SSD. To many open issues and plans to be impacted and airport lands. Presentation is big issue More to Follow

### #4

#### COMPLETE

Collector: Web Link 1 (Web Link)

Started: Monday, September 27, 2021 10:54:05 AM Last Modified: Thursday, September 30, 2021 6:12:45 PM

Time Spent: Over a day IP Address:

#### Page 2: Stormwater Management Facilities

#### Q1

Please provide your feedback on the preliminary proposed stormwater facilities

support for Option 1a in concept. Note that a complete review is not possible based on a number of supporting studies which are currently under development and not available. ie Development Manual, Area Specific DC, Upper Little River Watershed MP, Floodplain Study, Natural Environment Strategy...

#### Q2

Please provide any feedback you have on the location of the stormwater management facilities and staging strategy

The flows are intercepted and being introduced to Little River Drain sooner. It is essential to ensure at a minimum that the drainage is maintained and that there is no adverse impact downstream / the system is not overwhelmed. General support for the placement of stormwater management facilities proximate to existing drainage patterns.

#### Q3

Do you have any other comments about the stormwater management facilities?

Request that the same level of detail be completed for the entire study area. the materials state that the City will be able to acquire lands and construct SWM Ponds & PS within the East Pelton and CR42 Secondary Plan areas once the Master Servicing Plan has been completed. there is a significant amount of land outside of these areas.

#### Page 3: Transportation

#### Q4

Do you have any feedback on the preferred option for Opportunity #1?

no

#### Q5

Do you have any feedback on the preferred option for Opportunity #2?

no

#### Q6

Do you have any feedback on the preferred option for Opportunity #3?

no

#### Q7

Do you have any feedback on the preferred option for Opportunity #4?

no

#### **Q8**

Do you have any feedback on the preferred option for Opportunity #5?

no

#### Q9

Do you have any comments about the draft Transportation Network?

no (assuming this question was for Conceptual Transit Network image above)

#### Q10

Do you have any general comments about the Transportation in the SSMSP?

The Summary of Comparative Evaluation of Alternatives link on the website contained Section 4.1.1 which recommended Option 2 - using the existing conceptual road network and modify to better connect neighbourhoods. This preferred option needs to be applied to the whole study area.

#### Page 4

#### Q11

Do you have any other comments about the SSMSP?

Finalizing the Master Plan is dependent on a number of significant background/supporting studies that are still in progress. The SSMSP is being completed to meet the requirements of a Master Plan for the Study Area. In light of the current lack of consistent of detail/analysis for the entire study area, an opportunity for additional public engagement is being requested once these details are available.

### #5

#### COMPLETE

Collector: Web Link 1 (Web Link)

Started: Thursday, September 30, 2021 10:49:35 PM Last Modified: Friday, October 01, 2021 12:01:34 AM

Time Spent: 01:11:58
IP Address:

Page 2: Stormwater Management Facilities

#### Q1

Please provide your feedback on the preliminary proposed stormwater facilities

1a. Disregards entirely the aspect of LID measures. This sets a bad example and negative precedent as to Green Infrastructure innovation for the entire City and region. Mega ponds merely give taxpayer paid excuse to incur more environmentally damaging sprawl development and reliance on costly additional pumping stations by taking individual responsibility away from the Business and homeowner and put unnecessary financial burden and risk on the general taxpayer as a whole. So called 'clay soil' appears to being used as a poor excuse for deliberate lack of innovation, researched mitigation testing already successfully done elsewhere to the detriment of the City of Windsor ever creating new Green Infrastructure Policy and Standards. If a large new Development relies on typical old style expensive solutions - then how can there ever be environmental progress.

#### Q2

Please provide any feedback you have on the location of the stormwater management facilities and staging strategy

The reliance on only new storm ponds and new pumping stations is literal proof of Engineers merely continuing to facilitate a poor Planning design. Why is no one questioning the proposed planning design and its proposed low density. Do Engineers still make Bridges the same way we did in Ancient times? Where is the innovation and combination of multiple source control techniques. New Green Infrastructure Policy could ensure regulation and incentives for individual development compliance.

#### Q3

Do you have any other comments about the stormwater management facilities?

Gris design redirection of ditches and creating new stormwater ponds and pumping stations does does nothing but promote new sprawl development. There is no inkling towards integrating farm land in a new way to coalesce with denser hub development or to limit sprawl. There is no apparent increase in new tree /forest cover areas and new interconnections of such. A few new trees along redirected open, grid storm sewer design is not innovative design.

Page 3: Transportation

#### Q4

Do you have any feedback on the preferred option for Opportunity #1?

To only consider widening roads as some sort of solution throws Transit and alternate Transportation in the garbage. As does the proposed new, backward planning stipulations that encourage such low density sprawl as just another bedroom, pseudo community. Entirely dependant on individual car ownership, excessive sized lots and little, if any new Town Centre. As the Windsor Chief City Planner once said, "were competing with LaSalle and Tecumseh-Lakeshore". How environmental detrimental sad is that to continue create such poor planning for future generations, in a limited area peninsula on productive farmland.

#### Q5

Do you have any feedback on the preferred option for Opportunity #2?

9th Concession expansion may be more N-S centred as stated - but is entirely geared to the poor rural choice location proposed for the new WRH MegaHospital. A MegaHospital chosen (at the expense of closing two existing two existing urban Hospitals) to build on an oversized 60 acre rural site across from a busy International Airport. Again with massive, unnecessary surface parking surround.

Q6	Respondent skipped this question
Do you have any feedback on the preferred option for Opportunity #3?	
Q7	Respondent skipped this question
Do you have any feedback on the preferred option for Opportunity #4?	
Q8	Respondent skipped this question
Do you have any feedback on the preferred option for Opportunity #5?	

#### Q9

Do you have any comments about the draft Transportation Network?

If Transit is to be expanded as suggested, then why do so many roads need to be widened? Transit was promised for the new SWDC years ago - it never happened. What assurance do citizens have that these are not just wishful thinking, coloured line on a map never to be implemented as such.

#### Q10

Do you have any general comments about the Transportation in the SSMSP?

What about 20 minute max, community design for: work, live and play?

#### Page 4

#### Sandwich South Master Servicing Plan - PIC #2 Survey

### Q11

Do you have any other comments about the SSMSP?

I don't see any real innovation here. Just more new and widened roads designed to promote new unnecessary, auto dependant sprawl, create more high energy use, environmentally damaging, premature development and release more stormwater into the system that would normally permeate into the ground water table.







#### February 17, 2022

### **Sandwich South Master Servicing Plan**

# Public Information Centre (PIC) #2, September 8, 2021 – Summary The Sandwich South Master Servicing Plan (SSMSP)

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

### **Engaging the Community**

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

People were notified of the event as follows:

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

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







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

#### What We Heard

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

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

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

#### **General Questions or Comments**

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







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

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

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

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

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

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

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

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







#### 3. Were updated soil tests completed for the area?

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

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

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

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

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

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

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







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

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

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

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

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

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

See Response 6 regarding timing.

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

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

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

See Responses from Question 8.

Cost to acquire lands will be based on appraisal rates.







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

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

For more information on Class Environmental Assessments: Section 16 Order: <a href="https://www.ontario.ca/page/class-environmental-assessments-section-16-order">https://www.ontario.ca/page/class-environmental-assessments-section-16-order</a>

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

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

#### 13. Don't see any real innovation.

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

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

See Responses from Question 9.

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

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







#### **Sanitary Sewer Questions**

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

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

No, infrastructure will not be paid through homeowner taxes.

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

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

#### **Stormwater Management and Storm Sewer Questions**

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

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

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

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

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

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







#### 19. What does management in stormwater management mean?

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

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

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

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

This dashed line will be removed.

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

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

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

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

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







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

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

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

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

See answer to Question 24 above.

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

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







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

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

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

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

#### 29. Were updated soil tests completed for the area?

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

#### 30. Where does the water go now?

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

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

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







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

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

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

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

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

See response to Question 31 above.

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

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

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







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

#### **Flood Plain Mapping Questions**

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

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

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

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

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

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

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

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

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

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







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

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

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

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

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

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

#### **Transportation Questions**

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

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

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







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

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

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

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

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

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

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

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

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







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

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

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

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

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

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

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

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

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

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







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

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

#### 50. Traffic calming is needed everywhere not road widening.

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

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

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

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







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

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

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

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

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

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

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

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

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

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

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







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

#### 58. Opportunity #1

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

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

#### 59. Opportunity #2

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

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

#### 60. Opportunity #3

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

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

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

Noted.







## Notice of Study Area Expansion and Public Consultation

#### Stormwater Management for The Lauzon Parkway/CR42 Improvements

The Master Servicing Plan (Plan) for the Sandwich South Area is being completed to develop a coordinated and sustainable approach to providing municipal infrastructure in support of population growth. The Sandwich South area is designated as an area for development over the next 20 years and will include a variety of residential, commercial, institutional and industrial land uses. The map below shows Sandwich South and the Study Area, defined by the black outline.

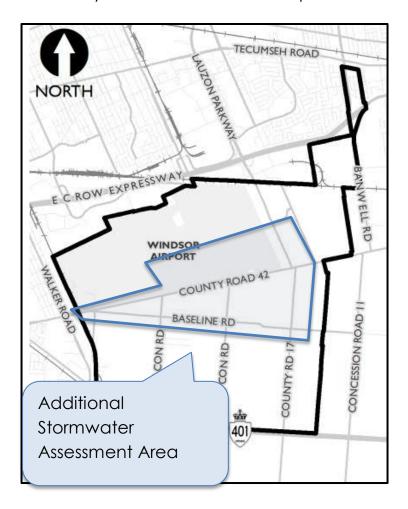
The purpose of this study is to determine the location and capacity of collector roads, storm and sanitary sewers and how stormwater will be managed throughout the study area.

In order to be development ready, the City is proposing to include the detailed drainage assessment and functional design of stormwater management facilities proposed in the vicinity of the realignment of the Lauzon Parkway at County Road 42 (CR42). The City has prioritized the Lauzon Parkway and CR42 intersection improvements to support planned development. For more information on the roadway improvements, please refer to the Lauzon Parkway Improvements Environment Assessment (2014) on the project website at <u>Sandwich South Master Servicing Plan</u> (www.sandwichsouth.ca).

In order to develop a recommended solution and stormwater outlet configuration for those road improvements, additional refinement of the stormwater management (SWM) strategy within this area is required. The City would like to invite the public and

relevant stakeholders to provide comments on the stormwater servicing alternatives developed for this area. Various drainage options to incorporate lands south of CR42, between Walker Road and 10<sup>th</sup> Concession Road were evaluated. The detailed functional design of the preferred solution will follow this consultation session and will be incorporated into the overall strategy for SWM within the Sandwich South area.

The draft servicing strategy and stormwater management pond alternatives pertaining to this expanded scope area will be available for the public and stakeholders to review and comment.



The materials will be online and available for review on the project website:

#### Sandwich South Master Servicing Plan

#### (www.sandwichsouth.ca)

#### Review Period: June 6 and July 4, 2022

This material will feature a video presentation detailing the revisions to the study scope and findings of this assessment. To receive comments and feedback related to material presented during this session, a survey will be available on the project website. Comments related to the Additional Stormwater Assessment shall be provided by July 4, 2022.

The study is being conducted in accordance with the requirements of Phase 1 and 2 of the Municipal Class Environmental Assessment process (2000, as amended), which is an approved process under the Environmental Assessment Act.

Visit the website between **June 6 and July 4**, **2022** and engage with us! If you have any site specific questions and/or would like to have an individual meeting with the project team to discuss the proposed works, please reach out to Laura Herlehy, P.Eng. (Dillon Consulting Limited), the project coordinator, at <a href="mailto:lherlehy@dillon.ca">lherlehy@dillon.ca</a> or **519-948-4243 ext. 3216**. Please reach out to learn more about the future of Sandwich South and provide your feedback to help us shape it together.

tatuch Winters

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Public Consultation

Additional Stormwater Management Assessment

June, 2022







## Agenda

This virtual presentation will...

- Outline the purpose of this consultation session.
- Remind stakeholders of the **objectives** of this plan.
- Explain the prescribed changes to the servicing plan as it relates to the **expanded** scope area.
- Provide an overview of completed stormwater assessments, solution alternatives and preliminary preferred servicing strategy.
- Review impacts and **mitigation measures** needing to be incorporated into the planned servicing strategies; and
- Outline how stakeholders can provide feedback and comment and highlight next steps.









## What is the purpose of this consultation?

This consultation session will present additional stormwater assessments completed as part of the Sandwich South Master Servicing Plan (SMP).

Assessments relate to additional stormwater servicing required to serve the first phases of development and the required Lauzon Parkway Improvements.

The City is planning Parkway and County on commencing the Lauzon Road 42 (CR42) intersection improvements in 2025.

Proposed intersection improvements requires the implementation of stormwater management infrastructure for the control and treatment of runoff.

Lauzon Parkway Cross Section (Lauzon Parkway Environmental Assessment 2014)

EXHIBIT E-3: TYPICAL CROSS-SECTION LAUZON PARKWAY E.C. ROW EXPRESSWAY TO HIGHWAY 401



INTERIM - 4 LANES - URBAN







# What is the Master Servicing Objectives?

The objective of the SMP is to establish a coordinated and sustainable approach to providing services.

- The plan is developing and reviewing solutions for:
  - The collector roads network;
  - Water, sanitary and storm sewers; and
  - Stormwater management facilities.

The SMP will meet the requirements of Phase 1 and 2 of the Municipal Class Environmental Assessment process, which is an approved process under the Environmental Assessment Act.

Upon completion of this study, the City will be in a position to proceed with implementation of 'Schedule B' Projects which include the stormwater management facilities and pump stations within the assessed areas including the East Pelton and County Road 42 Secondary Plan Areas.

The stormwater management facilities required to serve the new Lauzon Parkway intersection have been added to this assessment. This facility would be needed to support one of the first phases of development, which is projected to occur along County Road 42.









### What has been done to date?

- The second Public Information Centre was held on September 8, 2021, which provided:
  - A Project Overview and Update.
  - Servicing Solutions for Stormwater Management, Sanitary and Storm Sewer Servicing and the Transportation Network.
  - Comparative Alternative Solution Evaluations and Preliminary Preferred Solutions.
  - Mitigation Measures recommended to address anticipated impacts.
- Held more than 20 Individual Developer and Property Owner Meetings.
- Consulted with First Nations;
- Completed a Stage 1 Archaeological Study which has been accepted by the Ontario Ministry of Heritage,
   Sport, Tourism and Culture Industries.
- Continued coordination with Essex Region Conservation Authority (ERCA), Surrounding Municipalities and the Windsor International Airport.
- Completion of Functional Design, Cost Estimates and Preliminary Staging Plan.







# Stormwater Management Additional Assessment



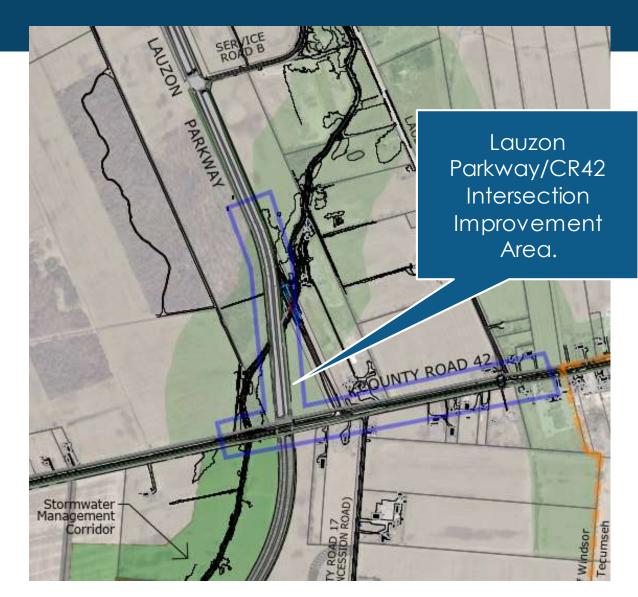




## Lauzon Parkway Improvements

- The City is preparing to complete the first phase of the Lauzon Parkway improvements.
- The first phase is planned to include:
  - Realignment of Lauzon Parkway, south of Service Road B to the County Road 42 (CR42) Intersection;
  - Urbanization of CR42 between Little River Drain to the east City limits; and
  - Trunk storm sewers along Lauzon Parkway and CR42 required for future development road drainage.

Per the Airport Master Plan (2010), eastern portions of the airport lands may be developed as commercial/industrial developable land uses. This development will require stormwater management.









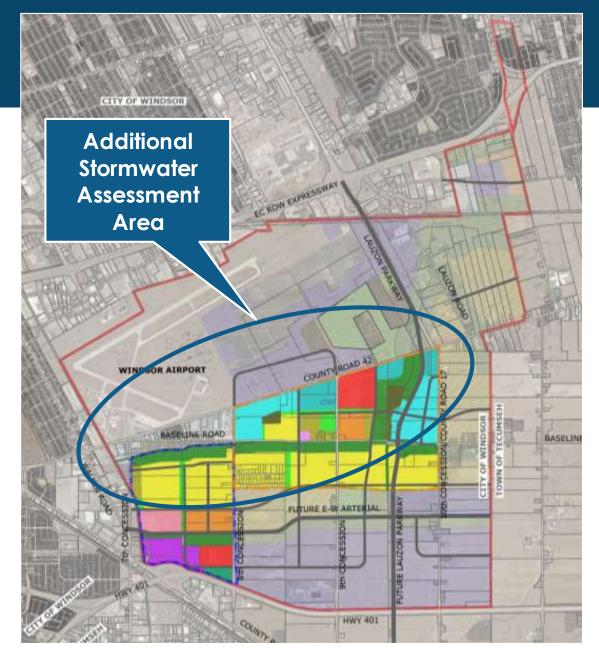
## Additional Stormwater Management Analysis

#### **Problem:**

Stormwater management is required to control additional runoff for roadway expansion and developable land to meet the Regional Stormwater Management Guidelines.

#### **Opportunity:**

Under ultimate conditions, stormwater management of road drainage and proposed development areas will be provided through regional stormwater management facilities to control both water quality and quantity of runoff.







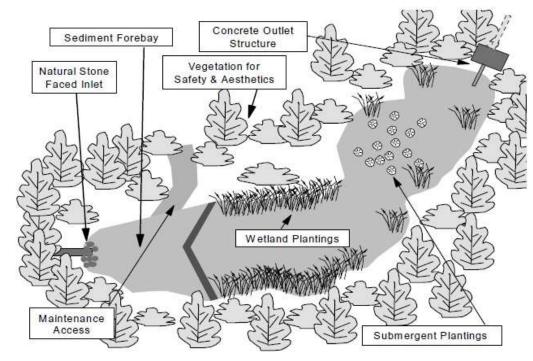


## Stormwater Management Facilities

In PIC # 2, the evaluation of stormwater management solutions was presented and the use of Wet Stormwater Management Ponds were identified as preferred.

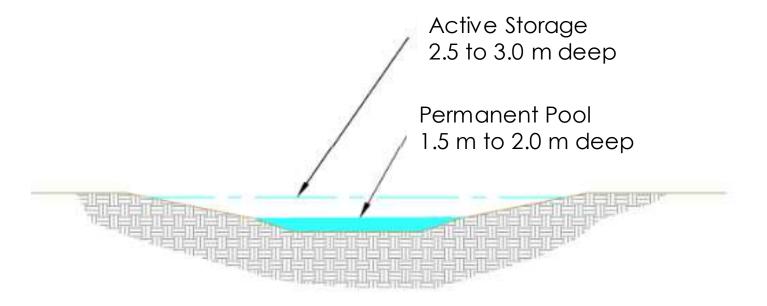
**Option 1A –Wet Stormwater Pond** (SWM) facilities to provide both water quantity and quality control.

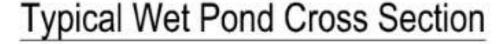
#### Option 1A - Extended Detention Wet Pond



Schematic Source: Ontario.ca

SSMSP - Additional Stormwater Assessment - June 2022











## **Drainage Area Expansion**

The ponds required to serve the roadway extension should also accommodate future proposed development within the lands north of CR42.

There is also opportunity to utilize this open space to provide service for the widening of CR42 and developable areas south of CR42 as well.

Option B would permit reducing the stormwater management pond south of CR42. Lands for the natural environment corridor and active transportation pathway will still need to be accommodated.

drainage area Option A – Keep Original Drainage Area 209 Ha stormwater Option B – Revised Drainage Area drainage area





113 Ha stormwater



## **Drainage Area Expansion**



## Preliminary Preferred = Option B – Revise Drainage Area Boundaries

- ✓ Revising the drainage areas would reduce direct impact to developable private property lands.
- ✓ Stormwater management facilities can be expanded on designated open space lands.
- ✓ Meets all SWM Regional requirements.
- Provides outlet for proposed Lauzon Parkway improvements and first phases of development along CR42.
- ✓ Can be incorporated into naturalization of designed open space areas.
- Must be designed in accordance with applicable Transport Canada requirements and consist of features to mitigate water fowl habitat (as required by the Airport).









### Stormwater Pond Alternatives Evaluation

#### Option B- Revised Drainage Area – Four options:

B1 - Wet Pond – One Pond

One linear pond, similar to the facilities that are proposed elsewhere in the SS Area.

B2 - Wet Pond - Twin Ponds

Preferred

Two interconnected twin ponds that better utilize open space designed lands.

B3 – Dry Pond with Underground Quality Control

One dry pond with underground quality control consisting
of Oil and Grit Separators and Quality Chamber System
units.

B4 - Underground Quality and Quantity

Underground quality and quantity control consisting of Oil and Grit Separators, and an Underground Storage

Chamber System. No surface storage.

## Example: Underground Retention (Stormtech ADS Units)



Photo Credit: https://ads-pipecanada.ca//ca\_en/

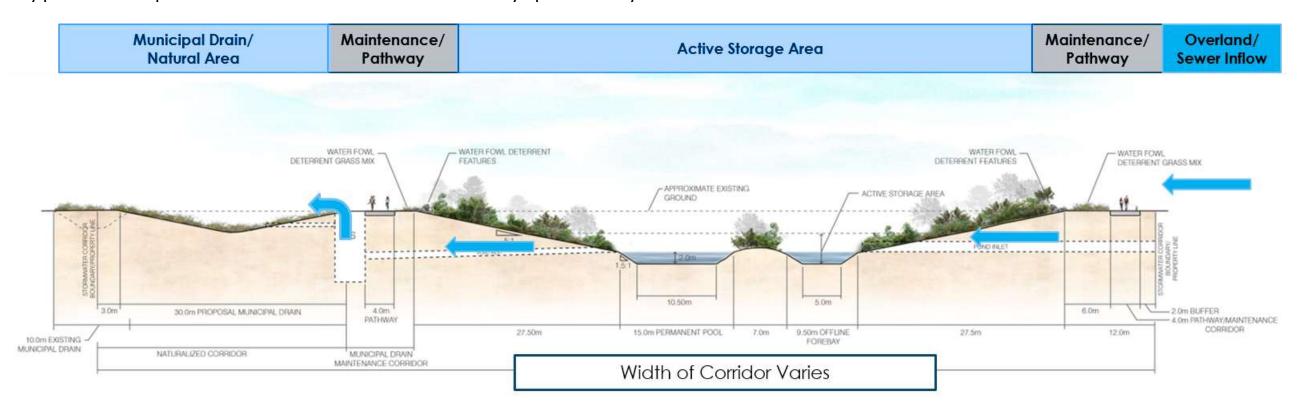






# Stormwater Management Facilities

Typical wet pond cross section with forebay, pathway/maintenance corridor, and naturalized drain.







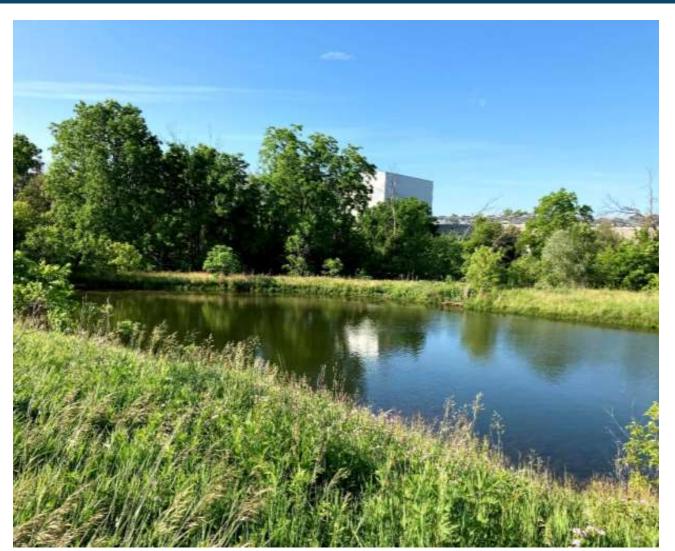


## **Natural Environment**

Natural heritage features will be incorporated into the Stormwater management corridors to protect, preserve and, where appropriate, enhance the environment.

A minimum 30 metre treed buffer is required between the existing Little River Drain and the Provincially Significant Wetlands areas.

Natural heritage features and natural plantings will be incorporated into Stormwater management pond designs to deter waterfowl as a safety measure in the vicinity of the airport.



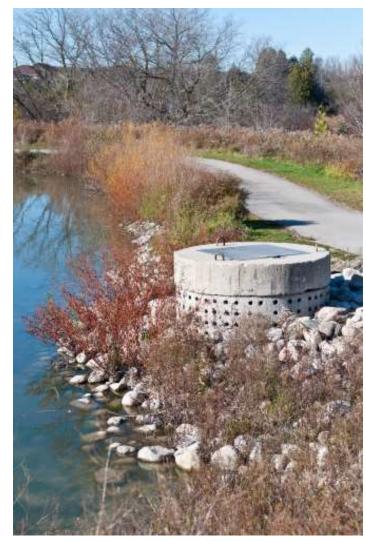






# Safety Measures - Waterfowl Mitigation

- Lauzon Parkway ponds are within the Zone of Monitoring
  - Features that attract birds within 2 km 4 km radius from airport lands are monitored. Birds are removed if present danger to airport.
- The SWM pond designs and waterfowl adaptive management plan considers principals of wildlife management.
- SWM pond design elements incorporate several habitat modifications to create spaces that are unappealing to waterfowl.
  - Engineering
    - ✓ Long linear ponds with narrow permanent pool width;
    - ✓ Deep permanent pools with steep side slopes; and
    - ✓ Meandering the ponds and creating regular sight barriers along the lengths of the ponds.
  - Landscaping
    - ✓ Heavily vegetate the banks of the pond;
    - ✓ Utilize woody vegetation; and
    - ✓ Specify species that are unattractive and is not a source of food.









# Mitigation, Implementation & Staging







# Potential Impacts and Mitigation

Potential Impact	Proposed Mitigation
Construction & Maintenance	<ul> <li>Inform property owners about upcoming construction.</li> <li>Use construction best management practices to minimize disruption, such as sediment and erosion control, controlling dust and following noise by-laws.</li> <li>Implement necessary detours and signage.</li> <li>Regular maintenance of ponds and pump stations.</li> <li>Regular monitoring of waterfowl and natural features.</li> </ul>
Property Impacts	<ul> <li>Property acquisition or easements are necessary.</li> <li>Compensation based on independently completed appraisal based on market values.</li> <li>Consultation with effected landowners. Regular updates on the timing of progress on projects.</li> </ul>









# Potential Impacts and Mitigation

Potential Impact	Proposed Mitigation
Archaeological Resources	<ul> <li>Complete necessary Stage 2 archaeological assessments prior to construction.</li> <li>Complete Stage 3 and 4 assessments, as required.</li> <li>Engage indigenous communities during the Stage 2 archaeological assessments.</li> <li>Notify appropriate agencies should unexpected resources be recovered during construction.</li> </ul>
Natural Environment	<ul> <li>Minimize tree removal and replace any trees removed.</li> <li>Protect Provincially Significant Wetlands.</li> <li>Prohibit construction during spawning and nesting seasons.</li> <li>Development of mitigation plans to protect terrestrial and aquatic habitat.</li> <li>Obtain necessary regulatory permits.</li> </ul>

#### Little River Drain









# Staging – Planned Improvements

This study will allow the stormwater management ponds and pump stations within the first development areas to proceed including the facilities presented herein.

In addition, the following projects are included in the City's current capital budget:

- Lauzon Parkway/CR42 Intersection Improvements;
- Drainage Act Report for the 7<sup>th</sup> Concession Drain Realignment to divert drainage to mitigate flood risk for developable area. (Ongoing);
- 7<sup>th</sup> and 9<sup>th</sup> Concession Road Improvements.









# Implementation/Staging

- Upon completion of this Master Servicing plan (subject to Council approval and public review) the City can proceed with implementation of ponds, trunk storm sewers, outlets to the respective municipal drainage outlets and stormwater pump stations (Schedule B projects).
- The study will confirm land acquisition requirements as well as estimated costs for the Schedule B projects (SWM Ponds and Pump Stations).
- Property acquisition negotiations will be initiated by the City once this study is complete and adopted.

Note: The Lauzon Parkway and County Road 42 improvements were approved as part of the 2014 Environment Assessment an therefore no further study is required prior to proceeding with detailed design and construction of the components included under that Environmental Assessment.







# **Upcoming Survey**

Visit the project website <u>www.sandwichsouth.ca</u> to view the materials presented and other information.

Provide us your comments and questions by completing the survey located on the website.



We want to hear your thoughts!

What do you like about these stormwater management options? What do you not like? What is missing?

You can provide your feedback by visiting the survey link:

Sandwich South Consultation Survey

Or by scanning the QR code with your phone or tablet:







# **Next Steps**

# Finalize Preferred Solutions

Summer 2022

# Refine Infrastructure Staging Plan

Summer 2022

# Complete the Servicing Master Plan

Fall 2022

30 Day Review

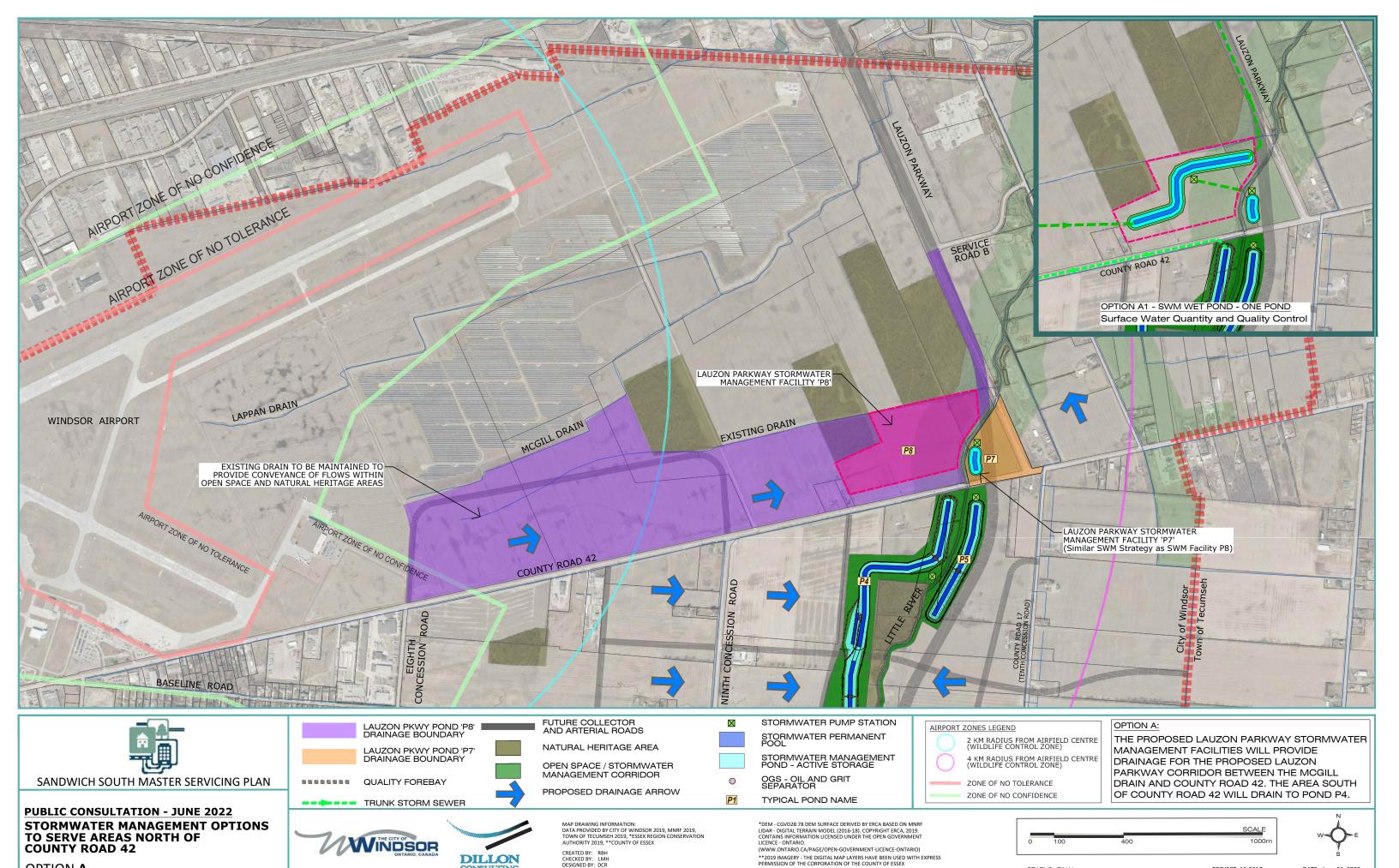
Fall 2022

- ✓ Review comments from this round of consultation.
- ✓ Complete cost estimates for the upcoming Development Charge Study.
- ✓ Formalize the recommended staging plan.
- ✓ Refine land requirements for Schedule B Projects.
- ✓ Identify future impact mitigation requirements.
- ✓ Present final Master Plan to Council.
- ✓ Notice of Completion
- Provide public opportunity to review.
- ✓ Current process.







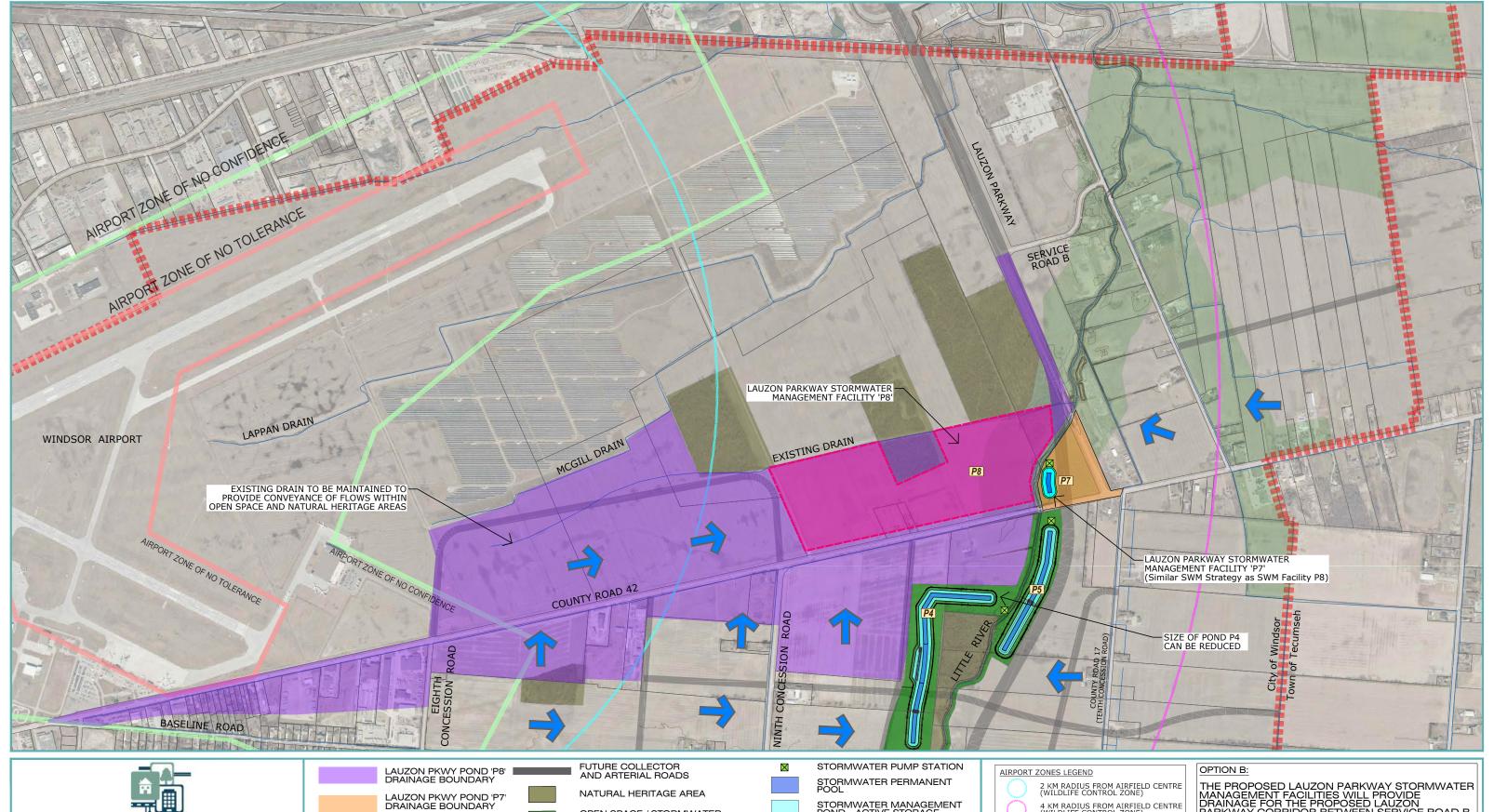


CREATED BY: RBH
CHECKED BY: LMH
DESIGNED BY: DCR
MAP COORDINATE SYSTEM: NAD 1983 CSRS UTM Zone 17N OPTION A STATUS: FINAL

DILLON

PROJECT: 19-9817

DATE: June 01, 2022





SANDWICH SOUTH MASTER SERVICING PLAN

**PUBLIC CONSULTATION - JUNE 2022** STORMWATER MANAGEMENT OPTIONS TO SERVE AREAS NORTH AND SOUTH OF **COUNTY ROAD 42** 

OPTION B



DILLON

OPEN SPACE / STORMWATER MANAGEMENT CORRIDOR

PROPOSED DRAINAGE ARROW

MAP DRAWING INFORMATION:
DATA PROVIDED BY CITY OF WINDSOR 2019, MNRF 2019,
TOWN OF TECUMSEH 2019, \*ESSEX REGION CONSERVATION
AUTHORITY 2019, \*\*COUNTY OF ESSEX

CREATED BY: RBH
CHECKED BY: LMH
DESIGNED BY: DCR
MAP COORDINATE SYSTEM: NAD 1983 CSRS UTM Zone 17N

STORMWATER MANAGEMENT POND - ACTIVE STORAGE

OGS - OIL AND GRIT SEPARATOR 

**P1** TYPICAL POND NAME 4 KM RADIUS FROM AIRFIELD CENTRE (WILDLIFE CONTROL ZONE)

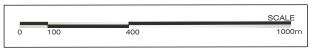
STATUS: FINAL

ZONE OF NO TOLERANCE ZONE OF NO CONFIDENCE THE PROPOSED LAUZON PARKWAY STORMWATER MANAGEMENT FACILITIES WILL PROVIDE DRAINAGE FOR THE PROPOSED LAUZON PARKWAY CORRIDOR BETWEEN SERVICE ROAD B AND COUNTY ROAD 42. THE AREA SOUTH OF COUNTY ROAD 42 WILL DRAIN TO THE PROPOSED LAUZON PARKWAY STORMWATER MANAGEMENT FACILITY P8.

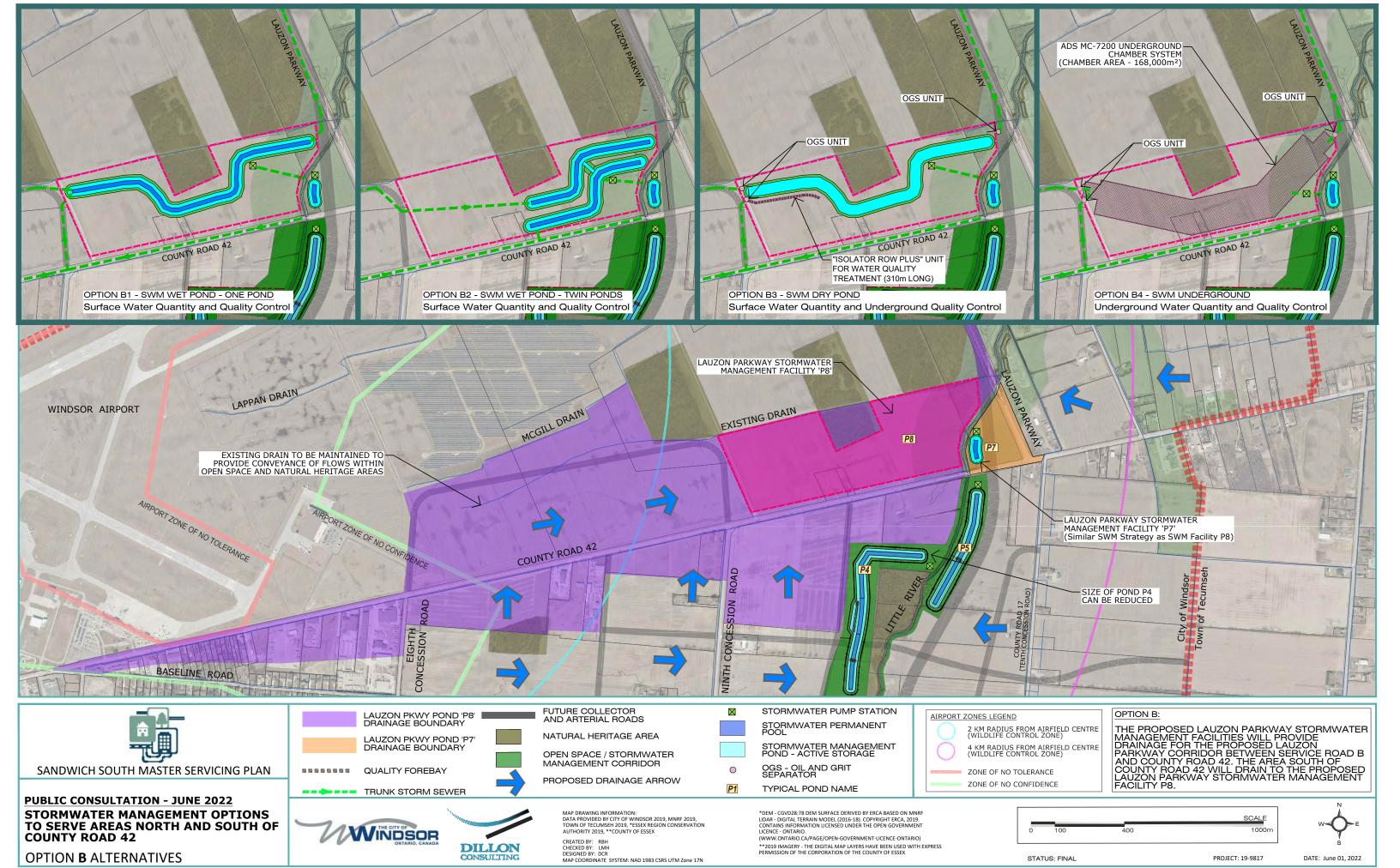
PROJECT: 19-9817

\*DEM - CGVD28:78 DEM SURFACE DERIVED BY ERCA BASED ON MNRF LIDAR - DIGITAL TERRAIN MODEL (2016-18). COPYRIGHT ERCA, 2019. CONTAINS INFORMATION LICENSED UNDER THE OPEN GOVERNMENT

(WWW.ONTARIO.CA/PAGE/OPEN-GOVERNMENT-LICENCE-ONTARIO) \*\*2019 IMAGERY - THE DIGITAL MAP LAYERS HAVE BEEN USED WITH EXPRESS PERMISSION OF THE CORPORATION OF THE COUNTY OF ESSEX







# Sandwich South Master Servicing Plan Additional Stormwater Management Assessment Municipal Servicing Alternative and Preferred Options Public Consultation

**June 2022** 

# **Introduction and Purpose**

This document supplements the Additional Stormwater Management (SWM)

Assessment, Public Consultation Presentation provided as part of the Sandwich South Master Servicing Plan (SMP). This document will provide the public and stakeholders with a summary of revisions to the service areas and outline the municipal SWM servicing alternatives. The project team completed a comparative evaluation of developed alternatives and determined a preliminary preferred SWM option to facilitate the construction of the Lauzon Parkway and County Road 42 Intersection, as well as to support local development.

The City of Windsor (The City) has identified the need to complete the first phase of the Lauzon Parkway Improvements identified in the previously completed Lauzon Parkway Environmental Assessment (2014). The first phase will include the realignment of Lauzon Parkway, between Service Road B and County Road 42, including reconstruction of County Road 42, between the City of Windsor municipal boundary to the east and the Little River drain corridor to the west.

Construction of the roadway will require SWM to treat and control the additional runoff resulting from the increased impervious area and to mitigate impacts to downstream areas. This solution is in keeping with the recommendations of the Upper Little River Watershed Master Drainage and Stormwater Management Plan Environmental Assessment (Stantec, Ongoing) (ULRMP). A draft copy of this study can be found on the City of Windsor Upper Little River Master Plan Environmental Assessment webpage.

DILLON CONSULTING LIMITED
May/June 2022
www.dillon.ca
Page 1 of 21

1.0

This study is being completed to meet the requirements of a Master Plan, defined under the Municipal Class Environmental Assessment; as such, the work must include consideration of alternative solutions for servicing infrastructure.

This document shall be reviewed in conjunction with the previously provided Public Information Centre #2 (PIC 2) presentation and other reference materials that are available on the Sandwich South Master Servicing Plan project website.

# **Evaluation Criteria**

2.0

3.0

The evaluation criteria for this supplemental assessment has not changed from those used for the previously completed comparative assessments. Refer to the Municipal Servicing Alternative and Preferred Options, Public Information Centre #2 (September 2021), available on the project website Sandwich South Master Servicing Plan project website.

# Stormwater Management – Additional Stormwater Analysis

As described in PIC 2, the preferred strategy to control surface flooding and support development in the Sandwich South area is to implement end of system treatment Stormwater Management - Wet Ponds (Option 1A) which consists of regional SWM facilities that provide both water quantity and quality control of stormwater. The solutions are mandated to meet the Essex Region Conservation Authority (ERCA) Regional SWM Standards Manual (December 2018) and achieve the objectives and recommendations of the ULRMP. This additional SWM assessment will review alternatives to integrate the first phases of Lauzon Parkway construction into the previous developed SWM strategy presented in PIC 2 (PIC 2 - Figure 3) and will build on the findings presented previously.

#### Problem

 Future development of the Sandwich South study area requires SWM to treat and attenuate the increased runoff from impervious areas. To support the first phase of the Lauzon Parkway Improvements and to serve proposed development, SWM facilities are required north of County Road 42 (CR42).

# **Opportunity**

3.1

 There is opportunity to integrate drainage from future development areas, south of CR42, with the new SWM facility required for the roadway to aid in the staging of works and to mitigate impacts to private property.

The following section outlines the development of alternatives and comparative evaluation completed to determine the preferred solution to service the roadway developable area.

# Alternative Solutions – Drainage Areas Delineation

Two (2) servicing alternative solutions to implement SWM for the service areas were reviewed and compared to a "Do Nothing" alternative. The two servicing solutions represent different storm drainage area configurations and staging scenarios and are described in more detail below. These drainage strategies where developed, in part, based on consultation with property owners undertaken as part of this study. It was requested that the project team review alternatives to use 'open space' designated areas for SWM infrastructure in lieu of private property areas to accommodate more developable area.

The following servicing alternatives have been evaluated:

- Do Nothing No Stormwater Management for Lauzon Parkway or Drainage Area
   North of CR42: This alternative represents a scenario in which SWM facilities are not
   implemented to serve the proposed roadway and developable area north of CR42
   and instead uncontrolled runoff is conveyed directly to existing drains including the
   Little River.
- Option A Stormwater Management for Lauzon Parkway and the Drainage Area North of CR42: The drainage area routed to the new regional SWM facilities (P7 and P8) includes the first phase of the Lauzon Parkway/CR42 Intersection as well as the future development areas north of CR42. This would not require modifications to the storm sewer design and functional design for the proposed development areas south

- of CR42. A total Drainage Area of approximately 113 Hectares would require approximately 16.1 Hectares of SWM facility area.
- Option B Stormwater Management for Lauzon Parkway and the Drainage Areas North and South of CR42: The drainage area routed to the new regional SWM facilities (P7 and P8) includes the first phase of the Lauzon Parkway/CR42 Intersections as well as the CR42 road right-of-way, future development areas north of CR42 and a portion south of CR42. The proposed trunk storm sewer that is proposed along CR42, between Walker Road and Little River, will be directed north to P8. The development parcels fronting CR42 have been assessed to the proposed storm trunk sewer along CR42. A total Drainage Area of approximately 210 Hectares would require approximately 34 Hectares of SWM facility area.

The portion of Lauzon Parkway, east of Little River to the existing Lauzon Parkway right-of-way is expected to drain to a future SWM facility (P7) east of Little River. A separate facility is required due to constraints related to depth conflicts between the proposed storm sewer and conflicts with the Little River drain.

The drainage area depicted under Option B, in figure attached, is based on the existing topography and drainage patterns within the southeast corner of the Windsor International Airport (Airport) property. It has been identified that areas, north of the former Rivard Drain, will not be incorporated into this analysis and those areas will drain northeast through the existing McGill drain. The existing drain that bisects the Provincial Significant Wetlands and discharges to the Rivard Drain will remain in place to provide drainage for these wetlands. A minimum 30 metres (m) planted buffer zone is required around the Provincially Significant Wetlands (PSWs) and the proposed SWM Facilities cannot encroach on this buffer area. Areas within the Airport property, north of the drainage area (purple area) will continue to drain to the existing McGill drain Airport lands.

The portion of CR42, between the existing Lauzon Parkway right-of-way and the City and Town of Tecumseh boarder will continue to drain to the Little Tenth Concession Drain. Upon construction of CR42, the existing Little Tenth Concession Drain crossing shall be maintained. SWM of these lands are assigned to the SWM corridors identified in the ULRMP as shown in Option A Figure attached.

From a development staging perspective, the areas within the Airport property boundaries are not projected to be developed in the short term and therefore there is opportunity to stage the construction of the proposed stormwater ponds to exclude those future development areas within the Airport.

Through a more detailed analysis of the stormwater management computational modelling and design of the supporting storm trunk sewer network, necessary functional design of the pond in the southeast corner of the Airport to support future development of the commercial/industrial areas, south of the former Rivard Drain, has been undertaken.

Pumping stations (PSs) are required to provide as the outlet from all SWM facilities to the respective municipal drainage outlets. The PSs are sized based on the corresponding drainage area and the maximum outflow rate from the ULRMP of 6 litres per second per hectare(L/s/ha). Pump stations are required to provide the following:

- Control outlet flows based on the maximum outflow rate;
- Drain deep storm sewers that provide gravity drainage of roadways and private property areas; and
- Hydraulically disconnect the SWM facility from the Little River to mitigation risks associated with back up of the drain into the facility, leaving the upstream and downstream areas susceptible to flooding.

Considerations for overland flood routing were reviewed as well. Under major rainfall events, overland flow of stormwater along road corridors will need to be directed to the proposed facilities s via municipal right-of-ways. Safety and access must be maintained under these conditions and will need to be refined as part of the detailed design of the proposed SWM and Road networks. Since CR42 is an arterial road which acts as a main emergency access route for emergency vehicles (fire, police and ambulance), the overland flow from areas south of CR42 shall continue to drain to the ponds south of CR42 to avoid overtopping CR42. Storage volumes and storage facility footprints provided have been sized based on this design constraint.

# 3.1.1 Evaluation – Drainage Areas Delineation

The three options above were comparatively evaluated using the criteria outlined previously in the materials presented in the Public Information Centre # 2. The following summarizes the results of the evaluation with a more detailed evaluation **Table 1.** In **Table 1**, under each criteria the most preferred outcome is highlighted in green. The overall preferred solution is based on the relative comparative result of each criteria.

The first alternative considered is a 'Do Nothing' option that assumes that SWM facilities will not be constructed to provide water quality and quantity control for the Lauzon Parkway Improvements or development areas. This would pose both flooding and environmental risks to the downstream watercourse as the uncontrolled and untreated increased runoff would not meet the minimum ERCA and Provincial Standards.

The facility proposed under Option A, has a smaller footprint compared to the facility proposed in Option B, as the associated drainage area only includes those areas north of the CR42 right-of-way. This would meet minimum ERCA and Provincial Standards and mitigate negative downstream impacts, however would not provide the opportunity to reduce the size of the SWM facilities proposed south of CR42.

**Option B** was determined to be the preferred alternative based on the following:

- Reduces direct impact on private property lands that can provide a more desired development scenario. Pond P4 can be reduced in size as shown in Option B Figure.
- SWM facility utilizes non-developable lands designed as 'open space' through the City's Official Plan;
- Will provide for a feasible SWM solution and sufficient storm outlet for the first phase of the Lauzon Parkway Improvements;
- From a staging perspective, these SWM facilities will be required to facilitate the implementing transportation needs within this area, while also servicing all portions of the CR42 secondary plan area that front CR42.

The following was considered in the evaluation of alternative SWM strategies.

 The SWM facility P7 has been located adjacent to Lauzon Parkway to facilitate the shortest and most direct outlet location for the proposed storm sewer system and outlet into the Little River. It is currently not feasible to locate P7 west of the roadway as there is existing municipal infrastructure that will remain along the abandoned portion of Lauzon Parkway.

# 3.2 Alternative Solutions – Stormwater Management Facility Configuration

Four (4) servicing alternatives to implement SWM facilities were reviewed based on the preferred drainage area delineation Option B noted above, these include:

# Option B1: Wet Ponds - One Linear Pond:

Utilize wet ponds (P7 and P8) to provide both water quantity and quality control
of stormwater using a permanent water quality control pool and forebay. P8 will
consist of one long linear pond that discharges to the Little River drain via a
stormwater pumping station.

# Option B2: Wet Ponds - Two Parallel Ponds:

 Utilize wet ponds to provide both water quantity and quality control of stormwater using a permanent water quality control pool and forebay. This option is similar to Option B1, however P8 will consist to two parallel twin ponds that discharge to the Little River drain via a stormwater pumping station.

# Option B3: Dry Ponds and Underground Quality Control:

Outilize a dry pond to provide water quantity control of stormwater. The pond is expected to remain dry between rain events. To provide water quality control of runoff, each storm sewer outlet to the pond will need to be equipped with oil and grit separator unit(s) (OGS) and underground quality control unit chambers (ADS Isolator Row Plus or approved equivalent) adjacent to the footprint of the dry pond. The OGS and chamber water quality control units must be sized to meet the minimum quality control requirements (Normal Level of Treatment per the MECP Manual and particle size distribution per the Regional SWM Guidelines).

# Option B4: Underground SWM Quality and Quantity:

 Utilize a fully underground SWM facility that provides both water quantity and quality control of stormwater to meet the minimum quality control requirements (Normal Level of Treatment per the Ministry of the Environment, Conservation

- and Parks (MECP) Manual and particle size distribution per the Regional SWM Guidelines).
- To supplement water quality control of runoff, each storm sewer outlet to the underground facility will need to be equipped with oil and grit separator unit(s) (OGS) and quality control unit chambers (ADS Isolator Row Plus or approved equivalent).

Option B Alternatives Figure shows the approximate footprint of the SWM facilities for Options B1-B4 outlined above to treat the designated drainage area.

Pumping stations of the same capacity and in the same locations are required for all the surface flooding SWM alternatives.

The following assumptions and considerations were identified during the evaluation as it relates to the alternative SWM strategies discussed:

- Functional design of the preferred SWM facility will be formalized after feedback is obtained from this round of consultation.
- The design team has been coordinating with the Windsor International Airport staff
  to develop a functional design and adaptive management plan that will mitigate
  water fowl habitat and provide a long-term plan for operation of the ponds over their
  lifecycle for all surface storage SWM options. The adaptive management plan will be
  included in the final SMP report.

**Table 2** details the comparative evaluation between the SWM facilities, as described above.

# 3.2.1 **Evaluation - Stormwater Management Facility Configuration**

The four (4) SWM facility configurations were comparatively evaluated using the criteria previously noted.

# **Preliminary Preferred Alternative: Option B2**

The preliminary preferred alternative includes the incorporation of two (2) Parallel Wet Ponds to service the Lauzon Parkway/CR42 area, as shown in Option B Alternatives Figure. This layout is the most preferred, compared to Option B1, as it provides for a consolidated and regional SWM facility that is in closer proximity to the Little River

Drain, and better consolidates areas required for the SWM facility. The twin pond configuration is considered at this time, the more cost effective alternative than the underground storage Option B3 and Option B4.

Subject to comments and feedback received during consultation, this preliminary preferred alternative will become the proposed servicing plan for SWM for the CR42 and Lauzon Parkway within the Sandwich South area shown.

The future Environmental Study Report will identify whether any further environmental assessment work is required for the proposed infrastructure and will include further information on potential effects and proposed mitigation, staging and implementation.

# **Stormwater Management Alternatives**

# 4.1 Evaluation of Alternative Solutions for Stormwater Management for Lauzon Parkway/County Road 42

**Table 1: Evaluation of Alternative Drainage Area Scenarios** 

Criteria	Do nothing: No Stormwater Management - Lauzon Parkway or Drainage Area North of CR42	Option A: Stormwater Management For the Lauzon Parkway and Dra0069nage Area North of CR42	Option B: Stormwater Management For Drainage Areas North and South of CR42
Manage Flood Risk			
To what extent can the alternative address surface flooding?	Lowest flood protection.  Additional runoff resulting from road and development would not meet minimum Regional and Provincial SWM requirements or support road improvements.  Additional runoff would discharge to the Little River uncontrolled.	High flood protection.  SWM Controls will reduce runoff to greater than predevelopment conditions to meet regional and provincial SWM requirements.  Additional runoff would be controlled prior to discharge to the Little River Drain. Runoff would be over-restricted beyond existing conditions to provide a greater level of service and meet existing SWM guidelines.	High flood protection.  Same as Option A.
Preference	Least Preferred	Most Preferred	Most Preferred
Protect Quality of Life			
Is there potential private property that would be required?	No private property north of CR42 would be required for SWM needs.	Highest overall requirement of private property acquisition to accommodate SWM.  In addition to road drainage, this option does not permit for the reduction of SWM corridors on private owned lands.	Moderate requirement of private property acquisition to accommodate SWM.  Less private property requirements compared to Option A. This option permits for the reduction of SWM corridors on private owned lands, south of CR42. More privately-owned lands can be used for development.
What are the potential impacts to cultural heritage (archaeology and built heritage)?	Low.  No additional ground disturbance will be required to maintain existing conditions.	High.  Ground disturbance is required within areas identified as high potential and therefore Stage 2 archaeological assessments will be required in advance of any ground disturbance.  Low potential for impact to build heritage features.	High. Same as Option A.
What are the potential construction related impacts	Low.	Highest.	High. Same as Option A.

Criteria	Do nothing: No Stormwater Management - Lauzon Parkway or Drainage Area North of CR42	Option A: Stormwater Management For the Lauzon Parkway and Dra0069nage Area North of CR42	Option B: Stormwater Management For Drainage Areas North and South of CR42
to the public/ community? (Noise, dust, vibration)	No immediate impacts due to construction activities.	Construction of SWM facilities will occur prior to development of lands.	
		Sediment and erosion control will be required throughout construction and as required in advance of vegetation maturing.	
		Construction of facilities outside of the municipal right-of-way will require minimal disruption to traffic.	
	Low.	High	Highest
What are the potential construction related impacts?	SWM facilities will not be required in advance of the Lauzon Parkway and CR42 Road	SWM Facilities will be constructed in conjunction with the Lauzon Parkway and CR42 Road Improvements.	SWM Facilities will be constructed in conjunction with the Lauzon Parkway and CR42 Road Improvements.
(Municipal Capital Works impacts)	Improvements.	SWM Facilities are required prior to developing areas north of CR42 SWM facility is in closer proximity to the proposed development lands.	SWM Facilities are required prior to developing areas north and south of CR42. Therefore greater length of sewer including crossing CR42 will be required to service first phases of development.
A un the ann lana terms	Low.	Moderately High.	Moderately High.
Are there long term operational impacts on local residents and businesses?		Pond maintenance will be required including landscape and maintenance of waterfowl mitigation features. Regular inspection will be required.	Pond maintenance will be required including landscape and maintenance of waterfowl mitigation features.  Regular inspection will be required.
	Yes	Yes, same as 'Do Nothing'.	Yes, same as 'Do Nothing'.
Are there potential recreational opportunities?	A continuous recreational trail network will be located within the SWM management corridors.		
Preference	Most Preferred	Least Preferred	Less Preferred
Be Cost Effective and Provide V	/alue		
	Lowest.	Highest.	High.
What is the relative cost of the alternative?	Marginally smaller SWM Facilities would be required to only service developable areas and not incorporate road drainage.	Regional and centralized SWM facilities are cost-effective to construct and maintain. More cost-effective than Option B due to this being a smaller sized facility. The overall SWM Strategy cost is comparable to Option B, however property acquisitions costs would be greater overall.	Regional and centralized SWM facilities are cost- effective to construct and maintain. Requires a larger sized facility than Option A. The overall SWM Strategy cost is comparable to Option A, however property acquisitions costs would be less overall.

Criteria	Do nothing: No Stormwater Management - Lauzon Parkway or Drainage Area North of CR42	Option A: Stormwater Management For the Lauzon Parkway and Dra0069nage Area North of CR42	Option B: Stormwater Management For Drainage Areas North and South of CR42
		Less relative cost for trunk storm sewers compared to Option B.	Relatively higher cost for trunk storm sewers required to direct drainage for areas south of CR42 to north facility compared to Option A.
	Low.	Low.	Lowest.
Are there enpertunities to	Short-term: Least cost to implement the Lauzon Parkway Improvements.	Short-term: Moderate cost to implement the Lauzon Parkway Improvements.	Short-term: Highest cost to implement the Lauzon Parkway Improvements.
Are there opportunities to reduce overall cost and/or reduce costs to taxpayers?	Long-term: SWM cost for development areas cannot be reduced under this solution. Lowest	Long-term: SWM costs for development areas cannot be reduced under this solution. Moderate storm sewer costs.	Long-term: SWM for development areas cannot be reduced under this solution. Highest storm sewer costs.
	storm sewer costs.  Capital costs for onsite SWM Facilities will be paid by individual property owners.	Capital costs to implement SWM facilities will be paid for via area-specific development changes that will be enforced by the City.	Capital costs to implement SWM facilities will be paid for via area-specific development changes that will be enforced by the City.
	Low.	High.	Highest.
What is the local economic benefit?	Discharging uncontrolled flows to the Little River will have negative impacts downstream increasing the risk of flooding, property damage, and drain maintenance.  Will not benefit developable lands.	Shared regional SWM facility will provide an outlet for all development areas and a consolidated operation and maintenance plan can be implemented.  Implementation of the ponds will allow development to proceed and fulfill local market needs.	Same as Option A, however permits a relatively higher amount of developable land.
	None.	Low	Low. Same as Option A.
What is the level of		Offline facility can be constructed with minimum impact to existing drains and infrastructure.	Longer and largest and trunk storm sewers are required to drain areas that are comparatively further
complexity for construction and operation? (Capital projects)		Shortest and smallest trunk storm sewers are required. Less complex than Option B, as the storm sewer routing will be in closer proximity to the downstream SWM Facility outlet.	from the downstream SWM facility.  SWM facility will be required prior to the planned reconstruction of 9 <sup>th</sup> Concession Road.
		SWM facility will be required prior to the planned reconstruction of 9 <sup>th</sup> Concession Road.	
What is the level of complexity for construction and operation? (Private development)	Highest.	Moderately Low.	High.
	Shallow drainage outlets will require onsite pumping or limited development.	SWM facilities will not require private property operation or maintenance of SWM facilities.	Same as Option A, however due to the proximity of the pond to development areas, additional cost and
	High operational complexity due to greater reliance on private flood protection measures.		coordination required in advance of property development south of CR42.

Criteria	Do nothing: No Stormwater Management - Lauzon Parkway or Drainage Area North of CR42	Option A: Stormwater Management For the Lauzon Parkway and Dra0069nage Area North of CR42	Option B: Stormwater Management For Drainage Areas North and South of CR42			
Preference	Most Preferred	Less Preferred	Least Preferred			
Protect the Natural Environme	rotect the Natural Environment					
	Negative.	Positive.	Same as Option A.			
What are the environmental	Directing directly to the Little River without	Meets water quality treatment requirements.				
effects of the alternative?	quality or quantity treatment will have negative environment effects.	Does not control water balance, however, there are no local requirements, and limited opportunities to efficiently recharge groundwater and reduce SWM runoff volumes.				
Will there be impacts to	Less construction related impacts to SAR.  Reduced opportunity to provide habitat to offset impacts of development and maintain	Existing drains and associated natural environment corridors will provide habitat to offset impacts of development and maintain corridor connectivity.	Same as Option A, however minimal regulatory offsets from Little River Drain must be maintained to reduce impacts to SAR.			
species at risk (SAR)?	natural corridor connectivity.	SWM Facility areas will provide additional buffer between natural corridors and development land.				
Will the proposed SWM protect Provincially Significant Wetlands (PSW)?	Development will need to maintain minimum regulatory separation from natural areas as well as complete necessary assessments to demonstrate PSWs will not be impacted.	SWM facilities will be designed to minimum regulatory setbacks from all PSW lands. Treed buffer areas are required along PSWs. Facilities will provide addition buffer between PWSs and development lands.	Same as Option A.			
Is there an opportunity to protect natural spaces?	Development will need to maintain minimum regulatory separation from natural areas.	Yes. SWM facilities will provide a boundary between developable lands, drains and natural corridors. Solution provides a better opportunity to protect natural areas.  SWM corridor can be integrated with adjacent natural spaces.	Similar to Option A, however less SWM corridor buffers will be provided along the Little River Drain south of CR42.			
Preference	Least Preferred	Most Preferred	More Preferred			
Support the Creation of a Com	plete Community					
	No.	Yes.	Yes.			
Does the alternative support a self-sufficient community?	Increased risk associated with flooding downstream areas if local runoff is not controlled.	SWM services are provided in the local community. Quality and quantity control will be provided within the local community – no impacts upstream or downstream.	Same as Option A.			
	Reliance required on individual property owners for mitigation flood risks.					
Preference	Least Preferred	Most Preferred	Most Preferred			

Criteria	Do nothing: No Stormwater Management - Lauzon Parkway or Drainage Area North of CR42	Option A: Stormwater Management For the Lauzon Parkway and Dra0069nage Area North of CR42	Option B: Stormwater Management For Drainage Areas North and South of CR42
Protect Health and Safety			
Will this alternative reduce flood risk and standing water with developable areas?	No. Increase in flood risk with uncontrolled flows entering the Little River Drain.	Yes.  Flood control criteria will reduce risks associated with flooding in watercourses and drains as well as allow ponding in development areas to be controlled to acceptable levels.	Yes. Same as Option A.
Will this alternative improve public safety?	No.  Developable lands and roadways are vulnerable to back-ups of the Little River drain and therefore could cause increase flooding impacting emergency access.	Yes.  The SWM drainage network and end of pipe facility will be designed to reduce upstream surface flooding during major rain events.  Implementation of the SWM drainage network and end of pipe facility, coupled with maintenance of minimum flood protection elevations, will minimize surface flooding and allow for safer travel on roadways and maintain emergency access.	Yes.  Same as Option A. SWM facilities are further from developable areas.
Are there safety related risks associated with the proximity to the Windsor International Airport (WIA)?	Minimal risks associated with proximity to WIA.	Proposed SWM facilities will need to be implemented to mitigate water fowl habitat. Maintenance of measures and monitoring of effectiveness will need to be done over the lifecycle of the facility.	Same as Option A. Largest footprint of pond north of CR42. Location of the pond utilizes the existing PSWs to provide buffer to the SWM facility.
Preference	Least Preferred	More Preferred	Most Preferred
Align with Existing Infrastructu	re and Studies		
How compatible is the alternative with existing and surrounding infrastructure?	Least compatible.  The option is not compatible with upstream and downstream drainage systems. Impacts the capacity of the Little River due to controlled release of increased runoff.	Most compatible.  The option is compatible with upstream and downstream drainage systems.  SWM Ponds provides the most direct overland flood route.	Compatible.  This option requires large trunk storm sewer crossing CR42 to direct drainage to pond. Large trunk sanitary sewer and storm sewer do not conflict but minimal flexibility to revise storm sewer depths.  Overland flood routing cannot cross CR42 and therefore overland flow for areas south of CR42 will need to drain to P4.
Preference	Least Preferred	Most Preferred	More Preferred

Criteria	Do nothing: No Stormwater Management - Lauzon Parkway or Drainage Area North of CR42	Option A: Stormwater Management For the Lauzon Parkway and Dra0069nage Area North of CR42	Option B: Stormwater Management For Drainage Areas North and South of CR42
Build in Resiliency			
How does the infrastructure alternative address climate change?	Least resilient to climate change.	SWM facilities incorporate design safety factors to account for potential higher future rainfall intensities.	Same as Option A.
Preference	Least Preferred	Most Preferred	Most Preferred
<b>Build in Flexibility</b>			
	Low.	Moderate.	High.
What is the potential for phasing the infrastructure alternative?	Phasing of development may increase in complexity and have limitations.	SWM facility construction can be phased to accommodate each service area. The areas have been subdivided into subdrainage areas that have an individual outlet to the existing drain network. Development upstream will not have impacts to the downstream system as phasing occurs.	With the construction of this solution, two areas would be ready for development, both the north and south side of County Road 42, as opposed to Option A that can only service the north side of County Road 42.
	Least Flexible.	Limited Flexibility.	More Flexible.
How flexible and adaptable is the alternative to change?		Once the surrounding areas have been developed, there is limited flexibility to increase the capacity of the SWM Facility.	The surrounding areas are not designated for development. Future pond expansion is possible and can be integrated into the proposed open space.
	No.	Yes.	Yes. Same as Option A.
Does the alternative allow us to accommodate future population and employment	Lack of capacity within SWM management facilities and existing floodplain area will negatively impact the possible future population and employment growth (impacting area available for development).	Future population and employment growth are accommodated by SWM controls under this option.	This option services more area than the other options, accommodating more future population and employment growth.
growth?	Requirement for developments to have localized SWM quantity and quality controls will impact the developable lands available thus reducing the achievable growth.		
Preference	Least Preferred	Less Preferred	Most Preferred
Overall Preference	Least Preferred	Less Preferred	Most Preferred Solution

**Table 2: Evaluation of Alternative Stormwater Management Configurations** 

Criteria	Option B1: Wet Ponds - One Linear Pond	Option B2: Wet Ponds - Two Parallel Ponds	Option B3: Dry Ponds and Underground Quality Control	Option B4: Underground Quality and Quantity
Manage Flood Risk				
To what extent can the alternative address surface flooding?	Well. Wet Pond will be sized to meet Climate Change storm criteria.  Outlet SWM pump station will ensure controlled outflow to Little River does not post risk of flooding to downstream areas.	Same as Option B1.	Same as Option B1.	Same as Option B1.
Preference	Most Preferred	Most Preferred	Most Preferred	Most Preferred
Protect Quality of Life				
Is there potential property that would be required?	Moderate footprint size.  Limits some development area along the future roadway and industrial/commercial development area north of CR42.	Smallest footprint.  Provides the most development area along the future roadway and industrial/commercial development area north of CR42.	Same as Option B1.	Largest footprint, but can accommodate aboveground amenities in the designated open space areas. In developable areas, could use underground storage areas for large parking areas.  Limits the level of development that can be accommodated north of CR42.
What are the potential impacts to cultural heritage (archaeology and built heritage)?	Moderate Footprint.  No impact to built heritage features.  Area considered high potential for Archaeological Resources. A Stage 2 assessment is required.	Same as Option B1. Smallest footprint.	Same as Option B1.	Same as Option B1.  Largest footprint.
What are the potential construction related impacts to the public/ community? (Noise, dust, vibration)	Moderate.  Wet Pond will result in construction related impacts such as noise, dust and vibration. Pond will be constructed prior to the development of the lands.	Same as Option B1.	High Construction Impact.  Large construction scope area.	Highest Construction Impact.  Largest construction scope area.

Criteria	Option B1: Wet Ponds - One Linear Pond	Option B2: Wet Ponds - Two Parallel Ponds	Option B3: Dry Ponds and Underground Quality Control	Option B4: Underground Quality and Quantity
	Moderate.	Same as Option B1.	Moderately High.	High.
Are there long term operational	Wet Pond requires sediment removal as needed to maintain quality control capabilities.  Wet Pond maintenance will be required including landscape and maintenance of water fowl mitigation features. Regular		Underground facilities require more frequent sediment removal. Sediment removal is more difficult for closed underground systems, but are constructed with inspection ports for sediment removal via vacuum truck.	Underground facilities require more frequent sediment removal. Sediment removal is more difficult for closed underground systems, but are constructed with inspection ports for sediment removal via vacuum truck.
impacts on local residents and businesses?	inspection will be required.		Regular cleanout of oil and grit separators and underground water quality chamber units is required to maintain quality control. Pond maintenance will be required including	Regular cleanout of oil and grit separators and underground water quality chamber units is required to maintain quality control.  No maintenance related to water fowl
			landscape.	mitigation measures is required.
			Monitoring and maintenance of water fowl mitigation measures is less for dry ponds.	
	Yes, active transportation facilities will	Same as Option 1B.	Same as Option 1B.	Same as Option 1B.
Are there potential recreational opportunities?	be integrated into the stormwater corridors.			More surface area for plantings, recreational amenities and active transportation facilities.
Preference	Most Preferred	Most Preferred	Less Preferred	Less Preferred
Be Cost Effective and Provide Va	lue			
What is the relative cost of the alternative?	Moderate.	Similar cost to Option B1.	Moderately High.	Highest Cost.
	Low.	Low. Same as Option B1.	Low.	Moderate.
Are there opportunities to reduce overall cost and/or reduce costs to taxpayers?	Costs for Wet Pond will be shared between developers based on development land areas as well as the City to drain municipal ROW Areas.		Less relative opportunity to reduce cost compared to Option B1. All quality control infrastructure will need to be implemented at the onset of development.	Greatest opportunity to utilizing excess soil onsite.
What is the local economic benefit?	Limits some development area along the future roadway north of CR42 and along CR42.	Provides the most development area along the future roadway, north of CR42 and along CR42.	Same as Option B1.	Limits development area along the future roadway north of CR42 and along CR42.

Criteria	Option B1: Wet Ponds - One Linear Pond	Option B2: Wet Ponds - Two Parallel Ponds	Option B3: Dry Ponds and Underground Quality Control	Option B4: Underground Quality and Quantity
What is the level of complexity for construction?	Moderate level of complexity.	Same as Option B1.	Higher level of complexity in comparison to Option B1 and B2.	Same as Option B3.
What is the level of complexity for operation?	High.  Wet Pond maintenance will be required including landscape and maintenance of water fowl mitigation features. Regular inspection will be required over the lifetime of the facility.	Same as Option B1.	Moderate.  Dry Pond maintenance will be required including landscape. Monitoring and maintenance of water fowl is less for dry ponds. Regular cleanout of oil and grit separators and underground water quality chamber units is required to maintain quality control.	Moderately High.  Regular cleanout of oil and grit separators and underground water quality chamber units is required to maintain quality control.
Preference	More Preferred	Most Preferred	Less Preferred.	Least Preferred
Protect the Natural Environment				
What are the environmental effects of the alternative?	Wet Pond to be designed to provide a minimum "Normal" quality control level, as per Regional SWM Guidelines.  Wet Pond can be integrated into the municipal drainage system and natural environment corridor.  Less frequent sediment removal needed.	Same quality level as Option B1.  Wet Pond can be integrated into the municipal drainage system and natural environment corridor.  Less frequent sediment removal needed.	Same quality level as Option B1.  Dry Pond can be integrated into the municipal drainage system and natural environment corridor.  Frequent sediment removal needed. Sediment removal process is more difficult.	Same quality level as Option B1.  Surface area above underground facility will need to be integrated into the natural environment corridor.  Most frequent sediment removal needed. Sediment removal process is more difficult.
Will there be impacts to species at risk?	Does not impact existing species at risk.  Natural environment corridor shall be implemented to provide habitat.	Same as Option B1.	Same as Option B1.	Same as Option B1.
Will the proposed stormwater management protect Provincially Significant Wetlands (PSW)?	Highest protection.  This solution provides the highest level of protection for the existing Provincially Significant Wet Land areas by providing an additional buffer from those areas to the developable areas beyond what is considered minimum.	High Protection.	Same as Option B1.	Moderate Protection.

Criteria	Option B1: Wet Ponds - One Linear Pond	Option B2: Wet Ponds - Two Parallel Ponds	Option B3: Dry Ponds and Underground Quality Control	Option B4: Underground Quality and Quantity
Is there an opportunity to protect natural spaces?	Yes. Opportunity to protect natural spaces along the existing Little River Drain.	High Protection.	Same as Option B1.	Less Protection. Most impact during construction and limits natural features with deeper rooting that can be accommodated above underground facility.
Preference	Most Preferred	Most Preferred	Less Preferred	Least Preferred
Protect Health and Safety				
Will this alternative reduce flood risk and standing water with developable areas?	Yes, SWM facilities must be designed to meet minimum SWM Guidelines. Additional freeboard in the ponds will reduce risk of standing water beyond the established level of service.	Same as Option B1.	Same as Option B1.	Yes, SWM facilities must be designed to meet minimum SWM Guidelines however does not provide any additional level of service comparted to Option B1.
Will this alternative improve safety?	Least safe alternative.  Necessary signage, safety devices and community education required to mitigate risk of drowning.  Permanent water features introduce risk of water fowl habitat. Necessary features to discourage use of those the ponds are required to be implemented and monitored over the life of the facility. Adaptive management to mitigate these risks.	Same as Option B1.	Safer than Options B1 and B2. After the maximum 48 hours pump station drawdown period, minimal open water areas should be present.	Most safe Option. No surface depression and all SWM underground, reducing the risk of a trip and fall hazard.
How will alternative impact safety related to risks associated with the proximity to the Windsor International Airport.	Permanent water features introduce risk of water fowl habitat. Necessary features to discourage use of those the ponds are required to be implemented and monitored over the life of the facility. Adaptive management to mitigate these risks.  Maximum 48 hour draw down period to reduce wet area.	Same as Option B1.	Dry ponds will not have permanent wet areas and therefore would need to incorporate necessary measures to discourage "stop off" areas for water fowl.  Maximum 48 hour draw down period to reduce wet area.	Flat open space required to accommodate underground infrastructure would need to incorporate necessary measures to discourage "stop off" areas for water fowl.
Preference	Least Preferred	Least Preferred	More Preferred	More Preferred

	Option B1: Wet Ponds - One Linear	Option B2: Wet Ponds - Two Parallel	Option B3: Dry Ponds and	Option B4: Underground Quality and
Criteria	Pond	Ponds	Underground Quality Control	Quantity
Align with Existing Infrastructur	e and Studies			
	Compatible.	Same as Option B1.	Same as Option B1.	Same as Option B1.
How compatible is the alternative with existing and surrounding infrastructure?	This option requires large trunk storm sewer crossing CR42 to direct drainage to pond.		Not consistent with the Upper Little River Watershed Drainage Master Plan and Stormwater Management Study (Ongoing).	Not consistent with the Upper Little River Watershed Drainage Master Plan and Stormwater Management Study (Ongoing).
Preference	More Preferred	More Preferred	Less Preferred	Less Preferred
Build in Resiliency				
	Most Resilient.	Same as Option B1.	Less Resilient.	Least Resilient.
How does the infrastructure alternative address climate change?	Wet Pond has additional freeboard (distance between the high water line and the top of pond bank) that will provide additional storage capacity to accommodate changes to climate and storm intensity that the level of service (1:100 year storm).  Opportunity to expand the pond footprint within open space areas if required.		Dry Pond has freeboard that will provide additional storage for storm events greater that the level of service (1:100 year storm).  Opportunity to expand the pond footprint within open space areas if required.  Additional underground quality control infrastructure would need to be implemented to provide quality for greater runoff requirements.	Additional underground quantity and quality control infrastructure would need to be implemented to provide quality for greater runoff requirements. Would require a comparatively greater footprint.
Preference	Most Preferred	Most Preferred	Less Preferred	Less Preferred
Build in Flexibility				
What is the potential for phasing the infrastructure alternative?	Yes.  Wet Pond can be phased to accommodate development phasing.  Pump station outlet will need to be constructed to operate under phased conditions.	Same as Option B1.	Yes.  Dry Pond and underground quality units can be phased to accommodate development phasing.	Yes. Underground quality units can be phased to accommodate development phasing.

Criteria	Option B1: Wet Ponds - One Linear Pond	Option B2: Wet Ponds - Two Parallel Ponds	Option B3: Dry Ponds and Underground Quality Control	Option B4: Underground Quality and Quantity
	Most Flexible.	Same as Option B1.	Less Flexible.	Least Flexible.
	Wet Pond has freeboard that will provide additional storage for storm events greater that the level of service (1:100 year storm).		Dry Pond has freeboard that will provide additional storage for storm events greater than the level of service (1:100 year storm).	Additional underground quantity and quality control infrastructure would need to be implemented to provide quality for greater runoff requirements
How flexible and adaptable is the alternative to change?	Opportunity to expand the pond footprint within open space areas if required.		Opportunity to expand the pond footprint within open space areas if required.	
			Additional underground quality control infrastructure would need to be implemented to provide quality for greater runoff requirements.	
	Yes.	Same as Option B1.	Yes.	Limited ability to expand underground
Does the alternative allow us to accommodate future population and employment growth?	Future population and employment growth are accommodated by SWM controls under this option.		Some ability to expand underground quality infrastructure is possible.	quality and quantity control infrastructure is possible. Consideration for future expansion areas could be accommodated in open space areas but would be limited in developable areas where buildings/or other infrastructure is already established.
Preference	Most Preferred	More Preferred	Less Preferred	Less Preferred
Overall Preference	More Preferred	Most Preferred	Less Preferred	Less Preferred

# #1

#### COMPLETE

Collector: Web Link 1 (Web Link)

**Started:** Saturday, June 25, 2022 9:10:31 AM **Last Modified:** Saturday, June 25, 2022 9:28:08 AM

**Time Spent:** 00:17:36

IP Address:

#### Page 1: Welcome!

#### Q1

Please comment on the preliminary preferred alternative for the stormwater management solution for the expanded drainage area presented in this video. What do you like? What do you not like? What is missing?

#### What do you like?

- Drainage Area Expansion: Preliminary Preferred Option B Revise Drainage Area Boundaries. North and South of CR42
- Stormwater Pond Alternatives: Preferred option. B2 Wet Pond Twin Ponds/ Two interconnected twin ponds that better utilize open space designed lands
- Natural Environment
- Safety Measures Waterfowl Mitigation
- Potential Impacts and Mitigation

#### I liked:

- consideration for the quality and quantity of the surface water draining off the "Additional Stormwater Assessment Area"
- meandering of the stormwater ponds
- protecting the Provincially Significant Wetlands (PSWs)
- naturalization of open spaces
- mitigation plans to protect terrestrial and aquatic habitat

#### What is missing?

Creation/ expansion of open space meadowlands habitat for songbirds, specifically the local Species at Risk Bobolink and Redheaded Woodpecker.

Consideration of expanding the "Tallgrass Prairie" habitat that exists at Ojibway Park.

#### Q2

Do you have any other comments, questions or suggestions?

Do you have any other comments, questions or suggestions?

A statement in the study regarding the Detroit River Canadian Cleanup:

"One of the major goals of our WindsorEssex community is to remove the Detroit River as a Great Lakes Area of Concern (AOC) under the Great Lakes Water Quality Agreement. The process of delisting the river as an AOC involves improving the water quality of the Detroit River and its tributaries. The Sandwich South Master Servicing Plan helps the WindsorEssex community meet our goal."

(Mitigation) Replacement trees could be used to expand the PSWs by planting native species adjacent to the swamps.

A serpentine wetland or small, overflow ponds could be designed to improve stormwater management along the Rivard Drain.

A wetland could be created between the PSWs that could be effectively used as an additional stormwater retention facility.

# #2

# COMPLETE

Collector: Web Link 1 (Web Link)

 Started:
 Monday, July 04, 2022 7:07:10 AM

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 Monday, July 04, 2022 7:16:08 AM

**Time Spent:** 00:08:58

IP Address:

# Page 1: Welcome!

# Q1

Please comment on the preliminary preferred alternative for the stormwater management solution for the expanded drainage area presented in this video. What do you like? What do you not like? What is missing?

Sent reply on June 25, 2022 of preferred alternative by direct email . Still reviewing all material and will send additional comments.

# Q2

Do you have any other comments, questions or suggestions?

Key questions to be answered as to proposed sizes of corridor, floodways and lands needed for pond area

# #3

# COMPLETE

Collector: Web Link 1 (Web Link)

 Started:
 Monday, July 04, 2022 11:52:55 PM

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 Tuesday, July 05, 2022 12:53:42 AM

Time Spent: 01:00:46

IP Address:

Page 1: Welcome!

#### Q1

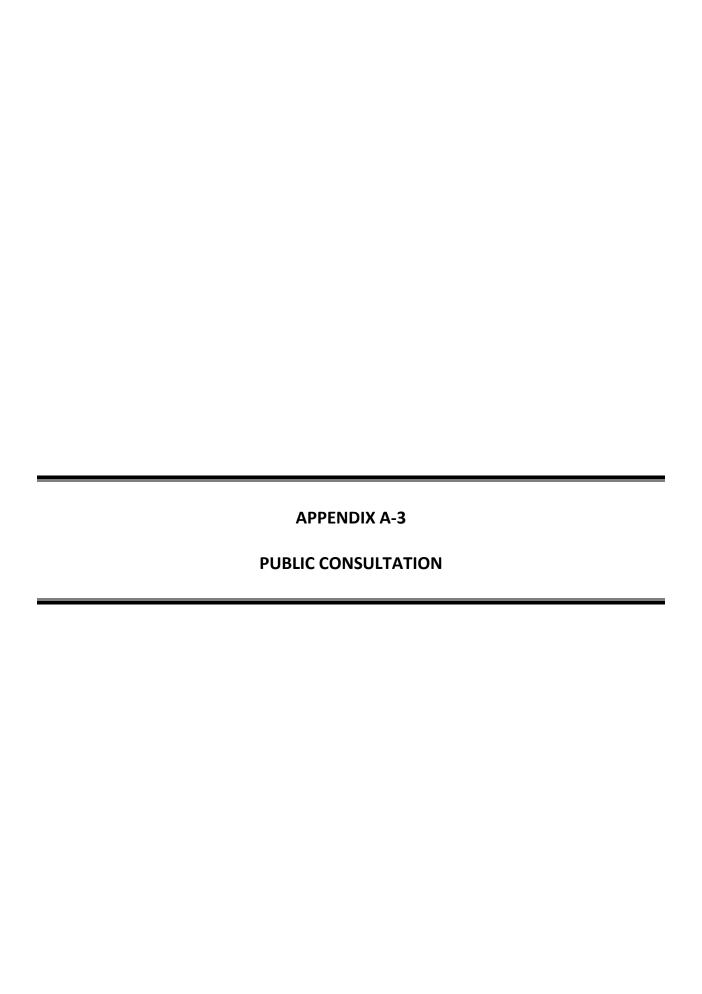
Please comment on the preliminary preferred alternative for the stormwater management solution for the expanded drainage area presented in this video. What do you like? What do you not like? What is missing?

1. It appears that the original Lauzon North of Hwy 42 and the disjuncture of Co. Rd. 17 are to remain to service existing properties, despite the new Lauzon Parkway link North of Hwy 42 (to West of old Lauzon) and it joining (requiring a new bridge over Little River) a new Lauzon Rd. South of Hwy 42. In other words the 'disjuncture' is being left while a new Lauzon Highway segment will be built to allow for traffic speed? Seems irrational land wasting and would appear to be better to connect existing properties to the proposed new Lauzon and return the old Lauzon back to productive Farmland. As shown little River will go under two bridges (one new). The Cross section of the 'new' Lauzon states a "landscaped hardscape median". Meaning what? Flowerpots and concrete? No resemblance of any real landscape! Why even have a land wasting concrete median other to likely just promote 'increased Parkway traffic speeds'? Why not truely compact the new road R. of W. and landscape it properly. More trees and green infrastructure features. 2. The consultant's 'preferred solution of numerous linked two stage linear wet ponds (which will require periodical access and maintenance) negates any real attempt at any new solid Green Infrastructure Policy other than greenwashing talk. Green Policy and Planning Policy that could require Developers to utilize smaller compact, lot frontage and require individual property LID procedures to compensate (ie. permeable paying driveways, limiting driveway size, rain Garden and property soak drain features. When the City Engineer stated that is only possible with Condos, because of Developer - Homeowner sale turnovers is misleading and wrong! Requiring property covenants to maintain G.I., and actual Municipal Policy requiring LID's and new incentives could all play a new climate change mitigating role there. Other more progressive Cities are already doing this. When the City Engineer states that soils here are too 'clay' to be effective for permeability and that we should just slow down stormwater by only utilizing two stage stormwater ponds, only then mass pump flush it out to the lake in expensive new pipes and pumping stations - (as being the only way) - This is also backward one option thinking that does not take into consideration the cumulative positive effects of mass individual property, mandated G.I. actions. It does not consider the fact that even clay soil can be mediated to some degree. All this proposed new pre-mature Sandwich South lands development is based upon one speculative old study stating an expected population increase of 8,000. What was once considered more distant 'future reserve' land of Sandwich South could hold a potential much greater density of compact design smaller lots, with ADU's and much more mid and even low high density residential. Instead this plan seems to indicate the same old environmentally damaging sprawl lead on by super expensive up front, big pipe engineered infrastructure solutions. This also means expensive expansion of the Little River Treatment Plant at some point. 3. The proposed new alternative to now incorporate the South side of Hwy. 42 lands into the new expanded drainage plans proposed for North of Hwy. 42 appears to have an undisclosed reason prompted by the massive new surface parking lot (another 1950's backward feature - ironically unhealthy for a Health facility to be dictating) and huge flat roof mall / sprawl architectural plan of the proposed new WRH 'MegaHospital' at Conc. 9, South of Hwy. 42. Proper GI infrastructure and parking structures not being considered by the new Megahospital. Again covertly dumping massive subsidiary stormwater mitigation costs on the taxpayer instead of the WRH doing the right planning up front at the start.

# Q2

Do you have any other comments, questions or suggestions?

My suggestions would be: 1. Not have an overly wide, land wasting, pathetic 'concrete median' on the proposed new Lauzon. 2. To incorporate more G.I. and proper landscape features. 3. To have existing landowners link into the new Lauzon and dig up / return to farmland sections of the old Lauzon and potentially part of Hwy. 17. 4. To ensure and mandate that any new development planned for Sandwich South is small frontage, compact lots with greater density - not low density, large lot sprawl utilized by quick cheap build market profiteers. 4. To have collective City Dept's actually take some progressive initiative to create and bring forth new Green Infrastructure Policy; utilizing both incentives, regulation and public education.







July 22, 2020

# Response to Comments Sandwich South Master Servicing Study

Dear

Thank you for your interest in the Sandwich South Master Servicing Plan. An important part of developing this Plan is to seek feedback from local residents and other stakeholders on the City's long term plans for this area. We appreciate that you took the time to provide several emails related to considerations for our team to include with the development of the study.

Please find below a response to the following correspondences and supporting documents received by the City of Windsor and Dillon Consulting Limited from

- Re: Facts and Issues #1 (1st Paragraph), dated February 19, 2020;
- Re: Facts and Issues #1 (2nd Paragraph), dated February 19, 2020;
- Re: Facts and Issues #2, dated February 21, 2020;
- Re: Facts and Issues #3, dated February 22, 2020;
- Re: Facts and Issues #4 & #5, dated February 22, 2020;
- Re: Facts and Issues #6 & #7, dated February 22, 2020; and
- Re: Facts and Issued #8, #9, & #10, dated February 23, 2020;

Should you require further information, please contact the undersigned via email for further clarification or consideration.

Sincerely,

**DILLON CONSULTING LIMITED** 

Nicole Caza, P.Eng.

Project Manager ncaza@dillon.ca

Encl.- Appendix A: Received Correspondence

**CITY OF WINDSOR** 

talous Winters

Patrick Winters, P.Eng.

Development Engineer pwinters@citywindsor.ca

1. The 1981 Flood and 1985 Mapping By Maclaren, with specific reference to MAP NO. ERI NO. ERI-4, 5, 1 and 1, when combined shows the full outline of Maximum Observed Floodline, 1-100 Year Floodline and Fill Line, which show CP Track dyke, Twin Oaks Golf Course Dams and many drains that converge in the areas as well as Little River Drain, that was the true cause impacting these lands south of the CP tracks, which along the area of the tracks still seem to be flooding from the Airport lands going east.

The above is stated in Twin Oaks Business Park / City of Windsor Environmental Study Report of March 1997 that also outline facts and changes made to Little River Drain and also outline SWM plans for Twin Oaks Business Park.

**Response:** An updated Little River Flood Line Mapping study is currently being completed in parallel with the Sandwich South Master Servicing Study. Information from this updated Flood Line study will be used to inform servicing strategies. This study will take into account the existing conditions of the Little River and tributary drains. Updates related to this study will be provided through the future public information meetings.

1a. The 4th is a marked up Small Colour Map of all 4 together, that highlight all information, which clearly shows the impact of water flowing to the CP Tracks (dyke) by all drains including the key Little River Drain and said restrictions, as well as dams found on Twin Oaks Golf Course, which resulted in the water flowing over a large area of land up stream (like a back-up flow) to the Limit of Max OBS Flood, that stops on a small area of land on lands west of Little River Drain and a much larger portion of 882885 lands east of Little River Drain to Concession 10/ County Road 17, which must also reference the restriction on point at the culvert at Little River Drain and County Road 42 and culvert at County Road 42 and County Road 17, as well as drains along the north and south side of County Road 42, that converge in said area.

**Response:** Please see the response to Comment 1 regarding the updated Flood Line Mapping Study.

1b. These maps (referring to the attached figures) also show elevations and all drains, as well as the extent and impact on Airport Lands and flow into the impacted watershed area, as well as a large amount of land extending beyond Lauzon Road and almost half way to Banwell Road.

**Response:** Please see the response to Comment 1 regarding the updated Flood Line Mapping Study.

1c. It must be noted, that none of this supposed flood mapping and true cause have been displayed or presented at any public or individual meeting or a overlay of the 1:100 year Floodline/Plain or referenced until only as of January 2019 and not at any time since 2007 or prior years or at the Sandwich South Master Servicing Plan held on January





30th, 2020, which would have been a good topic of discussion and very informative to all in attendance and provide full transparency, unless there was a specific reason to withhold the information, since this Servicing Plan is being prepared in coordination with a new Floodplain Mapping Study for the Little River Watershed, but a 1:100 Year Floodline mapping was presented at OPA 120/ County Road 42 SP Public Meeting as one of the Display Boards' in Sept. 2016, which was not included/released in the online summary web-site by the city and consultant at that time.

**Response:** The extents of the Maximum Observed Flooding and 1:100 year flood line for the area (as shown in the figures attached to your correspondence) are available to the public via the Essex Region Conservation Authority (ERCA) website and interactive mapping. The MacLaren Little River Flood Line Mapping Report (1985) was referenced within the ongoing Upper Little River Watershed Master Drainage and Stormwater Management Plan, Public Information Centres were held in May and October 2012. This report will be made available for public review and comment as it move towards completion.

Regarding the January 30, 2020 Pop-Up Event. This event was intended to introduce the project to the public, collect information from local residents and stakeholders related to the study area, and provide information on the Study process. As this event is held at the onset of the project, it was not intended to provide servicing strategies or alternatives nor was it intended to provide a forum for discussion of the results of previously completed or ongoing studies. Future PIC's will be held to present and discuss proposed servicing solutions for the Sandwich South Master Servicing Plan (SSMSP).

1d. It must also be noted that this outline area has not referenced any other extensive flood occurrence in the Sandwich South subject area to date other than along the CP Track Dyke area

**Response:** The SSMSP intends to reference all known studies completed to date within the study area.

1e. The next issues provides attachments with respect to restriction of dams located on Twin Oaks Golf Course, that was one of the major facts, that caused the flood area of Sandwich South along the Little River Drain, and contains points to address the problem as per Twin Oaks Business Park as follows:

1st attachment provides for stated present of dams on Twin Oak Golf Course, makes not of the fact said development of Twin Oaks Business Park **is directly under the flight path** into Windsor Airport and result in restriction options that will not attract waterfowl.





Also included Typical Cross-Sections Figure 3 as presented in Proposed Stormwater Management Plan Figure 2, which shows Existing Dam just before proposed Retention Pond as seen on Figure 5.

**Response:** Please see the response to Comment 1.

1f. 2nd attachment is an article in the Windsor Star about Twin Oaks, which again reference the built dams on Little River. We have presented the issue of the "dams" on Little River and the fact that the CP Tracks area is a restricting dyke, with the following listed drains that all converge into one system know as Little River Drain, that eventually discharge into the Detroit River;: Drains along CP Tracks, Russette Drain (Airport), Lappan Drain (Airport), McGill Drain (Airport), Rivard Drain (Airport), Lachance Drain, Desjardin Drain, Souillere Drain and Branch, Watson Drain, 10th Concession Drain, Relecher Drain, and County Road 42 Drains.

The above clearly establishes the true cause of the Flood of 1981 and the fact that with all the changes that occurred with the Twin Oaks Business Park Stormwater Management System has not allowed a repeat of said major Flood to happen again, which was also stated by a representative from the City of Windsor at this public meeting.

**Response:** Please see the response to Comment 1.

1g. Attachment #3 ,we have also included an attachment of "Schedule "B" Township Of Sandwich South Official Plan from 1997 outlining same Flood Area as Exhibit #1 and a zoomed view as Exhibit #2, that identify Flood Plain Development Control Area, which was presented at your meeting or has not been present in the past at key public meetings of said Studies/EAs' conducted in the Sandwich South area to allow for public input or feed-back with respect to restrictions, as the actual root cause of the Flood in 1981 as covered by 1985 McClaren Map NO ERI- 4, 5, 2, and 1, that was covered earlier under Facts & Issues #1 (1st Paragraph).

**Response:** Please see response to Comment 1.

2. This area referenced above was presented to LPAT /OPA 120, which referred to said area as a Flooding Risk as per the PPS to provide additional support of these land being designation as titled under Natural Heritage/Non-Core Natural Heritage and further rolled under Greenway System as lands needed for Stormwater Management System, Open Space and Parks, which clearly counters OPA 60 Land Use today.

**Response:** Land use designations were determined through the City of Windsor Official Plan and the Secondary Planning Process including OPA 60 and ongoing OPA 120 and





are not part of the SSMSP scope. The SSMSP is being developed to determine the servicing requirements for these established and potential land uses.

2a. The first attachment is Exhibit #1, which shows actual flooding of lands that occurred on October 1, 1981 as per mapping of 1985 Flood per mapping by MaClaren MAP NO ERI- 4 found in Issue # 1 (Paragraph #1), which as presented in response by the City to Case Synopsis and Appeal Records and Affidavit are " therefore considered hazardous lands under the PPS".

**Response:** Please see the response to Comment 1 regarding the updated Flood Line Mapping Study.

2b. One would then conclude, that said flood of 1981 as shows on all combined maps by 1985 MaClaren MAP NO ERI- 4, 5, 2, and 1, therefore would all be considered as "hazardous lands" and have been in the cities records since 1985 or at least by 1992 and same reasoning is applied to then all would be marked as Non- Core Natural Heritage, that is subtitled under Natural Heritage under the Greenway System, including the airport property and be subject to depressed land value going forward.

Response: Please see the response to Comment 2 and 2a.

2c. Since 2007, has stated, said lands have not had a flooding issue and were not informed or countered by the City until Feb. 6th of 2019.

**Response:** Comment has been noted.

2d. The next attachment item falls under OPA 120, as marked Exhibit as per Schedules D (Land Use Plan) and Schedule B (Greenway System) present a perception, that lands have some identification to Non-Core Natural Heritage as per Schedule D, which is then rolled under Natural Heritage Features and sub-titled as Non-Core Natural Heritage (Open Space & SWM System & Park), which has been justified by said flood hazard, SWM corridor and lands that abut Core Natural Heritage wood lot, but as shown on Schedule D, lands west of the Core Natural Heritage wood lot has allowed Medium Density Residential designation, as well as lands east of Lauzon Parkway as seen on Schedule D and then allowed as per Exhibit #1 have allowed Business Park Type 2, that are also designated as flood hazard as per MaClaren MAP NO ERI -4.

**Response:** Please see the response to Comment 2.

2e. Then, the next attachment references OP 60 of 2007 and as viewed shows many land use that range from Future Urban Area, Future Employment Area, Open Space, and also Natural Heritage, but many areas also fall within the area outlined/impacted by the flood of 1981 as shown on combined mapping in Issue #1 (Paragraph #1) as per MaClaren 1985 MAP NO 4,5,2,and 1.





**Response:** Please see the response to Comment 2.

2f. The question to be asked, how have all these lands been marked for development included the airport lands, that are within the same flood area as but the only major impacted land owner is that will be restricted from development that is located in high visible development area, which then pose the question if said flood of 1981 is not a true label of a flood issue, but rather an ill-prepared municipality for not addressing the Twin Oak dams or CP Track dyke earlier.

**Response:** Please see the response to Comment 2.

2g. It must also be noted the said lands are under the Greenway System in the OP, which states as per 5.3.2.8 Private Ownership- "The designation of the Greenway System does not infer a commitment to purchase areas, that are not currently under public ownership, nor is it implied that such areas under private ownership are available for public use.", therefore a major portion of lands are held in limbo or frozen in time.

**Response:** Please see the response to Comment 2.

2h. Said lands also fall under Agriculture Transition, which means lands will remain agriculture until such time as development occurs, but a major portion of lands will not be allowed to develop as per OPA 120.

**Response:** Please see the response to Comment 2.

2i. It also must be noted, that missed the appeal period on OP 60 for said lands being marked as Open Space, which have no justification for such designation as see in initial submission per photo Exhibit A and the fact that since our ownership started in 1965, within the family, said lands have farmed 27 acres of 28.3. acres, with no issue of flooding or an area as per (Schedule C - Development Constraint Area) - in the cities Official Plan does not show lands located with Floodplain area or included in the major area located in the north east area on Windsor and bordering the Town of Tecumseh, that is marked Shoreline and Floodprone Areas (Riverside Area to shoreline, that is East and West of Little River).

**Response:** Please see the response to Comment 2.

2j. We have also been told that Response file under LPAT Appeal from the City against that we have not submitted an application to amend the Open Space, but as per Thom Hunt, Michael Cooke and Jim Abbs, "said application at this time would be premature and would be best to wait for a Secondary Plan submission and all required services are in place.

**Response:** Please see the response to Comment 2.





3. The McGill and Rivard Drain on Airport Property has been abandoned to the eastern Boundary of Airport Lands and the fact that the Airport Property lands are included in the ULRSWM Master Plan Study Area.

**Response:** Portions of the McGill and Rivard Drains were abandoned by the City at the request of YQG in 2018 under the authority of the drainage act. Both drains provided no appreciable drainage to lands outside of the airport at the time of partial abandonment. These drains continue to provide internal drainage for the airport lands without carrying the classification of municipal drains.

3a. The 1st attachment presents the Site Location Plan/ Study, which consists of the lands in the City of Windsor, that includes Windsor International Airport lands and the Town of Tecumseh, since this is the area that will impact the Upper Little River Watershed, that start the north by E C Row Expressway and goes south beyond Hwy #3.

**Response:** Comment has been noted.

3b. As noticed in first submission, Exhibit B shows lands that are just south of Airport Lands, that have a 40m separation by the road known as County Road 42.

**Response:** Comment has been noted.

3c. The airport lands as per administration, have continually stated, said lands cannot support any type of Stormwater Management System due to water fowl hazards and as of recent have removed the linkage between their wood lots as of 2015, that were planted in 2013, because they also have present additional wildlife hazards, therefore all linkage to wood lots on airport property must also be eliminated if connect truly causes a hazard as stated.

**Response:** Per LPAT Case No. PL180842, to which was an appellant, Mark Winterton, P. Eng. (City of Windsor Engineer) has stated in an Affidavit that "The WIA lands are unsuitable for the SWM Corridor for a number of environmental and engineering reasons". The reasons listed can be found in Paragraph 55 iv of this Affidavit.

3d. It has been reported that no wet ponds or wetlands would be permitted to be built and the cost to have underground storage facilities would be very costly, as well as construction would require extensive excavation, since land elevation and flow go from west to east. It must be noted the elevation flows also travels south to north.

Response: This has been noted in the above mentioned Affidavit Paragraph 55 i

3e. The airport lands do have wetlands and all of the above outlined restriction and hazards also apply to lands, as well as the city wishes to greatly expand the current sliver of land along the Little River Drain, that does provide a linkage to the woodlots on the





airport property to the abutting woodlot to the south of property and expand the said Natural Heritage Features.

**Response:** Please see the response to Comment 3c related to SWM facilities on airport lands.

3f. It is also interesting that the city has identified 3 large ponds located to north portion of the airport property in the area of the main flight path, that have continued to present a hazard, as well as the pond located on Coco property and the dry ponds, retention ponds and wider Little River channel as built in the Twin Oaks Business Park property do not present hazards.

**Response:** The construction of new ponds which have the potential to attract waterfowl in the vicinity of the airport will not be permitted. The comment is noted.

3g. The next attachment outlines various Design Considerations as per Windsor Airport-Avian Management, that can be applied to the Windsor Airport lands as well as additional map (Drawing 3 #) presenting zones ranges, with both and airport land just of County Road 42 fall within the same zone as well showing the Catchment I.D. and the Containment Area and one must take note of the area for airport lands.

**Response:** Comment has been noted. Discussion with the Windsor Airport is part of this study.

3h. It must also be noted that as per PPS 1.6.9.2 of the PPS states Airports shall be protected from incompatible land use and development, and further reference the point as per section 1.6.9.2 (c) lands that in the vicinity of the airport lands, as well as expanded/connection with Windsor airport woodland/wetlands would potentially cause potential aviation safety hazards.

**Response:** Land use designation is not part of the SSMSP. All land use designations are completed through the City of Windsor Official Plan and Secondary Planning Process.

3i. It is also interesting that the airport lands north of County Road 42 have been marked as future employment, as well as the last two private land have been expropriated to also be combined into the future employment lands, as well as the roundabout at Concession 9 has an entrance into airport lands to support future development and not for use in actual airport operations.

**Response:** Please see the response to Comment 3h.

3j. Finally, one must ask how does the Airport plan to support the area with a Stormwater System, with full transparency to all parties within the study area and at the same time





have recently requested and received approval for abandoning the McGill and Rivard Drains to the eastern edge of the airport property.

**Response:** Per the LPAT Affidavit referenced in response 3c, Paragraph 54 states "To accommodate future development on the WIA (Windsor International Airport) lands, the Master Plan indicates that WIA lands will be required to provide on-site stormwater management facilities. WIA will be held to the same stormwater controls as the rest of the lands in the Master Plan".

Please see the response Comment 3 regarding the McGill and Rivard Drains.

3k. After review of the above one may wonder how many standards apply and which one apply to public lands and those that counter the first set of standards, but the opposite apply to private lands and who will be permitted to develop their lands and who will not be able to develop their lands, that sounds like a lot of double talk.

**Response:** Please see the response to Comment 3j.

3I. The selected option for SWM System has also avoided addressing expropriation cost of private lands and any related lengthy legal cost, while the public lands of the airport property will benefit from development of said lands have no cost, while the cost of addressing related to the SWM System and solution have not been released of fully transparent, unless the plan is to depress the value of private lands needed to support the system and not permitted to benefit from developing their lands as growth expands in this highly and prime area down the road.

**Response:** This comment has been addressed in the above noted Affidavit paragraphs 43 to 51.

4/5. Lauzon Parkway was shifted to the west as per request by land owner at the time in 2012 to 2014, because SWM corridor width may have been less than 100m to a max of 150m, which resulted in a portion of land being land locked between Little River Corridor and the Technically Preferred Location of Lauzon Parkway, but now, the corridor size may be moved back to the east to the Technically Preferred Location, since said lands would have been land locked will now be taken up by the new corridor size.

Response: The Lauzon Parkway EA was completed in 2017.

4/5a.	This section addresses the issue of Lauzon Parkway being shift to	the west as per				
red	quest by land owner east of Little River Drain	and the				
resulting impact today to the land owner west of Little River Drain (						
because of major impact of increasing the SWM corridor to 325 m.						





**Response:** Please see the response to Comment 4/5.

4/5b. The first attachment is a letter of a meeting held with Stakeholder Meeting Minutes of Meeting on November 28, 2012, with specific reference to paragraph # 4 as stated by A. Godo, "As a result, a wide Little River Corridor with a width between 100 m to 150 m is needed, i.e. approx. 50 m to 75 m each side from the centerline of the river. She also noted that there is a possibility that the corridor width could be reduced subject to a review of further detail based on future land development. The exact corridor width will be finalized on a case-by-case basis."

**Response:** This comment relates to a separate EA (ULRMP). Per LPAT Case No. PL180842, to which was an appellant, Mark Winterton, P. Eng. (City of Windsor Engineer) has addressed this comment in an affidavit (Paragraphs 13 to 17 and 25).

4/5c. This clearly presented/establishes a size range of the corridor, that could be less than a 100 m to a maximum of 150 m and be equally split by less than 50 m to 75 m on each side from the centerline of the of Little River Drain.

**Response:** Please see the response to Comment 4/5b.

4/5d. The second attachment are pages from the Lauzon Parkway Improvements Class EA Study (B.5-27 to B.5-28 and A.5-43 to A.5-46.

In summary, this section states both land owners use said property for agriculture purposes and are subject two planned options a viewed of page A.5-46 (Technically Preferred Plan), which does have a portion land between the corridor and the location of Lauzon Parkway, which may have no access other than a small entry point at County Rd. 42, but could be land locked or remnant land.

**Response:** Please see the response to Comment 4/5. It must be noted at the meeting we did ask that the corridor to be shifted to the east because of remnant land and reduce the amount of land needed west of Little River, but was told they are currently having discussions and a review to move said parkway to the west.

**Response:** Please see the response to Comment 4/5.

4/5e. Clearly, this shift resulted in benefiting and addresses their current impact and further make a statement in their opinion would significantly reduce the value of their property, but does recognize in fairness said corridor would be equally split between both land owners, as outlined in Lauzon Road Realignment from County Road 42 to Baseline, which then created the Recommend Plan to be submitted to the Ministry of Environment, which was based on a much smaller size in 2012.





**Response:** Please see the response to Comment 4/5 and 4/5b.

4/5f. The third attachment shows the new corridor size at 325 m as released in 2017 under ULRSWM Study, which clearly shows the full impact to lands and the major amount of land taken away for the corridor, with a small portion (approx. between 5 to 6 acres) of land remaining and whether any access would be permitted or even have any viable amount of land for development or just become remnant and we also wish to make a statement today, that the new corridor size would significantly reduce the value of our property, while

**Response:** Access concerns with the property were addressed in the Affidavit of Mark Winterton, P.Eng. for LPAT Case No. PL180842 Paragraphs 64-68.

4/5g. Therefore, in addressing request to shift to the west and the fairness in a equal split based on the original size of the corridor clearly requires the parkway to be shifted back to the east or as much that will be permitted and follow the principals of fairs and an equally split to both parties as done by the Project Team for the Lauzon Parkway EA which also must be applied today, now that the corridor has been increase to 325 m, since they allowed the re-alignment of the parkway.

**Response:** Please see the response to Comment 4/5.

4/5h. We understand the current Lauzon Parkway is a plan and will have adjustments in the next phase of design or in the final design and the fact that the Team moved the road to the west as requested as much as possible in coordination with the Upper Little River Watershed Master Drainage Plan and Stormwater Management (SWM) Plan at that time (less than 100 m to 150 m), but today the new corridor size is 325 m, which warrants a re-alignment to the east in the next phase of design or in the final design and allowing the corridor to also be shifted to the east and providing some additional land and benefit to while will still have a large amount of land to benefit from development and not subject to any of their lands being remnant in the original plan with the smaller corridor size.

**Response:** Please see the response to Comment 4/5 and 4/5b.

4/5i. It must also be noted as stated, that the "Project Team noted that the originally proposed alignment is still preferred", which is the "Technically Preferred Plan" as viewed on page A.546.

Response: Please see the response to Comment 4/5.

6. The ULSWM/ EA is withdrawn and is not complete as per MECP/MOECC.



**Response:** This comment relates to a separate EA (ULRMP).

This comment has been addressed in the LPAT Case No. PL180842 Affidavit of Mark Winterton P.Eng. Paragraphs 26 to 28.

6a. We have an attachment from the ministry dated April 18th and May 7th of 2019, stating the original submitted Notice of Completion for the Upper Little River Watershed Master Drainage Plan and Stormwater Management Plan EA File No. 17088 is not not complete and is withdrawn and require a new Notice of Completion, which one would assume will receive a new File No. and will require a re-submission before council before a new Notice of Completion is submitted to the ministry.

**Response:** Please see the response to Comment 6.

6b. The next attachment present information on the City of Windsor web-site under Environmental Assessments/Master Plan, which list Sandwich South Master Servicing Plan and you click on ULRM/Plan EA it list full report and also provides another attachment providing the Notice of Completion, which needs to be corrected/removed and updated, since as per the ministry is not complete and is withdrawn.

**Response:** Please see the response to Comment 6.

7. Landowners of Service Road B east of Lauzon Parkway along Lauzon Road have raised the elevation by 6 or 7 feet on the subject lands to the banks of Little River Drain.

**Response:** SWM system detailed design remains to be completed for the corridors established under the Upper Little River Study. Any identified site alterations adversely affecting the operation of the SWM facility will be addressed at the time of detailed design.

7a. The next attachment addresses Issue #7, which shows land owner on Service Road B and Lauzon Road raising land elevation by 5, or 6 or 7 feet, that are right to banks of Little River Drain and wonder how this possible, which has been raised to the attention of the city and received no response or follow-up in a area marked with-in the SWM corridor of 325 m or in the Flood of 1981 as outlined in Issue # 1, which was also discussed by some of the other people attending this meeting and were also questioning how said owner was able raise the elevation on these lands, which will reduce any possible flood area down the road, that may back-up from the dyke at the CP Tracks and impact other lands around subject area or upstream.

**Response:** Please see the response to comment 7.

8. A mapping of Planned In-Stream Structures located at Little River Drain and CR 42 and also at Baseline Road and Little River Drain, which seem to be some type





of dam or structure to reduce flow going north in the event of a major rainfall and require explanation.

**Response:** The figure referred to is from the County Road 42 Secondary Plan Background Study and identifies existing municipal drains and in-stream structures as noted in the legend. These structures are located at Little River road crossings and denote existing culverts, bridges, etc. The assertion that this figure indicates proposed dams or deliberate flow restriction is incorrect.

8a. The first attachment is for Issue # 8, which shows two areas marked as In-Stream Structures, which was done by Dillon, with the first located at County Road 42 and Little River Drain and the second at Baseline Road and Little River Drain.

**Response:** Please see the response to Comment 8.

8b. These structures seem to be some type of dam or structure to reduce flow going north in the event of a major rainfall and will be engaged as needed and require an explanation as to the actual meaning of In-stream Structures.

**Response:** Please see the response to Comment 8.

8c. In viewing Figure 7.0, , one will also see the Lappan Drain, McGill Drain and Rivard Drain, that are located on the Airport Property, and includes all drains in the area, as well as property lines and draft related Land Use.

**Response:** Comment noted.

8d. It seems, that a full out meeting with all the information/update, with designs and location is required for a public viewing and open discussion, with respect to the ULRSWM Master Plan and Land Use per OP 120 and Lauzon Parkway, as well as the planned intention of how the airport property plans to handle their SWM Plan, with the intent of full transparency by The City of Windsor.

**Response:** It should also be noted that the studies mentioned carried out public consultations as required through the EA process, which were the opportunity for the discussions referenced.

As previously noted, the SSMSP is currently in the process of developing servicing strategies/alternatives. Once available, these strategies will be presented to the public through Public Information Centres and will provide opportunity for public comment.



It is noted that the discussion at the SSMSP public information centres will be related to works within the scope of the SSMSP and will not address separate ongoing or completed studies.

9. We have also identified additional areas of flooding.

**Response:** As mentioned in the response to comment 1, an updated Flood Line Mapping Study is being carried out concurrently with the SSMSP. Information from this study will help to inform the servicing strategies.

9a. The second attachment is the for Issue # 9, that shows area A and B, that were observed flood areas that were noticed in the spring of 2019, that also had on many days, large flocks of sea gulls attracted for feeding at this time, which for whatever reason has not been addressed by the airport authorities, since this is a major hazard as statement and directly related to a lack of addressing an issue with drainage on the airport property, since they have abandoned some of these drains.

**Response:** Please see the response to Comment 9.

9b. Said mapping also shows an area identified as Flood Plain Development Content as per the Town of Tecumseh Zoning By-Law 85-18 of the expanded northern reaches of the Sandwich South area, which would be in the records at City Hall (Windsor), but only as of resent showed a reduced area and centered around the area outlined in OP 120/County Road 42 SP.

**Response:** Please see the response to Comment 9.

10. Collector road south of County Road 42 moved from original location along the western side of lands to new location further west as a request, "if possible, straighten" and would place a similar landlock issue as requested and present by land owner in issue #4.

**Response:** This comment relates to the road network (collector/arterial) outlined within the County Road 42 Secondary Plan and does not relate to the SSMSP. This comment has already been addressed by the City of Windsor within the Affidavit of Mark Winterton under LPAT Case No. PL180842 paragraphs 64 to 68, to which was an Appellant.

10a. The Third Attachment covers Issue # 10, that make reference to the collector roads as original presented, with road running along the west border of which provided access going north and south and did not pose a possible land locked situation to our lands as presented in Exhibit # 1 and 2, but once reviewed by the City of Windsor Transportation Dept., a comment was made, "that if possible a straighter road would be better, if possible".





This resulted in the collector being shifted along the eastern border of the Major Institutional land use designation, that clearly reduces land to a full access to County Road 42, as well as another access point to the south, that would allow access to another collector road to connect to Conc. 9 and Major Institutional Lands, but we are only going to have a possible access to County 42 and will be required to submit studies to support full access in all direction and will result in additional costs and possibly reduce the value of lands'.

**Response:** Please see the response to Comment 10.

or contact or involved in consulting matters related to the change, that was presented at public meetings or prior to submission of application of the secondary plan for County Road 42 SP to the City of Windsor as per Exhibit # 3 and 4 as the final Schedules D and F.

**Response:** Please see the response to Comment 10.

10c. It must also be noted, that when reviewing the same mappings, with some exhibits, that also have property lines marked, that the lands east of Lauzon Parkway have greater curved collector roads section, but were never requested to change to straight road, but were marked with the request to change to a large curve.

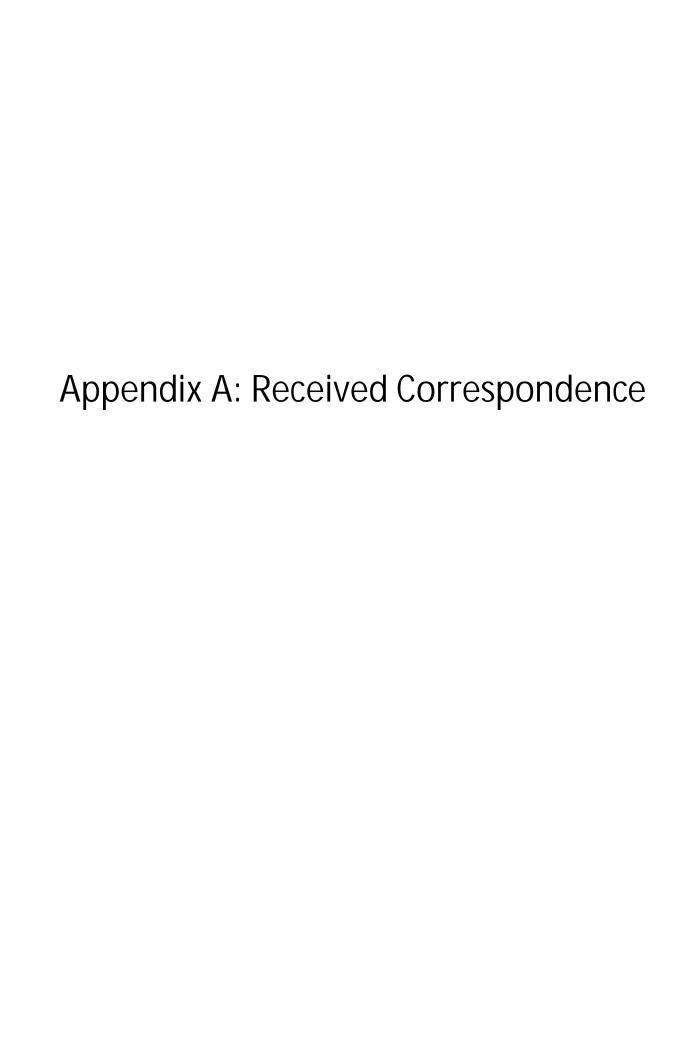
**Response:** Please see the response to Comment 10.

10d. The final point to be made, it seems to raise a question, that indicates some other landowners have received some special / favourable consideration in the planning of County Road 42 Secondary Plan/OP120.

**Response:** This comment is not related to the proposed SSMSP.









#### Sandwich South Master Servicing Plan Study

Mon, Feb 17, 2020 at 3:16 PM

To: "pwinters@citywindsor.ca" <pwinters@citywindsor.ca>, "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>

RE: Responding Feed-Back of Issues and Facts

Good Day: Peter Winters and Nicole Caza

We have included an outline on your Feed-Back Form, which provides initial introduction and format of submission, Exhibits A & B and Attachment A.

I have a question, which relates to how one was informed about the Sandwich South Master Servicing Plan, that provides a list of many options of notification, with key notices sent by; mail information, Direct mail invitation or other which one would include emails, as per comment page.

If possible, would one be able to receive a list of how many were sent out as mail information, Direct mail invitation or by email?

The list of Attachment "A" will have a follow-up of expanded issues, additional support documentation and exhibits over the next 45 to 60 days, that will be by issue numbers.

It was also surprising that a lot of information/exhibits in the system was not presented at the Pop-Up Event, as well as the same comment heard and made by others attending the event, with respect to Lauzon Parkway Extension or areas in the Sandwich South showing current information of Observed Flooding, current 1:100 year Flood Plain and the proposed sizes of the SWM corridor along the Little River Drain/Watershed and potential impact to key land owners and related land use as outlined in the Official Plan.

Clearly it must be noted, that this meeting lacked information, display boards, and did not provide full transparency of the Sandwich South Study Area to allow for discussions or questions, with respect to Lauzon Parkway EA, ULRSWM Master Plan, OPA 120, OP 60, and 1985 Flood Risk Mapping by Maclaren Engineering.

Please place us on the mailing list and email notification and all mail invitation or public meetings.

Sincerely





2020-02-17\_143044 Form & Comments SSM Servicing Plan.pdf 1246K

**2020-02-01\_143414** Exhibit **B.pdf** 2713K

**2020-02-17\_150642** Issues & Facts.pdf 1419K



## Have your say!

Sandwich South Master Servicing Plan

AS PER PUBLIC REVIEW ON JAN. 30, 2020

Date:	FEBRUARY 14 2020
Name:	
Email Address:	
Mailing Address:	
Telephone:	
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Local media	Direct mail invitation
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EXHIBIT A"

EXHIBIT # B STUDY AREA MEDITARITATION City of Windsor Secondary Plan ROSLUTW lutarnational Aleport Legend StudyArea Boundary University allowers MAND DETERMINED. ORGENERAL PRICECO 217200 ELED MHBC

# ATTACHMENT "A"

## Facts and Issues

# Sandwich South Master Serving Plan To outline Issues and Opportunities

- 1) The 1981 Flood and 1985 Mapping By Maclaren , with specific reference to MAP NO. ERI-4, 5, 2 and 1, when combined shows full outline of Maximum Observed Floodline , 1-100 Year Floodline and Fill Line, which show CP Track dyke, Twin Oaks Golf Course and Dams and many drains that converge in the area as well as Little River Drain, that was the true cause impacting these lands south of CP tracks, which along the area of the tracks still seem to be flooding from the Airport lands going east.
  - The above is stated in Twin Oaks Business Park / City of Windsor Environmental Study Report of March of 1997, that also outline facts and changes made to Little River Drain and also outline SWM plans for Twin Oaks Business Park.
- 2) This area referenced above was presented to LPAT /OPA 120, which referred to said area as a Flooding Risk as per the PPS to provide additional support of these land being designation as titled under Natural Heritage/Non-Core Natural Heritage and further rolled under Greenway System as lands needed for Stormwater Management System, Open Space and Parks, which clearly counters OP 60 Land Use today.
- 3) The McGill and Rivard Drain on Airport Property has been abandon to the eastern Boundary of Airport Lands and the fact that the Airport Property lands are included in the ULRSWM Master Plan Study Area.

- 4) Lauzon Parkway was shifted to the west as per request by land owner at the time in 2012 to 2014, because SWM corridor width may have been less than 100 m to a max of 150 m, which resulted in a portion of land being land locked between Little River Corridor and the Technically
- 5) Preferred Location of Lauzon Parkway, but now, the corridor size may be increased to 325 m and therefore would allow Lauzon Parkway to be moved back to the east to the Technically Preferred Location, since said lands would have been land locked will now be taken up by the new corridor size.
- 6) The ULSWM/ EA is with withdrawn and is not complete as per MECP/ MOECC.
- 7) Landowners of Service Road B east of Lauzon Parkway and along Lauzon Road have raised the elevation by 6 or 7 feet on subject lands to the banks of Little River Drain.
- 8) A mapping of Planned In-Stream Structures located at Little River Drain and CR 42 and also at Baseline Road and Little River Drain, which seem to be some type of dam or structure to reduce flow going north in the event of a major rain fall and require an explanation.
- 9) We have also identified additional areas' of flooding
- 10) Collector road south of County Road 42 moved from original location along western side of lands to new location further west as a request, "if possible, straighten " and would place a similar land lock issue as requested and present by land owner in Issue # 4.



#### Fw: SS Master Servicing Plan

Wed, Feb 19, 2020 at 9:29 AM

To: "pwinters@citywindsor.ca" <pwinters@citywindsor.ca>, "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>

RE: Facts & Issues # 1 (1st Paragraph)

Good Day: Peter Winters and Nicole Caza

This is the first part of submitted Facts and Issues

The above includes the attachments as follows of information of the Oct. 1st, 1981 flood as presented on the 1985 Maclaren Mapping of 1981 Observed Flood per MAP NO ERI - 4, 5, 2, and 1);

The 1st attachment contains individual EDI MAP NO 1, 2, 4, and 5

The 2nd is a zoomed view of Legend on all four maps, which show key facts;

- -Maximum Observed Flood Line of 1981 Flood
- -Actual registered 1:100 Year Floodline
- -Elevation values
- -created Fill line area

The 3rd is pasting of all 4 maps together as per I.D. locations/match points.

The 4th is a marked up Small Colour Map of all 4 together, that highlight all information, which clearly shows the impact of water flowing to the CP Tracks (dyke) by all drains including the key Little River Drain and said restrictions, as well as dams found on Twin Oaks Golf Course, which resulted in the water flowing over a large area of land up stream (like a back-up flow) to the Limit of Max OBS Flood, that stops on a small area of land on large lands west of Little River Drain and a much larger portion of lands east of Little River Drain to Concession 10/ County Road 17, which must also reference the restriction point at the culvert at Little River Drain and County Road 42 and culvert at County Road 42 and County Road 17, as well as drains along the north and south side of County Road 42, that converge in said area.

These maps also shows elevations and all drains, as well as the extent and impact on Airport Lands and flow into the impacted watershed area, as well as a large amount of land extending beyond Lauzon Road and almost half way to Banwell Road.

Its must be noted, that none of this supposed flood mapping and true cause have been displayed or presented at any public or individual meeting or a overlay of the 1:100 Year Floodine/Plain or referenced until only as of January of 2019 and not any time since 2007 or prior years or at the Sandwich South Master Servicing Plan held on January 30th, 2020, which would have been a good topic of discussion and very informative to all attendance and provide full transparency , unless there was a specific reason to withhold the information, since this Servicing Plan is being prepared in coordination with a new Floodplain Mapping Study for the Little River Watershed, but a 1:100 Year Floodline Mapping was presented at OPA 120/ County Road 42 SP Public Meeting as one of the Display Board's in Sept. 2016, which was not included/released in the online summary web-site by the city and consultant at that time.

It must also be noted that this outline area has not referenced any other extensive flood occurrence in the Sandwich South subject area to date other then along the CP Track Dyke area.

Sincerely

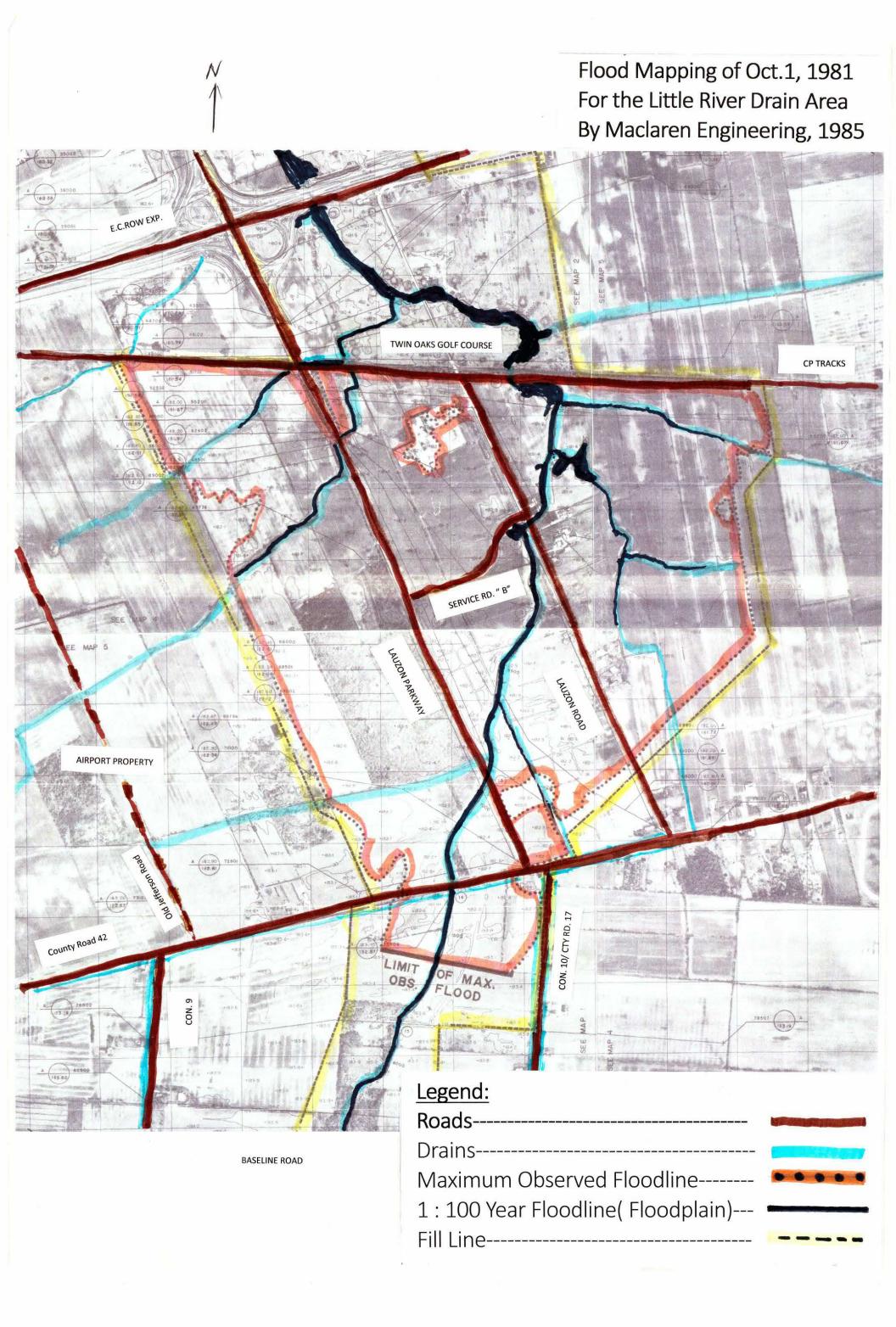




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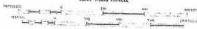
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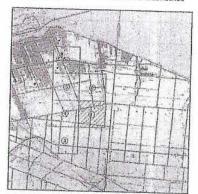
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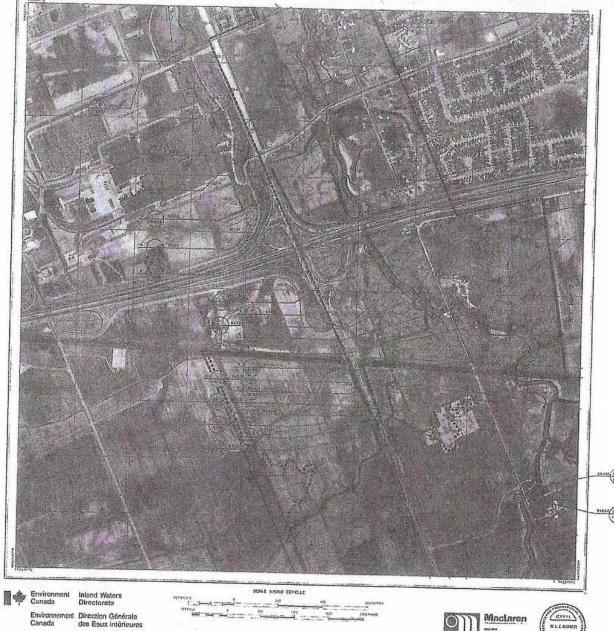
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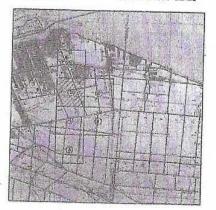
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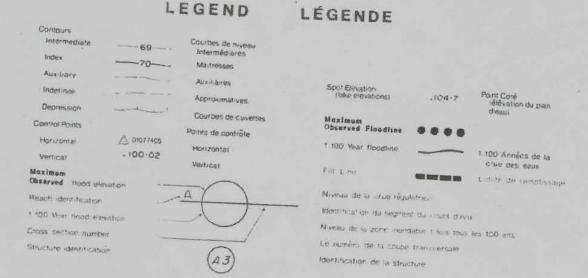
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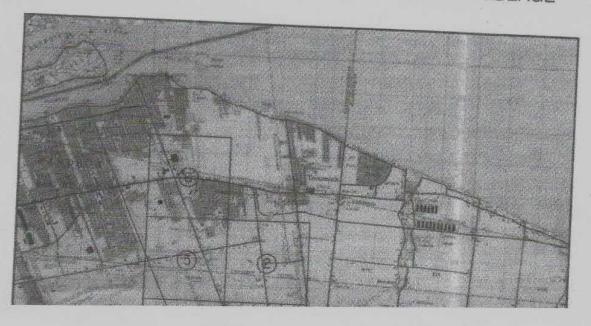
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# FLOOD RISK MAP LITTLE RIVER CARTE DE RISQUE D'INONDATION



## SHEET INDEX

## TABLEAU D'ASSEMBLAGE





#### **Fwd: SS Master Servicing Plant**

Date: Thu, Feb 20, 2020 at 10:33 AM Subject: SS Master Servicing Plant

To: pwinters@citywindsor.ca <pwinters@citywindsor.ca>, sandwichsouth@dillon.ca <sandwichsouth@dillon.ca>

RE: Facts & Issues #1 ( 2nd Paragraph)

The next issues provides attachments with respect to restriction of dams located on Twin Oaks Golf Course, that was one of the major facts, that caused the flood area of Sandwich South along the Little River Drain, and contains points to address the problem as per Twin Oaks Business Park as follows:

The attachments provide the following information;

- -1st attachment provides for stated present of dams on Twin Oak Golf Course, makes not of the fact said development of Twin Oaks Business Park is directly under the flight path into Windsor Airport and result in restriction options that will not attract waterfowl.
- -also included Typical Cross-Sections Figure 3 as presented in Proposed Stormwater Management Plan Figure 2, which shows Existing Dam just before proposed Retention Pond as seen on Figure 5
- -2nd attachment is an article in the Windsor Star about Twin Oaks, which again reference the built dams on Little River

We have presented the issue of the "dams" on Little River and the fact that the CP Tracks area is a restricting **dyke**, with the following listed drains that all converge into one system know as Little River Drain, that eventually discharge into the Detroit River;

- -Drains along CP Tracks
- -Russette Drain (Airport)
- -Lappan Drain (Airport )
- -McGill Drain (Airport )
- -Rivard Drain (Airport)

- -Lachance Drain
- -Desjardin Drain
- -Souillere Drain and Branch
- -Watson Drain
- -10th Concession Drain
- -Relecher Drain
- -County Road 42 Drains

The above clearly establishes the true cause of the Flood of 1981 and the fact that with all the changes that occurred with the Twin Oaks Business Park Stormwater Management System has not allowed a repeat of said major Flood to happen again , which was also stated by a representative from the City of Windsor at this public meeting.

-attachment #3 , we have also included an attachment of "Schedule "B" Township Of Sandwich South Official Plan from 1997 outlining same Flood Area as Exhibit #1 and a zoomed view as Exhibit #2, that identify Flood Plain Development Control Area, which was presented at your meeting or has not been present in the past at key public meetings of said Studies/EAs' conducted in the Sandwich South area to allow for public input or feed-back with respect to restrictions, as the actual root cause of the Flood in 1981 as covered by 1985 McClaren Map NO ERI- 4, 5, 2, and 1, that was covered earlier under Facts & Issues #1 (1st Paragraph).

#### Sincerely



#### 3 attachments





2020-02-20\_100435 SS OP FloodPlain 1997.pdf 2207K



# Corporation of the City of Windsor

# **ENVIRONMENTAL STUDY REPORT**

# CLASS ENVIRONMENTAL ASSESSMENT

# TWIN OAKS BUSINESS PARK CITY OF WINDSOR

March 1997



LAFONTAINE, COWIE, BURATTO & ASSOCIATES LIMITED

WINDSOR - LONDON

loams. Developed from dolomitic limestone intermixed with shale, the imperfectly drained member is the Perth clays and the poorly drained member is the Brookston clays.

#### 3.2.4 Watercourses

A 1992 study<sup>3</sup> of Little River indicated that one of the main beneficial uses of the river is that it serves as a stormwater conveyance channel for flood plain management. The River exists as a natural channel within the study area and flows from south to north across the west side of the site. The topography of the area is such that there is a very gentle slope of the land from south to north. There are three municipal drains crossing portions of the site and outletting to the Little River.

A dam placed on the Little River upstream of the E. C. Row Expressway was formerly used to provide irrigation water to the Twin Oaks Golf Club. This dam is no longer in use. The portion of the stream within the study area has been altered by dredging and is characterized by deposition of silt during low flow conditions and scouring during extreme wet weather events. Improvements to the drain banks will be required during development of the site to allow for maintenance access and reduction of bank erosion.

#### 3.2.5 Terrestrial and Aquatic Animal Life

The land in the study area supports generally small animals including rabbits, raccoons, skunks, fox, muskrat, etc. The terrestrial life indigenous to this area are not considered endangered species.

The Ministry of Natural Resources conducted an aquatic habitat survey and concluded that the Little River does not support an active recreational sport fishery due to the limited species and density of fish present.

#### 3.2.6 Natural Vegetation

We have had discussions with the City of Windsor Parks and Recreation Department regarding the natural vegetation on the site. There has not been a detailed review of the vegetation on the site. During earlier work on this site, Parks and Recreation moved many of the better trees. There are still a number of larger trees in good condition. Those trees not on road right-of-ways will not be disturbed at the time of municipal site servicing. Lot purchasers and developers should be encouraged to keep as many of the trees as possible. We will review the remaining trees with Parks and Recreation again prior to construction to determine if there are any other trees which can be moved.

#### 3.3 SOCIAL AND ECONOMIC ENVIRONMENT

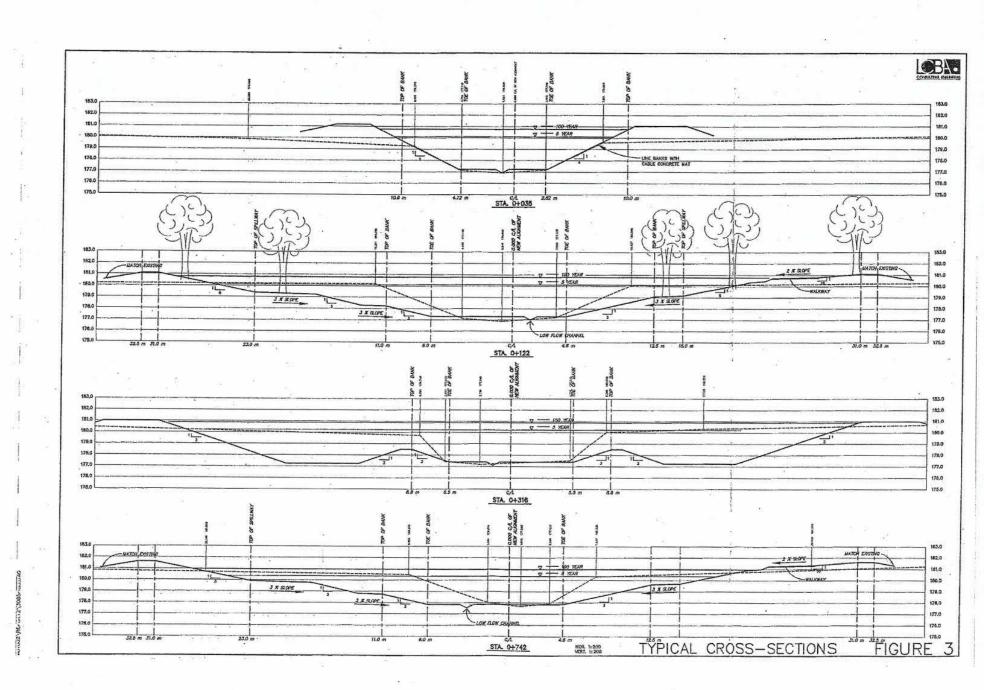
The study area is located in the south east portion of the City of Windsor. It is bounded to the north by the E. C. Row Expressway, to the south by the Canadian Pacific Railway, to the west

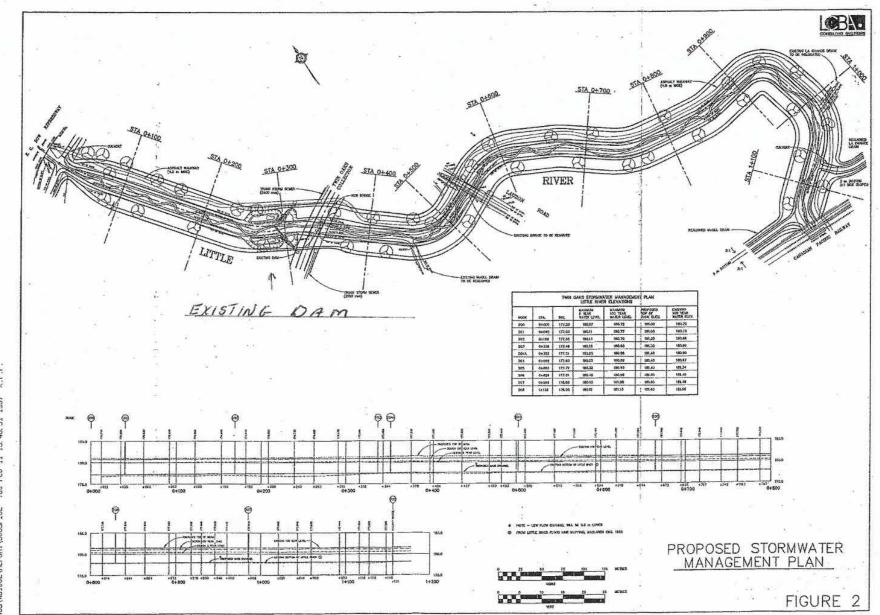
Little River Comprehensive Stream Study - 1992 - LaFontaine, Cowie, Buratto & Associates Ltd., CH2M Hill Engineering Ltd. and The Great Lakes Institute.

Another issue to be addressed is stormwater management. Planning and design of stormwater management facilities has been carried out in accordance with the requirements of the MOEE and ERCA to address both water quality and quantity issues. A unique feature in this case is that the Twin Oaks development is directly under the flight path into the Windsor Airport. Stormwater Management options are restricted to those that will not attract waterfowl such as geese. This eliminated options such as wet ponds or constructed wetlands. Due to the predominance of native clay materials, options which involved percolation of stormwater into the ground were also eliminated. It was ultimately determined the best option was to widen the existing Little River channel to provide the required storage capacity and to improve the river cross-section with flatter slopes for stabilization of the banks and to provide an area for a walkway/bikeway along the side of the channel (see following Figure 8.04). The study found the recommended design will not increase downstream flows or water levels due to development of Twin Oaks.

A new bridge will be required across Little River as part of the new road construction. Measures will be taken during construction of the bridge to control erosion and sedimentation in the river channel. The existing Lauzon Road bridge will eventually be removed.

Through the 30 day review period, public concerns and comments regarding development of the Twin Oaks Business Park will continue to be received and addressed.





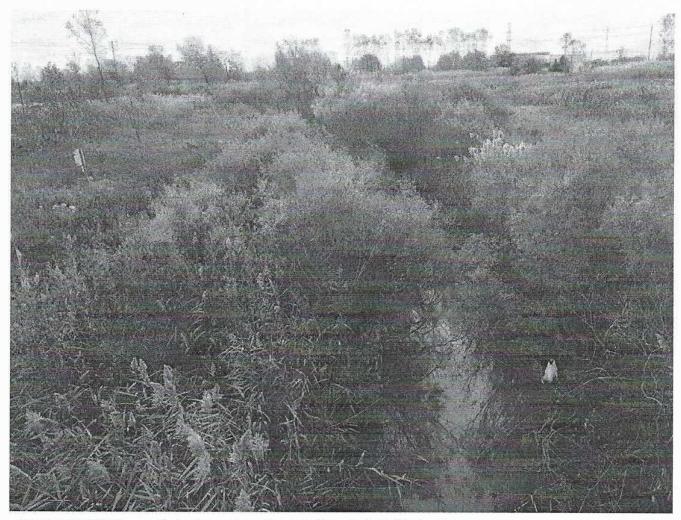
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# Twin Oaks natural area could become city's newest park

It's time to formally designate the natural area in Twin Oaks business park on either side of Little River as a city park, agrees a subcommittee of council.

SARAH SACHELI, WINDSOR STAR Updated: October 22, 2015



The view of the Little River corridor, looking south from Twin Oaks. (Jason Kryk/The Windsor Star)

In the middle of the Twin Oaks Business Park, between E.C Row Expressway and the CP rail tracks, lies a park of a different kind.

An asphalt path perfect for a short bike ride or walking your dog winds through a landscape of Kentucky Coffee trees and red cedars. On a lower elevation flows the Little River, its lush, green banks home to songbirds, butterflies and endangered species like the Eastern fox snake.

The land, like the industrial properties around it, is owned by the city. Now, says a subcommittee of city council, it's time to give the place a name and add it to the roster of

municipal parks.

"It's a naturalist's dream," enthused Tom Henderson, vice-chairman of the Little River Enhancement Group, making a presentation Wednesday to city's council's standing committee on the environment, transportation and public safety. Henderson easily sold councillors Hilary Payne, Paul Borrelli, Fred Francis and Chris Holt on the idea of making the area the city's 210

th

municipal park.

The committee's recommendation will now go to the full city council for approval.

Henderson showed photos of what the area looked like in 1992 when the city purchased the Twin Oaks golf course to develop an industrial park. The golf course had dredged the waterway, stripped its banks and built dams, turning Little River into retention ponds used to water greens.

The city and other area groups spent \$188,000 in 1997 and 1998 to install the trail and restore the waterway, naturalizing its banks with native shrubs and trees. "It's now a model for stream restoration pretty much everywhere in Ontario," Henderson said.

The city cuts the grass and hauls away debris from illegal dumping, but otherwise, leaves the land alone. Henderson said his group will continue to conduct cleanups there to keep the park free of litter and will raise money to install benches. It wants nothing more from the city than to recognize it as a municipal park and give it a name.

Payne said the property is in his ward. It is designated as parkland in the city's official plan, but it has never been recognized as such. He said he got the city to install barriers at the end of Munich Court to stop illegal dumping. Park designation could thwart vandals who ride all-terrain vehicles and motorbikes through the area, marring the pristine landscape with deep ruts.

He said he fully endorses naming the area a city park.

"It's a no-cost item. It's a no-brainer. It's a jewel."

ssacheli@windsorstar.com (mailto:ssacheli@windsorstar.com)

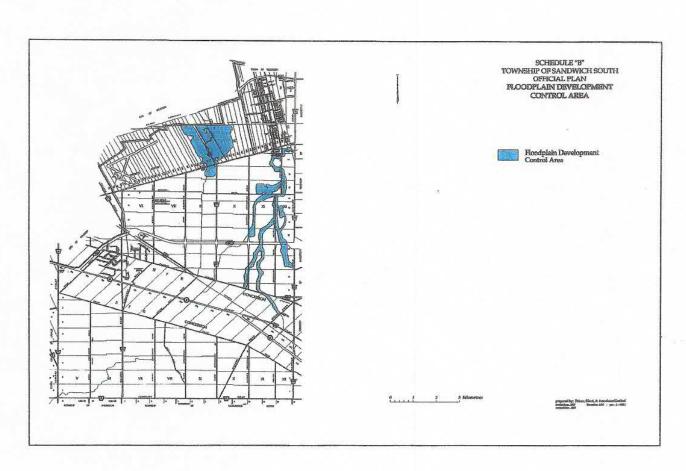
twitter.com/winstarsacheli (https://twitter.com/WinStarSacheli)

#### TRENDING IN CANADA

0

#### Play for a Cure

Jeff Casey, event director for Play for a Cure, talks about the event and the first award from last year's fundraising, Wednesday, Februar...



1897

EXHIBIT #1

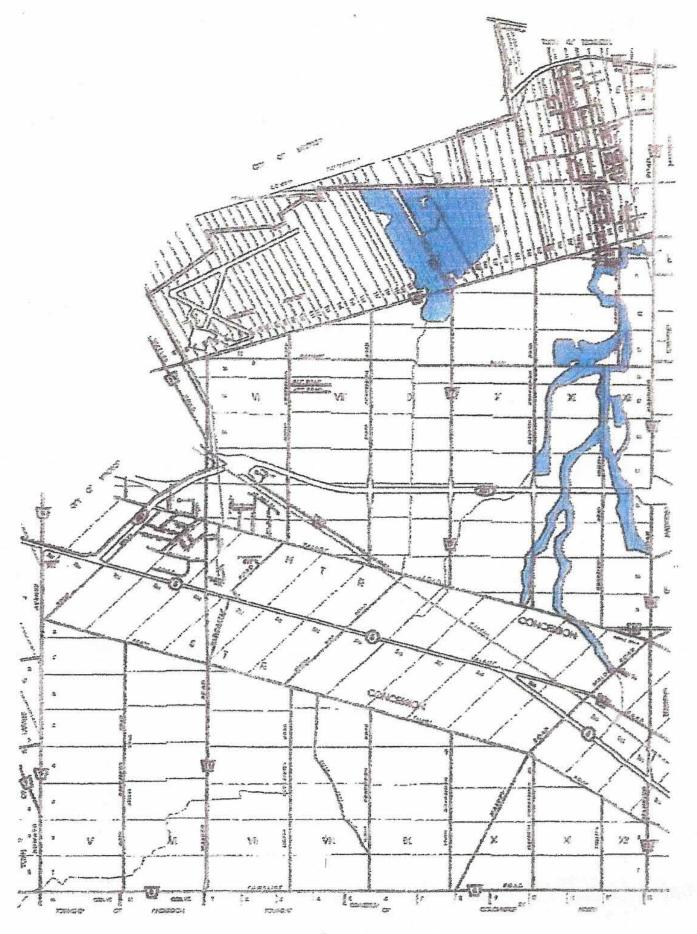


EXHIBIT # 2.



#### **Fwd: SS Master Servicing Plan**

Date: Fri, Feb 21, 2020 at 7:28 AM Subject: SS Master Servicing Plan

To: pwinters@citywindsor.ca <pwinters@citywindsor.ca>, sandwichsouth@dillon.ca <sandwichsouth@dillon.ca>

RE: Facts & Issues # 2

-The first attachment is Exhibit #1, which shows actual flooding of lands that occurred on October 1, 1981 as per mapping of 1985 Flood per mapping by MaClaren MAP NO ERI- 4 found in Issue # 1 ( Paragraph #1), which as presented in response by the City to Case Synopsis and Appeal Records and Affidavit are " therefore considered hazardous lands under the PPS "

One would then conclude, that said flood of 1981 as shows on all combined maps by 1985 MaClaren MAP NO ERI- 4, 5, 2, and 1, therefore would all be considered as "hazardous lands" and have been in the cities records since 1985 or at least by 1992 and same reasoning is applied to then all would be marked as Non- Core Natural Heritage, that is sub-titled under Natural Heritage under the Greenway System, including the airport property and be subject to depressed land value going forward.

Since 2007, has stated, said lands have not had a flooding issue and were not informed or countered by the City until Feb. 6th of 2019.

-The next attachment item falls under OPA 120, as marked Exhibit as per Schedules D (Land Use Plan) and Schedule B (Greenway System) present a perception, that lands have some identification to Non-Core Natural Heritage as per Schedule D, which is then rolled under Natural Heritage Features and subtitled as Non-Core Natural Heritage (Open Space & SWM System & Park), which has been justified by said flood hazard, SWM corridor and lands that abut Core Natural Heritage wood lot, but as shown on Schedule D, lands west of the Core Natural Heritage wood lot has allowed Medium Density Residential designation, as well as lands east of Lauzon Parkway as seen on Schedule D and then allowed as per Exhibit #1 have allowed Business Park Type 2, that are also designated as flood hazard as per MaClaren MAP NO ERI -4.

-Then, the next attachment references OP 60 of 2007 and as viewed shows many land use that range from Future Urban Area, Future Employment Area, Open Space, and also Natural Heritage, but many areas also fall within the area outlined/impacted by the flood of 1981 as shown on combined mapping in Issue #1 ( Paragraph #1) as per MaClaren 1985 MAP NO 4,5,2,and 1

The question to be asked, how have all these lands been marked for development included the airport lands, that are within the same flood area as but the only major impacted land owner is that will be restricted from development that is located in high visible development area, which then pose the question if said flood of 1981 is not a true label of a flood issue, but rather an ill-prepared municipality for not addressing the Twin Oak dams or CP Track dyke earlier.

It must also be noted the said lands are under the Greenway System in the OP, which states as per 5.3.2.8 Private Ownership- "The designation of the Greenway System does **not** infer a commitment to purchase areas, that are not currently under public ownership, nor is it implied that such areas under private ownership are available for public use.", therefore a major portion of lands are held in limbo or frozen in time.

Said lands also fall under Agriculture Transition, which means lands will remain agriculture until such time as development occurs, but a major portion of lands will not be allowed to develop as per OPA 120.

It also must be noted, that missed the appeal period on OP 60 for said lands being marked as Open Space, which have no justification for such designation as see in initial submission per photo Exhibit A and the fact that since our ownership started in 1965, within the family, said lands have farmed 27 acres of 28.3. acres, with no issue of flooding or an area as per (Schedule C - Development Constraint Area)- in the cities Official Plan does not show lands located with Floodplain area or included in the major area located in the north east area on Windsor and bordering the Town of Tecumseh, that is marked Shoreline and Floodprone Areas. ( Riverside Area to shoreline, that is East and West of Little River)

We have also been told, that Response file under LPAT Appeal from the City against that we have not submitted an application to amend the Open Space, but as per Thom Hunt, Michael Cooke and Jim Abbs, "said application at this time would be premature and would be best to wait for a Secondary Plan submission and all required services are in place."

#### Sincerely

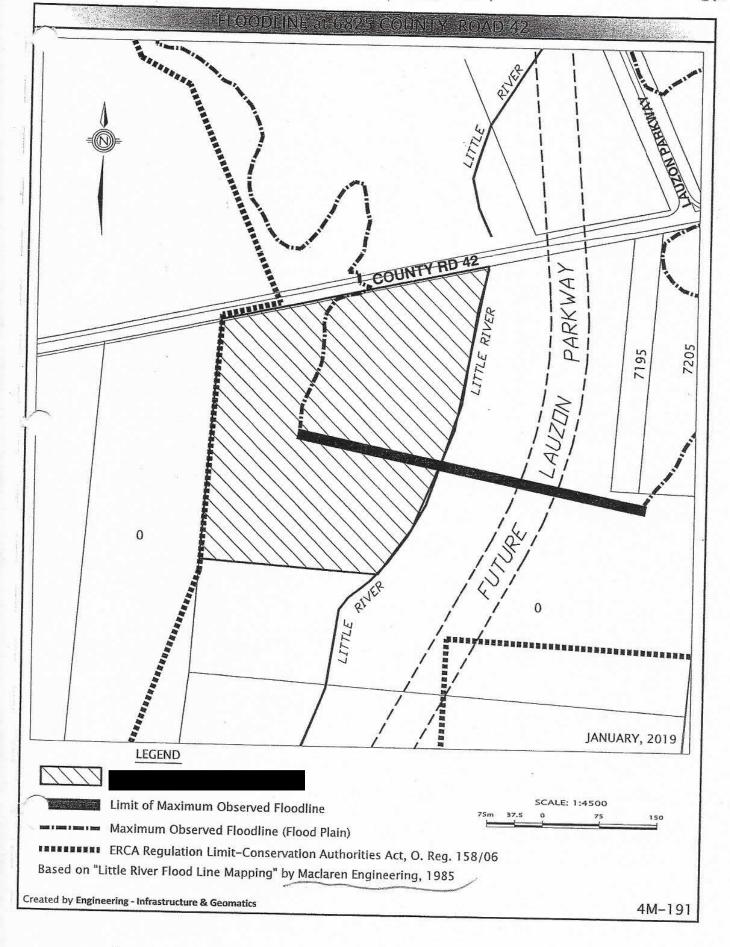
#### 4 attachments

2020-02-20\_171617 Special Observed Floodline Exhibit #1.pdf

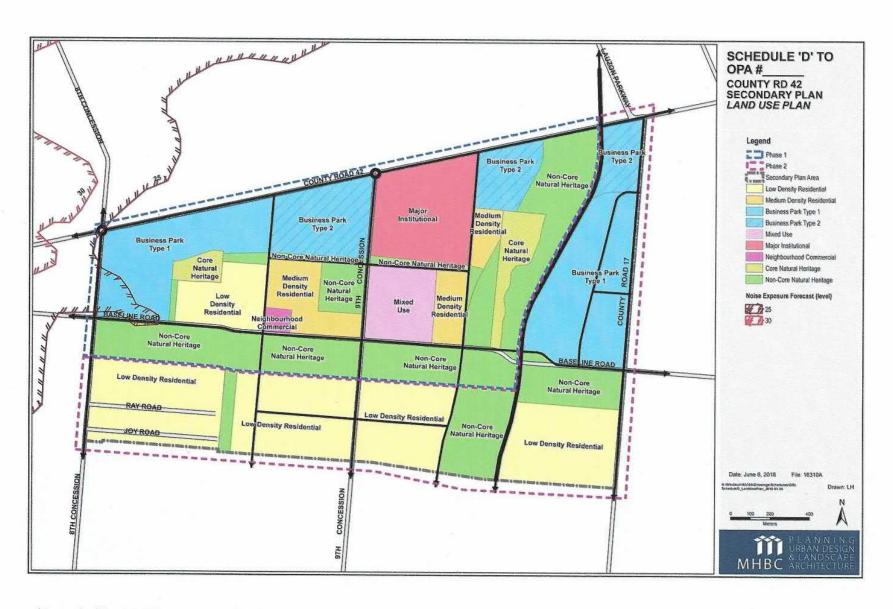
2020-02-20\_175317Schedule D and B.pdf 3048K

2020-02-20\_202408 OP 60.pdf 1542K

Schedule C Development Constraint Areas.pdf 1449K



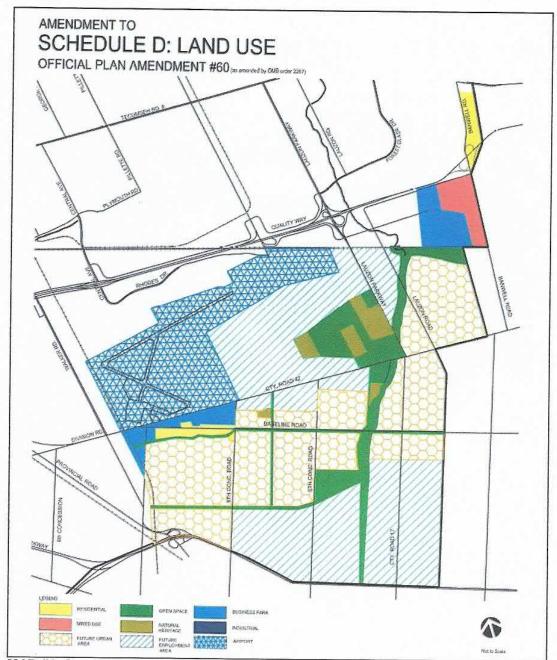
### APPENDIX H to OPA 120 - SCHEDULES B, D, F and H



### APPENDIX H to OPA 120 - SCHEDULES B, D, F and H

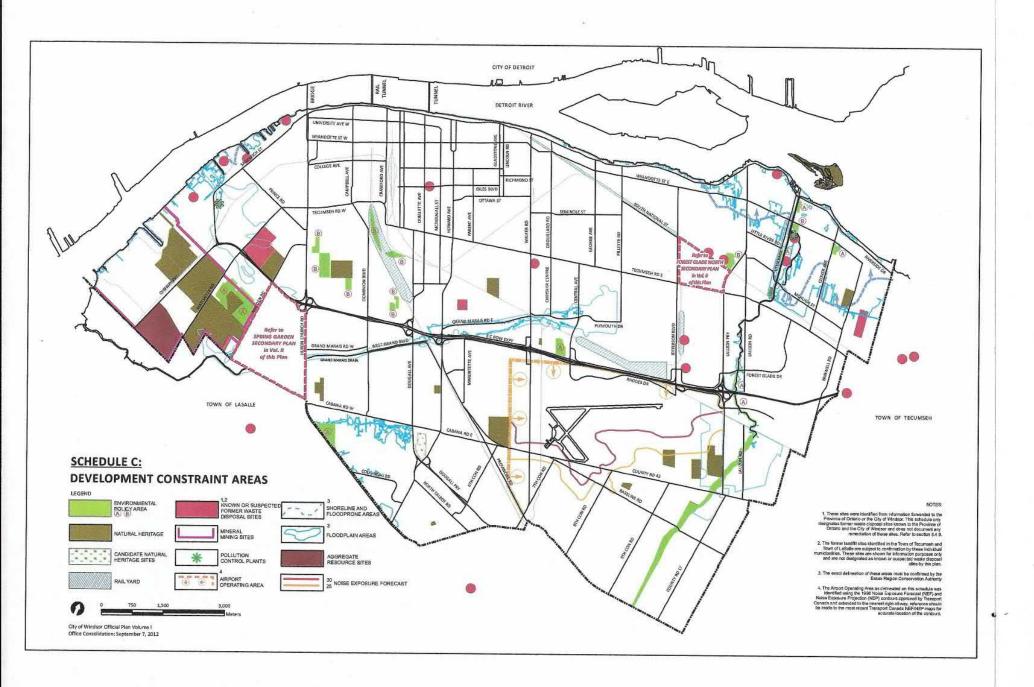


(Amended by MHBC on June 6, 2018)



MAP #1: Sandwich South Land Use Schedule

It is important to recognize that the County Road 42 Secondary Plan initiated by a private entity (Windsor Regional Hospital) for lands within the transferred lands area, will be the second request for a secondary plan within the transferred lands area since the boundary adjustment. The first secondary plan adopted in the transferred lands area was the East Pelton Secondary Plan which was initiated by Ontario Realty Corporation in order to consider a proposed detention facility (Southwest Detention Centre) on lands in the Sandwich South area. East Pelton south half was adopted as OPA 74 in 2009 by City Council and approved by the OMB in November of 2010. The East Pelton north half was subsequently adopted as OPA 94 by the City Council in 2014 and, was later approved by the OMB in December of 2016.





#### SS Master Serving Plan

Sat, Feb 22, 2020 at 8:33 AM

To: "pwinters@citywindsor.ca" <pwinters@citywindsor.ca>, "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>

RE: Facts & Issues # 3

-The 1st attachment presents the Site Location Plan/ Study, which consists of the lands in the City of Windsor, that **includes Windsor International Airport lands** and the Town of Tecumseh, since this is the area that will impact the Upper Little River watershed, that start in the north by E C Row Expressway and goes south beyond Hwy # 3.

As noticed in first submission, Exhibit B shows lands that are just south of Airport Lands, that have a 40 m separation by the road known as County Road 42.

The airport lands as per administration, have continually stated, said lands cannot support any type of Stormwater Management System due to water fowl hazards and as of recent have removed the linkage between their wood lots as of 2015, that were planted in 2013, because they also have present additional wildlife hazards, therefore all linkage to wood lots on to airport property must also be eliminated if connect truly causes a hazard as stated

It has been reported, that no wet ponds or wetlands would be permitted to be built and the cost to have underground storage facilities would be very costly, as well as construction would require extensive excavation, since land elevation and flow go from west to east. It must be also noted the elevation flows also travels south to north in some areas.

The airport lands do have wetlands and all of the above outlined restriction and hazards also apply to lands, as well as the city wishes to greatly expand the current sliver of land along Little River Drain, that does provide a linkage to the woodlots on the airport property to the abutting woodlot to the south of property and expand the said Natural Heritage Features.

It is also interesting the city has identified 3 large ponds located to north portion of the airport property in the area of the main flight path, that have continued to present a hazard, as well as the pond located on Coco property and the dry ponds, retention ponds and a wider Little River channel as built in the Twin Oaks Business Park property do not present a hazards.

-Next attachment outlines various Design Considerations as per Windsor Airport- Avian Management, that can be applied to the Windsor Airport lands as well an additional map ( Drawing 3 #) presenting zones ranges, with both and airport land just of County Road 42 fall within the same zone as well showing the Catchment I.D. and the Containment Area and one must take note of the area for airport lands.

It must also be noted that as per PPS 1.6.9.2 of the PPS states Airports shall be protected from incompatible land use and development, and further reference the point as per section 1.6.9.2 (c) lands that in the vicinity of the airport lands, as well as expanded/connection with Windsor airport woodland/wetlands would potentially cause potential aviation safety hazards

It is also interesting that the airport lands north of County Road 42 have been marked as future employment, as well as the last two private land have been expropriated to also be combined into the future employment lands, as well as the round about at Concession 9 has a entrance into airport lands to support future development and not for use in actual airport operations.

Finally, one must ask how does the Airport plan to support the area with a Stormwater System, with full transparency to all parties within the study area and at the same time have recently requested and received approval for abandoning the McGill and Rivard Drains to the eastern edge of the airport property.

After review of the above one may wonder how many standards apply and which one apply to public lands and those that counter the first set of standards, but the opposite apply to private land and who will be permitted to develop their lands and who will not be able to develop their lands, that sounds like a lot of double talk.

The selected option for SWM System has also avoided addressing compensation or address expropriation cost of private lands and any related lengthy legal cost, while the public lands of the airport property will benefit from development of said lands have no cost, while the cost of addressing related to the SWM System and solution have not been released or fully transparent, unless the plan is to depress the value of private lands needed to support the system and not permitted to benefit from developing their lands as growth expands in this highly and prime area down the road.



#### 3 attachments



Design Considerations Windsor Airport.pdf 7754K

Proposed Catchment & Corridor Size Drawing # 3.pdf 2002K

#### 1.0 INTRODUCTION AND PROJECT JUSTIFICATION

The Upper Little River watershed is located in the southeast part of the City of Windsor and the west part of the Town of Tecumseh, as shown on the Site Location Plan (Figure 1). The Main branch of Little River originates south of Highway 401 and generally flows north through a well-defined system of municipal drains and channels towards the Detroit River and Lake St. Clair. The drainage area contributing to Upper Little River upstream of the E.C. Row Expressway is approximately 45 km².

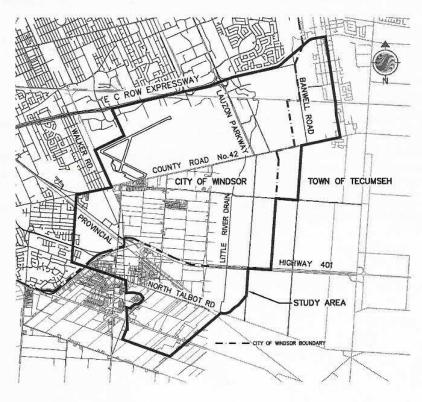


Figure 1: Site Location Plan

The City of Windsor (City), the Town of Tecumseh (Town), and the Essex Region Conservation Authority (ERCA) commenced a study in 2004 to document existing conditions and to recommend stormwater management measures to protect existing resources as development continues in the upper reaches of Little River. In 2005, the City was in the process of completing a Land Use Plan for the Sandwich South Employment Lands, and the Study was put on hold until that process could be completed. The City of Windsor Council adopted a Preferred Concept



#### 7.0 DESIGN CONSIDERATIONS

#### 7.1 WINDSOR AIRPORT - AVIAN MANAGEMENT

The containment of stormwater runoff in ponds creates wildlife habitat which can create the potential for increased collision hazards for aircraft (Blackwell et al., 2008). Wildlife incidents are not rare, nor are these incidents insignificant relative to the air safety or cost incurred (Cleary et al., 2007). For example, from 1990 to 2005, 66,382 wildlife collisions with aircraft were reported to the US Federal Aviation Administration; 97.5% of these indecent involved birds.

Based on discussions with the Windsor Airport Authority:

- The Airport authority is currently implementing bird control and monitoring within a 2 km radius of the airport as shown on Drawing 3
- The airport zone range is 4 km (refer to Drawing 3) which includes:
  - o Zone of no tolerance if a bird is found it will be removed immediately
  - Zone of no confidence if a bird is found they will be monitored closely, and they will likely be removed in the near future
  - 4 km radius all features that attract birds (including SWM facilities) are inspected monthly. Bird populations are tracked and will be removed if they present a danger to the airport
- Ponds near the airport that are currently causing issues have large bodies of open water surfaces and extended green space
- Dry ponds are generally preferred. Wetland or wet ponds are acceptable provided they
  are sufficiently vegetated. That is, the ponds should have a suitable water's edge treatment
  (to make it difficult for birds to get into and out of the water), minimal food sources (including
  emergent vegetation and aquatic species), and generally not provide an attractive or easy
  habitat for bird species

The restriction on available SWM controls varies depending on the distance from the airport. On airport property, permanent water is generally not permitted. Water quantity controls are provided in dry detention ponds or in underground storage areas while water quality controls are typically provided using a treatment train approach (a combination of enhanced grass swales, vegetated filter strips, oil/grit separator units, low impact development methods and other best management practices (WSDOT, 2008)).

New ponds can sometimes have difficulty establishing healthy vegetation due to wildlife grazing and changing water levels. The ultimate ponds should be constructed and have established vegetation prior to being brought on-line. Temporary or Interim SWM facilities can be used until the permanent SWM facility is brought on-line.

Key SWM pond features to minimize attractiveness to birds:

- · Minimize open water surfaces and fetch length
- Minimize or eliminate shorelines and green spaces
- Maximize large woody vegetation in and around ponds to restrict movement
- Use native vegetation that can withstand being flooded for extended periods of time. This
  includes Button Bush, Black Willow, Peach Leaved Willow, Cottonwood, and Swamp Maple
- Reduce emergent vegetation and mowed grass. Wetlands with an intermediate level of emergent cover (33-66% of wetland) had a greater avian species richness (Gibbs et al., 1991)
- The irregularity of the pond perimeter (the ratio of the pond perimeter to the perimeter of a
  perfect circle) showed that ponds with a more irregular shape were more attractive to birds
  (Blackwell et al., 2008). The pond perimeter should be minimized to create circular or linear
  designs
- Increasing pond size showed a strong correlation with probability of use
- Complete stormwater drawdown in a short period of time would likely reduce the probability of use by many aquatic foragers, by preventing establishment of a food source

A critical step in selecting stormwater facilities for the airport environment is determining the wildlife species of concern that may be present in or attracted to new facilities (WSDOT, 2008). Habitat that is unattractive to some species may be attractive to others. The Windsor Airport Authority has identified birds (primarily waterfowl and gulls) as the greatest risk for the surrounding area because of their abundance, size, and ability to fly. In general, if open water areas or wetlands exist near an airport, shorebirds, gulls, ducks, herons, and geese may be an issue.

Waterfowl are commonly found where there is a combination of protection from predators, open water, wetland vegetation, and adjacent uplands for food, cover, and nesting (WSDOT, 2008). Of the shorebirds, gulls typically pose the greatest threat to aircraft. Gulls are highly adaptable birds that hunt prey and scavenge for food.

In general, vegetation that provides food and/or cover for wildlife species identified as hazardous to aircraft should be avoided at or near airports. Vegetation with berries, nuts, desirable forage, attractive flowers, edible tubers or roots, or large, abundant or high-nutrient seeds is a potential wildlife attractant and should be avoided (WSDOT, 2008). If open water is anticipated, provide dense shrub or groundcover vegetation that may deter potentially hazardous wildlife that prefer open water.



Structural features that provide shelter for wildlife species identified as hazardous should be avoided (WSDOT, 2008). Avoid constructing shallow-water wetlands or other habitats that may attract wading birds or that provide nesting habitat for water fowl. Configure stormwater facilities to reduce line of sight. This includes using steeper embankments, narrower/longer configurations, shrub vegetation, fences, or other installations that disrupt sight lines and reduce comfort and habitat suitability for hazardous wildlife.

Vegetation can be used to discourage wildlife from open water areas (WSDOT, 2008). Waterfowl are attracted to interspersion of open water and emergent vegetation. If this characteristic is replaced by densely planted shrub vegetation, waterfowl may be less likely to use it. Tolerance to inundation varies among shrub vegetation species. Therefore, inundation depth, duration, and frequency may be considered when selecting species and communities. In addition, once the vegetation has been planted, it will take a while to become established enough to discourage birds. Until the vegetation has become established, special care must be taken to avoid excessive ponding, including possible temporary inflow diversion.

There are several methods available for avian management (Smith et al., 1999) including:

- Discontinuing of feeding by the public
- Habitat modification
- Hazing and Scaring Techniques
- Chemical Repellents
- Control of Reproduction
- Removal

Habitat modification techniques can be used in the design of the stormwater management facilities. The preferred habitat for geese is a large, unobstructed lawn area close to open water (Smith et al., 1999). Many urban features including parks, industrial sites, residential complexes, golf courses, and planned residential communities, provide such an environment. The basic principles of habitat modification include eliminating, modifying, or reducing access to areas that currently attract birds. As birds become more accustomed to people and urban landscapes, the success of avian management techniques continues to decrease.

Habitat modification alone usually cannot prevent birds from using an area, especially after a flock is established (Smith et al., 1999). Habitat modification methods include:

• Elimination of straight shorelines, islands, and peninsulas. Birds prefer long, straight, uninterrupted shorelines, well removed from heavy human traffic. These areas provide security and a good view of potential predators. Eliminating islands, or peninsulas, and modifying uninterrupted shorelines with shrubs or boulders every 5 to 10 m, may reduce an area's attractiveness to birds



- Placement of walking paths by water. Geese prefer to rest or feed on grassy areas next to
  water. If walking paths are placed along a shoreline, birds may be less likely to use the
  immediate area for feeding, nesting, or loafing. This may not be practical for stormwater
  management ponds due the variation in water levels
- Placement of grassy areas away from water. Placing grassy fields at least 400 m from water
  may reduce bird use during the molting period when birds are reluctant to move far from the
  safety of water. Geese with flight capabilities will readily use athletic fields a kilometre or
  more from water sources
- Removal of nesting structures. Wildlife officials and well-intentioned private citizens
  sometimes build and maintain artificial nesting structures. Artificial nest structures are
  designed to reduce the threat of predators and are often safer than natural nest sites.
  Eliminating these structures may reduce bird production and make the area less attractive
  for nesting birds.
- Modification of pond and field water levels. Increasing the water level in a pond may flood
  preferred nesting areas. Reducing water levels in ponds may allow increased access to the
  nesting area by predators. Changes in the water level may impact other wildlife
- Encouragement of early water freeze-up. Favorable winter habitat for geese includes open water. Eliminating fountains or water aerators leads to earlier freeze up, thereby eliminating winter habitat for the birds.
- Overhead placement of lines or grid wires. A grid or network of multiple parallel lines of wire, etc. restricts bird landing and takeoff. To increase effectiveness, the grid system should be in place before the birds arrive. Periodic maintenance is necessary to prevent sagging of the lines. Drawbacks to lines and grids include visual degradation of the area; impairment of access by people and other wildlife; and the risk of death, injury, or entanglement of birds
- Fence barriers. Fences can prevent birds from walking from water to grazing areas. Fences
  are most effective during the pre-nesting period and during flightless periods in the early
  summer when birds have young or are molting. This technique will not work if birds fly into the
  area
- Vegetative barriers. Shrubs or hedges may block favored pathways or obstruct their line of sight, making the area less attractive because of the potential for attack from predators. To be successful, a plant barrier must make birds feel that if they are threatened, that their ability to escape is reduced. Vegetative barriers work best when bird numbers are low and available habitat nearby is unoccupied. Any barrier planting will require protection from birds and other animals during establishment. Plants should be high enough (at least 1 m) to prevent adult birds from seeing through or over them, and dense enough to prevent the birds from waking through gaps between the plants or stems.
- Rock Barriers. When birds leave a water body, they generally use routes that allow them
  easy access onto land and a clear view of potential danger. Large boulders placed along
  the shoreline may create a barrier that discourages bird use and access to grazing sites. The
  boulders should be at least 0.6 m in diameter to hinder birds when they are getting out of the
  water



Structural features that provide shelter for wildlife species identified as hazardous should be avoided (WSDOT, 2008). Avoid constructing shallow-water wetlands or other habitats that may attract wading birds or that provide nesting habitat for water fowl. Configure stormwater facilities to reduce line of sight. This includes using steeper embankments, narrower/longer configurations, shrub vegetation, fences, or other installations that disrupt sight lines and reduce comfort and habitat suitability for hazardous wildlife.

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area's attractiveness to birds



- Tall Trees. On small ponds (less than 2000 m²) trees located in the flight path between water and grassy areas may prevent birds from landing. The trees must be dense enough to prevent birds from flying through the canopy, and tall enough to increase the angel of climb or ascent above 13 degrees. Because most trees grow very slowly, this technique should be considered only as part of a long term management plan. This technique is effective in only discouraging birds from flying into an area and will not prevent them from walking to a grazing site. Some birds like areas with shade for grazing and loafing, and tall trees may actually attract them
- Decreased attractiveness of grazing areas. Canada Geese prefer to eat grass, especially
  young shoots, which are found in abundance on mowed lawns. The area around a pond
  should not be mowed, fertilized, or watered. In addition, geese prefer Kentucky bluegrass
  and tend to feed less on tall fescue if given a choice. Planting less preferable plants or grass
  species to discourage birds from a specific area will be more effective if good alternative
  feeding sites are nearby. Geese will feed on almost any short grass or legume.

#### 7.2 MOSQUITOES

SWM facilities contain standing water which enables the breeding of mosquitoes. These mosquitoes can become a nuisance to people around the ponds. Habitat for birds, frogs, insects and other predators of the mosquito should be encouraged to limit the mosquito population. Frequent rain events (approximately every 4 to 5 days in southern Ontario) will provide some circulation of water in the pond, disrupting mosquito breeding. The use of SWM facilities may increase the mosquito population, but the benefits of SWM facilities (increased water quality and reduced flooding) outweighs the risks associated with increased mosquito populations.

The following information provides information on mosquito habitat and guidance for the design of SWM facilities to minimize mosquito use.

West Nile Virus is a mosquito borne illness that usually has no effect on humans. However, in rare cases, it can cause serious health problems and may cause encephalitis (swelling of the brain) which could lead to death. The very young, the elderly, and those with weakened immune systems are most susceptible to the disease, although others can be affected.

The virus' life cycle requires both birds and mosquitoes, and humans can be infected if they are bitten by an infected mosquito. There are two mosquito species of greatest concern for West Nile Virus; Culex pipiens and Culex restuans. They live in urban areas and although they prefer birds, they may bite both birds and people. Culex mosquitoes have a limited flight range (less than 1 kilometre) and this means that the adults are found close to their hatching site. These mosquitoes are usually bred in very sheltered stagnant water and their larvae are often found in tires, eaves troughs, rain barrels, birdbaths and other puddles that last longer than one week. In general, research has shown that stagnant water in urban areas, including roadside catchbasins, have the highest numbers of these mosquito species, while natural wetlands and SWM facilities pose the least risk.







#### **SS Master Servicing Plan**

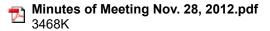
Sat, Feb 22, 2020 at 2:58 PM To: "pwinters@citywindsor.ca" <pwinters@citywindsor.ca>, "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca> RE: Facts & Issues # 4 & 5 This section addresses the issue of Lauzon Parkway being shift to the west as per request by land owner east of Little River Drain and the resulting impact today to the land owner west of Little River Drain because of major impact of increasing the SWM corridor to 325 m. -The first attachment is a letter of a meeting held with Stakeholder Meeting Minutes of Meeting on November 28,2012, with specific reference to paragraph # 4 as stated by A. Godo, " As a result, a wide Little River Corridor with a width between 100 m to 150 m is needed, i.e. approx. 50 m to 75 m each side from the centerline of the river. She also noted that there is a possibility that the corridor width could be reduced subject to a review of further detail based on future land development. The exact corridor width will be finalized on a case-by-case basis." This clearly presented/establishes a size range of the corridor, that could be less then a 100 m to a maximum of 150 m and be equally split by less then 50 m to 75 m on each side from the centerline of the of Little River Drain. -The second attachment are pages from the Lauzon Parkway Improvements Class EA Study (B.5-27 to B.5-28 and A.5-43 to A.5-46. In summary, this section states both land owners use said property for agriculture purposes and are subject two planned options a viewed of page A.5-46 (Technically Preferred Plan), which does have a portion land between the corridor and the location of Lauzon Parkway, which may have no access other than a small entry point at Cty. Rd. 42, but could be land locked or remnant land. It must be noted at the meeting we did ask that the corridor to be shifted to the east because of remnant land and reduce the amount of land lands lands ) needed west of Little River, but was told they are currently having discussions and a review to move said parkway to the west. Clearly, this shift resulted in benefiting and addresses their current impact and further make a statement in their opinion would significantly reduce the value of their property, but does recognize in fairness said corridor would be equally split between both land owners, as outlined in Lauzon Road Realignment from County Road 42 to Baseline, which then created the Recommend Plan to be submitted to the Ministry of Environment, which was based on a much smaller size in 2012. -The third attachment shows the new corridor size at 325 m as released in 2017 under ULRSWM Study, which clearly shows the full impact to lands and the major amount of land taken away for the corridor, with a small portion (approx. between 5 to 6 acres) of land remaining and whether any access would be permitted or even have any viable amount of land for development or just become remnant and we also wish to make a statement today, that the new corridor size would significantly reduce the value of our property, while has zero impact.

We understand the current Lauzon Parkway is a plan and will have adjustments in the next phase of design or in the final design and the fact that the Team moved the road to the west as requested as much as possible in coordination with the Upper Little River Watershed Master Drainage Plan and Stormwater Management (SWM) Plan at that time (less then 100 m to 150 m), but today the new corridor size is 325 m, which warrants a re-alignment to the east in the next phase of design or in the final design and allowing the corridor to also be shifted to the east and providing some additional land and benefit to while will still have a large amount of land to benefit from development and not subject to any of their lands being remnant in the original plan with the smaller corridor size

It must also be noted as stated, that the "Project Team noted that the originally proposed alignment is still preferred", which is the "Technically Preferred Plan" as viewed on page A.546.

#### Sincerely

#### 3 attachments



Section of Lauzon Pky. EA Shift to the West.pdf 9947K

New 2019 Map of 325 m Corridor.pdf 2311K



2655 North Sheridan Way, #300 Mississauga, Ontario, L5K 2P8 Tel: (905)823-8500 Fax: (905) 823-8503 E-mail: mre@mrc.ca Website: www.mrc.ca

### STAKEHOLDER MEETING MINUTES OF MEETING

PROJECT:

Lauzon Parkway Project

STAKEHOLDER:

FILE NO .:

3211012

DATE:

November 28, 2012

TIME:

9:15 a.m. - 10:15 a.m.

PLACE:

City of Windsor Office - 1266 McDougall Street

MTO Windsor BIIG Rakesh Shreewastav MTO Windsor BIIG Bob Felker MTO Windsor BIIG Amber Turvey City of Windsor Josette Eugeni City of Windsor Michael Cooke City of Windsor Anna Godo MRC

Michael Chiu

PURPOSE:

To discuss the impacts of the proposed land use designation and the

proposed Little River Corridor on property.

#### MEETING MINUTES:

- 1. R. Shreewastav provided a brief background of the study and noted that are mostly related to the Sandwich South Secondary Plan and the Stormwater Management Study.
- advised that his property, which is located on the south side of CR 42 immediately to the west of Little River, was designated Open Space in the City's Official Plan in 2006. He has the following concerns/questions:
  - Concerns about the Open Space designation on his property
  - Would like to know more about the proposed Little River Stormwater Management Corridor
  - Have some questions about the widening of CR 42

3. Land Use Designation M. Cooke explained that the boundary of land use zoning typically uses property line as the property is located next to Little River and the woodlot to the demarcation line.

MRC, A member of MMM Group

FIGURE- 4 (3 pages)

LETTER - STAKEHOLDER MEETING

MINUTES OF MEETING

Lauzon Parkway Project

Stakeholder Meeting -November 28, 2012

south, this has resulted in the Open Space designation. However, M. Cooke noted that the City is open to extending the Employment Land designation on the property immediately to the west into part of property. The limit of the employment land designation will depend on identifying any negative impacts of proposed development on Little River and the woodlot. For the purpose of the Secondary Plan, the extension of the employment lands on to the property can be generally shown. The actual limit would be determined based on the findings of environmental studies that would be required as part of any future development proposal.

asked how much buffer would be needed for the river and the woodlot. M. Cooke advised that the property owner will need to submit at a future date, a development plan and demonstrate how the proposed development would not impact the natural features. He added that it is too early at this stage to define a 'line' now without details on the nature of the development and servicing study.

In summary, M. Cooke suggested that:

• The City will extend the employment land designation to include a portion of the property

 This would confirm a development opportunity at the property subject to environmental study

 The City will prepare a draft of the change for review/consultation in the next 2 to 3 weeks

• The City will provide the draft for review

• The exact limit of lands that can be developed for employment uses and those that must remain as open space will need to be determined in the future subject to additional development details and environmental studies

agreed but requested that the draft be provided to him and his counsel for review preferably before January 10 (prior to his vacation).

4. Little River Stormwater Management Corridor

A. Godo explained that there are constraints to the stormwater measures that can be used in the area due to the need to decrease the attractiveness of wildlife and waterfowl in the vicinity of Windsor Airport. As a result, a wide Little River Corridor with a width between 100 m to 150 m is needed, i.e. approx. 50 m to 75 m each side from the centerline of the river.

She noted that there is a possibility that the corridor width could be reduced subject to a review of further details based on future land development. The exact corridor width will be finalized on a case-by-case basis.

She added that seven stormwater management alternatives were considered in selecting the preferred plan of Little River Corridor.

5. CR 42

M. Chiu noted that the widening will occur on the north side only.

A. Godo advised that the future widened CR 42 would have an urban cross section with curb

MRC, A member of MMM Group

2

Lauzon Parkway Project

Stakeholder Meeting – November 28, 2012

and gutter. This means that the existing ditch on the south side would be removed.

She noted that there would be full municipal services on CR 42 including separate sanitary main and storm sewer. However, the timing of the widening and the associated municipal services are based on development in the area and therefore are not known at this time.

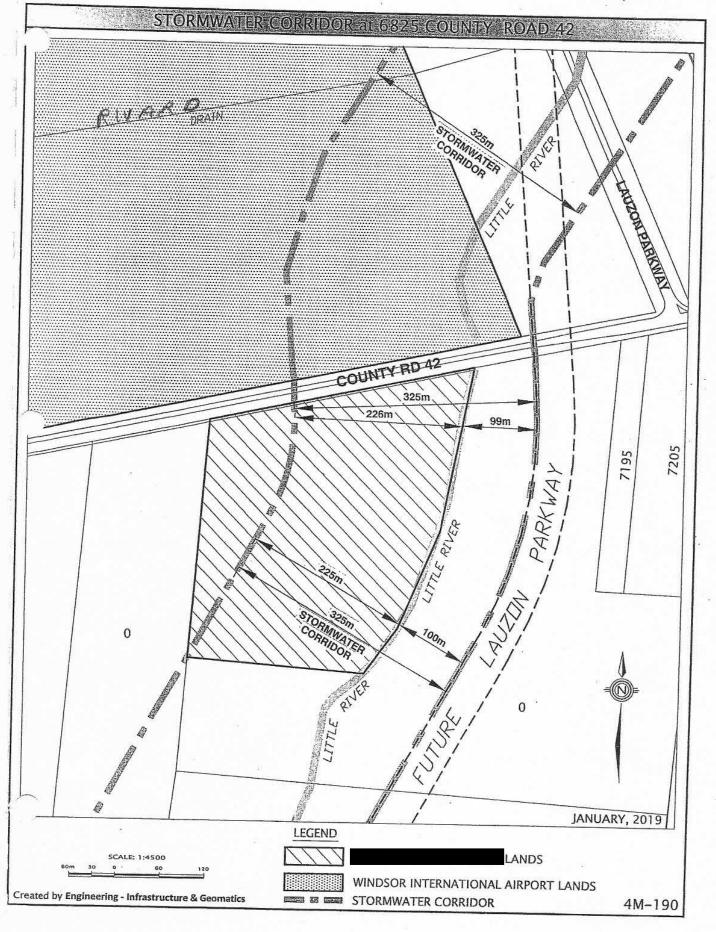
- 6. M. Chiu provided with hard copies of 5 exhibits (PIC displays) as previously requested by
- 7. Replying to question about the phasing of the Secondary Plan as shown on Schedule H, M. Cooke explained that the purpose of the phasing is to allow orderly development of the area to avoid clustering of developments. He noted that this applies mostly to residential areas and not to employment lands. He also noted that property is abutting CR 42 and phasing does not apply to this property as much as to other residential areas. A. Godo reminded that the block/neighbourhood plans would still be required and at that time, servicing plans would be required for sanitary and storm systems.
- 8. M. Chiu advised that there would be no more Public Info Centre planned for the Lauzon Parkway EA Study. However, the Secondary Plan will be presented to the Planning and Economic Development Standing Committee, which is a public meeting, early in the new year.
- 9. R. Shreewastav noted that the Lauzon Parkway EA Study will be completed in Spring next year. An Environmental Study Report will be filed with the Ministry of Environment for a 30-day period public review. The public can If any party or individual feels there are significant outstanding issues that have not been adequately addressed, they could ask for a higher level of assessment so the issues could be addressed through a more detailed study. This is known as a Part II Order. R. Shreewastav also advised that there is no program committed for future phases of this project beyond the current EA Phase.

The foregoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned within 48 hours of receiving these minutes at 905-823-8500.

Minutes prepared by: Michael Chiu, P.Eng. MRC, A member of MMM Group

cc: Attendees

MRC. A member of MMM Group



#### **B.5.6.1** Consultation with Individual Stakeholders

Further consultation with individual stakeholders was conducted as required, or requested. The following is a list of the key stakeholders for which additional consultation was held.

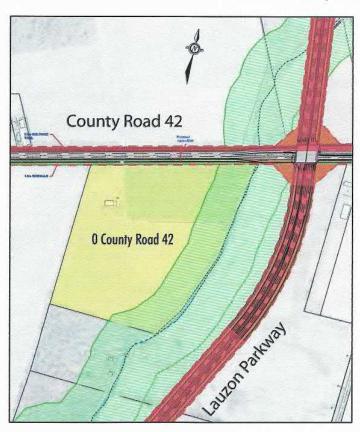
- .
- .
- Tecumseh Town Council (County Road 42, Section B.5.6.1)
- Windsor International Airport (County Road 42, Section B.5.2.1)
- The Windsor Christian Fellowship & Rosati Group (E-W Arterial, Section C.5.7.1)

Given that each stakeholders' concerns are related to specific elements of the Study (i.e., Lauzon Parkway, County Road 42, or E-W Arterial), details regarding the specific concerns and responses are provided in the appropriate sections of this report (Part A: Lauzon Parkway, Part B: County Road 42, or Part C: E-W Arterial).

owns the property located immediately southwest of County Road 42 and the Little River. The property, currently used for agricultural purposes, is illustrated in Exhibit A.5-22.

EXHIBIT B.5-14: PROPERTY OF

(0 COUNTY ROAD 42, ROLL NO. 9003001500)



MRC, A Member of MMM Group

A meeting was held with on November 28, 2012 to discuss their concerns regarding the land-use designation of their property in the Lauzon Parkway EA Study as well as the Sandwich South Secondary Plan and the Upper Little River Stormwater Management Study. The Lauzon Parkway EA does not designate land-use; therefore further correspondence with this owner was arranged through the Sandwich South Secondary Plan and Upper Little River Stormwater Management Study.

An illustration of the County Road 42 plan at these properties is in Plate 7 of Section B.6.9.

#### TOWN OF TECUMSEH COUNCIL RESOLUTION

The Tecumseh Town Council commented on the Lauzon Parkway Class EA Study through Resolution 18.14 which requested that the County of Essex amend the speed limit on County Road 42 from 60 km/h to 50 km/h, from County Road 19 (Manning Road) west to the City/County Boundary. The Resolution also proposed that the County consider narrower lane widths for County Road 42, and an enhanced context sensitive design taking into account the urbanized nature and multiple users of this segment of road.

The County of Essex a staff report to County council on May 8, 2013 in response to the Tecumseh Council. The report noted that the current proposed cross-section includes an undivided urban section with bike lanes and sidewalks in both directions. The right-of-way will also accommodate numerous "Urban Design Features" such as illumination, utilities, and landscaping. The standard lane width of 3.75 m has been reduced for this segment of road to 3.65 m.

The County of Essex also completed a speed study to determine an appropriate posted and design speed of the roadway. The speed study determined that the mean speed (85<sup>th</sup> percentile) of the motorists was approximately 78 km/h. The results from the speed study would suggest that the posted speed of 60 km/h is too low and should more appropriately be 70 km/h. However, the County recommended a posted speed of 60 km/h to achieve a balance between the need to facilitate inter-regional traffic, and provide for local traffic access and other road users.

Upon consideration of the staff report, the County Council approved a speed limit reduction to 50 km/h from 60 km/h, on County Road 42 from County Road 19 (Manning Road) west to the City/County Boundary. It is recommended, however, that when County Road 42 is widened to 4 lanes, the posted speed should be re-assessed at that time.

#### **B.5.6.2** Considerations to Amend Supportive Policies

The preferred plan for County Road 42 in the Town of Tecumseh identifies a context sensitive design with an urban cross-section in a rural setting that connects the City of Windsor and the Town of Lakeshore. The benefits of the context sensitive design are mainly localized between County Road 43 (Banwell Road) and County Road 19 (Manning Road). The recommended enhancements are supportive of a County Connecting Link classification and should be considered between the County of Essex and the Town of Tecumseh. This development lends itself to a higher activity of uses and further growth at a local municipal level.

- The alignment of Lauzon Parkway should be adjacent to the existing Little River corridor
- Concerns regarding noise impacts to properties in proximity to roadway
- · Concerns regarding property impacts

There were 19 comment sheets submitted at PIC 2, and 7 received following the PIC. The Project Team reviewed all public input received and responded to each comment accordingly.

Copies of the display boards at the PIC and Workshop, as well as all comments sheets and responses, are included in the Summary Report on Public Information Centre 2 in Appendix A.

#### A.5.8.1 Consultation with Individual Stakeholders

Further consultation with individual stakeholders was conducted as required, or requested. The following is a list of the key stakeholders for which additional consultation was held.

- •
- Tecumseh Town Council (County Road 42, Section B.5.6.1)
- Windsor International Airport (County Road 42, Section B.5.2)
- The Windsor Christian Fellowship & Rosati Group (E-W Arterial, Section C.5.7.1)

Given that each stakeholders' concerns are related to specific elements of the Study (i.e., Lauzon Parkway, County Road 42, or E-W Arterial), details regarding the specific concerns and responses are provided in the appropriate sections of this report (Part A: Lauzon Parkway, Part B: County Road 42, or Part C: E-W Arterial).

owns the property located immediately south and east of County Road 42 and the Little River corridor. The property, currently used for agricultural purposes, is illustrated in Exhibit A.5-22.

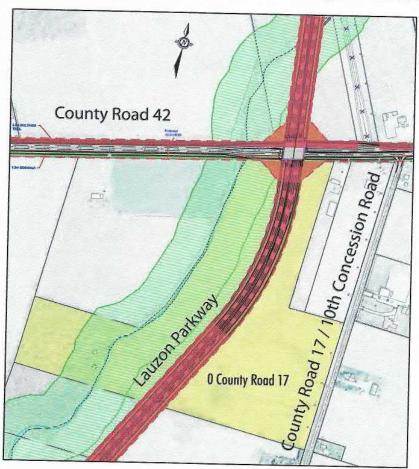
The extension of Lauzon Parkway south of County Road 42, in addition to the extension of the Little River Corridor, a part of the Upper Little River Stormwater Management Study, will impact this property.

A meeting was held with on November 27, 2012 to discuss their concerns with the potential impacts of the Lauzon Parkway Extension on the stakeholder's property (located at south of the existing Lauzon Parkway and County Road 42 intersection).

The property owner noted that the proposed Lauzon Parkway, together with the Little River Corridor proposed in the City's Upper Little River Stormwater Management Study, would reduce their County Road 42 frontage. Although it still maintains access to County Road 17, in the owner's opinion, this would significantly reduce the value of their property.

#### EXHIBIT A.5-22: PROPERTY OF

(0 COUNTY ROAD 17, ROLL NO. 9003001800)



Justification for the preferred Lauzon Parkway alignment was provided to the owner. Concerns regarding the Sandwich South Secondary Plan and Upper Little River Stormwater Management Study have been referred to those studies respectively.

The property owner submitted letters, on January 7, 2013, to each of the respective projects affecting their property: Lauzon Parkway Environmental Assessment Study, Sandwich South Secondary Plan Study, and Upper Little River Watershed Master Drainage Plan & Stormwater Management Plan Study. The key comments in the letter were that the property owner was requesting an alternate alignment of the Lauzon Parkway Extension, and that the City of Windsor should proceed with property negotiation immediately.

The Project Team responded to the property owner's letter on March 9, 2013, addressing those comments as related to the Lauzon Parkway EA Study. In response to the property owner's request, the Project Team considered an alternative alignment, however, in addition to property impact, the alternative alignment would result in a skew and unsafe intersection at County Road 42, and a separate corridor from the Little River Corridor. The Project Team noted that the originally proposed alignment is still preferred. Regarding the request for advanced property

acquisition, the Project Team advised that the EA deals only with identifying the potential property requirements for the proposed undertaking.

An illustration of the Lauzon Parkway plan at these properties is in Plates 6 and 7 of Section A.6.9.

#### A.5.8.2 Revisions to Technically Preferred Plan

Following PIC 2, and consultations with individual stakeholders, the Project Team reviewed the proposed alignment of Lauzon Parkway. Two alignment revisions were made based on the comments received at and following PIC 2. The revisions to the Technically Preferred Plan are described and illustrated in the following sections.

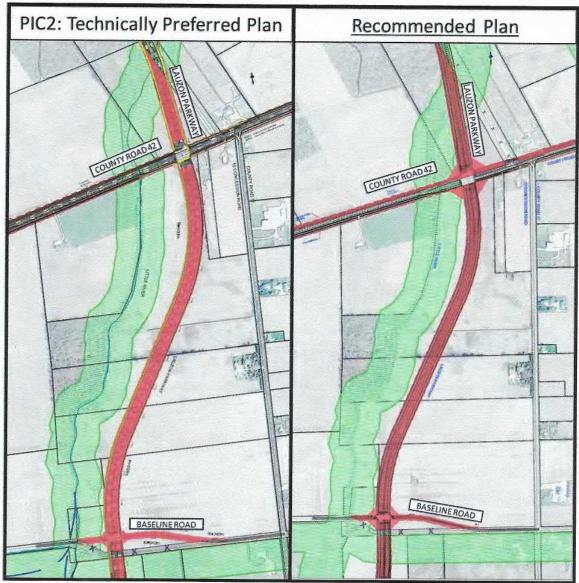
A description of the Recommended Plan is presented in Chapter A.6.

#### LAUZON PARKWAY ALIGNMENT FROM COUNTY ROAD 42 TO BASELINE ROAD

The alignment of Lauzon Parkway was further refined in coordination with the Upper Little River (ULR) Watershed Master Drainage Plan and Stormwater Management (SWM) Plan. From County Road 42 to Baseline Road, the Lauzon Parkway alignment was shifted west so that Lauzon Parkway followed as close as possible to the Little River SWM Corridor. This segment of the Little River corridor is being maintained on its natural channel alignment and has no flexibility to be re-aligned. Therefore, Lauzon Parkway was shifted as close as possible to avoid/minimize remnant land between the Little River corridor and the Lauzon Parkway Corridor, which would have no access ('land-locked'), but did not eliminate all remnant parcels in order to meet geometric standards. The intersection with County Road 42 was shifted slightly to the west, closer to the Little River. The lands between the Little River Corridor and Lauzon Parkway will be designated as part of the Natural Heritage System in the Sandwich South Secondary Plan. A partial illustration of the Technically Preferred Plan and the refined plan (Recommended Plan), of Lauzon Parkway between County Road 42 and Baseline Road, is shown in Exhibit [A.5-23.

A description of the Recommended Plan is presented in Chapter A.6.

EXHIBIT A.5-23: PIC 2 TECHNICALLY PREFERRED PLAN AND RECOMMENDED PLAN OF LAUZON PARKWAY FROM COUNTY ROAD 42 TO BASELINE ROAD





#### SS Master Plan Servicing Plan

Sat, Feb 22, 2020 at 5:15 PM

To: "pwinters@citywindsor.ca" <pwinters@citywindsor.ca>, "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>

RE. Facts & Issues #6 & #7

-We have an attachment from the ministry dated April 18th and May 7th of 2019, stating the original submitted Notice of Completion for the Upper Little River Watershed Master Drainage Plan and Stormwater Management Plan EA File No. 17088 is not not complete and is withdrawn and require a new Notice of Completion, which one would assume will receive a new File No. and will require a re-submission before council before a new Notice of Completion is submitted to the ministry.

-the next attachment present information on the City of Windsor web-site under Environmental Assessments/Master Plan, which list Sandwich South Master Servicing Plan and you click on ULRM/Plan EA it list full report and also provides another attachment providing the Notice of Completion, which needs to be corrected/removed and updated, since as per the ministry is not complete and is withdrawn.

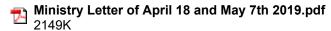
It is very import to be fully transparent and correct with the public with all information and that includes the Notice of Completion for the ULRSWM/ Plan/ EA.

--The next attachment addresses Issue #7, which shows land owner on Service Road B and Lauzon Road raising land elevation by 5, or 6 or 7 feet, that are right to banks of Little River Drain and wonder how this possible, which has been raised to the attention of the city and received no response or follow-up in a area marked with-in the SWM corridor of 325 m or in the Flood of 1981 as outlined in Issue # 1, which was also discussed by some of the other people attending this meeting and were also questioning how said owner was able raise the elevation on these lands, which will reduce any possible flood area down the road, that may back-up from the dyke at the CP Tracks and impact other lands around subject area or upstream.

One would hope that the Servicing Plan Team will address the issue and provide some answers.

Sincerely

#### 3 attachments



Sandwich South Servicing Plan info .pdf 6306K

Seivice Road B & Lauzon RD..pdf

X

From: Deneault, Stephen (MECP) <<u>Stephen.Deneault@ontario.ca</u>> Sent: April 18, 2019.11:42 AM

īo:

Cc: Rudzki, Kristina (MECP); Yu, Kimberly (MECP); Newton, Craig (MECP); Eckert, Anneleis (MMAH); salmcc@netscape.net; thalwa@bell.net Subject: Re: Upper Little River Watershed Master Drainage Plan and Stormwater Management Plan - EA File No. 17088

Hi Bill,

Thank you for your email. I am happy to provide clarification on this matter.

Further to my March 13<sup>th</sup> email and the letter provided to you on July 9, 2018, once a new Notice of Completion is issued for this master plan you or any member of the public will have the opportunity to submit a Part II Order request to the Minister during the public review period should any concerns with the proposed undertakings remain unresolved. This new Notice of Completion will be considered a new opportunity to comment on the master plan since the previous Notice of Completion was withdrawn. The Proponents are required to issue the Notice of Completion and the revised documentation for a minimum 30-day public comment period. Once you have been provided an opportunity to review the new documentation you can determine if it is your intention to request a Part II Order for this master plan by filling out the Part II Order request form. The Part II Order Request Form can be obtained online from the Central Forms Repository website (<a href="http://www.forms.ssb.gov.on.ca/">http://www.forms.ssb.gov.on.ca/</a>) by searching "Part II Order" or "012-2206E" (the form ID number).

Under the Ontario Environmental Assessment Act, the Minister will consider the issues raised by a requester during the public comment period, and other matters as appropriate in his decision. The information that you received in your email is incorrect. Please feel free to share this email with the City of Windsor.

Kind Regards.

Stephen Deneault | Project Evaluator

Environmental Assessment Services | Environmental Assessment and Permissions Branch

Ministry of the Environment, Conservation and Parks | 135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5

2: 416-212-3693 | 

Stephen.Deneault@ontario.ca

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substituts, veuillez me le faire savoir.

From: Deneault, Stephen (MECP) < Stephen. Deneault@ontario.ca>

Sent: May 7, 2019 2:11 PM

To:

Cc: Rudzki, Kristina (MECP); Newton, Craig (MECP)

Subject: RE: Upper Little River Watershed Master Drainage Plan and Stormwater Management Plan - EA File No. 17088

Hi

Thank you for your email. I hope I can provide some clarification here.

I understand from your previous Part II Order request that you have concerns with the potential size and location of stormwater management ponds and features proposed on or near your property. As mentioned in the July 9, 2018 letters sent to you and the Proponents, this ministry determined that the master planning requirements were not met. Specifically, the Proponents were required to define specific projects that would be undertaken as part of the master plan, but failed to do so. As such, it was determined that the Proponents would have to complete additional work, update their EA documentation and once complete, resissue their Notice of Completion.

This ministry also told you that once the Proponents completed the additional work, you can submit a new Part II Order request on projects once the new Notice of Completion is re-issued, but that your request must be on specific projects defined within the master plan and not the master plan itself. Because the Proponents failed to define the specific projects of the master plan as was required, this ministry could not consider your request without a project to review. Accordingly, this ministry has directed the Proponents to either define the specific projects or change the master planning approach. Since class environmental assessments

are proponent-driven for these types of projects, we expect the Proponents to revise their documentation in accordance with our July 9, 2018 letter and to notify you once they re-issue their Notice of Completion for this undertaking.

Currently, this ministry is not in a position to review any of your potential concerns. Since this is a proponent-driven process, I encourage you to engage with the Proponents directly.

Kind regards,

Stephen Deneault | Project Evaluator

Environmental Assessment Services | Environmental Assessment and Permissions Branch
Ministry of the Environment, Conservation and Parks | 135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5

2: 416-212-3693 | 
Stephen Deneault@ontario.ca

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Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substituts, veuillez me le faire savoir.

Page 42



# Sandwich South Master Servicing Plan



# Notice of Study Commencement

To meet the future growth needs of the City of Windsor (City), 2,600 hectares of land in the former Township of Sandwich South were transferred from the Town of Tecumseh to the City of Windsor in 2002. Sandwich South, which is located on the south east side of the City of Windsor is primarily rural but includes the Windsor Airport and some residential homes. The City has designated this area for future growth over the next 20 years and will include a variety of residential, commercial, institutional and industrial land uses.



The City has initiated a Master Servicing Plan (Plan) for the Sandwich South Area to develop a

coordinated and sustainable approach to providing municipal infrastructure in support of growth. The plan will consider the location and capacity of collector roads, storm and sanitary, sewers, and how stormwater will be managed throughout the study area. The plan will build upon the completed Lauzon Parkway Environmental Assessment and the ongoing Upper Little River Stormwater Master Plan.

The plan is being prepared in coordination with a Floodplain Mapping Study for the Little River Watershed. The Flood Plain Mapping Study will identify areas that may be susceptible to flooding during large storm events and will guide the location of future development. It is anticipated both studies will be completed in 2021.

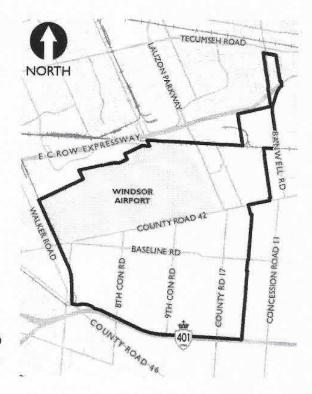
An important part of developing this plan is to seek feedback from local residents and other stakeholders on the long-term municipal infrastructure plans for this area. Do you have information on existing or future conditions the team should be aware of as it starts this planning process? Are there areas you know that flood during large rain events? Do you have questions about how the City plans for growth in areas like this? The study area is shown outlined in heavy black line on the key plan below. Join us Thursday, January 30, 2020 at Forest Glade Community Centre for your first opportunity to hear more about the study and provide your information on existing conditions in the area.

# Issues and Opportunities Popup Event

- · Pop-up-Event Display Boards
- · Previously Completed Studies
  - Upper Little River Master Plan Environmental Assessment
    - Lauzon Parkway Improvements

Thursday, January 30, 2020 Forest Glade Community Centre 3215 Forest Glade Drive, Windsor, Ontario 4:00pm - 7:00pm

Throughout the study, information and upcoming public sessions will be shared on this page. Sign up to be included on the contact list if you would like to be notified when new information is posted.



The study is being conducted in accordance with the requirements of Phase 1 and 2 of the Municipal Class Environmental Assessment process (2000, as amended), which is an approved process under the Environmental Assessment Act.

If you require additional information related to this study or wish to be added to the contact list, please contact:

Patrick Winters, P. Eng.
Development Engineer
City of Windsor
350 City Hall Square, Suite 210
Windsor, Ontario, N9A 6S1
Phone: (519) 255-6257 ext. 6462
Email: pwinters@citywindsor.ca

Nicole Caza, P. Eng.
Consultant Project Manager
Dillon Consulting Limited
3200 Deziel Drive, Suite 608
Windsor, Ontario, N8W 5K8
Phone: (519)-948-4243 ext. 3246

Email: sandwichsouth@dillon.ca



# Upper Little River Master Plan Environmental Assessment

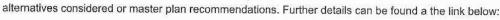


The City of Windsor in conjunction with the Essex Region Conservation Authority (ERCA) and the Town of Tecumseh initiated a Class Environmental Assessment Study in accordance with Phase 1 & 2 of the Municipal Class Environmental Assessment (EA) process. The purpose of the study is to document existing conditions and to recommend storm water management measures to protect existing resources as development continues in the upper reaches of Little River.

# **Project Updates**

#### Master Plan Process Update

In October 2017, the master plan was completed and filed. Due to the overall duration of the project and changes to the EA requirements, the approach to completing the master plan has changed. No changes have been made to the alternatives considered or master plan recommendations. Further details can be

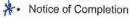


· Upper Little River Master Plan Update

## **Environmental Assessment Report Completed**

The City of Windsor has completed the Class Environmental Assessment for Upper Little River, and the report is being tabled for the 30-day review period. You can access the report, appendices, and the Notice of Completion at the links below:

· Upper Little River EA Report with Appendices - (105 MB file)



## Public Information Centre #2 - October 22, 2012

· Display Boards

## Public Information Centre #1 - May 29, 2012

· Display Boards

# Trouble opening the documents?

Note: Documents are best viewed in Adobe Reader X (10) or higher. If you are having trouble viewing the documents in Adobe Reader, please use "Save As" for the link and you can open the downloaded file from your computer.

For general information, call 311. For detailed inquiries, contact:

## Anna M. Godo, P. Eng.

Engineer III/Drainage Superintendent City of Windsor 350 City Hall Square West Windsor, Ontario, N9A 6S1 Canada

Phone: (519) 255-6100 ext. 6508 Email: agodo@citywindsor.ca













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# ESSEX REGION CONSERVATION AUTHORITY NOTICE OF STUDY COMPLETION

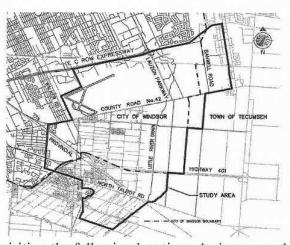
# UPPER LITTLE RIVER WATERSHED MASTER DRAINAGE PLAN AND STORMWATER MANAGEMENT PLAN

# The Study

The Essex Region Conservation Authority in conjunction with the City of Windsor and the Town of Tecumseh has completed a Master Plan Study in accordance with Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) process. The preferred alternative includes stormwater management facilities that provide controls for more than one property and are located near other facilities along corridors.

## **Public Consultation**

This study was completed in accordance with the planning and design process of the *Municipal Class Environmental Assessment* (June 2000, as amended in 2007, 2011, and 2015) under the *Ontario Environmental Assessment Act.* The Class EA process includes public and review agency consultation, an evaluation of alternatives, an assessment of the impacts of the proposed alternative, and identification of a preferred solution. Based on input received from the public as well as from technical agencies and other stakeholders, the Project Team has prepared the Environmental Study Report (ESR) for this study. The ESR is being placed on the public record for a 30-day review period



at www.citywindsor.ca, www.tecumseh.ca, or by visiting the following locations during normal business hours.

City of Windsor Office of the City Clerk 350 City Hall Square West, Suite 203 Windsor, ON, N9A 6S1 Town of Tecumseh Clerk's Office 917 Lesperance Road Tecumseh, ON, N8N 1W9

Interested persons should provide written comments related to this proposed undertaking by October 30, 2017 (Note: The 30-day review period has been extended from the original end date of October 24, 2017 to the new end date of October 30, 2017.). Comments should be directed to the following individuals.

John Henderson, P. Eng. Water Resources Engineer Essex Region Conservation Authority 360 Fairview Avenue West – Suite 311 Essex, Ontario, N8M 1Y6

Tel: (519) 776-5209 Fax: (519) 776-8688 jhenderson@erca.org Jayson Innes, M.A.Sc., P. Eng. Project Manager Stantec Consulting Ltd. 100-300 Hagey Boulevard Waterloo, Ontario, N2L 0A4 Tel: (519) 585-7282

Fax: (519) 579-6733 jayson.innes@stantec.com

If concerns regarding this project cannot be resolved, a person or party may request that the Ministry of the Environment and Climate Change make an order for the project to comply with Part II of the Environmental Assessment Act which address individual environmental assessments. Requests for a Part II Order must be received by the Minister of the Ministry of the Environment and Climate Change at 77 Wellesley Street West, 11th Floor, Ferguson Block, Toronto, Ontario, M7A 2T5 no later than October 30, 2017, including a copy submitted to the project team members listed above. If no request is received, the Design Study will become the guiding document for stormwater management controls on Upper Little River.



# SS Master Servicing Plan

Sun, Feb 23, 2020 at 9:25 AM

To: "pwinters@citywindsor.ca" <pwinters@citywindsor.ca>, "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>

RE: Facts & Issues # 8, # 9 and # 10

-The first attachment is for Issue # 8, which shows two areas marked as In-Stream Structures, which was done by Dillon, with the first located at County Road 42 and Little River Drain and the second at Baseline Road and Little River Drain.

These structure, seem to be some type of dam or structure to reduce flow going north in the event of a major rain fall and will be engaged as needed and require an explanation as to the actual meaning of Instream Structures

In viewing Figure 7.0, , one will also see the Lappan Drain, McGill Drain and Rivard Drain, that are located on the Airport Property, and includes all drains in the area, as well as property lines and draft related Land Use.

It seems, that a full out meeting with all the information/update, with designs and location is required for a public viewing and open discussion, with respect to the ULRSWM Master Plan and Land Use per OP 120 and Lauzon Parkway, as well as the planned intention of how the airport property plans to handle their SWM Plan, with the intent of full transparency by The City of Windsor.

-The second attachment is the for Issue # 9, that shows area A and B, that were observed flood areas that were noticed in the spring of 2019, that also had on many days, large flocks of sea gulls attracted for feeding at this time, which for what ever reason has not been addressed by the airport authorities, since this is a major hazard as statement and directly related to a lack of addressing a issue with drainage on the airport property, since they have abandoned some of these drains.

Said mapping also shows an area identified as Flood Plain Development Content as per the Town of Tecumseh Zoning By-Law 85-18 of the expanded northern reaches of the Sandwich South area, which would be in the records at City Hall (Windsor), but only as of resent showed a reduced area and centered around the area outlined in OP 120/County Road 42 SP.

The area marked with an X's identifies	property, as well as all other lands showing property lines.
with road running along the west border on not pose a possible land locked situation to	hat make reference to the collector roads as original presented, of which provided access going north and south and did o our lands as presented in Exhibit # 1 and 2, but once reviewed it., a comment was made, "that if possible a straighter road would

This resulted in the collector being shifted along the eastern border of the Major Institutional land use designation, that clearly reduces land to a full access to County Road 42, as well as another access point to the south, that would allow access to another collector road to connect to Conc. 9 and Major Institutional Lands, but we are only going to have a possible access to County 42 and will be required to

submit studies to support full access in all direction and will result in additional costs and possibly reduce the value of limits lands'.

did raise this issue with the planning dept. and did not receive any feed-back or contact or involved in consulting matters related to the change, that was presented at public meetings or prior to submission of application of the secondary plan for County Road 42 SP to the City of Windsor as per Exhibit # 3 and 4 as the final Schedules D and F.

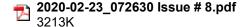
It must also be noted, that when reviewing the same mappings, with some exhibits, that also have property lines marked, that the lands east of Lauzon Parkway have greater curved collector roads section, but were never requested to changed to straight road, but were marked with the request to change to a large curve.

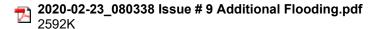
The final point to be made, it seems to raise a question, that indicate some other landowners have received some special / favourable consideration in the planning of County Road 42 Secondary Plan/OP120.

# Sincerely



## 3 attachments





2020-02-23\_082438 Issue # 10 EXh. 1 thru 4.pdf 5287K



PROJECT 17-6/10

SEATURE 19-10

TO NET 11/2017

MAY PROJECTICIE NAO 19/20/17/0 Zone 1-40

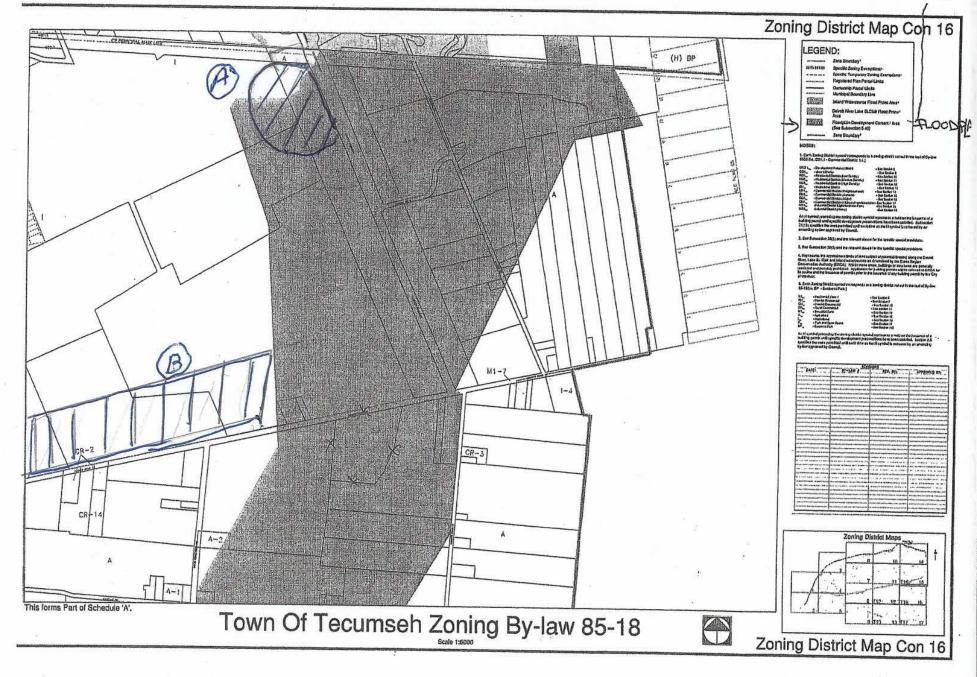
COUNTY ROAD 42 SECONDARY PLAN

BACKGROUND STUDY

FIGURE 7.0

MUNICIPAL DRAIN AND PREFERRED LAND USE MAP





north of Baseline Road and a collector road system for that portion of the Study Area that is east of Lauzon Parkway.

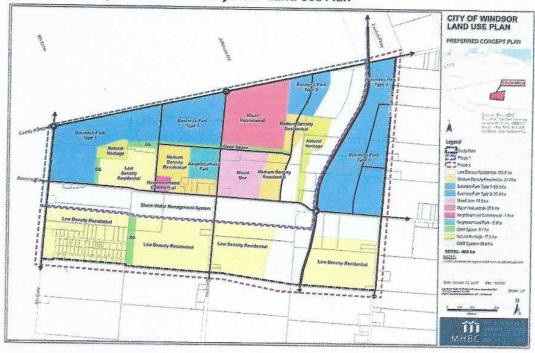


Figure 19: County Road 42 Secondary Plan - Land Use Plan

Local roads are not shown but would be determined through the subdivision process. The following table outlines the land areas and potential yields that have been incorporated into the preferred development concept.

This development concept has the ability to accommodate approximately 3,280 units (7479 persons) and approximately 6,993 jobs. The employment to population ratio would be close to 1:1. This is intended to meet Windsor's long-term employment strategy for the area. The open space and parkland system represents about five per cent of all of the developable land in the County Road 42 Secondary Plan area.

This concept plan will form the basis of the County Road 42 Secondary Plan submitted for approval to the City.

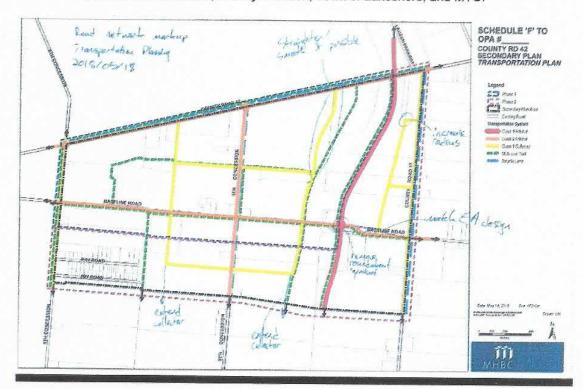
15XH1817#1.

January 2018

Joint Meeting - PHED & Council Page 201 of 522 MHBC | 73

# County Rd 42 Secondary Plan - Transportation Background Study

- We note that the study concludes that an addendum to the Lauzon Parkway EA is not required to accommodate hospital-related traffic demands.
- The proposed adjustments to the Lauzon Parkway EA approved design will be considered at the time of detailed design.
- Our review of the study report has been specific to City of Windsor roads, but the report
  also has conclusions and recommendations that deal with roads under the jurisdiction of
  the Town of Tecumseh, County of Essex, Town of Lakeshore, and MTO.



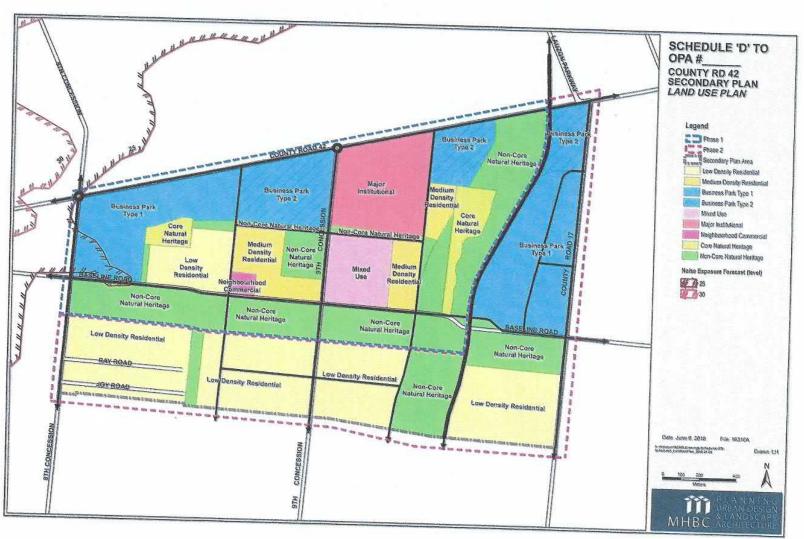
# THE TOWN OF TECUMSEH, Brian Hillman & Dan Piescic, May 16, 2018

The Town of Tecumseh's Engineering, Roads and Planning Departments have reviewed the County Road 42 Transportation Impact Study completed by LEA on behalf of the City of Windsor, Windsor Regional Hospital. The Town's comments are written within the document. Additional comments are also provided below:

- The map outlining the "Annexed Land" should be revised so that it NOT include lands in the Town that were in fact not part of the land transfer;
- 2) In order to fully understand potential traffic impacts, please undertake an assessment of impacts along with commentary regarding the following intersections:
  - a. County Road 22 and its intersection with:
    - i. Manning Road (County Road 19)
    - ii. Lesperance Road
    - iii. Banwell Road

EXHIBIT #2

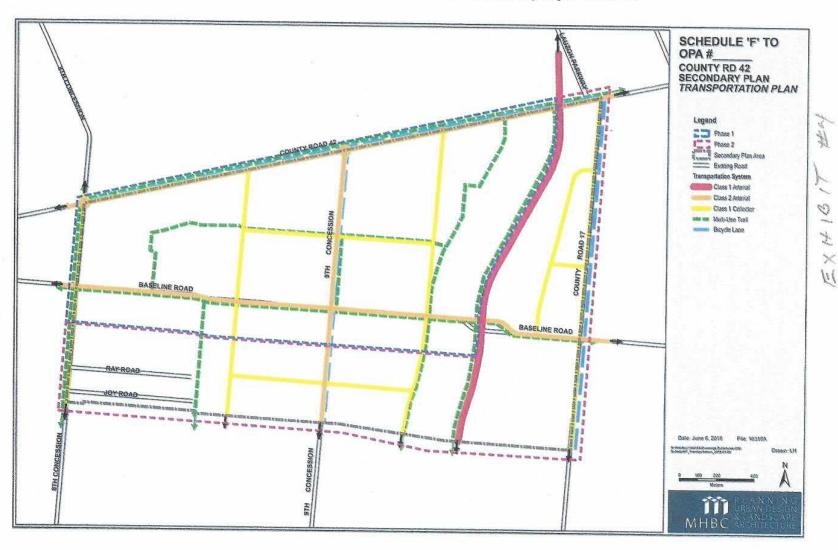
# APPENDIX H to OPA 120 - SCHEDULES B, D, F and H



(Amended by MHBC on June 6, 2018)

Joint Meeting - PHED & Council Page 323 of 522

# APPENDIX H to OPA 120 - SCHEDULES B, D, F and H



(Amended by MHBC on June 6, 2018)

Joint Meeting - PHED & Council Page 324 of 522



#### Babcock, Joshua <jbabcock@dillon.ca>

# Sandwich South Master Servicing Plan Study

Tue, Jun 9, 2020 at 11:29 AM

To: "pwinters@citywindsor.ca" <pwinters@citywindsor.ca>, "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca> Cc: "Revell, John" < jrevell@citywindsor.ca>, "jhagan@citywindsor.ca" < jhagan@citywindsor.ca>, "Deneault, Stephen (MOECC)" <Stephen.Deneault@ontario.ca>, "Hunt, Thom" <thunt@citywindsor.ca>, "Cooke, Michael" <mcooke@citywindsor.ca>, "Mckenzie, Kieran" <kmckenzie@citywindsor.ca>, "Morrison, Jim" <jmorrison@citywindsor.ca>, "Gignac, Jo-Anne (Councillor)" <joagignac@citywindsor.ca>, Tim Byrne <TByrne@erca.org>, "Winterton, Mark" <mwinterton@citywindsor.ca>, "Godo, Anna" <agodo@citywindsor.ca>, "jbryant@erca.org" <jbryant@erca.org>, "Innes, Jayson" <jayson.innes@stantec.com>

Subject: Sandwich South Master Servicing Plan

Responding Feed-Back of Issues and Facts

Good Day Peter Winters and Nicole Caza;

I writing to follow-up with my submission of Responding Feed-Back of Issues and Facts, with respect to your study on the Sandwich South Master Plan Study.

In my submission, a list of 10 key points/issues was raised as per email of February 17, 2020, 3:16, which were later followed by 7 additional emails, with attachments that contained further information to be addressed in your study.

The following provides the lists of submissions;

- -Facts & Issues # 1 (1st Paragraph), 2020-02-19 9;29 am
- -Facts & Issues #1 (2nd Paragraph),2020-02-20 10:33am
- -Facts & Issues # 2, 2020-02-21 7:28am
- -Facts & Issue # 3, 2020-02-22 8:33 am
- -Facts & Issues # 4 & 5, 2020-02-22 2:58 am
- -Facts & Issues # 6 & 7, 2020-02-22 5:15 am
- -Facts & issues # 8, # 9, and # 10 9:25 am

I wish to have confirmation that you both have received all of the above Feed-Back of Issues and Facts and understand a lot of information has been submitted, which may require a meeting to be set-up and review each of the items.

Another point to be reviewed, but not raised before was the goal to expand the current linkage along Little River Drain, which is the small slender area known as the Existing Natural Heritage System, that connects the wood lot to the south of wood lots to the north located on airport property, but as per Windsor Airport Administration the linkage between the two wood lots on airport property has been removed due to wildlife hazards, would then conclude any expansion of the linkage and current linkage of the wood lot south of and the two wood lots on airport property would also be removed and not expanded due to all types of wildlife hazards?

It is also hoped, that at the next public meeting it would be more of a Town Hall Meeting for one to ask questions for all to hear as well as a greater transparency of information or even an earlier meeting with key stakeholders.

It is understood, that everyone is under some major changes in each of our daily working requirements due to Covid-19, but as seen and exhibited, matters are being worked through and going forward and hopefully, some feedback would be forthcoming that will

address the above concerns, facts and issues, as well as the status and update of the Sandwich South Master Serving Plan Study.

Please be careful and safe.

Regards



From:

Sent: February 17, 2020 3:16 PM

To: pwinters@citywindsor.ca <pwinters@citywindsor.ca>; sandwichsouth@dillon.ca

<sandwichsouth@dillon.ca>

Subject: Sandwich South Master Servicing Plan Study

[Quoted text hidden]

#### 4 attachments

2020-02-17\_143044 Form & Comments SSM Servicing Plan.pdf



2020-02-01\_134541EXHIBIT A.pdf 1798K



2020-02-01\_143414 Exhibit B.pdf 2713K



2020-02-17\_150642 Issues & Facts.pdf



# Part B - Response to Upper Little River Environmental Assessment Concerns, Lauzon Parkway EA and Sandwich South Master Plan

Fri, Jun 12, 2020 at 1:27 PM

To: "kkalbol@countyofessex.ca" <kkalbol@countyofessex.ca>, "pkziuk@countyofessex.ca" <pkziuk@countyofessex.ca>, "mhernandez@dillon.ca" <mhernandez@dillon.ca>

Cc: "pwinters@citywindsor.ca" <pwinters@citywindsor.ca>, "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>, "Revell, John" <jrevell@citywindsor.ca>, "jhagan@citywindsor.ca' <jhagan@citywindsor.ca>, "Deneault, Stephen (MOECC)" <Stephen.Deneault@ontario.ca>, "Hunt, Thom" <thunt@citywindsor.ca>, "Cooke, Michael" <mcooke@citywindsor.ca>, "Mckenzie, Kieran" <kmckenzie@citywindsor.ca>, "Morrison, Jim" <jmorrison@citywindsor.ca>, "Gignac, Jo-Anne (Councillor)" <joagignac@citywindsor.ca>, Tim Byrne <TByrne@erca.org>, "Winterton, Mark" <mwinterton@citywindsor.ca>, "Godo, Anna" <agodo@citywindsor.ca>, "jbryant@erca.org" <jbryant@erca.org>, "Innes, Jayson" <jayson.innes@stantec.com>

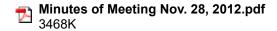
Good Day Krystal, Peter and Mark

This is the follow-up email to address the missed attachments, that were part of Original email sent as Part A on June 12, 2020, at 12:30 as 1st attachment in paragraph 1 addressing Minutes of Meeting Nov. 28, 2012, and have include letters from the Ministry dated April 18 and May 7th, 2019 as covered in paragraph per attachment 2.

# Regards



#### 2 attachments



Ministry Letter of April 18 and May 7th 2019.pdf 2149K



2655 North Sheridan Way, #300 Mississauga, Ontario, L5K 2P8 Tel: (905)823-8500 Fax: (905) 823-8503 E-mail: mrc@mrc.ca Website: www.mrc.ca

# STAKEHOLDER MEETING MINUTES OF MEETING

PROJECT:

Lauzon Parkway Project

STAKEHOLDER:

3211012

FILE NO .:

DATE:

November 28, 2012

TIME:

9:15 a.m. - 10:15 a.m.

PLACE:

City of Windsor Office - 1266 McDougall Street

MTO Windsor BIIG Rakesh Shreewastav MTO Windsor BIIG Bob Felker MTO Windsor BIIG Amber Turvey City of Windsor Josette Eugeni Michael Cooke City of Windsor City of Windsor Anna Godo MRC

Michael Chiu

PURPOSE:

To discuss the impacts of the proposed land use designation and the

property. proposed Little River Corridor on

# MEETING MINUTES:

- 1. R. Shreewastav provided a brief background of the study and noted that are mostly related to the Sandwich South Secondary Plan and the Stormwater Management Study.
- advised that his property, which is located on the south side of CR 42 immediately to the west of Little River, was designated Open Space in the City's Official Plan in 2006. He has the following concerns/questions:
  - Concerns about the Open Space designation on his property
  - Would like to know more about the proposed Little River Stormwater Management
  - Have some questions about the widening of CR 42

3. Land Use Designation

M. Cooke explained that the boundary of land use zoning typically uses property line as the property is located next to Little River and the woodlot to the demarcation line.

MRC, A member of MMM Group

FIGURE- 4 (3 pages)

LETTER - STAKEHOLDER MEETING

MINUTES OF MEETING

Lauzon Parkway Project

Stakeholder Meeting -November 28, 2012

south, this has resulted in the Open Space designation. However, M. Cooke noted that the City is open to extending the Employment Land designation on the property immediately to the west into part of property. The limit of the employment land designation will depend on identifying any negative impacts of proposed development on Little River and the woodlot. For the purpose of the Secondary Plan, the extension of the employment lands on to the property can be generally shown. The actual limit would be determined based on the findings of environmental studies that would be required as part of any future development proposal.

asked how much buffer would be needed for the river and the woodlot, M. Cooke advised that the property owner will need to submit at a future date, a development plan and demonstrate how the proposed development would not impact the natural features. He added that it is too early at this stage to define a 'line' now without details on the nature of the development and servicing study.

In summary, M. Cooke suggested that:

 The City will extend the employment land designation to include a portion of the property

 This would confirm a development opportunity at the property subject to environmental study

The City will prepare a draft of the change for review/consultation in the next 2 to 3
weeks

The City will provide the draft for review

• The exact limit of lands that can be developed for employment uses and those that must remain as open space will need to be determined in the future subject to additional development details and environmental studies

agreed but requested that the draft be provided to him and his counsel for review preferably before January 10 (prior to his vacation).

4. Little River Stormwater Management Corridor

A. Godo explained that there are constraints to the stormwater measures that can be used in the area due to the need to decrease the attractiveness of wildlife and waterfowl in the vicinity of Windsor Airport. As a result, a wide Little River Corridor with a width between 100 m to 150 m is needed, i.e. approx. 50 m to 75 m each side from the centerline of the river.

She noted that there is a possibility that the corridor width could be reduced subject to a review of further details based on future land development. The exact corridor width will be finalized on a case-by-case basis.

She added that seven stormwater management alternatives were considered in selecting the preferred plan of Little River Corridor.

5. CR 42

M. Chiu noted that the widening will occur on the north side only.

A. Godo advised that the future widened CR 42 would have an urban cross section with curb

2

MRC, A member of MMM Group

Lauzon Parkway Project

Stakeholder Meeting – November 28, 2012

and gutter. This means that the existing ditch on the south side would be removed.

She noted that there would be full municipal services on CR 42 including separate sanitary main and storm sewer. However, the timing of the widening and the associated municipal services are based on development in the area and therefore are not known at this time.

- 6. M. Chiu provided with hard copies of 5 exhibits (PIC displays) as previously requested by
- 7. Replying to question about the phasing of the Secondary Plan as shown on Schedule H, M. Cooke explained that the purpose of the phasing is to allow orderly development of the area to avoid clustering of developments. He noted that this applies mostly to residential areas and not to employment lands. He also noted that property is abutting CR 42 and phasing does not apply to this property as much as to other residential areas. A. Godo reminded that the block/neighbourhood plans would still be required and at that time, servicing plans would be required for sanitary and storm systems.
- 8. M. Chiu advised that there would be no more Public Info Centre planned for the Lauzon Parkway EA Study. However, the Secondary Plan will be presented to the Planning and Economic Development Standing Committee, which is a public meeting, early in the new year.
- 9. R. Shreewastav noted that the Lauzon Parkway EA Study will be completed in Spring next year. An Environmental Study Report will be filed with the Ministry of Environment for a 30-day period public review. The public can If any party or individual feels there are significant outstanding issues that have not been adequately addressed, they could ask for a higher level of assessment so the issues could be addressed through a more detailed study. This is known as a Part II Order. R. Shreewastav also advised that there is no program committed for future phases of this project beyond the current EA Phase.

The foregoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned within 48 hours of receiving these minutes at 905-823-8500.

Minutes prepared by:
Michael Chiu, P.Eng.
MRC, A member of MMM Group

cc: Attendees

MRC, A member of MMM Group

X

From: Deneault, Stephen (MECP) < Stephen.Deneault@ontario.ca>
Sent: April 18, 2019.11:42 AM

o:

Cc: Rudzki, Kristina (MECP); Yu, Kimberly (MECP); Newton, Craig (MECP); Eckert, Anneleis (MMAH); salmcc@netscape.net; thalwa@bell.net Subject: Re: Upper Little River Watershed Master Drainage Plan and Stormwater Management Plan - EA File No. 17088

Page 41

Thank you for your email. I am happy to provide clarification on this matter.

Further to my March 13<sup>th</sup> email and the letter provided to you on July 9, 2018, once a new Notice of Completion is issued for this master plan you or any member of the public will have the opportunity to submit a Part II Order request to the Minister during the public review period should any concerns with the proposed undertakings remain unresolved. This new Notice of Completion will be considered a new opportunity to comment on the master plan since the previous Notice of Completion was withdrawn. The Proponents are required to issue the Notice of Completion and the revised documentation for a minimum 30-day public comment period. Once you have been provided an opportunity to review the new documentation you can determine if it is your intention to request a Part II Order for this master plan by filling out the Part II Order request form. The Part II Order Request Form can be obtained online from the Central Forms Repository website (<a href="http://www.forms.ssb.gov.on.ca/">http://www.forms.ssb.gov.on.ca/</a>) by searching "Part II Order" or "012-2206E" (the form ID number).

Under the Ontario Environmental Assessment Act, the Minister will consider the issues raised by a requester during the public comment period, and other matters as appropriate in his decision. The information that you received in your email is incorrect. Please feel free to share this email with the City of Windsor.

Kind Regards,

Stephen Deneault | Project Evaluator

Environmental Assessment Services | Environmental Assessment and Permissions Branch

Ministry of the Environment, Conservation and Parks | 135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5

2: 416-212-3693 | 

Stephen.Deneault@ontario.ca

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substituts, veuillez me le faire savoir.

From: Deneault, Stephen (MECP) < Stephen. Deneault@ontario.ca>

Sent: May 7, 2019 2:11 PM

To:

Cc: Rudzki, Kristina (MECP); Newton, Craig (MECP)

Subject: RE: Upper Little River Watershed Master Drainage Plan and Stormwater Management Plan - EA File No. 17088

Page 42

Thank you for your email. I hope I can provide some clarification here.

I understand from your previous Part II Order request that you have concerns with the potential size and location of stormwater management ponds and features proposed on or near your property. As mentioned in the July 9, 2018 letters sent to you and the Proponents, this ministry determined that the master planning requirements were not met. Specifically, the Proponents were required to define specific projects that would be undertaken as part of the master plan, but failed to do so. As such, it was determined that the Proponents would have to complete additional work, update their EA documentation and once complete, resissue their Notice of Completion.

This ministry also told you that once the Proponents completed the additional work, you can submit a new Part II Order request on projects once the new Notice of Completion is re-issued, but that your request must be on specific projects defined within the master plan and not the master plan itself. Because the Proponents failed to define the specific projects of the master plan as was required, this ministry could not consider your request without a project to review. Accordingly, this ministry has directed the Proponents to either define the specific projects or change the master planning approach. Since class environmental assessments

are proponent-driven for these types of projects, we expect the Proponents to revise their documentation in accordance with our July 9, 2018 letter and to notify you once they re-issue their Notice of Completion for this undertaking.

Currently, this ministry is not in a position to review any of your potential concerns. Since this is a proponent-driven process, I encourage you to engage with the Proponents directly.

Kind regards,

Stephen Deneault | Project Evaluator

Environmental Assessment Services | Environmental Assessment and Permissions Branch
Ministry of the Environment, Conservation and Parks | 135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5

2: 416-212-3693 | 
Stephen.Deneault@ontario.ca

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substituts, veuillez me le faire savoir.



# Sandwich South Master Servicing Plan Response to Correspondence Received from

9 messages

Winters, Patrick <pwinters@citywindsor.ca>

Mon, Jul 27, 2020 at 1:36 PM

Cc: "Vendrasco, Wira H.D." <wvendrasco@citywindsor.ca>, "Tunks, France Isabelle" <ftunks@citywindsor.ca>, "Winterton, Mark" <mwinterton@citywindsor.ca>, "Mikhael, Fahd" <fmikhael@citywindsor.ca>, "Godo, Anna" <agodo@citywindsor.ca>, "jbryant@erca.org" <jbryant@erca.org" <jbryant@erca.org", "Winter, Andrea" <AWinter@dillon.ca>, "Caza, Nicole" <ncaza@dillon.ca>, "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>, "Deneault, Stephen (MOECC)" <Stephen.Deneault@ontario.ca>

Good Afternoon

The attached material is provided in response to the correspondence received to date from to the Sandwich South Master Servicing Plan study.

Additionally, as requested the following update is provided regarding the project schedule. PIC #1 is being scheduled for the week of August 24<sup>th</sup>. The meeting will be held either virtually, or in person depending on the restrictions in place at that time. Material for the meeting will be posted to the project website [link below] in advance of the meeting. Notifications will also be sent out in advance of the meeting as required.

https://www.citywindsor.ca/residents/Construction/Environmental-Assessments-Master-Plans/Pages/Sandwich-South-Master-Servicing-Plan.aspx

As per our previous comments we appreciate your continued interest in the project and look forward to speaking with you in the near future.

Regards,

Patrick Winters, P.Eng. | Development Engineer



Engineering - Design & Development

350 City Hall Square | Suite 210 | Windsor, ON | N9A 6S1

(519)-255-6257 ext. 6462

www.citywindsor.ca



Caza, Nicole <ncaza@dillon.ca>

To: Sandwich South MSR <sandwichsouth@dillon.ca>

Tue, Jul 28, 2020 at 10:59 AM



Nicole Caza
Partner
Dillon Consulting Limited
3200 Deziel Drive Suite 608
Windsor, Ontario, N8W 5K8
T - 519.948.4243 ext. 3246
F - 519.948.5054
M - 519.791.2167
NCaza@dillon.ca

Please consider the environment before printing this email

Vacation Alert: July 31 to August 7

-- Forwarded message -----

From:

Date: Tue, Jul 28, 2020 at 10:51 AM

Subject: Fw: Sandwich South Master Servicing Plan Response to Correspondence Received from

www.dillon.ca

To: Winters, Patrick <pwinters@citywindsor.ca>

Cc: Vendrasco, Wira H.D. <a href="mailto:sweendrasco@citywindsor.ca">wvendrasco@citywindsor.ca</a>, Tunks, France Isabelle <a href="mailto:stephen:ftunks@citywindsor.ca">ftunks@citywindsor.ca</a>, Winterton, Mark <a href="mailto:sweendrasco@citywindsor.ca">mwinterton@citywindsor.ca</a>, Mikhael, Fahd <a href="mailto:fmikhael@citywindsor.ca">fmikhael@citywindsor.ca</a>, Godo, Anna <a href="mailto:sqootagoodcitywindsor.ca">agodo@citywindsor.ca</a>, jbryant@erca.org <a href="mailto:jbryant@erca.org">jbryant@erca.org</a>, Winter, Andrea <a href="mailto:AWinter@dillon.ca">AWinter@dillon.ca</a>, Caza, Nicole <a href="mailto:sqootagoodcitywindsor.ca">ncaza@dillon.ca</a>, Deneault, Stephen (MOECC) <a href="mailto:stephen:mailto:stephen:mailto:sqootagoodcitywindsor.ca">stephen:mailto:sqootagoodcitywindsor.ca</a>, Aseltine, Ian (MTO) <a href="mailto:stephen:mailto:sqootagoodcitywindsor.ca">stephen:mailto:sqootagoodcitywindsor.ca</a>, Aseltine, Ian (MTO) <a href="mailto:sqootagoodcitywindsor.ca">sqootagoodcitywindsor.ca</a>, Aselti

## Good Day Patrick;

Thank you for providing the response and after a quick review of your response, my first question relates to your response under question 4/5, which states "The Lauzon Parkway EA was completed in 2017".

Please provide the actual date in 2017.

I will continue to review your response and will have some additional questions and possibly will also require further discussions of these matters.

# Regards



From: Winters, Patrick <pwinters@citywindsor.ca>

Sent: July 27, 2020 1:36 PM

To:

Cc: Vendrasco, Wira H.D. <wvendrasco@citywindsor.ca>; Tunks, France Isabelle <ftunks@citywindsor.ca>; Winterton, Mark <mwinterton@citywindsor.ca>; Mikhael, Fahd <fmikhael@citywindsor.ca>; Godo, Anna <agodo@citywindsor.ca>; jbryant@erca.org <jbryant@erca.org>; 'Winter, Andrea' <AWinter@dillon.ca>; 'Caza, Nicole' <ncaza@dillon.ca>; sandwichsouth@dillon.ca <sandwichsouth@dillon.ca>; Deneault, Stephen (MOECC) <Stephen.Deneault@ontario.ca>

Subject: Sandwich South Master Servicing Plan Response to Correspondence Received from

[Quoted text hidden]



Winter, Andrea < AWinter@dillon.ca>

To: Dean Rice <drice@dillon.ca>, "Farkas, Amy" <afarkas@dillon.ca>

Tue, Jul 28, 2020 at 10:59 AM

FYI



Andrea Winter Partner Dillon Consulting Limited 10 Fifth Street South Chatham, Ontario, N7M 4V4 T - 519.354.7868 ext. 3331 F - 519.354.2050

M - 519.809.5157 AWinter@dillon.ca www.dillon.ca

Please consider the environment before printing this email

-- Forwarded message -----

From:

Date: Tue, Jul 28, 2020 at 10:51 AM

Subject: Fw: Sandwich South Master Servicing Plan Response to Correspondence Received from

To: Winters, Patrick <pwinters@citywindsor.ca>

Cc: Vendrasco, Wira H.D. <a href="wvendrasco@citywindsor.ca">wvendrasco@citywindsor.ca</a>, Tunks, France Isabelle <ftunks@citywindsor.ca</a>, Winterton, Mark <a href="mailto:mwinterton@citywindsor.ca">mwinterton@citywindsor.ca</a>, Mikhael, Fahd <a href="mailto:fmikhael@citywindsor.ca">fmikhael@citywindsor.ca</a>, Godo, Anna <a href="mailto:agodo@citywindsor.ca">agodo@citywindsor.ca</a>, jbryant@erca.org <a href="mailto:jbryant@erca.org">jbryant@erca.org</a>, Winter, Andrea <a href="mailto:AWinter@dillon.ca">AWinter@dillon.ca</a>, Caza, Nicole <a href="mailto:acaza@dillon.ca">ncaza@dillon.ca</a>, Deneault, Stephen (MOECC) <a href="mailto:stephen.beneault@ontario.ca">Moloccaza@dillon.ca</a>, Aseltine, Ian (MTO) <a href="mailto:ana.Aseltine@ontario.ca">jbryant@erca.org</a>, Winter, Andrea <a href="mailto:AWinter@dillon.ca">AWinter@dillon.ca</a>, Caza, Nicole <a href="mailto:ana.Aseltine@ontario.ca">ncaza@dillon.ca</a>, Deneault, Stephen (MOECC) <a href="mailto:ana.Aseltine@ontario.ca">Moloccaza@dillon.ca</a>, Aseltine, Ian (MTO) <a href="mailto:ana.Aseltine@ontario.ca">jbryant@erca.org</a>, Aseltine, Ian (MTO) <a href="mailto:ana.Aseltine@ontario.ca">jbryant@ontario.ca</a>, Aseltine (MTO) <a href="mailto:ana.Aseltine.aseltine.aseltine.aseltine.aseltine.aseltine.aseltine.aseltine.aseltine.aseltine.aseltine.aseltine.aseltine.aseltine.aseltine.asel

# Good Day Patrick;

Thank you for providing the response and after a quick review of your response, my first question relates to your response under question 4/5, which states "The Lauzon Parkway EA was completed in 2017".

Please provide the actual date in 2017.

I will continue to review your response and will have some additional questions and possibly will also require further discussions of these matters.

Regards

**From:** Winters, Patrick <pwinters@citywindsor.ca>

Sent: July 27, 2020 1:36 PM

To:

Cc: Vendrasco, Wira H.D. <wvendrasco@citywindsor.ca>; Tunks, France Isabelle <ftunks@citywindsor.ca>; Winterton, Mark <mwinterton@citywindsor.ca>; Mikhael, Fahd <fmikhael@citywindsor.ca>; Godo, Anna <agodo@citywindsor.ca>; jbryant@erca.org <jbryant@erca.org>; 'Winter, Andrea' <AWinter@dillon.ca>; 'Caza, Nicole' <ncaza@dillon.ca>; sandwichsouth@dillon.ca <sandwichsouth@dillon.ca>; Deneault, Stephen (MOECC) <Stephen.Deneault@ontario.ca>

Subject: Sandwich South Master Servicing Plan Response to Correspondence Received from

servicing Plan Response to Correspondence Received from

[Quoted text hidden]



Mon, Aug 10, 2020 at 2:37 PM

To: "Winters, Patrick" <pwinters@citywindsor.ca>, "Vendrasco, Wira H.D." <wvendrasco@citywindsor.ca>, "Tunks, France Isabelle" <ftunks@citywindsor.ca>, "Winterton, Mark" <mwinterton@citywindsor.ca>, "Mikhael, Fahd" <fmikhael@citywindsor.ca>, "Godo, Anna" <agodo@citywindsor.ca>, "jbryant@erca.org" <jbryant@erca.org>, "Winter, Andrea" <AWinter@dillon.ca>, "Caza, Nicole" <ncaza@dillon.ca>, "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>, "Deneault, Stephen (MOECC)" <Stephen.Deneault@ontario.ca>, "Aseltine, Ian (MTO)" <Ian.Aseltine@ontario.ca>, "Innes, Jayson" <jayson.innes@stantec.com>, "Hunt, Thom" <thunt@citywindsor.ca>, "Cooke, Michael" <mccooke@citywindsor.ca>, "Revell, John" <jrevell@citywindsor.ca>, "Hagan, Jeff" <jhagan@citywindsor.ca>, Tim Byrne <TByrne@erca.org>, Sumaiya Habiba <SHabiba@countyofessex.ca>

Cc: "Francis, Fred" <ffrancis@citywindsor.ca>, "Costante, Fabio" <fcostante@citywindsor.ca>, "Bortolin, Rino" <rbortolin@citywindsor.ca>, "Holt, Chris" <cholt@citywindsor.ca>, "Sleiman, Ed" <esleiman@citywindsor.ca>, "Gignac, Jo-Anne (Councillor)" <joagignac@citywindsor.ca>, "Kaschak, Gary" <gkaschak@citywindsor.ca>, "Mckenzie, Kieran" <kmckenzie@citywindsor.ca>, "Morrison, Jim" <jmorrison@citywindsor.ca>, mayoro <mayoro@citywindsor.ca>

## Good Day Patrick:

The intend of this initial response, with SSMSP Response attachment is to include all key parties, that have been included in previous emails or involved in various discussions to date, as well as members of the city council and the mayor, with comments to fallow per SSMSP Response to

As you have outlined below an upcoming PIC #1 is planned for the week of August 24, 2020, and hope said meeting would be more of a town hall meeting, that would allow for open questions to be explained or answered, as well as an additional stakeholders' meeting with impacted landowners in the Sandwich South Master Servicing Plan area.

Regards



From: Winters, Patrick <pwinters@citywindsor.ca>

Sent: July 27, 2020 1:36 PM

To:

Cc: Vendrasco, Wira H.D. <wvendrasco@citywindsor.ca>; Tunks, France Isabelle <ftunks@citywindsor.ca>;

Winterton, Mark <mwinterton@citywindsor.ca>; Mikhael, Fahd <fmikhael@citywindsor.ca>; Godo, Anna <agodo@citywindsor.ca>; jbryant@erca.org <jbryant@erca.org>; 'Winter, Andrea' <AWinter@dillon.ca>; 'Caza, Nicole' <ncaza@dillon.ca>; sandwichsouth@dillon.ca <sandwichsouth@dillon.ca>; Deneault, Stephen (MOECC) <Stephen.Deneault@ontario.ca>

Subject: Sandwich South Master Servicing Plan Response to Correspondence Received from

[Quoted text hidden]

SSMSP Response to 14038K

Mon, Aug 17, 2020 at 5:07 PM

To: "Winters, Patrick" <pwinters@citywindsor.ca>, "Vendrasco, Wira H.D." <wvendrasco@citywindsor.ca>, "Tunks, France Isabelle" <ftunks@citywindsor.ca>, "Winterton, Mark" <mwinterton@citywindsor.ca>, "Mikhael, Fahd" <fmikhael@citywindsor.ca>, "Godo, Anna" <agodo@citywindsor.ca>, "jbryant@erca.org" <jbryant@erca.org>, "Winter, Andrea" <AWinter@dillon.ca>, "Caza, Nicole" <ncaza@dillon.ca>, "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>, "Deneault, Stephen (MOECC)" <Stephen.Deneault@ontario.ca>, "Aseltine, Ian (MTO)" <Ian.Aseltine@ontario.ca>, "Innes, Jayson" <jayson.innes@stantec.com>, "Hunt, Thom" <thunt@citywindsor.ca>, "Cooke, Michael" <mcooke@citywindsor.ca>, "Revell, John" <jrevell@citywindsor.ca>, "Hagan, Jeff" <jhagan@citywindsor.ca>, Tim Byrne <TByrne@erca.org>, Sumaiya Habiba <SHabiba@countyofessex.ca>

Cc: "Francis, Fred" <ffrancis@citywindsor.ca>, "Costante, Fabio" <fcostante@citywindsor.ca>, "Bortolin, Rino" <rbortolin@citywindsor.ca>, "Holt, Chris" <cholt@citywindsor.ca>, "Sleiman, Ed" <esleiman@citywindsor.ca>, "Gignac, Jo-Anne (Councillor)" <joagignac@citywindsor.ca>, "Kaschak, Gary" <gkaschak@citywindsor.ca>, "Mckenzie, Kieran" <kmckenzie@citywindsor.ca>, "Morrison, Jim" <jmorrison@citywindsor.ca>, mayoro <mayoro@citywindsor.ca>

RE- Facts and Issue # 4 & 5 Section

Good Day to All Parties;

I will start my response by addressing your response letter of July 22, 2020, with items identified as Facts and Issues #4 and #5;

Your response; The Lauzon Parkway EA Study Plan was completed in 2017 (May 3rd, 2017) does not justify any reason for the plan at this time to be reviewed again, since the main key factor for allowing the shift was based on a corridor size of maybe less than 100 m to a maximum of 150 m by a request from a landowner back in 2012, which was allowed by the Lauzon Parkway Plan to be shifted to the west from the Technically Preferred Plan, that addressed their concern of a reduction of their County Road 42 frontage, although it still maintains access to County Road 17 in their opinion would significantly reduce the value of their property, as well as concerns of remaining lands between the corridor and parkway, would become remnant or (landlocked), with no access to subject lands. (as per reference of attachments Appendix A pages 69 thru 72 as included in the previous email, Lauzon Parkway Improvements Class EA Study of January 20, 2014 pages A.5-44, and A.5-45 and Exhibit A.5-23 on page A.5-46)

It should be also noted that did ask for the corridor to be shifted to the east to take up the remnant/landlocked lands and the reduced amount of required lands from to support the corridor size at the meeting of Nov. 28, 2012.

The key point to be made is the corridor size is the defining factor, with a size change going to 325 m, which results in no lands being remnant or (landlocked) and does not requiring a shift of the parkway from the Technically Preferred Plan, which now does present any lands that would be remnant or landlocked since said lands in question would now be inside the new corridor, which then does not require a shift of the parkway to the west.

We are talking about the Lauzon Parkway Plan, that will evolve once all key-related components come together as well as any changes from studies or plans as well as current or revised flood line mappings by Upper Little River Master Plan Study or the Sandwich South Master Servicing Plan.

It is clearly noted the city administration and council must always address and alter plans based on changes as well as a change to the corridor size, which at this time is the only time to address the shifting of Lauzon Parkway back to the Technically Preferred Plan before the final designs are completed.

It must also be noted that the Lauzon Parkway Study was noted as being complete on May 3rd, 2017, but on Monday, April 24, 2017, City Council directed Administration to issue the "Notice of Completion" for the Upper Little River Master Plan, which at that time it was known the corridor size was going to 250 m and then as presented by the administration at the council meeting would be going to 325 m.

Clearly, the City administration and members of the Upper Little River Master Plan were well aware of these changes and would require a review of the Lauzon Parkway Plan to address the shift of Lauzon Parkway to the west and would warrant a return back to the Technically Preferred Plan.

Therefore, your responding comments have no true support, but rather justifies further review is required and discussion of 4/5a, 4/5b 4/5c, 4/5d, 4/5e, 4/5g, 4/5h, and 4/5i do not provide a just response.

The next section to address is response 4/5b and 4/5c as per Mark Winterton affidavit, which make reference to Paragraphs 13 to 17, that define the reasons for altering the corridor size from the proposed corridor size of maybe less than 100 m to a maximum 150, that was subsequently changed to 250 m along Little River Drain and 150 on tributaries and then changed to 325 m along Little River and 200 m wide along tributaries before the city council.

These sections make reference to why the corridor size was changed but makes no reference to why the location of the corridor was shifted to the west other than the statement that Lauzon Parkway Plan is complete, that is based on a proposed corridor size from less than 100 m to a maximum range of 150 m and would be more of a 50/50 split from the centerline of Little River Drain as per, which per Mark Winterton states was not an issue raised by MECP with respect to location going forward because MECP did not know why the shift occurred and was based on a less than 100 m to an upper range of 150 m.

This then leads to the question if at the time of Lauzon Parkway Plan discussions would have permitted or even considered the shift of Lauzon Parkway to the west if the corridor size at that time of 2012 would have been 250 m or 325 m, which then leads to the next question, was the Lauzon Parkway Plan premature in stating completion before an Upper Little River Storm Water Master Plan is complete.

As to Paragraph 25 and his reference to paragraphs, 20 to 24, which provides for him to make his conclusion or opinion, that MECP has no issue with either the width or location of the SWM Corridor, but again as you have stated the Lauzon Parkway Plan is completed, which allowed the shift of the parkway to the west per request of a landowner east of Little River Drain and a corridor size of less than 150 m, that would be 50/50 split from the centerline of Little River Drain as per letter dated November 12, 2012, found on page 64 of Appendix A and presented at the public meetings.

Then we have the response of Upper Little River Storm Water Master Plan not being complete and whether said Notice of Completion is withdrawn, but the fact of the matter is the original Notice of Completion approved by council on April 24, 2017, was withdrawn (as per the email dated April 18, 2019, from MECP and a new Notice of Completion must be approved by City Council (with another 30-day public review period and if any party wishes to submit a Requests for a Part II Order at the end of the 30 days) can be resubmitted to MECP if concerns have not been addressed or any new type of concerns in the revised

Upper Little River Storm Water Master Plan/New Notice of Completion need to be addressed, since there is no prior public input/consultation before the 30-day public review period.

It is also important that we note that the rework of the new Notice of Completion for Upper Little River Storm Water Master Plan has been in the works since July 9th, 2018, or earlier, (as well as per the email from MECP dated May 7, 2019, found in the attachment per Appendix A on page 75). Proponents have also been directed to either define the specific projects or change the master planning approach, which also states why they could not consider my request for a Part II Order.

The point of raising issue 4/5f and your response of 66 thru 68 presents the overall impact to the similar statement made by of access to County Road 42 and value, which still has access to County Road 17 and the fact that as per OP Section 7.2.6.5 discourages access to and repeated by 8.5.2.3 of OPA 120, but does not prohibit access, which may have some issue down the road once one undertakes the action or studies for said access into development with no turning left on to County Road 42 or no left turning on to lands, but as originally present in reviews of OPA 120 a collector road was to run along the western property line, that allowed alternate access to a collector road that is not as restricted as County Road 42, that then allows full access to County Road 42, but been removed and shifted further west as a request as stated by the City of Windsor Transportation Department, "if possible" to straight the collector road but not a show stopper, since curved roadway appear on Baseline and Lauzon Parkway as well as new collector road off County Road 17 as per new Schedule 'F' in CR42SP/OPA 120.

Conclusion: A review of the completed Lauzon Parkway Plan is not prohibited with respect to the shifting of the parkway to the west from the Technical Preferred Plan and clearly Lauzon Parkway Plan will have some changed in the design once Sandwich South Master Servicing Study is completed and as well as updated Flood Line Mapping Study and Upper Little River Storm Water Master Plan is completed and to address Paragraph 15 of Mark Winterton's affidavit, " to account for climate change impacts by performing a sensitivity analysis on the system by applying a 20 % increase to the 100-year design storm as well as the flood of 1981 shown on original Mappings of ERI 1, 2, 4, and 5 of 1985.

The original email for Re: Facts & Issues # 4& 5 can be found on page 61 of Appendix "A"

Please, respond if any questions or concerns with the above feedback to your responses will be required or can be further discussed at an arranged meeting.

Sincerely

From:

Sent: August 10, 2020 2:37 PM

**To:** Winters, Patrick <pwinters@citywindsor.ca>; Vendrasco, Wira H.D. <wvendrasco@citywindsor.ca>; Tunks, France Isabelle <ftunks@citywindsor.ca>; Winterton, Mark <mwinterton@citywindsor.ca>; Mikhael, Fahd <fmikhael@citywindsor.ca>; Godo, Anna <agodo@citywindsor.ca>; jbryant@erca.org <jbryant@erca.org>;

'Winter, Andrea' <AWinter@dillon.ca>; 'Caza, Nicole' <ncaza@dillon.ca>; sandwichsouth@dillon.ca <sandwichsouth@dillon.ca>; Deneault, Stephen (MOECC) <Stephen.Deneault@ontario.ca>; Aseltine, Ian (MTO) <lan.Aseltine@ontario.ca>; Innes, Jayson <jayson.innes@stantec.com>; Hunt, Thom <thunt@citywindsor.ca>; Cooke, Michael <mcooke@citywindsor.ca>; Revell, John <jrevell@citywindsor.ca>; Hagan, Jeff <jhagan@citywindsor.ca>; Tim Byrne <TByrne@erca.org>; Sumaiya Habiba <SHabiba@countyofessex.ca> Cc: Francis, Fred <ffrancis@citywindsor.ca>; Costante, Fabio <fcostante@citywindsor.ca>; Bortolin, Rino <rbortolin@citywindsor.ca>; Holt, Chris <cholt@citywindsor.ca>; Sleiman, Ed <esleiman@citywindsor.ca>; Gignac, Jo-Anne (Councillor) <joagignac@citywindsor.ca>; Kaschak, Gary <gkaschak@citywindsor.ca>; Mckenzie, Kieran <kmckenzie@citywindsor.ca>; Morrison, Jim <jmorrison@citywindsor.ca>; mayoro <mayoro@citywindsor.ca>

Subject: Fw: Sandwich South Master Servicing Plan Response to Correspondence Received from

[Quoted text hidden]

Fri, Aug 21, 2020 at 8:03 AM

To: "Winters, Patrick" <pwinters@citywindsor.ca>

Cc: "Vendrasco, Wira H.D." <wvendrasco@citywindsor.ca>, "Tunks, France Isabelle" <ftunks@citywindsor.ca>, "Winterton, Mark" <mwinterton@citywindsor.ca>, "Mikhael, Fahd" <fmikhael@citywindsor.ca>, "Godo, Anna" <agodo@citywindsor.ca>, "jbryant@erca.org" <jbryant@erca.org", "Winter, Andrea" <AWinter@dillon.ca>, "Caza, Nicole" <ncaza@dillon.ca>, "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>, "Deneault, Stephen (MOECC)" <Stephen.Deneault@ontario.ca>

# Good Day Patrick:

Please provide a confirmation of said planned Pic #1 and project material of the above matter has not been planned for the week of August 24, 2020, and wish to make certain, since nothing has been posted per project website (link site below) as directed or posted in the Windsor Star, which I may have missed notification.

Thank you

From: Winters, Patrick <pwinters@citywindsor.ca>

Sent: July 27, 2020 1:36 PM

To:

Cc: Vendrasco, Wira H.D. <wvendrasco@citywindsor.ca>; Tunks, France Isabelle <ftunks@citywindsor.ca>; Winterton, Mark <mwinterton@citywindsor.ca>; Mikhael, Fahd <fmikhael@citywindsor.ca>; Godo, Anna <agodo@citywindsor.ca>; jbryant@erca.org <jbryant@erca.org>; 'Winter, Andrea' <AWinter@dillon.ca>; 'Caza, Nicole' <ncaza@dillon.ca>; sandwichsouth@dillon.ca <sandwichsouth@dillon.ca>; Deneault, Stephen (MOECC) <Stephen.Deneault@ontario.ca>

Subject: Sandwich South Master Servicing Plan Response to Correspondence Received from

[Quoted text hidden]

Winters, Patrick <pwinters@citywindsor.ca>

Fri, Aug 21, 2020 at 8:40 AM

Cc: "Vendrasco, Wira H.D." <wvendrasco@citywindsor.ca>, "Tunks, France Isabelle" <ftunks@citywindsor.ca>, "Winterton, Mark" <mwinterton@citywindsor.ca>, "Mikhael, Fahd" <fmikhael@citywindsor.ca>, "Godo, Anna" <agodo@citywindsor.ca>, "jbryant@erca.org" <jbryant@erca.org", "Winter, Andrea" <AWinter@dillon.ca>, "Caza, Nicole" <ncaza@dillon.ca>, "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>, "Deneault, Stephen (MOECC)" <Stephen.Deneault@ontario.ca>

Good Morning — The PIC is going to be virtual due to the pandemic. It's been pushed back a couple of weeks because we were evaluating the forum for the public meeting. The material will be posted on the project website starting the second week of September, and will remain there for approximately a 1 month duration.

Notifications will go out in advance of the PIC.

Regards,

Patrick Winters, P.Eng. | Development Engineer



Engineering - Design & Development

350 City Hall Square | Suite 210 | Windsor, ON | N9A 6S1

(519)-255-6257 ext. 6462

www.citywindsor.ca

From:

Sent: Friday, August 21, 2020 8:03 AM

To: Winters, Patrick <pwinters@citywindsor.ca>

**Cc:** Vendrasco, Wira H.D. <a href="mailto:wvendrasco@citywindsor.ca">wvendrasco@citywindsor.ca</a>; Tunks, France Isabelle <a href="mailto:sabelle">ftunks@citywindsor.ca</a>; Winterton, Mark <a href="mailto:mwinterton@citywindsor.ca">mwinterton@citywindsor.ca</a>; Mikhael, Fahd <a href="mailto:fmikhael@citywindsor.ca">fmikhael@citywindsor.ca</a>; Godo, Anna <a href="mailto:agodo@citywindsor.ca">agodo@citywindsor.ca</a>; jbryant@erca.org; 'Winter, Andrea' <a href="mailto:AWinter@dillon.ca">AWinter@dillon.ca</a>; 'Caza, Nicole' <a href="mailto:acaza@dillon.ca">ncaza@dillon.ca</a>; sandwichsouth@dillon.ca; Deneault, Stephen (MOECC) <a href="mailto:stephen.beneault@ontario.ca">Stephen.beneault@ontario.ca</a>

Subject: Re: Sandwich South Master Servicing Plan Response to Correspondence Received from

**CAUTION**: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[Quoted text hidden]

Fri, Aug 21, 2020 at 9:07 AM

To: "Winters, Patrick" <pwinters@citywindsor.ca>

Cc: "Vendrasco, Wira H.D." <wvendrasco@citywindsor.ca>, "Tunks, France Isabelle" <ftunks@citywindsor.ca>, "Winterton, Mark" <mwinterton@citywindsor.ca>, "Mikhael, Fahd" <fmikhael@citywindsor.ca>, "Godo, Anna" <agodo@citywindsor.ca>, "jbryant@erca.org" <jbryant@erca.org" <jbryant@erca.org", "Winter, Andrea" <AWinter@dillon.ca>, "Caza, Nicole" <ncaza@dillon.ca>, "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>, "Deneault, Stephen (MOECC)" <Stephen.Deneault@ontario.ca>

Thank you, Patrick, for the update, as well I may have some additional questions as to the forum and material for the public meeting once released to the public has been posted.

Regards;



From: Winters, Patrick <pwinters@citywindsor.ca>

Sent: August 21, 2020 8:40 AM

To:

Cc: Vendrasco, Wira H.D. <wvendrasco@citywindsor.ca>; Tunks, France Isabelle <ftunks@citywindsor.ca>; Winterton, Mark <mwinterton@citywindsor.ca>; Mikhael, Fahd <fmikhael@citywindsor.ca>; Godo, Anna <agodo@citywindsor.ca>; jbryant@erca.org <jbryant@erca.org>; 'Winter, Andrea' <AWinter@dillon.ca>; 'Caza, Nicole' <ncaza@dillon.ca>; sandwichsouth@dillon.ca <sandwichsouth@dillon.ca>; Deneault, Stephen (MOECC) <Stephen.Deneault@ontario.ca>

Subject: RE: Sandwich South Master Servicing Plan Response to Correspondence Received from

[Quoted text hidden]

Fri, Aug 21, 2020 at 1:47 PM

To: "Winters, Patrick" <pwinters@citywindsor.ca>, "Vendrasco, Wira H.D." <wvendrasco@citywindsor.ca>, "Tunks, France Isabelle" <ftunks@citywindsor.ca>, "Winterton, Mark" <mwinterton@citywindsor.ca>, "Mikhael, Fahd" <fmikhael@citywindsor.ca>, "Godo, Anna" <agodo@citywindsor.ca>, "jbryant@erca.org" <jbryant@erca.org>, "Winter, Andrea" <AWinter@dillon.ca>, "Caza, Nicole" <ncaza@dillon.ca>, "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>, "Deneault, Stephen (MOECC)" <Stephen.Deneault@ontario.ca>, "Aseltine, Ian (MTO)" <Ian.Aseltine@ontario.ca>, "Innes, Jayson" <jayson.innes@stantec.com>, "Hunt, Thom" <thunt@citywindsor.ca>, "Cooke, Michael" <mcooke@citywindsor.ca>, "Revell, John" <jrevell@citywindsor.ca>, "Hagan, Jeff" <jhagan@citywindsor.ca>, Tim Byrne <TByrne@erca.org>, Sumaiya Habiba <SHabiba@countyofessex.ca>

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## **NEXT ITEM**

RE- Facts & Issues # 1 (1st Paragraph) as well as #1 (2nd Paragraph)

A) The following ITEMS of Facts and Issues have been created with a response as outlined in #1 and will be applied to 1a, 1b, 1e, 1f, and 1g.

The point to be made as identified in 1 is an updated Little River Flood Line Mapping for the ULRSWM Master Plan that is currently being completed in parallel with the Sandwich South Master Serving Plan, that will be used to inform servicing strategies along with proposed plans for roadways/transportation plan that is completed (Lauzon Parkway Class EA Study/Plan G., W.P.3117-09-00, that includes County Road42) and the full on-going/not completed withdrawn study plan area (Upper Little River Master plan that extends all the way to Hwy # 3), as well as lands, uses as per (OP 60 and OP120) and land uses within the boundaries of the City of Windsor.

It has also been stated in your # 1, said studies will take into account the existing conditions, but also assume the reference to previous existing actual Mappings such as 1985 and report, as well as Twin Oaks Business Park EA study Plan and all articles such as of October 22, 2015, that all information may be covered in a background study, with specific reference to the dyke at CP tracks and related flow conditions, as well as dams on Twin Oaks Golf Course.

It must be noted matters of CP tracks dyke and dams on the Twin Oaks Golf Course could not be presented at LPAT, since it was deemed as new evidence of factual information and not considered as Facts and Evidence.

B) The mappings of the 1981 Flood as completed by Maclaren in 1985 as referenced to MAP NO. ERI (ERI -4, 5, 2, and 1 (pages 27, 28, 29, and page 30 of Appendix A, combined mapping) clearly have provided all the information needed to be addressed going forward and has established possible flood areas as per combined map as per page 26, but omitted to present the presents of dams on Twin Oaks Golf Course or the long-time existence of the CP Tracks dyke with many drains that converge in that area as well as the Little River Drain and all the work and revisions to correct the problem of removing the dams on the golf course with Twin Oaks Business Park as per study/EA plan and the work that has been done downriver as it entries the Detroit River and the recent Council endorsement of a \$4.9B plan, that will also include funding going north to avert flooding disasters that will take decades to complete.

It must also be noted as per the combined of all (4) EDI mappings illustrate how the waters of all drains including Little River Drain flow north/downriver to the dyke at CP Tracks and the dams of Twin Oaks Golf Course as per page 26 found in Appendix A, with orange dot outlining Maximum Observed Floodline, which acted as a plug/restrict flow area at the tracks and dams that filled and spread out at that point and start to move south, east and west to the final point of the establishment of the area marked as "Limit of Max OBS Flood" as per newly created mapping found in Appendix A. on page # 46 or on page # 26.

These mappings have been in the system since 1985 at the City of Windsor, Town of Tecumseh, ERCA, and Township of Sandwich South, but then the question comes to mind how did the land transfer of 2002 occur or OP 60, OPA 120, Lauzon Parkway EA Plan, since those ERI maps of 1985 presented an issue of flooding as per combined mapping found on page 26 of Appendix A, with a better view of the extent of a large area noted by the Township of Sandwich South in 1997 as a Floodplain Development Control Area as per pages 42 and 43 of Appendix A

One must also then look at the mapping on page 46 in Appendix A as presented in January 2019 as prepared by the City Engineering Department and used by Mark Winterton affidavit section 69 and 70, which was presented to contour our claim of not having a flood issue. (It must be noted the 4-original individual ERI mappings and combined mapping were ruled as new evidence or considered as Facts and Evidence of cause of the flood and could not be presented at the LPAT hearing.)

These ERI mappings provide a larger view, including elevations, roads, and current 1:100 floodplain, that is not shown on their redrawn map on page 46 of Appendix A, as well as, in the reading of section 70 of his affidavit it seems, that it is only recently been raised to Mark Winterton's per attention by ERCA, since said information has not been raised in any of our many meetings.

C) With respect to 1c response said ERI Mappings or report is available at ERCA is not the point, these maps clearly provide extensive information not provided for viewing by the public, that was provided to all related without question in all OPs', must be included in (ULRSWM Plan, as well as Lauzon Parkway Plan studies) and all involved parties/Proponents, (the Proponents include; the City of Windsor, the Town of Tecumseh, ERCA and consulting firm Stantec, all parties involved in the Lauzon Parkway EA, that included the Ontario Ministry of Transportation, City of Windsor and the County of Essex as prepared by MRC, a member of the MMM Group, as well as any previous Background Studies completed to date by consulting firms, such as Dillon Consulting, Stantec and MHBC.

I have done a review of the Upper Little River Watershed Master Drainage Stormwater Management Plan ( ULRSWM Plan ) and found no mappings outlined above in B, as well as a check of Reference Section 9.0 and

found no mention of Maclean Little River Flood Line Mapping or report of 1985 as well as PIC information package per meeting held in May and October, and even did a review of information in OPA 120, which also made no reference to said actual maps or identified in any background studies.

D) With respect to 1d and your statement, that SSMSP intends to reference all know studies completed to date within the study area, but must also include all information and existing reports or mappings or changes in the area.

# Conclusion;

It would clearly seem; factual existing information has not been presented or fully transparent under all key plans to date and hope going forward said information will be provided at upcoming meetings, with respect plans to be complete as well as a review of plans that have been completed.

Again, it is very important to provide all factual information so that the public can ask questions as well as going forward and understanding all impact with respect to said landowners' lands.

One must also note again, that no one has raised the issue a flood occurring on land, which began in 2007 till Jan. 2019 by the above-mentioned parties.

As a further reference to said flood issue, please look at Schedule C: page number 50 Appendix A that shows Development Constraint Area in the Official Plan, which is dated September 7, 2012, and would have been available and in the works prior to that date for some time.

Please note in my original submission with respect attachment #3 Schedule C should read, "which was **not** presented at your meetings" or has been presented in the past at key public meeting of said studies /EA, that show Floodplain Areas, as well Shoreline and Floodprone Areas.

The final point to be made of said flood in 1981 and per mapping of 1985, then raises the question as to how OP 60 Schedule D: Land Use as per page 49 of Appendix A was created for transferred lands, with so much land used marked as a future urban area, a future employment area, and open space as well as going forward and applied to future plans such as OPA 74 in 2009/OMB in 2010 and OPA 94 by City Council in 2014 and later by OMB in 2016 with respect to the issue as present in the Maclaren Mapping of 1985.

The response to your key reply in # 1 clearly rests on future studies, yet all this information is and has been available to reference, or addressed, or presented to the public with respect to anything done to date, which again outlines the lack of full transparency of all the facts and evidence to inform the public of the full picture.

# Sincerely



From:

Sent: August 17, 2020 5:07 PM

To: Winters, Patrick <pwinters@citywindsor.ca>; Vendrasco, Wira H.D. <wvendrasco@citywindsor.ca>; Tunks, France Isabelle <ftunks@citywindsor.ca>; Winterton, Mark <mwinterton@citywindsor.ca>; Mikhael, Fahd <fmikhael@citywindsor.ca>; Godo, Anna <agodo@citywindsor.ca>; jbryant@erca.org <jbryant@erca.org>; 'Winter, Andrea' <AWinter@dillon.ca>; 'Caza, Nicole' <ncaza@dillon.ca>; sandwichsouth@dillon.ca</a> <sandwichsouth@dillon.ca>; Deneault, Stephen (MOECC) <Stephen.Deneault@ontario.ca>; Aseltine, Ian (MTO) <lan.Aseltine@ontario.ca>; Innes, Jayson <jayson.innes@stantec.com>; Hunt, Thom <thunt@citywindsor.ca>; Cooke, Michael <mcooke@citywindsor.ca>; Revell, John <jrevell@citywindsor.ca>; Hagan, Jeff <jhagan@citywindsor.ca>; Tim Byrne <TByrne@erca.org>; Sumaiya Habiba <SHabiba@countyofessex.ca> Cc: Francis, Fred <ffrancis@citywindsor.ca>; Costante, Fabio <fcostante@citywindsor.ca>; Bortolin, Rino <rbortolin@citywindsor.ca>; Holt, Chris <cholt@citywindsor.ca>; Sleiman, Ed <esleiman@citywindsor.ca>; Mckenzie, Kieran <kmckenzie@citywindsor.ca>; Morrison, Jim <jmorrison@citywindsor.ca>; mayoro <mayoro@citywindsor.ca>

**Subject:** Re: Sandwich South Master Servicing Plan Response to Correspondence Received from

[Quoted text hidden]

From: Date: Sun, Sep 19, 2021 at 3:24 PM Subject: Re: Sandwich South - Stakeholder Meeting To: Manzano, Julieta <inanzano@dillon.ca>, agodo@citywindsor.ca <agodo@citywindsor.ca>, Andrea Winter <awinter@dillon.ca>, Dean Rice <drice@dillon.ca>, fmikhael@citywindsor.ca <fmikhael@citywindsor.ca>, ftunks@citywindsor.ca <ftunks@citywindsor.ca>, jhagan@citywindsor.ca <jhagan@citywindsor.ca>, Karla Kolli <kkolli@dillon.ca>, pwinters@citywindsor.ca <pwinters@citywindsor.ca>, Ryan Langlois <rlanglois@dillon.ca>, wvendrasco@citywindsor.ca <wvendrasco@citywindsor.ca> Cc: Herlehy, Laura &lt; herlehy@dillon.ca&gt;, Windsor Admins <windsoradmin@dillon.ca>, Loraine Mikhael &lt; mikhael@dillon.ca&gt;</windsoradmin@dillon.ca></wvendrasco@citywindsor.ca></rlanglois@dillon.ca></pwinters@citywindsor.ca></kkolli@dillon.ca></jhagan@citywindsor.ca></ftunks@citywindsor.ca></fmikhael@citywindsor.ca></drice@dillon.ca></awinter@dillon.ca></agodo@citywindsor.ca></inanzano@dillon.ca>
Good Day to All:
The above a achment covers the review by of the mee ng held on July 8th, 2021, and sent out on August 23, 2021, which includes correc ons of errors and includes omissions by of the original draft that was prepared by Laura Herlehy from Dillon Consul ng Limited.
reply/Up-date is in red per the above a achment.
Please note, the reference to the above review of mee ng minutes did not included or address the bold response sent out by Laura Herlehy on August 23, 2021, @ 8:01 am or the sec on and reply by of Cc per email by on August 25, 2021, @ 2:19 pm but will be addressed and sent out shortly.
Sincerely

# Meeting Minutes (Up-Dated to reflect Errors and omissions, 9/14/2021)

Subject: Sandwich South – Stakeholder Meeting – Consultation

**Date:** July 8, 2021 10:30 am -12:00 pm

**Location:** Virtual meeting via Google Meet

Our File: 19-9817

# Attendees:

Patrick Winters City of Windsor (Windsor)

Anna Godo City of Windsor (Windsor)
Fahd Mikael City of Windsor (Windsor)
Jeff Hagan City of Windsor (Windsor)

Andrea Winter Dillon Consulting Limited (Dillon)
Ryan Langlois Dillon Consulting Limited (Dillon)
Laura Herlehy Dillon Consulting Limited (Dillon)

## **Notes**

Item	Discussion	Action by
1.	Identification and Introduction of Personnel	
1.1.	Each attendees provided an introduction and their role within the project.	Info
2.	Study Progress Update:	Info
2.1	Dillon presented an overview of the project study to date.	
2.2	inquired regarding how the Stakeholder Advisory Committee (SA	C) members were established.

**DILLON CONSULTING LIMITED** 

The City of Windsor noted that a spectrum of stakeholders are part of the committee and representation from property owners in this area have been included. This include two property owners among other agencies and interest groups. The City noted that the members of this committee do not have a stronger voice or more input than the property owners. All impacted property owners will be provided an opportunity to have a meeting with the City and Dillon team do discuss how the plans relates to their property. Note, this statement is not what was the true response, but rather the fact that committee members were selected and no open invitation was offered to the public for consideration to be a member of SAC as were an offer to many other committees of similar plans and studies, as well as members for the Development Charge Committee. It was stated that and previously raised in early correspondence, that and his Planning Consultant must be clearly stated as major land developer in the area, then the reference to Josette Eugenie is identified as a possible interest group for Agriculture and Future Development Interest and later when the next Meeting Minutes of June 9, 2021 (which was posted sometime after July 19, 2021), was now listed as a Property Owner, which now in fact has raised a question if the person listed as an employee for The City of Windsor as a Manager of Transportation Planning as well as being involved, listed or being present at various Environment, Transportation & Safety Standing Committee meeting for the City of Windsor as an attendant from the City of Windsor Administration, which <u>clearly requires a response by the SSMSP Core Team to address this question if the person identified as a</u> property owner was or is the individual an employee of the City of Windsor. It must be further noted the above response was not stated as having a greater voice or more input, but the key point to be made is to have and individual/landowner a voice and some input by landowner who will be greatly impacted as it relates to the overall plan within the Sandwich South District for all to hear and make sure, that they are discussed and addressed, but your response of all impacted property owners will be provided an opportunity to have a meeting with the City and Dillon team to discuss the plans relates to their own property, which is the problem, since the time limits as provided do not provide any reasonable time to discuss all issues and, as well as other question or further question subject to the reply does permit an full open meeting for all to hear and partake, but more of a controlled and a restrictive crafted planned process by the City and Dillon on how to control all the related and underlining facts, information or lack of information or ongoing plans as they apply to the Sandwich South District to date and possible further impacts if matters are not raised at this time, because the process down the road have limitation or raise issue after City Council has given its blessing and the fact that you now have a 30 days review to submit issues, which have no true merit for the public input since you responses is based on a final study plan that has been passed by City Council or to raise issue once develop starts in the district and then the landowner is placed in a situation of not have any means to address the impact or issues, since everyone needs to

realize that going forward will be all based on the OPA 120/ CR42 and East Pelton SP and the fact that we have all these other plans that are on-going, that may result in other issues once they are released or rolled into the SSMSP as well as other plans that you have defined as being completed and will not have any further input by the public.

- It is also import to note that after the PIC #2 a time period will be given to the public to respond, raises issues and concerns, but then the final SSMSP will be finalized and sent to the council and after the public is given a 30 day review of a final approved plan by council to address issues that have not been corrected and the team will not state at this time the public cannot raise any issue as the plan has been forward to MECP and will not be addressed for a Part II Order unless the matter relates to the Indian Act or Indian Affairs, therefore prior to final report being sent to council a full open discussion of the final draft released way before the meeting to permit the public to review, that includes questions and answers be allowed to take place, which will require more than 1 hour, which is a true opportunity of public consultation.
- The major point is centered around the fact that said released information is not meeting for the public to view the matters prior to the Pic Meeting.

Dillon noted that the SAC minutes will be posted to the project website. As noted above the SAC meeting was held on June 9<sup>th</sup>, 2021 and released on the website on some time around July 19<sup>th</sup>, 2021 and the point to be made that the SSMSP team continues be lacks in their notification updates to the project website as well as actual date, which has been raise by in many of the responding emails and meeting and the SSMSP Team continues to make the statement and the responsibility of an individual to continually check the web-site or if you subscribe to our mailing list to receive updates on future events, but as raised by the web-site must have a calendar date revision line just under the title to notify everyone of an update, but clearly there is an underlining fact the city and the consulting firm do not want to have a record of when the revision or update actual occurred.

- requested that a meeting be held with impacted property owners as a group. Just like the one held by the developer in Southwood Lakes on a proposal to build three six-storey condo towers and drew 230 upset neighbours, which is what the SSMSP should being doing and will require more than 1 to 2 hours for a meeting and failed to do throughout the entry process from day one.
  - It was reiterated that all impacted property owners will be provided an opportunity to have a meeting with the City and Dillon team do discuss how the plans relates to their property. Each meeting will focus on the specific servicing requirements of each property as they are unique. The upcoming PIC will have a virtual questions and answer period to provide opportunity to provide real time discussion opportunities between

2.3

the public and the project team. Prior to PIC 2, notification letters will be provided to all property owners in the study are to provide an opportunity to have a one on one discussion with property owners to answer questions related to their specific property. The point to be made as mention above is to have a group meeting for impacted property being able to hear other landowner issues within the entire Sandwich South District and yes to address specific servicing requirements for each property since may question are common as they deal with all the plans to be servicing in the district, but the key point these landowners also wish, is to hear and to understand how other landowners are treated, given consideration or permitted other specific servicing requirements, that are similar to many other landowners ( such as land acquisitions, land value impacts and the expropriation process), which have not been provided to them or for example why the SSMSP has not provided information of what is happening at the airport or the hospital, with specific reference to their SWM system and their plans for development and how it will impact the Sandwich South District, but a further review of the information provided at the meeting with no prior release and the fact that did state it would continue to review the information, which now must be referenced, since a new proposed Road into the airport property off County Road 42 will connect 8<sup>th</sup> Con. Road with new proposed N-S collector between the 8th and 9th Con, but made no reference to round-about road leading into the airport property at the 9<sup>th</sup> Con as only one to be raised with more questions as one reviews the information.

As well your statement lacks any merit especially when you state that the public will have 1 hour time line to ask questions and answers after your 45 minute presentation with-in the scheduled 2 hour slot for the PIC # 2. (-a point of control/limitation) and we are to assume all additional question raised later will be updated to the web-site ASAP and not some time down the road.

The team also states that they will have an individual meeting with property owners to discussion the specific servicing as it relates to their property, but the key point these property owners also wish to know is how other property owners will be treated/impacted to make sure matter are consistent. (Controlled, do not want others to hear all the facts as they are outlined in the district as it the process continues down the road that may have result impact), which has a one slot to receive and update presentation and talk about each individual specific impacts.

In summary of this section, it clearly presents a position of controlling the information released, fast track the process with limited time lines to avoid public hearing of direct question during this pandemic, which than raises a question of trust and credibility especially since many questions are not just specific to individual landowners, but many are directly related and similar in principal to land use, stormwater management system as per the selected option chosen by the city and compensation value being equally consistent to all the landowners within the Sandwich South District (SSD).

2.4 The scope of the Sandwich South Study is to approve Municipal Class Environmental Assessment (MCEA) Schedule B projects for municipal improvements in the East Pelton (E.P) and Country Road 42 (CR42) Secondary Plan areas. Those area have Secondary Plan that provide a basis for the land use changes proposed for the areas. Analysis looked at the entire area and ultimate build-out conditions however development within the E.P and CR42 areas are anticipated to develop first. Therefore this point has not been clearly defined to the public, since the entire Sandwich South Master Servicing Plan will follow these Secondary Plans as well following plans that are not complete and on-going ( ULRSWM Master Plan that had the Notice of Completion withdrawn, which again does not have sufficient reason given that why it is not been completed or the fact that this plan (SSMSP) is even at this point, but rather must be deferred until this plan is complete and present to the public), revised flood mapping (ongoing) and many others, that will have directly impact on this plan, land use OPA 120/ CR42 SP E.P.SP as well as the Lauzon Parkway EA Study Plan.

The question to be asked now is why does is City of Windsor and Dillon Consulting rushing the process and hiding or wish not to discuss at this time, but are prepared to go ahead send to city council for a Notice of Completion.

The above truly has major issue of timing of information with respect to this major project, which the city wish to rush thru, since they must show their crafted plan of consultation with the public, which at the end day after PIC # 2 will have no further public discussions before the final plan is presented to the City for approval of completion and then the public will have a 30 day review period to make comments to a stamped final plan by council, which in the true sense will never be changed, especially when you no longer have oversite review by the province as a check and balance review to make sure everything has been done consistently wish the main principal of fairness, equal treatment and a just process for all parties.

### 3. Transportation Network

- requested that all roadways on the figures provided be labeled.
  - All future communication and figures will adequately label existing roadways.

### 3.2 Alignment of Lauzon Parkway:

A) The Lauzon Parkway alignment that has been established through the completed Lauzon Parkway Improvements Class Environment Assessment (EA) (2014) is used as the basis of the functional design completed for the internal study area municipal servicing. The City informed the group that the realignment of the plan was not done to relieve impacts on the neighboring property. No such statement was at the meeting or reference is in the Lauzon Parkway EA Study Plan and requires further explanation, but it does state the parkway shift is permitted due to the size of the corridor at that time and further states, that if the corridor size is changed dramatically does require the Lauzon Parkway to alter and change the said parkway and hope that the city and Dillon do not wish to classify this shift as a final function design and now disregard the directive as outline in the Lauzon Parkway Study Plan requirement section 7.2 in section 7.2.1., which explicitly states and acknowledged by MOE, if proposed commencement of construction is planned, with the clear understanding that the Proponent shall review the planning and design process and the current environmental setting / conditions in the corridor as well as climate change that occur after filing of the ESR Plan will require preparation of an addendum to the ESR Plan, which is what we have today with respect to the corridor size under the ULRSWM Master Study Plan going to 325 m, which is still on-going with the withdrawn Notice of Completion of this study.

-It must also be further questioned, that as stated that the City has informed the group that the realignment of the plan was not done to relieve impacts on the neighbouring property, but the Lauzon Parkway Study Plan provides for no other is directed by the ULRSWM Plan as it specifically makes reference to the SWM System and size of the Little River Corridor, which today has placed another landowners to be subjected to a dramatic impact with respect to the amount of land that can be developed for further growth within the district. Note: the city has not or does not wish to fully discuss the matter and have not provided or outlined the reason of the permitted shift of the parkway to the west and why they will not discuss the shift from the Technically Preferred Plan or the fact, "that the Project Team has noted the originally proposed alignment is still preferred" or the fact, that realignment of the plan was done to relieve an impact on the neighbouring property east of Little River Drain, which was shifted to the west by about 50 m, that does truly benefit the property owner east of Little River Drain.

-It was further discussed with Anna Godo and with no counter response from other team members that the shift has nothing to do with the request by the landowner to shift the land to the west to reduce dead land or even redirect the location of the Little River Drain as being addressed, (as per factual evidence as per content in the Lauzon Parkway Study Plan, which continues to make reference to the corridor size at that time as the governing factor and would be subject to the final corridor size, since as per factual information that the parkway is controlled by the ULRSWM Master Plan and further makes reference that the parkway possible location is based on the "Proposed Little River Stormwater Management Corridor"), but rather as per Anna Godo, that the shift occurred because of another reason, which was not revealed or provided to

dismiss the above facts or was addressed by any other attendees or specifically by Patrick Winters, Fahad Mikael and Jeff Hagan and requires a response and explanation of the other reason and in which section the Lauzon Parkway said reason can be found.

-The alignment of the Lauzon Parkway EA will not be revised under this servicing master plan, but as stated above is requirement for the SSMSP (The City of Windsor and Dillon Consulting) and the fact the Lauzon Parkway Study Plan as it relates to this matter as to why the road was shifted, which to date has not been addressed or discussed, but rather avoided and redirected, which clearly is contrary to the statement as outlined above in 2.2, "All impacted property owners will be provided opportunity to have a meetings with the City and Dillon team to "discuss" how the plans relate specifically to their property" and any additional final changes that may occur down the road.

-So the point to be made is when will be able to discuss the continue impact and reduction of developable land as all these plans come together as per selected options and the city cannot tell me how much land develop going forward and when, will one be able to provide development plans or do we wait till everything is completed, which in case has proven time and time again to be too late to have any discussions.

B- SSMSP does not want to create an issue with other landowners within the area from CR 42 and Baseline with respect to the shift, with the main impacting landowner being that are represented by Dillon, but it is ok too have to be short changed or the sacrificial lamb and restricted from being allowed to develop their land, while others will be allowed to benefit from development or even permitted to sell said lands as develop lands, but rather by their select and chosen option of to present the SWM System as directed by the ULRSWM Master Plan will not address the true reason of shift, that was because at that time the corridor size of less 150 m or possibly less than 100 m for SWM corridor permitted and allowed the shift within permitted engineering window from the Technically Preferred Option to reduce the amount of land lock or dead land area between Little Drive Drain and the fact that the Lauzon Parkway study plan outlines these actual point as evidence in the plan, which has present and provided the section, but will not be acknowledge, but rather as stated by Anna Godo, that this is not the reason and never stated say reason or referenced the point of "the functional design completed for the internal study area municipal servicing" (please make reference to said functional design changes and if any reference to the shifted parkway to the west has already been identified), that was never explained what that means, which is not stated in the Lauzon Parkway Study Plan of 2014 and have asked the Team to provide said section of the Lauzon Parkway Study Plan or wish to speak of the matter today or at the LPAT hearing and the fact that this matter of the shift Lauzon Parkway has ever been stated/knowledged or the fact that the corridor size along Little River Drain has dramatically been increased to 325 m ( as of 2017) and actual issue of having excess land that will be identified as Land Locked or DEAD LAND does not have on reason to shift the parkway to the west and must be reversed back to the east and possibly further to address the

original intent to have the corridor split 50/50 on each side of Little River Drain truly requires a full open discussion of the Lauzon Parkway.

-This point of being the sacrificial lamb is also applied to other landowners that will be selected to support the SWM System/Ponds/ Corridor as supporting the grouping plan and reduce maintains and pumping station costs down the road for the City, while other landowners will be allowed to develop including the Airport Property or the hospital and can be subject to additional lands to be need to support the pond of the SWM System designs.

C)-It must be further stated as per the Notice of Completion for the ULRSWM Master Plan as submitted in the October of 2017, with the Notice of Completion withdrawn in July 2018 (Note: if one goes to the City of Windsor web-site section one will find the Upper Little River Master Plan Environmental Assessment list in the section of Environmental Assessment Completed, with as small section inserted called Project Update as provided by James Bryant from ERCA and Jayson Innes from Stantec Consulting LTD. (which identifies Anna Godo, Engineering Drainage Superintendent as main contact) and reads—"due to overall duration of the project and changes to EA requirements, the approach to completing the master plan has changed and if one opens the letter dated August 31, 2019, provides further detail and states the revised Notice of Completion for the ULRSWM Master Plan will be in the fall of 2019 and to date this project has not received update or status by anyone from the City of Windsor, Essex Region Conservation Authority, Town of Tecumseh or Stantec Consulting other than, that it is still on-going today, as well as being worked on while this study plan is also being done in 2021 per SSMSP and has been since 2012 or possibly dating further back in time, as well as the fact that the corridor was dramatically increased to environmental changes/climate change and MECP and a new approach which has been requested to provide a full outlined of all the facts and specifics.

Please explain why we do not have Stantec involved in the SSMSP most important section of Stormwater Management Strategy since they are also the consulting firm under ULRSWM?

D) -A important fact/evidence must be noted; one needs to look at the Lauzon Parkway Improvement Class EA Study PLAN of January 20,2014, section B.5.6.1 page B.5-27 with specific reference to and which outlines the issue of the Lauzon Parkway and the ULRSWM and then review section A 5.8.2 (pages A.5-44 and A.5-45) for further explanation of the issue as well as the REVISION TO TECHNICALLY PREFERRED PLAN, as follows, "The alignment of Lauzon Parkway was further refined in coordination with Upper Little River (ULR) watershed Master Drainage Plan and Stormwater Management (SWM) Plan. From County Road 42 to Baseline Road, the Lauzon Parkway alignment was shifted west so that Lauzon Parkway followed as close as possible to the Little River SWM Corridor. This segment of the Little River corridor is being maintained on its natural channel alignment and has no flexibility to be re-aligned. Therefore, Lauzon Parkway was shifted as close as possible to AVOID/MINIMIZE REMNANT LAND

BETWEEN THE Little River Corridor and the Lauzon Parkway Corridor, which would have no access (land-locked), but did not eliminate all remnant parcels. The intersection with County Road 42 was shifted west, closer to the Little River", as well as the fact no reference was made before the LPAT hearing, any submissions or referred to in Mark Winterton's affidavit. Again the point to be made is today none of this is required since the corridor is 325 m and further defines as stated above the fact that ULRSWM Plan/SWM Corridor is the governing factor for any shift of the Parkway, which clearly requires discussion.

The next point in this section is to be raised is that the section is represented by Dillon Comsulting and the fact that the section as well as were appellant before LPAT for OPA 120, but prior to going to the LPAT hearing the did decide to with draw from the action.

The final point to be made is that the Lauzon Parkway Improvement Class EA Study Plan has a section, which allows for an addendum process for proponents to make changes to a project after completion to make changes to a project after completion of the EA, as follows: "Modifications to the design and implementation of the Lauzon Parkway Extension proposed in the Lauzon Parkway Study Plan may occur due to unforeseen circumstances, including; changes in environmental conditions/Climate Change in the corridor that may affect anticipated project impacts and means of mitigating adverse effects", such as imposing adverse impact on and resulting in to have 225 m of their land allocated and resulting in reduced development lands, while land's and other along the section from County Road 42 and Baseline will be allowed to benefit and develop their land's and result in land's being unfairly treated.

The final point in this section without questions requires a full open discussion and clarification, since it is a specific issue impacting said landowner and clearly directs the servicing as well as land use and possible development lands, which direct the value of said lands, that needs to be revealed to similar landowners.

The continued statement of a Study plan being complete and that lands have been purchased as stated by Nicole Caza from Dillon and not retracted by Patrick Winters from the City Of Windsor at the Project Launch meeting held on January 30<sup>th</sup>, 2020 is further reason that the Lauzon Parkway cannot be discussed and not subject to any discussion, which did state that to his knowledge the city has not approved any land acquisitions and that only the defining governing condition of shifted parkway from the Technically Preferred Plan is all related to the changing size of the corridor in the ULRSWM/SWM System which is still not complete and any changes to needed land is still pending the outlay of the system and ponds.

3.3	has noted that he has coordinated with the west adjacent—Info property owner regarding a shared access point off of the proposed collector road. ERROR
	A) It was Jeff Hagan from the City of Windsor, who suggested that adjacent property owner to permit a proposed collector road to the property, which has had no discussion, but rather states, that the suggestion redirects the responsibility of obtaining access to the property on to CR 42 to which then places the need to negotiate a deal with the west adjacent property owner and require them to reduce their lands for development which has no benefit to them and may require to pay a price, which did state that he has been involved in previous similar situations and clearly the city places at the mercy of the west adjacent land owner, but the original collector road as presented in OPA 120/CR42SP prior to the revision did have the collector road run along the property line with a portion of the alignment have a curve road, but a request by the transport requested if the road could be straightened if possible would be better than curved, but in reviewing the plan road maps curved road are permitted and it must be noted went the revised OPA 120 /CR42 SP was released by the city for submission to city council approval, as well did not have any prior discussion with about the collector road being changed, but did require to raise the issue at council and was further raised at the LPAT hearing, but it seems it was just over looked and not important at council or LPAT.  3.4 is concerned that the Lauzon Road EA and OPA120/CR42SP do not provide availability for direct access for his property off of CR42 other than a driveway. would like clear parameters and constraints related to direct access.

• A) The City noted that the Lauzon Road EA Study Plan clearly notes that direct driveway access off of CR42 is not encouraged but new access points will be evaluated upon request in instances where alternative access points are not available. It is not the City's intention to block access or land lock any properties within the study area. The City cannot provide any future information on the parameters or constraints related to driveway access without a proposed plan that details the developer's proposed development concept.

Note, does not recall the above actually was outlined above with the statement by the City does not have any intention to block access points or land lock any properties within the study area, or the fact that the Lauzon Road EA Study Plan clearly notes that direct driveway access off CR 42 is not encouraged is the main point as well as the out facts as outlined above, which is clearly the reason why has raised the issue, which has been even further raised heightened concern with the response by Jeff Hagan and other response by the team members from the City of Windsor and Dillon who have further outlined the alternative option of asking my western neighbour for permission to run a collector road thru their

	developing lands to be reduced to allow for a collector road that they do not need, since they are connected to the new proposed collector, which under the original proposal presented at PIC #2 in OPA 120/CR42SP still provided access to the collector as well as the land of
	-As well, the fact that it is difficult to have access off of County Road 42 as stated above that it is not encouraged and the reason for collector roads is for the purpose of development and was hoping to have some clarification and understand the direction of why collector road was changed and many other landowners have connection/access to collector road
B)	The City has requested that provide plans of the proposed development within the subject lands to have a more thoughtful discussion on this matter. Can formally submit a "Pre-Submission" to the City's planning department for review and feedback. The reason speaks of the Collector Road since it is the easiest point to discuss and allow future discussion of planned development, but everyone says we need to see your plans and what you plan to develop, but as everyone is well aware does not know how much land is available to develop and therefore continues to be frozen in time or may never be permitted to be changed down the road, since we do not know how much land is available to be developed and the fact, that everyone is waiting for these plan to completed.
C)	The City works with developers to develop a solution, but the point to be made is that the city has created the situation and have finalized these plans and it would be logical to discuss the matter today, since this is the reason for consultation with landowners to identify said impacts with their land and development plans.
D)	The City noted that the Developer would need to retain the services of a Traffic Engineer.
Sec	ere were changes to the internal road network from the CR42 condary Plan's Preferred Development plan to the final Land Use Plan accepted by Council through By-Law 131-18 on Sept. 17, 2018 (OPA 120/CR42SP). The changes include:

E) Revisions to the alignment of the proposed collector road east of the proposed hospital site. This revisions was to reduce reduction of developable lands and to better alignment with existing property boundaries. ( Never Stated, because would had a major discussion at the meeting) It is an issue since the above statement was never discussed, but rather was to approve a request to straighten the road if possible from a curved road, but we still have other curved roads and no reference to <u>"reduce reduction of developable land and to</u> better alignment with existing property boundaries", which then raises the question as to what happens to boundary lines as well is the city and Dillon now telling that the real reason is to reduce the

development of lands as stated above. Please provide the section in OPA 120/ CR 42/ Bylaw 131-2018. (Note: big issue with this statement "the revision was to reduce reduction of developable lands and better alignment with existing property boundaries" and counters the position presented by the City and Dillon and clearly has never been stated to or referenced in any submission to LPAT. (MAJOR POINT REQUIRING FURTHER DISCUSSION at next meeting)

### 4. Stormwater Management Strategy

This section is the most important since it requires full consideration and understanding of any impacts with what has been planned for major roadways of Lauzon Parkway Extension and the reconstruction of County Road 42, which will require changes, as well as the proposed plans of landuse and related sizes, that must also define the airport property plans for SWM System and their current system and must also include the new hospital site as a whole for the development of the Sandwich South Region.

- 4.1 Upper Little River Watershed Master Drainage and Stormwater Windsor Management Plan EA and ESR Study (ULRMP) Status Update:
  - The Master Plan will satisfy Type I requirements under the Municipal Class EA process. The team publically advertised this change to the study and provided Notice of Study update on August 31, 2019.
  - A)-The latest ULRMP is being finalized and reviewed by the City at this time, as well as will require the new
    Notice of Completion to go before City council since the original Notice of Completion for the Master Plan
    has been withdrawn, which will be done after final completion and then sent to City Council for approval
    and then and only then will the public have a 30 day review period.
    - . B)-Findings of this study have not changed and are consistent with the previous version available on the project website, but again your words do not have merit and the proof is in the pudding and we are all required to see the plan and the point and response above clearly outline a simple minor correcting process and the changes to the new approach and that as stated in the notice "the Master Plan was not finalized after the 30 day public review period", but was still forwarded/filed to MECP in 2017, also raises question, as well as the fact that the ULRSWM Master Plan and does include the revised flood plain mapping is still in the process and will be almost 4 years in October and a major plan that will direct the SSMSP, with no public review to relate to the SSMSP before it is finalized, which requires a full open discussion and explanation by the City to the Public, that will fully outline the reasons for delay and all the additional requirements need to complete the ULRSWM Master Plan as directed by MECP to define the reason to withdrawn the Notice of Completion or the statement above, that clearly states the City Of Windsor and their partners were aware that they filled a plan that was not complete.

- C)- It is expected that this study be finalized and brought to Council this fall. There will be a 30 day review period for final review and comment. Per the new MECP bump up process, the MECP will only accept <u>Part II Order Requests</u> for those concerns related to First Nation Treaty Rights. This line needs to also be printed and fully outline for the SSMSP as well at this time, which to date has failed to fully outline and will wait till final plan is released and set to council to notify the changes to the Part II Order Request, which actually carries no weight, since we have a final plan that has received city council approval.
- D) -The ULRMP is meant to satisfy the Master Plan Approach 1 process. This needs to be seen before file sent to council, because it controls every other plan and directs the servicing needs to address the SWM System as presented in the beginning, which adjusts all other plans and then raises issue with section 8.4.1.2., The City of Windsor Official Plan OPA 120/CR42SP, which states that, "The extent of these said lands as defined by the ULRMP have been through the COMPLETION of the ULRSWMP", which has not occurred and actually withdrawn and is still on going as of today.
- E)-The SSMSP project is using the ULRMP Completed Plan, as a basis for the SWM design, which is again has been withdrawn and is still on-going. The stormwater solution will be refined to the stormwater management (SWM) functional design will be based on the latest land use information, internal road network refinements to accommodate the stormwater corridors and findings of the floodplain mapping study. As the stormwater pond functional design is refined, the team will review if modifications are required to the land use plan to accommodate the design based on the recommended functional design. Any potential changes to the Land Use plan to accommodate these revisions will be reviewed with the City's planning and legal staff. It is not the intention of the team at this time to deviate from the established land use plans from the E.P and CR42 secondary plans. Again, never discussed and would have required further discussion and explanation, but it seems the point that the last has also stated that one cannot proceed with the SSMSP or any plan as it relates to land use and road network until the stormwater solution, stormwater corridors and the floodplain mapping/ ULRSWM Plan have been completed and if any changes do occur and impact land and road will be revised to design changes with further review by the City's planning department and legal staff. ( Note, has done a quick review, but it seems that staff of the planning department and legal have not attended any presentation of meetings, which would have been also import to be able to direct questions to those departments.)
- It is also import to note that the SSMSP Team <u>at this time</u> does wish to deviate from the established land use plans, but clearly we have a major change to OP 60 as it relates to SWM System/Ponds and corridors, as well as changes in the sizes and we still do not know the final impact of all the on-going plans, that may have further impacts once finalized as well resulting impacts to completed plans such as the Lauzon Parkway and

the Official Plan OPA 120/CR42SP, which must be further noted as stated above, that stormwater solution will be refined to the stormwater design. The stormwater solutions will be refined to the stormwater management (SWM) functional design will be based on the latest land use information, internal road network refinements to accommodate the stormwater corridors and findings of the revised floodplain mapping, which clearly is BACKWARDS since until now all plans have followed the ULRSWM Plan and therefore all other plan must be redirected and readjusted to the Stormwater solutions, requirements and designs.

- Again, the team continues to avoid making reference to the fact that the Lauzon shift to the west was based and directed by the ULRSWM Master Plan as provided evidence above.
- Further discussion were spoken of the Wet ponds and how your criteria for selection did not include approval from the airport or the fact that raise issue (being surprised) with the current wet pond around the airport (Note, airport property has been clearly stated as well as information outlining additional issue of using the airport property to support the SWM System as well submission to the information package presented to LPAT and said affidavit at the LPAT hearing and critical restrictions with in the vicinity of the airport as it relates to the issue of wet ponds) in the Sandwich South District but your response was to have discussion/input with the airport authorities/City, as well what is planned for SWM System at the airport and how it is OK 40 m across the road for wet pond to be on lands because of water fowl hazards, as per section 1.6.9.1 ("Planning for land uses in the vicinity of airports") and section 1.6.9.2 c) (discouraging land uses which may cause a potential aviation safety hazard) as per the PPS.
- As well which also raises the question of wild life hazard and the planned linkage of the wood lot on the airport property to the wood lot south of lands and the fact that the airport has raised issue with said hazards and will not allow linkage within their wood lot and do we have another Ojibway crossing issue and roadway and the need to provide some time type of crossing discussion at this time.
- Note- (A thru E) None of the above was presented at the meeting and would have resulted in further major issues and discussion and would have required a lot more time than established, therefore additional meetings must be set up to review said statement and issues

Parkway EA as it relates to the amount of land required to support the SWM System and therefore requirements an amendment. As outlined above to SWM Corridor/ULRSWM Plan and floodplain mapping are directly related to the Lauzon Parkway and will define the outline of the ponds, which may require additional or less lands and the interim require changes to the shifted parkway or further impact landowners along Little River Drain and corridor size change

-The Project team responded that the roadway improvements and locations approved through the Lauzon Parkway EA are not proposed to be relocated or changed as part of this study. The SSMSP study is refining the stormwater management strategy identified in the ULRMP which is currently under final review. The recommendations of this study are building on those established improvements. The transportation study that is being undertaken for the SSMSP project to review the internal collector road network. The SSMSP is using the findings of the Lauzon Parkway EA as a basis for the analysis and therefore must also review all major road system that include County Road 42 and Lauzon Parkway, but we all need to understand what the Plan outline of the facts and how changes occurred, that will also have further impacts down the road once all the plans are in place, as well as environmental changes or the need to address Climate Change. This, does not mean that the Lauzon Study Plan cannot be discussed or collector roads discussed or the related impacted to said landowner or the fact they may apply as well to other landowners being faced with the same issue as

Dillon provided an overview of the stormwater management alternatives. Based on the evaluation of alternatives the preliminary preferred option is to implement wet stormwater ponds that will provide both required quantity and quality control. The implementation of Low Impact Development measures (LIDs) were reviewed with ERCA. Due to the local soil conditions LIDs cannot be relied on to provide full quality control and therefore quality control to meet minimum stormwater guidelines is still required. Wet Ponds which will provide both quality and quantity control of ultimate condition runoff is preferred. It was further noted that they will be in discussions with the airport property, with respect to the wet ponds and again when asked (being surprised) if they have sign off from the airport, they responded with that they plan to have a sit down and have discussions, since the issue of wet ponds is an major issue around the airport today and was stated per affidavit before LPAT of being a major

problem and the fact said 3 wet ponds in the vicinity of the airport presents a major issues and a major hazards and the fact that the Airport were not listed as one of the item under Objectives and Criteria of impact hazards in the vicinity of the airport, since outline in the PPS as requiring approval and conditions as stated above and said hazards outline at the LPAT hearing and submissions submitted to LPAT

The project team met with the airport to discuss the potential use of wet ponds in the sandwich south area. The use of wet ponds will trigger the need for additional measures to mitigate water fowl which includes narrow linear wetted areas, provisions for permanent plantings and landscape that will be specified by our Natural Environment Team but include trees and other woody planting, interim measures after construction prior to the growth of mature vegetation.

has reviewed their notes and the statement that they have already had a meetings with the airport about wet pond is not correct and the fact that has made a point and asked the question, as to position of the airport, which is surprising and would have resulting in further discussions with respect to the wet ponds and would get back to with their response of planning to have discussions with the airport authorities/The City Of Windsor and further to the point the matter has been raised on may occasion and in emails sent to the SSMSP Team and the fact that the presentation material makes no reference to any discussion with the airport authorities, but rather provides support to the statement that the team plans to have a meeting with the airport/City authorities, which again raises the issue with respect wet located 40 m across the road would also be permitted across the road on airport property.

## 5. **REVISED** Floodplain Mapping Study

- The project team communicated the current progress to date related to compilation of the floodplain mapping for the study area, which has stated must be done shortly before the PIC # 2 for all landowners to seen this revised floodplain mapping for the entire SSD and key to any public consultation with respect to the SSMSP and the related facts as per said Flood Mapping Study by MacLaren 1985 as it relates to the 1981 flood within the SSD and other parts to the north within the City Of Windsor
- 5.2 Dillon identified that a two-zone concept has been approved for the Little River Watershed area where the floodway would be separated into two zones; the primary floodway and the secondary flood fringe. Dillon shared a draft Floodplain Map sheet for the subject lands to provide context of the findings of the flood plain mapping study. The blue areas on the plan identify lands in which are considered within the primary floodway (Zone 1) and would not be permitted for development, unless further studies confirm that it is considered a negligible impact based on analysis of the site. The red areas within the flood fridge (Zone 2) can be allowed for development, but must meet the minimum flood proofing elevation which will be discussed in the final regulatory mapping documents.

It was further discussed that the Floodway has identified as a Flood Hazard/ Natural Hazards and as per submit affidavit all lands flooded per the 1981 flood are a flood hazard/Natural Hazard as direct at and present at the LPAT hearing and requires the planning department to correct miss information, but the statement by A Godo that the present flood of the land in the area as shown by the MacLaren 1985 Mapping did not have the information at that time, but the point must be made that everyone knew of the 1981 flood issue and the fact surrounding the noted flood hazard Flood Hazard as outlined in the PPS by the province of Ontario and was us to justify labeling standard as all other within the said mapping area of the 1985 MacLaren as a F Hazard/Natural Hazard and provided justification for the SWM corridor to be defined under the classification of Non-Core Natural Heritage by the planning department, which lead to a response by Anna Godo that they (Planning and Lead Engineer who both have had extensive involvement within the area and all plans as well as definitions per the PPS) did not know that the Floodway would be the only area identified as a Flood Hazard/Natural Hazard, which then, saked if the records and definition amending the official plan OPA 120/CR42SP would be corrected and the response to was that is up to the planning department, which than requires a decision and response from the department, which expects a follow-up response.	s ed lood of
asked that the Dillon Consulting team clarify that a conflict of interest exists as Dillon is also the engineering consultant working the as well as well as working on the floodplain mapping for the as well as the entire SSMSP and all related study plans (such as Land Use and the required land SWM System/corridor and ponds) and the fact that they are a registered landowner/developer would have directly impact if the Lauzon Parkway EA Study Plan were to be open for discussions, as well as the requesting landowner, that did ask for the parkway to be the shifted to the west because of small corridor at that time and even asked for the Little River to be directed, but the fact that the corridor size has dramatically increased has basically removed any issue of dead lands and needs to have a full discussion with the City and	rea ect osed
Note: A separate consulting team is working with the the study area. Engineering work completed for that development is done completely independently from this study. All project work and findings of the SSMSP and floodplain mapping is only shared with other developers within the area upon receiving formal approval from the City of Windsor. The	

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point to be made is the connection and the fact said issues like the shifting of Lauzon Parkway to the west will possible have some impact to the being done with Dillon and the City and said information is also available to them as well everyone else if they are a landowner and would assume they have been reviewing the material and were included as part of the mailing address group, which you have stated that 2000 letter were sent out to all landowners and would have assumed SSMSP has had discussions with the and based on involvement throughout the entire Sandwich South District planning stages we both have been in attendance and involved in all matters of any planning in the Sandwich South District.

- noted that floodplain compensation is required unless it is demonstrated that there is no impact to the overall watershed. Dillon agreed. Never raised by but again the issue was raised as to how this could have been permitted when said area is in the flood plain as well as included in the SWM Corridor and will be required to have supporting Ponds along the corridor as part of the SWM System
- Again, it was that the flood hazard/natural hazards is redefined and with the new outline of Floodway Flood
  Hazard being redefine than the question of does the planning department plan to change with respect to
  their claim of land being all Natural Hazard as per mapping of the 1985 flood, or the response above that
  they did not know and the statement was in error because they did not know of the new Flood Hazard area,
  but the fact remains it is the submissions and part of the ruling released by LPAT and it must be noted that
  no one was present from the planning department at this meeting and would require further discussion.
- This entry section raises the issue Flood Hazards and 3.1 Natural Hazards of the PPS

5.3

- identified that there is a property (Service Road B east of Lauzon Parkway and on Lauzon Road) in the upper reaches of the watershed which has built up their land adjacent to the Little River Drain by 6 to 7 feet or more, potentially within and it is in the Little River floodplain/floodway as well as located within the SWM corridor. He has identified that this should not have been permitted, as it could have an effect on the overall watershed flooding throughout the entire system.
  - Dillon identified that they were not aware of this and based on coordination with ERCA, which is not true since the Dillon Team, ERCA, ULRSWM Team and the City of Windsor are all well aware of this matter updating the regulatory floodplain maps for the Little River watershed based on the latest topographic LiDAR and existing conditions, which than raises the issue and point of 3.1 Natural Hazards and further to flood hazards as well as 3.1.2 " per the PPS "Development and site alteration shall not be permitted." and assume all Team Members from Dillon , the City of Windsor and ERCA are all aware of this matter and must verify if said site has had site alteration or through on site field work. No other comments could be made at

this time in related to this noted private site grade change, therefore this statement does require a full responding comment and discussion. It must be noted since Dillon and specifically Ryan Langlois (who replaced Rob Muir) is new to the team was asked if all email have been forward, which he did state they have been forwarded and he is up to date, as well as again the fact the that the issue of lands located on the Service Road B just east of the Lauzon Parkway and including Lauzon Road have raised their elevation 6 to 7 feet or more and the fact that these lands as per Maclaren 1985 without question do identify these lands with-in the flood plain/ flood hazard /Natural Hazard per the planning department, as well as within the 325 m corridor per the ULRSWM Master Plan, which also identified that said lands will have SWM System ponds and everyone at the City of Windsor is well aware of the issue being raised and question for many years that date back to early 2017 and clearly visible evidence of recent and new fill being added right to the banks of Little River Drain and would assume noted in said field work inspection of the properties.

Further to the point and concerning is the fact the current updating/revising conditions will use the latest topographic LiDAR and existing conditions, but the standard for when one is asked to do a revised flood plain mapping it would be understood without question a comparison to any existing flood plain mapping or study plans would be fully investigated as to why said area has changed and permitted in an area as it relates to today's changing environment and addressing impact do to climate change, which Dillon has been involved in along with the City of Windsor as of recent with respect to the current Sewer and Coastal Flood Protection Master Plan that is still on going as well as the work that Dillon has been involved within the Sandwich South District dating back to Jan. 28, 1977 as well as the fact that everyone in attendance at our meeting of November 23, 2020 per revised Meeting Minutes as dated 3/31/21 with no response by the SSMSP, that they were not discussed or are in error, and must be stated the same point was raised at the Project Launch meeting held January 30<sup>th</sup>, 2020 to Patrick Winters and Nicole Caza.

It must be further noted when field work was conducted in the area along the Little River Drain, would have shown the landfill as being fresh and recent, which would have raised a red flag in an area identified as a SWM Corridor and clearly shown it as a land area that flooded in 1981 or the fact that in meetings held with the ULRSWM Team in the fall of 2017, if such condition does exist, that the land owner would be required to remove said fill.

was surprised when Ryan Langlois further stated that if you have a question as to why the landowner was allowed to raise their elevation, than you should go ask ERCA, which responded that this is not my job rather it is your job of this team and the entire team to have the answers as well as the fact that a ULRSWM team members is here today (Anna Godo) and would assume said

question would be directed to that team by Dillon, as well have further raised the point with a SAC committee member from ERCA James Bryant who at the meeting on June 9, 2021 and the fact that he has been copied on all emails, as well as the fact that both can verify the knowledge of this issue has been in discussion for a long time as well as others from the list per representatives from the City of Windsor, as well as the fact that the councillor from Ward 9 Kieran McKenzie together with have visited the site to verify the actual change in elevation and the fact with pictures included many emails have been forwarded to the mayor, all council members, SSMSP, ULRSWM Team and the CAO of The City of Windsor.

#### 6. Consultation

report. requested that correspondence between and the project team be included in the SSMSP report.

Dillon noted that all emails and other correspondence will be included in the final SSMSP Report, which is the problem and does not allow the other impacted landowner to read and see the further impact down the road or permit a clearly understanding to follow, since has been involved since 2007 to date as well as has submitted a Part II Order ULRSWM STUDY PLAN and an appellant before LPAT with respect to OPA 120 and therefore require all correspondence to be presented and must be available at each PIC meeting has been completed as well as any discussion with specific landowners and not included in final report, which will be too late for the everyone to read and be updated.

It must also be noted that page outlining the "What Have We Completed to Date?", which shows an open public meeting session in attendance never took place and must be removed, since it has no title date and provides a perception said such public meeting took place, which was confirmed as an error by the Team and no such meeting was held for the SSMSP.

Another key point was again raised when viewing the Land Use Map Legend is in error with respect to the title Open Space /SWM Corridor and Park/Private Recreation, which is very close in colour and very hard to identify difference and the fact that as per the Land Use Schedule D per OPA 120/CR 42, these lands are marked as Non-Core Natural Heritage, which requires one to going to the Greenway System Schedule C and read Natural Heritage Features and then under Core Natural Heritage lists Non-Core Natural Heritage with titles that includes Open Space & SWM System(SWM Corridor) and Parks, which requires a further note to the public and impacted landowners of how all this will further place restriction due to the fact in the City of Windsor Official Plan, Volume I,

Environment section 5.3.2.8 gives the city the authority to sterilize one's land in time, but does not guarantee any purchase of lands. Section 5.3.2.8, (Private Ownership)-"The designation of the Greenway System does not infer a commitment to purchase areas that are not currently under ownership, nor is it implied that such areas under private ownership are available for public use."

The next point than leads to the situation of the key question as raised in the Summary of PIC #1 and FAQ, with specific reference to Question # 10 of Expropriation/ Compensation of land of the proposed development by a third party, which is centered around the current land use/zoning as well as the new designated land use to establish a value, which when in dispute during expropriation may go to LPAT, and then to court and then we have another Spring Garden issue and continuing court battles with respect to land value in excess of 20 years and the fact the city has avoided providing a projected cost as it related to land acquisition as per their select option, since in truth we do not know the total land needed to be purchased within the Sandwich South District and any impacts that will result in depressed value and loss of developable lands and others will be able to develop their lands, which includes the airport property, because the City has selected the cities options to contain the ponds needed to support the SWM System, that will be on select properties for grouping development lands to handle SWM System rather than each development being required to address each of their SWM System, thereby reducing the future cost of maintenance for SWM System and the responsibility of pump station and related cost transferred to the City, but will approve to impact specific landowners from the developing their lands, while others will permitted to develop theirs lands including The City of Windsor airport property and what does the new hospital have planned.

-This is why has asked for group meetings and submission be included from all meeting rather than once the SSMSP has been complete/finalized for the public to read and be informed of all the issues and facts, but the city and Dillon prefer to have individual meetings, with limited time to restrict the information provided to the public and impacted landowners and allowed to hear all the issues, questions and answers or openly discuss how one will deal with the fact said lands have been identified under the official plan as being dead land and having no value for development, that is based on a SWM System plan to have some grouped developments as well as roadways to support the drainage system by selecting various lands to support and address any possible flooding events, which in reality are expected to bear the cost in reduced value and loss of DILLON CONSULTING LIMITED

developable lands, as well as the city reducing their further cost for maintenance down the road with further adding salt to the wound to said lands to be identified as Natural Heritage Features/ Non-Core Natural Heritage as Stormwater Corridors/ Parks and Open Space under the Greenway System and imposing additional restrictions and presenting a perception that today these lands have a connection to Natural Heritage other than the slender line along the Little River Drain, and also provide other land owners of being able to have their own system for development such as the Airport Property, that are public lands and possibly the system at new hospital.

### 7. Next Steps

- 7.1 The project twam will meet with the property owner once the material for the porposed PIC 2 is available. To have further Questions
- 7.2 The upcoming PIC 2 is scheduled for ealy Fall, the final date and details will be provided to Questions.

## **Errors and/or Omissions**

These minutes were prepared by Laura Herlehy, P. Eng. who should be notified of any errors and/or omissions. has provided the above changes of errors and omissions as per his records and notification of errors be forwarded to

#### Distribution

All Present

Wira Vendrasco – City of Windsor France Isabelle Tunks – City of Windsor Karla Kolli – Dillon Consulting Limited Dean Rice – Dillon Consulting Limited LH:jm

August 23, 2021

#### Additional Distribution:

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WFB: Sept. 19, 2021

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From:  Date: Thu, Jul 22, 2021 at 11:23 AM  Subject: Re: Sandwich South Master Servicing Plan - July 8  Meeting PPT  To: Herlehy, Laura < herlehy@dillon.ca>, Godo, Anna <agodo@citywindsor.ca>, Andrea Winter <awinter@dillon.ca>, Dean Rice <drice@dillon.ca>, Mikhael, Fahd <fmikhael@citywindsor.ca>, Tunks, France Isabelle  <ftunks@citywindsor.ca>, Hagan, Jeff <jhagan@citywindsor.ca>, Karla Kolli <kkolli@dillon.ca>, Loraine Mikhael  <li><li><li><li><li><mikhael@dillon.ca>, Winters, Patrick <pwinters@citywindsor.ca>, Langlois, Ryan <rlanglois@dillon.ca>, wvendrasco@citywindsor.ca <wvendrasco@citywindsor.ca>  Cc: Mckenzie, Kieran <kmckenzie@citywindsor.ca>, jabbs@citywindsor.ca&gt;, CAO Office (CCW) <caodept@citywindsor.ca>, mayor-drewdilkens@citywindsor.ca <mayor-drewdilkens@citywindsor.ca>, jbryant@erca.org <jbryant@erca.org>, Innes, Jayson <jayson.innes@stantec.com>, jhenderson@tecumseh.ca <jhenderson@tecumseh.ca>, Winterton, Mark  <mwinterton@citywindsor.ca></mwinterton@citywindsor.ca></jhenderson@tecumseh.ca></jayson.innes@stantec.com></jbryant@erca.org></mayor-drewdilkens@citywindsor.ca>  , Winterton, Mark  <mwinterton@citywindsor.ca></mwinterton@citywindsor.ca></caodept@citywindsor.ca></kmckenzie@citywindsor.ca></wvendrasco@citywindsor.ca></rlanglois@dillon.ca></pwinters@citywindsor.ca></mikhael@dillon.ca></li></li></li></li></li></kkolli@dillon.ca></jhagan@citywindsor.ca></ftunks@citywindsor.ca></fmikhael@citywindsor.ca></drice@dillon.ca></awinter@dillon.ca></agodo@citywindsor.ca>
RE: Sandwich South Master Servicing Plan- July 8th
Good Day, All Recipients,
The following is an additional follow-up to our meeting and some updates since our meeting as well as a reference to the email dating July 19th, 2021 as follows:
-1- The first point to be raised is a review of the website with respect to the SSMSP and check for any changes, which must be noted with respect to updates, which require a full review to see if any changes have been made or any additions by compared review on July 13, 2021, to July 21, 2021.
After review, it was noted some key points have changed, which would have been clearly been easier to follow if the team would have followed previous request to place a date tracking note at the beginning under the title to notify the public of any revisions or update. (Example -Update as of July 21, 2021)

email.

A) The first major point was the inclusion of the Sandwich South Master Plan EA-Stakeholders Advisory Committee (SAC) Meeting # 2 held on June 9th, 2021 as a request at our meeting on July 8th, 2021, which again should have been provided to prior to the July 8th meeting, which would have allowed for further discussion of matters discussed at that meeting. In the first quick review by of the Attendees, again a previous point was made of correcting the representation of the Property Owner which requires a key fact that landowners/developers, as well also having their planning consultant at the meeting. Note; the list of Attendees outlined for the 1st meeting of July 27, 2020, did list, as landowner, as Planning Consultant for The point to be made is is President and it is important for the City of Windsor and Dillon Consulting to be fully transparent of the facts as presented to the public, that they are also a developer as noted in the earlier

B) The next question, with respect to another property owner representative as listed on June 9, 2021, and was listed as an individual with interests in Agriculture and Future Development at the SAC Meeting # 1 of July 27, 2020, which also require some clarification by the SSMSP team as to the fact that the City of Windsor has or was a Manager of Transportation Planning by the name and has been listed as being present at various Environment, Transportation & Public Safety Standing Committee meetings for the City of Windsor as an attendant from the City of Windsor Administration, which clearly require to identify if that is the same person who is a member of SAC?

Note; The point to be made and raised by in the previous email and raised at the meeting of July 8 as to how a landowner could have been a member of SAC and when was the public notification and outline by the City of Windsor and Dillon Consulting published requesting if anyone from Sandwich South District and more specifically impacted by the dramatic size increase in the SWM Corridor, which resulted in major loss of land opportunities on said landowner property, as well as value and resulting impacts such as the Lauzon Parkway Study Plan and the ULRMD&SWM Study Plan, which is still ongoing, provided an opportunity to private landowners to be a SAC member by the SSMSP Team, which would have allowed to be a member of the team with the most knowledge and experience of all study plans as well as inter-related process matters and facts or any other landowner within the SSD.

The response by the SSMSP Team was said landowners were selected by the team, which then raises the question of a true and full representation by the public.

C) It is also of great interest to note that some key individuals are also listed as being involved in the SSMSP team such as James Abbs from the City of Windsor (Planning), James Bryant from (ERCA), France Isabelle Tunks from the City of Windsor, (Development Projects), Mark Winterton from the City of Windsor (Public Works) and Wira Vendrasco, since specific questions could have been asked of these individuals with respect to their involvement and previous responding statements as well as some key individuals absent, such as Steve Tuffin ( Director of Operations, Windsor International Airport, since the proposes selection of wet ponds in the vicinity of the airport is an open issue and not even listed as an Objective or Criteria) and Ward 9 Councilor Keiran Mckenzie.

D) The next major point to be addressed is the ongoing issue of the shift of the Lauzon Parkway to the west as requested and granted by said landowners and has been fully referenced in related emails with actual facts referenced and presented from the Lauzon Parkway/County Road 42 Study Plan of 2014, which clearly need to be reversed with the SWM corridor being increased to 325 m and requiring the shift back to the east to the Technically Preferred location or even further to address the intent to said corridor to be split 50/50 on each side of the Little River Drain.

Note; At the meeting of July 8th a response by Anna Godo (who has been in many meetings with respect to this matter and on record, did make a point of why the Lauzon Parkway was shifted to the west has nothing to do with the landowners request to shift the parkway, but rather the shift was because of another reason, is requesting SSMSP team or Anna Godo to provide the section in the Lauzon Parkway Study Plan, which defines the factual documented reason for the shift of the parkway to the west and counters has presented since this matter of the dramatic increase in the SWM Corridor the statement that has been released to the public and directly impact the Lauzon Parkway

As well as the section, has been raised to the SSMSP Team, other City of Windsor Administrative staff and City Council members the requirement as outlined in the Lauzon Parkway Study that states, when the said plan is impacted by major climate change issues and resulting changes in environmental conditions of the corridor, require review and modification as per email of 4/30/2021 and attachment (Exhibit #106) Lauzon Parkway Study Plan Chapter 7 page 7.3 dated January 20, 2014, duly require a response from the SSMSP team.

- is awaiting the minutes of the Meeting on July 8th, 2021, which should be forwarded this week.
- is also awaiting the response of the requested meetings for the week of Aug. 16th or Aug. 23rd, 2021.

will continue to review the revision and updates within the latest release of the SSMSP presentation site, as well as the presentation at the meeting of July 8th, 2021.

The final point wishes to outline is the confusion and inconsistency around the purpose of consultation and including the residence of the Sandwich South District, as well as the residence of the City of Windsor and Essex County region with full transparency of all the facts and fully display information to provide the full picture, with respect to the Sandwich South District, but rather continue to provide a lacks approach in handling the process and notification as well as to some degree to slip it through and not raise the attention or awareness of the SSMSP and related plans, which results in fast-tracking the consultation process even with pending study plans still ongoing such as the ULRWMD&SWM/PLAN, City of Windsor Sewer Master, Sandwich South Lands Growth Management Study and the Little River Floodplain Mapping, as well as the outline of development at the airport and the planned new hospital, which clearly would conclude that the SSMSP is premature at this time.

Respectfully

From:

Sent: July 19, 2021 4:12 PM

To: Herlehy, Laura < lherlehy@dillon.ca>; Godo, Anna < agodo@citywindsor.ca>; Andrea Winter <awinter@dillon.ca>; Dean Rice <drice@dillon.ca>; Mikhael, Fahd <fmikhael@citywindsor.ca>; Tunks, France Isabelle <ftunks@citywindsor.ca>; Hagan, Jeff <jhagan@citywindsor.ca>; Karla Kolli <kkolli@dillon.ca>; Loraine Mikhael <a href="mikhael@dillon.ca">mikhael@dillon.ca</a>; Winters, Patrick <a href="mikhael@dillon.ca">pwinters@citywindsor.ca</a>; Langlois, Ryan <rlanglois@dillon.ca>; wvendrasco@citywindsor.ca <wvendrasco@citywindsor.ca>

Cc: Mckenzie, Kieran <kmckenzie@citywindsor.ca>; jabbs@citywindsor.ca <jabbs@citywindsor.ca>; Hunt, Thom <thunt@citywindsor.ca>; Cooke, Michael <mcooke@citywindsor.ca>; CAO Office (CCW) <caodept@citywindsor.ca>; mayor-drewdilkens@citywindsor.ca <mayor-drewdilkens@citywindsor.ca>; jbryant@erca.org <jbryant@erca.org>; Innes, Jayson <jayson.innes@stantec.com>; jhenderson@tecumseh.ca <ihenderson@tecumseh.ca>; Winterton, Mark <mwinterton@citywindsor.ca> Subject: Re: Sandwich South Master Servicing Plan - July 8 RE: Sandwich South Master Servicing Plan - July 8 Meeting PPT

Good Day, All Recipients,

The following is a quick review of the presentation and a review of my notes taken during our meeting, which results in further discussion required to be scheduled another meeting prior to the stakeholders meeting of key landowners before the PIC # 2 Meeting.

The key reasons are as follows:

-1 -The original intent was to have a meeting to discuss responses of April 30, 2021, May 12, 2021, and July 06, 2021, as well as a discussion of minutes revised by on 3/3/2021 and submitted on March 10, 2021, and a review of the PIC # 2 draft presentation package and answer any questions and the intent to schedule a meeting with after the PIC 2, in advance of finalizing the Master Servicing Study Plan for the PIC # 2, which may require additional meetings due to may points still not answered or issues to be addressed prior to the PIC # 2, and with the key stakeholders and landowners having a full meeting altogether before the PIC # 2 meeting

Note; the original time was set for a 1-hour time slot (10:30 till 11,30 and at the request by ask for additional time, which was extended to 12:00, which did go till 12:30 pm and asked if any further points to be discussed, which clearly could not be answered in truth, because the matters have been presented, that needed more time to review and point out issues.

Clearly, it would have been better to have a copy of the presentation, but not fair to expect one to provide lands as well as the overall Sandwich South District and other landowners to address equal and consistent treatment with the time originally set as well as addressing all the other matters as noted above and very concerned that the project team have plans to provide opportunities for landowners to have individual meetings, but to date have not sent out any notifications for these engagement opportunities, as well as said meeting, should be held as a full open session for all to view, and participant first before PIC # 2, since all the facts must be open for viewing for the entire SSD

- -2- Major change in the direction of the Sandwich South Master Servicing Plan for the SSD to now focus on the East Pelton area and the OPA 120/ CR42SP, which needs further discussion on all factors of infrastructure and servicing matters
- -3- The status of the ULRMD&SWM Study Plan was not discussed, with the key element being the SWM Corridor and must be part of the major matters directing the SSMSP.
- -4-Continuing issue with the Lauzon Parkway Study Plan with specific reference to the shifting on Lauzon Parkway intersection to the west at County Road 42 as requested by the landowner and approved based on a smaller corridor size, which has dramatically changed due to direction by MECP and Climate Change, but the response by and Anna Godo, with no countering response by the team of an error of Anna Godo statement, that said reference and facts as presented by seemed as per sections of the Lauzon Parkway Study Plan for the reason of the shift to the west is correct, but rather the shift to the west was permitted due to another reason. ( Note, to date has not found anywhere in said study plan that outlines another reason or to date has been referenced in the past or at the LPAT hearing until July 8, 2021, which today requires a full reference to the fact, evidence, and the specific section within the Lauzon Parkway Study Plan, which identifies another reason for the shift to the west other than the fact of the corridor size.

the west.

-5- At the meeting, it was noted, that the original scoop of the SSMSP is to outline the entire SSD, but it was
stated said SSMSP will now be centered specifically or focused directed to the East Pelton and the
OP120/CR42SP due to development pressures, which then raises the question, that the title must be
changed as well as the outline of the study to develop a strategy to implement future, which must also
outline the plan of the major elements for an interim period.
( Note this is a major change to be presented at this time just before the planned PIC 2 meeting and key

-6- Collector road alongside lands and shift to the west to date does not provide justification and concerning response with respect to access to County Road 42 or the fact that the change was requested to provide for a straight road rather than curved if possible, but as per the presentation does outline new proposed road with curves, which truly contradicts the shift of collector road next to

stakeholders/landowners meeting, which must be held before the PIC # 2 meeting.)

-7- Lacking notification by the City of Windsor and Dillon Consulting truly seems to bypass full transparency of all the facts and accountability of presenting the truth on related matters or any changes due to Climate Change, so as not to create an environment of questioning one's trust. (For example, the Lauzon Parkway outlines a section that requires a review of the Study Plan and requires an update, when environmental changes occur that will impact said the study.)

-8- Issues on Service Road B and raised elevation and response have no merit and require similar mapping to be presented of the key area north of County Road 42 for public viewing and the fact that the said study for revised mapping is to update any changes from the original mapping per 1985 MacLaren maps of the 1981 flood, which is also import for the residence of Ward 6, Ward 7 and Ward 8 to be included in the review as well landowners upriver such as questioning the elevation on lands on Service Road B and Lauzon Road to be permitted to raise elevation and impact or increase flood conditions upstream since these lands are within the 325 m corridor and have now reduced lands that flooded in the past, therefore creating an impact to the north and to the south and specific to lands. The SSMSP must investigate the past and present, which is part of the requirements of the SSMSP.

-9-Further discussions on the SWM System for the entire area of SSD must be presented, which includes the airport property.

-10- Major factors and requirements by the airport property must be included in the Objectives and Criteria, with specific reference to the ponds and should be part of the presentation since wet ponds in the vicinity of the airport, which seems to be another miss-step by the SSMSP, when they have prepared this presentation and the question was asked, with a response that further discussion will be held with the airport for their comments, but in reviewing the SAC Members of July 27, 2020, a representative from the airport was present and would assume an airport representative would have been present at the SAC meeting held on June 9, 2021, as well as requirements for the hospital site and outline by the airport of their development plans.

(10 a)Note; has asked for a copy of the meeting minutes held on June 9, 2021, which must include the name of the individual with respect noted meeting, as well as the current example of the wet pond with sizes and location, clearly seems to exceed the 325 m. corridor size, as well as the high light of the red mark for flow restriction at Little River and County Road 42 and Little River and Baseline. -The point of SAC minutes will be provided once PIC 2 is released does not allow said minutes to be review at this time especially since lands' are a key point with respect to these discussions SSMSP and all other plans, as well as further discussions as to why was not included as a team member of SAC,

and therefore require minutes to be forwarded to asap prior to additional meetings requested below.

- -11-Missing full information and disclosure or correction of items previously raised as well as key representatives from the legal department, planning department, ERCA, Stantec, and the 3rd Party Review or at minimum a copy of their correspondence of, as well as existing land use map and request to define Non-Core Natural Heritage and Greenway System, with further discussion of the staging of development, and a full explanation of the Lauzon Parkway Alignment to reflect final functional design from the Lauzon Parkway EA Study Plan, which would again require discussion of the shift of the parkway to the west as raised earlier above and must have a further outline of County Road 42, as well as outline plans for an interim plan for both, which when asked by why no presentation of these major road was included, had a response from the team that one can just go and look the Lauzon Parkway Study Plan.
- -11a- Additional clarification of Transportation Network, on development to utilize existing road network and Schedule C EA Study Plan 8th and 9thConcession Road ROW.
- -11b- Further review with Ryan on Floodplain Footprint and many related more factors.
- -11c- Stormwater Pond and PumpStations must be discussed and discourage temporary stormwater management measures or the statement by SAC for an SWM Strategy is design to be flexible to support individual landowners to proceed independently while minimizing the number of total SWM facilities, which seem benefit some landowners and impose restriction on others.
- -12- Still reviewing the Natural Environment page for the development of a Natural Heritage System (NHS), with specific reference to linkages of wood lots, which seems to be a problem since the airport must also sign off since the wood lot have removed the linkage of their lots due to a wildlife hazard issue on airport property, as well as some outline of trails seem to be missing, which then raises the question of another wildlife crossing at County Road 42 as well Lauzon Parkway, which would be similar to the current review of new wildlife crossing construction in the Ojibway Wildlife area.
- -13- Please sent up a meeting for the week of August 16, 2021, or, week of August 23, 2021, for any day from 1:00 pm with at least a 3-hour timeline,
- -14-The planned timeline for PIC #2 and individual stakeholders and the final report to be released for public review and presentation before the city council meeting truly presents a position of fast-tracking the process and providing for no full open consultation, addressing issues as well as directly related to the study report of the ULRMD&SWM Study Plan, which truly requires said plan to be first before the SSMSP.
- -15- Require all maps from County Road 42 to the CP Tracks to view the SWM plan to the north, as well as the East Pelton Area and the OPA 120/CR42SP, which must cover the Little River Area.
- -16-Further discussion of revision of the (Flood line, Flood Fringe) and the (Floodway and Flood Plain) and Flood Hazard, which have changed the Official Plans, OP 60, OPA 120/CR42SP, and East Pelton require input from the planning department and resulting changes/revision and further discussion on elevations and values
- -17-As we agreed on the bottleneck at Little River and CP Tracks, and all tributaries converging in the same area, which then opens the discussion to the SWM Corridor and revisions, as well as the fact that all drains currently have major foliage growth, and debris/rubish that restrict flow going north or the current flow restriction at the County Road 42 culvert and Little River.

- did request a full cross-section of the full SWM Corridor, which includes and covers the 325 m area with Little River, ponds on both sides, and the balance of the lands and land use identification as presented is in error and does not fully outline the request for Non-Core Natural Heritage/ Greenway System.
- -19- A major issue does center on the use of Wet Pond with a permanent pool and the fact that they are not permitted in the vicinity of the airport as outlined in the PPS and in the affidavit of Mark Winterton and the fact the current three wet ponds currently causing a major problem for the airport and completely not on the checklist chart of selecting the preferred option of wet ponds or dry ponds ( May a large culvert should be constructed down the 9th, across County 42 and into the airport property and use all those lands as further support and back-up for the SWM System and enter into the Little River System rather than using private land and would save money, with respect to land acquisitions)

Note; the construction of the wet ponds (which are not permitted in the vicinity of the airport) and corridor area seems to require a lot of reverse direction/elevation, which seems to be the same issue pointed outline by Mark Winterton as to why airport property cannot be used to support the SWM System and of current problems with of 3 wet ponds in the vicinity of the airport in the north.

- -20- Again missing ponds east of Baseline Road, Little River, and Lauzon Parkway.
- -21- A major issue with respect to the SAC members and the last Meeting on June 9th, 2021 must be sent asap and must include names to said questions and answers, which has always how the meets are recorded, as well as the issue of conflict of interest, has not been addressed or the selection process of general landowners have not been included or and individual good verst of the matter within the SSD.
- -22- More discussions are needed to discuss Floodplain Mapping, Floodway, Flood Fringe, and Flood Line as well as Flood Hazard after further review of information provided after meeting.
- -23- As well the owner of will make an actual visit to the property for further inspection of the area marked as a floodway outside of Little River and as well are requesting field reports of how and dates of actual reported information as shown on the map must be provided.
- will continue to review the presentation and will be awaiting the meeting minutes of July 8th to check any points missed in preparation before our next meeting as well as any other issue missed prior to the stakeholder meeting of impacted landowners and then the PIC #2 and should have a public release copy of the draft final plan before it is submitted/reported to the city council prior to the public 30-day review period.
- -26-Clearly, this study has a lot of connections to other studies, but the main question and issue are keys studies such as the Sandwich South Lands Growth Management Study Plan, Little River Floodplain Mapping, Upper Little Watershed Master Drainage & Stormwater Management Study Plan, and the City of Windsor Sewer and Coastal Master Plan are all on-going and one would conclude that the SSMSP is premature in going forward at this time or must be conditional once all other studies have been finalized, that may require correction to the SSMSP.
- -27- The point to be made is a plan to have property specific discussions with key landowners, with respect to their property who may be less informed or have not been involved with the entire process and all other studies, with related impacts and must be able to understand the material as it related to the entire Sandwich South District, therefore it is import to have a full public meeting with key landowners altogether,

which as provided earlier is possible and can be done unless the city and the consulting firm wishes again to control the process under the current reduced covid process of public information, input and consultation under a low key approach which does not allow any further public Request Part II Order, with minimum input and further up governing body oversite or should they follow a more open public notice as attached by the Town of LaSalle.

## Regards



Bush, Zachary <zbush@dillon.ca>

# Sandwich South Master Servicing Plan PIC 2

Wed, Sep 22, 2021 at 9:10 AM

To: "Herlehy, Laura" < lherlehy@dillon.ca>

Cc: "Kolli, Karla" <kkolli@dillon.ca>, Zachary Bush <zbush@dillon.ca>, "Winters, Patrick" <pwinters@citywindsor.ca>, "Winter, Andrea" <AWinter@dillon.ca>, "Tunks, France Isabelle" <ftunks@citywindsor.ca>, "Mikhael, Fahd" <fmikhael@citywindsor.ca>, "Hagan, Jeff" <jhagan@citywindsor.ca>, Loraine Mikhael <lmikhael@dillon.ca>, Ryan Langlois <rlanglois@dillon.ca>, "Vendrasco, Wira H.D." <wvendrasco@citywindsor.ca>, "Mckenzie, Kieran" <kmckenzie@citywindsor.ca>, "jabbs@citywindsor.ca" <jabbs@citywindsor.ca>, "Godo, Anna" <agodo@citywindsor.ca>, "Hunt, Thom" <thunt@citywindsor.ca>, "Cooke, Michael" <mcooke@citywindsor.ca>, "CAO Office (CCW)" <caodept@citywindsor.ca>, "mayor-drewdilkens@citywindsor.ca" <mayor-drewdilkens@citywindsor.ca>, "jbryant@erca.org" <jbryant@erca.org>, "Innes, Jayson" <jayson.innes@stantec.com>, "jhenderson@tecumseh.ca" <ihenderson@tecumseh.ca>, "drice@dillon.ca" <drice@dillon.ca>

### Good Day, All:

The following is a quick review response to your response below with the key issues to be addressed and also discussed at the meeting of Sept. 8th and information provided or not provided for the presentation or included in the documentation, with more to follow;

- A) The response lines shown does also the actual area of the airport lands as they define the area of lands that are directly related to the operations of the airport, while the remaining lands are highlighted for future employment outside of the airport operations.
- B) Another question was raised about the airport and the proposed drainage along CTY RD 42, which is still to be answered and as stated flowing into the ponding line onto lands, which then raises the question of SWM System and the planned meeting with the airport to provide airport lands to support the system, which one would hope to be released shortly.
- C) The key important question asked at the meeting as to when was the Summary Section of PIC # 1 was added to the website and my reference copy makes reference to Master-plans/Documents/PIC 1 Summary and FAQ (17JUN21).pdf) provided by the public for the period of Sept. 24, 2020 - October 31, 2020, which was extended till the end of the year of 2020 due to the lack of notification to the public as raised by but the original period did give at least 30 days or more and one would hope that the same number of days would also be applied and not the period from the date that information was to be released on Sept 9 and till Sept. 30, 2021, which is not 30 days and the fact that it was not released until Sept. 13, 2021

Please confirm the release date, which would indicate that it took 6 months for the Summary of PIC #1 to be completed and then raises the question of the plans/steps going forward to present the final study plan and send it to the council before the end of the year.

seems to have missed the section outlining the water supply lines, please provide the location within the presentation, or also the needs to be addressed and outlined by the City of Windsor in the SSMSP.

The following is directed to the responses as marked in BOLD

1) -Your reply seems to address the lack of the presentation not being posted on the website, you did forward the information to but the website was not actually updated and posted till some time after 8:00 am on Sept. 13, or the fact that notice date would imply that the website was updated on Sept. 10th would be incorrect, and therefore would require the date of Sept. 30, 2021, to be extended till Oct. 4 or 37 days, that would be some were around Oct. 18th, 2021 as allocated for PIC # 1 especially with all the information to be reviewed for one to provide a true-time period of consultation for questions and comment, as well as the fact that key study plans are still to be completed and released to the public.

The question of restricting time by the City and Dillon of not permitting time for questions on material not provided earlier or in advance to actually view the material continues to be crafted plan in avoiding the intent of full open public input or to control the process to reduce any concerning issues or raised red flags from the public as well as lack of information to the public clearly presents an approach of fast-tracking, controlling the process, restricting process, reduced feedback, which threads closely to dictatorship.

- 1a) you have not included the full figures maps with all the information, that was not part of the full PIC #2 did try to reference some of the figure maps and make reference to the Legend Area as follows that are in error and do not agree with Figure #1 or present the full picture of SWM System being merged with Nature Heritage Features under the Greenway System and said underlining impact to landowners of lands being frozen in time.
- Figure 3 -identifies Stormwater Management Strategy with an area of Open Space/Stormwater Management, which in the true sense requires Open Space to be marked in another colour since at no time has the two been combined in any presentations or discussions or the fact that your actual outline in the presentation material to have used the word "Open Space" as well as your statement and reference to be combined into Natural Heritage Areas in the NOTE section, which requires further discussion and not addressed at our meeting of Sept. 7, 2021, or for Figure # 4 and # 5.
- -Figure # 4 -also has a new Identification area described as Open Space/ Stormwater Management Corridor, which does not make sense and requires further explanation and correction.
- Figure # 5 also has a land identification not present or available for review by the public to make a comment or propose a question on a colour ID that refers to Natural Heritage and then shows OpenSpace/ Stormwater Management Corridor, or a colour ID referencing Open Space/Stormwater Management Corridor.
- -1b) It must be noted that these above references and land identification do have an impact on land value, which must be understood and presented to the impacted landowners, that will result in depressed values and the fact that by select option by the city clearly restrict said landowners from development, while others will be permitted the benefit from development, that includes the airport property, as well as the process of land acquisitions and expropriations as it relates to the Sandwich South District (SSD).
- -1c) -As well another point to be mentioned is the Sandwich South Master Servicing Plan -Municipal Servicing Alternative and Preferred Options for the Public Information Centre # 2 (PIC #2) was not provided in the presentation at the meeting, which has a key element in Section (Table 6.3 Be Cost Effective and Provide Value, which again under the select option of Wet Ponds and centralized facilities make no reference to the landowners subject to the process of land acquisition/expropriation and receiving the value compensation of developable lands and with outlined approach reduces the future maintenance cost to the City, which seems to imply these impacted landowner/private landowners are to be labeled as the sacrificial lambs and bear the cost for not being allowed to benefit of developing their lands.

- 2)- Your response and acknowledgment of the request for a revision date to be added to the website is actually late to the process, which has been a request since the beginning, but at least the message has finally been acknowledged, but this process is approaching the tail end of the timeline.
- 3)- it is of hope that the additional questions and comments presented by reviewing of the material will be updated asap for public viewing prior to the final report as well as responses submitted additionally to the survey are uploaded and not summarized as was done for PIC #1 and stated that this is the direction by the City and Dillon, with all full submissions and material by individuals to be placed in the final report for pubic viewing would again support the controlling of information from the public and truly late in the game.
- 4) -Again the request for the meeting on the week of Oct. 4th is to review all open-ended questions and clarification of the response to date, with your point of addressing stormwater drainage to the north onto airport property and land north to the CP tracks, as well as the revised full flood plain of the Sandwich South District and the review of the draft final ULRSWM Master Plan, are planned for another date down the road, which in the review of the sections under 6.0 for "Evaluation of Alternative Solutions for Stormwater Management" has no reference to wildfowl or wildlife hazards on the airport property and in the vicinity of the airport or any section that identifies the full input or of planned Stormwater Management Solutions by the airport especially since they have three ponds currently have and continue to be a problem at the airport or if this new outline layout can be used on the airport property to support some of the SSD areas' SWM System.
- 5)- It is hoped that the presentation meeting numbers of Sept. 8th can be released by the end of the week, as well as clarification of the understanding of not all attendances were present at both consultation meetings.
- -The next point to be raised refers to the number of individual property owner meetings held and makes noted to the total of 19 owners and then would clearly make it possible to have a full meeting with all these impacted landowners together at one time prior to the release/draft of the final report for a final consultation meeting and would require a suitable amount of time to be discussed as well as the said draft final report would be sent out at least 10 days prior to the scheduled meeting to allow amply time for a review of the material by the owners to propose their questions.
- 6)- As a further question, your list also makes reference to the individuals from the various departments from the City of Windsor and would assume they would have been involved along with members from Dillon and it would be of great interest to have a list of the key individuals involved in the preparation of the proposed material that was prepared for SSMSP.

will be providing more comments and issues with respect to PIC #2 and will make references to the Monkey Survey ( with limited space for comments and does not provide for one to print out the comments for ones' record) of additional material to be submitted, that was similar to the PIC #1 Survey, which did not include all submissions by since the SSMSP as directed by the City provided a condensed summary of a chosen path for selective reporting and did present all the impacting issues by but rather presented a summary of the FAQ, which again is another example of controlling the process.

The final point to be made of this process and the direction by the City to SSMSP Team is the fact of lacking transparency, with compressed timing in a controlled environment, which raises the question of creditability and accountability.

Sincerely

# Additional Cc will be forwarded to all City Council Members

From: Herlehy, Laura < lherlehy@dillon.ca>

Sent: September 10, 2021 3:03 PM

Cc: Kolli, Karla <kkolli@dillon.ca>; Zachary Bush <zbush@dillon.ca>; Winters, Patrick <pwinters@citywindsor.ca>

[Quoted text hidden]

[Quoted text hidden]



# Sandwich South Master Servicing Plan PIC 2

Wed, Sep 29, 2021 at 10:43 AM

To: "Herlehy, Laura" < lherlehy@dillon.ca>

Cc: "Kolli, Karla" <kkolli@dillon.ca>, Zachary Bush <zbush@dillon.ca>, "Winters, Patrick" <pwinters@citywindsor.ca>, "Winter, Andrea" <AWinter@dillon.ca>, "Tunks, France Isabelle" <ftunks@citywindsor.ca>, "Mikhael, Fahd" <fmikhael@citywindsor.ca>, "Hagan, Jeff" <jhagan@citywindsor.ca>, Loraine Mikhael <lmikhael@dillon.ca>, Ryan Langlois <rlanglois@dillon.ca>, "Vendrasco, Wira H.D." <wvendrasco@citywindsor.ca>, "Mckenzie, Kieran" <kmckenzie@citywindsor.ca>, "jabbs@citywindsor.ca" <jabbs@citywindsor.ca>, "Godo, Anna" <agodo@citywindsor.ca>, "Hunt, Thom" <thunt@citywindsor.ca>, "Cooke, Michael" <mcooke@citywindsor.ca>, "CAO Office (CCW)" <caodept@citywindsor.ca>, "mayor-drewdilkens@citywindsor.ca" <mayor-drewdilkens@citywindsor.ca>, "jbryant@erca.org" <jbryant@erca.org>, "Innes, Jayson" <jayson.innes@stantec.com>, "jhenderson@tecumseh.ca"
<jhenderson@tecumseh.ca>, "drice@dillon.ca" <drice@dillon.ca>, "Francis, Fred" <ffrancis@citywindsor.ca>, "Costante, Fabio" <fcostante@citywindsor.ca>, "Bortolin, Rino" <rbortolin@citywindsor.ca>, "Holt, Chris" <cholt@citywindsor.ca>, "Sleiman, Ed" <esleiman@citywindsor.ca>, "Gignac, Jo-Anne (Councillor)" <joagignac@citywindsor.ca>, "Gill, Jeewen" <JGill@citywindsor.ca>, "Kaschak, Gary" <qkaschak@citywindsor.ca>, "Morrison, Jim" <imorrison@citywindsor.ca>

RE-Part #1 C -Comments & Consultation for SSMSP PIC 2 (Stormwater Stragey)

### Good Day to All;

proceeds to the next part/section, an identification of the area raised in Part #1 B under attachment 4th and 5th item (i) was a reference to the disputed lands of the South Cameron District within the City of Windsor, which the Mayor had raised the issue with the use of Wet Lands and had removed said identification and the statement of lands being sterilized from development, which is actually the same condition being applied by the City with respect to their select options of imposing the same restriction on selected impacting landowners of being sterilized from development in support of their overall crafted plan and select options to be imposed on selected landowners.

It is important to further note that the most critical and main directive/policy by the City is to be transparent and accountable to the matters in Part #1 B, as well as all matters, which by any measuring chart or poll has been a complete failure of transparency and accountability.

This section is directed to the Revised Littler River Watershed Floodplain Mapping (ongoing) is an update and clarification of the Flood Risk Mapping done by MacLaren 1985 Mapping as it relates to the 1981 flood of the area. These maps have not been presented until recently after raised the issue shortly after the Project Launch on January 30, 2020, and were updated to the website, and have never been presented by the City or included in OP 60, OPA 120/CR42, ULRSWM Master Plan and Lauzon Parkway Plan or additional references to be outlined in other section until submission material was forwarded by the City to LPAT and part of the material at the hearing.

### Attachment;

-1st attachment is the combined mappings (done by of the 1985 McLaren Map No. ERI-4, 5, 1, and 2 (with respect to the 1981 Flood) as can be viewed on the website of the SSMSP under the "Little River Floodplain Mapping" that is items # 2 for the Little River Report- 1985 and item #3 ERCA Flood Maps of -1981 Flood Event and 1985 Reg Mapps and how important it is to have the Revised New Flood Mapping complete now for comparison before the SSMSP proceeds any further and not make a statement as per Page 16 of presentation at PIC 2 and requires that Future Public Consultation Floodplain Maps (to be completed by ERCA/ ULRSWM Master Plan and are ongoing/reviewing), which truly presents a process of

being BUTT-BACKWARDS since one needs to understand how one can be attempting to complete the SSMSP Plan that is controlled by such a major significant Study Plan to be applied to all other plans including the Lauzon Parkway Study Plan that is needed to fully be reviewed by the public before it goes to council and then one will review all other plans of said information and changes before going forward and completing the SSMSP, which will require any third PIC meeting since any future review of final plan, presentation to council and than the 30day review period or submission/request of a Part II Order carries no weight or meaning only permits the filing of a dispute unless said dispute has something that falls under Indian Rights/Treats, which the SSMSP Team failed to fully explain and has on many occasions, but as per the teams' response, they outlined that the matter in full will be stated at a later date, which after the final plan is completed and sent to council for approval or as they have stated, that if the public wishes to know more about the changes of Part II Order, they can go look it up, which than raises the question of why not just tell the public now since it is a public information center meeting or is some secret reason that they do not wish to discuss or inform the public at this time.

- (i) -It must be further noted that the continued reference to SSMSP and the "Purpose and Objective is to establish a Master Servicing Plan for the Sandwich South District/ Area and to build upon the complete Plan of the Lauzon Parkway Study, but a lot of information and areas within the MSP have not been referenced, that also includes the airport property, with a statement that the Lauzon Parkway Study Plan is the controlling governing factor in establishing the Master Servicing Plan, rather a plan that is also controlled by the ULRSWM Master/SWM Corridor, as well as the Revised Floodplain Mapping of 1985 MacLaren, but the City does wish to discuss the Lauzon Parkway Study Plan even when all the defining facts are driven by Environmental Changes and Climate Change.
- (ii) it must also be noted that MAP NO ERI-6 and ERI 5 will be of interest to the public in Ward 8 and 7, which outlines the Flood of 1981 per the MacLaren 1985 Mapping and the comparison with the new Revised Flood Mapping, since of recent areas and new development within the said section area continue to have flooding issues as well as the approved development of 9 condos' next to Little River Drain off of Lauzon Road, as well as additional areas to the north also being impacted by flooding issues.
- -2nd Attachment is the mapping completed by Dillon outlining the CR42 Study Area, and areas outside the CR42 Study Plan as per their presentation of Existing Natural Heritage Features with the area marked in a yellow solid shaded area that is marked as Regulated Limit (ERCA) and then the next key identification is the lined block in orange is the Area marked as Environmental Policy Area, which may be difficult to view but it runs along the Little River Drain, with the key point to be made will also be viewed further once one compares it to the full mapping of the Revised Floodplain Mappings within the Sandwich South District as well expanding review of elevations, that will be compared for any changes and require further review and discussions, that will also include the airport property.
- -3rd attachment is a photo of the lands on Service Road B East of the Lauzon Parkway, which requires further discussion once the Revised Map of Flood Plain is released and reviewed prior to SSMSP final documentation, that will allow further discussion of how landowners on Service Road B and also on Lauzon Road have been permitted to raise elevation by 6 to 7 feet and require a full investigation by the SSMSP Team, that has been raised a number of times and have been avoided with no response since they are currently doing the revised flood plain and had completed their fieldwork, but it must be further stated the same questions have been raised back in 2017
- -4th & 5th Attachments with the 4th providing additional review of elevation as well as the direction of flow, that will be considered when identifying the SWM System and Corridor as it relates to the 5th attachment that presents Municipal Drainage and Preferred Land Use Map dating back to Nov. of 2017 and then comparing the full figure map of the Stormwater Strategy CR42 Figure # 5(SSMSP PIC 2), and then

looking at attachment # 5, which also show (2) red dots at Cty RD 42 and Little River and then the other at Baseline Road and Little River, which show the linear channeled ponds, flow direction on collector roads as well as the two main roadways of Cty Road 42 and Lauzon Parkway, that also need to be further discussed, as well as awaiting the position from the airport/city of taking on some responsibility for the SWM System, since this area will also be required to handle storm sewer drainage and the fact that wet ponds are permitted in the vicinity of the airport and would be of no issue to apply the same on the southern portion of the airport property along the north side of Cty Road 42, since as per the 5th attachment does only identify SWM System will handle at that time 96.6 ha or just under 240 acres of that land required or the fact as earlier outlined in Part # 1- B per catchment ID 2115 of only handling 113.58 ha or 276 acres seems to be short and will require further investigation once clarification of airport lands and roadway have been included as to how they will handle SWM drainage, which at the end of the day places a lot of importance as outlined in Figure # 5 of and the amount lands asigned to support the area linear channeled ponds.

(i) All of the above continues to be explained on how much land is needed to support the SWM System and in reviewing Figure 5 (SWM Strategy) fully requires an explanation of the remaining lands of of the linear channeled ponds that are still remaining within SWM Corridor, while some other areas within the CR42SP and East PeltonSP have not taken the same amount of land to the extent of boundaries on while at the same time with the linear channeled area in the southwest corner of show an expansion fo land into the SWM System.

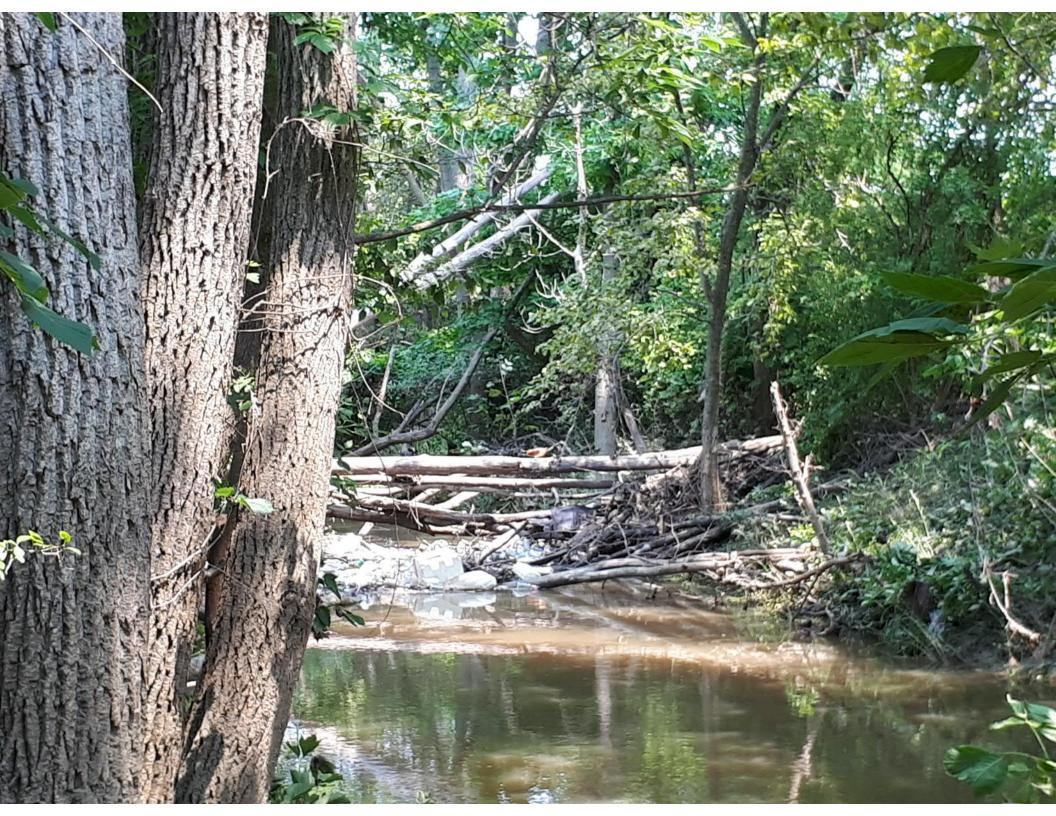
(ii) It must be further noted that the same questions of how much land is available for development as outlined above are also of great importance to other impacted landowners (private lands that will be needed to be acquired at a cost and do they reflect or represent a value of development lands), that are asking the same question, which is based on your selected option to provide an SWM System for the SSD.

-6th - attachment is a map of the airport property that presents the Land-use Plan as present by Dillon, which identifies Open Space/ Natural Heritage and Proposed Land Acquisitions (which have been acquired), with the outlined boundaries and then when reviewing the above attachment of Existing Natural Heritage by Dillon also identifies an area in the solid yellow marking as Regulated Limit (ERCA), with its displayed boundaries and then when comparing these two (2) different mapping to the SWM Strategy Figure # 5, with specific reference to the lands identified as Future Employment and reviewing property lines clearly looks like the boundaries have been shifted as it relates to property lines showing a reduction of open space, Regulated Limit (ERCA) and the proposed Land Acquisition area now in Figure # 5 having been altered and included in Future Employment, as well as the discussion of the round-about going north into the airport at Con 9 at County Road 42, which was not shown in your Road Mappings and the entire section will require further discussion and also providing Storm Sewer Drain Plans as it relates to the Airport Property development Plans/servicing for the entire area.

Further points and issues in other Sections/Parts may reference the above material.

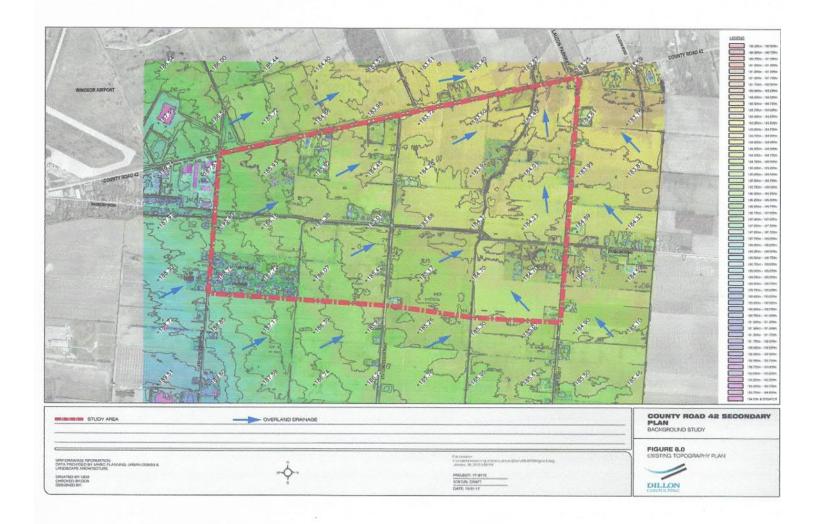
Again, please forward the above to Survey Monkey to also be noted as a response since their platform-style does not allow for lengthy comments with attachments to be typed and printed out for one's own record as a means of correcting an error or omission of the issues.

Regards		



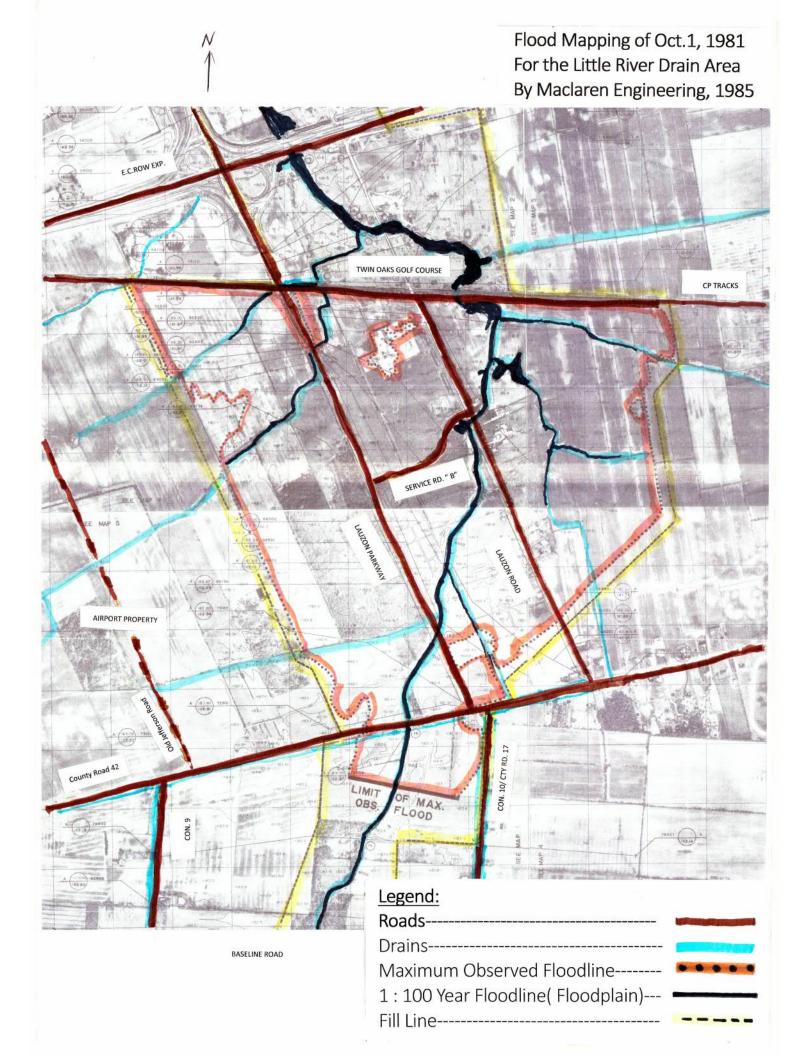






M 3H







#### Windsor Regional Hospital Country Road 42 Secondary Plan

#### Study Area and Existing Natural Heritage Features Figure 1

Study Area

Local Road

Local House

---- Arterial Roads

— Drain/Watercourse (MNRF)

Provincially Significant Wetland (MNRF)

Waterbody (MNRF)

Wooland (MNRF)

Regulation Limit (ERCA)

Environmental Policy Area (City of Windsor)





MAP CREATED BY: SFG MAP CHECKED BY: MOP MAP PROJECTION: NAO 1983 UTW Zone 13



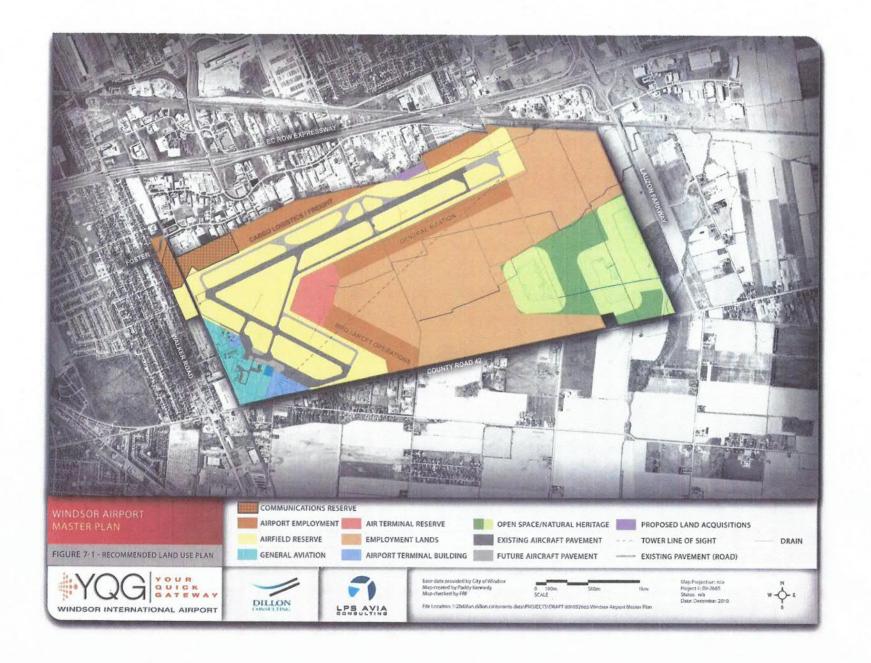
PROJECT: 175686 STATUS: FINAL DATE: 11/21/2017



py 37

MUNICIPAL DRAIN AND PREFERRED LANDUSE MAP

DILLON





### RE: Summary of Ward 4 Meeting(Nov. 3/2021)

2 messages

CAO Office (CCW) <caodept@citywindsor.ca>

Thu, Nov 4, 2021 at 4:21 PM

Cc: "Mckenzie, Kieran" <kmckenzie@citywindsor.ca>, "Winters, Patrick" <pwinters@citywindsor.ca>, "Tunks, France Isabelle" <ftunks@citywindsor.ca>, "Mikhael, Fahd" <fmikhael@citywindsor.ca>, "Hagan, Jeff" <jhagan@citywindsor.ca>, "Vendrasco, Wira H.D." <wvendrasco@citywindsor.ca>, "Abbs, James" <jabbs@citywindsor.ca>, "Godo, Anna" <agodo@citywindsor.ca>, "Hunt, Thom" <thunt@citywindsor.ca>, "Cooke, Michael" <mccooke@citywindsor.ca>, "CAO Office (CCW)" <caodept@citywindsor.ca>, "Francis, Fred" <ffrancis@citywindsor.ca>, "Costante, Fabio" <fcostante@citywindsor.ca>, "Bortolin, Rino" <rbordolin@citywindsor.ca>, "Holt, Chris" <cholt@citywindsor.ca>, "Sleiman, Ed" <esleiman@citywindsor.ca>, "Gignac, Jo-Anne (Councillor)" <joagignac@citywindsor.ca>, "Gill, Jeewen" <JGill@citywindsor.ca>, "Kaschak, Gary" <gkaschak@citywindsor.ca>, mayoro <mayoro@citywindsor.ca>, "Morrison, Jim" <jmorrison@citywindsor.ca>, "Nepszy, Chris" <cnepszy@citywindsor.ca>, Karla Kolli <kkolli@dillon.ca>, Zachary Bush <zbush@dillon.ca>, Loraine Mikhael <lmikhael@dillon.ca>, Ryan Langlois <rlanglois@dillon.ca>, "jbryant@erca.org" <jbryant@erca.org>, "Innes, Jayson" <jayson.innes@stantec.com>, "jhenderson@tecumseh.ca" <jhenderson@tecumseh.ca>, "Reynar, Jason" <JReynar@citywindsor.ca>, "drice@dillon.ca> <dri>drice@dillon.ca>, "Herlehy, Laura" <|herlehy@dillon.ca>

Good afternoon

This is to confirm that Mr. Reynar has received the email below as well as your emails previously sent through the CAO office (caodept@citywindsor.ca). Mr. Reynar has looked into the matter and given the breadth of issues raised about the SSMSP, the City's consultant Dillon is best placed to respond to your questions.

Thank you!

From:

Sent: November 4, 2021 3:07 PM

**To:** Reynar, Jason <JReynar@citywindsor.ca>; CAO Office (CCW) <caodept@citywindsor.ca>; Holt, Chris <cholt@citywindsor.ca>; mayor-drewdilkens@citywindsor.ca; mayoro <mayoro@citywindsor.ca>

Cc: Mckenzie, Kieran <a href="mailto:kmckenzie@citywindsor.ca">kmckenzie@citywindsor.ca</a>
<a href="mailto:Subject: Summary of Ward 4 Meeting">Subject: Summary of Ward 4 Meeting</a> (Nov. 3/2021)

**CAUTION**: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Day All

The 1st questions presented to Chris was the city councils' policy of providing full transparency and accountability across the entire entity of the City of Windsor and applied to all elected officials and management teams as well as staff and inclusive of the various project or EA Study Plan that the city is involved in today, in the past and into the future.

Both Chris and Jason unequivocally stated that both transparency and accountability are the hallmark and paramount policy to each of themselves and all elected officials as well an unconditional requirement of the City of Windsor.

The 2nd question was directed to Jason and refers back to the questions presented on Oct. 19, 2021 to Kiern McKenzie (Ward 9) as it relates to SSMSP (SSD) specifically, with a response by the CAO, that he would follow-up with an off-line re-connect to have further discussion of the matter and response, since the matter may not be on his radar and that today (Nov. 3rd, 2021) you were thankful for again raising the issue and would again follow-up once contact (email or phone number) to can be confirmed.

My email address is and my phone number is

I wish to also make note of the following;

- -the team handling the registration for the Ward Meetings does have my email address
- -please, note an email was sent out to Councillor Kiern McKenzie on Oct. 20, 2021 and cc'd to the CAO office and directly to your email address at <a href="mailto:ireynar@citywindsor.ca">ireynar@citywindsor.ca</a> that the title read (Ward 9 Meeting on Oct.10/21)
- -as well as additional emails were sent out on October 20, 2021 and Oct. 26, 2021, (CAO Office, and jreynar@citywindsor.ca) with the title (Sandwich South Master Servicing Plan PIC 2), which included updates to the current discussions of related matters to the SSMSP for your review and update.

The point that seems to be confusing is that in both emails a request to check if you or office has received these emails and all previous updated emails that were directed to the email as posted on the city's web site CAO Office (CCW) caodept@citywindsor.ca are actually redirected to your attention, since it did seem that the SSMSP matter has been redirected to your attention, as well a request to confirm which email address would best to use and directed to your attention.

It is the hope of the second o

Sincerely



# Meeting Minutes



Subject: Sandwich South Master Servicing Plan – Stakeholder Meeting

Pre-Public Information Centre (PIC) No. 2 Consultation

Date: September 7, 2021, 3:00pm - 4:30pm

Location: Virtual Meeting via Google Meet

Our File: 19-9817

#### **Attendees**

Patrick Winters	City of Windsor (Windsor)
Karla Kolli	Dillon Consulting Limited (Dillon)
Ryan Langlois	Dillon Consulting Limited (Dillon)
Laura Herlehy	Dillon Consulting Limited (Dillon)

#### **Notes**

### Item Discussion

- 1. Meeting Purpose
- The purpose of this meeting is to review the material provided to Friday, Sept. 3, 2021. Dillon provide municipal servicing figures which will be available for the public as part of the PIC 2.
- 2. Public Information Centre (PIC) No. 2
- 2.1. noted the following:
  - Insufficient time for question and answer prior provided; team should be available until all questions have been answered with no time deadline.
    - o Response: Dillon emailed on Sept. 3, 2021 providing clarification on the Q and A format of the PIC.
  - The colours noting the park land vs. stormwater management areas are very similar and hard to differentiate.
    - o Response: Dillon will review and consider in the preparation of maps moving forward.
  - Differentiation between non-core heritage land use versus stormwater management land should be clearer.
    - Response: Dillon noted that as the functional design of the stormwater pond designs are finalized, the corridor widths will be refined. The project team is working with the City to refine the stormwater management corridor area required, including the needs for natural heritage features, active transportation and maintenance.

#### Item Discussion

- 3. Sanitary Trunk Infrastructure
- Inoted that additional trunk sewers were shown on the PIC 1 figures and are not shown in the PIC 2 figures and asked that clarity be provided.
  - Response: Dillon noted that the smaller sub-trunk sewers were not shown in the PIC 2 figures. Comment is noted and will be considered in the development of final figures and the completion of the sanitary sewer servicing strategy.
- 4. Stormwater Management Ponds
- The size and footprint of the stormwater management ponds are being refined through the SSMSP study; the ponds shown within property is draft and subject to change as the functional design is refined.
- 5. Little River Regulatory Mapping
- Since the project team met with in July 2021, the presented draft regulatory mapping has been revised per comments from ERCA and the extent of Flood Zones (Flood Zone and Flood Fridge Zone) has been revised. The latest draft plans are being reviewed.
  - Indeed a noted that the July 8, 2021 meeting minutes did not include discussions related to the existing conditions along Servicing Road B.
    - o Response: The floodplain mapping is based on the existing topographic conditions. The regulatory framework related to development or changes to grades within the study area is undertaken by ERCA.
  - has noted that he has not coordinated with the west adjacent property owner regarding a shared access point off of the proposed collector road and that this is incorrectly quoted in the July 8, 2021 meeting minutes.
    - o Response: Dillon acknowledged the error to the July 8, 2021 minutes.
- 6. Transportation

6.1.

- Market Mass again noted that it is not clear how the Lauzon Parkway alignment was established through the Lauzon Parkway EA.
  - Response: The team noted that the SSMSP is using the established Lauzon Parkway alignment that was approved through the complete EA. The SSMSP is using that alignment and those recommendations for the development of the collector road network.
  - The SSMSP team reiterated that local roadways and direct driveway connections to CR42 beyond those identified in the Lauzon Parkway EA are not encouraged but must be reviewed on a case by case basis through a detailed developer led traffic assessment. This is stated in the Lauzon Parkway EA report document.
  - There were changes to the internal road network from the CR42 Secondary Plan's Preferred Development plan to the final Land Use Plan accepted by Council through By-Law 131-2018 on Sept. 17, 2018. The changes include revisions to the alignment of the proposed collector road east of the proposed hospital site.
  - Response: This revision was to decrease reduction of developable lands and to better alignment with existing property boundaries.
- 7. Hydro One

### Discussion Item noted that Hydro One reached out regarding proposed placement of hydro pole line along the south side of CR 42. o Response: The City noted that they are aware of these proposed works and have coordinated that the proposed works are not in conflict with the proposed CR42 and Lauzon Parkway road reconstruction. **Growth Management Study** 8. 8.1. It was noted by the SSMPS team that the growth study is on hold until the findings of the SSMPS are available. 9. **Next Steps** 9.1. will be providing comments to the July 8, 2021 Meeting minutes. 9.2. The upcoming PIC 2 is tomorrow; the materials will be available online after the POST MEETING UPDATE/CLARIFICATION (9/23/21): The PIC 2 materials were made available online on September 10, 2021, delayed one day from the date noted in the shared public Notice of PIC. This was due to technical issues related to upload of large files to the website. The website notes that it was updated on Sept. 10th as recommended by 9.3. The project team will met again with after the PIC to review the materials in more detail as needed. POST MEETING UPDATE/CLARIFICATION (9/23/21): Dillon notes that there is value in postponing this meeting so that all comments from the PIC 2 are received and the public so that we can review the findings and key comments allowing the next meeting to be more useful. Summary of comments and findings from PIC 2 can also be provided to in advance of meeting. **Errors and/or Omissions** These minutes were prepared by Laura Herlehy, P.Eng. who should be notified of any errors and/or omissions. Distribution All Present

LH:jrb October 20, 2021

Andrea Winter – Dillon Consulting Limited



Fwd: SSMSP-

### -Draft SWM Corridor/ULRMP-EA

-- Forwarded message -----From: Date: Fri, Dec 23, 2022 at 1:50 PM -Draft SWM Corridor/ULRMP-EA Subject: Re: SSMSP-To: Herlehy, Laura < herlehy@dillon.ca> Cc: Winters, Patrick <pwinters@citywindsor.ca>, Winter, Andrea <AWinter@dillon.ca>, drice@dillon.ca McGuire, Stacey <smcquire@citywindsor.ca>, Hartley, Alexandra <drice@dillon.ca>. <a href="mailto:</a> <a href=" <ftunks@citywindsor.ca>, CAO Office (CCW) <caodept@citywindsor.ca>, cnepszy@citywindsor.ca <cnepszy@citywindsor.ca>, James Bryant <jbryant@erca.org>, Phil Bartnik <pbartnik@tecumseh.ca>, Innes, Jayson <jayson.innes@stantec.com>

### Good Day Laura,

Thank you, so much for the update, with the notice of wrapping up this reporting process and the final report will be available for public review in the Spring of 2023, as well as your confirmation that through the refinement/reporting process to accommodate the stormwater management corridor/Green Space Area have not changed and will follow as per your email of July 5<sup>th</sup> 2022 and the attachment of Figure 1.0 dated June 30, 2022, that state that the corridor on will be 3.33ha, with respect to the SSMSP.

As well, we hope you have a great holiday season.

#### **Best Regards**



From: Herlehy, Laura < herlehy@dillon.ca>

Sent: December 21, 2022 10:40 AM

Cc: Winters, Patrick <pwinters@citywindsor.ca>; Winter, Andrea <AWinter@dillon.ca>; drice@dillon.ca ; McGuire, Stacey <smcguire@citywindsor.ca>; Hartley, <drice@dillon.ca>; Alexandra <AHartley@citywindsor.ca>; Karla Kolli <kkolli@dillon.ca>; Amy Farkas <afarkas@dillon.ca>; Tunks, France Isabelle <ftunks@citywindsor.ca>; CAO Office (CCW) <caodept@citywindsor.ca>; cnepszy@citywindsor.ca <cnepszy@citywindsor.ca>; James Bryant <jbryant@erca.org>; Phil Bartnik <pbartnik@tecumseh.ca>; Innes, Jayson <jayson.innes@stantec.com>

Subject: Re: SSMSP--Draft SWM Corridor/ULRMP-EA

Good Morning Thank you for reaching out.

Regarding the Sandwich South Master Servicing Plan, we last met in June 2022 and reviewed with yourself the proposed servicing recommendations that are being refined and incorporated into the final Master Plan Report. The project team is still in the process of finalizing this report. We are wrapping up this

wrote:

reporting process at this time and hope to have the final report available for public review in the Spring 2023. We can confirm that through the refinement of the proposed servicing recommendations that the lands required to accomodate the stormwater management corridor have not changed.

The Upper Little River Master Plan - Environmental Assessment - ULRMP-EA project team will need to speak to the status of that report, Stantec has been cc'd on this email.

Hope you have a great holiday season. Thanks,

Laura





#### Laura Herlehy Associate **Dillon Consulting Limited** 3200 Deziel Drive Suite 608 Windsor, Ontario, N8W 5K8 T - 519.948.4243 ext. 3216 F - 519.948.5054 M - 519.818.3105 LHerlehy@dillon.ca www.dillon.ca

Vacation Alert: Off Dec 21, 2022 to Jan. 6, 2023 Inclusive

On Sat, Dec 17, 2022 at 11:21 AM

Good Day Patrick & Laura I am writing today as a follow-up to my email on Nov. 22, 2022, as it relates to the SSMSP and the upcoming "Notice of Completion of the ULRMP-EA as per draft and the direction of the selected lands' option of the corridor location and size as it relates to property as per (Schedule B, SSMSP) and the Little River Flood Plain Mapping (Schedule C) as per Dillon and ERCA, that is awaiting approval by ERCA. It must also be noted at this time, the original email of Nov. 22, 2022 should have included a point with respect to the update on the Upper Little River Watershed Drainage and Stormwater Management Master Plan Class Environment Assessment dated July 2, 2022 by Stantec Consulting. is requesting a meeting in the later part of January 2023 to review the update from Stantec and the draft of the ULRMP EA and any possible changes to the corridor location and the size as presented per attachment in the email of Nov. 22, 2022 as per the email dated July 5<sup>th</sup> 2022 by the City of Windsor and Dillon consulting and also with the attachment titled Draft Stormwater Management Strategythat is marked Figure 1.0 dated June 30, 2022, with respect to the SSMSP. Please provide a response as early as possible due to fact that will be working on the process to get "Certification" for said property for "Land Ready for Development". Sincerely

This message is directed in confidence solely to the person(s) named above and may contain privileged, confidential or private information which is not to be disclosed. If you are not the addressee or an authorized representative thereof, please contact the undersigned and then destroy this message.

Ce message est destiné uniquement aux personnes indiquées dans l'entête et peut contenir une information privilégiée, confidentielle ou privée et ne pouvant être divulguée. Si vous n'êtes pas le destinataire de ce message ou une personne



### Fwd: FW: Dillon Consulting re 82 acres

1 message

Stanlake-Wong, Sabrina <sstanlake@dillon.ca> To: Sandwich South MSR <sandwichsouth@dillon.ca> Thu, Aug 29, 2019 at 8:26 AM





Sabrina Stanlake-Wong

Partner **Dillon Consulting Limited** 130 Dufferin Avenue Suite 1400 London, Ontario, N6A 5R2 T - 519.438.1288 ext. 1235 F - 519.672.8209

M - 519.630.3849 SStanlake@dillon.ca www.dillon.ca

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----- Forwarded message ------From: Caza, Nicole <ncaza@dillon.ca> Date: Thu, Aug 29, 2019 at 8:22 AM

Subject: Fwd: FW: Dillon Consulting re 82 acres

To: Sabrina Stanlake <sstanlake@dillon.ca>, Farkas, Amy <afarkas@dillon.ca>, Andrea Winter <AWinter@dillon.ca>

See below.





**Nicole Caza** Partner

**Dillon Consulting Limited** 3200 Deziel Drive Suite 608

Windsor, Ontario, N8W 5K8 T - 519.948.4243 ext. 3246

F - 519.948.5054 M - 519.791.2167

NCaza@dillon.ca www.dillon.ca

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---- Forwarded message ------

From:

Date: Wed, Aug 28, 2019 at 9:54 PM Subject: FW: Dillon Consulting re 82 acres To: ncaza@dillon.ca <ncaza@dillon.ca>

----Original Message-----From:

Sent: August 28, 2019 8:33 PM

Subject: FW: Dillon Consulting re 82 acres

----Original Message-----From:

Sent: August 28, 2019 8:31 PM

Subject: Dillon Consulting re 82 acres

What to do with this? we once refused anyone on property doing a study.

Can we refuse again, or is that the right thing to do?

Guess this too needs to have advise.

What do you think?

### 2 attachments



Scan\_0001.jpg 385K



Scan\_0002.jpg 474K





Re: FW: property owner

3 messages

Caza, Nicole <ncaza@dillon.ca>

Thu, Aug 29, 2019 at 8:20 AM

Cc: Andrea Winter < AWinter@dillon.ca>, "Farkas, Amy" < afarkas@dillon.ca>, Sabrina Stanlake < sstanlake@dillon.ca>, Joshua Babcock <jbabcock@dillon.ca>, Sandwich South MSR <sandwichsouth@dillon.ca>

Good morning



Thank you for your email. We will make the necessary corrections.

Regards, Nicole





**Nicole Caza** 

Partner

**Dillon Consulting Limited** 

3200 Deziel Drive Suite 608 Windsor, Ontario, N8W 5K8

T - 519.948.4243 ext. 3246 F - 519.948.5054

M - 519.791.2167

NCaza@dillon.ca

www.dillon.ca

Please consider the environment before printing this email

On Wed, Aug 28, 2019 at 9:53 PM

wrote:

From:

Sent: August 28, 2019 8:48 PM

To: ncaza@dillion.ca

Subject: property owner

Dear Nicole,

Received your letter today re Sandwich South Master Servicing study.

Please make correction to the mailing address.

Should read:

Also the address is

I am at the same address but I am in

is in Peru at the moment so I opened this mail as I too am an owner.

We will get back to you about your request and any questions/concerns

We might have.

Thanks.



### **Landowner Discussion**

1 message

Winter, Andrea < AWinter@dillon.ca>

Wed, Sep 11, 2019 at 8:58 AM

To: "Caza, Nicole" <NCaza@dillon.ca>

Cc: "Stanlake, Sabrina" <SStanlake@dillon.ca>, Joshua Babcock <jbabcock@dillon.ca>, "Farkas, Amy" <afarkas@dillon.ca>, 199817 <199817@dillon.ca>, Sandwich South MSR <sandwichsouth@dillon.ca>, Allen Benson <abenson@dillon.ca>, "Vandermeer, Caitlin" < cvandermeer@dillon.ca>

As a follow up from a voicemail received from I spoke to her via telephone the afternoon of September 5, and the morning of September 10.

had received our notice with respect to terrestrial and aquatics survey, and was concerned that the map indicated that our study was considering selling her property for provided which included her property on parkland.

Through review of her concerns we discussed the nature of our study, and the fact that our field assessment at this point in the project is to identify any potential species of concern which may need to be protected through future design or alternative assessments. Our study does not include selling properties etc.

She had misread the map where it read Road as the word sold.

I also indicated that she will receive future notices for the project and if she has concerns at that time, she is more than welcome to contact us again.

No further action is required and she was very relieved to have us contact her.

#### Andrea



**Andrea Winter** 

Partner **Dillon Consulting Limited** 10 Fifth Street South Chatham, Ontario, N7M 4V4 T - 519.354.7868 ext. 3331 F - 519.354.2050 M - 519.809.5157 AWinter@dillon.ca

Please consider the environment before printing this email



### Sandwich South Landowner Discussion

1 message

Winter, Andrea < AWinter@dillon.ca>

Thu, Sep 12, 2019 at 9:58 AM

To: Allen Benson <abenson@dillon.ca>, "Caza, Nicole" <NCaza@dillon.ca> Cc: 199817 <199817@dillon.ca>, "Vandermeer, Caitlin" <cvandermeer@dillon.ca>, Sandwich South MSR <sandwichsouth@dillon.ca>

Following a request received via a telephone message on September 6, 2019, I contacted the owner to discuss their concerns with respect to the notice which had been received. After leaving voicemail earlier in the week, we were able to connect on September 12 to discuss the following:

- 1. Both properties are located within the study area for the project, however a notice for the terrestrial and aquatic work was only sent to the property address due to their expected potential habitat by the Souliere Drain. The other property was excluded from our mailing list as it was not expected to contain any natural features requiring assessment. The landowner was satisfied with this explanation and agreed that it was logical based on the land use.
- 2. I confirmed both properties would receive study notices in the future when required to be sent to all property owners.
- 3. I confirmed this project will span over a period of approximately two years.
- 4. The landowner has serious concerns with drain maintenance and sight lines due to cattails. He explained that there had been an accident approximately one month ago at that intersection which had concerned him. I responded that although this is a valid concern, he would need to contact the City directly for this maintenance.
- 5. Final concern was with respect to cleaning of Little River and that he would like consideration made for this in the future as well.

No further contact is required and he would discuss with his parents as well who are the owners of





**Andrea Winter** 

Partner **Dillon Consulting Limited** 10 Fifth Street South Chatham, Ontario, N7M 4V4 T - 519.354.7868 ext. 3331 F - 519.354.2050 M - 519.809.5157 AWinter@dillon.ca www.dillon.ca

Please consider the environment before printing this email



### **Master Servicing Plan**

1 message

via Sandwich South MSR <sandwichsouth@dillon.ca>

Fri, Jan 24, 2020 at 8:38 AM

Reply-To:

To: sandwichsouth@dillon.ca

Please add me to the mailing list.

If you have any questions or concerns, please do not hesitate to contact me.

Sincerely,



The information in this e-mail is intended solely for the addressee(s) named, and is confidential. Any other distribution, disclosure or copying is strictly prohibited. If you have received this communication in error, please reply by e-mail to the sender and delete or destroy all copies of this message and any attachments.



### FW: Sandwich South Master Servicing plan

1 message

Winters, Patrick <pwinters@citywindsor.ca> To: "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca> Fri, Jan 24, 2020 at 8:38 AM

From:

Sent: Friday, January 24, 2020 7:36 AM

To: Winters, Patrick <pwinters@citywindsor.ca> Subject: Sandwich South Master Servicing plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

and would like to be added to the contact list for the Sandwich South Master I am a resident that lives on Servicing plan. I would also be very interested in finding out about the zoning and potential plan for what is currently a farm field behind my house. We are located on

Thank You,





### RE: contact list for Sandwich South Master Servicing Plan

2 messages

Winters, Patrick <pwinters@citywindsor.ca>

Wed, Jan 29, 2020 at 8:38 AM

Cc: "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>

Good Morning — We will make sure you are added to the contact list.

I look forward to having the opportunity to speak with you at the open house tomorrow.

Kind Regards,

**Pat Winters** 

Patrick Winters, P.Eng. | Development Engineer



Engineering – Design & Development

350 City Hall Square | Suite 210 | Windsor, ON | N9A 6S1

(519)-255-6257 ext. 6462

www.citywindsor.ca

From:

Sent: Tuesday, January 28, 2020 6:51 PM

To: Winters, Patrick <pwinters@citywindsor.ca>

Subject: contact list for Sandwich South Master Servicing Plan

**CAUTION**: This email originated from outside of the organization. Do not click links or open attachments unless you recognize

the sender and know the content is safe.

I would like to be added to the contact list for information and upcoming public sessions about the Sandwich South Master Servicing Plan but can't find it anywhere.

I live on basically in the middle of the area and ground water is problem for us after heavy rains.

I just found out about this meeting on Thursday from my brother who lives in He saw the notice in the Shoreline Week news. We had no idea about and will attend as this affects us.

Can you tell me where I can find this contact list or add me if you could please?

Thank you,



Farkas, Amy <afarkas@dillon.ca>

Wed, Jan 29, 2020 at 10:11 AM

To: "Winters, Patrick" <pwinters@citywindsor.ca>

"sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>, Andrea Winter

<AWinter@dillon.ca>

Good morning

Please provide your mailing address and we will make sure you are on the mailout notification list.

### Thank you



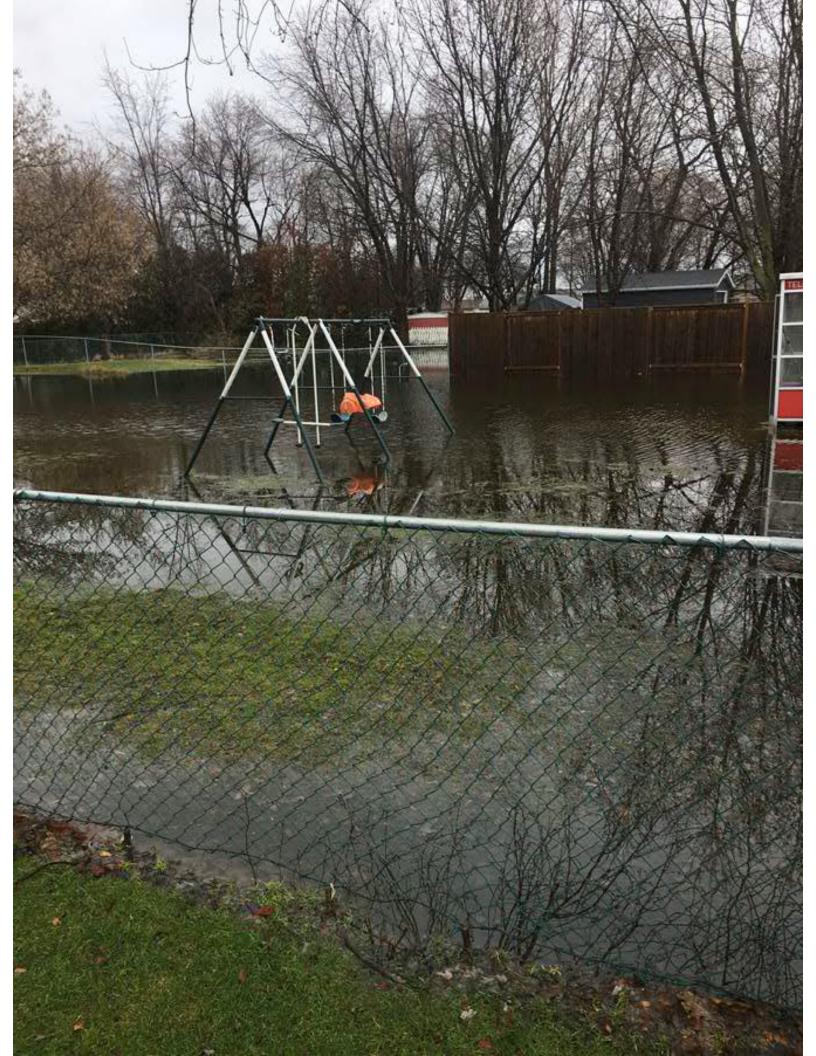


Amy Farkas MCIP, RPP Associate **Dillon Consulting Limited** 3200 Deziel Drive Suite 608 Windsor, Ontario, N8W 5K8 T - 519.948.5000 ext. 3205 F - 519.948.5054

AFarkas@dillon.ca www.dillon.ca

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[Quoted text hidden]







FW: Growth in Windsor: Sandwich South 2 messages Tue, Jan 28, 2020 at 11:54 AM Winters, Patrick <pwinters@citywindsor.ca> To: "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>, "Tamm, Kirk" <ktamm@citywindsor.ca> FYI - Can we provide with the information he's requesting? Let me know Thx Pat From Sent: Tuesday, January 28, 2020 11:34 AM To: Winters, Patrick <pwinters@citywindsor.ca Subject: Growth in Windsor: Sandwich South -CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Good morning Mr. Winters, I am and would want to inquire about growth forecasts and developments that have sought to identify municipalities' major developments (residential intensification of existing areas, areas of may be of note in Windsor. expansion, secondary plan) in Central-Southwestern Ontario and anticipate rather than follow the forecasted growth. This research will assist to move ahead with targeting priorities and planning for future schools to ensure the proper accommodation of French-speaking students in growing areas in the Region. We are interested in determining the amount of growth and new development locations areas, such as the Sandwich South Area (i.e., How many residents this area is expected to accommodate?). Would it be possible to obtain the boundary for the Sandwich South Area and other areas expecting to accommodate a significant number of residents in a shapefile in order for us to compile all data collected from different municipalities and map it out?

Thank you, Best regards.



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Tue, Jan 28, 2020

Winters, Patrick" <pwinters@citywindsor.ca>, "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>

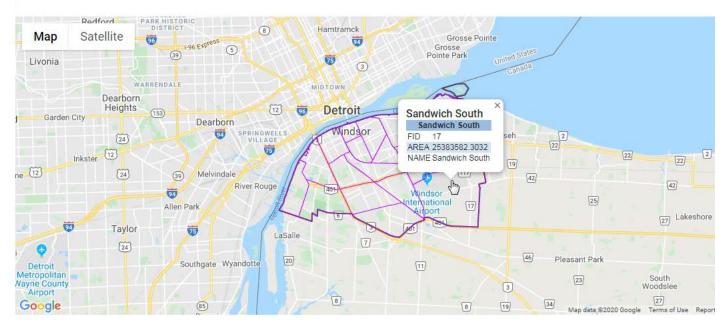
Here is a snap shot of the Planning District from our Open Data Catalogue that is available to the public, http://opendata.citywindsor.ca/Opendata/Details/209. If any additional stats are requir suggest contacting Chris Aspila

Regards,



#### Relevant Downloads:

- Planning Districts.kmz (08/07/2019)
- Planning Districts.dwg (08/07/2019)
- Planning Districts\_UTM83.zip (08/07/2019)
- Planning Districts\_LL84.zip (08/07/2019)



[Quoted text hidden]



## Master Servicing Plan - Sandwich South

1 message

Tue, Jan 28, 2020 at 4:13 PM

To: "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>

Please add me to the mailing list.

Regards,





### Sandwich South Study and Contact List

3 messages

To: sandwichsouth@dillon.ca, pwinters@citywindsor.ca

Wed, Jan 29, 2020 at 10:07 AM

We list at a and have just found out about your "pop-up" meeting on January 30th at Forest Glade Arena.

- 1. WHY were the actual residents not given notice of this?? It was found someone not even in the area told us about your advertisement.
- 2. Please put us on the contact list and keep us advised.

Thank you.



Farkas, Amy <afarkas@dillon.ca>

Wed, Jan 29, 2020 at 11:02 AM

To:

Cc: Sandwich South MSR <sandwichsouth@dillon.ca>, "Winters, Patrick" <pwinters@citywindsor.ca>

Hello

We appreciate that you have made us aware of this and apologize that you did not receive the notification. There are a number of residents that received the mailout on Baseline Rd, however from time to time there are errors in the address generation.. This is an ongoing process and we are refining the list as we proceed through this two year study.

Thank you again for reaching out. We will be delivering Notices today to any addresses that were not included in the original mailout.

We are looking forward to your input on the study.

Kind regards Amy





Amy Farkas MCIP, RPP Associate Dillon Consulting Limited 3200 Deziel Drive Suite 608 Windsor, Ontario, N8W 5K8 T - 519.948.5000 ext. 3205

F - 519.948.5054 AFarkas@dillon.ca www.dillon.ca

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[Quoted text hidden]





Windsor, Ontario, N8W 5K8 T - 519.948.5000 ext. 3205 F - 519.948.5054 AFarkas@dillon.ca

www.dillon.ca

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From: Farkas, Amy <afarkas@dillon.ca> Sent: Wednesday, January 29, 2020 10:55 AM To: Winters, Patrick <pwinters@citywindsor.ca> Subject: Re: Sandwich South Study and Contact List

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Pat,

It appears that there are a number of addresses missing from Baseline Rd. Would you be able to provide us with an updated list of the residents including We will go out today and hand deliver.

Thank you

**Amy** 





**Amy Farkas MCIP, RPP** Associate **Dillon Consulting Limited** 3200 Deziel Drive Suite 608 Windsor, Ontario, N8W 5K8 T - 519.948.5000 ext. 3205 F - 519.948.5054 AFarkas@dillon.ca

www.dillon.ca

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On Wed, Jan 29, 2020 at 10:07 AM

wrote:

[Quoted text hidden]

This message is directed in confidence solely to the person(s) named above and may contain privileged, confidential or private information which is not to be disclosed. If you are not the addressee or an authorized representative thereof, please contact the undersigned and then destroy this message.

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This message is directed in confidence solely to the person(s) named above and may contain privileged, confidential or private information which is not to be disclosed. If you are not the addressee or an authorized representative thereof, please contact the undersigned and then destroy this message.

Ce message est destiné uniquement aux personnes indiquées dans l'entête et peut contenir une information privilégiée, confidentielle ou privée et ne pouvant être divulguée. Si vous n'êtes pas le destinataire de ce message ou une personne autorisée à le recevoir, veuillez communiquer avec le soussigné et ensuite détruire ce message.

2 attachments



notify\_2020\_Jan\_29.rtf



### **RE: Sandwich South Master Servicing Plan**

6 messages

Winters, Patrick <pwinters@citywindsor.ca>

Thu, Jan 30, 2020 at 12:01 PM

Cc: "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>

We will make sure you are added to the contact list.

I apologize for the short notice for tonight's meeting. I can assure you proper notification will be given prior to future public meetings.

The material presented tonight will posted on the project website following the meeting and we would appreciate any feedback you may have.

www.sandwichsouth.ca

There will also be a survey posted on the website.

Please feel free to contact me if you have any questions/comments.

Kind Regards,

Patrick Winters, P.Eng. | Development Engineer



Engineering – Design & Development

350 City Hall Square | Suite 210 | Windsor, ON | N9A 6S1

(519)-255-6257 ext. 6462

www.citywindsor.ca

From:

Sent: Thursday, January 30, 2020 11:49 AM To: Winters, Patrick <pwinters@citywindsor.ca> Subject: Sandwich South Master Servicing Plan

Importance: High

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Patrick,

I would like to be kept up to date on these matters. I cannot attend tonight's meeting due to only 1 day notice received.

Please add my name to your list to be notified of new developments

Regards,



SAVE PAPER - THINK BEFORE YOU PRINT | ÉCONOMISEZ DU PAPIER -PENSEZ AVANT D'IMPRIMER

To: "Winters, Patrick" <pwinters@citywindsor.ca>

Cc: sandwichsouth@dillon.ca

Thu, Jan 30, 2020 at 6:23 PM



# Regards,



[Quoted text hidden]

Tue, Feb 4, 2020 at 8:06 AM

To: "Winters, Patrick" <pwinters@citywindsor.ca>

Cc: sandwichsouth@dillon.ca

Thank you. I checked the site and do not see the material posted. Please advise when it wil be posted

Regards,



→ SAVE PAPER - THINK BEFORE YOU PRINT | ÉCONOMISEZ DU PAPIER -PENSEZ AVANT D'IMPRIMER

From: Winters, Patrick <pwinters@citywindsor.ca> Sent: Thursday, January 30, 2020 12:01 PM

Cc: 'sandwichsouth@dillon.ca' <sandwichsouth@dillon.ca>

[Quoted text hidden]

From:

Sent: Tuesday, February 4, 2020 8:07 AM To: Winters, Patrick <pwinters@citywindsor.ca>

Cc: sandwichsouth@dillon.ca

Subject: RE: Sandwich South Master Servicing Plan

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[Quoted text hidden]

Winters, Patrick <pwinters@citywindsor.ca>

Tue, Feb 4, 2020 at 3:56 PM

Cc: "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>

The pop up event boards have been added to the project website.

www.sandwichsouth.ca

Please let us know if you have any comments.

**Thanks** 

Patrick Winters, P.Eng. | Development Engineer



Engineering – Design & Development

350 City Hall Square | Suite 210 | Windsor, ON | N9A 6S1

(519)-255-6257 ext. 6462

www.citywindsor.ca

From:

Sent: Tuesday, February 4, 2020 8:07 AM To: Winters, Patrick <pwinters@citywindsor.ca>

Cc: sandwichsouth@dillon.ca

Subject: RE: Sandwich South Master Servicing Plan

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[Quoted text hidden]

Wed, Feb 5, 2020 at 7:30 AM

To: "Winters, Patrick" <pwinters@citywindsor.ca> Cc: sandwichsouth@dillon.ca

Patrick,

Thank you for the Pop-up guidance.

In the Pop-up it indicates I can complete the "Issues that Matter" survey. Buti cannot seem to find that link

Thank you



#### SANDWICH SOUTH MASTER SERVICING MASTER PLAN

1 message

To: sandwichsouth@dillon.ca

Thu, Jan 30, 2020 at 10:44 AM

Please add me to your email list,I have property on the Ninth Conc.

I cannot make the info meeting tonight

Thank You







#### Sandwich South Master Service Plan Contact List

2 messages

Thu, Jan 30, 2020 at 1:12 PM

To: pwinters@citywindsor.ca, sandwichsouth@dillon.ca

Good afternoon.

Could you please add me to the contact list? Also wondering if minutes will be taken and shared from tonight's pop-up event. Unfortunately, I will not be able to attend.

Many thanks,



Winters, Patrick <pwinters@citywindsor.ca>

Thu, Jan 30, 2020 at 1:18 PM

"sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>

The material presented tonight will posted on the project website following the meeting and we would appreciate any feedback you may have.

www.sandwichsouth.ca

There will also be a survey posted on the website.

Please feel free to contact me if you have any questions/comments.

Kind Regards,

#### Patrick Winters, P.Eng. | Development Engineer



Engineering – Design & Development

350 City Hall Square | Suite 210 | Windsor, ON | N9A 6S1

(519)-255-6257 ext. 6462

www.citywindsor.ca

From:

Sent: Thursday, January 30, 2020 1:13 PM

To: Winters, Patrick <pwinters@citywindsor.ca>; sandwichsouth@dillon.ca

Subject: Sandwich South Master Service Plan Contact List

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



#### Sandwich South Master Plan

2 messages

Thu, Jan 30, 2020 at 11:42 AM

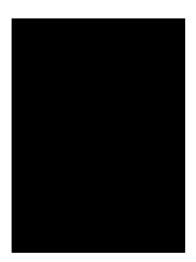
To: "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>

Hi Nicole,

Please include this email address to the contact and distribution lists for the servicing plan.

I am unable to attend this evening's open house. Can you tell me what will be covered and if there are slides that can be forwarded perhaps?

Best Regards,



Farkas, Amy <afarkas@dillon.ca>

Thu, Jan 30, 2020 at 12:01 PM

Cc: "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>

Hello

We will certainly add you to the distribution list. Today's pop-up is more of an information gathering event than information giving. We will be collecting comments from the public as to any issues and opportunities related to the subject area. These comments will form the basis of our 'Issues That Matter Survey' that will be launched in the next couple of weeks. This survey and the pop-up panel information will be shared on the project website sandwichsouth.ca

Thank you for your interest in the study and we will keep you updated.

Kind regards Amy





Amy Farkas MCIP, RPP Associate **Dillon Consulting Limited** 3200 Deziel Drive Suite 608 Windsor, Ontario, N8W 5K8

T - 519.948.5000 ext. 3205 F - 519.948.5054

AFarkas@dillon.ca www.dillon.ca

Please consider the environment before printing this email



#### **RE: Sandwich South Master Servicing Plan**

1 message

Winters, Patrick <pwinters@citywindsor.ca>

Fri, Jan 31, 2020 at 8:38 AM

Cc: "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>

Good Morning - Yes we will make sure to add you to the contact list for the project.

Thank you for reaching out to us.

Please let us know if you have any questions or comments related to the study.

Kind Regards,

Patrick Winters, P.Eng. | Development Engineer

Engineering - Design & Development 350 City Hall Square | Suite 210 | Windsor, ON | N9A 6S1 (519)-255-6257 ext. 6462 www.citywindsor.ca

----Original Message-----

From:

Sent: Thursday, January 30, 2020 8:12 PM To: Winters, Patrick <pwinters@citywindsor.ca> Subject: Sandwich South Master Servicing Plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I got a letter saying I could email you regarding upcoming public sessions and information regarding this plan.

Would you please add me to contact list for this study?

Thanks,

Sent from my iPhone



#### **Notice of Commencement - Sandwich South Master Service Plan**

2 messages

Fri, Jan 31, 2020 at 12:30 PM

To: "pwinters@citywindsor.ca" <pwinters@citywindsor.ca>

Cc: "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>, "Kirzati, Katherine (MHSTCI)" <Katherine.Kirzati@ontario.ca>

#### **Patrick Winters:**

Please find attached, a letter acknowledging the receipt of your notice of commencement. Contact us with any further questions or concerns.

#### Sincerely,



SandwichSouthMSP\_MHSTCI\_Letter.pdf 197K

Winters, Patrick <pwinters@citywindsor.ca>

Fri, Jan 31, 2020 at 1:35 PM

Cc: "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>,

for the acknowledgment. Thank you

The project team will be in touch if we require anything further at this time.

#### Kind Regards,

#### Patrick Winters, P.Eng. | Development Engineer



Engineering - Design & Development

350 City Hall Square | Suite 210 | Windsor, ON | N9A 6S1

(519)-255-6257 ext. 6462

www.citywindsor.ca

From:

Sent: Friday, January 31, 2020 12:31 PM To: Winters, Patrick <pwinters@citywindsor.ca>

Cc: sandwichsouth@dillon.ca;

Subject: Notice of Commencement - Sandwich South Master Service Plan

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## The website and survey for Sandwich South

1 message

Tue, Feb 4, 2020 at 9:12 AM

To: sandwichsouth <sandwichsouth@dillon.ca>

I could not find it on the website.

I can say that I am concerned about the following:

- Banwell being only one lane each direction between Tecumseh and E. C. Row. It needs to be expanded with the increasing traffic.
- Banwell does not have sidewalks making it dangerous to walk to or stand at a bus stop.
- Banwell does not have street lights and it is very dark when driving there at night.
- The west-bound exit from E.C. Row to Banwell is frequently the site of accidents as people attempt to merge.
- Banwell has two level railway crossings and is also one of the main roads that will take people to the new hospital location. I have been stopped at crossings in the past, which is not a problem for me as I'm not having a medical emergency. Sometimes there for up to 10 minutes. But it did make me think of ambulances having to make that trek. Lesperence has the same issue between Tecumseh the 42.



#### Notice of commencement

2 messages

Tue, Feb 4, 2020 at 1:25 PM

To: sandwichsouth@dillon.ca

I live at and received the letter from Patrick Winters on a meeting to review the new development in our area

The letter was sent the same day the meeting was taking place so it was poorly done and that's just the start of my issues

Please provide me in detail what is going to be occurring in my area and also I have an issue with the sewers and having to pay the money to hook him

Sent from Yahoo Mail for iPhone

Tue, Feb 4, 2020 at 1:29 PM

Please add me on the mailing list. On your note it said to sign in to sandwichsouth.ca. didn't work. Go figure

Sent from Yahoo Mail for iPhone

From:

Sent: Tuesday, February 4, 2020 8:07 AM To: Winters, Patrick <pwinters@citywindsor.ca>

Cc: sandwichsouth@dillon.ca

Subject: RE: Sandwich South Master Servicing Plan

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[Quoted text hidden]

Winters, Patrick <pwinters@citywindsor.ca>

Tue, Feb 4, 2020 at 3:56 PM

Cc: "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>

- The pop up event boards have been added to the project website.

www.sandwichsouth.ca

Please let us know if you have any comments.

**Thanks** 

Patrick Winters, P.Eng. | Development Engineer



Engineering - Design & Development

350 City Hall Square | Suite 210 | Windsor, ON | N9A 6S1

(519)-255-6257 ext. 6462

www.citywindsor.ca

From:

Sent: Tuesday, February 4, 2020 8:07 AM To: Winters, Patrick <pwinters@citywindsor.ca>

Cc: sandwichsouth@dillon.ca

Subject: RE: Sandwich South Master Servicing Plan

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[Quoted text hidden]

Wed, Feb 5, 2020 at 7:30 AM

To: "Winters, Patrick" <pwinters@citywindsor.ca>

Cc: sandwichsouth@dillon.ca

#### Patrick.

Thank you for the Pop-up guidance.

In the Pop-up it indicates I can complete the "Issues that Matter" survey. Buti cannot seem to find that link

# Thank you

[Quoted text hidden]

Farkas, Amy <afarkas@dillon.ca>

Wed, Feb 5, 2020 at 11:49 AM

Cc: "Winters, Patrick" <pwinters@citywindsor.ca>, Sandwich South MSR <sandwichsouth@dillon.ca>

Hello

The Issues That Matter survey is incorporating the feedback we received at the Pop-up and will be up on the website next week. We will send you a notification when it is up and running.

Thank you for your interest in the study.

Kind regards Amy

Amy Farkas MCIP, RPP





**Dillon Consulting Limited** 3200 Deziel Drive Suite 608 Windsor, Ontario, N8W 5K8 T - 519.948.5000 ext. 3205 F - 519.948.5054 AFarkas@dillon.ca

www.dillon.ca

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## FW: Sandwich South Master Servicing Plan - Comment Sheet Jan 30 2020

2 messages

Winters, Patrick <pwinters@citywindsor.ca>

To: "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>

Tue, Feb 18, 2020 at 10:12 AM

**FYI** 

From:

Sent: Tuesday, February 11, 2020 4:13 PM To: Winters, Patrick <pwinters@citywindsor.ca>

Subject: Sandwich South Master Servicing Plan - Comment Sheet Jan 30 2020

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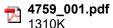
Hi Patrick

It was a pleasure meeting with you to discuss your project. Please see the attached comment sheet & confirm email receipt is acceptable.

Please also place us on the Project Contact List for project updates.

**Thanks** 





Babcock, Joshua <jbabcock@dillon.ca>

Tue, Feb 18, 2020 at 10:16 AM

Cc: "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>

Hello

Thank you very much for your response. We will keep your completed comment sheet on file and add your name to our contact list.

Joshua

Joshua Babcock





**Dillon Consulting Limited** 3200 Deziel Drive Suite 608 Windsor, Ontario, N8W 5K8 T - 519.948.5000 ext. 3222 F - 519.948.5054 JBabcock@dillon.ca www.dillon.ca

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# FW: Sandwich South Master Servicing Plan - Comment Sheet Jan 30 2020

Winters, Patrick <pwinters@citywindsor.ca> To:</pwinters@citywindsor.ca>	Tue, Apr 7, 2020 at 2:15 PM
Cc: "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>, Andrea Winter <awinter@dillon.ca< td=""><td>a&gt;</td></awinter@dillon.ca<></sandwichsouth@dillon.ca>	a>
Hi land I apologize. The intent was for everyone who registered to get notification of the sthat happened.	survey. It doesn't sound like
By copy of this email I will ask Dillon to provide you with the survey.	
I don't think you need to re-register.	
Please let me know if anything further is required.	
Thx.	
Pat	
Sent: Tuesday, April 7, 2020 2:01:09 PM  To: Winters, Patrick  Subject: RE: Sandwich South Master Servicing Plan - Comment Sheet Jan 30 2020  CAUTION: This email originated from outside of the organization. Do not click links or open attact the sender and know the content is safe.	hments unless you recognize
Hi Patrick	
I hope that you are staying well & safe during the pandemic.	
I was checking the project website today & see that there was a survey that closed Mar 25. I the list – we would be notified of project activity?	thought that being added to
Do you want me to re-register at the link on the project website?	
Thanks	

From: Winters, Patrick <pwinters@citywindsor.ca>

Sent: February 18, 2020 10:15 AM

To:

Subject: RE: Sandwich South Master Servicing Plan - Comment Sheet Jan 30 2020

It was a pleasure meeting with yourself, your Dad, and your Brother as well.

Please consider this email confirmation your comments have been received, and that we will add you to the contact sheet for project updates moving forward.

I hope all is well:)

Pat

From: Sent: Tuesday, February 11, 2020 4:13 PM To: Winters, Patrick <pwinters@citywindsor.ca>

Subject: Sandwich South Master Servicing Plan - Comment Sheet Jan 30 2020

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Patrick



# **Baseline Road Sewer Project**

Winters, Patrick <pwinters@citywindsor.ca>

Thu, Apr 8, 2021 at 1:15 PM

"sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>

 The City received several formal objections to the sanitary sewer local improvement and the matter will need to go to a LPAT [Local Planning Appeal Tribunal] hearing for a decision as to whether the project moves forward. The City is waiting for a date to be set for the hearing. We don't know when the hearing will be, but anticipate it won't be until later this year at the earliest. That's all the information available right now.

Hope that helps,

Pat

Patrick Winters, P.Eng. | Development Engineer



Engineering – Design & Development

350 City Hall Square | Suite 210 | Windsor, ON | N9A 6S1

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www.citywindsor.ca

From:

Sent: Thursday, April 8, 2021 11:46 AM

To: sandwichsouth@dillon.ca

Cc: Winters, Patrick <pwinters@citywindsor.ca>

**Subject:** Baseline Road Sewer Project

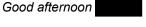
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#### RE: Sandwich South Master Servicing Plan - Comment Sheet Jan 30 2020

3 messages

Babcock, Joshua <jbabcock@dillon.ca> 199817 <199817@dillon.ca> Tue, Apr 28, 2020 at 3:47 PM



We sincerely apologize for missing you regarding the Sandwich South Issues that Matter survey. It looks like we already had the survey scheduled to be published before we received your comment sheet and contact information.

I have attached a PDF of the survey to this email for your convenience. Please feel free to complete and return for our records. We value your opinion on these matters.

Thank you very much, Josh



Joshua Babcock **Dillon Consulting Limited** 3200 Deziel Drive Suite 608 Windsor, Ontario, N8W 5K8 T - 519.948.5000 ext. 3222 F - 519.948.5054 JBabcock@dillon.ca www.dillon.ca

Please consider the environment before printing this email

Cc: "Winters, Patrick" <pwinters@citywindsor.ca>,

Note: I will be working remotely for the foreseeable future and contact by email is preferable. Please stay safe and be mindful.



To: "Babcock, Joshua" <jbabcock@dillon.ca>, 199817 <199817@dillon.ca>

Wed, Apr 29, 2020 at 4:17 PM

Hi Joshua

Thank you for the opportunity to complete the survey attached.

Have a great day!



[Quoted text hidden]

This message is directed in confidence solely to the person(s) named above and may contain privileged, confidential or private information which is not to be disclosed. If you are not the addressee or an authorized representative thereof, please contact the undersigned and then destroy this message.

Ce message est destiné uniquement aux personnes indiquées dans l'entête et peut contenir une information privilégiée, confidentielle ou privée et ne pouvant être divulguée. Si vous n'êtes pas le destinataire de ce message ou une personne autorisée à le recevoir, veuillez communiquer avec le soussigné et ensuite détruire ce message.



Issues That Matter Survey - SS Master Servicing Plan Apr 29 2020.pdf

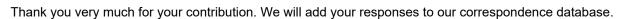
Babcock, Joshua <jbabcock@dillon.ca>

Thu, Apr 30, 2020 at 10:28 AM

To:

Cc: 199817 <199817@dillon.ca>, "Winters, Patrick" <pwinters@citywindsor.ca>





Take care, Josh



Joshua Babcock
Dillon Consulting Limited
3200 Deziel Drive Suite 608
Windsor, Ontario, N8W 5K8
T - 519.948.5000 ext. 3222
F - 519.948.5054
JBabcock@dillon.ca
www.dillon.ca

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**Note**: I will be working remotely for the foreseeable future and contact by email is preferable. *Please stay safe and be mindful.* 



# Re: plan for Sandwhich south area

Wed, Oct 7, 2020 at 1:15 PM

To: sandwichsouth@dillon.ca

Please keep me informed as I am a resident on Joy rd for 24 years. Am VERY interested in future plans !

Sent from my iPad



# **Mailing List**

Thu, Oct 8, 2020 at 7:35 PM

To: "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>

Good evening!

Please include me in the Mailing List.

Regards,

This e-mail and any attachments may be confidential or legally privileged. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited. Please notify us immediately by email at corpmail@toromont.com or by telephone (collect if necessary). Please delete this email and destroy any copies. Thank you for your cooperation.

Toromont Industries Ltd., 3131 Highway 7 West, Concord, ON, L4K 1B7 www.toromont.com (416)667-5511.

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Toromont Industries Ltd., 3131 Highway 7 West, Concord, ON, L4K 1B7 www.toromont.com (416)667-5511.



# **Public information Session for property owners - Sandwich South**

Wed, Oct 14, 2020 at 6:15 AM

To: "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>

As a property owner for the impacted area I would like to be added to the mailing list moving forward.

My mailing address is the following:



I also can be reached via email at:

Thank you



## Sandwich South - Discussion with

Winter, Andrea < AWinter@dillon.ca>

Thu, Oct 15, 2020 at 2:41 PM

To: Sandwich South MSR <sandwichsouth@dillon.ca>, "Winters, Patrick" <pwinters@citywindsor.ca> Cc: Karla Kolli <kkolli@dillon.ca>, "Molliconi, Rob" <RMolliconi@dillon.ca>, "Farkas, Amy" <afarkas@dillon.ca>

Following up on a call received as a voicemail from earlier today I understand that she has also spoken to Patrick from the City. Through my discussion with on the telephone she had two concerns with respect to the project which she would like included with the feedback for PIC#1:

- 1. Rae Road was not shown on the map as mailed out.
- 2. Currently the residents on Rae Road are serviced by septic beds. She has a strong interest to be able to connect to a sewer sooner rather than later. Currently her septic bed is working, however rather than replacing it in the future she would like to have the opportunity to connect to a sewer knowing that the 8th Concession has a sewer and is very close to their property.

She also commented that she isn't worried about street lights although she would like them. She will watch for future mailing related to the project, and appreciated our call to understand her concerns.

Her phone number was

CONSULTING



**Andrea Winter** 

Partner

**Dillon Consulting Limited** 

10 Fifth Street South

Chatham, Ontario, N7M 4V4 T - 519.354.7868 ext. 3331

F - 519.354.2050

M - 519.809.5157

AWinter@dillon.ca www.dillon.ca

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# **Sandwich South Master Servicing Plan**

Sat, Oct 17, 2020 at 5:23 PM

To: sandwichsouth@dillon.ca Cc: pwinters@citywindsor.ca Bcc: afarkas@dillon.ca

To whom it concerns:

Thank you for inviting to participate in this public engagement. Attached please find a PDF file containing our comments to the Sandwich South Master Servicing Plan.

We found it difficult to use the input boxes on the www.SandwichSouth.ca website in the manner intended. Please let me know if this attachment will work for you. If necessary, I will reformat our analysis to ensure it is still included in the stakeholder feedback.

Sincerely,



Sandwich South Master Servicing Plan.pdf 118K

# **Comments on the Sandwich South Master Servicing Plan**

# **Station #1: Study and Context: Issues that Matter**

- 1. Is there anything you think is missing from the list of Issues that Matter from the public, or the stakeholders and technical team?
  - Windsor declared a Climate Emergency in November 2019. None of the City's climate change plans are referenced in the section *Integration with other Studies*.
  - There is no mention of climate change in the *Issues That Matter*: The greenhouse gas (GHG) impact of a hospital on greenfield land 13 km from the heart of Windsor needs to be quantified, particularly anticipated additional driving distances as well as the impact of converting active farmland to surface parking.
  - Linkage to Windsor's <u>Community Energy Plan</u> (2017) targets is missing from *Issues That Matter*:
    - Reduce per capita primary energy use by 40% from 2014 baseline by 2041
    - Reduce per capita GHG emissions by 40% from 2014 baseline by 2041
  - According to *Issues That Matter*, "Windsor was tied for the third fastest growing municipality in Canada in 2017, with a growth rate of 2.5%." Presumably this refers to a single year. Yet Station 1 projects population growth of 8,000, which is just 3.7% over 20 years. Which of these two projections is being used to inform this development plan?
  - The panel indicates that the land in question was transferred in 2002 from the Town of Tecumseh "to accommodate growth." The significant decline in anticipated future growth since 2002 is not mentioned.
  - The panel gives no indication how much future population growth is to be accommodated within existing neighbourhoods and how much is expected to be located in Sandwich South.
  - It is difficult to imagine why population growth as slow as 3.7% over 20 years cannot be accommodated within existing neighbourhoods.
  - The panel states that 6,900 new dwellings will need to be built to accommodate the city's population growth. It does not indicate how many will be required in Sandwich South.
  - As of October 16, 2020, CAMPP identified development plans and proposals totalling
     7,157 dwelling units in existing neighbourhoods, including 748 units in East
     Pelton (link at <a href="https://bit.ly/37au9H5">https://bit.ly/37au9H5</a>). This indicates the further development of
     Sandwich South is no longer supported by available evidence.

# **Station #2: Existing Conditions**

- 2. Do you have any comments on the existing conditions? Or, is there anything missing you would like to add?
  - The City of Windsor's 20 year <u>Strategic Vision</u> (2016) identifies biodiversity as a strength to build on. Station #2 identifies considerable Species of Conservation Concern, Species at Risk, as well as significant Wetlands and Woodlands. Further development of roads and buildings in this area contradicts the city's own Strategic Vision.
  - The impact of waterfowl on stormwater management infrastructure close to Windsor Airport is concerning. While measures can be taken to reduce risks to aircraft and the safety of wildlife, this concern suggests unnecessary encroachment on the region's natural habitat.
- 3. Do you think anything is missing from the existing conditions presented that you would like to add?
  - According to <u>Dianne Saxe</u>, Ontario's former Environmental Commissioner, "Essex County..has the lowest rate of wetlands and woodlands in Ontario only 3% of trees, and only about 1.5% of wetlands. The minimum necessary for a healthy ecosystem and some kind of reasonable flood resilience is 30% woods and 10% wetlands."
  - Downstream flood risks on the land described in this panel are an indication that its development will further erode the region's flood resilience.
  - A more resilient and visionary approach to this large area of farmland would be to return it to its original woodland and wetland state, rather than developing it.

# **Station #3: Transportation**

- 4. What do you like about the transportation options?
  - The incorporation of the *Complete Streets* concept in the early planning stages is important to ensure roads are designed with cyclist and pedestrian safety (and usability) in mind.
  - Active transportation options are critical to enable movement without dependence on cars. This is environmentally sustainable and supports healthy populations.

### 5. What do you not like about the transportation options?

- <u>Council Report S116/2020</u> (Page 17, September 23, 2020) discusses the desirability of a
   net-zero neighbourhood in Sandwich South. It references sustainability goals
   consistent with the City of Windsor's <u>Community Energy Plan</u> (2017). Wider roads to
   accommodate more vehicular traffic are incompatible with these sustainability goals.
- The large number of proposed roads to be widened and language around traffic congestion shows that automotive transportation is being prioritized. Wider roads are well-established to induce more car traffic.
- Only Option 2b emphasizes transit, cycling and walking. A clear risk exists that alternative modes of transit will be compromised if one of the other options is selected.
- It is unclear how Option 3 might impact access to a hospital on County Road 42.

# 6. Do you have any comments about the transportation options?

- According to Windsor's <u>Transit Master Plan</u> (2019): "A bus coming less frequently than
  every 20 minutes can add a lot of time to an individual's trip if they miss their connection
  or are a couple minutes late. This makes taking transit very inconvenient and
  undesirable for someone who has access to other transportation alternatives."
- The Transit Master Plan shows no existing primary transit routes to the proposed new hospital. The proposed new routes to the area all culminate at the hospital site and only on-demand public transit service is contemplated for the neighbourhood beyond. Bus users who don't live along direct bus routes will need one or more transfers to reach their destinations. This will reduce the desirability of public transportation to and from Sandwich South for those living in other neighbourhoods.
- 5,000+ people work at Windsor Regional Hospital. The distance to Sandwich South from almost all existing neighbourhoods exceeds 5 km and in many cases exceeds 10 km. As well, the arterial routes to Sandwich South around the Windsor Airport land are designed for vehicular traffic. The distance around the airport land and the design of the roads significantly reduces the feasibility of cycling or walking to the proposed new hospital.
- Have the projected energy and GHG impacts of projected vehicular traffic in Sandwich South been evaluated? The impact of a hospital on active farmland 13 km from the heart of Windsor, including the projected aggregate additional driving by the 5,000+ healthcare workers, many of whom live within walking distance of their workplace today, needs to be determined.
- What initiatives (e.g. additional tree planting) to offset the GHG impact of projected additional vehicular traffic have been identified?
- The impact on taxes of building and maintaining the expanded roads needs to be clarified, especially in light of uncertain future population growth. Is there a funding formula for neighbouring County municipalities to share these costs?

#### **Station #4: Sanitary and Storm Sewers**

- 7. What do you like about the sanitary and storm sewer options?
  - The potential for active transportation facilities within open drain corridors will make the area attractive for recreational cycling and walking.
- 8. What do you not like about the sanitary and storm sewer options?
  - Hospitals are exempt from paying Development Charges (DC). There is no clarity around incremental costs to taxpayers (in existing neighbourhoods) for sanitary and storm sewers attributable to the proposed new hospital. This should have been determined before making the site selection decision for the new hospital.
  - There is no clarity about the property acquisition envisioned under Option 3. What is the anticipated purchase cost and how will this be paid? What will be the tax impact?
  - Climate change is bringing about increased precipitation, as documented in Windsor's
     <u>Climate Change Adaptation Plan</u> (2020). There is no indication that expected future
     rainfall levels have been taken into account in developing the sanitary and storm sewer
     options to prevent future flooding.
- 9. Do you have any comments about the sanitary and storm sewer options?
  - The cost of the sanitary and storm sewer options has not yet been determined. This makes it difficult to comment on the proposed options.
  - The lifetime maintenance and replacement costs of these options are a concern, particularly given Windsor's uncertain anticipated population growth in the next 20 years.
  - The ramifications of the bullet "Review of potential sanitary sewer conflicts with other proposed infrastructure" are unclear.
  - The bullet "Does not support natural linkage to other corridors" presumably relates to the
    presence of the Windsor Airport between Sandwich South and sanitary and storm sewer
    corridors. This reinforces the way the development of Sandwich South, particularly
    during a period of uncertain projected population growth, is an over-complicated and
    costly way to develop.
  - It would be helpful to see an alternative cost comparison that accommodates anticipated future growth within existing neighbourhoods instead of Sandwich South. Without this information, stakeholders have no way of knowing whether this plan is cost-effective.

# Station #5: Flood Mapping and Stormwater Management Solutions 10. What do you like about the updated flood mapping and stormwater management solutions?

 The City of Windsor's <u>Climate Change Adaptation Plan</u> (June 2020) notes that more frequent and more extreme weather events are increasingly impacting our community. Updated flood mapping is a long overdue step to address Windsor's climate change vulnerability.

# 11. What do you not like about the updated flood mapping and stormwater management solutions?

- The planning of stormwater management solutions in Sandwich South prior to completing flood mapping suggests those planning this development are not taking climate change as seriously as required by the plans adopted by the City of Windsor.
- It also suggests an unwillingness to develop in the wisest and most cost-effective way
  possible. Instead, engineering measures at whatever cost necessary are being
  employed to ensure the safety of residents, particularly those living downstream from
  Sandwich South.

# 12. Do you have any comments about the updated flood mapping and stormwater management solutions?

- Given the uncertain projected long term population growth, a real risk exists that infrastructure needs in already-developed neighbourhoods will be compromised in order to pay for the necessary stormwater management solutions in Sandwich South.
- Without cost comparisons, it is impossible for the public to give meaningful input into the options presented.
- The planned construction of the region's only full service acute care hospital in an area that is prone to flooding reveals a deep flaw in the site selection process. The site selection criteria did not evaluate climate change priorities or flood risks.



# FW: Sandwich South needs a reality check

Winters, Patrick <pwinters@citywindsor.ca>

Mon, Oct 19, 2020 at 8:30 AM

To: "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>

Cc: "Tunks, France Isabelle" <ftunks@citywindsor.ca>, "Winterton, Mark" <mwinterton@citywindsor.ca>, "Mikhael, Fahd" <fmikhael@citywindsor.ca>, "Vendrasco, Wira H.D." <wvendrasco@citywindsor.ca>

FYI

From:

Sent: Sunday, October 18, 2020 9:29 PM

To: Winters, Patrick <pwinters@citywindsor.ca>

**Subject:** Fw: Sandwich South needs a reality check

**CAUTION**: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Sent from my BlackBerry — the most secure mobile device — via the TELUS Network

From:

**Sent:** October 18, 2020 5:29 AM

To:

Reply to:

**Subject:** Sandwich South needs a reality check

an draw's agreed Mindow's green physical angument.

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Click here to donate to our GoFundMe

# The Sandwich South Master Servicing Plan is moving ahead

A shiny new "Emerald City" is being planned south of Windsor Airport.

But the data doesn't support this grand physical expansion.

Windsor leadership is very quietly moving ahead on a long term municipal expansion south of Windsor Airport. This project is infinitely bigger than the widely promoted Country Road 42 Secondary Plan that includes the proposed new hospital site.

The expansion, to be paid for by Windsor residents, covers a land mass the size of all of Windsor's central neighbourhoods combined.

Are Windsor's leaders attempting to recreate the city somewhere else rather than investing in and improving our established neighbourhoods?

The financial magnitude of the project has not yet been publicly disclosed. It includes very costly public infrastucture investments such as road widening, as well as re-aligned and expanded sanitary and storm sewers.

Because much of this currently rural land is flood prone, it will also require expensive specialized stormwater management systems to protect existing downstream Windsor neighbourhoods, as well as the adjacent Town of Tecumseh. And because of the proximity to Windsor Airport, special additional measures will be required to reduce the risk of waterfowl attracted to the pools of standing water created by this future stormwater diversion. Right now, the area is active farmland, so water retention ponds are unnecessary today.

This servicing plan creates a framework for what could eventually become an entirely new community the size of a small city. The Sandwich South Master Servicing Plan site's area is equivalent to that of Windsor Wards 2, 3, 4, 5 & 6 combined. Since Windsor taxpayers will be footing the bill and the city's future population and employment growth are less certain than ever before, why are we investing in such an ill-conceived expansion?

This month, the public are invited to give their input before this infrastructure expansion project is approved to move to the next stage.

#### Putting the enormous scale of this project in perspective

The Sandwich South Master Servicing Plan covers a currently largely uninhabited 6,400 acre / 2,600 hectare area (outlined in red in the map below) from the E.C. Row Expressway in the north, Walker Rd. in the west, Highway 401 in the south, and Banwell Rd. in the east.

It surrounds the 990 acre / 400 hectare County Road 42 Secondary Plan area (the purple perimeter on the map) being planned for the proposed single site acute care hospital, as well as commercial, industrial and low-density residential development.



To better understand the scale of this project, the map below represents the size of the area:

The area outlined in black is the same size as the Sandwich South Master Servicing Plan.

It's equivalent to the area stretching 11 km all the way from the Ambassador Bridge to the WFCU Centre in East Windsor, and from the Detroit River to Tecumseh Rd.



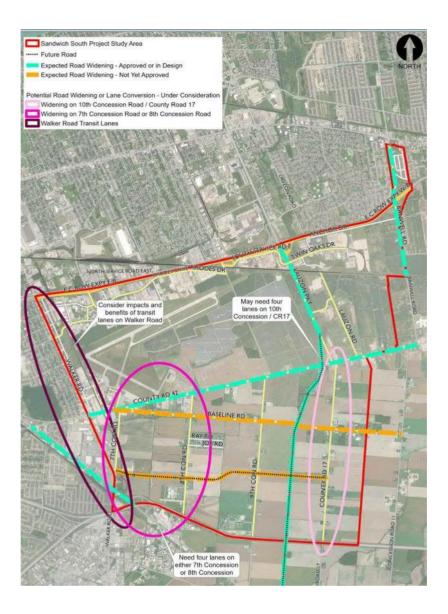
## Building wider roads to stimulate more car dependency!

To demonstrate what is being proposed, one of the public engagement stations shows the many roads to be widened. The accompanying text describes a need to address future traffic congestion.

The coloured lines along and within the project area's red perimeter highlight these roads.

Why is there is no mention of the phenomenon of induced demand in the accompanying presentation?

For further reading: Traffic engineers know you can't build your way out of congestion. It's the design of the roads themselves that cause more traffic.



## Why is this plan disconnected from Windsor's energy goals?

The road widening plans show no compatibility with Windsor's 2017 Community Energy Plan, which specifically commits the city to reduce:

- per capita energy use by 40% from 2014 baseline by 2041;
- per capita Greenhouse Gas (GHG) emissions by 40% from 2014 baseline by 2041.

## Issues that matter to residents: Urban sprawl concerns ignored

During a previous public engagement exercise in January 2020, the public articulated many fundamental concerns, including environmental and other consequences resulting from the urban sprawl to be created by the Sandwich South plan:

- Concern that the development of Sandwich South will contribute to sprawl.
- Residents suggested keeping development (particularly major institutional uses) to the downtown core, closer to where infrastructure currently exists.
- Uncertainty about the need for expansion - residents would like more proof to support the anticipated growth of Sandwich South, to justify the need for development in the area.
- Concern for the loss of green space, greenfields, natural environment, and farmland (particularly of Class 1 agricultural lands) due to development in the Study Area.
- Concerns for environmental impacts of development on climate change, such as changes in air quality, emissions and increased flooding.
- Protecting species-at-risk.

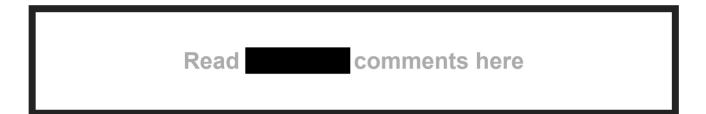
There is no evidence the concerns voiced earlier this year were taken seriously. Though this reflects a major shortcoming in the public consultation process, it's critically important to continue to keep municipal decision makers accountable. *So don't give up!* 

## has submitted its comments on the Sandwich South Master Servicing Plan

We expressed many concerns, including:

- Uncertain demographic and economic growth: The plan includes the same flat demographic projections that were used when the County Road 42 Secondary Plan was approved by Windsor City Council in August 2018.
- **Unrealistic new housing needs:** We pointed out that the City's entire 20-year projected new housing needs are already being addressed in existing neighbourhoods, through new infill and subdivision projects that are in various stages of planning or construction.

- Climate Change ignored: There's a complete disconnect to the City of Windsor's climate change policies and action plans.
- Environmental impacts not evaluated: There is no evaluation of the greenhouse gas (GHG) impacts of developing so much active farmland. What negative impacts can be anticipated from the construction of the proposed greenfield hospital 13 km from the heart of Windsor? Consider the environmental consequences of the daily increased driving dependency by thousands of patients, visitors and volunteers, but most importantly, the 5,000+ healthcare workers, many of whom live within walking distance of their workplace today.
- Costs not disclosed: The plan presents various elaborate options, but there's no disclosure of costs, which may be monumental for Windsor taxpayers. This makes it impossible to provide meaningful feedback.
- Flood risk analysis incomplete: Updated flood mapping has not yet been completed, which also limits the usefulness of the public's feedback.



We urge you to provide your feedback on the Sandwich South Master Servicing Plan.

The deadline is October 30, 2020.

Access the public engagement at www.sandwichsouth.ca

## And now, a reality check:



Windsor's 20-year Strategic Vision

describes 3 goals:

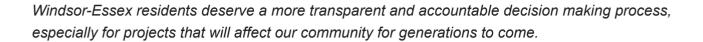
- 1. More jobs in Windsor
- 2. Addressing Windsor's reputation
- 3. Improving quality of life in Windsor

Let's imagine what could happen if the astronomical sum of money needed to realize the Sandwich South Master Service Plan was invested in the city's existing neighbourhoods, earmarked to serve the people who already call Windsor home.

We could redesign our streets for people and increased active transportation, without widening to accommodate more cars. We could have frequent, efficient and affordable public transit for all. We could have upgraded sewers and stormwater management infrastructure, and feel safely protected from flooding. We could build our new hospital in an existing neighbourhood that is accessible and environmentally responsible.

How would this alternative vision for Windsor's future positively affect the city as we know it today? How much more attractive might Windsor be to new businesses and to younger generations?

## Help make this our reality!



Access the public engagement at www.sandwichsouth.ca

## In their own words:

Members of our community comment on the issues

"60.8% of ALL Windsor & Essex County residents are within a 10 km drive from Met. Only 25.5% (of city & county) are within 10 km of the CR42 location. 86% of all 130,000 ER visits per year are from Greater Windsor. CR42 will put our only ER the farthest from a city centre than any other city in the Country."

"I am appalled at the Windsor Essex Development Commission using my money to try to sell this greatly flawed hospital plan ...Giving out "Free Signs" Outrageous"

"Sandwich south doesn't include a plan for affordable housing, stretches public transportation routes (less efficient), is only in range for active transportation for those who live in the immediate neighbourhood, and causes damage to climate change."

"I think Premier Doug Ford needs to look at the issues of transportation, flooding and the cost to city tax payers for infrastructure on the land. I acknowledge that Windsor has grown from the inner city. However, I think we need a new location."

"It would certainly be folly to even consider the bean field location. Most of the companies in the city are in sunset industries, already we are seeing many of them close down. Sunset industries do not produce growth."

"I'm completely fed up with the group that runs the show here. They have never answered any of my questions on this proposed project. None!"

"Please people, take a step back and realize what's going on here. Any mall needs an "anchor" store. A big player to anchor all the little stores in between. Mr Dilkens is using our hospital and healthcare and access to it, to anchor a suburb, to justify millions in

taxpayer funded expenses to fill in farmland.

Well enough, in some eyes, but it also deprives current neighbourhoods of two existing anchors, including 4,000 jobs (Windsor's 2nd largest employer) and their offshoots.

New Hospital? Yes. A singular hospital & ER fenced off by an airport? Please, this location is chosen for & by developers, not patients, city or county. (PS not "mega". Same or less beds. Same or less services. One ER)."

"An environmental and economic disaster waiting to happen, which is why even developer-owned Conservative and free-spending Liberal governments have not moved forward with this location. Dilkens just bought us hundreds of acres of swamp land."

Thank you for your many messages of support. Please continue to send us your comments and contribute to our fundraiser for legal expenses.

Click here to donate to our GoFundMe

For those who have used degrading, disparaging or vilifying language in speaking about please remember:

We are your neighbours, your family, your coworkers: We are all members of the Windsor-Essex community. Everybody deserves accessible and adequate healthcare services. This is mission.



If you enjoy reading our eblasts and would like to read past issues - we've put them in a blog for you! Our 2019 eblasts delving into **ACUTE** topics such as **Access** to healthcare, **Costs** to the community, responsible **U**rban planning, **T**ransparency of governance and **E**nvironmental impact are archived at this link:

Click here to read our blog







## About

is a grassroots citizens

group that formed in 2014 to ensure:

- all voices are heard and counted in the planning of Windsor-Essex's new hospital
- decision-making be financially, socially and environmentally responsible
- sound urban planning principles are followed.

"...all our human economic achievements have been done by ordinary people...
Yet without understanding this, people are all too willing to fall for the idea that
they can't do this, they themselves, or anybody they know, because they're too
ordinary."

-- JANE JACOBS

Find us on Twitter at











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## **RE: Sandwich South Master Servicing Plan**

Winters, Patrick <pwinters@citywindsor.ca></pwinters@citywindsor.ca>	Mon, Oct 19, 2020 at 8:48 AM
To: Cc: "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca></sandwichsouth@dillon.ca>	
Hi Yes NP. By copy of this email I'll ask Dillon to include you of forward.	on the project contact list moving
Hope all is well with you too.	
Ttys	
Pat	
From: Sent: Saturday, October 17, 2020 10:35 AM To: Winters, Patrick <pwinters@citywindsor.ca> Subject: Sandwich South Master Servicing Plan</pwinters@citywindsor.ca>	
CAUTION: This email originated from outside of the organization. Do attachments unless you recognize the sender and know the content is	
Pat,	
I hope you are well and straying safe sir.	

We received on October 6, 2020, a Public Information session regarding the Sandwich South Master Servicing Plan. The notice was sent to our Windsor Office and subsequently to our Head Office. Can

you please send notice to me directly for all future sessions and reports.



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From:

Date: Fri, Oct 30, 2020 at 1:54 PM

Subject: RE: Thank you!

To: awinter@dillon.ca <awinter@dillon.ca>

Cc: pwinters@citywindsor.ca <pwinters@citywindsor.ca>

Thanks all again for our discussion. Attached is the letter from 2017 to Planning.

We are pleased to see the ambitious serving plan and will continue to follow as the municipality strives to complete their review in the fall of next year.

We believe we should be included in the planning review and makes imminent sense for the municipality. There is an opportunity to get development quickly – which means municipal services – with participation.

We look forward to hearing back at your earliest.

From:

Sent: Friday, October 30, 2020 1:33 PM

To: awinter@dillon.ca

Cc: pwinters@citywindsor.ca;

Subject: Thank you!

Hi Andrea

Thank you for the discussion and consideration today!

shall be forwarding our letter of Aug 2, 2017.

Please do not hesitate to call is any questions arise.

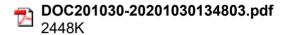
Thanks!

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August 2, 2017

Planning Department City of Windsor Suite 404, 400 City Hall Square East Windsor, Ontario N9A 7K6

Attention:

Justina Nwaesei

Planner II - Development Review

Regarding:

County Road 42 Secondary Plan Review

Dear Justina,

I am writing to provide comments on two matters regarding the County Road 42 Secondary Plan review currently underway:

## Item 1:

In our review of employment lands available in the City of Windsor, it is apparent that there is a deficiency of available industrial lands. Thus, the Secondary Plan initiative requires additional work and the study area expanded. In order to make this a multi-use and intermodal area, the Airport lands along with an expansion of the Secondary Plan Area require additional industrial uses than is currently proposed.

A comprehensive review will result in additional growth opportunities for the municipality and allow an expansion of the residential area to include our lands as shown on the attached map. We believe a broader review will in turn justify adding our site to meet the population projections in the 20-year land supply for residential uses. Our site was originally included in the study area as shown on page 3 of the MHBC document for the Public Consultation Session of July 5, 2017. The Preferred Development Plan on page 12 of the same report excludes our site.

## Item 2:

Given we have not received notification as the adjacent property owner; we shall have no alternative but to oppose the Secondary Plan in its current form. We would appreciate the opportunity to meet with you personally to discuss and explain our request above.

Thanks in advance and we look forward to working together on this important initiative.

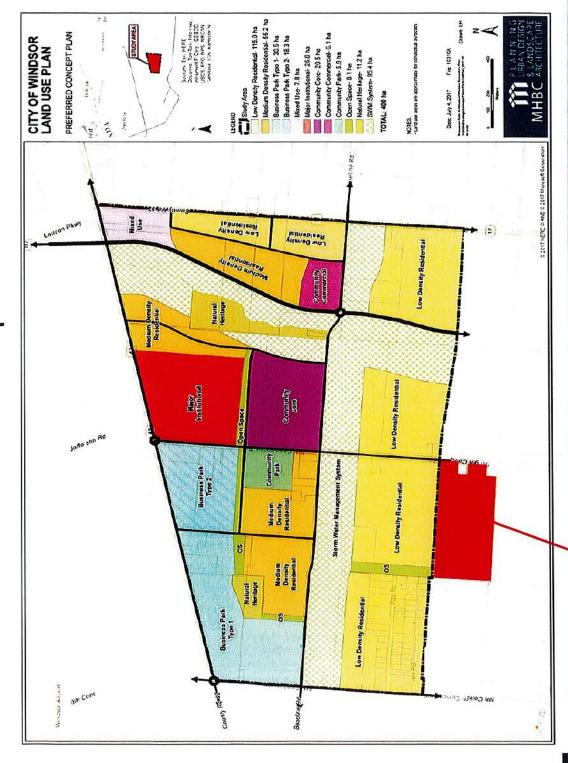
Sincerely,

# Related Planning/EA Studies





## Preferred Development Plan







S	e۱	۸/	Δ	re
J	E	w	H	

Wed, Dec 2, 2020 at 11:00 AM To: sandwichsouth@dillon.ca As long time residents of this area at we are asking that sanitary sewers be installed down our road. Because they have already been povided down Concession 8, where the residencial population is sparce, we respectfully suggest that sewers on our road, which IS heavily residencial, be a strong consideration.



Babcock, Joshua <jbabcock@dillon.ca>

## **Baseline Road Sewer Project**

2 messages

Thu, Apr 8, 2021 at 11:46 AM

To: sandwichsouth@dillon.ca Cc: pwinters@citywindsor.ca

Hello,

I am a resident of Baseline Road and would like to get an update on the sewer project that is supposed to happen down our road. We have not heard anything since the summer of 2020.

Please advise.

Thank you

Winters, Patrick <pwinters@citywindsor.ca>

Thu, Apr 8, 2021 at 1:15 PM

"sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>

 The City received several formal objections to the sanitary sewer local improvement and the matter will need to go to a LPAT [Local Planning Appeal Tribunal] hearing for a decision as to whether the project moves forward. The City is waiting for a date to be set for the hearing. We don't know when the hearing will be, but anticipate it won't be until later this year at the earliest. That's all the information available right now.

Hope that helps,

Pat

Patrick Winters, P.Eng. | Development Engineer



Engineering – Design & Development

350 City Hall Square | Suite 210 | Windsor, ON | N9A 6S1

(519)-255-6257 ext. 6462

www.citywindsor.ca

From:

Sent: Thursday, April 8, 2021 11:46 AM

To: sandwichsouth@dillon.ca

Cc: Winters, Patrick <pwinters@citywindsor.ca>

Subject: Baseline Road Sewer Project

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[Quoted text hidden]

--- Forwarded message ------

From:

Date: Tue, Jun 15, 2021 at 9:26 AM Subject: RE: Sandwiich South/Walker Rd To: Herlehy, Laura <a href="mailto:lherlehy@dillon.ca">lherlehy@dillon.ca</a>

Cc: Andrea Winter <a href="mailto:AWinter@dillon.ca">AWinter@dillon.ca</a>, Winters, Patrick <a href="mailto:pwinters@citywindsor.ca">pwinters@citywindsor.ca</a>

Hi Laura,

I do not require a meeting; I was just looking for an update which you have provided.

Am I able to access this draft now or do I need to wait for the public info session?

Thank you,

From: Herlehy, Laura [mailto:lherlehy@dillon.ca]

Sent: Tuesday, June 15, 2021 9:11 AM

Cc: Andrea Winter; Winters, Patrick

Subject: Fwd: Sandwiich South/Walker Rd

Hi

We are in the process of completing the draft servicing strategy for this area and preparing for the next public information centre which is scheduled for this summer. Please let me know if you are still interested in meeting with the project team including the City and what specific items you are interested in talking about so we can have the appropriate team members present. I will look to schedule a meeting next week, can you let me know what days you are available between June 21-29.

Please note that Rob Molliconi is no longer with DIllon and I will be taking his place on this project. Thanks Laura

> Laura Herlehy Associate **Dillon Consulting Limited** 3200 Deziel Drive Suite 608





Windsor, Ontario, N8W 5K8 T - 519.948.4243 ext. 3216 F - 519.948.5054 M - 519.818.3105 LHerlehy@dillon.ca www.dillon.ca



-	Forward	led i	message	

From:

Date: Tue, Jun 1, 2021 at 4:07 PM Subject: Sandwiich South/Walker Rd To: Molliconi, Robert <rmolliconi@dillon.ca>

Cc: Winter, Andrea <a href="mailto:AWinter@dillon.ca">AWinter@dillon.ca</a>, Abbs, James <a href="mailto:Jabbs@citywindsor.ca">Jabbs@citywindsor.ca</a>, Winters, Patrick

<pwinters@citywindsor.ca>

Good afternoon,

It's been quite some time since I've had any correspondence on this project.

The master plan was expected to be complete in the beginning of March. Has that happened?

What is the status?

Thank you,

From: Molliconi, Robert [mailto:rmolliconi@dillon.ca]

Sent: Thursday, December 17, 2020 10:51 AM

To: Cc: Winter, Andrea Subject: Re: Meeting

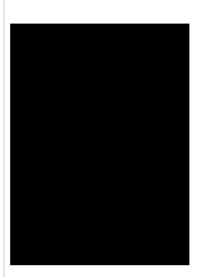
I've meant to reach out to you the last few days... unfortunately with City schedules and holidays approaching we are now looking to connect with your group early part of the new year I will be in touch with you once I receive some available dates from the city in the new year thanks and keep in touch stay safe have a great holiday.

On Thu., Dec. 17, 2020, 10:45 a.m. wrote:

Hi Robert,

Just a follow up on this potential meeting.

Any luck?



From: Molliconi, Robert [mailto:rmolliconi@dillon.ca]

Sent: Saturday, December 05, 2020 2:18 PM

To:

Cc: Winter, Andrea; Caza, Nicole

Subject: Re: Meeting

leave it with me to schedule a meeting with City staff and coordinate with their respective schedules I'll send out a meeting invite accordingly thanks again.

On Sat., Dec. 5, 2020, 1:30 p.m.

wrote:

Hi Robert,

I assume you're looking to do a virtual meeting? I can do pretty much anytime next week. Just let me know and I'll book the time.

Thank you,

Sent from my iPhone

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Sent: Wednesday, July 7, 2021 5:16 PM

To: Winters, Patrick <pwinters@citywindsor.ca>

Cc: Godo, Anna <agodo@citywindsor.ca>; Mikhael, Fahd <fmikhael@citywindsor.ca>

Subject: RE: Sandwich South EA Stakeholder Advisory Committee Meeting #2 Materials

**CAUTION**: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

## Hi Patrick

The meeting discussions have been to build on the previous completed studies. The following link to the Lauzon Pkwy EA identifies a Class 1 Collector from Lauzon Road to Banwell Road (see electronic p 115 / Exhibit 2-20) which we have advocated for.

https://www.citywindsor.ca/residents/Construction/Environmental-Assessments-Master-Plans/Documents/Lauzon-Parkway-ESR.pdf

The attached map of the proposed road network is no longer reflective of this work nor does it service our property. Can you please explain the rational for this change? And identify the process or opportunity to re-establish the roadway per the previous EA?

## **Thanks**



[Quoted text hidden]

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Bush, Zachary <zbush@dillon.ca>

## Sandwich South - Stakeholder

	Mon, Jul 26, 2021 at 5:41 PN
To: "Sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca></sandwichsouth@dillon.ca>	
Cc:	"Bush, Zachary"
<zbush@dillon.ca></zbush@dillon.ca>	

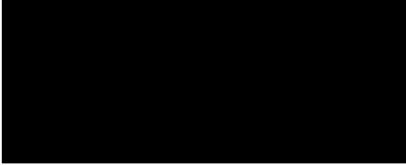
Good afternoon,

After careful review of SAC#2, it has come to our attention that two of our parcels in the study area have been given a Stormwater corridor designation. See attached properties marked on the 8th and 9th Concession. Our properties were purchased with the intent to develop for residential and commercial use. Our property on the has been near completely designated as Storm water corridor, in which would like to raise concern at this time. We raised a similar concern in the past P.I.C meetings, regarding the north and east side storm corridors in which we were given no alternative. This is the first time we are seeing the southern portion of our land designated Storm corridor in its entirety. We would like to know why the east/ west arterial is not shown straight through from the 8th concession to the future Lauzon Parkway? Why is a bend in the road necessary around the 9th concession? In turn bringing the required storm corridor into the remainder of our property. Are these processes not in place to be fair and just to all the stakeholders? It seems that 3/4 of our property has been determined and shown as storm corridor in which we would like to raise a concern and have a discussion.

shown on the attached across from the detention We also have a stake in the property on center. The east/west arterial road is shown to continue through the property. There was no discussion with our team as to why the storm corridor was designated on the north side of the road. We would like to have some discussion to better understand this and discuss an opportunity to have this corridor moved to the south of the arterial. Our purchase of the land was with an intent for residential/commercial uses, which we believe can be achieved if the corridor is moved to the south. Moving the storm corridor to the south in our view will solve the issues raised today on both of our parcels. We would appreciate a timely response with an appointment for further discussion.

Thank you

Best Regards,



2 attachments

Sandwich South SAC #2 - Presentation City June 9.pdf 4460K

2503\_001.pdf



Babcock, Joshua <jbabcock@dillon.ca>

## Fw: Sandwich South Master Servicing Plan PIC 2 Reminder

1 message

Tue, Sep 21, 2021 at 11:52 AM

To: "pwinters@citywindsor.ca" <pwinters@citywindsor.ca>, "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>

Hello Patrick and Andrea,

As mentioned below to Zach, I was not able to attend the latest zoom meeting on Sept. 8th. Do you have information from that meeting that you could email to me; a recording of the meeting or meeting minutes or summary notes?

I am not even sure what the boundaries of the area are since the map initially provided was too vague. Please supply more details.

Thank You,



---- Forwarded Message -----

From:

To: Bush, Zachary <zbush@dillon.ca>

Sent: Saturday, September 18, 2021, 11:29:46 a.m. EDT

Subject: Re: Sandwich South Master Servicing Plan PIC 2 Reminder

Hello Zach,

I was not able to attend. Do you have meeting minutes or any resulting updates that you could email to me?

Thank You,



On Tuesday, September 7, 2021, 04:05:05 p.m. EDT, Bush, Zachary <zbush@dillon.ca> wrote:

Hello,

A reminder that our PIC 2 is set for Tomorrow at 5:00pm and attached is the login information.

If you should have any issues accessing the presentation tomorrow, please contact Daniel Hoang (dhoang@dillon.ca) (647-500-0525)

Topic: Sandwich South Master Servicing Plan PIC #2

Time: Sep 8, 2021 05:00 PM Eastern Time

## Join Zoom Meeting

https://us02web.zoom.us/j/82760874069

Meeting ID: 827 6087 4069

One tap mobile

- +16473744685,,82760874069# Canada
- +16475580588,,82760874069# Canada

Dial by your location

+1 647 374 4685 Canada

- +1 647 558 0588 Canada
- +1 778 907 2071 Canada
- +1 204 272 7920 Canada
- +1 438 809 7799 Canada
- +1 587 328 1099 Canada

Meeting ID: 827 6087 4069

Find your local number: https://us02web.zoom.us/u/kQDbwlOGb





## **Zachary Bush**

**Dillon Consulting Limited** 130 Dufferin Avenue, Suite 1400 London, Ontario, N6A 5R2 T - 519.438.1288 ext. 1209 F - 519.672.8209 zbush@dillon.ca



www.dillon.ca





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From:

Date: Wed, Sep 29, 2021 at 3:43 PM

Subject: RE: Thank you!

To: Herlehy, Laura < herlehy@dillon.ca>

Cc: Andrea Winter <a href="mailto:AWinter@dillon.ca">AWinters</a>, Patrick

<pwinters@citywindsor.ca>, Abbs, James <jabbs@citywindsor.ca>, Cooke, Michael <mcooke@citywindsor.ca>

Hi Laura,

First of all, thank you for circula ng our le er sent in 2017.

We are also apprecia ve of the mee ng of yesterday's date. It is unfortunate the development planning is not reflec ve of the transporta on planning. The two should have been aligned with the construct on of the arterial. Obviously it remains a mystery why are lands were deleted in the final planning with no response to our 2017 le er. Perhaps inten onal, but not surprised with the lack of proper consulta on.







Bush, Zachary <zbush@dillon.ca>

## Notice of Study Area Expansion, Storm water Management, Lauzon Rd/Cty Rd. 42 **Improvements**

3 messages

Wed, Jun 8, 2022 at 9:04 PM

To: Laura Herlehy < lherlehy@dillon.ca>

Cc: "Winters, Patrick" <pwinters@citywindsor.ca>, sandwichsouth@dillon.ca, Josette Eugeni <josette@jseltd.ca>

Good Evening Laura,

I just received notice of the Study Area Expansion, "Public Consultation" Stormwater Management for Lauzon Parkway, County Road 42 Improvements.

I am currently working with a client

who owns a 55 acre vacant parcel on

I have been in consultation with who represents the which are the next two farm , moving westerly from my client's lands. properties, also on

Together we have initiated preliminary discussions with the City's Planning Department with regards to preparing a land owner driven secondary plan.

We have gathered contact information for all of the other owners of lands north of County Road 42 all the way over to Lauzon Parkway. It is our intention to engage those owners in the near future with regards to the secondary plan process. I have had previous preliminary discussions with Mr. Winters with regards to my client's future servicing needs. In the diagram provided with the notice the expanded "Assessment Area" touches some of the westerly properties (Lauzon Road) we would like to engage in our secondary plan process.

I don't have any site specific questions related to the expanded Assessment Area, however I was wondering if the Assessment Area could be enlarged to include all of the lands north of County Road 42 to the Tecumseh Border? With the recent Stellantis announcement one would think that it would be imperative to have as much land "development ready" over the next 2 or 3 years as possible.

I did note on the website that the SSMSP is an exercise in combining/expanding upon existing studies with updated analysis to create a single comprehensive servicing strategy for the Sandwich South Area.

If the Assessment Area cannot be expanded, would there be an opportunity to meet with your team to discuss in detail, which studies have been completed and which studies need to be completed, to create an appropriate servicing strategy for the lands which we would like to include in a secondary plan?

I look forward to hearing back from you.

Best Regards,

Herlehy, Laura < lherlehy@dillon.ca>

Thu, Jun 16, 2022 at 12:26 PM

Cc: "Winters, Patrick" <pwinters@citywindsor.ca>, sandwichsouth@dillon.ca,

Hello

I have reviewed your request with the City of Windsor. At this time the project scope area will not be expanded to include those areas you are referring to. We are hoping to finalize the Sandwich South study this Fall 2022 to allow for the established secondary plan areas to commence development. Expanding the scope of the study would pose delays in the project completion which is not an option due to the development pressures in these areas. If you have any questions/comments on the preparation of a Secondary Plan our team can provide clarification on servicing based on our findings in the adjacent areas.

The project website has links to all the completed studies that provide guidance for servicing of the areas within Sandwich South. The Draft Upper Little Watershed study is also on the City's website that provides guidance on the Stormwater Management Servicing needs of this area.

https://www.citywindsor.ca/residents/construction/environmental-assessments-master-plans/pages/upper-little-riverea.aspx

Thanks, Laura





Laura Herlehy Associate

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Vacation Alert: June 20-24

Thu, Jun 30, 2022 at 3:34 PM

Cc: "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>,

Thank you for your response Laura

We concur with request on behalf of to expand the project scope to include the lands between You will recognize this as a consistent request and input from ourselves since the beginning of this Master Servicing Plan project.

- As further noted by there have been investment announcements for the City of Windsor – and in particular the Stellantis related announcement which is located less than 400m or a 2.5km drive (assuming an entrance at Intersection & Banwell Roads) from our development opportunity.
- The slides indicate the City of Windsor Capital Works include the CR42 reconstruction to the East City Limits / the County of Essex has similarly committed to CR42 road reconstruction from the City Limits to Manning Road.

As noted in the public materials: "This study will allow the stormwater management ponds and pump stations within the first development areas to proceed including the facilities presented herein." Based on the Capital investment by both the City of Windsor and the County of Essex in servicing these lands, the proximity to the recent investment announcement, the spring 2023 timelines to finalize the Tecumseh Hamlet Secondary Plan area within the Town of Tecumseh

(immediately east at the City of Windsor limit), we are recommending that expanded project scope include the lands between Lauzon Parkway and the East City Limits and CR42 to CP Rail.

Thank you for consideration of our request

Regards



From: Herlehy, Laura < herlehy@dillon.ca> Sent: Thursday, June 16, 2022 12:26 PM To:

**Cc:** Winters, Patrick <pwinters@citywindsor.ca>; sandwichsouth@dillon.ca;

Subject: Re: Notice of Study Area Expansion, Storm water Management, Lauzon Rd/Cty Rd. 42 Improvements

Hello

I have reviewed your request with the City of Windsor. At this time the project scope area will not be expanded to include those areas you are referring to. We are hoping to finalize the Sandwich South study this Fall 2022 to allow for the established secondary plan areas to commence development. Expanding the scope of the study would pose delays in the project completion which is not an option due to the development pressures in these areas. If you have any questions/comments on the preparation of a Secondary Plan our team can provide clarification on servicing based on our findings in the adjacent areas.

The project website has links to all the completed studies that provide guidance for servicing of the areas within Sandwich South. The Draft Upper Little Watershed study is also on the City's website that provides guidance on the Stormwater Management Servicing needs of this area.

https://www.citywindsor.ca/residents/construction/environmental-assessments-master-plans/pages/upper-little-riverea.aspx

Thanks,

Laura

Laura Herlehy Associate **Dillon Consulting Limited** 3200 Deziel Drive Suite 608

From: Herlehy, Laura < herlehy@dillon.ca>

Date: Mon, Jul 4, 2022 at 8:57 AM

Subject: Re: Sandwich S Public Consultation

To:

Cc: Winters, Patrick <pwinters@citywindsor.ca>

## Good Morning

Thank you for the email and your interest in this study. This study began in 2019 and since that time the project team, in consultation with the public and stakeholders, has developed solutions to serve the Sandwich South Area with a focus on the Country Road 42 and East Pelton Secondary Plan Areas. All materials that describe the solutions and evaluation of alternatives is saved on the project website sandwichsouth.ca.

The study is being wrapped up this summer to be finalized and presented to Council and available for public review this Fall 2022.

We can schedule a virtual meeting to provide you an update on the study. Please let me know if you are interested. Below are possible meeting times.

July 12 July 13, after 10:30 am

Thanks Laura





Laura Herlehy
Associate
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LHerlehy@dillon.ca
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On Mon, Jul 4, 2022 at 8:22 AM

wrote:

Laura,

good morning, hope you had an enjoyable holiday weekend. I'm contacting you in regards to the public consultation on the Sandwich South Study Area and public consultation on Stormwater Management of Lauzon Parkway/CR #42 improvements.

I would very much like to be consulted and to be updated on this file. I was on the and also

I work from home and can make myself available convenient to you and the working group on this project depending how long the briefing is. Saturdays are also possible for me.

Kind regards,





Virus-free. www.avast.com

From: Herlehy, Laura < lherlehy@dillon.ca> Date: Mon, Jul 4, 2022 at 12:58 PM

Subject: Re: Sandwich S Public Consultation

To:

Cc:

Winters, Patrick <pwinters@citywindsor.ca>

#### Hello,

I have scheduled a meeting for July 13 at 10:30 pm. Please let us know if there are specific questions you have in advance of this meeting so we can provide that information to you.

**Thanks** 

Laura





Laura Herlehy

Associate

**Dillon Consulting Limited** 

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M - 519.818.3105

LHerlehy@dillon.ca www.dillon.ca

: ...





On Mon, Jul 4, 2022 at 10:17 AM

wrote:

Laura,

Thanks for the quick response. I would say right now, could do either day, since no other meetings set for those days. Let me know what works best for you and your working group. Kind regards,





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[Quoted text hidden]

[Quoted text hidden]

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## **MEETING MINUTES**



Subject: Sandwich South Master Servicing Study –

Date and Time: July 11, 2022 – 11 a.m. -12 p.m.

Location: Virtual Meeting

Our File: 19-9817

#### **Attendees**

Patrick Winters City of Windsor (City)

Stacey McGuire City of Windsor

Laura Herlehy Dillon Consulting Limited (Dillon)

#### Notes

Notes		
Item 1.	Discussion The purpose of this meeting: Provide a project update to the Group and receive questions and comments regarding the Sandwich South Master Servicing Plan (SSMSP).	Action By Info.
	<ul> <li>CAMPP provided an agenda and presentation of discussion topics which are attached to these minutes.</li> </ul>	Info.
	<ul> <li>CAMPP noted that summaries of outcomes of public consultation that have been posted to the City's website, detailing comments and questions, have been helpful.</li> </ul>	Info.
	<ul> <li>CAMPP is focused on the responsible growth and development of this study area.</li> </ul>	Info.
	<ul> <li>The group noted that the proposed municipal infrastructure should have flexibility to accommodate changes in stormwater management needs and capacity of the transportation network. This flexibility should allow for changes to the proposed development types and uses.</li> </ul>	Dillon
	<ul> <li>CAMPP noted that the Project group could improve on communication of project updates and recommended that the team continue to engage the First Nations. The Project team noted that the First Nations have been notified of progress on the project throughout.</li> </ul>	Info.
2.	<ul> <li>Transportation Network</li> <li>Development should be transit oriented and meet the objectives</li> </ul>	Info.

outlined in the City's Transit Master Plan. Dillon noted that the

recommendations of the Transit Master Plan were integrated into the assumptions of the Transportation Analysis completed for this area. The modal split (Vehicle/Transit/Active Transportation) used through this analysis is consistent with that Master Plan.

 The City was successful in obtaining funding to complete a Sustainable Action Plan for this area. This plan will provide a guideline for the development of this area to achieve Net Zero Neighbourhood objectives.

City

 The City noted that the secondary plans that were completed outline the necessary land use and density of development. This study is developing servicing designs to support that growth plan.

Info.

 Prioritize walkability (i.e. short block widths, grid pattern, parking on roadways). The Project team noted that the proposed road plan shows Arterial and Collector roadways and does not show local, internal road network. As development proceeds, developers must obtain approval for the proposed road network through a Draft Plan of Subdivision process, which shall consider the recommendations of all relative studies and development standards.

Info.

 The Project Team noted that the City was developing a complete streets guideline that will provide recommendations on active transportation uses and providing accessible right of way infrastructure. The timing of the completion of this study is not known at this time.

Info.

 CAMPP requested obtaining more information on the modal split used to develop the study area's road network.

Dillon

 Transit Windsor has reviewed and provided comments related to the SSMSP Transit recommendations. Dillon will be incorporating their comments into the final completion of the SSMSP Transportation Study.

Dillon

3. <u>Municipal Servicing (Stormwater Management, Sanitary, Storm)</u>

Info.

- Dillon provided a summary of the Little River Regulatory mapping study and the development of the stormwater management strategy to support development. It was noted that this study is focusing on development functional servicing solutions and satisfying the Environment Assessment requirements for the East Pelton and County Road 42 area.
- Info.
- Stormwater Management Corridors will incorporate multi-use trails.
   The City will be applying area specific development charges to

 The City will be applying area-specific development charges to establish shared trunk infrastructure cost sharing. A future study will be completed to establish those costs.

#### 4. Natural Environment

• Species at Risk (SAR) - An assessment of existing conditions has been completed for the entire study area.

Info

 Impacts and mitigation measures that need to be implemented prior to the construction of municipal servicing infrastructure will be outlined in the Natural Environment recommendations report.

Info.

 Provisions for future natural environment areas are included in the overall development plan. Environmental areas will be integrated into the proposed Stormwater Management Corridors.

Info.

#### **Errors and/or Omissions**

These minutes were prepared by Laura Herlehy, P.Eng., who should be notified of any errors and/or omissions.

#### Distribution

All Present

Attachments

LH:mi

August 12, 2022

#### Notice of Study Area Expansion and Public Consultation

"The purpose of this study is to determine the location and capacity of collector roads, storm and sanitary sewers and how stormwater will be managed throughout the study area."

#### Outline:

- Goal: Integration of responsible urban development that supports Windsor's environmental, net zero & stormwater goals
- Timing of related plans
- Environmental considerations
- Costs and DC process
- Transportation planning
- Stakeholder outreach
- Next steps

#### **Excerpts from City of Windsor plans and guiding documents**

#### City of Windsor Climate Change Adaptation Plan, 2020

- The City of Windsor is committed to being a leader through its daily actions and services to enhance the environment for present and future generations.
- The increasing impacts and costs associated with climate change have made community action on adaptation and mitigation more urgent than ever before.
- Action 7.3 Enhance the use of low impact development in both private and public areas to reduce storm water impacts

#### City of Windsor Transit Master Plan "More than Transit", 2019

- Transit Windsor supports the growth of a liveable and sustainable community by providing a reliable, safe and convenient mobility service option that is accessible to all.
- 7. Encourage development that creates strong relationship between land use and transit:
  - Develop transit-oriented development guidelines for developments near major Transit Windsor corridors, stations, and terminals) by 2024
  - Collaborate with City of Windsor's Planning and Building Services Department to develop policy that requires consultation with Transit Windsor for all new development and redevelopment applications by 2021

- 8. Increase the transit mode share for all trips
  - Increase the transit mode share for all trips to 10% by 2031
  - Increase the transit mode share for all trips to 12% by 2041

#### City of Windsor Community Energy Plan, 2017

- Through the implementation of this Plan, the Windsor community will:
  - Reduce per capita primary energy use by 40 per cent from 2014 baseline by 2041
  - Reduce per capita GHG emissions by 40 per cent from 2014 baseline by 2041.
- Page 21: A net zero-energy community (or neighbourhood) is one that has greatly reduced energy needs through efficiency gains such that the balance of energy for vehicles, thermal, and electrical energy within the community is met by renewable energy
- Page 91: Transit-oriented development is one of the main ways to encourage the shift away from personal vehicle use to public transit and active transportation options. This approach emphasizes creating complete communities and neighbourhoods where higher densities are planned near transit infrastructure, with transit priority lanes and transit routes to major employment centres (e.g. City Centre, international border crossing, industrial/business parks, etc.).
- Page 96: Greenfield lands and large redevelopment sites represent opportunities to plan and implement district energy systems. Energy and climate impacts should be included in future discussions about the planning or redevelopment of these areas.
- Page 97: Potential District Energy customers within future greenfield and large redevelopment sites would provide a unique opportunity to ensure this energy system meets the economic and environmental needs of the future. These areas are opportunities to create urban design and policy considerations to make a "Net-Zero" neighbourhood in terms of both the amount of energy they use and the emissions they create. Among many other innovative energy solutions, District Energy will undoubtedly be part of the considerations.

# Plan for massive new city neighbourhood nears final approval | Windsor Star December 21, 2012:

"What's unique about this process, that's taken two years so far, is that planners had a virtual blank canvass to design an entire neighbourhood, from stormwater requirements, to road networks, to parkland, to locating where the industry, residential subdivisions and commercial areas would go, said Micheal Cooke, the city's manager of planning policy."

# **Stakeholder Meeting**

Monday, July 11, 2022 with

Dillon Consulting & City of Windsor

"The purpose of this study is to determine the location and capacity of collector roads, storm and sanitary sewers and how stormwater will be managed throughout the study area."

# Goal: How can we ensure this integrates responsible urban development and supports Windsor's environmental, net zero & stormwater goals?

#### City of Windsor Transit Master Plan "More than Transit", 2019

- Increase the transit mode share for all trips to 10% by 2031
- Increase the transit mode share for all trips to 12% by 2041

#### City of Windsor Climate Change Adaptation Plan, 2020

- The City of Windsor is committed to being a leader through its daily actions and services to enhance the environment for present and future generations
- The increasing impacts and costs associated with climate change have made community action on adaptation and mitigation more urgent than ever before
- Action 7.3 Enhance the use of low impact development in both private and public areas to reduce storm water impacts

# Timing of related work

- Flood mapping status
- · Funding status to complete net zero development plan
- · Process for street grid planning
- DC study
- Species at risk
- Timing of municipal election / presentation to Council

# **Environmental Considerations**

<u>City of Windsor Community Energy Plan, 2017:</u> Through the implementation of this Plan, the Windsor community will:

- Reduce per capita primary energy use by 40 per cent from 2014 baseline by 2041
- Reduce per capita GHG emissions by 40 per cent from 2014 baseline by 2041
  - From PIC2, no LID. What alternative steps support climate change adaptation objectives?
  - Retention ponds why no oil & grit separators in preferred option?
  - When can we expect to see infrastructure plans for district energy?
  - Impact of bird deterrent planting around the ponds best practice?

# Cost

- . Timeline for costs?
- · Life-cycle costs included in DC process (as per Environmental Master Plan)

# **Transportation Planning**

- . Transit-oriented development
- · Public transportation integration
- · Vision Zero?

# **Stakeholders**

# Environmental Master Plan, Objective E8: For specific environmental issues, develop specifically targeted communication strategies

- Emails sent to 2,500 response from the public?
- . Which environmental organizations are included on the stakeholder list?
- . WECEC?
- . Consultations with First Nations Issues identified?

### **Next Steps**

How can we continue to participate in the planning and decision-making for this development?



Herlehy, Laura < lherlehy@dillon.ca>

#### Re: Sandwich South Public Consultation

1 message

Mon, Jul 11, 2022 at 12:43 PM

To: "Herlehy, Laura" < herlehy@dillon.ca>, "Winters, Patrick" < pwinters@citywindsor.ca>, smcguire@citywindsor.ca
Cc: "Farkas, Amy" < afarkas@dillon.ca>,

Hello all,

Thank you for this morning's meeting. We were only too aware that an hour wouldn't be long enough to express everything so I apologize for moving us along faster than we would have preferred, in order to avoid running out of time.

I have attached below a PDF of our shared screen. While it summarizes the questions we raised, our overarching concern is that the various parts involved in planning for Sandwich South are moving along steadily, while principles relating to great urban planning and environmental stewardship -- especially those relating to critical components of quality of living, importantly, streets designed for all users, not just cars, leading to significantly improved transportation mode share -- are at risk of being downplayed in the interest of expediency or cost containment.

It's understandable why the developers have been the most visible stakeholder group so far. I wonder if there are ways to better connect with the other stakeholders – the residents themselves – in ways that they will find more engaging, so we can ensure the final outcome is as transformative as it was promised to be when the area was first earmarked for development almost two decades ago.

On Sun, Jul 10, 2022 at 10:47 PM

wrote:

Hello Laura,

We've prepared an outline of what we would like to discuss at our meeting on Monday. I'm hoping it will keep our questions and timing on track,

will be joining us too. I have shared the link with him.

On Thu, Jun 30, 2022 at 3:30 PM Herlehy, Laura < herlehy@dillon.ca> wrote:

I have sent a calendar invite for July 11 at 11 am. Let me know if you have received it.

Also, if you have any specific questions or comments that you can provide in advance of that meeting that would be great.

Thanks,

Laura





Laura Herlehy
Associate
Dillon Consulting Limited
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LHerlehy@dillon.ca
www.dillon.ca







On Thu, Jun 30, 2022 at 11:54 AM Hello Laura.

wrote:

Both of those dates and times work for me. for him. I am cc-ing him.

would like to join the meeting too, and virtual is easier

Why don't we go for July 11th at 11 am?

Will you be sending a meeting link?



On Wed, Jun 29, 2022 at 9:35 AM Herlehy, Laura <a href="mailto:lherlehy@dillon.ca">lherlehy@dillon.ca</a> wrote:

A virtual call would be easiest however if you would prefer an in person meeting we can coordinate meeting at the City hall.

Dillon as well as Patrick Winters, the City's Project Manager for this project, are available during the following

July 11, 11 am to 12 pm

July 12, 10 am to 11 am

Please let me know if the above times work for you and if a Virtual meeting is possible.

Thanks,

Laura





Laura Herlehy

Associate

**Dillon Consulting Limited** 

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F - 519.948.5054

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LHerlehy@dillon.ca www.dillon.ca







On Wed, Jun 29, 2022 at 8:53 AM Hello Laura,

wrote:

I spoke with Amy while you were away last week. She mentioned that it would be possible to set up a meeting with you to discuss CAMPP's questions, as you have arranged with other stakeholders.

How do we go about setting this up? My time is usually flexible. Could you suggest a time and place?



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7-

Stakeholder meeting Dillon Consulting July 11^J 2022,pdf 219K

----- Forwarded message ------

From: Herlehy, Laura < herlehy@dillon.ca> Date: Mon, Aug 15, 2022 at 8:00 AM

Subject: Sandwich South Master Servicing Study - CAMPP Consultation Meeting

To:

Cc: Winters, Patrick <pwinters@citywindsor.ca>, Stacey Libbrecht <slibbrecht@dillon.ca>, 199817 <199817@dillon.ca>, Karla Kolli < kkolli@dillon.ca>, Amy Farkas < afarkas@dillon.ca>

#### Hello,

Please see attached are minutes from the consultation meeting held on July 11, 2022. Also as requested, below is a description of the modal split that was used to assess the road network for the Sandwich South Area. This excerpt is from the draft SSMSPTransportation Study.

As discussed, the Sandwich South Master Servicing Study is being completed at this time and is expected to be brought to Council this upcoming Fall. Those included in this email have been included in the project contact list and will be notified of the Notice of Completion and any other criteria project milestones or information.

#### **Mode Share** 5.2

The mode shares assumed for future development were informed by the city wide mode share targets in Walk Wheel Windsor Active Transportation Master Plan for 2041:

- 75% Auto Driver/Auto Passenger
- 12% Transit
- 5% Walking
- 8% Cycling

Since this study area is on the periphery of the City of Windsor, it was assumed that it will have a lower sustainable mode share than the City Wide mode share targets for external trips. For internal trips, a higher rate of walking and cycling is assumed. Table 6 shows the mode share assumptions for internal and external trips.

Table 6: Mode Share for Trips Generated in the Study Area

Trip Type	Walk	Bike	Transit	Auto Driver	Auto Passenger
External	1%	2%	12%	75%	10%
Internal	5%	5%	12%	69%	9%

#### Thanks Laura





#### Laura Herlehy

Associate

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Babcock, Joshua <jbabcock@dillon.ca>

#### Fwd: PRE-SUBMISSION LETTER: PS 010/19 - 7th & 8th Concession Rd.

----- Forwarded message ------

From: Herlehy, Laura < herlehy@dillon.ca>

Date: Thu, Feb 9, 2023 at 8:56 AM

Subject: Re: PRE-SUBMISSION LETTER: PS 010/19 - 7th & 8th Concession Rd.

To:

Cc: Abbs, James <jabbs@citywindsor.ca>, Winters, Patrick <pwinters@citywindsor.ca>, McGuire, Stacey

<smcguire@citywindsor.ca>, Andrea Winter <AWinter@dillon.ca>, 199817 <199817@dillon.ca>

#### Good Morning

Thank you for reaching out. We are working with the City to complete the Sandwich South Master Servicing Plan to go to Council this upcoming Spring.

The functional design is currently under Municipal Review. The preferred stormwater management strategy has not changed since we met and presented via email April 18, 2021. The pond layout has been refined since but remains within the property limits of the property directly north of the Detention Centre.

Please let us know if you have any questions.

Thanks,

Laura





#### Laura Herlehy

Associate
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www.dillon.ca





On Tue, Feb 7, 2023 at 2:39 PM Winter, Andrea <a href="mailto:AWinter@dillon.ca">AWinter@dillon.ca</a> wrote:

----- Forwarded message -----

From:

Date: Tue, Feb 7, 2023 at 1:31 PM

Subject: RE: PRE-SUBMISSION LETTER: PS 010/19 - 7th & 8th Concession Rd.

To: Abbs, James <jabbs@citywindsor.ca>

Cc: Andrea Winter < AWinter@dillon.ca>,

Hi Jim and Andrea

Do you have an updated, anticipated date of project completion and presentation to Council?

I reviewed the most recent update from July 4, 2022 but I don't see if any of those PIC comments alter your preferred options or if that is what will be presented.

3, 3:02 PM	Dillon Consulting Limited Mail - Fwd: PRE-SUBMISSION LETTER: PS 010/19 - 7th & 8th Concession Rd.
Once we have the management plan.	direction from the City we can apply for zoning changes and begin our own work on a storm water
Please advise,	
Thank you,	
To: Cc: Winters, Patric	September 23, 2020 11:02 AM  k -SUBMISSION LETTER: PS 010/19 - 7th & 8th Concession Rd.
page where the ma and how to submit Centre (PIC) #1. T	orking through the Sandwich South Master Serving Plan Study. I have attached a link to the web terial is held. Currently, the web page has information about the study commencement, timeline comments. The web page is about to be updated to include the materials for Public information his will be a virtual PIC, and comments related to the study and the information provided at the PIC of the study team through that page. Notices of the PIC should be out, or should be out very soon.
https://www.citywing Master-Servicing-P	dsor.ca/residents/Construction/Environmental-Assessments-Master-Plans/Pages/Sandwich-South-lan.aspx
I hope this informat	ion helps,

Jim

Jim Abbs, MCIP RPP

Senior Planner - Subdivisions

From:

Sent: Wednesday, September 23, 2020 10:39 AM

To: Abbs, James <jabbs@citywindsor.ca>

Subject: FW: PRE-SUBMISSION LETTER: PS 010/19 - 7th & 8th Concession Rd.

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Jim,

We last met in April 2019 on this project and at that time we were advised to wait for the results of the storm water retention plan from the city.

I asked to be kept in the loop but I haven't heard from anyone since then.

Can you please tell me where this study stands and if we are getting any closer to being able to proceed?

Thank you,





From: D'Alessandro, Ashley [mailto:adalessandro@citywindsor.ca]

**Sent:** Friday, April 12, 2019 11:14 AM

Subject: PRE-SUBMISSION LETTER: PS 010/19 - 7th & 8th Concession Rd.

Please see the attached Pre-Submission Letter for your Development Application. If you have any questions regarding this letter, please contact Jim Abbs at 519-255-6543 ext. 6317 or jabbs@citywindsor.ca

You will also be receiving a paper copy of the letter for your files.

Thank you and have a great day.

Ashley D'Alessandro | Senior Clerk Steno



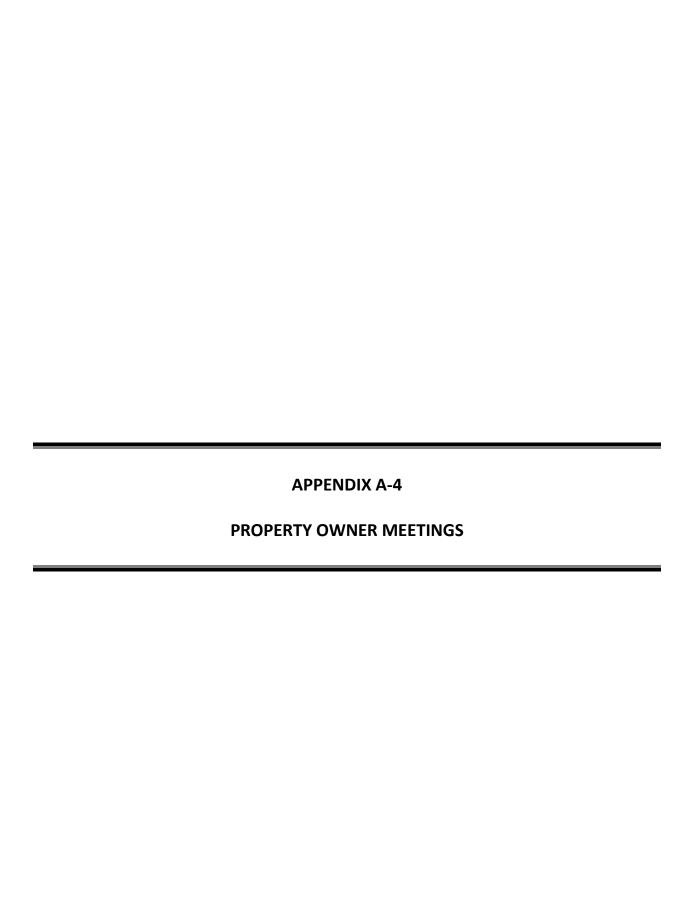
Planning & Building Services

Planning Division

350 City Hall Square West | Suite 320 | Windsor, ON | N9A 6S1

519-255-6543 ext.6604

www.citywindsor.ca





#### SSMSP - Property Owner Meeting Minutes - CON 3; Pt Lot 140

1 message

Manzano, Julieta <jmanzano@dillon.ca>

Tue, Oct 5, 2021 at 2:39 PM

To:

Cc: pwinters@citywindsor.ca, "Herlehy, Laura" < herlehy@dillon.ca>

Hello,

Thank you for meeting with representatives of the Sandwich South Master Servicing Plan (SSMSP), Patrick Winters (City of Windsor) and Laura Herlehy (Dillon Consulting). Below summarizes the main points from our discussion.

Held September 2, 2021 at 1:00pm

- The SSMSP will identify all projects that will be required to facilitate development and identify if they are Schedule A/A+ A and B.
- The SSMSP will satisfy the Schedule B requirements for the proposed stormwater management facilities and storm pump stations within the East Pelton and CR42 areas.
- Progress with the environmental approvals required for areas outside of the two secondary plan areas (East Pelton and CR42) will be based on development pressures.
- Owner requested that the City consider implementing sanitary sewer improvements along CR 42, as part of the future CR42 improvements to provide a sanitary outlet for their lands to assist with development needs.
- Dillon will review the alignment of the proposed collector road north of CR42 and evaluate the potential to extend the roadway from Lauzon Road to the connection to the Town of Tecumseh.

You have been added to the project contact list and you will be notified of any critical milestones related to this project You can also visit the project website for project updates www.sandwichsouth.ca.

Please email Laura Herlehy (Iherlehy@dillon.ca) if you have any additional questions or comments.

Thanks,

Laura













#### SSMSP - Property Owner Meeting Minutes - 4793 & 4894 8th Concession

1 message

Manzano, Julieta <jmanzano@dillon.ca>

Tue, Oct 5, 2021 at 3:23 PM

Cc: pwinters@citywindsor.ca, "Herlehy, Laura" < herlehy@dillon.ca>

Hello,

Thank you for meeting with representatives of the Sandwich South Master Servicing Plan (SSMSP), Patrick Winters (City of WIndsor) and Laura Herlehy (Dillon Consulting). Below summarizes the main points from our discussion.

Held September 2, 2021 at 2:00pm

- When is the EW Arterial Road proposed? It is not currently in the capital works plan, will likely depend of proposed development in the area.
- E-W Arterial Drain is underway and property owner meeting will be scheduled for this Fall 2021. The Owner will be notified.
- SWM corridor has been shifted south of the EW Arterial Drain to provide outlet for drains servicing the lands to the south, north of Highway 401.
- The East-West Arterial Road is proposed to cross the Owner's property as identified in the Lauzon Parkway EA.
- The balance of the site will be required to accommodate the stormwater management corridor required for a proposed stormwater management pond and the north section of the property is designated mixed-use residential.

You have been added to the project contact list and you will be notified of any critical milestones related to this project. You can also visit the project website for project updates www.sandwichsouth.ca.

Please email Laura Herlehy (Iherlehy@dillon.ca) if you have any additional questions or comments.

Thanks,

Laura













#### SSMSP - Property Owner Meeting Minutes - 3567 Baseline Road

1 message

Manzano, Julieta <jmanzano@dillon.ca>

Tue, Oct 5, 2021 at 3:06 PM

Cc: pwinters@citywindsor.ca, "Herlehy, Laura" < herlehy@dillon.ca>

Hello,

Thank you for meeting with representatives of the Sandwich South Master Servicing Plan (SSMSP), Patrick Winters (City of Windsor) and Laura Herlehy (Dillon Consulting). Below summarizes the main points from our discussion.

Held September 2, 2021 at 3:15pm

- Owner requested general information regarding the purpose of the meeting and the proposed changes.
- The SSMSP team informed the Owner that the vacant farmland is expected to develop and the SSMSP is meant to provide servicing recommendations to facilitate development.
- The area immediate south of this property will accommodate a proposed stormwater management facility and include the widening of the 6<sup>th</sup> Concession Drain and incorporate trails and natural areas.
- Baseline Road will be upgraded to an urban cross section with curbs and sidewalks. Cost for road improvements will be covered by the City of Windsor.
- Traffic calming measures will be implemented along this section of Baseline road as it is a residential area.

You have been added to the project contact list and you will be notified of any critical milestones related to this project You can also visit the project website for project updates www.sandwichsouth.ca.

Please email Laura Herlehy (Iherlehy@dillon.ca) if you have any additional questions or comments.

Thanks,

Laura













#### SSMSP - Property Owner Meeting Minutes - 4645 8th Concession Road

1 message

Manzano, Julieta <imanzano@dillon.ca>

Tue, Oct 5, 2021 at 3:28 PM

Cc: pwinters@citywindsor.ca, "Herlehy, Laura" < herlehy@dillon.ca>

Hello,

Thank you for meeting with representatives of the Sandwich South Master Servicing Plan (SSMSP), Patrick Winters (City of Windsor) and Laura Herlehy (Dillon Consulting). Below summarizes the main points from our discussion.

Held September 2, 2021 at 5:30pm

- The trunk sanitary sewer has been placed on 8<sup>th</sup> Concession which services this property.
- The Owner owns the home located on 8<sup>th</sup> Concession as well as the rear farm area.
- Owner asked how are proposed roadway locations are determined. Dillon noted that through the completion of a Transportation Network Analysis for the study area, under ultimate buildout conditions, the preferred collector road network was developed. The proposed collector road locations will be set through future planning studies.
- The owner's property is designed for future residential development land use.
- The property owner has read materials available on the project website.

You have been added to the project contact list and you will be notified of any critical milestones related to this project. You can also visit the project website for project updates www.sandwichsouth.ca.

Please email Laura Herlehy (Iherlehy@dillon.ca) if you have any additional questions or comments.

Thanks,

Laura













#### SSMSP - Property Owner Meeting Minutes - 3950 Baseline Road

1 message

Manzano, Julieta <imanzano@dillon.ca>

Tue, Oct 5, 2021 at 3:51 PM

Cc: pwinters@citywindsor.ca, "Herlehy, Laura" < lherlehy@dillon.ca>

Hello,

Thank you for meeting with representatives of the Sandwich South Master Servicing Plan (SSMSP), Patrick Winters (City of WIndsor) and Laura Herlehy (Dillon Consulting). Below summarizes the main points from our discussion.

Held September 2, 2021 at 6:15pm

- Sanitary Sewer Concerns over sanitary rate charges, issue is going to Tribunals Ontario. The City has not heard back from the board at this time. City will be in touch once they have more information
- Sprinkler system will be repaired by the City if impacted by Sanitary Sewer.
- Calming measures on Baseline Road to mitigate traffic impacts to local residential roadways will be incorporated into the recommendations of this study.
- Property owner prefers roadway remain a rural cross section.
- The SSMSP team noted that all development of vacant areas will be required to attenuate stormwater flows to mitigate impacts to the existing drainage system via proposed stormwater management ponds and pump stations.

You have been added to the project contact list and you will be notified of any critical milestones related to this project You can also visit the project website for project updates www.sandwichsouth.ca.

Please email Laura Herlehy (Iherlehy@dillon.ca) if you have any additional questions or comments.

Thanks,

Laura













#### SSMSP - Property Owner Meeting Minutes - 8th Concession Road & 9th Concession **Road Properties**

1 message

Manzano, Julieta <jmanzano@dillon.ca>

Thu, Oct 7, 2021 at 4:10 PM

Cc: pwinters@citywindsor.ca, "Herlehy, Laura" < herlehy@dillon.ca>

Hello,

Thank you for meeting with representatives of the Sandwich South Master Servicing Plan (SSMSP), Patrick Winters (City of WIndsor) and Laura Herlehy (Dillon Consulting). Below summarizes the main points from our discussion.

Held September 3, 2021 at 1:00pm

- Land plan has changed from previous versions of the land use map. The stormwater corridor along the E-W Arterial Road is now proposed on the south side. The property owner was in support of this relocation.
- E-W Collector Road is recommended as part of the transportation analysis. The alignment is subject to change if modifications be required to accommodate existing infrastructure.
- To proceed with development of the property along the 8<sup>th</sup> Concession Road, a Secondary Plan will be required.
- The SSMSP team recommends the owner to follow up with the City's Planning Department.
- The Owner is anticipating proceeding with development shortly, especially the proceeding with the 9<sup>th</sup> Concession Road property.
- Functional Design of SWM ponds within CR42 secondary plan area have been developed. The plan has been shared with the owner.
- The Owner is concerned with the large park land area shown on the land use map. The SSMSP team noted that this area was outlined as park land through the existing official plan. The planning department should be able to provide more details on the parkland requirements for this area.
- The timing of the implementation of proposed collector roads are based on development
- For shared infrastructure, the City will reach an agreement with the owner to compensate for oversizing infrastructure to accommodate other development areas. Pond will be built in stages as development proceeds.
- Pathways within the corridors should be part of park dedication. Pathways useful for connections.
- The East West Arterial road will be built in phases, from Walker Rd moving east.
- A Seconday Plan is not needed to proceed with EW Arterial Roadway construction.

You have been added to the project contact list and you will be notified of any critical milestones related to this project. You can also visit the project website for project updates www.sandwichsouth.ca.

Please email Laura Herlehy (Iherlehy@dillon.ca) if you have any additional questions or comments.

Thanks,

Laura



#### SSMSP - Property Owner Meeting Minutes - 7600, 7425, 7405, 7816 CR42

1 message

Manzano, Julieta < jmanzano@dillon.ca>

Wed, Oct 6, 2021 at 1:17 PM

Cc: pwinters@citywindsor.ca, "Herlehy, Laura" < herlehy@dillon.ca>

Hello,

Thank you for meeting with representatives of the Sandwich South Master Servicing Plan (SSMSP), Patrick Winters (City of Windsor) and Laura Herlehy (Dillon Consulting). Below summarizes the main points from our discussion.

Held September 3, 2021 at 2:15pm

- This study is expanding on the recommendations identified in the Lauzon Parkway and Country Road 42 **Environmental Assessment.**
- SSMSP reviewed the design plates from the Lauzon Parkway EA Improvements and property acquisition needs along Country Road 42 with the property owner.
- If owner develops the site, the City would request designed land requirements for the proposed improvements.
- The City would provide compensation for any required acquisitions.
- City has initial plans to reconstruct the CR42/Lauzon Parkway intersection.
- Under Municipal Act, if property is not already serviced with a sanitary connection, a percentage of cost for the sewer and private connections would be assessed to the property owner. Fees would be assessed based on property frontage.

You have been added to the project contact list and you will be notified of any critical milestones related to this project You can also visit the project website for project updates www.sandwichsouth.ca.

Please email Laura Herlehy (Iherlehy@dillon.ca) if you have any additional questions or comments.

Thanks,

Laura















#### SSMSP - Property Owner Meeting Minutes - 7900 CR42

1 message

Manzano, Julieta < manzano@dillon.ca>

Wed, Oct 6, 2021 at 11:00 AM

Cc: pwinters@citywindsor.ca, "Herlehy, Laura" < herlehy@dillon.ca>

Hello,

Thank you for meeting with representatives of the Sandwich South Master Servicing Plan (SSMSP), Patrick Winters (City of Windsor) and Laura Herlehy (Dillon Consulting). Below summarizes the main points from our discussion.

Held September 3, 2021 at 3:00pm

- CR 42 improvements will require land acquisition of the frontage of this property along CR42, based on the recommendations from the Lauzon Parkway Environmental Assessment. The SSMSP team will provide a link to the plan that is available on the City's website as well as the figures shown.
- The City anticipates proceeding with CR42 improvements as a continuation of the improvements proposed by the County of Essex which are anticipated to begin at the Manning/CR42 intersection.
- The property owner asked if this plan will allow the property to be severed or for a second dwelling to be constructed on the property. This plan will not change the existing zoning of this property.
- Zoning can only be revised through a separate planning study.
- Sanitary sewer on CR42 would require cost for connection.
- Current internet connection is not sufficient in this area. City regularly coordinates with utilities they are aware of proposed improvements.
- The City has capital budget available for the reconstruction of Lauzon Parkway/CR42 intersection.
- Owner would prefer sanitary connection from Lauzon Road because it is closer to their existing septic bend. The SSMSP team advised that they should request this at the time when the sanitary sewer will be constructed.

You have been added to the project contact list and you will be notified of any critical milestones related to this project You can also visit the project website for project updates www.sandwichsouth.ca.

Please email Laura Herlehy (Iherlehy@dillon.ca) if you have any additional questions or comments.

Thanks,

Laura





Julieta Manzano

**Dillon Consulting Limited** 3200 Deziel Drive, Suite 608 Windsor, Ontario, N8W 5K8 T - 519.948.4243 ext. 3208 F - 519.948.5054

jmanzano@dillon.ca www.dillon.ca







#### SSMSP - Property Owner Meeting - 3530 Baseline Road

1 message

Manzano, Julieta <imanzano@dillon.ca>

Wed, Oct 6, 2021 at 1:07 PM

Cc: pwinters@citywindsor.ca, "Herlehy, Laura" < herlehy@dillon.ca>

Hello,

Thank you for meeting with representatives of the Sandwich South Master Servicing Plan (SSMSP), Patrick Winters (City of Windsor) and Laura Herlehy (Dillon Consulting). Below summarizes the main points from our discussion.

Held September 3, 2021 at 3:45

- Property owner has significant flooding issues under rain conditions with ponding in the front and side yards.
- Owner noted concerns related to with the capacity of the existing 6<sup>th</sup> Concession Drain located south of Baseline Road. The SSMSP team noted that as part of this study the need to shift this drain away from the proposed Baseline Road and soften the slide slopes have been identified. This would improve the capacity of the drain.
- When Baseline Road is constructed, opportunities to improve local drainage issues will be reviewed and implemented.
- Sanitary improvements are proposed to be constructed along CR42. The owner reached out to that project team regarding the drainage issues and it was noted that those issues would not be addressed as part of the sanitary sewer project.
- City will bring the Owner's concerns back to City's Engineering Department for consideration based on this discussion.
- Under new development conditions, this study will ensure that any new development will required to construct stormwater management facilities to restrict runoff to the existing conditions or better.
- Traffic calming measures are proposed on Baseline Road. It is anticipated that as development occurs and traffic volumes will increase. Traffic calming will discourage traffic from using Baseline Road in favour of using other arterial or collector roadways.
- The City anticipates proceeding with CR42 improvements as a continuation of the improvements proposed by the County of Essex which are anticipated to begin at the Manning/CR42 intersection. The City has capital budget available for the reconstruction of Lauzon Parkway/CR42 intersection.

You have been added to the project contact list and you will be notified of any critical milestones related to this project You can also visit the project website for project updates www.sandwichsouth.ca.

Please email Laura Herlehy (Iherlehy@dillon.ca) if you have any additional questions or comments.

Thanks,

Laura

Julieta Manzano **Dillon Consulting Limited** 3200 Deziel Drive, Suite 608





#### SSMSP - Property Owner Meeting Minutes - County Road 17 10th Concession Lots 17 & 18

1 message

Manzano, Julieta <imanzano@dillon.ca>

Tue, Oct 12, 2021 at 1:56 PM

Cc: pwinters@citywindsor.ca, "Herlehy, Laura" < lherlehy@dillon.ca>

Hello,

Thank you for meeting with representatives of the Sandwich South Master Servicing Plan (SSMSP), Patrick Winters (City of Windsor) and Laura Herlehy (Dillon Consulting). Below summarizes the main points from our discussion.

Held September 3, 2021 at 4:30pm

- The property owner is interested if any changes are proposed on their property.
- The proposed land use plan shows this property to be zoned residential with a portion reserved for a stormwater management corridor that will provide service for developable lands.
- The SSMSP team noted that a sanitary trunk sewer is proposed along 10<sup>th</sup> Concession. Timing of these improvements is unknown. Prior to construction, the property owner will be notified regarding assessment costs for connecting to this sewer.
- The City has capital budget available for the reconstruction of Lauzon Parkway/CR42 intersection. The intersection will be shifting west per the recommendations of the Lauzon Parkway EA.
- Owner has no concerns at this time.

You have been added to the project contact list and you will be notified of any critical milestones related to this project You can also visit the project website for project updates www.sandwichsouth.ca.

Please email Laura Herlehy (<a href="mailto:lherlehy@dillon.ca">lherlehy@dillon.ca</a>) if you have any additional questions or comments.

Thanks,

Laura





Julieta Manzano Dillon Consulting Limited

3200 Deziel Drive, Suite 608 Windsor, Ontario, N8W 5K8 T - 519.948.4243 ext. 3208 F - 519.948.5054 jmanzano@dillon.ca www.dillon.ca









#### SSMSP - Property Owner Meeting Minutes - Lot 138

1 message

Manzano, Julieta <jmanzano@dillon.ca>

Fri, Oct 8, 2021 at 11:06 AM

To:

Cc: pwinters@citywindsor.ca, "Herlehy, Laura" < lherlehy@dillon.ca>

Hello,

Thank you for meeting with representatives of the Sandwich South Master Servicing Plan (SSMSP), Patrick Winters (City of WIndsor) and Laura Herlehy (Dillon Consulting). Below summarizes the main points from our discussion.

Held September 9, 2021 at 2:45m

- Property Acquisition is required along the frontage of CR42 based on the CR42 EA based on the Lauzon Parkway EA.
- The team reviewed the CR42 plates from the Lauzon Parkway Environmental Assessment with the property owners.
- Currently there is a drainage ditch bisecting the property, the SSMSP team reviewed the City's drainage mapping.
- As part of the Upper Little River Watershed Master Drainage Study, a portion of property has been designated as a stormwater management corridor. Future planning studies will be required to designate land uses within the area and future plans to delignate ponds locations and footprints.

You have been added to the project contact list and you will be notified of any critical milestones related to this project. You can also visit the project website for project updates www.sandwichsouth.ca.

Please email Laura Herlehy (Iherlehy@dillon.ca) if you have any additional questions or comments.

Thanks,

Laura













#### SSMSP - Property Owner Meeting Minutes - 4650 Joy Road

1 message

Manzano, Julieta < imanzano@dillon.ca>

Fri, Oct 8, 2021 at 11:17 AM

Cc: pwinters@citywindsor.ca, "Herlehy, Laura" < herlehy@dillon.ca>

Hello,

Thank you for meeting with representatives of the Sandwich South Master Servicing Plan (SSMSP), Patrick Winters (City of Windsor) and Laura Herlehy (Dillon Consulting). Below summarizes the main points from our discussion.

Held September 9, 2021 at 3:30 pm

- The property owner noted that local surface water flooding is occuring as newer homes in the areas are higher then surroudning older homes.
- Ok with the City providing storm and sanitary sewers long this roadway.
- Widening of 8th Concession Road has been identified in the SSMSP. A planning study will be required prior to completing this work. The need to widen the roadway is based on the level of traffic required to support development.
- Development is more immediately anticipated between 7<sup>th</sup> and 8<sup>th</sup> Concession Road.
- Joy Rd. is recommended to remain to be a dead end and a new East-west collector roadway will be routed south of the Joy Road ROW.
- Property owners have opportunity to approach the City as a group to proceed with servicing. The City would need a sufficient number of property owners to support.

You have been added to the project contact list and you will be notified of any critical milestones related to this project You can also visit the project website for project updates www.sandwichsouth.ca.

Please email Laura Herlehy (Iherlehy@dillon.ca) if you have any additional questions or comments.

Thanks,

Laura





Julieta Manzano











## SSMSP - Property Owner Meeting Minutes - 0 Baseline Rd, Con 9 S PT Lot 17 at 10th CON W/S

Manzano, Julieta <imanzano@dillon.ca>

Tue, Oct 5, 2021 at 2:55 PM

To:

Cc: pwinters@citywindsor.ca, "Herlehy, Laura" < herlehy@dillon.ca>

Hello,

Thank you for meeting with representatives of the Sandwich South Master Servicing Plan (SSMSP), Patrick Winters (City of Windsor) and Laura Herlehy (Dillon Consulting). Below summarizes the main points from our discussion.

Held September 10, 2021 at 2:00pm

- The group reviewed figures and discussed previous completed EA's.
- Having discussions with the City's planning department based on land use and the type of zoning categories would be acceptable.
- Land uses were developed as part of the completed secondary plan.
- Trunk sanitary sewer needs have been identified.
- Capital Projects will be identified through this study, the projects will be prioritized based on development needs.
- The City's capital works plan does not have many projects identified at this time.
- A staging strategy will be developed as part of this study.
- Timing No timing available to extend the sanitary sewer on 10<sup>th</sup> Concession/CR17.
- This study will refine the property needs for the SWM facilities for the two Secondary Plan areas (County Road 42 and East Pelton).
- Previous competed studies are available on the project website sandwichsouth.ca.

You have been added to the project contact list and you will be notified of any critical milestones related to this project You can also visit the project website for project updates www.sandwichsouth.ca.

Please email Laura Herlehy (Iherlehy@dillon.ca) if you have any additional questions or comments.

Thanks,

Laura





Julieta Manzano **Dillon Consulting Limited** 3200 Deziel Drive, Suite 608 Windsor, Ontario, N8W 5K8 T - 519.948.4243 ext. 3208 F - 519.948.5054 imanzano@dillon ca

www.dillon.ca







Manzano, Julieta <jmanzano@dillon.ca>

## SSMSP - Property Owner Meeting Minutes - 5172 Joy Road

1 message

Manzano, Julieta <jmanzano@dillon.ca>

Tue, Oct 5, 2021 at 2:47 PM

To:

Cc: pwinters@citywindsor.ca, "Herlehy, Laura" < herlehy@dillon.ca>

Hello,

Thank you for meeting with representatives of the Sandwich South Master Servicing Plan (SSMSP), Patrick Winters (City of WIndsor) and Laura Herlehy (Dillon Consulting). Below summarizes the main points from our discussion.

Held September 10, 2021 at 2:00pm

- SSMSP noted that no changes to the proposed traffic along Joy Rd. Joy Road is not proposed to be extended.
- Policies exist to allow residents to vote in favour of providing municipal servicing.
- Recently the City has revised the sanitary rates and has gone to Council for review.
- The City can provide an estimate connection rates. The SSMSP team will provide this information.
- Through the transportation analysis and comparitive evaluation for this study, it was found that

8<sup>th</sup> Concession Road will need to be widened to four (4) lanes to accommodate full build of the study area. The current two (2) lane cross section would be sufficient to support the first phases of development.

- The property owner asked if traffic signals be placed at 8<sup>th</sup> Concession Road. The SSMSP team noted that this information is not known at this time and it would depend on future traffic conditions.
- Widening of 8<sup>th</sup> Concession ROad would need to be done under a future Environmental Assessment.
- The speed limit is not anticipated to change at this time but if required to support traffic, the changed would be advertised publicly.
- Storm sewers will be designed with added resiliency to the drainage system.

You have been added to the project contact list and you will be notified of any critical milestones related to this project You can also visit the project website for project updates www.sandwichsouth.ca.

Please email Laura Herlehy (Iherlehy@dillon.ca) if you have any additional questions or comments.

Thanks,

Laura





Dillon Consulting Limited 3200 Deziel Drive, Suite 608 Windsor, Ontario, N8W 5K8 T - 519.948.4243 ext. 3208

F - 519.948.5054 imanzano@dillon.ca www.dillon.ca

Julieta Manzano









Manzano, Julieta <jmanzano@dillon.ca>

# SSMSP - Property Owner Meeting Minutes - 4793 & 4894 8th Concession

1 message

Manzano, Julieta <jmanzano@dillon.ca>

Tue, Oct 5, 2021 at 3:13 PM

Cc: pwinters@citywindsor.ca, "Herlehy, Laura" < lherlehy@dillon.ca>

Hello,

Thank you for meeting with representatives of the Sandwich South Master Servicing Plan (SSMSP), Patrick Winters (City of Windsor) and Laura Herlehy (Dillon Consulting). Below summarizes the main points from our discussion.

Held September 15, 2021 at 10:00pm

- The property owners were interested in understanding the extent of the stormwater management pond and proposed drain required within the property.
- Dillon Consulting provided a summary of the purpose of the pond and the findings of the Upper Little Watershed Study.
- Dillon noted that the final footprint of the pond can be refined futhur and if the property owner has questions/comments they can provide at this time.
- The property owners are concerned regarding the proximity of the pond to the existing home fronting 8<sup>th</sup> Concession Road. Dillon noted that the pump station shown on the drawing is symbolic only and does not represent the size of the pump station.
- The property owner would like to mitigate any impacts to the existing trees located along 8<sup>th</sup> Concession Road at the property line.
- Dillon noted that 8<sup>th</sup> Concession is anticipated to be a 4 lane roadway but the timing of the widening of the roadway is dependent on development and would require a large portion of the developable area to develop prior to implementation. Also, prior to road widening a planning study will need to be done that will review the impacts and mitigation of the road widening in more detail.
- Dillon noted that the City is undertaking a drainage study for the construction of a new Drain proposed south of the proposed E-W Arterial roadway. The property owner will be notified regarding an onsite meeting where the extent of the drain will be reviewed. It is anticipated that this meeting will be scheduled for October 2021. The property owner will be notified.

You have been added to the project contact list and you will be notified of any critical milestones related to this project You can also visit the project website for project updates www.sandwichsouth.ca.

Please email Laura Herlehy (Iherlehy@dillon.ca) if you have any additional questions or comments.

Thanks,

Laura





Julieta Manzano Dillon Consulting Limited 3200 Deziel Drive, Suite 608 Windsor, Ontario, N8W 5K8 T - 519.948.4243 ext. 3208 F - 519.948.5054



Manzano, Julieta <jmanzano@dillon.ca>

## SSMSP - Property Owner Meeting Minutes - 7205 CR42

1 message

Manzano, Julieta < jmanzano@dillon.ca>

Tue, Oct 12, 2021 at 3:40 PM

Cc: pwinters@citywindsor.ca, "Herlehy, Laura" < herlehy@dillon.ca>

Hello,

Thank you for meeting with representatives of the Sandwich South Master Servicing Plan (SSMSP), Patrick Winters (City of Windsor) and Laura Herlehy (Dillon Consulting). Below summarizes the main points from our discussion

- Reviewed CR42 Plates from Lauzon Parkway Environment (EA).
- Budget available in capital works plan for the reconstruction of the Lauzon Parkway and CR42 intersection. Timing of these improvements is estimated in an approximately 5 year time frame as it corresponds to the reconstruction of CR42 to the east being under taken by the County of Essex and Town of Tecumseh.
- This property is proposed to be zoned Business Commercial however this area is not included in an existing Secondary Plan. The owner is concerned regarding site access due to right in and right out access proposed at the CR17/CR42 intersection.
- The owner asked what is timing of the interim condition at the CR17 shown on the CR42 plates? What would trigger the need for interim vs ultimate condition? The City noted that the SSMSP team will circle back and let the property owner know more information on this.
- Sanitary sewer will be extended along CR42 in the future. It was advised that the sanitary connection of this property would be preferred to be completed upon extension of the CR42 sanitary sewer which would correspond to the timing of the CR42/Lauzon roadway improvements. If a large development proposal comes forward in the interim the City can review.

Meeting Follow Up - Regarding the question regarding the CR17/CR42 intersection and the timing of the interim conditions shown in the CR42 Plates that we reviewed during our call. Per the Lauzon Parkway EA report the interim improvements were estimated to be inplace for 10 years prior to the need to improve the Lauzon Parkway/CR42 intersection to accommodate future traffic needs. This is an estimate based on the assumptions of that study. Timing of ultimate conditions will depend on growth and capital budget availability therefore an exact timeline is not known at this time. The Lauzon Parkway EA report can be found on the project website, the link can be found below.

You have been added to the project contact list and you will be notified of any critical milestones related to this project You can also visit the project website for project updates www.sandwichsouth.ca.

Please email Laura Herlehy (<a href="mailto:lherlehy@dillon.ca">lherlehy@dillon.ca</a>) if you have any additional questions or comments.

Thanks,

Laura



Babcock, Joshua <jbabcock@dillon.ca>

## Fwd: Sandwich South Servicing - 9th/Baseline Property

**Herlehy**, **Laura** <a href="mailto:Laura">Laura</a> <a href="mailto:Laura">Laura<a href="m

Mon, Nov 7, 2022 at 2:15 PM

----- Forwarded message ------

From: Herlehy, Laura < herlehy@dillon.ca>

Date: Fri, Aug 19, 2022 at 4:47 PM

Subject: Re: Sandwich South Servicing - 9th/Baseline Property

<pwinters@citywindsor.ca>, 187260 <187260@dillon.ca>, Amy Farkas <afarkas@dillon.ca>, Karla Kolli <kkolli@dillon.ca>, Andrea Winter <a href="mailto:AWinter@dillon.ca">AWinter@dillon.ca></a>, Andrea Winter <a href="mailto:AWinter@dillon.ca">AWinter@dillon.ca></a>, Andrea Winter <a href="mailto:AWinter@dillon.ca">AWinter@dillon.ca></a>, Andrea Winter <a href="mailto:AWinter@dillon.ca">AWinter@dillon.ca></a>, Andrea Winter <a href="mailto:AWinter@dillon.ca">AWinter@dillon.ca</a></a>, Andrea Winter <a href="mailto:AWinter@dillon.ca">AWinter@dillon.ca</a></a></a>

#### Hello,

I am following up on the discussion that was held on July 13, 2022 at 10 am. Below is the summary of the discussions as well as questions asked previously (in bold text). As requested, we have prepared a property map that shows your property as well as the proposed land use plan. Dimensions and areas for the proposed Stormwater Management Corridor and Environmental Corridor are included in this figure.

Meeting Attendees:

Patrick Winter (City of Windsor)
Laura Herlehy (Dillon Consulting Limited)

#### Meeting Discussion:

- Through the Study Transportation Network Assessment the number of spacing of collector roadways was
  determined. The study identified the need to widen 9th Concession to a total of 4 lanes to accommodate full build
  out of the Sandwich South Master Servicing Area. Timing of widening will depend on traffic demand which will
  need to be monitored over time.
- The Property Owner is not in agreement with the proposed green space (Environmental Corridor) along the west side of the property. Dillon noted that the location of this corridor was determined through the completion of the County Road 42 Secondary Plan Area, the Sandwich South study is not changing land uses defined through previous planning studies.

#### Response to Questions Provided:

- Explain in detail the acreage consumed ,specific location , and timing of what is required to fulfill the stormwater management improvements ?
  - · Area required is provided in the attached map.
  - Timing is development driven.
  - Stormwater management facilities shall be implemented prior to development of upstream drainage areas. Developers/Property owners shall coordinate on the construction of the proposed infrastructure. The City will assist in the coordination of these servicing efforts.
- If the owner is not in agreement with this proposed master plan for reasons such as program timing, potential loss of property value, property compensation etc. what can be done at this stage?
  - Feedback shall be provided during this Master Plan process.
  - This property owner group has expressed concern related to the loss of lands for the proposed stormwater management facility as well as the location of the proposed collector roadway bisecting the site.
- Has this master plan budget been approved by city & government officials?
  - The master plan is recommending projects to be undertaken and providing estimates of the infrastructure costs. Some City lead projects have been identified and are part of the City's Capital

Works plan. There are no other plans or budget approval at this for other projects. This will be detailed in the final Sandwich South Master Servicing Plan report.

- What is the property value base being used per acre for the purchase of subject lands . Supply real estate comparables values in the area that justify these values .
  - Property values are not being assessed at this time. Property acquisitions would be based on market values at the time of acquisition.
- When can the property owner initiate residential \ commercial development for adjacent properties?
  - Once the SSMSP is complete, construction of municipal infrastructure shall proceed.
- What will the property be rated upon completion of the proposed development ? (Residential \ Commercial )?
  - Refer to the attached map. The land use has been developed through the County Road 42 Secondary Plan completed for this area.

If you have any other questions, please let us know. Thanks and have a great weekend. Laura





Laura Herlehy
Associate
Dillon Consulting Limited
3200 Deziel Drive Suite 608
Windsor, Ontario, N8W 5K8
T - 519.948.4243 ext. 3216
F - 519.948.5054
M - 519.818.3105
LHerlehy@dillon.ca
www.dillon.ca

On Wed, Jul 6, 2022 at 9:46 AM

wrote:

Good morning Laura

Appreciate your follow up . In response to your latest correspondence , the property role parcel to be discussed. The address is 4387 9th Concession Road .

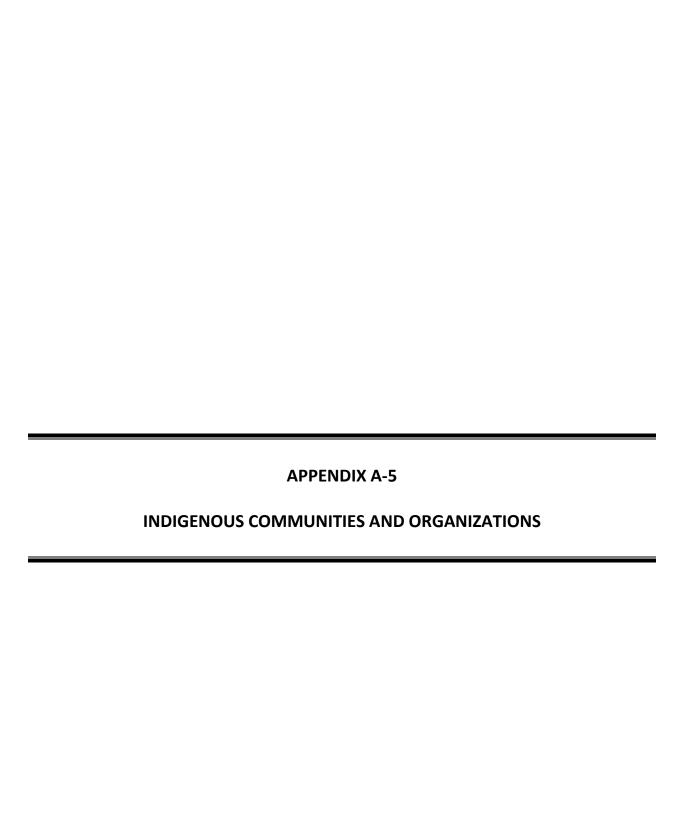
is the

Here are a few questions we would like to answer.

- 1. Explain in detail the acreage consumed ,specific location , and timing of what is required to fulfill the stormwater management improvements ?
- 2. If the owner is not in agreement with this proposed master plan for reasons such as program timing, potential loss of property value, property compensation etc. what can be done at this stage?
- 3. Has this master plan budget been approved by city & government officials?
- 4. What is the property value base being used per acre for the purchase of subject lands . Supply real estate comparables values in the area that justify these values .
- 5. When can the property owner initiate residential \ commercial development for adjacent properties?
- 6. What will the property be rated upon completion of the proposed development? (Residential \ Commercial )?

We look forward to having this discussion.

Kindest Regards





#### Babcock, Joshua <jbabcock@dillon.ca>

## Sandwich South Master Servicing Plan

1 message

Fallon Burch <fburch@cottfn.com>

Thu, Feb 6, 2020 at 1:38 PM

To: "pwinters@citywindsor.ca" <pwinters@citywindsor.ca>

Cc: "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>, Kelly Riley <kriley@cottfn.com>

Good afternoon Mr. Winters,

I have provided a response on behalf of Chippewas of the Thames First Nation in regard to the aforementioned project. If you have any questions, please feel free to contact me.

Thank you,



### **Fallon Burch**

**Consultation Coordinator, Chippewas of the Thames First Nation** 320 Chippewa Rd Muncey, ON N0L 1Y0 | 519-289-5555 | www.cottfn.com/consultation

This email or documents accompanying this email contain information belonging to the Chippewas of the Thames First Nation. Which may be confidential and/or legally privileged. The information is intended only for the addressed recipients(s). If you are not an intended recipient, you are hereby notified that any disclosure, copying, distribution, or the taking of any action in reliance on the contents of this email. Is strictly prohibited. If you have received this email in error, please advise my office and delete it from your system.

3 attachments

image001.png 20K



LTR\_Consultation-Sandwich South Master Servicing Plan.pdf

**INV-0012.pdf** 815K



# CHIPPEWAS OF THE THAMES FIRST NATION

November 12, 2020

VIA EMAIL

Patrick Winters
Sandwich South Master Plan Project Manager
Development Engineer, City of Windsor
350 City Hall Square West, Suite 210
Windsor, Ontario N9A 6S1

RE: Sandwich South Master Servicing Plan

Dear: Mr. Winters.

We have received information concerning the aforementioned project. The proposed project is located within the McKee Treaty area (1790) to which Chippewas of the Thames First Nation (COTTFN) is a signatory. The project is also located within the Big Bear Creek Additions to Reserve (ATR) land selection area, as well as COTTFN's Traditional Territory.

After reviewing the project information, we have identified minimal concerns with your project and the information that you have presented to us at this time. However, if there are any substantive changes to your project please forward an electronic notification to <a href="mailto:consultation@cottfn.com">consultation@cottfn.com</a>. If there is an Archaeology Assessment conducted, we require notification and the opportunity to actively participate by sending First Nation Field Liaisons on behalf of this First Nation.

We look forward to continuing this open line of communication. To implement meaningful consultation, COTTFN has developed its own protocol - a document and a process that will guide positive working relationships. We would be happy to meet with you to review COTTFN's Consultation Protocol. The protocol can found at <a href="https://www.cottfn.com/consultation">www.cottfn.com/consultation</a>.

As per 'Appendix D' of the Wiindmaagewin attached is invoice 0058. Please do not hesitate to contact me if you need further clarification of this letter.

Sincerely,

F Burch

Fallon Burch
Consultation Coordinator
Chippewa of the Thames First Nation
(519) 289-5555 Ext 251
consultation@cottfn.com



Babcock, Joshua <jbabcock@dillon.ca>

Hi,

It has been brought to my attention that the project file will be shared soon. We look forward to receiving a copy for review.

Take care,

Fallon



#### **Fallon Burch**

Consultation Coordinator

Chippewas of the Thames First Nation

Email: fburch@co.ttfn.com

519-289-5555 Ex: 251

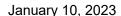
320 Chippewa Road, Muncey, Ontario



Visit us online at cottfn.com

This communication is intended for the use of the recipient to whom it is addressed and may contain confidential and or privileged information. If you are not the intended recipient of this communication any information received should be deleted or destroyed.





Aamjiwnaang First Nation 978 Tashmoo Avenue, Sarnia, Ontario, N7T 7H5

#### RE: City of Windsor Sandwich South Master Servicing Plan

Dear Chief Christopher Plain,

On behalf of the City of Windsor, we are hereby providing you with a reminder and update on this project and to invite your input related to findings and preferred solutions as part of the final stage of engagement prior to the release of the master plan.



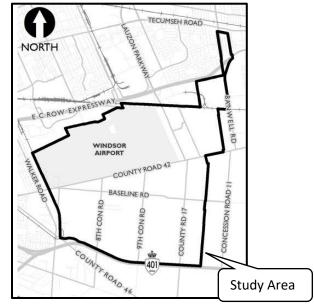
DILLON

The Sandwich South area is comprised of 2,600 hectares of land located in the southeast portion of the City of Windsor and is primarily rural but includes the Windsor Airport and some residential homes. The City has designated this area for future growth over the next 20 years and will include a variety of residential, commercial, institutional and industrial land uses. The City of Windsor is embarking on this plan to outline a long-term coordinated approach for municipal infrastructure in the Sandwich South area to support urbanization. This study will develop and review solutions for the following municipal services with focus on the two internal Secondary Plan Areas, East Pelton and County Road 42:

- Collector roads;
- Water, sanitary and storm sewers; and
- Stormwater Management (SWM) facilities.

This Master Plan is being completed in accordance with Approach 1 and 2, as defined in the Municipal Class Environment Assessment process, which would address associated requirements for specific Schedule B projects for the internal Secondary Plan Areas, East Pelton and County Road 42. Based on the findings to date the following summarizes the proposed infrastructure improvements:

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- Storm trunk sewers upstream of each SWM facility; and
- Trunk sanitary sewers along 9<sup>th</sup> and 10<sup>th</sup> Concession Roads.



This project commenced in 2019 and since that time has had one project start up meeting, two Public Information Centres (PICs), and one supplemental public consultation session. All materials are available for review on the project website www.sandwichsouth.ca.

- January 17, 2020 Letter Notice of Study Commencement.
- October 1, 2020 Letter Notice of PIC 1.
- August 2 & 27, 2021 Phone notification of PIC 2 and Letter Notice of PIC Centre 2.
- May 27, 2022 Supplemental Public Consultation Session Letter Notification.





As part of the site investigations, a Stage 1 Archaeological Investigation was completed and the final report has been finalized November 12, 2021. This report is available upon request and will be included in the final report.

Input from the public, agencies and indigenous communities have been important in the development of our assessment of the alternative solutions, as well as the criteria and constraints associated with the implementation of the preferred solutions.

If you have any questions, or if you wish to confirm your interest in arranging a meeting to discuss this project in further detail, please contact Mr. Patrick Winters, P.Eng., City of Windsor Project Lead, at <a href="mailto:pwinters@citywindsor.ca">pwinters@citywindsor.ca</a>, or at 519-255-6257 Ext. 6462.

Sincerely,

Stacey McGuire, P.Eng. Manager of Development

The Corporation of the City of Windsor

Laura Herlehy, P.Eng. Project Engineer

**Dillon Consulting Limited** 

CC: Ms. Cathleen O'Brien





January 10, 2023

Bkejwanong Territory (Walpole Island First Nation) 117 Tahgahoning Rd., Walpole Island, Ontario, N8A 4K9

#### RE: City of Windsor Sandwich South Master Servicing Plan

Dear Chief Charles Sampson,

On behalf of the City of Windsor, we are hereby providing you with a reminder and update on this project and to invite your input related to findings and preferred solutions as part of the final stage of engagement prior to the release of the master plan.



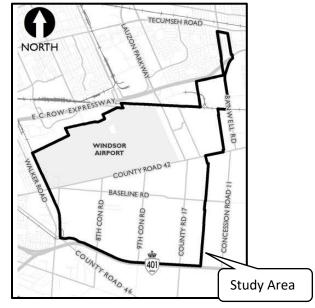
DILLON

The Sandwich South area is comprised of 2,600 hectares of land located in the southeast portion of the City of Windsor and is primarily rural but includes the Windsor Airport and some residential homes. The City has designated this area for future growth over the next 20 years and will include a variety of residential, commercial, institutional and industrial land uses. The City of Windsor is embarking on this plan to outline a long-term coordinated approach for municipal infrastructure in the Sandwich South area to support urbanization. This study will develop and review solutions for the following municipal services with focus on the two internal Secondary Plan Areas, East Pelton and County Road 42:

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Sincerely,

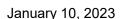
Stacey McGuire, P.Eng. Manager of Development

The Corporation of the City of Windsor

Laura Herlehy, P.Eng. Project Engineer

**Dillon Consulting Limited** 





Caldwell First Nation 14 Orange Street, Leamington, Ontario, N8H 1P5

#### RE: City of Windsor Sandwich South Master Servicing Plan

Dear Chief Mary Duckworth,

On behalf of the City of Windsor, we are hereby providing you with a reminder and update on this project and to invite your input related to findings and preferred solutions as part of the final stage of engagement prior to the release of the master plan.



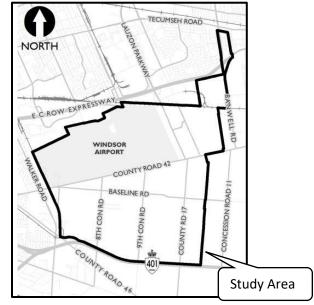
DILLON

The Sandwich South area is comprised of 2,600 hectares of land located in the southeast portion of the City of Windsor and is primarily rural but includes the Windsor Airport and some residential homes. The City has designated this area for future growth over the next 20 years and will include a variety of residential, commercial, institutional and industrial land uses. The City of Windsor is embarking on this plan to outline a long-term coordinated approach for municipal infrastructure in the Sandwich South area to support urbanization. This study will develop and review solutions for the following municipal services with focus on the two internal Secondary Plan Areas, East Pelton and County Road 42:

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- September 14, 2021 Contacted Caldwell First Nations and submitted the project to their online consultation tool.





• May 27, 2022 – Supplemental Public Consultation Session Letter Notification.

The results of our evaluations, alternative solutions and functional design will be summarized in the final SSMSP Report which will be completed early 2023. The final Notice of Completion will be provided, which will outline the final review period timelines.

As part of the site investigations, a Stage 1 Archaeological Investigation was completed and the final report has been finalized November 12, 2021. This report is available upon request and will be included in the final report.

Input from the public, agencies and indigenous communities have been important in the development of our assessment of the alternative solutions, as well as the criteria and constraints associated with the implementation of the preferred solutions.

If you have any questions, or if you wish to confirm your interest in arranging a meeting to discuss this project in further detail, please contact Mr. Patrick Winters, P.Eng., City of Windsor Project Lead, at <a href="mailto:pwinters@citywindsor.ca">pwinters@citywindsor.ca</a>, or at 519-255-6257 Ext. 6462.

Sincerely,

Stacey McGuire, P.Eng. Manager of Development

aura Herlehy

The Corporation of the City of Windsor

Laura Herlehy, P.Eng. Project Engineer

**Dillon Consulting Limited** 

CC: Ms. Michelle McCormack, Consultation Coordinator



January 10, 2023

Can-Am Indian Friendship Centre 2929 Howard Avenue, Windsor, Ontario, N8X 4W4

#### RE: City of Windsor Sandwich South Master Servicing Plan

Dear Can-Am Indian Friendship Centre,

On behalf of the City of Windsor, we are hereby providing you with a reminder and update on this project and to invite your input related to findings and preferred solutions as part of the final stage of engagement prior to the release of the master plan.



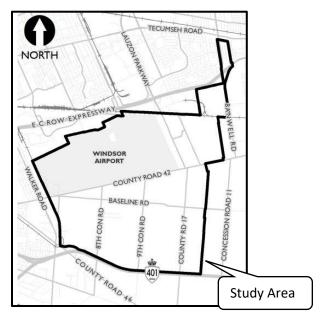
DILLON

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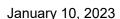
Stacey McGuire, P.Eng. Manager of Development

The Corporation of the City of Windsor

Laura Herlehy, P.Eng. Project Engineer

**Dillon Consulting Limited** 





Chiefs of Ontario 468 Queen St. E, Suite 400, Toronto, Ontario, M5A 1T7

#### RE: City of Windsor Sandwich South Master Servicing Plan

Dear Ontario Regional Chief Glen Hare,

On behalf of the City of Windsor, we are hereby providing you with a reminder and update on this project and to invite your input related to findings and preferred solutions as part of the final stage of engagement prior to the release of the master plan.



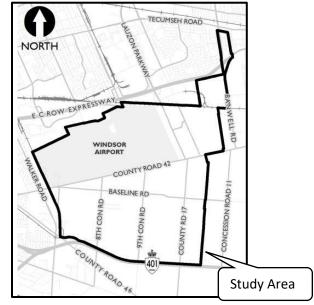
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Sincerely,

Stacey McGuire, P.Eng. Manager of Development

aura Herlehy

The Corporation of the City of Windsor

Laura Herlehy, P.Eng. Project Engineer

**Dillon Consulting Limited** 

CC: Ms. Kathleen Padulo, Director of Environment





January 10, 2023

Chippewas of Kettle & Stony Point First Nation 6247 Indian Lane, Lambton Shores, Ontario, NON 1J1

#### RE: City of Windsor Sandwich South Master Servicing Plan

Dear Chief Jason Henry,

On behalf of the City of Windsor, we are hereby providing you with a reminder and update on this project and to invite your input related to findings and preferred solutions as part of the final stage of engagement prior to the release of the master plan.

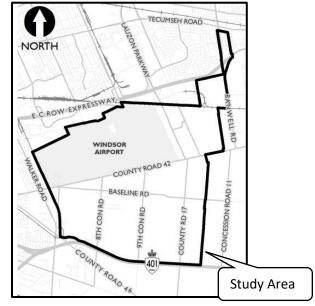


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Sincerely,

Stacey McGuire, P.Eng. Manager of Development

The Corporation of the City of Windsor

Laura Herlehy, P.Eng. Project Engineer

**Dillon Consulting Limited** 





January 10, 2023

Chippewas of the Thames First Nation 320 Chippewa Road R.R.#1, Muncey, Ontario, N0L 1Y0

#### RE: City of Windsor Sandwich South Master Servicing Plan

Dear Chief Jacqueline French,

On behalf of the City of Windsor, we are hereby providing you with a reminder and update on this project and to invite your input related to findings and preferred solutions as part of the final stage of engagement prior to the release of the master plan.



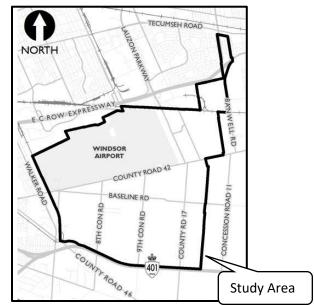
DILLON

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Input from the public, agencies and indigenous communities have been important in the development of our assessment of the alternative solutions, as well as the criteria and constraints associated with the implementation of the preferred solutions.

If you have any questions, or if you wish to confirm your interest in arranging a meeting to discuss this project in further detail, please contact Mr. Patrick Winters, P.Eng., City of Windsor Project Lead, at <a href="mailto:pwinters@citywindsor.ca">pwinters@citywindsor.ca</a>, or at 519-255-6257 Ext. 6462.

Sincerely,

Stacey McGuire, P.Eng. Manager of Development

The Corporation of the City of Windsor

Laura Herlehy, P.Eng. Project Engineer

**Dillon Consulting Limited** 





January 10, 2023

London District Chiefs Council/Southern First Nations Secretariat 22361 Austin Line, Bothwell, Ontario, N0P 1C0

### RE: City of Windsor Sandwich South Master Servicing Plan

Dear Jennifer Whiteye,

On behalf of the City of Windsor, we are hereby providing you with a reminder and update on this project and to invite your input related to findings and preferred solutions as part of the final stage of engagement prior to the release of the master plan.

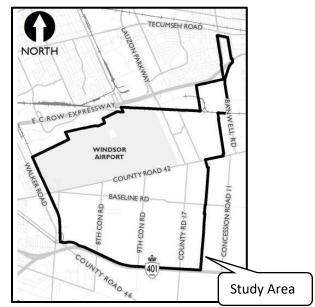


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The Corporation of the City of Windsor

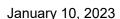
Laura Herlehy, P.Eng. Project Engineer

**Dillon Consulting Limited** 

aura Herlehy

CC: Ms. Lori Fisher, Executive Assistant





Metis Nation of Ontario 75 Sherbourne Street, Toronto, Ontario, M5A 2P9

### RE: City of Windsor Sandwich South Master Servicing Plan

Dear Metis Nation of Ontario,

On behalf of the City of Windsor, we are hereby providing you with a reminder and update on this project and to invite your input related to findings and preferred solutions as part of the final stage of engagement prior to the release of the master plan.



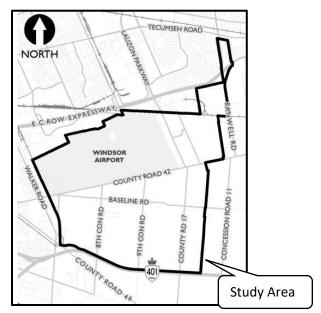
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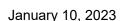
Stacey McGuire, P.Eng. Manager of Development

The Corporation of the City of Windsor

Laura Herlehy, P.Eng. Project Engineer

**Dillon Consulting Limited** 





Oneida Nation of the Thames 2210 Elm Avenue, Southwold, Ontario, N0L 2G0

### RE: City of Windsor Sandwich South Master Servicing Plan

Dear Chief Todd Cornelious.

On behalf of the City of Windsor, we are hereby providing you with a reminder and update on this project and to invite your input related to findings and preferred solutions as part of the final stage of engagement prior to the release of the master plan.



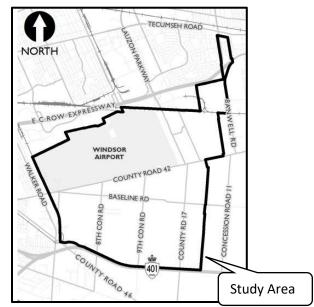
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Sincerely,

Stacey McGuire, P.Eng. Manager of Development

The Corporation of the City of Windsor

Laura Herlehy, P.Eng. Project Engineer

**Dillon Consulting Limited** 



January 10, 2023

Union of Ontario Indians 1 Migizii Miikan, P.O Box 711, North Bay, Ontario, P1B 8J8

#### RE: City of Windsor Sandwich South Master Servicing Plan

Dear Anishinabek Nation Grand Council Chief Reg Niganobe,

On behalf of the City of Windsor, we are hereby providing you with a reminder and update on this project and to invite your input related to findings and preferred solutions as part of the final stage of engagement prior to the release of the master plan.



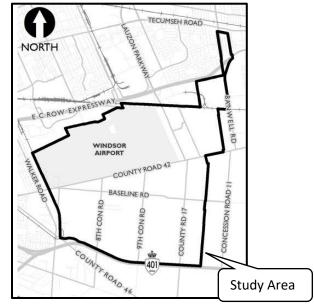
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The Corporation of the City of Windsor

Laura Herlehy, P.Eng. Project Engineer

**Dillon Consulting Limited** 





DILLON CONSULTING

January 10, 2023

Windsor Essex Kent Metis Council 145-600 Tecumseh Road East, Windsor, Ontario, N8X 4X9

#### RE: City of Windsor Sandwich South Master Servicing Plan

Dear Margaret Froh,

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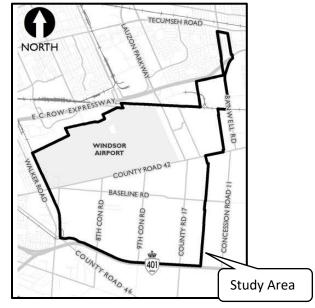


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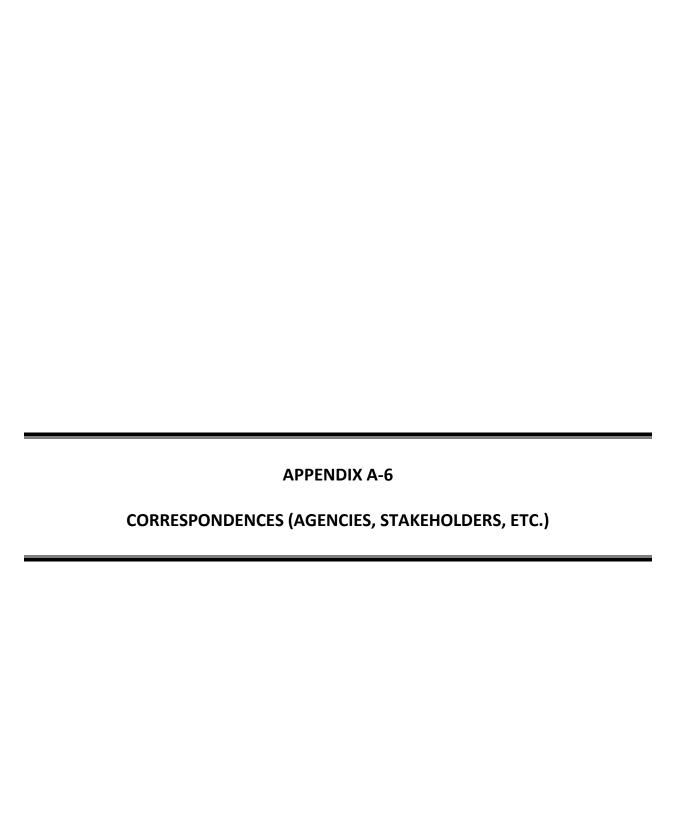
Sincerely,

Stacey McGuire, P.Eng. Manager of Development

The Corporation of the City of Windsor

Laura Herlehy, P.Eng. Project Engineer

**Dillon Consulting Limited** 





Babcock, Joshua <jbabcock@dillon.ca>

### Fwd: FW: PERMISSION TO ENTER LANDS - SANDWICH SOUTH MASTER **SERVICING STUDY**

1 message

Caza, Nicole <ncaza@dillon.ca>

Wed, Sep 4, 2019 at 12:50 PM

To: Andrea Winter <AWinter@dillon.ca>, Allen Benson <abenson@dillon.ca>

Cc: Sandwich South MSR <sandwichsouth@dillon.ca>, Joshua Babcock <jbabcock@dillon.ca>, "Farkas, Amy" <afarkas@dillon.ca>, Sabrina Stanlake <sstanlake@dillon.ca>

fyi, and note their request for advance notice so that they can advise Security accordingly.

Thanks, Nicole



**Nicole Caza** Partner **Dillon Consulting Limited** 3200 Deziel Drive Suite 608 Windsor, Ontario, N8W 5K8 T - 519.948.4243 ext. 3246 F - 519.948.5054 M - 519.791.2167

Please consider the environment before printing this email

--- Forwarded message -----

From: Randall Primeau < rprimeau 01@stclaircollege.ca>

Date: Wed, Sep 4, 2019 at 12:48 PM

Subject: FW: PERMISSION TO ENTER LANDS - SANDWICH SOUTH MASTER SERVICING STUDY

NCaza@dillon.ca www.dillon.ca

To: ncaza@dillon.ca <ncaza@dillon.ca>

Hi Nicole,

I am in receipt of your letter (attached) requesting permission to enter St. Clair College property to conduct the Floodplain Mapping Study. The College is formally granting that permission but we ask that you provide notice, via email to myself, prior to accessing our property. I will then notify Security to expect your presence on site.

If you wish to discuss further, my contact info is listed below.

Regards.

Randy Primeau



### RANDY PRIMEAU, CET, LEED AP

#### **MANAGER, CONSTRUCTION & ENGINEERING SERVICES**

Rprimeau01@stclaircollege.ca

Office: 519-972-2727 ext 4319

#### **SOUTH CAMPUS**

2000 Talbot Road West | Windsor, ON N9A 6S4

stclaircollege.ca

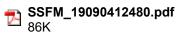
Email from St. Clair College is the best way to find out about the latest news! You wouldn't want to miss any communications regarding class cancellations, class changes, newsletters, College events, messages from your professors, College marketing information and more!

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St. Clair College | 2000 Talbot Road West | Windsor, ON, Canada N9A 6S4 If you no longer want to receive email and other commercial electronic messages from St. Clair College, please unsubscribe.

#### 2 attachments





### **MEETING MINUTES**



Subject: City of Windsor – Sandwich South Master Servicing Plan & Little River

Watershed Flood Plain Mapping

**Date and Time:** November 13, 2019, 1:30 pm – 3:00 pm

**Location:** Erie Boardroom at MECP SWR, 733 Exeter Road London, Ontario

Our File: 19-9817

### **Attendees**

France Isabelle Tunks City of Windsor (City) (Telephone)

Patrick Winters City of Windsor

Scott Abernethy Ministry of the Environment, Conservation and Parks (MECP)

Emily Awad Ministry of the Environment, Conservation and Parks (Telephone)

Craig Newton Ministry of the Environment, Conservation and Parks

Amy Farkas Dillon Consulting Limited (Dillon) (Telephone)

Sabrina Stanlake-Wong Dillon Consulting Limited
Andrea Winter Dillon Consulting Limited

Item Discussion Action By

1. Introduction Info

Round table introductions were completed.

### 2. Overview and Objectives

Info

Dillon was retained by the City of Windsor to complete two studies in the Sandwich South area of the City:

- The study includes two sub-projects (Sandwich South Servicing Plan and the Little River Flood Plain Mapping). The results of the flood plain mapping will be incorporated into the master servicing project for the Sandwich South lands.
- Sandwich South Master Servicing Plan The City has designated Sandwich South Area for growth over the next 20 years and will include a variety of residential, commercial, and industrial land uses. The study area includes the East Pelton and County Road 42 Secondary Plan areas. Class EA is being initiated to develop a coordinated and sustainable approach to providing municipal infrastructure in support of growth. The Plan will consider the location and capacity of arterial roads, storm and sanitary sewers and how stormwater will be managed throughout the study area.

- Floodplain Mapping Study will identify areas that are susceptible to flooding during large storm events and will guide the location of future development, and associated required stormwater management infrastructure.
- The study team advised there is significant interest for development to proceed in the East Pelton Secondary Plan area. The lands are primarily owned by one developer. The team is looking at opportunities to advance development in this area.

### 3. **Previous Studies Completed**

Info

Previous studies completed in the area include:

- Lauzon Parkway Improvements Class EA Study (MRC/MMM, 2014)
- Upper Little River EA (Stantec, 2017) Study is ongoing. Project is following Approach #2 and additional assessments are being completed to meet the requirements for Schedule B and C projects.
- East Pelton Secondary Plan
- County Road 42 Secondary Plan pending LPAT decision.

### 4. Master Plan Schedule

Dillon

- Hydrologic analysis has commenced for the Little River floodplain mapping.
- Floodplain hydrologic modeling is anticipated to be completed by January/February 2020; however there has not been a significant rain event, which may result in additional calibration for the model to be completed in the spring of 2020.
- Notice of Commencement will be circulated January 2020.
- Dillon to provide MECP with Notice of Commencement and to include Indigenous Communities in the Class EA notification and consultative process as confirmed by MECP SWR in September 2019.
- Stage 1 Archaeological assessment to commence November 2019 for East Pelton Area.
- PIC #1 scheduled for spring 2020, and PIC #2 in 2021.

### 5. <u>Upcoming Changes to Municipal Class EA Process & EA Act Modernization</u>

- It was noted that there are expected to be changes to the EA schedules late 2019/early 2020.
- Changes with respect to the Transportation aspects of the project are of particular interest for this study as they will directly impact the level of complexity of design required. Team will continue to

monitor and evaluate how the changes will impact the study.

### 6. **EA Evaluation Approach**

Info

- Project will be following Approach #2 of the Master Plan process and will obtain approval for Schedule B projects.
- Agreement for the Objective-Led EA Evaluation Approach:
  - Purpose is to encourage public and stakeholder input into the evaluation process;
  - Dillon has used successfully on other Master Plan projects –
    involves the same level of technical input, but study
    objectives and evaluation criteria are developed based on
    stakeholder input; and
  - o Study Objectives will be presented at PIC 1 for input.

### 7. East Pelton Secondary Plan Area & Expedited Process

Info

- Intent is to proceed forward with the Master Plan as well as completing requirements to fulfill Schedule B projects for stormwater management within the East Pelton and County Road 42 SPAs.
- The team is working to identify any areas which may allow expedited development within the East Pelton area based on absence of Archaeological, Floodplain and other potential limitations. The primary limitation for this area is considered to be the floodplain restrictions.
- To assist with the expedited process, the team proposes to present alternative solutions at PIC #1 in spring 2020.
- Agreement that this would not be an issue as long as SWM solutions that are identified are in keeping with the long-term solution.
   Interim SWM solutions will not be permitted for any of the expedited developments.

### 8. **Input from MECP**

MECP/Dillon

- MECP advised need to review Source Water Protection and Climate Change as component of study.
- MECP will review previous examples of Master Plans that have been well-executed and provide this information if applicable.
- MECP noted that a previous study in London had started to review similar to the East Pelton approach, however all areas exhibited floodplain restrictions and thus the project could not include an expedited component.
- Emily Awad as well as Crystal Lafrance from MECP are to be included in correspondences as well as SW ON EA address.

 MECP provided confirmation that any questions with respect to the modernization of the EA process are to be directed to <u>EAModernization.MECP@ontario.ca.</u>

A copy of the presentation materials discussed at the meeting have been appended to the minutes for information tracking purposes.

These minutes were prepared by Amy Farkas of Dillon Consulting. Please provide any comments related to errors or omissions noted from the meeting.

AMF:jrb

Encl. Meeting Agenda, MECP Correspondence - September 2019, Sandwich South MECP

**Meeting Presentation** 

### **MEETING AGENDA**



Subject: City of Windsor – Sandwich South Master Servicing Report & Little River

Watershed Flood Plain Mapping

Date and Time: November 13, 2019, 1:30 pm

**Location:** Erie Boardroom at MECP SWR, 733 Exeter Road London

Our File: 19-9817

### Item Discussion

- 1. Introductions
- 2. Project Overview and Objectives
- 3. Previous Studies Completed
- 4. Master Plan Schedule
- 5. EA Evaluation Approach
- 6. East Pelton Secondary Plan Area & Expedited Process
- 7. Input from MECP



### **Indigenous Communities Consultation**

**Newton, Craig (MECP)** <Craig.Newton@ontario.ca> To: "Farkas, Amy" <afarkas@dillon.ca>

Thu, Sep 26, 2019 at 2:16 PM

### Good Afternoon Amy:

This email acknowledges receipt of your immediately preceding e-mail of August 19<sup>th</sup>, 2019, and accompanying attachment. In response, based on the information provided to date, MECP SWR recommends that the following communities be included in the Class EA notification and consultative process:

- -Kettle and Stony Point First Nation
- -Aamjiwnaang First Nation
- -Bkejwanong (Walpole Island First Nation)
- -Chippewas of the Thames First Nation
- -Caldwell First Nation
- -Oneida Nation of the Thames
- -Windsor-Essex-Kent Métis Council

Please be aware that the above guidance may change as new information becomes available on project impacts and/or communities' areas of interest. If new information becomes available related to project impacts, MECP SWR would be happy to review the above recommendation to determine if it would change.

Yours truly,

Craig Newton

Regional Environmental Planner / Regional EA Coordinator

Ministry of the Environment, Conservation and Parks

Southwestern Region

733 Exeter Road

London, Ontario

### N6E 1L3

Telephone: (519) 873-5014

E-mail: craig.newton@ontario.ca

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Sandwich South and Little River Floodplain\_Study Areas.pdf 2607K





# Sandwich South Master Servicing Plan & Little River Watershed Flood Plain Mapping

**November 13, 2019** 

## Agenda

- 1. Introductions
- 2. Project Overview and Objectives
- 3. Previous Studies Completed
- 4. Master Plan Schedule
- 5. EA Evaluation Approach
- 6. East Pelton Secondary Plan Area & Expedited Process
- 7. Input from MECP



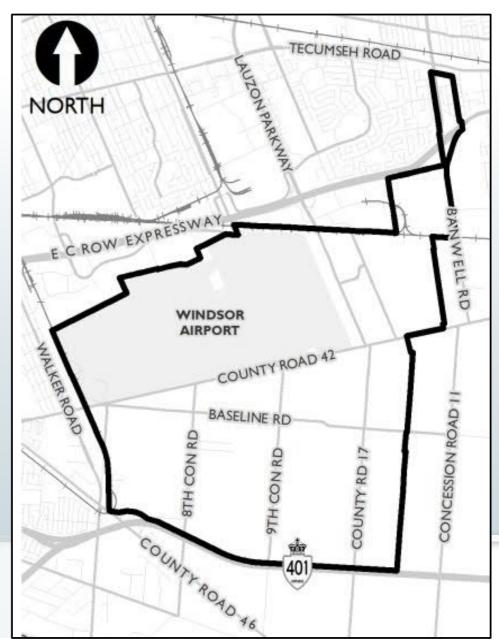
### Introductions



# **Project Overview and Objectives**

### **Sandwich South Master Servicing Plan:**

- City has designated Sandwich South Area for growth over the next 20 years and will include a variety of residential, commercial, and industrial land uses.
- Master Servicing Plan Class EA is being initiated to develop a coordinated and sustainable approach to providing municipal infrastructure in support of growth
- Plan will consider the location and capacity of arterial roads, storm and sanitary sewers and how stormwater will be managed throughout the study area



# Little River Watershed Flood Plain Mapping

- Floodplain Mapping Study will identify areas that may be susceptible to flooding during large storm events and will guide the location of future development.
- Two studies are being completed concurrently



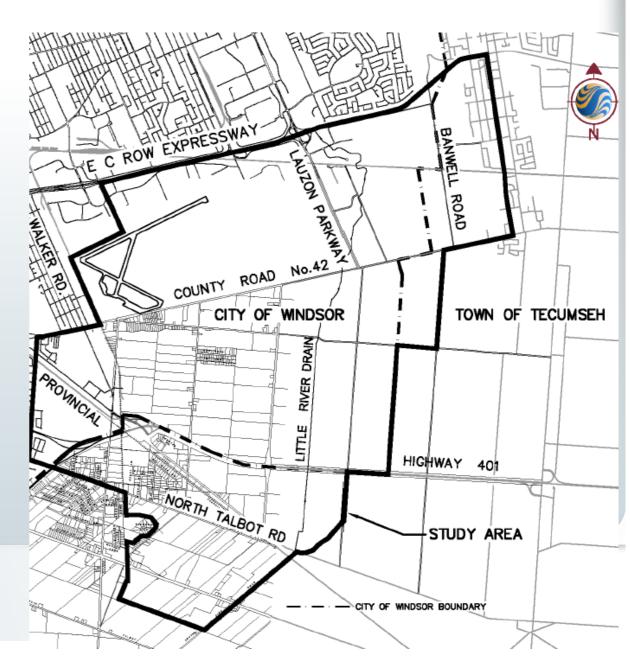
### **Previous Studies Completed**

- Lauzon Parkway Class EA Completed January 2014
  - The study has the following main components:
  - Lauzon Parkway from E.C. Row Expressway to County Road 42 (2.5 km)
  - Lauzon Parkway's extension to Highway 401 (3 km)
  - Lauzon Parkway's further extension to Highway 3 (2.5 km)
  - County Road 42 from Walker Road to the City/County boundary (5.5 km)
  - County Road 42 from the City/County boundary to County Road 25 (10 km)
  - The future East-West Arterial from Walker Road to 10th Concession Road/County Road 17 (5 km) -



## Upper Little River Master Plan EA

- Study on-going
- Notice of Study Update issued Aug. 31, 2019
- Project is following Approach #2 and additional assessments are being completed to meet the requirements for Schedule B and C projects



# Sandwich South Master Plan Schedule

- Notice of Commencement Late 2019/Early 2020
  - Pop-up Consultation Event to receive input on existing conditions
- Public Information Centre No. 1 Spring 2020
  - Present and receive input on alternative solutions
- Public Information Centre No. 2 Early 2021
  - Present and receive input on alternative solutions
- Notice of Study Completion in 2021.



### Master Plan – Following Approach 2

- Schedule B projects will be approved under the Master Plan:
  - Anticipate Schedule B projects will include:
    - stormwater management facilities
    - roadway widenings (TBD based on changes to Municipal Class EA)
  - Water/wastewater projects required anticipated to be Schedule A/A+,
     however will confirm
  - PIC materials and Notice of Completion will outline the Schedule B projects being approved as part of the Master Plan
  - Schedule B level "screening" will be completed for each project identified

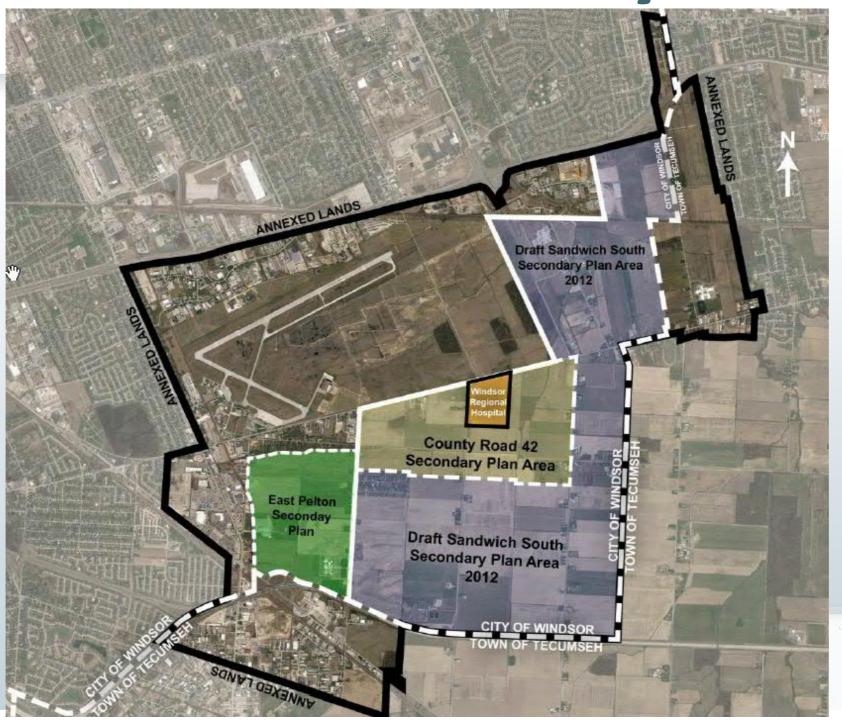


### East Pelton Secondary Plan Area

- Currently development pressure in East Pelton Area
- Looking for opportunities to expedite Master Plan allow development to proceed. Existing constraint to development is primarily related to extent of floodplain
- Team is looking at opportunities to allow development to proceed within the East Pelton Area, prior to completion of the Master Plan



# East Pelton Secondary Plan Area





# **Expedited EA Process**

Insert Flow chart



### **Evaluation Approach**

### Objective-Led EA Evaluation Approach

- Purpose is to encourage public and stakeholder input into the evaluation process
- Dillon has used successfully on other Master Plan projects – involves the same level of technical input, but study objectives and evaluation criteria are developed based on stakeholder input
- Study Objectives will be presented at PIC 1 for input



Example objectives from Region of Waterloo Biosolids Management Plan



# Questions/Input from MECP

Round Table Discussion





#### Babcock, Joshua <jbabcock@dillon.ca>

### Sandwich South Master Servicing Plans

6 messages

Baillargeon, Heidi <a href="mailto:hbaillargeon@citywindsor.ca">hbaillargeon@citywindsor.ca</a>

To: "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>

Tue, Jan 21, 2020 at 9:46 PM

Please add me to the mail list for this project.

**Thanks** 

Heidi Baillargeon

Manager of Parks Development OALA, CSLA, ASLA

City of Windsor

Parks and Facilities Operations

Mail: 2450 McDougall Avenue, Windsor, Ontario N8X 3N6

Email: Hbaillargeon@citywindsor.ca Phone: (519) 253-2300 ext. 2740

Fax: (519) 255-7990

Caza, Nicole <ncaza@dillon.ca>

Wed, Jan 22, 2020 at 8:21 AM

Wed, Jan 22, 2020 at 8:31 AM

To: "Farkas, Amy" <afarkas@dillon.ca>, Andrea Winter <AWinter@dillon.ca>, "Kolli, Karla" <kkolli@dillon.ca>, Joshua Babcock < jbabcock@dillon.ca>

Did you also receive the below? We were just talking about testing this out yesterday to confirm who's on the list.





**Nicole Caza** Partner

**Dillon Consulting Limited** 3200 Deziel Drive Suite 608

Windsor, Ontario, N8W 5K8 T - 519.948.4243 ext. 3246

F - 519.948.5054 M - 519.791.2167

NCaza@dillon.ca www.dillon.ca

Please consider the environment before printing this email

[Quoted text hidden]

Winter, Andrea < AWinter@dillon.ca>

To: "Caza, Nicole" <ncaza@dillon.ca>

I received it.

Cc: "Farkas, Amy" <afarkas@dillon.ca>, "Kolli, Karla" <kkolli@dillon.ca>, Joshua Babcock <jbabcock@dillon.ca>



Babcock, Joshua <jbabcock@dillon.ca>

### Sandwich South Master Servicing Plan

1 message

Horrobin, Barry <br/> <br/> bhorrobin@windsorpolice.ca>

Wed, Jan 22, 2020 at 11:47 AM

To: "Winters, Patrick" <pwinters@citywindsor.ca>, "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>

Patrick and Nicole:

I received the recent written correspondence (notice of study commencement) for the above noted project. Thank you for including us. At this early stage of the project, my only comment on behalf of the Windsor Police Service is to ensure the study addresses the need for maintaining a "critical minimum" level of available roadway access throughout the study area. This would be extremely important if there was a widespread and extensive flooding event for example that greatly impacted the municipality's infrastructure. The need to sustain a basic roadway framework at all times is very important to the Police for both emergency response capability but also maintaining access to carry out routine patrols and to facilitate non-emergency incident response as well.

Please use my email contact, along with that of my colleague Inspector Andy Randall (copied here) as the study progresses to keep the Windsor Police Service in the loop. We will share project information with our colleagues here as well and will provide additional and/or more detailed comments down the road as the study unfolds.

Respectfully,

Barry Horrobin, B.A., M.A., CLEP, CMM-III

**Director of Planning & Physical Resources** 

WINDSOR POLICE SERVICE



Advanced Certified Law Enforcement Planner



Babcock, Joshua <ibabcock@dillon.ca>

### Fwd: Little River Floodplain Mapping - Max Observed

2 messages

Caza, Nicole <ncaza@dillon.ca>

Mon, May 11, 2020 at 10:56 AM

To: Robert Muir <rmuir@dillon.ca>, Andrea Winter <AWinter@dillon.ca>, Robert Molliconi <rmolliconi@dillon.ca> Cc: Ryan Langlois <rlanglois@dillon.ca>, 199817 <199817@dillon.ca>, Sandwich South MSR <sandwichsouth@dillon.ca>

fyi, see below from James Bryant.



**Nicole Caza** Partner **Dillon Consulting Limited** 3200 Deziel Drive Suite 608 Windsor, Ontario, N8W 5K8 T - 519.948.4243 ext. 3246 F - 519.948.5054 M - 519.791.2167 NCaza@dillon.ca www.dillon.ca

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------ Forwarded message ------

From: James Bryant < JBryant@erca.org> Date: Mon, May 11, 2020 at 9:23 AM

Subject: Little River Floodplain Mapping - Max Observed

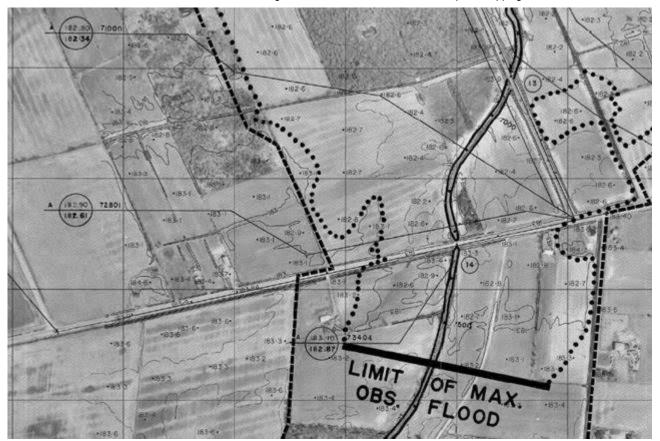
To: Winters, Patrick (pwinters@citywindsor.ca) <pwinters@citywindsor.ca>, Ryan Langlois <rlanglois@dillon.ca> Cc: Anna Godo <agodo@citywindsor.ca>, Nicole Caza <ncaza@dillon.ca>, Tian Martin <TMartin@erca.org>

Morning Pat and Ryan,

I hope everyone had a good weekend. I wanted to follow up after our call on Friday. Firstly, looks like we are well on our way with some good work being done. I think that the call served its purpose and was informative and well worth the time it took.

Secondly, I took a look at the current Floodplain Maps, which is the 1985 MacLaren report and accompanying maps (should be ER1-1 through ER1-6). The Maximum Observed flood extents are including on these maps and show up within the upper reaches with the Limited of Max. Observed shown on ER1-4. A snapshot of ER1-4 is shown below, with the Max. Observed extents delineated by the bold dotted line and the flood level on the top of the callout at the end of the transect. I believe the Max. Observed was associated with a 1981 storm (this would be why it's not included in anything related to the Dillon 1977 report) and were delineated in a fairly crude fashion. Nevertheless, they are mapped and form part of the 1985 Map that is still in use today. The 1:100 year flood level is the bottom number in the callout.

Note that the dashed line is the old "Fill Line" which was gospel in the day in terms of Limit of Regulation as the maps ruled all. With the "text-based regs" now in place, the "Fill Line" no longer serves to delineate the limit of regulation. Now it is based on the limit of the hazard plus freeboard etc. that everyone here is used to. Probably too much information, but I didn't want the dashed line to cause confusion.



Please let me know that you have these maps. If not, please let me know ASAP as you require them for this project. Additionally, I will see if I can find the mini report that is associated with the 1981 flood. I don't think there is an electronic version, but I have seen something before in hard copy and was simply a memo summarizing some observations by Stan Taylor. I didn't include the whole project team on this, just those that I feel need this information, so distribute as you see fit.

Cheers,

James



#### JAMES BRYANT, P.Eng.

Water Resources Engineer, Watershed Management Services

Essex Region Conservation Authority

360 Fairview Avenue West, Suite 311 Ÿ Essex, Ontario Ÿ N8M 1Y6

P. 519-776-5209 x 246 Ÿ F. 519-776-8688

jbryant@erca.org www.essexregionconservation.ca

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Follow us on Twitter: @essexregionca

\*\*NOTE: In accordance with public health guidelines, our offices are closed to the public, but staff are working remotely to provide responses to inquiries and review applications as efficiently as possible. Your patience and understanding is greatly appreciated at this time. \*\*

Langlois, Ryan <rlanglois@dillon.ca>

Mon, May 11, 2020 at 11:05 AM

To: "Caza, Nicole" <ncaza@dillon.ca>

Cc: Robert Muir <rmuir@dillon.ca>, Andrea Winter <AWinter@dillon.ca>, Robert Molliconi <rmolliconi@dillon.ca>, 199817 <199817@dillon.ca>, Sandwich South MSR <sandwichsouth@dillon.ca>

All,

I have saved these drawings in the below:

pw:\\pwintsrv.dillon.ca:Projects 2019\Documents\Projects\199817 Sandwich Sth MSR & LittleRiver FPM\2. Work\Background Documents\Existing Floodplain Studies\ER1-ALL.pdf



**Ryan Langlois** 

Associate **Dillon Consulting Limited** 3200 Deziel Drive Suite 608 Windsor, Ontario, N8W 5K8

T - 519.948.5000 ext. 3231

F - 519.948.5054

M - 519.791.2157

RLanglois@dillon.ca www.dillon.ca

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Note: I will be working remotely from home for the foreseeable future. Remember to stay safe and help out those in your family & community that can benefit.

[Quoted text hidden]

### **Essex Region Conservation**

the place for life



June 03, 2020

City of Windsor 350 City Hall Square, Suite 210 Windsor, Ontario N9A 6S1 planning@erca.org P.519.776.5209 F.519.776.8688 360 Fairview Avenue West Suite 311, Essex, ON N8M 1Y6

Dear City of Windsor:

RE: Sandwich South Master Servicing Plan Municipal Class EA Notice of Study Commencement

This letter is in response to our receipt and review of the following Notice of Study Commencement for the Sandwich South Master Servicing Plan. It is our understanding that this process is following the Municipal Class EA in accordance with the planning and design process for Phases 1 and 2 (master plan) as outlined in the Municipal Class Environmental Assessment (June 2000, as amended in 2007, 2011 and 2015) under the Ontario Environmental Assessment Act.

Our office would appreciate remaining on the distribution list for future notifications on this study. We understand that this work is being undertaken in conjunction with other regional flood mapping efforts within the study area. Please add planning@erca.org to the distribution list for future mailings or information.

Thank you,

Michael Nelson, BSc, MSc (Planning)

hile helon

Watershed Planner

/mn

File Number: EA-15-2020



### **Meeting Minutes**



Subject: City of Windsor - Sandwich South Master Servicing Plan – MECP Coordination

Meeting

Date and Time: July 21, 2021, 1:00 pm – 2:30 pm

Location: Virtual Meeting

Our File: 19-9817

#### **Attendees**

Emily Awad	Ministry of the Environment, Conservation and Parks (MECP)
Mark Badali	Ministry of the Environment, Conservation and Parks (MECP)
Hugh Geurts	Ministry of the Environment, Conservation and Parks (MECP)
Patrick Winters	City of Windsor (City)
Andrea Winter	Dillon Consulting Limited (Dillon)
Karla Kolli	Dillon Consulting Limited (Dillon)
Laura Herlehy	Dillon Consulting Limited (Dillon)
Ryan Langlois	Dillon Consulting Limited (Dillon)

#### **Notes**

Item Discussion Action

### 1. <u>Little River Floodplain Mapping Study</u>

Draft Flood plain maps and modelling have been completed and reviewed by ERCA and a 3rd party review.

The final maps are going through internal review at this time and will be Dillon finalized shortly.

A separate stakeholder meeting and public engagement will be held for that mapping study, the MECP will receive a notice for these sessions.

Dillon clarified that the Flood plain assessment included the Little River Drainage Area only and that the Sandwich South area drains north to the Little River drain have no other drainage outlets.

MECP asked that maps noting the existing Species At Risk (SAR) mapping be provided. Dillon noted that an assessment of the existing condition network was completed and that it will be included in the Sandwich South Master Servicing Plan report.

### Transportation Network

In addition to the Road network solutions which emphasize the need to develop a sustainable road network that accommodates multi-modes of traffic. An additional solution evaluation which will focus on the layout of the road network is also being looked at that includes options to adopt the collector road network outlined in the associated Secondary Plans or to adapt

Dillon

Item Discussion Action

the road network based on input from agencies, property owners, the natural environment findings or coordination with other servicing infrastructure needs.

### 3. Stormwater Management System

Dillon clarified that the stormwater management ponds would provide service for both major road network drainage but also internal development. The MECP noted that wet ponds would be suitable in this scenario as it will provide both quality and quality control. The MECP recommends the use of vegetation (Willows) to provide shape/canopy to the ponds, understanding that there may be additional maintenance required.

Dillon noted that the design team has met with the Airport staff to review the types of ponds proposed. Dry ponds are preferred to meet fowl mitigation requirements however in keeping with the Upper Little River Watershed EA (Ongoing) wet ponds were used to achieve both quantity and quality control. To mitigate water fowl habitat measures and pond features will be recommended such as screening vegetation, also the ponds were designed to have a maximum permanent pool width of 15 m throughout the study area.

The MECP asked if stand-by power generation would be provided at the storm pump station. The City noted that their pollution Control group would likely require back up power and Dillon noted that as part of the Windsor Sewer Master Plan that it was recommended that back-up power be provided to mitigate flood risks.

### 4. Sanitary System and Little River Pollution Control Plan (LRPCP)

Dillon clarified that the sanitary system constructed to servicing the existing Sandwich South area will be a separated system.

The MECP informed the group that upon expansion of the LRPCP in the future that the existing bypass will need to be eliminated. Dillon noted that a discussion on this items is required between the relevant City Staff and MECP representatives to discuss. A subsequent meeting will be scheduled as it relates to this and the Windsor Sewer Master Plan.

Dillon

### Next Steps

MECP encouraged the group to continue to keep the Schedule classifications Dillon noted in the preparation of EA materials.

The MECP noted that their preference would be to review the draft report prior to finalizing. They would require 45 days to complete a review.

The MECP informed the group that they have received a draft copy of the Upper Little River Watershed Stormwater Management EA report and they are reviewing it currently.

Dillon will include provisions in the Notice of Completion which will note the Dillon revised limitations on Part II order requests.

Item Discussion Action

MECP requested that a description of the process be reviewed by the MP in the future and included in the report. The MCEA notes a formal review should be done every 5 years.

### **Errors and/or Omissions**

These minutes were prepared by Laura Herlehy, P.Eng., who should be notified of any errors and/or omissions.

### Distribution

All Attendees Shawn Doyle, Dillon Consulting Limited Allen Benson, Dillon Consulting Limited Bram Bontje, Dillon Consulting Limited

LH:ldm July 22, 2021



Babcock, Joshua <jbabcock@dillon.ca>

### Re File 0011987: Sandwich South Master Servicing Plan Public Information Centre

1 message

Harvey, Joseph (MHSTCI) < Joseph. Harvey@ontario.ca>

Tue, Sep 14, 2021 at 3:14 PM

To: "sandwichsouth@dillon.ca" <sandwichsouth@dillon.ca>

Cc: "Barboza, Karla (MHSTCI)" <Karla.Barboza@ontario.ca>, "pwinters@citywindsor.ca" <pwinters@citywindsor.ca>

### Andrea Winter,

Thank you for notifying us of the project information centre and making the presentation slides available for our review. We have the following comments

### Archaeological Resources

The presentation indicates that a stage 1 archaeological assessment has been completed. To assist us in tracking assessment reports, please provide us with the Project Information Form (PIF) number(s) for any Archaeological Assessment reports undertaken in support of this project.

#### Built Heritage Resources and Cultural Heritage Landscapes

Please inform us if any technical cultural heritage studies will be completed for this EA project. It is unclear if this project has been screened for impacts to built heritage resources and cultural heritage landscapes. If screening has identified no known or potential cultural heritage resources, or no impacts to these resources, then the completed checklist: Criteria for Evaluating for Potential Built Heritage Resources and Cultural Heritage Landscapes and any supporting documentation should be included in the EA report or file.

Please note that Katherine Kirzati has retired and is no longer with the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI). Any project notices, information and documentation should be sent via email to both Karla and I:

- Karla Barboza, Team Lead Heritage (Acting) | Heritage Planning Unit (Heritage, Sport, Tourism and Culture Industries) | 416-314-7120 | karla.barboza@ontario.ca
- Joseph Harvey, Heritage Planner | Heritage Planning Unit (Heritage, Sport, Tourism and Culture Industries) | 613-242-3743 | joseph.harvey@ontario.ca

### Regards,

### Joseph Harvey | Heritage Planner (A)

Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit

Ministry of Heritage, Sport, Tourism and Culture Industries

613.242.3743

Joseph.Harvey@ontario.ca

Info.

### **MEETING MINUTES**



**Subject:** Sandwich South Master Servicing Study – Coordination Meeting with the

Windsor International Airport

**Date and Time:** February 28, 2022 – 2:00 p.m.

**Location:** Virtual Meeting

Our File: 19-9817

### **Attendees**

Patrick Winters City of Windsor (City)

Steve Tuffin Windsor International Airport (Airport)

Laura Herlehy Dillon Consulting Limited (Dillon)

Ryan Langlois Dillon Consulting Limited
Dean Rice Dillon Consulting Limited
Caitlin Vandermeer Dillon Consulting Limited
Tolulope Oludemi Dillon Consulting Limited

#### **Notes**

Item Discussion Action By

1. Project Overview

1.1. <u>Meeting Objectives:</u> Info.

Provide the Airport with an update on the proposed stormwater management strategy for the lands within the airport, north of County Road 42 (CR42).

Airport to provide feedback on the conceptual plan on the proposed location and configuration of the pond. This information will be used to finalize the design of the proposed pond and inform the City on how much land would need to be acquired.

#### 2. Project Objectives/Background

2.1. The City is planning to complete the necessary roadworks to

complete the first stages of the works proposed within the Lauzon Parkway Environmental Assessment (2014). This includes the realignment of the Lauzon Parkway to the County Road 42

intersection.

2.2. Stormwater management (SWM) ponds are required to provide quality and quantity control for the proposed road corridors and

development areas. Wet ponds are recommended in this instance as providing dry ponds would require all individual developments and

road corridors to provide onsite quality control.

- 2.3. The drainage area for the proposed ponds include the Lauzon Parkway and CR42 intersection, and the developable lands within the current airport boundary property boundary (area south of the former Rivard Drain). Options to also include the CR42 and developable lands south of CR42 are being evaluated as well.
  - 2.3.1. Due to the anticipated timing of the Lauzon Parkway and CR42 intersection improvements, the corresponding SWM Pond will be one of the first to be constructed.
  - 2.3.2. Under ultimate conditions, it is assumed that Business Park development will be permitted within the current Airport lands, along CR42 between 8<sup>th</sup> and 9<sup>th</sup> Concession. The plan is to implement an ultimate commercial build out north of CR42, south of the solar farm.

# 2.4. <u>Proposed Lauzon Parkway Pond Details</u>

2.4.1. The proposed pond will be a wet pond with a permanent water level. The permanent pond depth is 1.5m and 16.5m in width. The pond is designed for a 1:100 year and a climate change event.

Info.

- 2.4.2. The pond will have an associated pump station and be pumped out to Little River following rain events. The drawdown during a rain event will be within 24hrs to 48hrs.
- 2.4.3. The ponds are proposed to be placed south of the existing natural heritage area. Further protection and cover is being added by including a 30m clearance. The provincial wetlands would not be impacted.
- 2.4.4. It was noted that the ponds cannot be constructed within a 30m buffer from the existing natural heritage areas and that this buffer needs to be vegetated. This will need to be implemented along all natural heritage areas.

### 2.5. **Airport Comments**

2.5.1. The airport currently has ditches that have been cleaned. Vegetation, south of these drains, was maintained to provide water fowl mitigation. There would be no issues with the proposed wet pond if there will be necessary vegetation and waterfowl is mitigated. Info

Dillon

- 2.5.2. There are currently no concerns with the proposed pond configuration and location of proposed ponds.
- 2.5.3. Recently, the runway was extended by 1,000 ft. and the current zones in the drawing have not been altered to match the extension. The zones would need to be adjusted to reflect the extension.

# 3. Next Steps

- 3.1. Steve will circle back with the CEO to discuss the conceptual plan and get back to the City and Dillon on the proposed plan.

  Airport
- 3.2. Dillon will coordinate with the City on upcoming PIC # 3 and will provide a date when confirmed.

### **Errors and/or Omissions**

These minutes were prepared by Tolulope Oludemi, who should be notified of any errors and/or omissions.

#### Distribution

Andrea Winter

**Dillon Consulting Limited** 

# **MEETING MINUTES**



Subject: Sandwich South Master Servicing Study – Design Coordination Meeting

Windsor International Airport

**Date and Time:** March 22, 2022 – 2:00 p.m.

**Location:** Virtual Meeting

Our File: 19-9817

# **Attendees**

Patrick Winters City of Windsor (City)

Mark Galvin Windsor International Airport (Airport)

Steve Tuffin Windsor International Airport
Laura Herlehy Dillon Consulting Limited (Dillon)

Ryan Langlois Dillon Consulting Limited
Allen Benson Dillon Consulting Limited
Caitlin Vandermeer Dillon Consulting Limited

# **Notes**

Item 1.	<b>Discussion</b> The purpose of this meeting is to follow up on the previously held meeting held on February 28, 2022. Specifically the Airport is looking for additional details and strategies related to the implementation of wet ponds within the vicinity of the existing airport lands.	Action By Info.
2.	The Airport stressed the importance, from a human safety perspective, the need to develop a plan that will not encourage water fowl presence in the area. Water fowl collisions is a significant risk therefore must be addressed to the satisfaction of the Airport and City.	Info.
3.	Under existing conditions, the Airport has a robust natural environment control plan that addresses works required to manage the water fowl within the vicinity of the Airport which is currently handled by the Airport staff. Currently the Airport observe geese travelling from the Captain Wilson Pond and the Central Ave. Pond.	Info.
4.	The Airport will need to see a standalone document that provides the minimum mandatory design parameters, mitigation measures, monitoring plan and operational requirements related to the implementation of the ponds in this area to eliminate water fowl habitat.	Dillon
5.	The City requested that Dillon provide the document that satisfies the Airport's requirements. The document will be provided to the Airport and City for review and agreement prior to finalization of the	Dillon

		functional design and reporting for the Sandwich South Master Servicing Plan (SSMSP).	
6	5.	Dillon noted that the development of a Water Fowl Adaptive Mitigation Plan is part of the overall functional design and implementation plan of these ponds. Dillon will provide a document that will form an appendix to the main report deals directly with this item.	Dillon
7	7.	Dillon recommends that the developed plan be implemented and the results and measures proposed be observed and measures be adaptive to the in-situ findings. Dillon will prepare a plan that includes proven water fowl mitigation measures based on methods used elsewhere in similar conditions. Dillon cannot guarantee that measures will fully eliminate the presence of water fowl and noted that monitoring and regular maintenance is required to ensure measures will meet the mitigation requirements over time.	Info.
8	3.	The Airport recommends that the report include plans that will encompass the pond construction period, the first 1-3 years of the pond(s) life and the 3+ year plan. The plan should also define the responsibility of the City, Airport, Developers and Others.	Dillon
9	).	Capital project cost estimated developed through the SSMSP study will include costs for the implementation of measures required at the onset/construction of the ponds.	Info.
1	0.	The City noted that legacy costs associated with pond maintenance will need to be considered and that final solutions and long term plans will need to be reviewed by the City.	Info.
1	1.1.	Next Steps	
	11.1.	Dillon will prepare a draft plan and review with the City of Windsor. A draft plan will then be provided to the Airport for their review and approval prior to finalizing the SSMSP study.	Airport/City/ Dillon
	11.2.	The Airport offered to provide any input or assistance required to prepare a feasible plan.	Dillon

# **Errors and/or Omissions**

These minutes were prepared by Laura Herlehy, P.Eng., who should be notified of any errors and/or omissions.

# Distribution

France Isabelle-Franks – City of Windsor Andrea Winter - Dillon Consulting Limited

LH:jm April 1, 2022

# **Essex Region Conservation**

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**300000** 

kstammler@erca.org P.519.776.5209 F.519.776.8688 360 Fairview Avenue West Suite 311, Essex, ON N8M 1Y6

19 July, 2022

Ryan Langlois Dillon Consulting Limited 3200 Deziel Drive Suite 608 Windsor, Ontario, N8W 5K8

RE: City of Windsor Sandwich South Master Plan and EA

Dear Mr. Langlois,

Thank you for the opportunity to review the information related to the above named project as it relates to Source Water Protection in the Essex Region. The proposed project falls within the Event Based Area (EBA) based on the maps provided by Mr. Langlois. The proposed project area has been overlayed on a map showing the delineation of the Event Based Area.

As noted in an email dated 18 November, 2021, there are Source Water related concerns about this project that should be addressed in your application. We are happy to continue to consult with you on this project as it relates to the policies set out in the Essex Region Source Protection Plan (SPP).

# Significant Drinking Water Threats

The proposed sewer works are located within the **Event Based Area (EBA)** of the A.H. Week's Water Treatment Plant. In this area, the above grade handling and storage of liquid fuel in volumes of 15,000 L or greater is identified as a Significant Drinking Water Threat (SDWT). Should fuel of this volume be required for any portion of this project, either temporary or permanent, the proponent will need to notify the Essex Region's Risk Management Official to develop a Section 58 Risk Management Plan to mitigate this threat to drinking water.

# **Transport Pathways**

The Event Based Area (EBA) and other vulnerable areas are delineated using the best available mapping of drains and other watercourses. The proposed project may include the creation, relocation or removal of drains and/or other open watercourses and sewers, which could alter the delineation of vulnerable areas in the Essex Region. Should the project plan result in any of the above actions that could affect the delineation of the vulnerable area, the proponent is asked to inform the Essex Region Source Protection Authority. Once the project is complete and these changes are finalized, Essex Region Source Protection staff may need to adjust the delineation of the vulnerable areas. Any changes to these delineations would need to be included in formal updates to the Source Protection Plan and





Assessment Report using the provisions of the *Clean Water Act* (s.34 or s. 36) or its Regulations (s.51). The proposed area for this development is largely covered by the Event Based Area so it is very likely that this proposal will result in the need to update drainage information and the delineation of the Event Based Area.

# <u>Groundwater</u>

The proposed project area is within a significant groundwater recharge area (SGRA). While there are no associated SDWTS or policies with these areas, we encourage the proponent to consider the sensitive nature of this natural feature. SGRAs indicate that an aquifer is at a greater risk for contamination from land use activities regardless of whether the aquifer is used as a source for municipal drinking water. The proponent should consider that there may be rural wells that draw drinking water from the aquifer and/or greenhouse operations that use the aquifer to supply water for their operations. This project should not result in increased risk of contamination of the aquifer.

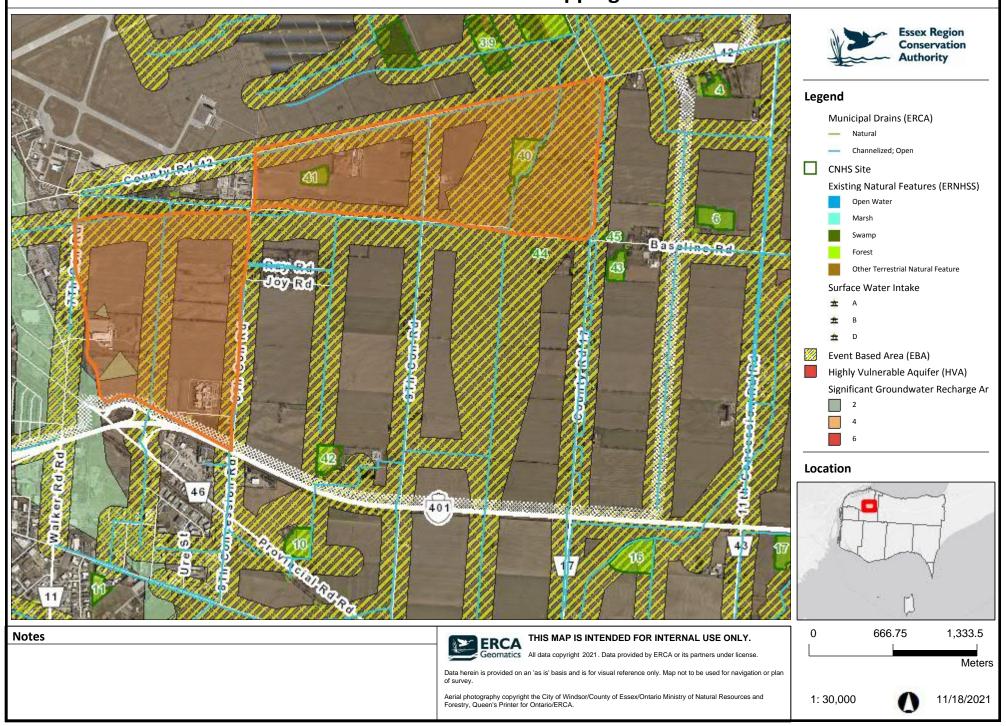
Again, we thank you for the opportunity to provide comments on this project and look forward to hearing more as it progresses.

Sincerely,

Katie Stammler, PhD

Source Water Protection Project Manager

# **ERCA Internet Mapping**



# **Meeting Minutes**



Subject: Sandwich South Master Servicing Plan – Airport Coordination Meeting

Stormwater Management and Waterfowl Mitigation

Date: October 11, 2022

**Location:** Teleconference Call

Our File: 19-9817

Distribution: All present

# **Attendees**

Stacey McGuire City of Windsor (City)

France Isabelle Tunks City

James Bryant Essex Region Conservation Authority (ERCA)
Mark Galvin Windsor International Airport (Airport)

Lukas Van Der Mark Airport Steve Tuffin Airport

Laura Herlehy Dillon Consulting Limited (Dillon)

Caitlin Vandermeer Dillon

#### **Notes**

Item	Discussion	Action by
1.	Meeting Purpose	
1.1.	Debrief on the final recommendations of the Sandwich South Master Servicing Plan (SSMPS) related to the proposed stormwater management pond and the proximity of the Airport.	Info.
1.2.	To follow up on previous discussions held related to the mitigation of waterfowl safety impacts due to the implementation of Stormwater Management within the Sandwich South Master Servicing Plan.	Info.
1.3.	Dillon provided a draft memo to the Aiport and the City, dated September 22, 2022. This memo describes the design criteria, construction provisions and implementation plan recommended to mitigate waterfowl habitat within the Stormwater Management Pond areas.	Info.
2.	Discussion	
2.1.	ERCA is coordinating the completion of the Upper Little River Watershed	Info.

Stormwater Management Report (ULRSWM). ERCA's Board has approved that this study along with the SSMSP Study be brought to Municipal Council

review as part of a Notice of Completion project.

Discussion **Action by** Item 2.2. Info. ERCA has provided latest draft ULRSWM Report to the City for review which includes revisions related to Source Water Protection, Heritage Assessments and LR floodplain information. 2.3. The Airport has noted that they continue to be concerned over the use of wet Info. ponds within or in the vicinity of airport lands. The Airport would like Transport Canada to be engaged on this matter to provide input. 2.4. It was discussed that Transport Canada (TC) has not been engaged as part of Info. the URLMP or SSMSP project. 2.5. The Airport noted that in the last year, bird strikes have gone up, the exact Info. reasoning is not known. Historically, airport staff has had issues with waterfowl attraction at Capital Wilson Pond and Central Ave. Pond prior to pond vegetation reaching full maturity. 2.6. The Airport is also concerned regarding the long term monitoring and City maintenance required to meet the needs of the waterfowl mitigation plan. They currently do not have the resources to increase their existing wildlife control works. The City noted that they understand the concerns and that plans to monitor and maintain the ponds will need to be developed but will not be determined through the completion of the SSMSP. The City is reviewing this internally. 2.7. Dillon noted that form a staging perspective, Ponds P1, P7 and a portion of P8 will be required to serve the first phases of development which includes the Riverbend Heights Development, Regional Hospital and the construction of CR42. 2.8. The City inquired on the use of dry ponds in locations closer to the Airport Info. lands instead of wet ponds. Dillon noted that the overall footprint of the ponds and needs for pump stations would not be different however drainage water quality would not be provided by the ponds and would need to be accommodated upstream via the use of Oil and Grit Separators (OGSs), LIDs and other underground quality control. These quality control measures require regular maintenance to ensure they are working efficiently. It was discussed that a hybrid approach whereby the ponds can be dry during the first stages of construction and development and as development proceeds the ponds can be converted to wet ponds once sufficient vegetation and water cover is provided.

**Discussion** Item **Action by** 3. **Next Steps** 3.1. The City will provide the waterfowl mitigation memo to TC. Dillon will assist City/Dillon the City in the preparation of a cover letter to send to TC. The Airport will provide contact info. 3.2. The Sandwich South Study has provided the footprint requirements and costs Dillon for all ponds to be wet ponds. The reporting will leave the pond solution flexible, such that, upon detailed design of each pond, the type of pond, mitigation measures and upstream quality needs shall be confirmed. 3.3. It is recommended that for the first 3-5 year after construction of each pond Info. that the developer shall be responsible for the monitoring and maintenance.

# **Errors and/or Omissions**

These minutes were prepared by Laura Herlehy, P.Eng. who should be notified of any errors and/or omissions.

CC:

Patrick Winters City of Windsor (City)

Andrea Winter Dillon Consulting Limited (Dillon)

Al Benson Dillon Consulting Limited

LMH:jm October 14, 2022



January 4, 2023

Transport Canada 4900 Yonge Street, Unit 300 North York, ON M2N 6A5

Attention: Mary Pollock,

Team Lead, Civil Aviation Safety Operations

Sandwich South Master Servicing Plan
In the City of Windsor
Stormwater Management Ponds and Waterfowl Mitigation
for the Windsor International Airport (YQG)
Transport Canada Consultation

Dear Ms. Pollock,

The City of Windsor (City) is currently leading the completion of the Sandwich South Master Servicing Plan (SSMSP), which is providing the framework for municipal servicing infrastructure to support development in Sandwich South Area in the City of Windsor. The purpose of this letter is to inform Transport Canada of the proposed plan as it relates to the implementation of a network of large stormwater management facilities to support development. Due to the proximity of these ponds to the Windsor International Airport (YQG) the design and implementation must consider mitigation of waterfowl safety risks. An adaptive plan to mitigate risks has been developed and described below. It is the request from the City for Transport Canada to review and provide comments and feedback on this plan to inform the next steps in supporting development of this area. This letter shall provide an overview to Transport Canada in advance of a meeting to be scheduled to review and discuss the City's need to service the proposed development.

### **BACKGROUND**

The Sandwich South area is expected to support growth within the City over the next 20 years and will include a variety of residential, commercial, institutional and industrial land uses. The map below shows the Sandwich South Study Area, defined by the red outline. The study area is 2,600 Hectares and includes the Windsor International Airport (YQG), located at the northwest portion of the area. To support development of the area, the need to implement stormwater management to control quantity and quality of runoff is required to meet provincial and regional guidelines. The SSMSP has developed a stormwater management strategy that follows the recommendations and findings of the Upper Little River Watershed Stormwater Management Master Plan Environmental Assessment (ULR SWM – Draft 2017) undertaken by Essex Region Conservation Authority (ERCA), the City of Windsor and

3200 Deziel Drive Suite 608 Windsor, Ontario Canada N8W 5K8 Telephone

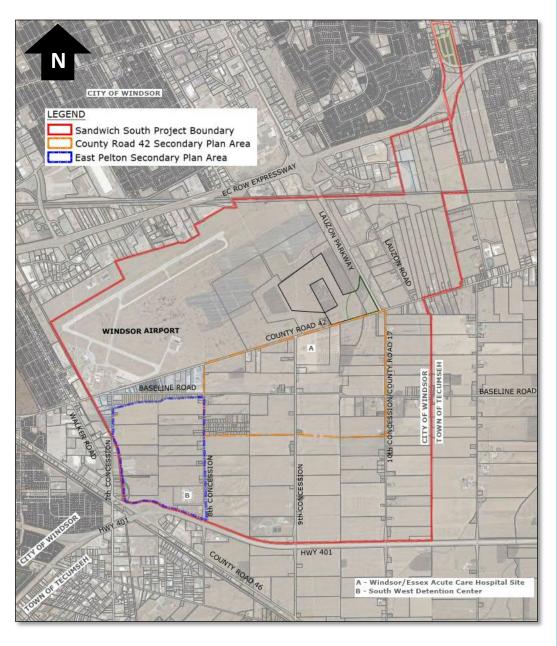
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the Town of Tecumseh, which has been drafted and will be finalized and available for public review shortly.



Transport Canada Page 3 January 4, 2023



#### SSMSP RECOMMENDATIONS

Stormwater management analysis and functional design completed for this area has determined that to support immediate development pressures in the area, a total of eight (8) regional stormwater management facilities are required. These ponds will provide service for the initial build out of Sandwich South lands, particularly the East Pelton (blue outline) and County Road 42 (orange outline) secondary plan areas, which are the areas envisioned to develop first and include the location of the future regional hospital. These 8 ponds represent more than six (6) kilometers of linear ponds that have a width of 70-90 m and depths between 3.9 m to 5.6 m from top of bank to the permeant pool surface or bottom. To support full development of the study area shown above, additional ponds will be required beyond the 8 ponds listed above, however those ponds are not expected to be implemented in the future.

Through this Master Plan, comparative evaluations of criteria, including safety considerations associated with proximity to the airport, and considering the construction, implementation and maintenance of these facilities, the use of wet ponds has been identified as the preferred solution. The use of dry ponds was also considered through this evaluation. Dry ponds were generally not preferred due to the extent of upstream quality control infrastructure needed to meet environmental quality standards the extensive maintenance to mitigate runoff quality issues.

It is understood and identified through the ULR SWM and Windsor International Airport Master Plan (2010) that the use of stormwater management ponds poses collision risks associated with the airport. In order to address the potential for waterfowl safety risks, a comprehensive mitigation plan to design and implement the proposed wet ponds has been developed as part of the SSMSP. This draft memo entitled "Supplementary Waterfowl Adaptive Mitigation Plan and Stormwater Management Facilities – Sandwich South Master Servicing Plan" dated November 2, 2022 and is attached for reference.

This plan has been developed to follow guidelines provided in the 2018 Template for the Development of an Airport Wildlife Management Plan by Transport Canada. The recommended mitigation measures consider four principals of wildlife management:

- 1. Habitat modification (landscaping, engineering designs);
- 2. Wildlife exclusion (netting, fencing);
- 3. Behaviour modification (decoys, falcons/dogs, flags); and
- 4. Physical removal (capture and release).

It is recommended that the SWM pond wildlife management will be achieved by habitat modification, through the use of linear, meandering and heavily vegetated ponds. Beyond the design and mitigation plans that are identified for each pond during detailed design, monitoring and maintenance of those elements must be done regularly and throughout the lifetime of these facilities. Over time, as monitoring is

Transport Canada Page 4 January 4, 2023



completed, modifications to the ponds, landscape and/or implementation of additional mitigations measures listed above will need to be introduced as needed. The provided Adaptive Mitigation Plan is meant to be a framework for the continued operations and maintenance of these facilities.

# Coordination with the Windsor International Airport (YQG)

The City and Dillon project team have coordinated with YQG extensively to develop a solution that would address risk factors and meet the needs of the airport based on their experience and current wildlife management practices. Most recently, YQG provided the formal extents of their Primary Hazard Zone Areas which we overlaid on our proposed SWM pond plan, see **Figure A** attached. The City will be using this plan to finalize the recommendation of the pond configurations. Most notably, ponds P1 and P3 which are in direct line of the southern approach will be stipulated as dry ponds to aid in the wildlife control plan and in keeping with Transport Canada's Land Use in the Vicinity of Aerodromes - TP 1247 document. Prior to finalizing the report recommendations, the City would like to confer with Transport Canada on the proposed recommendations.

### **Transport Canada Input**

YQG staff has requested comment from Transport Canada regarding the proposed strategy, including the use of a staged approach that would allow the pond corridor vegetation to grow to full maturity prior to permanent standing water being introduced into the ponds. YQG and SSMSP team are looking for input and guidance on the implementation of SWM ponds in similar instances or practices that are used elsewhere.

#### **NEXT STEPS**

The proposed SWM strategy is at the final functional design stages. As this plan moves to the next stage and prior to detailed design of these facilities, the City and YQG would like to resolve the pond implementation requirements to provide clear direction on the design and implementation of these facilities. The City requests a meeting with Transport Canada to review and discuss the stormwater needs to support development.

We appreciate the review of materials provided and input/guidance from Transport Canada on the use of these facilities in proximity of airports.

Transport Canada Page 5 January 4, 2023



### **DILLON CONSULTING LIMITED**

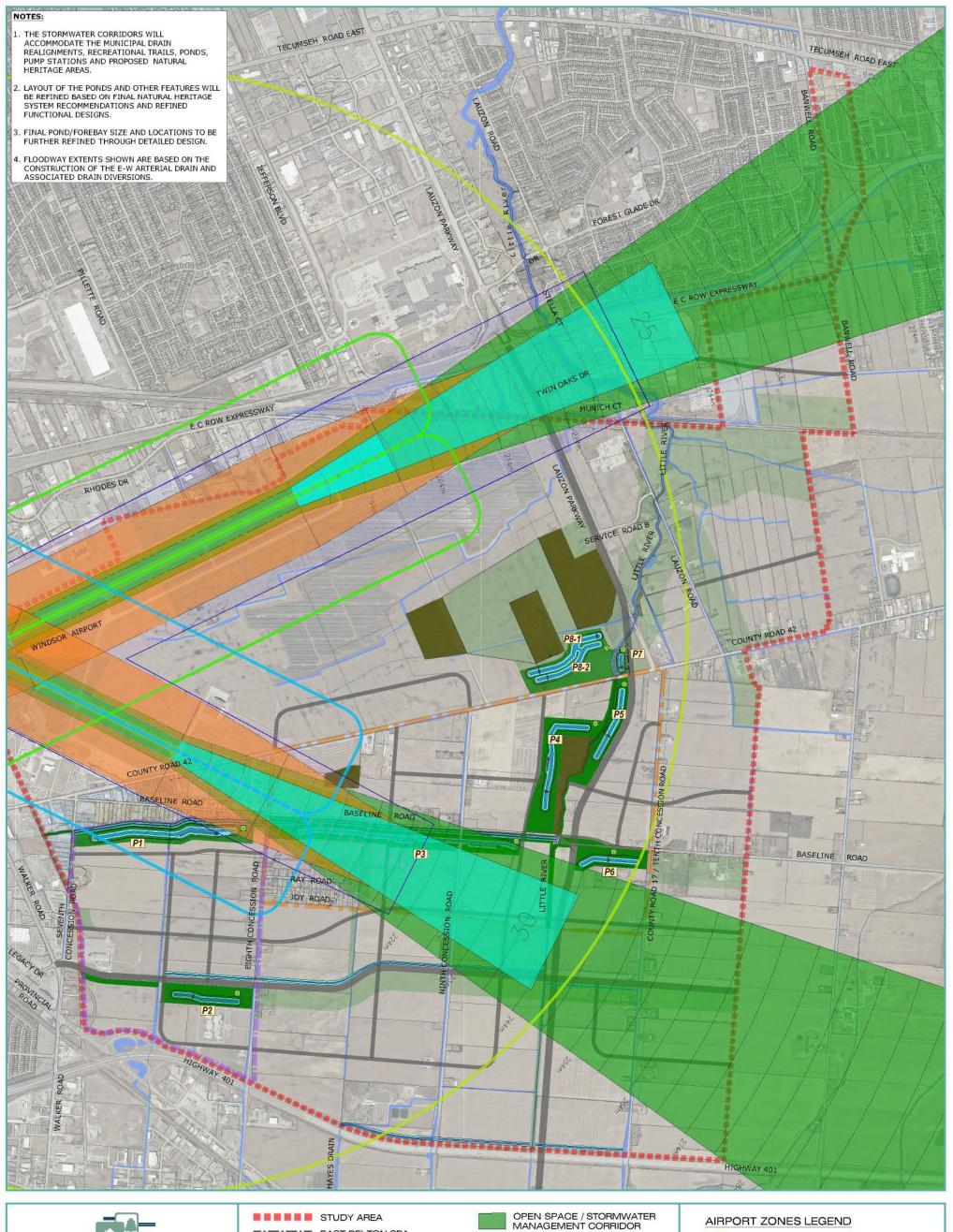
Laura Herlehy, P.Eng. Project Engineer

LH:jb

Enclosures: Figure A – Airport Zone Overlay

Draft Supplementary Waterfowl Adaptive Mitigation Plan and Stormwater Management Facilities – Sandwich South Master

Servicing Plan (dated November 2, 2022)





SANDWICH SOUTH MASTER SERVICING PLAN

P1

■I■I■I■ EAST PELTON SPA CR42 SPA

> -- TRUNK STORM SEWER 1:100 YEAR FLOODWAY EXTENTS

FUTURE COLLECTOR AND ARTERIAL ROADS NATURAL HERITAGE AREA

TYPICAL POND NAME

MAP CREATED BY:

STORMWATER MANAGEMENT POND- PERMANENT POOL

DRAINAGE

STORMWATER MANAGEMENT POND - ACTIVE STORAGE

PROPOSED STORM SEWER

STORMWATER PUMP STATION

MUNICIPAL DRAIN RELOCATION OR NEW DRAIN



4 KM DIAMETER FROM AIRFIELD CENTRE (WILDLIFE CONTROL ZONE)



TYPICAL TRAFFIC PATTERN (East-West)



TYPICAL TRAFFIC PATTERN (North-South)



**OBSTACLE LIMITATION SURFACES** 





MAP DRAWING INFORMATION: DATA PROVIDED BY CITY OF WINDSOR 2019, MNRF 2019, TOWN OF TECUMSE I 2019, \*ESSEX REGION CONSERVATION AUTHORITY 2019, \*\*COUNTY OF ESSEX 2019



MAP CHECKED BY: MAP COORDINATE SYSTEM: NAD 1983 CSRS UTM Zone 17N \*DEM - CGVD28:78 DEM SURFACE DERIVED BY ERCA BASED ON MINRF LIDAR - DIGITAL TERRAIN MODEL (2016-18). COPYRIGHT ERCA, 2019. CONTAINS INFORMATION LICENSED UNDER THE OPEN GOVERNMENT LICENCE - ONTARIO, (WWW.ONTARIO.CA/PAGE/OPEN-GOVERNMENT-LICENCE-ONTARIO)

\*\*2019 IMAGERY - THE DIGITAL MAP LAYERS HAVE BEEN USED WITH EXPRESS PERMISSION OF THE CORPORATION OF THE COUNTY OF ESSEX



DATE: December 06, 2022

DRAFT

**OVERLAY** 

**AIRPORT ZONE** 

# Memo



To: Patrick Winter, P.Eng., Project Manager, City of Windsor

From: Caitlin Vandermeer, Dillon Consulting Limited

Laura Herlehy, P.Eng., Dillon Consulting Limited

CC: Phil Roberts

Date: Draft November 2, 2022

Subject: Supplementary Waterfowl Adaptive Mitigation Plan for Stormwater Management Facilities

Sandwich South Master Planning Area

Our File: 19-9817

The purpose of this document is to supplement the functional design of the stormwater management facilities proposed to service the Sandwich South Master Planning Area, as well as the proposed Natural Environment system is required to protect, preserve and, where appropriate, enhance the natural environment. This document should be reviewed in conjunction with the Sandwich South Master Servicing Plan report which provides additional context on the overall serving strategy for the Sandwich South Area.

The purpose of this document is to provide guidance on the design of stormwater management ponds within the Sandwich South Secondary Plan area. Necessary due diligence and engineering shall be completed to ensure that the designs meet Transport Canada's requirements, the airport has been consulted through the design process and that the ponds do not pose additional safety risk associated with bird hazards. This plan focuses on risks associated with stormwater management facilities and does not address water fowl mitigation required for other land uses such as park lands or other open areas.

# 1.0 Introduction

Dillon Consulting Limited (Dillon) was retained by the City of Windsor (City) to complete a Master Servicing Plan for the Sandwich South (SS) area which will provide a framework for future infrastructure required to meet the growing needs of the community. The Sandwich South Master Servicing Plan (SSMSP) is building upon the stormwater management (SWM) recommendations that were developed through the Upper Little River Watershed and Master Drainage and Stormwater Management Plan Environmental Assessment (ULRMP) draft plan, dated 2017. As a result of the SSMSP, several linear stormwater management facilities are proposed within the SS area to support residential, institutional, industrial and commercial development. The stormwater management facilities are proposed to be regional wet ponds that provide both quality and quantity control of runoff to meet the design criteria outlined in the Windsor/Essex Region Stormwater Management Standards Manual (2018) as well as to attenuate flows to acceptable release rates determined in the ULRMP.

It is understood that SWM ponds, especially those have permanent standing water pools have the potential to attract waterfowl and are identified as a hazardous when in the vicinity of airports per Transportation Canada Aviation guidelines such as the Canadian Aviation Regulations (CARs). See Section 2 below for additional context on regulatory requirements. Windsor International Airport (noted herein as "WIA") is located within the Sandwich South study area and therefore precautionary and active management of waterfowl is required to mitigate risks of collisions that pose hazard to human health and safety. WIA is 813 hectares (ha) and is located, north of Country Road 42, east of the existing CN Rail line, south of Rhodes Drive and west of Lauzon Parkway.

Currently, WIA conducts regular monitoring within and adjacent to the airport lands to meet the CAR requirements and to facilitate safe operation of the airport. The introduction of SWM facilities to the area will require additional monitoring and continued management throughout the lifetime of these facilities. It is necessary to consider the long term operational needs of the ponds as it relates to waterfowl mitigation and is discussed in more detail in this document.

The purpose of this memo is to provide a framework for mitigation, monitoring, and adaptive management for the long-term use of SWM ponds proposed to service the SS area. The proposed monitoring outlined herein is intended to build upon monitoring and mitigation currently being applied by the WIA.

# 1.1 **Existing Conditions**

The SS area is approximately 25.4 km<sup>2</sup> (2,540 ha) in size and sits within the Little River watershed along the southeastern region of the City of Windsor. The area is considered the largest portion of undeveloped land within the City boundary, bound by Highway 401 to the south, Walker Road and the Canadian National (CN) Rail to the West, the Town of Tecumseh municipal boundary to the east and the EC Row Expressway to the North (the Study Area; Attachment A - Figure 1).

The Study Area is currently dominated by agricultural lands with scattered residential homes. Natural heritage features (woodlands, watercourses, fish habitat, wetlands, etc.) are limited, however, tend to be localized to the Little River watercourse. In addition, several municipal drains exist within agricultural fields and along existing roadways which conveys runoff from the watershed downstream to the Little River drain and eventually to Lake St. Clair. It is not the purpose of the drains to provide quality control and they do not contain standing water for long periods of time. While there are Provincially Significant Wetlands (PSW) swamp communities present directly within WIA lands, there are limited aquatic habitats present within the SS area that would attract waterfowl or other wildlife to WIA. Although minimal natural habitat is present, it is noted that two wet SWM ponds are present within the broader landscape outside of the Study Area to the north (Central Avenue) and west (Captain John Wilson), respectively (Attachment A – Figure 1); the WIA monitors these ponds as part of their monthly risk assessment activities to manage waterfowl hazards.

# 1.2 **Proposed Conditions**

As mentioned previously, to facilitate the proposed land use for the SSMSP area, several open water SWM ponds are proposed to occur along the existing municipal drains including Little River watercourse, 6<sup>th</sup> Concession Drain and the proposed 7<sup>th</sup> Concession drain re-alignment (Attachment A – Figure 1). In addition to the construction of the linear SWM ponds, the adjacent drains are also proposed to be modified to be suitable for the future urbanization of this area. The side slopes and depths of the municipal drains were set to provide sufficient capacity to provide conveyance of drainage under interim and proposed conditions. The proposed SWM plan is detailed in the SSMSP Stormwater Management Report being completed for the SSMSP. Public safety has also been considered as the proposed SWM ponds will be recreational corridors that will have active transportation linkages and natural environment areas. While the widening of drains may increase the observable surface area of water within drains, it is anticipated that flow within the drains to be temporary for the purposes of drainage lands after rain events and not to contain permanent standing water.

The proposed SWM ponds are to be constructed on the landscape via a phased approach to follow the construction of developable areas based on the established land use plan found in the related Secondary Plans. It is anticipated that the SWM ponds located, south of Baseline Road, within the East Pelton Secondary Plan area (P1), and adjacent to Lauzon Parkway, north of CR42 (P7 and P8) will be required first (Attachment A – Figure 1). The remaining SWM ponds will be added to the landscape as development continues within the East Pelton and Country Road 42 Secondary Plan Areas. The SWM Ponds outside of the two secondary plan areas will be constructed in the future as development areas expand and the necessary planning studies have been completed to support that development. Exact timing of pond construction is not known and it is anticipated that the full build out of the area will take more than 20 years.

# 2.0 Aviation Perspective

Transport Canada regulates airports and aerodromes through legislated regulations (Canadian Aviation Regulations (CAR's)) and policy, standards and practices (TP) manuals. Wildlife control and mitigation is one of many legislated considerations in the operation of an airport. CAR's Part III – Aerodromes, Airports and Heliports, Division III – Airport Wildlife Planning and Management, Section 302.304(1) Risk Analysis, outlines the Airport Operators obligations to undertake a risk assessment of hazards presented by wildlife and wildlife attractions.

Stormwater retention ponds are known wildlife attractants. Transport Canada's TP1247E – Land Use in the Vicinity of Aerodromes, Part III – Bird Hazards and Wildlife, Section 3.2 - Hazardous Land-use Acceptability, Table 1 – Hazardous Land-use Acceptability by Hazard Zone (Attachment B), identifies SWM ponds as being a potentially low level of risk in secondary and special hazard zones but not a land use for primary hazard zones.

Portions of the proposed SWM facilities fall within the primary hazard zone of the Windsor Airport. That zone being defined in TP1247E as, generally enclosed airspace in which aircraft are at or below altitudes

of 1500 feet AGL (above ground level). These are the altitudes most populated by hazardous birds, and at which collisions with birds have the potential to result in the greatest damage.

The proposed SWM features are in closest proximity to Runway 12-30/RWY 30 approach, which has a northwest/southeast alignment. RWY 30 is Windsor's primary runway for passenger carriers operating turbo prop, regional and corporate jet aircraft as well as recreational and training aircraft use. The approach surface for RWY 30, as protected by the Airport Registered Zoning (AZR), is a 50:1 surface extending 10,000 feet from the pavement threshold. This is the second most used approach at Windsor Airport and aircraft using this approach could legally be less than 200 feet AGL (Above Ground Level) crossing over some of the proposed SWM features. Circuits for landing RWY 12 or 30 are all below 1000 feet AGL. The primary hazard zone boundary is being defined by the Airport at this time. This will be reflected in the final design to better identify the stormwater management pond restrictions per TP1247E.

Stormwater features in our region are known to attract waterfowl, herons and gulls. Species of principal interest due to their abundance, behaviour and size are Canada Goose (Branta canadensis maxima), Mallard Duck (Anas platyrhynchos), Great Blue Heron (Ardea herodias) and Ring-billed Gull (Larus delawarensis). These species rank high in wildlife hazard risk from North American birdstrike databases, TP11500 – Wildlife Control Procedures Manual and the Windsor Airport Wildlife Control Plan risk assessment database (Attachment D – Species Hazard Ranking).

These species rely on access to open water for both feeding and safety and often are in close proximity for breeding and fledging young. These species are grazers with gulls and herons being "grubbers", eating a variety of turf, soil and aquatic insects, invertebrates and small vertebrates. These species for the most part prefer open wetland and grassland habitats are not adept to swamp wetlands or course habitat features.

# 3.0 Waterfowl Adaptive Mitigation Plan

The waterfowl adaptive mitigation plan was developed to follow guidelines provided in the 2018 Template for the Development of an Airport Wildlife Management Plan by Transport Canada and considered risk assessment parameters currently in use by the WIA. Additional documents, current research, government protocols, and best management practices, used for the development of this plan are listed below:

- Land Use in the Vicinity of Aerodromes, Ninth Edition, Transport Canada (2013);
- Wildlife Control Procedures Manual. Transport Canada Aerodromes Standards Branch (2015);
- Landscape Design Guidelines for Stormwater Facilities. City of Hamilton (May 2009);
- Wildlife Hazard Mitigation, Federal Aviation Administration, United States Department of Transportation (August, 2020);
- Airport Wildlife Management. Bulletin No. 38. Transport Canada (2007);
- 2005 Sustainability Report for Toronto Pearson International Airport;
- Bird Control at Schiphol, Amsterdam Airport Schipol (2019);

- Wildlife at Airports; Wildlife Damage Management Technical Series. U.S. Department of Agriculture, Animal and Plant Health Inspection Service (February 2017);
- Waterbird Deterrent Techniques. Exxon Biomedical Sciences, Inc. Marine Spill Response Corporation (1994);
- Upper Little River Watershed Master Drainage and Stormwater Management Plan,
   Environmental Assessment Environmental Study Report (Stantec, 2017 DRAFT); and,
- Bird Use of Stormwater Management Ponds: Decreasing Avian Attractants on Airports. Landscape and Urban Planning (Blackwell et al., 2008).

While the SWM ponds will be considered infrastructure owned by the City, risk assessment parameters and existing monitoring practises of WIA will need to be considered for the development of a waterfowl adaptive mitigation plan to ensure congruence.

As part of the risk assessment, WIA has several zones it uses to monitor avian species, as shown on Figure 1 (Attachment A):

Zone of No Tolerance – Runway areas within the Airport lands. Waterfowl are not permitted and are removed immediately.

Zone of No Confidence – Airport and private lands located adjacent to the runway areas. Wildlife officers monitor and remove waterfowl as necessary.

Zone of Monitoring – Lands present within a 2-4 km radius from the airport lands. All features containing habitat supportive of waterfowl (i.e., wetlands, SWM ponds etc.,) within this radius are monitored monthly by airport staff. Bird populations are monitored and removed if it is determined that they present danger to the airport.

The majority of the proposed SWM ponds are located within the Zone of Monitoring, however, one pond in the East Pelton Secondary Plan Area (P1) overlaps slightly with the Zone of No Confidence (Attachment A – Figure 1). In addition, SWM ponds P3 (CR42SPA West, CR42SPA Central, and CR42SPA East) are proposed to occur along Baseline Road within the Zone of Monitoring are located within the runway extended approach surface.

While interactions with all species are documented by WIA, the key target species that have the potential to cause harm and hazards to human health and safety at the airport due to collisions are Canada Geese (*Branta canadensis*) and Ring-billed Gulls (*Larus delawarensis*). As such, the waterfowl adaptive mitigation plan has been developed to consider the behaviour and life history of these species. In addition, the waterfowl adaptive mitigation plan considers the existing and future conditions in the land use plan proposed for the Study Area.

In accordance with guidance documents provided by Transport Canada (2018), the following objectives are to be considered when developing a wildlife/waterfowl adaptive mitigation plan for SWM ponds within the vicinity of the airport:

- Determine and implement waterfowl management actions;
- Establish a monitoring program for all aspects of the monitoring program, including performance monitoring and annual reporting;
- Describe the roles and responsibilities; and
- Establish communication procedures with respect to wildlife hazards.

Descriptions for each of the objectives are provided in Section 3.1 below.

# 3.1 Waterfowl Management Actions

As mentioned above, direct bird strikes and hazards due to waterfowl would be limited to interactions with infrastructure and vehicles within the airport lands, however, mitigation is required in the greater SS area as a precaution to prevent the aggregation of waterfowl. In accordance with guidance recommendations provided by Transport Canada (2018), passive or active management measures were considered for the proposed SWM ponds. In the event that waterfowl do enter the proposed SWM ponds despite, a notification system should be in place in order to communicate potential bird strikes.

Passive and active management measures fall within the following four principals of wildlife management:

- 1. Habitat Modification;
- 2. Wildlife Exclusion:
- 3. Behavior Modification; and
- 4. Physical Removal.

Habitat modifications incorporate engineering and landscaping designs to create spaces that are unappealing to waterfowl. The designs consider the life history patterns and preferences of key target species (Canada Geese and Ring-billed Gulls). Designed areas may limit the available habitat for foraging and nesting, or restrict terrestrial movement or space needed for flight (or takeoff/landing). The habitat modifications are considered passive management measures as they are integrated into the long-term function of the proposed SWM ponds.

Conversely, wildlife exclusion, behaviour modification, and physical removals are considered active management measures because effort is required to disperse wildlife. Wildlife exclusion refers to the application of netting or fencing which prevent access to areas. Behaviour modifications include the deployment of predator decoys, amplified distress calls, loud concussion Moises, laser light, falcons or dogs, and reflective flagging as a measure to deter wildlife by making areas appear unsafe. Finally, physical removals include acts to trap and relocate waterfowl from high risk areas to areas outside of the zone of monitoring.

The four principals outlined above present a hierarchy in management, with habitat modification identified as the first step to mitigation. The three remaining active strategies are intended to be employed as supplementary or temporary deterrents. To this end, it is anticipated that the majority of SWM pond wildlife management will be achieved by habitat modification.

# **3.1.1** Passive Management

Passive management consisting of habitat modifications for the SWM pond designs included several engineering and landscaping elements described in the following subsections.

# **SWM Pond Design**

A representative cross section of the proposed SWM pond layout is provided in Attachment A – Figure 2. It is noted that the dimensions provided in the cross section are considered variable and that the size of individual ponds may increase or decrease depending on the pond location within the landscape. The dimensions identified in this plan are considered approximate and are subject to adjustment during detailed design, however, the general shape and location on the landscape is assumed to be accurate for the purposes of the SSMSP.

The scale and dimensions of the ponds have been designed in accordance with the design criteria identified in the ULRMP (Stantec, Draft 2017). Details regarding the volume, outflow and quality criteria can be referenced in the SSMSP Stormwater Management Report. The geometric configuration of the SWM ponds have been established to accommodate the SWM criteria and to reduce the attractiveness of the ponds to waterfowl. The configurations and designs are generally in-line with the high level recommendations provided in the ULRMP (Stantec, Draft 2017); which proposed a system of interconnected permanent pools surrounded by heavily vegetated plantings. Adapting from this schematic, SWM pond designs were adjusted in order to meet the feasible servicing needs of the Study Area, as well as to reduce the visible size of available open water. Based on additional research and guidance documents, long-linear ponds were chosen instead of the concept plans proposed in the ULRMP to reduce pond perimeter and area of open water (Blackwell et al, 2008). Furthermore, the orientation of the proposed SWM ponds on the landscape are positioned perpendicular to Runway 12-30 reducing the habitat footprint in the critical operational area of the runway.

As depicted in the cross-section, included in Attachment A, each pond consists of a permanent pool and active storage area. Permanent pools are anticipated to contain water year-round, whereas the active storage areas are intended to collect and temporarily store stormwater during rain events. The permanent pool width has been kept to a maximum width of 15 m along all linear ponds. Considerations for narrowing the permanent pool further was reviewed, however, based on the total volume requiring settlement reduction to the permanent pool volume was not possible. Draw down period of 48 hours within the active storage area for the 1:100 year storm to ensure the area of open water is minimized during large rainfall events. For a 1:100 year storm events, the maximum water level is approximately 0.5 m to 2.5 m below the top of bank, the remaining pond volume is considered surplus for storm events more severe than a 1:100 year storm.

In the proposed cross-section, the side slopes of the permanent pool were designed to have steep slopes (1.5:1) to ensure the collected stormwater is deep and prevents the growth of emergent and floating vegetation (food for waterfowl). The deep water storage has a two-fold design benefit, as wading and swimming species are deterred from areas containing deeper water, as it is difficult to observe underwater predators. The sloped edges of the permanent pool and active storage areas

provide uneasy staging and nesting conditions for waterfowl as visibility is reduced and predator detection is limited. This deviates from the pond design proposed in the ULRMP (Stantec, Draft 2017) report, where larger flat areas were proposed at the permanent pool water level. Those areas would promote growth of plantings that these species eat and provide places for nesting and therefore have been eliminated from the functional design. More narrow, heavy planted benching areas will be incorporated at 50 m intervals along the length of the pond as a mechanism to provide additional woody vegetation for the purposes of limiting the visual appearance of a visual water runway to geese and gulls during flight. Finally outlets and pump stations will be designed to have the functionality to completely drain permanent pools for maintenance as well as for waterfowl mitigation purposes.

In summary, engineering design elements have been incorporated into the proposed SWM pond designs to achieve waterfowl management in the following ways:

- Linear SWM ponds limit the area of surface water visible to flying waterfowl;
- Linear SWM ponds provide insecure habitat to foraging and nesting waterfowl (cannot hide in open habitat; closer access to predators along banks);
- Benching provide along SWM pond length will add additional vegetation to break-up the appearance of a 'visual runway' from the sky;
- Deep permanent pools prevent growth of submergent aquatic vegetation (food for ducks);
- Deep permanent pools provide habitat insecurity as waterfowl cannot easily detect underwater predators;
- Fast draw-down period (48 hours) in active storage areas limit open water available during storm periods; and
- Design outlets and pump stations will have the functionality to drain permanent pools for maintenance and as extreme waterfowl mitigation.

### Landscaping

Typical SWM pond designs in parks and residential areas may include grassed areas that are regularly mowed; these types of SWM ponds and associated landscaping are preferred by geese as the mowed grass provides a source of food, and clear line of site for observing predators. Mowed grassed areas are also preferred by ducks and geese as they provide a clear pathway for movement and flight take off.

Conversely, Blackwell et al. (2008), The City of Hamilton (2009), and the U.S. Department of Agriculture, Animal and Plant Health Inspection Service (2017) recommends that woody vegetation be planted within the active storage area of the SWM pond as a mechanism to deter geese and ducks by providing a difficult terrain to navigate, as well as to provide limited canopy cover over the permanent pool to further reduce the visibility of open water from the sky.

Edges of the active storage area are tapered to gradually descend toward the permanent pool, the maximum depth of the active storage area is 2.7 m, including freeboard. As mentioned above, the active storage area is meant to collect surface flows up to the 1:100 year storm event. As such, woody species chosen to be planted within the active storage area have been chosen based on their ability to withstand periodic flooding, and to grow tall enough so that they would not be completely submerged

during large storm events. The shrub and willow species chosen are also preferred as the height achieved at maturity does not exceed the allowable height within the runway approach surface.

A list of species included in the planting detail include the following:

- Bebb's Willow:
- Peach-leaved Willow;
- Pussy Willow;
- Button Willow;
- Red-osier Dogwood;
- Gray Dogwood;
- Eastern Ninebark;
- Nannyberry and other Viburnum species; and
- Cloudberry.

Woody vegetation should be planted fairly densely (0.5 m on the center) in order to provide an effective deterrent to waterfowl. It is intended that these plantings will be naturalized so regular maintenance by the City of Windsor is not anticipated.

A representative detail for plantings proposed within a 20 m length of the active storage area is provided in Attachment B – Detail 1. Renderings of the planting plan illustrated as a cross-section of the SWM ponds and proposed benching are also provided in Attachment B – Details 2 and 3. It is intended that the plans provided in Attachment B can be extrapolated to cover the length of the SWM pond. A high level costing list has been included alongside the planting plan detail to provide an approximate cost for the landscaping designs; it is noted that larger stock (35 mm Cal. B.B. trees and 50 mm ht. 3 shrubs) have been included in this estimate because these trees will take less time to reach maturity. Cost estimates for smaller stock may be less, however, will take longer to provide maximum canopy cover over the active and permanent pools.

As it is anticipated that the species identified for planting the active storage area will take between two and five years to mature in height, interim measures are recommended for mitigation before sufficient canopy cover to the permanent pool can be achieved. Wherever possible, SWM ponds should be placed adjacent to areas with mature trees (hedgerows, woodlands, swamps, etc.) in order to make use of the existing canopy cover. The placement of SWM ponds adjacent to retained natural heritage features should be located outside of buffers assigned to protect the ecological form and function. It is noted that a 30 m buffer is typically assigned to PSWs, whereas a minimum 15 m buffer is applied to the top of bank of watercourses such as the Little River; buffer areas are intended to be planted with natural vegetation to provide additional protection to the retained features. For this reason, trails, access roads and pathways associated with the SWM pond designs may not be permitted within buffer areas.

It is generally recommended that the conditions of the SWM ponds be monitored by the City once per month during the growing season (April – October) to ensure the passive management mitigation is established and is working effectively to restrict available habitat. Maintenance for the proposed SWM ponds should be conducted so that disturbance to the planted vegetation within the active storage area

is minimized. Dredging within the permanent pool should be conducted outside of the migratory and breeding windows for waterfowl so that potential impacts to the canopy cover. Dredged materials/raked algae should be taken offsite so that potential food sources for waterfowl are removed.

For future maintenance of the permanent pool area, lane ways and clear areas will need to be accommodated in planting plans; it is anticipated that laneways to access the permanent pool will be required every 50 m along the length of the SWM ponds. Refer to the Waterfowl Mitigation Pond Segment Plan Figure included in Attachment B. It is recommended that access paths as well as areas adjacent to maintenance corridors be planted using Canada "Certified" seed or "Canada No. Lawn Grass Mixture" which were specifically developed to deter geese. The composition of the grass seed mixtures consist of the below ratio:

- 45% RTF Rhizominous Tall Fescue:
- 20% Kent Creeping Red Fescue;
- 25% Primary Perrennial Ryegrass;
- 5% Shark Creeping Bentgrass; and,
- 5% Leo Birdsfoot Trefoil.

It is recommended that grassed areas be allowed to naturalized and not mowed as another deterrent to limit terrestrial geese movement.

The addition of armor landscaping stones to the edges of SWM pond blocks and outside of the planted woody vegetation should also be included in planting details. Large rocks are difficult for ducks and geese to navigate around by foot and are considered a deterrent. In addition, chain link fencing may be installed along the edge of woody vegetation of the active storage areas to prevent terrestrial movement of waterfowl and geese into the SWM pond area.

### Muskrat Management

While Muskrat (*Ondatra zibethicus*) are not a target species, the life history and habits of this aquatic mammal may provide reciprocal benefits to waterfowl. Muskrat build mounds with stalks and reeds of emergent vegetation as entrances to burrows which are excavated along the banks of watercourses, wetlands, and in urban settings. The external mounds of vegetation provide ideal nesting sites for waterfowl. As such, additional mitigation should be considered to manage and mitigate their presence within municipal infrastructure as a mechanism to prevent the mutual attraction of waterfowl to these areas.

To remove or mitigate Muskrat habitat, it is recommended that chain-link fencing be applied horizontally to the ground surface along the interface of the active storage area and permanent pool. The metal fencing will prevent burrowing and therefore deter Muskrat from inhabiting the SWM Ponds. While permanent pools have been sized to prevent the growth of aquatic vegetation, invasive species including Common Reed (*Phragmites australis*) are known to be pervasive throughout Southern Ontario and therefore should be anticipated to occur overtime. The spacing of holes for the metal chain-link fencing will not prevent the growth of woody species identified in planting plans for the active storage area.

# 3.1.2 Active Management

Active management mitigation is intended to exclude or remove waterfowl from the proposed SWM ponds. These active mitigation measures are intended to supplement the passive management strategies incorporated into the designs for the SWM ponds and associated landscaping.

As it is understood that residential, business park, commercial and institutional land uses are proposed within the SS area, the active management mitigation discussed herein is limited to devices and techniques that are unlikely to disturb the public (i.e. pyro techniques, gas cannons, report shells, loud sirens/bangers). In addition, active management mitigation that would be able to coexist with the proposed plantings in the active storage areas of the SWM pond would be preferred. Descriptions of, and details for the active management mitigation identified as a good fit for the proposed SWM ponds are described in Table 1.

For any of the active management mitigations chosen, it is recommended that signage be posted along trails and access roads to SWM pond blocks to notify the public of the mitigation in use in order to provide awareness and to reduce vandalism.

Deterrent	Description	Wildlife Management Principal	Advantages	Disadvantages	Materials and Approximate Cost (assumes 20 m length of SWM pond)	Anticipated Monitoring Schedule	Recommendation
Tension Wire/ Netting Suspended Over Pulley System	Cable pulley system installed using wooden poles to suspend netting over active storage and permanent pool areas of SWM ponds to exclude waterfowl from landing.  Netting can deployed year round or be lowered or raised seasonally, depending on need.	Wildlife Exclusion	<ul> <li>Effective exclusion achieved.</li> <li>Can be deployed seasonally or year-round as needed.</li> <li>Can be combined with other mitigation techniques.</li> <li>Does not interfere with quality of life for neighboring residents (no light or sound emitted).</li> </ul>	Large installation required to set up; not easy to take down once installed. Requires monthly monitoring and maintenance to ensure working properly. Maintenance may be difficult once vegetation matures to full height Structures may be prone to unwanted vegetation growth (vines). In rare cases, birds may become tangled in netting (can be mitigated with flags/reflective tape).	4 poles, each approximately 8 m high and supported in a concrete base.  Assumes panels for 20 m length of pond, 45 m wide will cover area of 900 m². One pole will be installed on each corner in a rectangular shape.  Each pair of poles will support 4.8 mm diameter stainless steel cables (4 cables total = two 45 m, two 20 m) which will support monofilaments (40 lb test fishing line) spaced approximately 2 m intervals along the cables (10 monofilaments stretched over the active and permanent ponds over the 20 m length; 225 m).  Each stainless steel cable will be attached at the north end to a fixed eye strap with a carbine hook.  The cable panel's tension will be adjustable through a system of boom bails attached to a "T' track. A similar system has been deployed by the City of Ottawa for two pedestrian beaches; see Attachment C for detailed drawings).  Cost Estimate for Key Components 8 m Wooden Poles: \$350 each x 4 = \$1400 Concrete (320 lbs total – 80 lbs per post): \$600 130 m of 4.8 mm stainless steel cable: \$200 450 m 40 lb monofilament: \$60 Initial set up: 1 week: 40 hours of labour Monitoring by City Staff – one 10 hour day per month (120 hours of labour).	Can be used year round (weather permitting).  Peak season this system should be deployed is during the migratory and breeding seasons (April-November).  System should be monitored by City Staff once a month when deployed to ensure no damage. Inspections may be required more often following periods of bad weather.	Recommended for ponds as interim mitigation while woody vegetation in active storage area matures.  Recommended for open areas of areas where no other natural woody vegetation exists (i.e., retained hedgerows, forests, swamps).
Flags, Reflective tape	Flags consisting of either opaque plastic (red, orange or black) or reflective materials installed using stakes or on wires/cables over permanent and active storage areas.	Behaviour Modification	<ul> <li>Can be deployed simultaneously with netting (above)</li> <li>Humane deterrent for waterfowl</li> <li>Effective deterrent against waterfowl</li> <li>Does not make noise</li> <li>Cheap to replace</li> </ul>	Can become damaged/removed due to poor weather May be visually distracting to pedestrians during the day time.	Reflective bunting safety flags (45 flags per 30 m roll; orange - \$30 each).  For a 20 m length of pond it is recommended that two 30 m rolls of flags be spaced 5 m apart across the 15 m width of the permanent pool (90 flags per 20 m stretch).	General inspection should occur once a year alongside installation and deployment of greater cable system.	Recommended for open areas of areas reported to have high volumes of waterfowl. Recommended to be deployed alongside cable pulley system.

Deterrent	Description	Wildlife Management Principal	Advantages	Disadvantages	Materials and Approximate Cost (assumes 20 m length of SWM pond)	Anticipated Monitoring Schedule	Recommendation
	Movement of flags/reflective surfaces scares waterfowl, as well as indicates placement of netting suspended over SWM ponds.				Cost for two rolls: \$60	If flags are installed independently they should be inspected by City staff once every month to ensure they are in place; inspections may be required more often in times of bad weather.	
Lights/lasers	Low-level solar powered strobe lights installed along the edges of the permanent pool.  Lights emit a series of quick flashes every two seconds with 360 degree coverage. Lights are to be installed at "goose height" for the purposes of deterring them.  Geese have sensitive eyes and cannot sleep	Behaviour Modification	<ul> <li>Highly effective; self-sufficient.</li> <li>East to install and replace.</li> <li>Humane deterrent for geese.</li> <li>Installation within the areas of woody vegetation would reduce the amount of light seen in residential areas and roads.</li> </ul>	<ul> <li>Installation/placement of lights are limited to SWM pond interior; cannot be installed near roadways.</li> <li>Lights may attract pedestrians to ponds at night.</li> <li>Additional signage may be required to inform residents.</li> </ul>	Industrial Geese Deterrent Strobe Lights: \$400/unit. One recommended for every 100 m length of SWM pond.	Should be inspected monthly by City staff to ensure lights remain installed in place and solar batteries are working effectively.	Recommended for SWM ponds located away from residential subdivisions to not disturb residents.  May be used in interior sections of ponds located away from residential areas or roadways.
Predator Decoys and Light Deterrents	when lights are deployed.  May consist of plastic models of coyotes or alligators.  Coyote decoys can be installed within or adjacent to the active storage areas.	Behaviour Modification	<ul> <li>Effective for short-term deployment.</li> <li>Easily mobile; can be relocated efficiently.</li> </ul>	<ul> <li>Decoy needs to be moved around to new areas to be seen as effective.</li> <li>High habituation rate</li> <li>May be subject to vandalism/theft.</li> </ul>	Terrestrial Coyote Decoy: \$150/unit Floating Alligator Decoy: \$70/unit Solar powered Predator Eye Lights: \$110/ 4 units 1 decoy recommended per 2 ha of SWM pond	Should be inspected/moved by City staff once every two weeks while in use to reduce likelihood of habituation by waterfowl.	Should not be used for long-term use. Should be deployed as interim measure for other mitigation/deterrents.
	Alligator decoys may be deployed within the permanent pools.  Low level lights mimicking predator eyes/eye shine may also be deployed for nocturnal deterrents.						

Deterrent	Description	Wildlife Management Principal	Advantages	Disadvantages	Materials and Approximate Cost (assumes 20 m length of SWM pond)	Anticipated Monitoring Schedule	Recommendation
Falconry	A trained bird of prey (falcon, hawk or eagle) is released in the area by a handler for the purposes of scaring and expelling waterfowl from an area.	Behaviour Modification	<ul> <li>Effective for short term deployment and removal.</li> <li>Can be used as needed.</li> <li>No monitoring required.</li> </ul>	<ul> <li>Expensive and laborious; requires contractor to be on site.</li> <li>Likely requires repeat visits to achieve success.</li> <li>Permitting may be required for the handling of falcons/use of drones.</li> </ul>	Up to \$1200.00 - \$2500.00 or more per visit by a licenced professional.	No monitoring required.	Recommended as needed to remove waterfowl detected within SWM Ponds.
Drones	A drone is maneuvered by an operator over a SWM pond for the purposes of scaring or expelling waterfowl from an area.			drones.			
Capture and Release	A licensed wildlife control officer will trap and remove nuisance waterfowl and release them to areas well outside of the jurisdiction of the airport	Physical Removal	<ul> <li>Ensures direct removal nuisance wildlife from area.</li> <li>Can be used as needed as last resort.</li> </ul>	<ul> <li>Cannot guarantee waterfowl will not return after trapping and removal.</li> <li>Expensive</li> <li>Permitting may be required for handling, trapping and transporting waterfowl.</li> <li>Unpopular with the general public.</li> </ul>	Up to \$5,000 – \$7,000 or more per visit by licenced wildlife professional. Dependent on the level of effort and amount of geese.	No monitoring required; unless otherwise stated in required permits.	Recommended as needed to remove persistent waterfowl detected within SWM Ponds.

As noted in Table 1, several mitigation/deterrent techniques are proposed based on the existing conditions associated with anticipated location of each individual SWM pond within the SSMSP Area. A matrix which outlines appropriate active management strategies per ponds identified in Attachment A – Figure 1 is provided in Table 2. In addition, the active management techniques may be deployed as supplementary mitigation, as needed, to provide cover during periods of maintenance or to improve deterrence methods as a form of adaptive management. The supplementary active management mitigation may also be used to remove waterfowl should they be detected within SWM ponds during regular monitoring.



Table 2: Active Management Strategies SWM Pond Matrix

	Stormwater Ponds <sup>1</sup>											
	East Pelton (EP)		Baseline Road/County Road 42 SPA (CR42SPA)			Little River		Lauzon Parkway				
Active Management Strategies	EP North (P1)	EP South (P2)	CR42SPA West (P3)	CR42SPA Central (P3)	CR42SPA East (P3)	CR42SPA SE (P6)	East Little River (P4)	West Little River (P5)	Lauzon Parkway East (P7)	Lauzon Parkway East (P8)	Notes	
Wildlife Exclusion												
Tension Wire/Netting Suspended Over Pulley System	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>√</b>	<b>√</b>	<b>✓</b>		<b>✓</b>		✓	Temporary installment recommended throughout Study Area except for areas where existing woody vegetation (woodland, hedgerows) are being retained.	
Landscaping stones, fencing	✓	✓	✓	✓	✓	✓	~	✓	✓	✓	Appropriate for use throughout Study Area.	
Behaviour Modification												
Flags, Reflective Tape	<b>✓</b>	✓	✓	✓	✓	<b>V</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	✓	Appropriate for use throughout Study Area.	
Lights/Lasers					<b>✓</b>	<b>V</b>		✓	✓	✓	Recommended in SWM ponds located away from residential land uses	
Predator Decoys and light deterrents	✓	✓	✓	<b>✓</b>	<b>✓</b>	~	<b>✓</b>	✓	✓	✓	Appropriate for use throughout Study Area.	
Falconry/Drones	✓	✓	✓	✓	<b>✓</b>	<b>✓</b>	✓	✓	✓	✓	Appropriate for use throughout Study Area.	
Physical Removal	•	•				•	•		•			
Capture and Release					~	✓	<b>✓</b>	✓	✓	✓	Recommended for use in SWM ponds located away from residential land uses.	

<sup>1-</sup> Pond names depicted on Figure 1 of Attachment A

# **Notification System**

To maintain congruency with monitoring conducted by WIA, the identification of waterfowl within the additional SWM ponds proposed within the Zone of No Confidence and Zone of Monitoring will continue to be carried out by the WIA Staff. Should waterfowl be observed within the SWM Ponds, the City will be notified by WIA and will be required to remove waterfowl via active management techniques. The City will be responsible for confirming to WIA that they have been successful in excluding/removing waterfowl from the area; the City will also be responsible for recording all occurrences of waterfowl identified within the proposed SWM pond.

For SWM ponds proposed to be located within the 'Zone of Monitoring' monitored by WIA, the City will monitor for the presence of waterfowl. Should gulls, ducks or geese be observed by the City, it will be the City's responsibility to document and potentially remove them. Notification of this activity will be provided to WIA for due diligence purposes.

# 3.2 Adaptive Mitigation Plan

# Monitoring Methods

As mentioned above, the majority of SWM ponds are proposed to be located within the Zone of Monitoring. WIA is required to monitor features providing potential habitat once per month as part of their risk assessment. To maintain congruency with existing monitoring plans of the airport, monitoring of the new ponds will be conducted once per month to observe and document the presence of waterfowl. Similarly, monthly monitoring should also be conducted within the SWM ponds to ensure that landscaping and engineering designs (habitat modifications) are working effectively. Monthly monitoring will consist of single site visits to each feature/SWM pond to visibly assess if waterfowl are present (species and number), evidence of woody vegetation dieback, or damage to the SWM ponds is present. Key performance indicators (KPI) to be assessed during monthly monitoring will evaluate the effectiveness of the wildlife management initiatives by their ability to deter and exclude waterfowl from the Zone of No Confidence and Zone of Monitoring through active and passive management. In short, the City will aim to continually improve waterfowl management mitigation through the implementation of the wildlife management hierarchy for the purposes of reducing the occurrence of waterfowl on Cityowned lands within the vicinity of the airport.

#### Adaptive Management

The management of waterfowl will be dependent on the location of SWM ponds within the Study Area. As mentioned previously, one SWM pond (EP North; Attachment A – Figure 1) overlaps with the Zone of No Confidence (P1), and SWM ponds within the County Road 42 Secondary Plan Area (P3) are located within the extended runway approach of WIA. The remaining ponds (P4, P5, P6 P7, P8) are located within the 2km-4 km outer radius in the Zone of Monitoring.

Based on this plan and alignment with ongoing monitoring of WIA, waterfowl observed in SWM ponds within the Zone of No Confidence or runway approach surface along Baseline Road will be immediately removed by supplemental active management measures (exclusion, behavioural management, and physical removal). On the other hand, waterfowl observed as a result of monthly monitoring within the greater Zone of Monitoring will be documented and continually monitored. Monitoring may increase in frequency if necessary, and deterrents and removals may be applied on a site-by site basis as determined by a Wildlife Management Officer. The management of waterfowl present within features of the Zone of Monitoring will be initiated by the number of waterfowl observed and the frequency of SWM pond use.

Supplementary active management mitigation should be deployed to the target SWM pond as a mechanism for preventing further aggregations of waterfowl. The additional mitigation (Table 1 and Table 2) will be chosen based on the behaviour of the offending species, the adjacent land uses, and degree of habituation. The SWM pond and new mitigation will be monitored closely and checked after initial deployment to ensure waterfowl are deterred. Should waterfowl persist within the SWM ponds after this period, a new or additional mitigation should be deployed. It is recommended that installed mitigation remain in place during the spring (March –May) and fall migration windows (September - November), as these are considered high risk time periods when waterfowl are expected to travel through the SSMSP area in high numbers.

Outside of the migration windows, deployed temporary mitigation may be removed/halted for select SWM ponds should it be determined through monitoring that waterfowl have been successfully excluded and are no longer present within or in lands adjacent to the zone of no confidence.

As a last measure, SWM ponds may be temporarily drained in circumstances where waterfowl mitigation has failed until persistent waterfowl have been removed/displaced.

### Reporting

A record of waterfowl removals, and adaptive management will be recorded as part of a wildlife management log. The log will list the detection events including start and finish times, the numbers and species present, as well as the methods used for removal. In addition, the logs will report any changes or maintenance to the passive management mitigation associated with the SWM pond engineering or landscaping.

A summary of the wildlife management logs will be produced once a month in order to discuss any environmental changes that may have occurred, or changes that may lead to wildlife hazard conditions that may increase risk to the adjacent airport lands. The monthly summary reports will be provided to WIA for review to assist with their risk assessment initiatives.

#### **3.2.1** Outcomes and Lessons Learned

There are two cumulative effects to consider to which there is very little opportunity to predict outcome once a SWM feature is constructed. How mitigation of these affects have been implemented locally at the other SWM ponds in the area has been included as Case History below. These notes have been provided by former WIA staff involved in these mitigation activities.

One is the cumulative effects of SWM ponds is multiple or extensive habitats combining to attract wildlife acerbating a problem of overall management. How ponds in the vicinity of open grassland (airfield), agricultural land or other natural or man-made wetlands interact to support wildlife. For reference, Figures in Attachment A, show the existing stormwater management ponds located in the vicinity of the Windsor Airport. Central Pond is located at the southeast corner of Grand Marais and Central Avenue

Case History: The creation of a SWM pond at Grand Marais and Central Avenue caused an immediate wildlife hazard from Canada Goose loafing overnight on the safety of the open pond and flying the short distance over the E.C. Rowe Expressway to graze by day on the grassland along Runway 07-25. This situation was eventually mitigated by mechanically pumping down the pond until trees and course vegetation could be established. Now with appropriate cover, the pond is no longer attractive to geese and the proximity to foraging at the airport is dissolved.

The second cumulative effect is called Founder's Effect. This occurs when geese and ducks do manage to successfully nest and fledge young on or in the vicinity of a pond to which the fledged birds return as breeding adults. It is the main reason that relatively small populations of Canada Geese so quickly become burgeoning populations on single ponds.

Case History: The Captain Wilson Park SWM Pond and associated manicured turf grass fields surrounding the pond, in the course of 5 years saw a population of 3 nesting pair develop into 226 individual birds. This situation is managed with periodic round up and re-location of geese in an attempt to immediately reduce the number of birds in the vicinity of the airport and to by-pass Founder's Affect in relocated juvenile birds.

# 3.3 Roles and Responsibilities

The proposed SWM ponds are to be designed, constructed via a phased approach to follow the phased construction of developable areas detailed on the established of the land use plan. Section 1.2 of this memo indicated that the SWM ponds located south of Baseline Road to the far west within the East Pelton Secondary Plan area (P1), as well as the pond located adjacent to the Lauzon Parkway (P7 and P8) will occur first (Attachment A – Figure 1). The remaining SWM ponds will be added to the landscape as development continues within the East Pelton and Country Road 42 Secondary Plan Area, to the east along County Road 42 Secondary Plan Area and along the Little River.

As it is intended that the ownership of the SWM pond infrastructure will be conveyed from individual land owners (the proponents) to the City, it is understood that responsibility for and management of the

ponds will change overtime as development within the Study Area continues through the Design, Construction, Post-Construction and Implementation Phases.

# <u>Design</u>

Detailed design of the stormwater management faculties shall follow the most current Transport Canada, airport and regional guidelines. Each pond has a unique location, orientation and proximity to the airport runways. The design shall consider site specific elements such as, but not limited to, plane altitudes, flight paths, bird migration patterns, maintenance access. In addition to the typical municipal review, the designs shall be reviewed with Transport Canada and the Airport to confirm that the designs satisfy mitigation requirements listed herein.

# Construction and Post-Construction Phase

Construction of the SWM ponds are intended to be carried out by proponents of each development application. As part of the construction phase, it is anticipated that initial monitoring of the SWM ponds and landscaping will be carried out by the proponent as part of an Environmental Monitoring Program (EMP) to ensure the constructed infrastructure and plantings are successful. The length of the construction and post-construction monitoring periods are to be determined as part of the draft plan and detailed design process; however, it is anticipated that construction monitoring will occur during the active construction period, and post-construction monitoring will be required for at least three years once construction is complete.

Since habitat modification is a key component of the engineering and landscaping designs, monthly waterfowl and SWM pond monitoring should be included and carried out as part of the EMPs by the proponent during the construction and post-construction phases.

During the construction and three-year (minimum) post-construction period, supplementary mitigation or active management strategies will also be deployed as a responsibility of the proponent. Monthly monitoring reports which detail waterfowl mitigation and monitoring shall be provided to the City by proponents on a monthly basis to provide a record of adaptive management taken at each SWM pond. Monitoring and mitigation carried out by individual proponents should be documented by a Wildlife Management Officer, nominated by the City, who will act as the conduit of information between proponents, the City, and WIA.

### Implementation Phase

Following the completion of the EMP and post-construction monitoring period, it is anticipated that the ponds will be conveyed to the City for their long-term management. At this time, senior City staff/Wildlife Management Officer, will be responsible for coordinating, supervising and the overall management of the waterfowl management plan on a long-term and a daily basis at the site-specific level. This will include the co-ordination of training, safety assurance and ensuring that the necessary equipment is available. Senior City Staff will also be responsible for conveying monitoring results to operations managers at WIA.

The Wildlife Management Officer will be responsible for:

- 1. Establishment and maintenance of the Waterfowl Management Log (e.g., details on wildlife numbers and activity; mitigation measures undertaken, adaptive management requirements, and monthly summaries);
- 2. Co-ordination of the monitoring program;
- 3. Ensure that the City's monitoring operations are consistent with the requirements of WIA;
- 4. Ensure plantings included in the active storage areas of the proposed SWM ponds are maintained and healthy as expected;
- 5. Undertake deterrent activities:
- 6. Ensure all activities are undertaken following standard practices and safety protocols; and
- 7. Identify equipment, resource and training needs.

#### 3.3.1 Communication Procedures

The following communication procedures should be established for the purposes of waterfowl management by the City:

- 1. Waterfowl detection information will be provided directly from monitoring staff to the Waterfowl Management Officer of the City.
- 2. The Waterfowl Management Officer will be responsible for ensuring that updated information is provided to WIA immediately if an urgent situation arises and on a regular basis depending on the conditions, or when requested by WIA. WIA will also relay any information received regarding waterfowl observations to monitoring staff and the City in a timely manner.
- 3. WIA will provide information to pilots on current wildlife hazards and will ask pilots to report any waterfowl observations to the airport.
- 4. Waterfowl activity will be regularly updated by the City in daily logs and monthly summary memos.

## 4.0 Closure

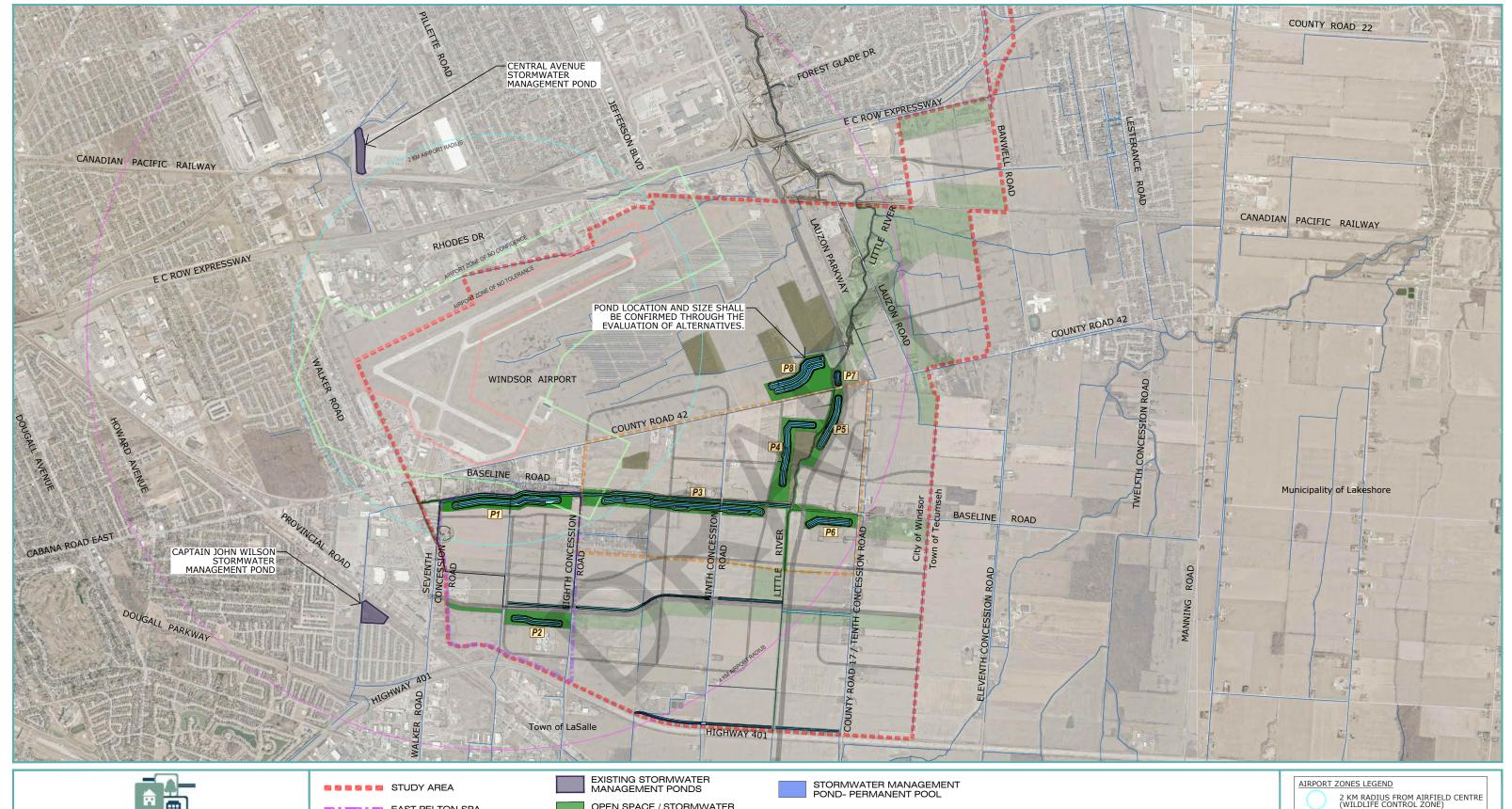
The recommendations of this document will be incorporated into the development standards that will become part of the minimum designs standards and implementation plan for this area. This document shall be reviewed with the City of Windsor and Winsor International Airport staff to confirm that the implementation, monitoring and maintenance recommended above will be supported throughout the life cycle of these facilities.

# **Attachment A**

**Figures** 







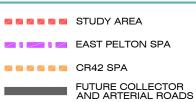


SANDWICH SOUTH MASTER SERVICING PLAN

DRAFT FIGURE 1

Waterfowl Adaptive Mitigation Plan

STORMWATER MANAGEMENT STRATEGY WINDSOR AIRPORT MONITORING







TYPICAL POND NAME



STORMWATER MANAGEMENT POND - ACTIVE STORAGE

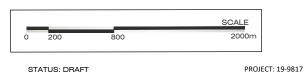


MUNICIPAL DRAIN



RELOCATION OR NEW DRAIN







DATE: September 12, 2022

4 KM RADIUS FROM AIRFIELD CENTRE (WILDLIFE CONTROL ZONE)

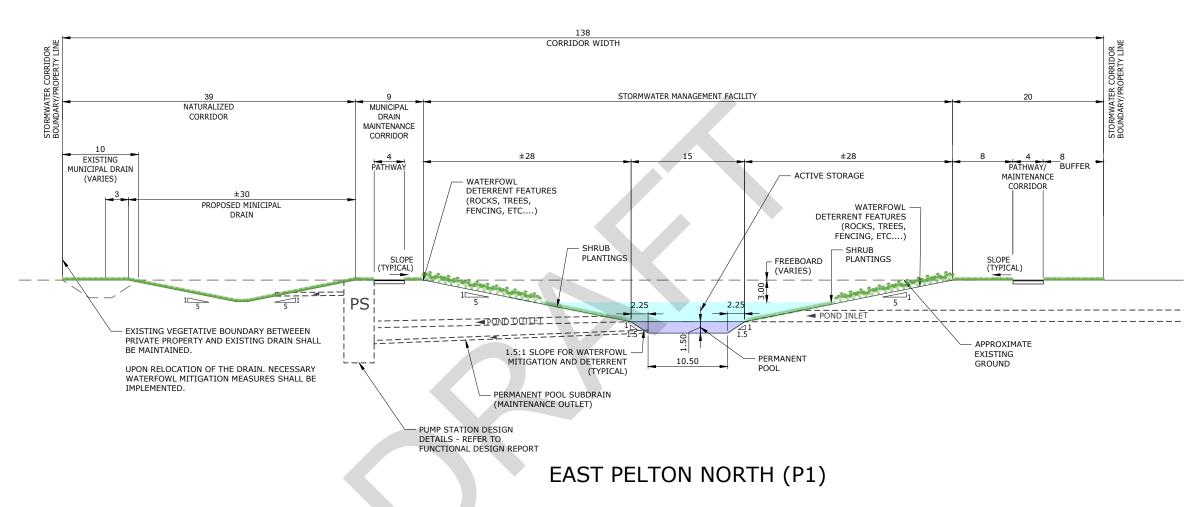
ZONE OF NO TOLERANCE

File Location: c:\pw working directory\projects 2019\dillon\_32aam\dms90713\199817-02-swm-pnds\_airport.dwg September, 12, 2022 9:40 AM

DILLON CONSULTING MAP DRAWING INFORMATION:
DATA PROVIDED BY CITY OF WINDSOR 2019, MNRF 2019,
TOWN OF TECUMSEH 2019, \*ESSEX REGION CONSERVATION
AUTHORITY 2019, \*\*COUNTY OF ESSEX

CREATED BY: RBH
CHECKED BY: LMH
DESIGNED BY: DCR
MAP COORDINATE SYSTEM: NAD 1983 CSRS UTM Zone 17N

NORTH





SANDWICH SOUTH MASTER SERVICING PLAN

 $DR\Delta FT$ 

STORMWATER MANAGEMENT CORRIDOR WITH OFFLINE FOREBAY FIGURE 5-4-1A



STORMWATER MANAGEMENT POND- PERMANENT POOL STORMWATER MANAGEMENT POND - ACTIVE STORAGE

DILLON

MAP DRAWING INFORMATION: DATA PROVIDED BY CITY OF WINDSOR 2019, MMRF 2019, TOWN OF TECUMSEH 2019, \*ESSEX REGION CONSERVATION AUTHORITY 2019, \*\*COUNTY OF ESSEX

MAP CREATED BY: DCR
MAP CHECKED BY: LMH
MAP COORDINATE SYSTEM: NAD 1983 CSRS UTM Zone 17N

\*DEM - CGVD28:78 DEM SURFACE DERIVED BY ERCA BASED ON MNRF LIDAR - DIGITAL TERRAIN MODEL (2016-18). COPYRIGHT ERCA, 2019. CONTAINS INFORMATION LICENSED UNDER THE OPEN GOVERNMENT LICENCE - ONTARIO. (WWW.ONTARIO.CA/PAGE/OPEN-GOVERNMENT-LICENCE-ONTARIO)

(WWW.ONTARIO.CA/PAGE/OPEN-GOVERNMENT-LICENCE-ONTARIO)

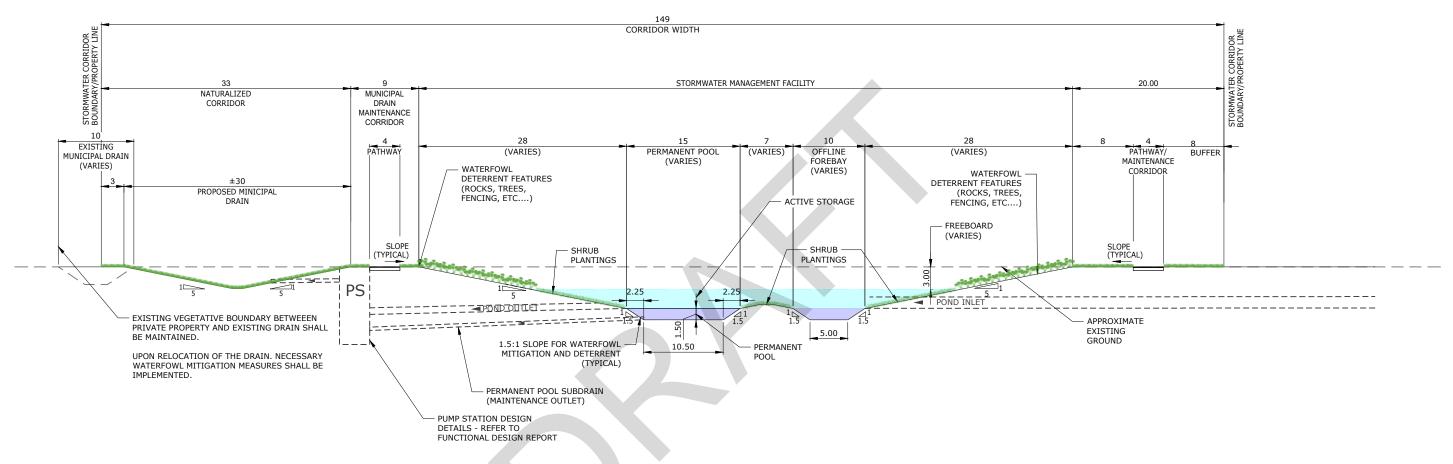
\*\*2019 IMAGERY - THE DIGITAL MAP LAYERS HAVE BEEN USED WITH
EXPRESS PERMISSION OF THE CORPORATION OF THE COUNTY OF ESSEX



STATUS: DRAFT PROJECT: 19-98

PROJECT: 19-9817 DATE: September 09, 2022

**NORTH** SOUTH



EAST PELTON NORTH (P1)



STORMWATER MANAGEMENT CORRIDOR WITH OFFLINE FOREBAY FIGURE 5-4-1B



STORMWATER MANAGEMENT POND- PERMANENT POOL STORMWATER MANAGEMENT POND - ACTIVE STORAGE

DILLON

MAP DRAWING INFORMATION: DATA PROVIDED BY CITY OF WINDSOR 2019, MNRF 2019, TOWN OF TECUMSEH 2019, \*ESSEX REGION CONSERVATION AUTHORITY 2019, \*\*COUNTY OF ESSEX

MAP CREATED BY: DCR MAP CHECKED BY: LMH MAP COORDINATE SYSTEM: NAD 1983 CSRS UTM Zone 17N

\*DEM - CGVD28:78 DEM SURFACE DERIVED BY ERCA BASED ON MNRF LIDAR - DIGITAL TERRAIN MODEL (2016-18). COPYRIGHT ERCA, 2019. CONTAINS INFORMATION LICENSED UNDER THE OPEN GOVERNMENT LICENCE - ONTARIO. (WWW.ONTARIO.CA/PAGE/OPEN-GOVERNMENT-LICENCE-ONTARIO)

\*\*2019 IMAGERY - THE DIGITAL MAP LAYERS HAVE BEEN USED WITH EXPRESS PERMISSION OF THE CORPORATION OF THE COUNTY OF ESSEX



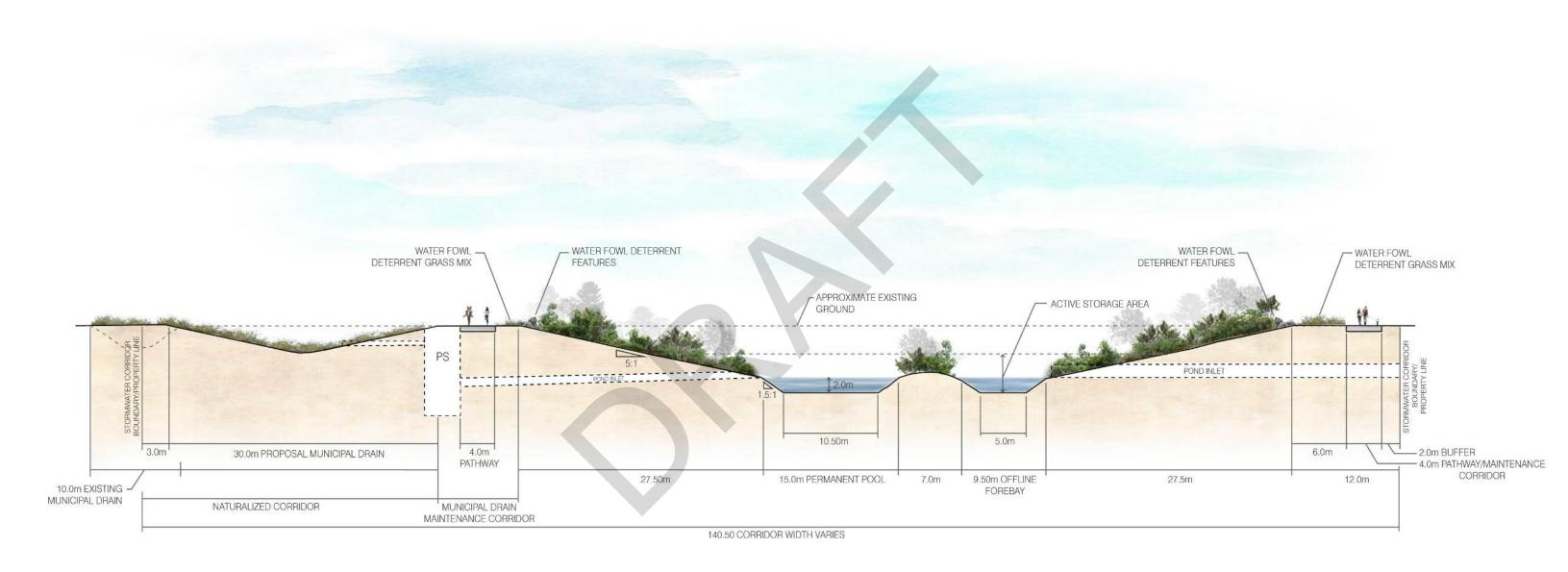
# **Attachment B**

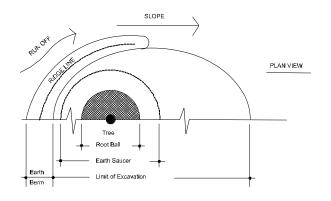
Landscaping Planting Plans and Approximate Costs, Cross-Section Renderings

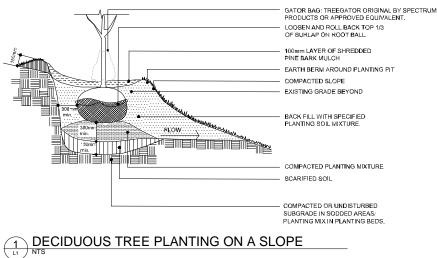


DILLON

Sandwich South Master Servicing Plan
Typical Stormwater Management Pond Cross Section







4.0m EROSION—
CONTROL BLANKET

ROOTED AQUATIC PLUGS—
THROUGH COIR CLOTH

WATER LEVEL TO 1000

 $\underline{\text{NOTE:}}$  Curlex® Netfreet 100% biodegradable erosion control blankets shall be used for all erosion control.

2 FLOOD FRINGE AQUATIC PLANTING

## MASTER PLANT LIST

CODE	BOTANICAL NAME	COMMON NAME	QTY	SIZE	COND.	SPACING
MULTI	-STEM TREES					
SA	Salix amygdaloides	PEACH-LEAVED WILLOW	5	35mm cal.	B.B.	4.0m O.C.
SB	Salix bebbiana	BEBB'S WILLOW	8	35mm cal.	B.B.	4.0m O.C.
DECID	UOUS SHRUBS					
Cr	Cornus racemosa	GRAY DOGWOOD	102	50cm ht.	3 gal.	0.5m O.C.
Cs	Cornus sericea	RED-OSIER DOGWOOD	105	50cm ht.	3 gal.	0.5m O.C.
Po	Physocarpus opulifolius	EASTERN NINEBARK	101	50cm ht.	3 gal.	0.5m O.C.
Rt	Rhus typhina	STAGHORN SUMAC	105	50cm ht.	3 gal.	0.5m O.C.
Rc	Rubus occidentalis	BLACK RASPBERRY	66	n/a	2 gal.	0.5m O.C
Ro	Rubus oderatus	FLOWERING RASPBERRY	97	n/a	2 gal.	0.5m O.C.
Sd	Salix discolor	PUSSY WILLOW	96	60cm ht.	3 gal.	0.5m O.C.
Sp	Spirea alba	MEADOWSWEET	67	n/a	2 gal.	0.5m O.C
νi	Viburnum lentago	NANNYBERRY	100	50cm ht.	3 gal.	0.5m O.C.
Vn	Viburnum nudum	WILD RAISIN	95	n/a	2 gal.	0.5m O.C
Vf	Viburnum rafinesquianum	DOWNY ARROWWOOD	67	50cm ht.	3 gal.	0.5m O.C
Vr	Viburnum recognitum	SMOOTH ARROWWOOD	103	50cm ht.	3 gal.	0.5m O.C.



SANDWICH SOUTH MASTER SERVICING PLAN

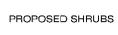
DRAF

SUPPLEMENTARY WATERFOWL ADAPTIVE MITIGATION PLAN FOR STORMWATER MANAGEMENT FACILITIES 20M SWM POND PLANTING CELL

FIGURE L2



PLANT CODE PLANT QUANTITY





PROPOSED TREE

PROPOSED MULTI STEM TREE





#### PLANTING NOTES:

- PLANTINGS SHOULD BE AN ASYMMETRICAL, RANDOM MIX.
- 2. SPECIES SHOULD BE PLANTED TOGETHER IN GROUPS OF 5-7.
- 3. SEE INDIVIDUAL PLANT LISTS FOR RECOMMENDED PLANT SPACING.
- 4. ALL PLANT MATERIALS SHALL BE #1 NURSERY STOCK MEETING CANADIAN STANDARDS.
- 5. STAKE ALL DECIDUOUS TREES.
- DIG ALL TREE PITS 500mm LARGER ALL AROUND THAN THE ROOT BALL AND PLACE TREE CENTRED IN PIT ON UNDISTURBED SOIL. BACKFILL WITH PARENT MATERIAL AND REPLACE DEBRIS (EG. BRICK, DRY WALL, ETC) WITH SCREENED TOPSOIL.
- 7. FOR GRADING AND DRAINAGE, SEE ENGINEERING PLANS.
- 8. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED.
- 9. ALL PLANT MATERIALS TO BE GUARANTEED FOR TWO GROWING SEASONS FROM THE DATE OF PROVISIONAL ACCEPTANCE.
- 10. PRIOR TO THE COMMENCEMENT OF CONSTRUCTION, ALL EXISTING UNDERGROUND UTILITIES WITHIN THE LIMITS OF THE CONSTRUCTION SITE SHALL BE LOCATED AND MARKED. ANY UTILITIES DAMAGES OR DISTURBED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE OWNER AT NO ADDITIONAL COST.
- 11. PLANT MATERIALS TO BE INSTALLED AS SHOWN; SUBSTITUTIONS ALLOWED ONLY AFTER CONSULTATION WITH THE LANDSCAPE CONSULTANT.

#### MAINTENANCE NOTES:

- MINIMUM MAINTENANCE REQUIREMENTS SHALL FOLLOW THE MOST CURRENT EDITIONS
  OF THE WINDSOR/ESSEX REGION STORMWATER MANAGEMENT STANDARDS MANUAL
  AND THE TRCA INSPECTION AND MAINTENANCE GUIDE FOR STORMWATER
  MANAGEMENT PONDS AND CONSTRUCTED WETLANDS
- 2. MAINTENANCE SCHEDULE SHALL CONTINUE FOR A PERIOD OF NOT LESS THAN TWO (2) YEARS AFTER SUBSTANTIAL PERFORMANCE OF THE WORK HAS BEEN GRANTED.
- VEGETATION SHALL BE INSPECTED AFTER EVERY SIGNIFICANT RAIN EVENT (I.E. 25 YEAR STORM OR GREATER) TO ENSURE SUFFICIENT FUNCTIONING OF THE POND.
- PLANTED AREAS OF SWM PONDS SHALL BE INSPECTED AND HAVE WEEDS AND OTHER INVASIVE MATERIALS (i.e. Phragmites australis ssp. australis) REMOVED ON A MONTHLY BASIS
- 5. SCHEDULE PHRAGMITES REMOVALS TO COINCIDE WITH ANY PLANNED SEDIMENT REMOVALS
- TRASH AND DEBRIS WITHIN THE SWM POND SHALL BE PROMPTLY REMOVED ON A WEEKLY BASIS.
- IF OIL/SHEEN IS OBSERVED, IT SHOULD BE REMOVED IMMEDIATELY BY USE OF OIL-ABSORBENT PADS OR A PROFESSIONAL WITH A VACUUM TRUCK. SPECIAL DISPOSAL REQUIREMENTS MAY APPLY
- 8. APPLY BARLEY STRAW ON THE DRY LAND SURROUNDING THE POND AT A RATE OF 1KG PER 1000m2 OF SWM POND AREA TO INHIBIT ALGAE GROWTH.
- D. IF ALGAL MATTS DEVELOP OVER 10% OF THE WATER SURFACE OR MORE, THEY SHOULD BE REMOVED USING A RAKE AND DISPOSED OF OFF SITE. ALGAE SHOULD NOT BE LEFT ON SITE
- 10. IF MOWING IS TO OCCUR NEAR THE SWM PONDS, CUT GRASS TO 4-6 INCHES IN HEIGHT, MINIMUM. COLLECT GRASS CUTTINGS AND REMOVE FROM SITE, DO NOT MULCH.
- 11. AVOID USE OF FERTILIZERS, PESTICIDES AND HERBICIDES IN OR NEAR SWM PONDS.



DATE: July 15, 2022

## South Sandwich SWM Pond planting cell (20mx15m)

Dillon Consulting 13/04/2022

#### **Opinion of Probable Costs**



ITEM DESCRIPTION	UNIT	EST. QTY	UNIT COST	ITEM COST
OPINION OF PROBABLE COSTS				
1.0 Plantings				
1.1 Planting medium to 300mm depth	m2	300	\$ 50.00	\$ 15,000.00
1.2 Fine grading	m2	300	\$ 5.00	\$ 1,500.00
1.3 Trees (35mm Cal. B.B.)				
1.3.1 Salix amygdaloides	Ea.	5	\$ 550.00	\$ 2,750.00
1.3.2 Salix bebbiana	Ea.	8	\$ 550.00	\$ 4,400.00
1.4 Shrubs (50mm ht. 3 gal)				
Cornus racemosa	Ea.	102	\$ 30.00	3,060.00
Cornus sericea	Ea.	105	\$ 27.00	\$ 2,835.00
Physocarpus opulifolius	Ea.	101	\$ 30.00	\$ 3,030.00
Rhus typhina	Ea.	105	\$ 27.00	\$ 2,835.00
Salix discolor	Ea.	96	\$ 27.00	\$ 2,592.00
Viburnum lentago	Ea.	100	\$ 30.00	\$ 3,000.00
Viburnum rafinesquianum	Ea.	67	\$ 30.00	\$ 2,010.00
Viburnum recognitum	Ea.	103	\$ 30.00	\$ 3,090.00
1.5 Shrubs (2 gal.)				
Rubus occidentalis	Ea.	66	\$ 24.00	\$ 1,584.00
Rubus oderatus	Ea.	97	\$ 24.00	\$ 2,328.00
Spirea alba	Ea.	67	\$ 25.00	\$ 1,675.00
Viburnum nudum	Ea.	95	\$ 42.00	\$ 3,990.00
	Estimated Con	struction Dev	elopment Costs	\$ 55,679.00
		10	% Contingency	\$ 5,567.90
	Total Cost	s including 10	% Contingency	\$ 61,246.90

# **Attachment C**

Example Pulley and Cable System



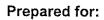


March



# CITY OF OTTAWA GULL MANAGEMENT FACILITIES (MOONEY'S BAY & BRITANNIA BEACH)

# OPERATIONS & MAINTENANCE MANUAL



City of Ottawa Surface Operations Branch

## Prepared by:

Stantec Consulting Ltd. 1505 Laperrière Avenue Ottawa, Ontario, K1Z 7T1

October 2003

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Photographs of Mooney's Bay GMF

Photographs of Britannia Beach GMF

C.

D.

#### 1. INTRODUCTION

The beaches of the City of Ottawa have been subject to closures over the years due to higher than accepted pollution counts. One of the main sources of pollution has been bird droppings - specifically gull droppings.

From studies and monitoring, it has been shown that gulls tend to assemble and occupy areas adjacent to beaches and parks, places where people tend to gather and discard residual foodstuffs, and upon flight takeoffs, defecate over the beach or water depositing the source of pollution. It became necessary to find how to eliminate or at least minimize this source of pollution.

From research, it was found that the congregation of gulls at beaches, and thus their droppings, could be controlled. The main controlling device was a series of parallel overhead monofilament lines strung over an area of beach/water, which deterred the gulls from over flying the protected area.

The task then became the design and implementation of this type of facility at Ottawa's beaches. This has come to be called "Gull Management Facility" or its acronym "GMF".

In the early 1990's, a rectangular system of gull wiring, approximately 26,000 m<sup>2</sup> (400m x 65 m), was erected over the beach at Mooney's Bay covering a strip of beach and swimming area. Between the late 1990's and 2002, an "L" shaped system of gull wiring, approximately 22,000 m<sup>2</sup> was erected over the beach and swimming area at Britannia Beach with a possible future extension of 5,000 m<sup>2</sup>. The results of these two installations have been lower pollution counts, fewer beach closures and a greater use of these two beaches.

Due to river flow and ice conditions and bird migration habits, there are only a few days when the water based poles and wiring can be installed and removed. They must be installed after the spring freshet and removed in late summer before the fall bird migration. Installation and disassembly of the system, together with the inuse conditions, causes wear-and-tear on the system. This creates the need for a maintenance program to ensure all components of the system are available at time of reinstatement and that the system components are in good working order. This cyclic installation and removal of the system creates the need for an operations program to ensure the system components are stored systematically and contractors are retained and scheduled to install and disassemble the facilities.

This operations and maintenance manual is intended to be a guide to describe and maintain the components and the annual operations of the facilities in detail and be in the possession of the City staff who is responsible for the maintenance and operations of the gull management facilities.

#### 2. PURPOSE

The purpose of the gull management facilities is to deter gulls from polluting the bathing areas at City beaches. The overhead monofilament wiring interferes with gulls that are flying in the area and they shortly avoid the area. This Manual provides direction to City staff and contractors about the operations associated with the implementation, maintenance and storage of the various components of the GMF systems, including drawings describing the GMFs and the work involved in repairing, installing and removing them.

Planning for the installation each year must start before spring to allow time for contracts to be awarded, procurement of wiring and repair of damaged poles, cables and footings.

### 3. RESPONSIBILITIES OF CITY STAFF

#### 3.1. Mooney's Bay

There are only a few days in April when river levels are low enough to install the poles in dry working conditions and the earliest date varies from year to year, depending on the time and duration of the spring freshet. Starting the beginning of April, inspect the foundation location every few days. When they are above the water level, start installing the poles. Parks Canada usually starts the installation of the stop logs at Hog's Back Dam the last Monday in April, so the water level is raised to the summer level over the next few days. Pole installation must be completed by this time, if it is to be done in dry working conditions. If the work is not done by this time, the remaining poles will have to be installed underwater using qualified divers and a barge.

#### 3.2. Britannia Beach

The pole foundations are always under water. There are only a few weeks in April and May when river levels are low enough to install poles without problems with high water and ice. The earliest date varies from year to year, depending on the time and duration of the spring freshet. Starting in mid-April, check the water level every few days. Generally, there are two peaks, the second one occurring in May. When it appears that the water level is low enough, pole installation should begin.

#### 3.3. Both Beaches

The wires must be installed by the first weekend in June, when the beach is first opened. Contact the Area Manager in the Community Services Branch for further information. It is efficient to coordinate the installation of the GMF system(s) with the installation of the beach buoy lines.

#### 3.4. Removal

There are only a few days in late summer to complete the removal of the wiring. Generally, the beaches are closed the third week in August, but continue to be used until Labour Day. Start the removal immediately after this date. The wiring must be completely removed by September 9, when the fall bird migration starts. If the wiring is not completely removed by this date, migrating birds will likely become entangled and killed, which may jeopardize the overhead wiring program. The poles should be removed by mid-November to avoid being frozen in place. If this occurs, the remaining poles will likely be damaged by ice during the spring freshet.

As indicated earlier, the GMF components are erected and installed in the spring and disassembled and taken down and stored in late summer. Actual dates will be determined by the City staff responsible for the organization of the actions associated with the operations and maintenance of the facilities. These actions require planning and scheduling to implement on time and within budget.

The sequence of events required each year include:

- Solicit quotations from interested and experienced contractors to erect/install and disassemble/takedown including loading at and transporting from storage site and transporting to and offloading at storage site. Request for quotation should include erection/installation and disassembly/takedown approximate dates.
- 2. Evaluate quotations and experience of contractors and select a contractor.
- Coordinate and assist contractor with his tasks at storage site.
- 4. Monitor installation, in-use period and takedown operations. Arrange for removal, disposal and reinstatement of ruptured monofilament during in use period.
- 5. Should a bird become entangled in the wires, it is imperative that it be IMMEDIATELY removed and disposed of. Failure to remove entangled birds will result in substantial negative public relations. This is the responsibility of the Zone Supervisor(s) in Surface Operations.

- 6. Upon takedown and return to storage area dispose of all monofilament and procure and identify new monofilament in accordance with the tables of monofilament lengths appended to this manual. Closely inspect the condition of all steel components returned to storage and repair as required. Repairs will typically include cleaning corrosion by wire brush or mechanical grinding and touching up exposed area with a durable zinc coating.
- 7. Procure all other components and materials that have worn out or reached the end of their useful life.
- 8. Place all components and materials clearly identified and carefully protected in the storage area.

The individual facilities and their installation and dismantling details are described in the following sections of this manual and are separated according to the beach location.

Specifications and erection/installation and dismantling/storage procedures are described in subsequent sections of this manual and separate attachments of these will be provided for inclusion in the "Request for Quotation" packages.

### 4. DESCRIPTION OF THE SYSTEM

This section describes the component parts of the gull management systems at each location.

#### 4.1. Mooney's Bay

This facility covers approximately 26,000 m<sup>2</sup> of beach and swimming area and consists of seven panels of monofilament in a 425m long by 70m wide rectangular configuration supported by sixteen poles, seven poles situated in the water and nine poles situated on land (see Figure A1 in Appendix A). Approximately 25m of beach and 45m of water are covered.

Each pole is approximately eight meters high and supported in a concrete base (see Figure A4). The onshore poles remain in place year around and are bolted to the concrete bases. The offshore poles are supported in sleeves in the concrete bases.

Each panel consists of four poles laid out in a roughly rectangular footprint. Each pair of poles support parallel 4.8mm diameter stainless steel cables, which in turn support monofilaments (40 lb test fishing line) spaced at approximately 3m intervals along the cables. Each panel of stainless steel cables and monofilament is independent from adjacent panels except for the common poles they share.

Each stainless steel cable is attached at its north end to a fixed eyestrap with a carbine hook, with no adjustment capability (see Figure A4). The cable runs up the pole through a boom bail and crosses to the next pole south, through a boom bail and down the pole and is attached to a 'T' track assembly that is adjustable to increase or decrease cable tension and sag in the system. Attached to the cables at specified intervals (nominally 3m) are pairs of retaining rings with swivel clips to attach the ends of the monofilament. The retaining rings allow the swivel clips to move freely around the cable without allowing the monofilament to slide along the cable.

The monofilaments are cut in lengths to the nearest centimeter (held tight but not over-stretched) with brass fishing leaders at each end to connect to the swivel clips. The lengths of the monofilament are important in order to maintain equal tension in each monofilament and thus each monofilament has an alphanumeric identification and specified location along the cable (see Figure A3).

#### 4.2. Britannia Beach

This facility covers approximately 22,000m<sup>2</sup> of beach and swimming area and consists of five panels of monofilament in an "L" shaped configuration supported by twelve poles, five poles situated in the water and seven poles situated on land. The policy has been to leave the seven land-based poles in place all year and only remove, store and reinstate the five water-based poles, including the "boot" at pole location P3. The "boot" is described in the next paragraph. The water-based poles are removed to prevent damage from ice (see Figure B1 in Appendix B).

All poles with the exception of P1 are supported by approximately 1200mm diameter concrete caissons of variable length (see Figure B2). Steel sleeves, 900 mm deep, are embedded in the top of the caissons to receive the poles. At pole location P1 a 2000 mm deep steel sleeve is embedded into bedrock. At pole location P3, because of an inaccuracy in setting the sleeve, a "boot" was fabricated to rectify the non-plumb position of the sleeve (see Figure B3). This "boot" consists of an upper and lower section. The sections are not co-linear by design. The upper section, of similar diameter as the sleeve in the caisson, receives the pole while the lower section, of similar diameter as the pole fits into the sleeve. Orientation of the "boot" is critical to ensure pole is plumb.

The sleeve openings in the five water-based pole locations are covered with a steel cover plate with handle and neoprene gasket when the poles are not in place. Location of water-based poles is normally found using

metal detectors. Inserted at the bottom of the sleeves are "sleeve inserts" needed to receive the "pole tip assembly" to concentrically position the base of the poles due to the difference in the inside diameter of the sleeve and the outside diameter of the pole. These can remain in place in the off-season.

The pole is concentrically positioned at the top of the sleeve with the adjustable "ring flange/wedge assembly" (see Figure B2 & B3). These components at the water-based pole locations must also be removed, stored and reinstated with the poles. The "sleeve inserts" and "pole tip assemblies" are in place at all land-based poles. The various terms for the components are described and detailed on the drawings that form part of this manual.

The poles are fabricated from variable height DN200 STD Pipe lower section with 3.5m height DN150 STD Pipe upper section to provide approximate clearances of 9m above average summer water levels and beach. Some components are attached to the poles to facilitate lifting the poles and stringing the cables that support the monofilament. These attachments include the "halo assembly" to attach the pulley block and tackles to, lift lugs to facilitate lifting the pole and T-tracks, sliders and eyestraps to secure fixed and tensioning ends of the cables. Carbine hooks at ends of cable permit securing the cables to the poles and fastening clips and stop clips on the cables permit securing the ends of the monofilament to the cables using fishing line leaders.

#### 5. ERECTION OF THE SYSTEM

Both systems have their similarities and differences. One major difference is the considerably heavier poles at Britannia Beach. Another major difference results from the lowered water level of the Rideau River from late Fall to mid Spring which leaves the water based pole foundations at Mooney's Bay Beach in the dry. Typically, at both locations, the land based poles are left in place and the water based poles are removed and stored over the winter.

Refer to drawings included in Appendix A (Mooney's Bay) or Appendix B (Britannia Beach) in conjunction with the procedures outlined below.

#### 5.1. Mooney's Bay

First locate the concrete foundations for the seven offshore poles. With the lowered water level comes the opportunity to inspect the exposed areas of the concrete caissons and repair any conditions that may be deemed detrimental to the durability and/or functioning of the system.

Having located all pole foundations, remove the steel covers for storage during beach season, and thoroughly clean out each of the steel sleeves. Each of the poles should be rigged with 6mm rope passing through the boom rails prior to erection. This rope will later be attached to the cables and used to erect the wiring (see Figure A4 in Appendix A). The poles can then be inserted into corresponding sleeves using appropriate lifting equipment (pole OS7 weighs approximately 150kg). Note that not all of the poles are identical — pole OS1 requires a "steel sleeve adapter" which should be installed directly into the foundation sleeve (see Figure A2). Also the poles at OS1 and OS7 are steel, whereas poles at locations OS2 to OS6 are aluminum. Poles should be oriented in the sleeves such that the T-tracks and sliders are on the north side of the pole.

The next stage is the connection of monofilaments to the cables. New monofilament line should be procured and used each year, and should be 178N (40lb) "Berkley XT" type. Cables should be laid out on the beach in their approximate locations, and the fastening clips, stop clips, and fishing line leaders attached as shown on Figure A4. Monofilaments should be cut to the lengths shown on Figure A3 — it may be easier to pre-measure and label monofilaments prior to arrival at the site. Care is needed to ensure that monofilament lines do not become entangled or break.

The system is best installed one bay at a time, starting at the ends (Bays 'A and 'G') and working towards the central bay (Bay 'D'). Attach the rope through boom rails to each end of the cable, and slowly raise the cable sufficiently that the carbine hook can be attached to the eyestrap on the "fixed" pole (the eyestrap should be on the south side of each pole, so the north end of the cable is raised first). The rope attached to this end can then be removed. The rope on the opposite end of the cable is then used to raise the system into position, using the sliders and micro-track assemblies attached to each of the poles to tension the cable and secure it in position. This process is then repeated for each of the bays. Final adjustment may be required to ensure sufficient tension in each of the cables.

Following installation any debris should be removed, and the beach area left in a clean and safe condition.

#### 5.2. Britannia Beach

Unlike Mooney's Bay Beach, the water-based poles at Britannia Beach are permanently under 1.5m to 3.0m of water and must be located each spring. Locating the foundations is done by coordinated survey directing divers with metal detection devices. Further research is also being conducted to

install "homing" devices in the sleeves of the foundations to facilitate the locating of the foundations.

Once located, remove the steel covers for storage during the beach season and clean out the sleeves. Four of the five water based pole foundations, P1, P5, P7 and P9, are similar. Pole foundation P3 is different as a result of an undetected movement of the steel sleeve at the time concrete was being placed in the caisson. To remedy the out of plumb sleeve, a sleeve adaptor or "boot" as it has been termed, was designed and fabricated to insert into the caisson sleeve (see Figure B3 in Appendix B). The "boot" consists of a lower piston that is inserted into the caisson sleeve and an upper sleeve into which the pole is inserted. The alignment of the lower piston and upper sleeve is designed to offset the tilt in the caisson sleeve and the orientation of the "boot" is key. For quality control of the placement of the "boot", it will be required to position the "boot" using a level to ensure it is plumb and then score the "boot" flange and top of caisson with markings which can simply be aligned at subsequent installations.

It should be noted that correct positioning and alignment of the "boot" at this point is critical to ensure that the pole can be installed vertical and the system rigged correctly.

Poles should be rigged with rope through the pulleys attached to the halos prior to erection (see Figure B5). Erect the poles, which are identified, at their respective locations using a barge with lifting device on board. Use of mechanical land equipment that could leak oil or gas into the water is strictly prohibited.

Procure new monofilament, cut to specified lengths and fit ends with fishing line leaders and identify line in accordance with the Tables shown on Figure B4 in Appendix B.

Lay out cables, which are identified as to location, on the beach, attach the fastening clips and stop clips at the specified intervals along the cable and attach the pre-measured monofilament, to the cables with fishing line leaders. Pull the assembly between the pairs of poles and attach cable ends to the suspended ropes and hoist into position. One end of each cable is tied off at the eye strap and the other end is tensioned to the correct elevation and horizontal sag at the slider in T-track. These locations are designated "E" and "S", respectively, in Figure B5 in Appendix B. This procedure is repeated at each bay.

#### 6. DISMANTLING THE SYSTEM

The GMF systems should be dismantled at each location according to the following procedures. Note that the timing of dismantling the wiring is critical (see section 3.4).

#### 6.1. Mooney's Bay

The system is dismantled one bay at a time, starting at the central bay (Bay 'D') and working towards the end bays.

- Lower each cable to the slackest setting on the sliders.
- Attach the rope to the adjustable cable ends and lower the bay to working height.
- Lower the fixed end in a similar fashion.
- Detach the monofilament ends and clips.
- Lower, detach and label the cables.
- Inspect and report any damage to all hardware.
- Remove and label the offshore poles and the steel insert from footing OS1.
- Store the poles at the Mooney's Bay Beach confection area, as directed by the Zone Supervisor.

#### 6.2. Britannia Beach

The system is dismantled one bay at a time in the reverse order it was erected.

- Tie ropes to each end of the cables and lower the cables.
- Detach the monofilament and clips from the cables.
- Inspect the clips and cable for damage and discard the monofilament.
   Damaged clips, cable and monofilament should be procured and stored for the following season's installation.
- Identify undamaged cables and store.
- Remove the offshore poles using the same methods used to erect them. Remove the "boot" at P3.
- Retrieve from storage and place steel covers over the caisson sleeve openings.
- Transport poles, boot, cables, etc., to the City of Ottawa's Swansea Road Yard for storage.
- Inspect poles for damage and make necessary repairs to the poles in conditions suitable for the type of repair required.

#### 7. CONTACTS

#### **GMF Operation & Maintenance and Beach Maintenance:**

Jean Demers, Zone Supervisor (Surface Operations)
City of Ottawa,
1595 Telesat Court,
Gloucester, ON, K1B 1B6
Tel: 580-2424 ext. 12067,

Cell: 720-9045.

#### **Beach Operation:**

Judy Bates, Area Manager (Community Services Branch) City of Ottawa, 495 Richmond Road, Ottawa, ON, K2A 4B2 Tel: 724-4199 ext. 23166

#### **Bathing Area Water Quality:**

Martha Robinson, Environmental Health Analyst (Health and Long Term Care) City of Ottawa, 495 Richmond Road, Ottawa, ON, K2A 4B2 Tel: 724-4122 ext. 23658

#### **River Water Quality:**

Jane Scott, Program Manager (Water Environment Protection Program)
City of Ottawa Utility Services,
800 Green Creek Drive,
Gloucester, ON, K1J 1A6
Tel: 580-2424 ext. 22857

## APPENDIX A

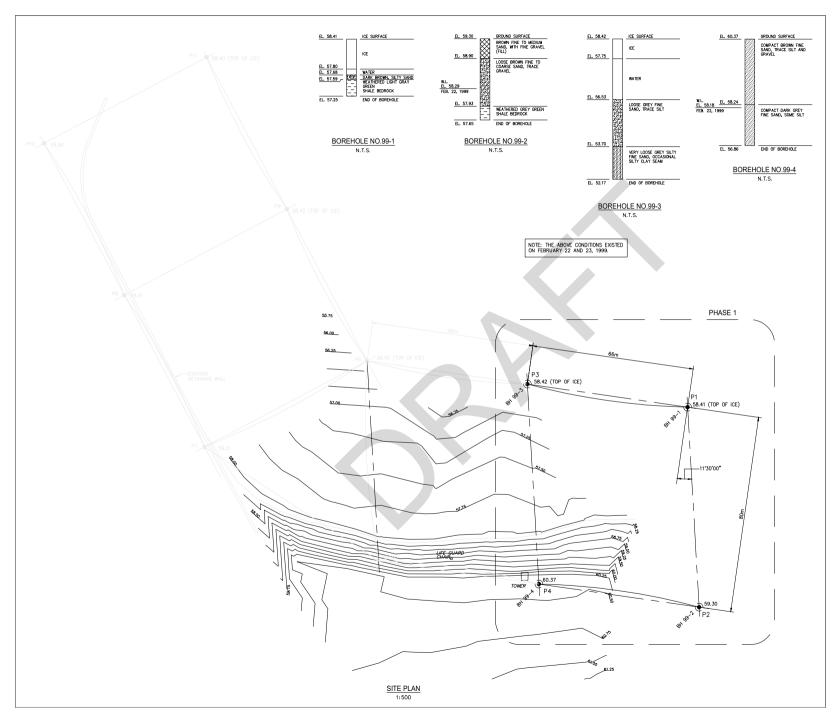
# DRAWINGS - MOONEY'S BAY GMF

Figure A1 - General Arrangement

Figure A2 - Offshore Pole Installation Details

Figure A3 - Monofilament Arrangement

Figure A4 - Cable Installation Details





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#### General Note

THE SUCCESSFUL TENDERER SHALL BE REQUIRED TO PROVIDE DOCUMENTATION DEMONSTRATING EXPERIENCE IN THIS TYPE OF WORK

- WORK.

  2. THE SITE CONDITIONS AND ICE THICKNESSES GIVEN IN THE BOREHOLE LOGS EXISTED ON FEBRUARY 22 AND 23, 1999, THE CONTRACTOR SHOULD NOT EXPECT THAT CONDITIONS WILL BE SIMILAR AT THE TIME THE WORK IS DONE.
- MIL BE SMILER AT HE HIME HE WORK IS DONE.

  3. HE CONTRACTOR SHALL VERFY HE CONDITIONS AT THE TIME OF CONSTRUCTION AND MAKE WHATEVER MODIFICATIONS ARE REQUIRED TO UNDERTAKE HE WORK IN THE WATER. AN EARLY STATE OF THE WORK IN THE WATER AND A MATER. SUPPORT THE CONSTRUCTION EQUIPMENT IT MAY BE PERMISSIBLE TO DELAY THE WORK IN THE WATER UNIT, SUCH TIME WHEN A BARGE COULD BE USED TO CONYEV THE CONSTRUCTION EQUIPMENT TO THE WATER LOCATION.

#### Construction Notes

THE FOLLOWING SUGGESTIONS ARE MADE FOR INFORMATION PURPOSES ONLY.

- PURPOSES ONLY.

  2. AT FOUNDATION LOCATIONS P3 AND P4, STEEL LINERS SHALL BE DRIVEN A MANUAU IN MERIC BELOW THE SPECIFIED BOTTOM OF CASSOON AND SHOULD EXTENDED ABOVE THE LOCATIONS P3 AND P4, RESPECTIVELY, MATERIAL SHAD SHAD MERIC FIRMS INSTALLED, SET AND SCAUDIES FORMS INSTALLED AND CONCRETE BY TRUME METHOD AND DITRACT STEEL LINER, CUT-OFF SONDTIME FORM AT TOP OF CASSON LEVEL COVER MEET WITH METHOD ADD COPPORTED GROSTER.
- HALE WITH STELL PLATE AND NEOPENIE GASSET.

  AT FOUNDATION LOCATION PL. CACAVATE TO APPROVED ROCK SUPFACE, PLACE SAND BAG BERN AND REMOVE WATER ORAL BENT SAND DOMES WITH SPREIL RE A MANNUM PAGEMENT AND GROUT SUCH A NON-SPRINK CROUT SUCH AS SIAS 212 OR APPROVED ECOLAL SET SIMOUTIES FORM AND TO THE SPECIFIED LEVEL. COVER WITH STEEL PLATE AND TO THE SPECIFIED LEVEL. COVER WITH STEEL PLATE AND ROCHERDE GASSET.
- A. AT FOUNDATION LOCATION P.I. CORE DRUL THE ROCK TO THE SPECIFED DEPTH. GROUT THE STEEL SLEEVE WITH A NON-SHRINK GROUT SUCH AS SIKE 422 OR A PEPROVED EQUAL. PLACE GROUT LEVELING PAD ON ROCK SURFACE TO THE TOP OF SLEEVE FLANGE PLATE. COVER HOLE WITH STEEL PLATE AND NEOPPENE GASKET.
- 5. PLUMBNESS OF FOUNDATIONS, THE SLEEVES IN PARTICULAR, IS OF PRIME IMPORTANCE AND NO TOLERANCE IS SPECIFIED OR PERMISSIBLE.

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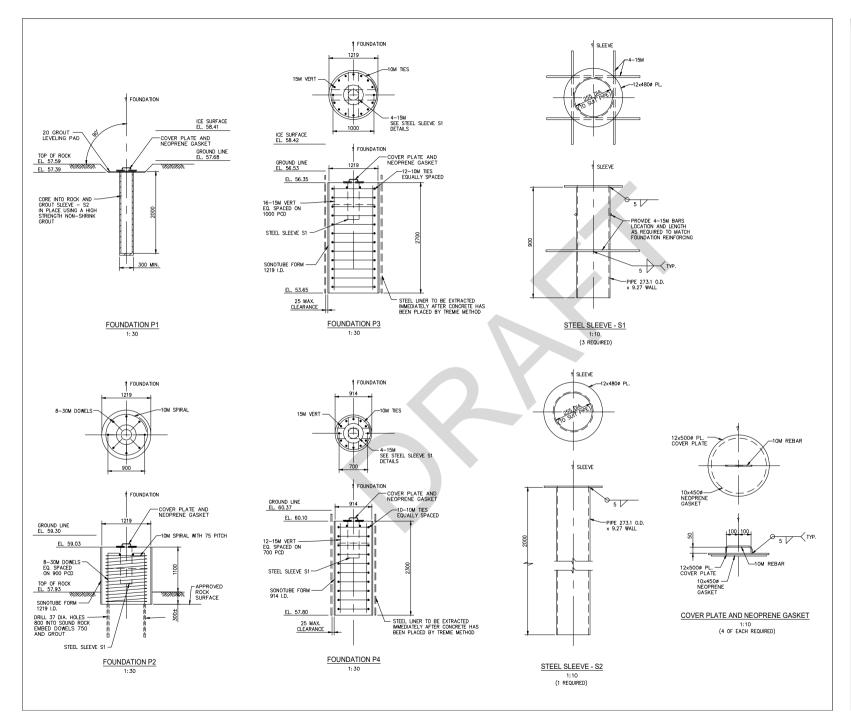
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BRITANNIA BEACH GULL MANAGEMENT FACILITY

Ottawa, Ontario

PHASE 1 - FOUNDATIONS GENERAL ARRANGMENT

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Legend

Note

1. CLASS OF CONCRETE SHALL BE 30 MPa.

- 2. REINFORCING STEEL SHALL BE GRADE 400.
- 3. CLEAR COVER TO REINFORCING STEEL SHALL BE 100mm  $\pm\ 20\text{mm}$
- 4. STEEL SLEEVE S2 AND DOWELS SHALL BE GROUTED IN PLACE USING A NON-SHRINK HIGH STRENGTH GROUT SUCH AS SIKA 212 OR APPROVED EQUAL.
- 5. ALL DIMENSIONS ARE IN MILLIMETRES AND ELEVATIONS ARE IN METRES, UNLESS NOTED OTHERWISE.
- 6. SLEEVES SHALL BE STEEL PIPE SECTIONS TO ASTM A53, GRADE 240 (Fy = 240 MPo) ALL REMAINING STEEL SHALL BE IN ACCORDANCE WITH CAN/CSA G40.21 M92, GRADE 260W OR APPROVED EQUAL.
- WELDING SHALL BE IN ACCORDANCE WITH CSA STANDARD W59, LATEST EDITION.

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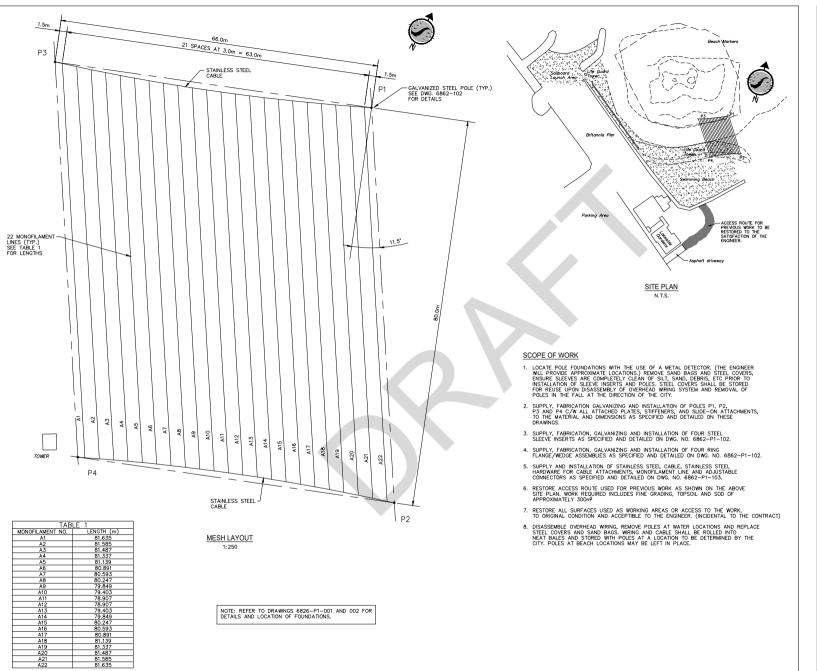
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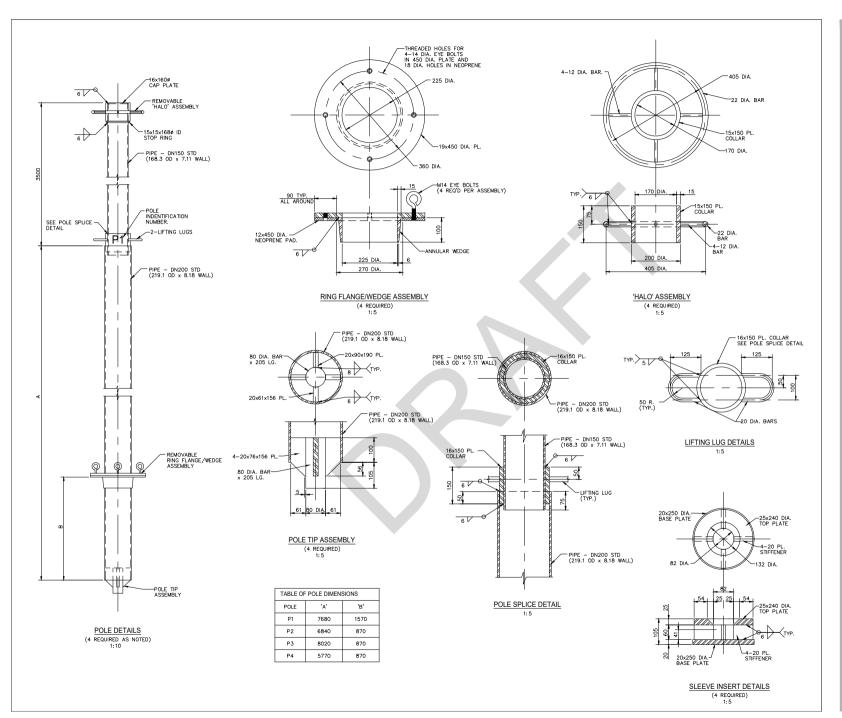
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BRITANNIA BEACH GULL MANAGEMENT FACILITY Ottawa, Ontario

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Notes

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2. STEEL SHALL BE IN ACCORDANCE WITH CSA STANDARD G40.21M, LATEST EDITION, GRADE 300W.

PIPE SHALL BE IN ACCORDANCE WITH A.S.T.M. STANDARD A53, WITH A MINIMUM YIELD STRENGTH

 WELDING SHALL BE DONE IN ACCORDANCE WITH CSA STANDARD W59, LATEST EDITION. ELECTRODE CLASSIFICATION SHALL BE E480XX.

 ALL STEEL, PIPE AND HARDWARE SHALL BE GALVANIZED IN ACCORDANCE WITH CSA STANDARD G164-M, LATEST EDITION. MINIMUM 600 g/m²

6. NEOPRENE PADS SHALL BE 50 DUROMETRE HARDNESS AND SHALL BE FASTENED TO RING FLANGE/WEDGE ASSEMBLES ATTER ASSEMBLES HAVE BEEN CALVANIZED USING AN ADHESIVE COMPATIBLE WITH GALVANIZED SURFACES AND AS APPROVED BY THE NEOPRENE MANUFACTURER.

7. THE CONTRACTOR SHALL SUBMIT STEEL FABRICATION SHOP DRAWINGS FOR REVIEW BY THE ENGINEER PRIOR TO FABRICATION.

 MILL CERTIFICATES FOR ALL STEEL USED SHALL BE SUBMITTED FOR REVIEW BY THE ENGINEER PRIOR TO FABRICATION.

 POLE IDENTIFICATION NUMBERS SHALL BE PAINTED ON TWO SIDES OF THE POLE AT LOCATION SHOWN, AFTER GALVANIZING. NUMBERS SHALL BE 80mm IN HEIGHT AND SHALL BE BLACK IN COLOUR.

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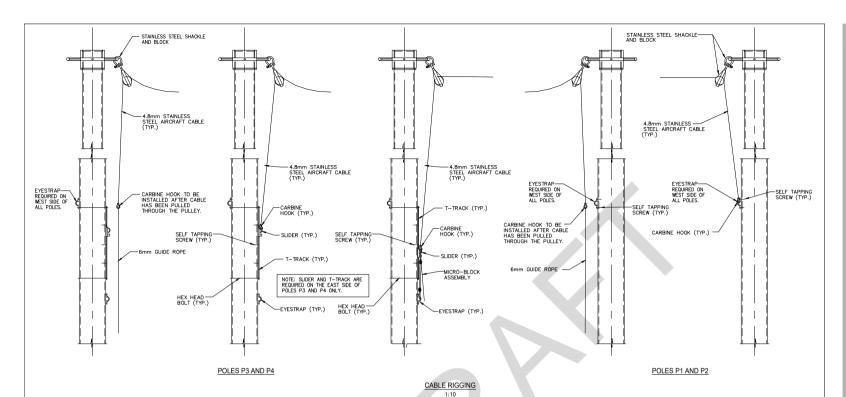
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Ottawa, Ontario

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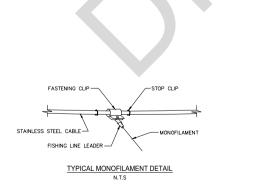
POLE AND CABLE INSTALLATION PROCEDURE

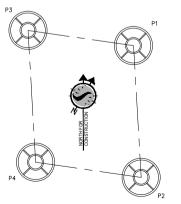
REMOVE COVERS FOR FOOTINGS (REFER TO DWG 6862-P1-002) AND CLEAN OUT STEEL SLEEVES. INSTALL STEEL SLEEVE INSERTS AS DETAILED ON DWG 6862-P1-102.

- 2. INSTALL 6mm GUIDE ROPE AND CABLE TENSIONING HARDWARE FOR EACH POLE.
- 3. ERECT POLES, INCLUDING ALL ASSEMBLIES AS SHOWN ON DWG. 6862-P1-102.
- 4. LAYOUT CABLE/MONOFILAMENT NETTING
- FEED CABLE THROUGH PULLEYS AT POLES P1 AND P2. SECURE TO EYESTRAP USING A CARBINE HOOK.
- FEED CABLE TROUGH PULLEYS AT POLES P3 AND P4. SECURE TO SLIDERS USING A CARBINE HOOK.
- NOTE: STEPS 5 AND 6 ARE TO BE PERFORMED SIMULTANEOUSLY.
- 7. INSTALL MICRO-BLOCK ASSEMBLIES.
- 8. TENSION CABLE USING MICRO-BLOCK ASSEMBLY AND SECURE SLIDER IN PLACE ONCE THE REQUIRED TENSION HAS BEEN REACHED.
- 9. REMOVE MICRO-BLOCK ASSEMBLIES.

#### POLE AND CABLE REMOVAL PROCEDURE

- 1. INSTALL MIRCO-BLOCK ASSEMBLIES. (POLES P3 AND P4)
- RELEASE SLIDER AND DETENSION CABLE USING THE MICRO-BLOCK ASSEMBLIES.
- REMOVE CARBINE HOOK AND ATTACH 6mm ROPE TO CABLE. ALLOW CABLE TO PULL ROPE BACK THROUGH PULLEY SYSTEM.
- 4. REPEAT STEP 3 AT POLES P1 AND P2.
- 5. REMOVE POLES FROM FOUNDATIONS, USE EYE BOLTS ON THE RING FLANGE/WEDGE ASSEMBLIES TO LOOSEN POLES FROM FOUNDATION SLEEVES.
- COVER FOUNDATIONS USING COVERS AS SHOWN ON DWG. 6862-P1-002.
- 7. STORE POLES, CABLES AND MONOFILAMENTS FOR REUSE.





POLE AND HALO ORIENTATION

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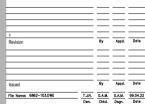


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- NOTED OTHERWISE.
- 2. ALL HARDWARE, INCLUDING PULLEYS, CARBINES EYESTRAPS, SLIDERS AND T—TRACKS ARE TO BE STAINLESS STEEL.
- 3. CABLES SHALL BE 4.8mm (3/16") STAINLESS STEEL MULTI-STRAND AIRCRAFT CABLE.
- 4. MONOFILAMENT LINE SHALL BE 178 N (40 Ib.) CLEAR "BERKLEY XT" LINE OR APPROVED EQUAL. REFER TO TABLE 1 ON DWG 6862-P1-101 FOR REQUIRED LENGTHS.
- 5. THE SUCCESSFUL CONTRACTOR SHALL SUBMIT ALL HARDWARE PRODUCT DATA SHEETS FOR REVIEW BY THE ENGINEER PRIOR TO PROCUREMENT. EQUAL OR BETTER ALTERNATIVES TO THE SPECIFIED OVERHEAD WIRING SYSTEM COMPONENTS MAY BE SUBMITTED FOR REVIEW BY THE ENGINEER ALL STAINLESS STELL COMPONENTS SHALL BE REQUIRED TO RESIST A WORKING LOAD OF 2 kM. (UTIMATE LOAD OF 6 kM.)
- 6. NO WORK SHALL BE PERMITTED ON THE WEEKENDS.





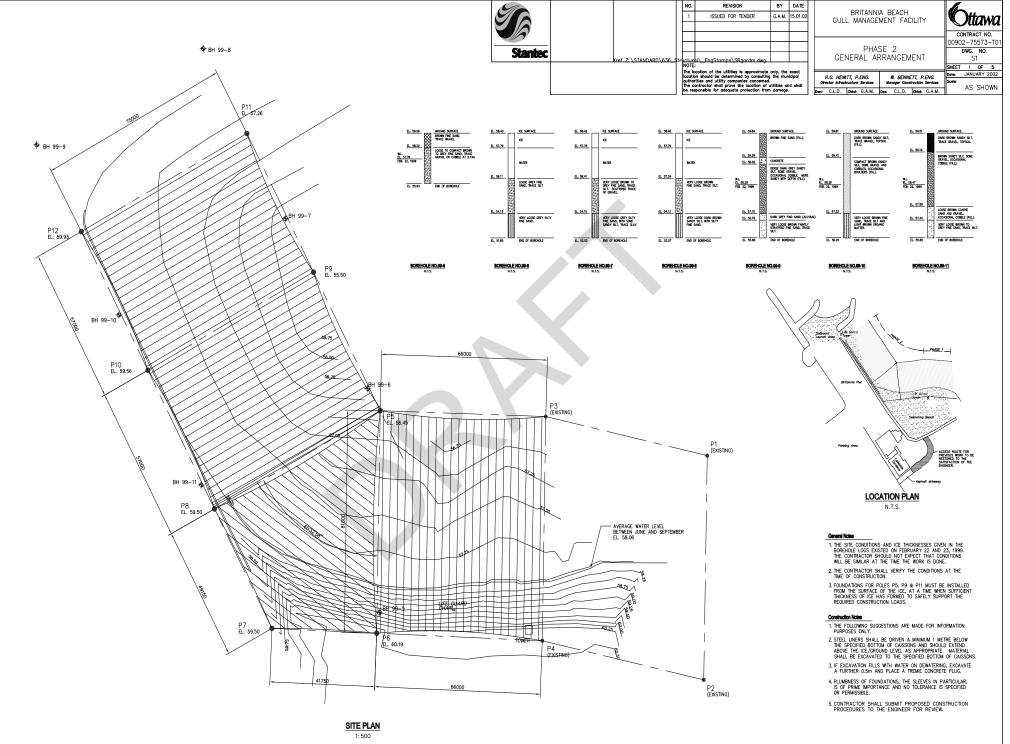
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Ottawa, Ontario

PHASE 1 OVERHEAD WIRING SYSTEM WIRING INSTALLATION AND DETAILS

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BRITANNIA BEACH GULL MANAGEMENT FACILITY

> PHASE 2 FOUNDATION DETAILS

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Ottawa

CONTRACT NO.

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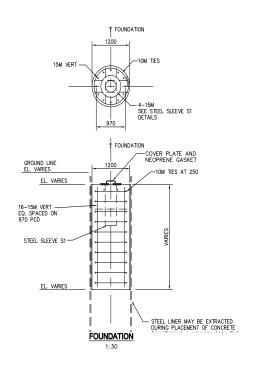
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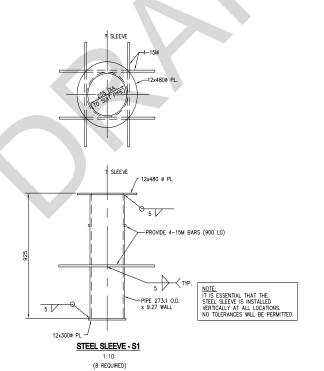
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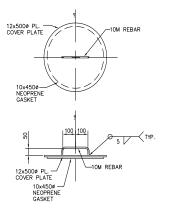
- CLASS OF CONCRETE SHALL BE 30 MPa, AIR ENTRAINED 5 TO 8%.
- 2. REINFORCING STEEL SHALL BE GRADE 400.
- 3. CLEAR COVER TO REINFORCING STEEL SHALL BE 100mm ± 20mm
- 4. ALL DIMENSIONS ARE IN MILLIMETRES AND ELEVATIONS ARE IN METRES, UNLESS NOTED OTHERWISE.
- 5. SLEEVES SHALL BE STEEL PIPE SECTIONS TO ASTM A53, GRADE 240 (Fy = 240 MPg) ALL REMAINING STEEL SHALL BE IN ACCORDANCE WITH CAN/CSA G40.21 M92, GRADE 260W OR APPROVED EQUAL.
- ALL STEEL SLEEVES ANDCOVER PLATES SHALL BE GALVANISED IN ACCORDANCE WITH CSA G164-M, MINIMUM 600g/m².
- WELDING SHALL BE IN ACCORDANCE WITH CSA STANDARD W59, LATEST EDITION.
- 8. FOR LOCATION OF FOUNDATIONS, REFER TO DRAWING S1. THE ENGINEER WILL ASSIST WITH IDENTIFYING LOCATIONS IN THE FIELD IF REQUIRED.
- 9. FOUNDATIONS FOR POLES P5, P9 & P11 MUST BE INSTALLED FROM THE SURFACE OF THE ICE, AT A TIME WHEN SUFFICIENT ICE THICKNESS HAS FORMED TO SAFELY SUPPORT THE REQUIRED CONSTRUCTION LOADS.
- 10. NEOPRENE GASKET SHALL BE 50 DUROMETRE HARDNESS AND SHALL BE FASTENED TO THE COVER PLATE AFTER GALVANISING USING AN ADHESIVE COMPATIBLE WITH GALVANISED SURFACES AND APPROVED BY THE NEOPRENE MANUFACTURER.
- COVER PLATE TO BE PLACED ON CAISSON FOLLOWING CONSTRUCTION.

#### TABLE OF FOUNDATION DIMENSIONS & ELEVATIONS

POLE	LOCATION	GROUND ELEVATION (m)	TOP OF FOUNDATION ELEVATION (m)	FOUNDATION DEPTH (m)	U/S FOUNDATION ELEVATION (m)
P5	OFFSHORE	56.45	56.20	2.70	53.50
P6	BEACH	60.19	59.90	2.70	57.20
P7	BEACH	59.50±	59.40	3.20	56.20
P8	BEHIND WALL	59.50	59.40	2.70	56.70
P9	OFFSHORE	55.50	55.25	2.70	53.55
P10	BEHIND WALL	59.56	59.45	2.70	56.75
P11	OFFSHORE	57.26	57.00	2.70	54.30
P12	BEHIND WALL	59.93	59.95	2.70	57.25

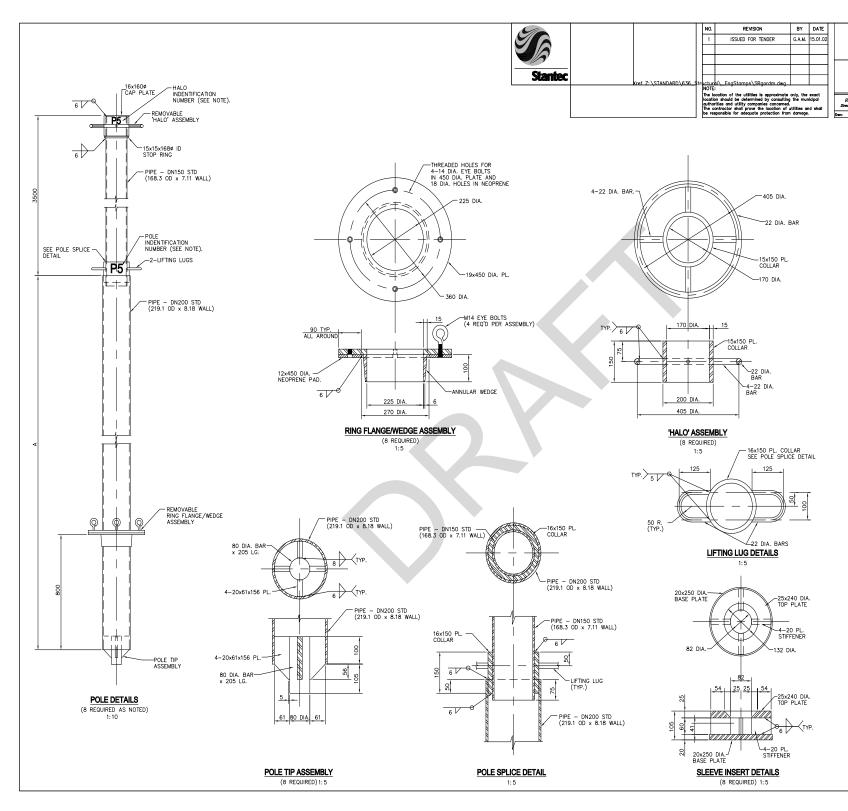






#### COVER PLATE AND NEOPRENE GASKET

(8 REQUIRED)



BRITANNIA BEACH GULL MANAGEMENT FACILITY

PHASE 2 - POLE DETAILS

SHEET 3 OF 5 R.G. HEWITT, P.ENG. Director Infrastructure Service Date: JANUARY 2002 W. BENNETT, P.ENG. C.L.D. Chied: G.A.M. Dess: C.L.D. Chied: G.A.M

ALL DIMENSIONS ARE SHOWN IN MILLIMETRES UNLESS NOTED OTHERWISE.

**Stawa** 

CONTRACT NO. 00902-75573-T0

DWG. NO.

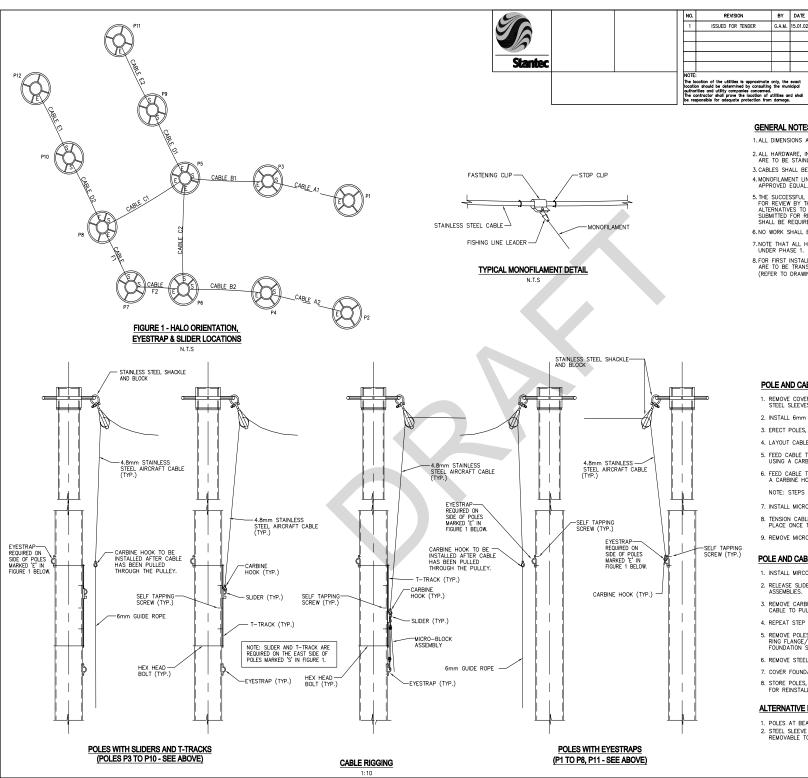
S3

AS SHOWN

- 2. STEEL SHALL BE IN ACCORDANCE WITH CSA STANDARD G40.21M, LATEST EDITION, GRADE 300W.
- 3. PIPE SHALL BE IN ACCORDANCE WITH A.S.T.M. STANDARD A53, WITH A MINIMUM YIELD STRENGTH OF 205 MPa.
- WELDING SHALL BE DONE IN ACCORDANCE WITH CSA STANDARD W59, LATEST EDITION. ELECTRODE CLASSIFICATION SHALL BE E480XX.
- 5. ALL STEEL, PIPE AND HARDWARE SHALL BE GALVANIZED IN ACCORDANCE WITH CSA STANDARD G164-M, LATEST EDITION. MINIMUM 600  $\,$  g/m. $^2$
- 6. NEOPRENE PADS SHALL BE 50 DUROMETRE HARDNESS AND SHALL BE FASTENED TO RING FLANGE/WEDGE ASSEMBLES AFTER ASSEMBLES HAVE BEEN GALVANIZED USING AN ADHESIVE COMPATIBLE WITH GALVANIZED SURFACES AND AS APPROVED BY THE NEOPRENE MANUFACTURER.
- 7. THE CONTRACTOR SHALL SUBMIT STEEL FABRICATION SHOP DRAWINGS FOR REVIEW BY THE ENGINEER PRIOR TO FABRICATION.
- 8. MILL CERTIFICATES FOR ALL STEEL USED SHALL BE SUBMITTED FOR REVIEW BY THE ENGINEER PRIOR TO FABRICATION.
- 9. POLE IDENTIFICATION NUMBERS SHALL BE PAINTED ON TWO SIDES OF THE POLE AT LOCATION SHOWN, AFTER GALVANIZING. NUMBERS SHALL BE 80mm IN HEIGHT AND SHALL BE BLACK IN COLOUR.
- 10. HALO IDENTIFICATION NUMBERS SHALL BE PAINTED ON TWO SIDES OF THE HALO AT LOCATION SHOWN, AFTER GALVANIZING. NUMBERS SHALL BE 40mm IN HEIGHT AND SHALL BE BLACK IN COLOUR.
- 11. NOTE THAT HALO ASSEMBLIES USED FOR POLES P3 AND P4 (PHASE 1) ARE NOW TO BE USED FOR POLES P10 AND P11. NEW HALO ASSEMBLIES ARE TO BE USED AT POLES P3 AND P4. HALO IDENTIFICATION NUMBERS SHOULD MATCH POLE IDENTIFICATION NUMBERS ACCORDINGLY.

TABLE OF POLE CHARACTERISTICS					
POLE	'A'	WEIGHT (kg)			
P5	8100	530			
P6	5900	430			
P7	6200	450			
P8	6200	450			
P9	9050	570			
P10	6150	440			
P11	7300	490			
P12	5750	430			

You



#### BRITANNIA BEACH GULL MANAGEMENT FACILITY

PHASE 2 WIRING INSTALLATION DETAILS

W. BENNETT, P.ENG.
Manager Construction Services R.G. HEWITT, P.ENG. : C.L.D. Chkd: G.A.M. Des: C.L.D. Chkd: G.A.M.

**Ottawa** CONTRACT NO 00902-75573-T0 DWG. NO. S5 SHEET 5 OF 5 JANUARY 2002

AS SHOWN

#### **GENERAL NOTES**

- 1. ALL DIMENSIONS ARE SHOWN IN MILLIMETRES UNLESS NOTED OTHERWISE.
- 2. ALL HARDWARE, INCLUDING PULLEYS, CARBINES, EYESTRAPS, SLIDERS AND T-TRACKS ARE TO BE STAINLESS STEEL.
- 3. CABLES SHALL BE 4.8mm (3/16") STAINLESS STEEL MULTI-STRAND AIRCRAFT CABLE.
- 4. MONOFILAMENT LINE SHALL BE 178 N (40 Ib.) CLEAR "BERKELEY XT" LINE OR APPROVED EQUAL. REFER TO TABLES ON DRAWING S4 FOR REQUIRED LENGTHS.
- 5. THE SUCCESSFUL CONTRACTOR SHALL SUBMIT ALL HARDWARE PRODUCT DATA SHEETS FOR REVIEW BY THE ENGINEER PRIOR TO PROCUREMENT. EQUAL OR BETTER ALTERNATIVES TO THE SPECIFIED OVERHEAD WIRING SYSTEM COMPONENTS MAY BE SUBMITTED FOR REVIEW BY THE ENGINEER. ALL STAINLESS STEEL COMPONENTS SHALL BE REQUIRED TO RESIST A WORKING LOAD OF 2.4kN (ULTIMATE LOAD OF 6.0kN).
- 6.NO WORK SHALL BE PERMITTED ON THE WEEKENDS.
- 7. NOTE THAT ALL HARDWARE RELATING TO P1 TO P4 HAS ALREADY BEEN COMPLETED UNDER PHASE 1. THESE POLES ARE SHOWN HERE FOR COMPLETENESS.
- 8.FOR FIRST INSTALLATION OF PHASE 2 ONLY, HALO ASSEMBLIES FROM POLES P3 & P4 ARE TO BE TRANSFERRED TO POLES P11 & P12 REPECTIVELY. (REFER TO DRAWING 3 FOR MORE INFORMATION).

#### POLE AND CABLE INSTALLATION PROCEDURE

- REMOVE COVERS FOR FOOTINGS (REFER TO DWG S2) AND CLEAN OUT STEEL SLEEVES. INSTALL STEEL SLEEVE INSERTS AS DETAILED ON DWG S3.
- 2. INSTALL 6mm GUIDE ROPE AND CABLE TENSIONING HARDWARE FOR EACH POLE.
- 3. ERECT POLES, INCLUDING ALL ASSEMBLIES AS SHOWN ON DWG. S3.
- 4. LAYOUT CABLE/MONOFILAMENT NETTING
- 5. FEED CABLE THROUGH PULLEYS AT POLES MARKED 'E'. SECURE TO EYESTRAP USING A CARBINE HOOK.
- 6. FEED CABLE TROUGH PULLEYS AT POLES MARKED 'S'. SECURE TO SLIDERS USING A CARBINE HOOK.
- NOTE: STEPS 5 AND 6 ARE TO BE PERFORMED SIMULTANEOUSLY AT ALL POLES.
- 7. INSTALL MICRO-BLOCK ASSEMBLIES.
- 8. TENSION CABLE USING MICRO-BLOCK ASSEMBLY AND SECURE SLIDER IN PLACE ONCE THE REQUIRED TENSION HAS BEEN REACHED.
- 9. REMOVE MICRO-BLOCK ASSEMBLIES.

#### POLE AND CABLE REMOVAL PROCEDURE

- 1. INSTALL MIRCO-BLOCK ASSEMBLIES. (POLES MARKED 'S')
- 2. RELEASE SLIDER AND DETENSION CABLE USING THE MICRO-BLOCK ASSEMBLIES
- 3. REMOVE CARBINE HOOK AND ATTACH 6mm ROPE TO CABLE. ALLOW CABLE TO PULL ROPE BACK THROUGH PULLEY SYSTEM.
- 4. REPEAT STEP 3 AT POLES MARKED 'E'.
- REMOVE POLES FROM FOUNDATIONS. USE EYE BOLTS ON THE RING FLANCE/WEDGE ASSEMBLIES TO LOOSEN POLES FROM FOUNDATION SLEEVES.
- 6. REMOVE STEEL SLEEVE INSERTS FROM STEEL SLEEVES.
- 7. COVER FOUNDATIONS USING COVERS AS SHOWN ON DWG S2.
- 8. STORE POLES, SLEEVE INSERTS, CABLES AND MONOFILAMENTS FOR REINSTALLATION THE FOLLOWING SEASON.

#### ALTERNATIVE PROCEDURES (REFER TO CITY OF OTTAWA).

- 1. POLES AT BEACH AND LAND LOCATIONS MAY REMAIN IN PLACE YEAR-ROUND.
- STEEL SLEEVE INSERTS MAY REMAIN IN SLEEVES OVER WINTER, BUT ARE REMOVABLE TO FACILITATE CLEANING DURING POLE INSTALLATION.

# **Attachment D**

**Species Hazard Ranking** 





# Appendix D – Species Hazard Ranking

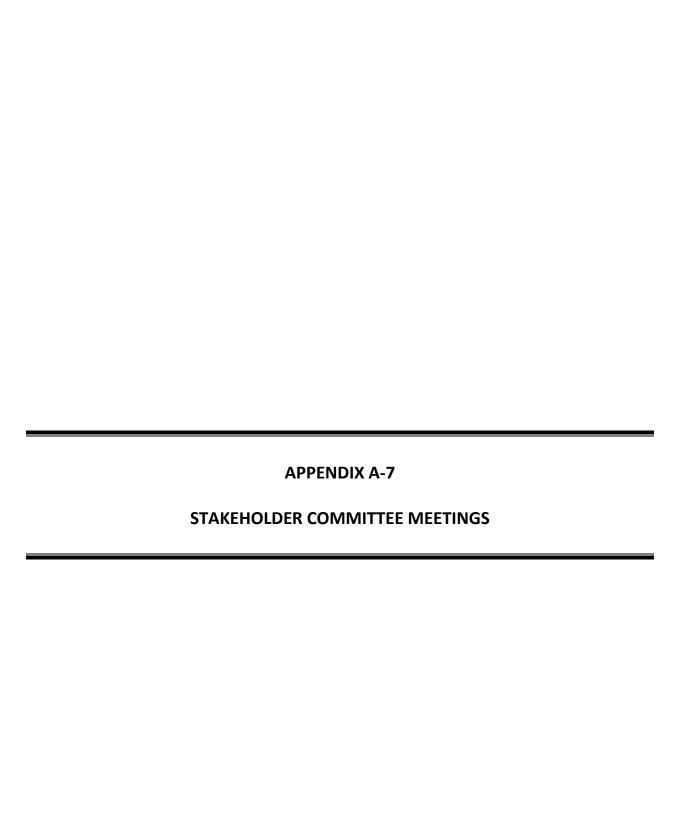
US / Canada Hazard Ranking Comparison

Species (Group)	Hazard Rank (USDA / FAA <sup>1</sup> )	Hazard Rank (CAR's 322.302)	Hazard Rank (TP 11500)	Mass Rank (by kg)	
White-tailed Deer	1	1	1*	1	
Vultures	2	18	16	14	
Geese (Swans)	3	2	1	3	
Cranes	4	10	8	8	
Osprey	5	n/a	n/a	7	
Pelicans	6	n/a	n/a	5	
Ducks	7	5	4	11	
Hawks (buteos)	8	4	3	13	
Eagles	9	9	7	6	
Rock Dove	10	8	6	17	
Gulls	11	3	2	15	
Herons	12	17	15	9	
Mourning Doves	13	16	14	19	
Owls	14	7	5	12	
Coyote	15	6	2*	2	
American Kestrel	16	19	17	18	
Shorebirds	17	12	10	21	
Crows - Ravens	18	14	12	16	
Blackbirds / E. Starling	19	13	11	20	
Sparrows	20	11	9	22	
Swallows	21	15	13	23	
Wild Turkeys	n/a	20	n/a	4	
Cormorants	n/a	21	n/a	10	

<sup>(</sup>n/a - not assigned a hazard ranking)
\*(TP11500 ranks birds and mammals separately)

Species (Group) (USDA / FAA)	Damage Ranking	Major Damage Ranking	Effect on Flight Ranking	Composite Ranking	Relative Hazard Score
White-tailed Deer	1	1	1	1	100
Vultures	2	2	2	2	63
Geese (Swans)	3	3	4	3	52
Cranes	4	4	7	4	48
Osprey	6	5	3	5	50
Pelicans	5	7	5	6	44
Ducks	7	6	8	7	37
Hawks (buteos)	9	13	10	8	25
Eagles	8	15	9	9	31
Rock Dove	11	8	11	10	24
Gulls	10	11	13	11	22
Herons	12	14	12	12	22
Mourning Doves	14	9	17	13	17
Owls	13	12	19	14	16
Coyote	15	17	6	15	20
American Kestrel	16	10	16	16	14
Shorebirds	17	19	14	17	12
Crows - Ravens	18	16	15	18	12
Blackbirds / E. Starling	19	18	18	19	9
Sparrows	20	21	290	20	4
Swallows	21	20	21	21	2

 $<sup>^{\</sup>rm 1}$  As prescribed by Dr. Richard Dolbeer, USDA for US Federal Aviation Administration





Babcock, Joshua <jbabcock@dillon.ca>

### Sandwich South Master Serving Plan - Extended Timeline of Comments

1 message

Farkas, Amy <afarkas@dillon.ca>

Mon, Dec 14, 2020 at 3:08 PM

Cc: Sandwich South MSR <sandwichsouth@dillon.ca>

Hello SAC members,

The purpose of this email is to provide an update on the Sandwich South Master Servicing Study. Work on this project has been progressing since we met in June. A virtual PIC was held from September 30 to October 30th to provide an opportunity for people to comment on the information that the team has collected for the study and the early work on developing transportation, servicing and stormwater and flood management solutions. We have since extended the timeline for comments on this material to December 31, 2020.

We will be in touch in the new year to set up a second SAC meeting on this project. Please find attached the Meeting Summary from the first SAC meeting.

Should you have any questions, please do not he sitate to reach out.

Take care and kind regards Amy



**Amy Farkas** 

Associate **Dillon Consulting Limited** 3200 Deziel Drive Suite 608 Windsor, Ontario, N8W 5K8

T - 519.948.5000 ext. 3205 C - 519.991.2942 F - 519.948.5054 AFarkas@dillon.ca www.dillon.ca

Please consider the environment before printing this email

VACATION ALERT - I will be out of the office beginning Wednesday December 23, 2020 returning Tuesday January 5, 2020.





### Sandwich South Servicing Master Plan: Meeting Summary for Stakeholder Advisory Committee Meeting #1

On July 27, 2020, the City of Windsor hosted the first Stakeholder Advisory Committee (SAC) meeting for the Sandwich South Master Servicing Plan. The meeting was held virtually via Zoom from 6:30 – 8:30 PM.

The focus of this first meeting was to:

- Introduce the project to the SAC members;
- Provide an overview of the roles and responsibilities of the SAC members;
- Provide an update on the work completed to date and respond to questions related to technical work;
- Review what we heard from Stage 1 of engagement, including the Issues that Matter and solicit input on the issues;
- Discuss upcoming engagement including PIC #1 and solicit the SAC's feedback on the proposed approach; and
- Discuss next steps of the project.

A list of SAC members and project team staff in attendance for meeting #1 is attached as **Appendix 1**.

### 1. Welcome and Project Introduction

The meeting began with a First Nation land acknowledgement.

The meeting facilitator, Karla Kolli (Dillon Consulting), provided an overview of meeting mechanics for Zoom and the meeting agenda. The group was introduced to the Project Managers for this project: Patrick Winters (City of Windsor) and Nicole Caza (Dillon Consulting). Nicole presented an introduction to the project, which included the study area, growth figures for Windsor, what a Servicing Master Plan is and why it is needed in Sandwich South.

### 2. SAC Role

SAC members were provided with the SAC Terms of Reference (ToR) in advance of the meeting. This document outlines the roles, responsibilities and function of the committee. The meeting facilitator gave a high level overview of the ToR, presenting the purpose and objectives of the SAC.



- It was clarified that the meetings will be recorded and documented (with a record of the meeting minutes), which would be distributed to the SAC members who can provide comment on completeness and accuracy.
- It was clarified that the Terms of Reference does not need to be formally adopted by the SAC members. Rather, members were to read the ToR and confirm that there were no concerns, conflicts of interest or discomfort with the document and its content.

An overview of the membership composition was provided. The SAC membership composition highlights is intended to reflect the variety of different perspectives who might be interested or affected by this project. SAC members were asked if they felt like there was any representation missing from the membership.

- It was noted that logo should be removed from the list, as they are not being represented as part of this SAC.

### 3. SAC Member Introductions & Icebreaker

SAC Members were asked to introduce themselves by providing their name, organization and role. As an icebreaker activity, members were also asked to provide an answer to the question: "What word would you use to describe your future vision for Sandwich South?" The following is a list of the words provided from members:

- Liveable
- Complete
- Sustainable
- Barrier-free

- Transitional
- Green
- Great Living Community

- Diverse
- Safe
- Potential

### 4. Study Overview

Andrea Winter (Project Coordinator, Dillon Consulting), provided an overview of the Study, which included where we are in the project schedule, the integration of this project with existing plans and studies, and an overview of technical work completed and upcoming for the different technical areas.

#### **Natural Environment**

To date, three seasons of field data collection has been completed. This data will form the basis for the Study's consideration of natural heritage, environmentally significant areas, species-atrisk and species of conservation concern. This data will help identify the restrictions and constraints for development.

### Floodplain Mapping



To assist with the master servicing plan development, the technical team has been formulating floodplain mapping which includes hydraulic and hydrological models. This has been an iterative process with various design storms being considered and different scenarios and outcomes being tested. Using existing data and stormwater information, floodplain elevations were developed. The model is currently under review by ERCA and a third party reviewer.

### **Stormwater Management (SWM) Facilities**

Various SWM options have been identified for consideration for the study area. This includes centralized SWM facilities along corridors to promote natural linkages; centralized SWM facilities to have shared pump stations to manage runoff; and SWM facilities to be designed and constructed as development proceeds and developed by multiple landowners. The SWM strategy is designed to be flexible, to support individual landowners to proceed independently, while minimizing the number of total SWM facilities.

Specific technologies that will be reviewed for the SWM approach include: traditional wet ponds, dry ponds within the Airport Zones, and low impact development techniques.

### Transportation

To date, travel demand forecasting has been completed to determine the future transportation needs for the study area. This was done based on assumptions about the extent of travel by different modes (i.e. transit, cycling, etc.) from the Windsor Transit Master Plan and Walk Wheel Windsor. Vehicular, active transit, and public transit modes were all analyzed. These findings are being used to determine the road needs and boundary connections in the study area for the 20 year horizon, and beyond.

### **Sanitary and Storm Sewers**

Topography information and existing Environmental Assessment (EA) documents were used to determine the location of preliminary sanitary and storm sewer drainage areas. Other completed work includes determining the sizing of trunk sewers, evaluating the capacity of existing trunk sanitary sewers (which has been identified as sufficient for development), and determining the phasing approach for sanitary and storm within the area.

#### **Question and Answers**

After the Study Overview was provided, a question and answer (Q & A) period allowed SAC members to ask questions about the technical components of the study, with various technical team members on the call to answer. The following is a record of this Q & A Period. Q = Question, A = Answer, C = Comment.

Q: To what extent does the analysis consider impacts to the stormwater system as a whole vs. just what would be necessary for the Sandwich South lands? As we develop all this vacant land, the water will need to go somewhere and will there be impacts downstream.



A: We are looking at the system from a watershed basis so that we can look cumulatively at the long-term effects of development not just in the local drains where development is occurring but also the effects downstream. By setting up the model we have developed to analyze flows in the downstream system, we can come up with a SWM strategy that control for future development effects. We will have safety factors in our design to account for uncertainties and future climate effects.

A: Outlet flow restrictions will also be provided with respect to the proposed development lands such that property owners are aware of the outlet capacities from any land that is developed.

A: ERCA is an approval authority for this work and is involved as the work is being undertaken. As part of the process for floodplain mapping, we have had an independent peer review team to review findings as an extra level of safety, to ensure that the assumptions being carried are appropriate.

Q: The municipal drain modelling and capacity analysis and the full understanding of this component has yet to come, is that correct?

A: The team has evaluated the existing and anticipated future capacity of the drains and what the cross sections need to be for these drains in order to accommodate the expected flow. The actual process of the Municipal Drain Act and the associated reporting has not been initiated but will form part of our overall project.

Q: What is going to happen when it comes time to hook existing residents into the trunk line sewer? What does that process look like, how is that connected to all of this and what would be a timeline?

A: The process is going to be similar to what residents are experiencing on Baseline Road. It's the City's intention to get everybody on sanitary service. It will be a local improvement. Baseline is the first of 3 roads to be experiencing this. This work is not related to the master plan.

Q: Where will the funding come from if there are improvements required outside of Sandwich South proper, if the development within the study area requires there be investment in other parts of the City?

A: From a storm perspective, the Upper Little River Study is set up so that different sections could proceed without having to trigger downstream improvements. It is not expected that any improvements are necessary north of the CP tracks. There are no foreseeable impacts on areas outside of the Study Area, so no funding has been dedicated for this purpose at this time.



C: The situation is already not good for residents when it rains in certain areas. There are not many solutions at the moment. Hopefully it is going to improve. I want to advocate for the people who are already being affected in the area by a poor SWM system.

A: We know the issues we have had along Baseline Road and the 6<sup>th</sup> Concession drain resulting from development proceeding upstream of Provincial Road and other places that have negatively affected the system. That is why this Study is underway and considering potential surface water impacts in a cohesive manner for all of Sandwich South.

C: There are going to be a lot of expectations and we need to demonstrate that these studies are integrated and that the various studies are working together to create solutions.

A. This is an important message for our team to think about as we prepare for a public event - the information presented must demonstrate how the various studies work together.

Q: What did we find from the completed natural environment studies? Are there going to be challenges on that front?

A: We have completed all 3 seasons of field work. We are in the process of compiling that into a visual format with specific details. We knew areas that were already previously identified and we checked them as well as other areas. What we have been told from the team lead is that we did not find anything that was not expected. Everything that was found will be considered in our solutions.

Q: Will members of this Committee see the Natural Environment Report?

A: There will be additional information provided at the PICs and all the results will be included in the Master Plan document.

Q: Do you have a figure that illustrates the storm sewer locations and sizes available? It would be easier than to follow the word descriptions. Would this information be available at the next meeting?

A: It is anticipated that a map of the existing storm sewers would be available at the upcoming PIC. We do have a draft of it, but we just need to make sure that we do not need to adjust any of the drainage study areas based on the comments we received back from ERCA. We can share this information when we have completed this work as we know it affects development moving forward.

C: I would like to see the floodplain mapping as something that is more in layman's terms, to make it easier for people without the technical background easier to understand.



Q: Could this project have a downstream impact on Tecumseh and is there some representation from this community and communication with them on what this impact might be?

A: Through the project study, we have members from the Town of Tecumseh on our Steering Committee so they are included in the process.

Q: Can someone explain what we are looking at on the floodplain map for clarity?

A: The floodplain map is showing results from a 2D model showing where water would spill over the landscape during a 100 year storm event, and a "quasi-steady state" which assumes that it keeps raining and the floodplains keep on filling. This provides a conservative estimate of how wide and deep flooding could be in a 100 year event. This is not to say that there would be development restriction in all the areas that are blue (coloured), as this study will identify ways for us to widen and enhance many of the main drains so that we can actually lower the flood levels shown. We intend to manage and maintain the shallow flooding that could happen.

C: We need to make sure that the above message is clear when we present it to the community.

Q: After the recommendations are put forward to improve floodplain drainage, is it possible to have that same type of map (as above) to show the before and after so that people can really see the implications of the solutions?

A: Yes. That is how we want to show that we are making things better, while still providing the same amount of storage that was there in the first place or better. That is exactly what we want to show with our preferred alternative - we want to show that we meet or exceed the objectives and that at the very minimum we won't be making anything worse. Our intention is to reduce risk and make things better.

Q: In reference to slide 22 showing the SWM facilities. A lot of the concentration seems to be on the western part of the transferred lands. Does the area east of Lauzon Parkway and north of County Road 42 (outside of the Town of Tecumseh) have the same centralized stormwater functional design or is that not part of this phase of the work?

A: Our initial analysis is focusing on the East Pelton Development Lands, County Road 42 Secondary Planning Area and Tecumseh Hamlet Area Lands as these lands are likely to face development pressure sooner. We have not initiated our analysis for the broader study area yet.



Q: Dillon is also in the County Road 42 reconstruction by the County of Essex, which would be fronting those lands towards the east. Is the timing of that going to impact how bringing services to those lands will occur?

A: Through the County Road 42 work, we are currently in the process of going through stormwater information. Timing and impact will be confirmed with the applicable design team involved with the County Road 42 project.

### 5. Consultation

Members were provided with an update of the engagement that has occurred to date (Stage 1), which included a pop-up event, online survey, technical meetings and website updates; and the proposed upcoming engagement (Stage 2), which includes a Public Information Centre (PICs) and Stakeholder Meetings.

### 6. Issues that Matter

Based on the public feedback collected from Stage 1 of engagement, an "Issues that Matter" report was created to summarize what we heard from the public. The themes from this report and some of the specific comments were presented to the SAC members. The themes included: Stormwater Management, Flood Mitigation, Cost Impacts to Residents, Appropriate Road Networks, Environmental Protection, and Limiting Development and Sprawl.

The SAC members were asked if any issues were missing, and if there were any other considerations that should be added. The following were identified for the team to consider. It is noted that a number of these considerations are currently outside the scope of the master plan.

- Include consideration of accessibility in all the work
- Consider the route/travel path for EMS and whether a station is required in these lands.
   (It was noted by the City that this type of community facility is typically identified through the development approvals process and that Windsor Fire and EMS should consider providing comments on the need for Fire/EMS facilities through that process)
- Consider whether a new school is required for this development. (It was noted by the
  City that the school board generally identifies where they require new schools. We have
  not received any comment on schools from them for the East Pelton or County Road 42
  Secondary Plan areas.)
- Consider looking at the greenspaces not just for water management, but the
  greenspaces that are in the developments and the recreational opportunities. (It was
  noted by the City that recreation lands are typically identified through the secondary
  plan process and there are some lands identified for the East Pelton and County Road 42
  Secondary Plans. The future secondary plan for the remainder of the Sandwich South



Area will have the benefit of this Servicing Master Plan which will inform the land use study and allow a more accurate identification of lands for recreational opportunities.)

The Issues that Matter Report will be circulated to the SAC with the meeting notes so that SAC members can see the specific comments raised under each theme.

Q: Just for clarity, that secondary land use plan (above) is entirely independent from everything we are doing here?

A: It's not independent of it. That secondary plan is going to be based on what we are putting together here. This SMP gives us the skeleton of the infrastructure that we need going forward to support the population we know we are going to have. What the more detailed secondary land use plan is going to do is put more flesh on the bones of where those uses are going to be. Right now we have a general idea of where those are going to be and we know how much, what that secondary plan is going to tell us is where specifically those uses are going to be within the remainder of the Sandwich South Area.

The section concluded with some explanation on how the Issues that Matter will be used in this project moving forward, which will be to inform project objectives and evaluation criteria.

### 7. PIC #1

As part of the next phase of engagement, a Public Information Centre (PIC) is proposed. Members were provided with the main objectives of the PIC and the proposed approach, which includes both an online and in-person component. Both options are tentatively scheduled for the week of August 24, 2020, with the in-person option dependent on covid-19 regulations.

Members were provided with sample PIC boards in advance of the meeting. These boards were shown and the group was asked for their thoughts on the following:

- 1) Are the sample boards public-friendly in how information is presented?
- 2) What do you think are the key messages that need to be communicated to the public at PIC #1?
- 3) Are we asking the right questions in our activities?
- 4) Other considerations?

The following is the feedback received from SAC Members:

 Growth assumptions should be confirmed. There were many years where there was hardly any growth in this area. Are we on the correct path here and using the right numbers in preparing for addressing that growth?



- The CMA area is shown and the population info talks about the CMA area. Would be helpful to also talk about the City's population and the City's share of that CMA number?
- From a context point of view, 2.5% is a high percentage in Canada. Perhaps we should add what previous growth figures were for Windsor to provide people with context.
- There should be some of the reasoning on the boards behind why we should be planning so far into the future. As mentioned, population projections can be wrong, so an explanation on why you want to plan far ahead anyways, even if the numbers are wrong would be beneficial.
- C: When talking about the process in the beginning boards, perhaps we can do separate boards highlighting the community consultation process. With details about how to get involved, the project website, etc.

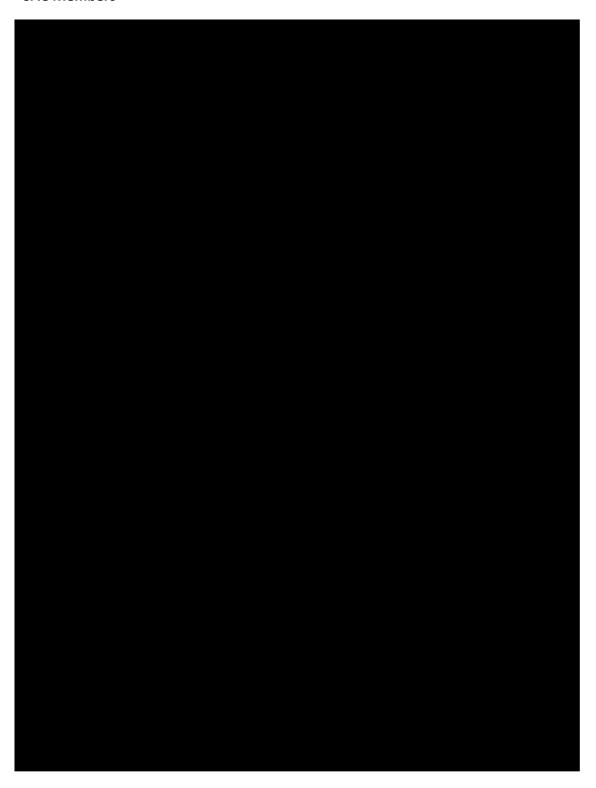
### 8. Next Steps

The next steps of the project were presented, which includes the continuation of the development of alternatives, upcoming engagement, and upcoming SAC meeting dates.

Members were encouraged to continue to send any questions or comments to the project team via email at sandwichsouth@dillon.ca.

### **APPENDIX 1 – Attendance**

### **SAC Members**





## Stakeholder Advisory Committee Meeting #1

July 27, 2020 Virtual Meeting

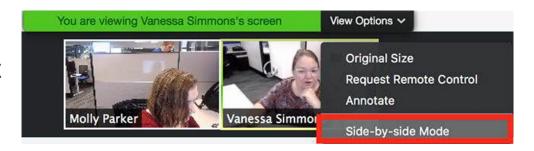


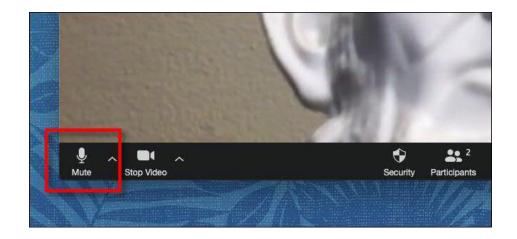




# **Zoom Meeting Mechanics**

- Visual Click Side-by-side mode at the top under "view options". This will show the presenter's screen on the left and the speaker on the right. You can then click Speaker View or Gallery View (depending on your preference).
- Audio All participants will be muted when the presenter is speaking.
   Unmute yourself if you have a question and to participate in the discussion.
   There will be a pause at the end of each section for questions.
- Recording The session will be recorded for comment tracking purposes.









# Welcome





# Agenda

Item	Time
1.0 Welcome	2 mins
2.0 Introduction - The Team & Project	10 mins
3.0 SAC Role	10 mins
4.0 SAC Introductions & Icebreaker	8 mins
5.0 Study Overview	15 mins
6.0 Consultation	5 mins
7.0 What We Heard - Issues that Matter	15 mins
8.0 PIC #1	20 mins
9.0 Next Steps and Closing	5 mins





# Introduction: The Project Team





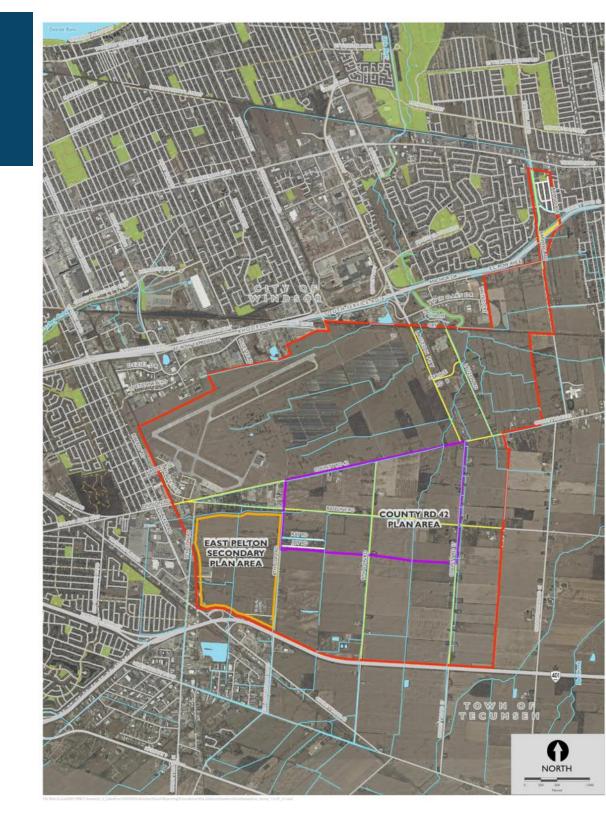
# Introduction: The Project





# Why a Servicing Master Plan?

- Windsor is growing at a 2.5% rate.
   And Windor-Essex has a growh increase of 2.6%.
- To meet the future growth needs of the City of Windsor and Essex County, 2,600 hectares of land in the former Township of Sandwich South were transferred from the Town of Tecumseh to the City of Windsor in 2002.
- The City has designated this area for future growth over and will include a variety of residential, commercial, institutional and industrial land uses.
- Servicing is needed and this project maps out the servicing required and where it should go over the next 20 years.



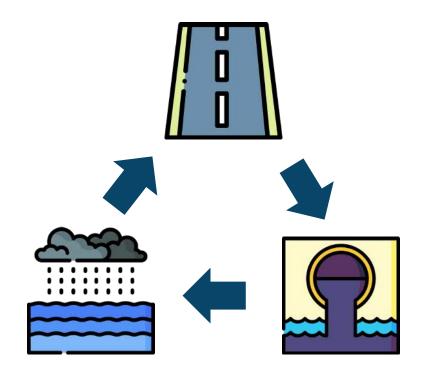
# What is the Servicing Master Plan?

The Sandwich South Master Servicing Plan will outline a long-term coordinated approach for municipal infrastructure in the Sandwich South area to support urbanization.

The study will determine future:

- 1) Arterial and collector roads
- 2) Sanitary and storm sewers
- **3)** Stormwater management facilities

The Study process will follow the Municipal Class Environmental Assessment (2000, as amended)







# SAC Role





# Purpose and Objectives of SAC

### Purpose:

- advice and feedback on the South Sandwich MSP
- non-political advisory body

### **Objectives:**

- Provide insight on existing conditions;
- Provide insight into key issues;
- Provide feedback on key project elements (evaluation criteria, potential solutions and ways to mitigate community concerns);
- Work to increase project understanding;
- Provide input into the development of consultation materials;
- Communicate information back to your organization/community; and
- Participate in consultation events.





# **Roles and Responsibilities**

- Attend all meetings
- Commit to working with the City and the SAC over the project life.
- Accept the SAC Terms of Reference.
- Prepare for meetings by reviewing any materials provided.
- Consider any matters, issues, or information referred to them by the Project Team, and provide input as requested.
- Liaise with the organization/group they represent (if applicable) and bring forward advice, issues, or comments from their organization to the Stakeholder Advisory Committee.
- Strive to openly discuss views and opinions, and seek to develop common ground to the best of their ability.
- Ensure that the results of SAC discussions are accurately recorded in the meeting records.
- Assist the Project Team by keeping the local community and other interest groups apprised of information about the project.
- Inform the City of any potential conflicts of interest.





# Membership Represents Different Perspectives

- Windsor International Airport
- Environmental Interests (ERCA)
- Economic Interests
- Emergency Service Providers
- Local Elected Official
- Transit Windsor
- City Planning
- Windsor Biking Committee
- Development Community
- Accessibility and Diversity Committees
- Local Residents\*
- Local Farming Community\*















Investing in People







# Introductions & Icebreaker

State your name, organization and role.

1) What word would you use to describe your future vision for Sandwich South?





# Questions?





# Study Overview





# **Project Stages and Timing**

Summer 2019-Ninter 2020 Stage 1: **Project Launch** Winter 2020-Spring 2020 Stage 2: **Develop and Evaluate Alternative Solutions** Summer 2020 Winter 2021 Stage 3: **Identify and Develop Recommended Solutions** Spring 2021 Stage 4: **Our Strategy** 

- Establish Study Area and gather background mapping
- Identify constraints and opportunities
- · Consult community on issues that matter

### **Pop-Up Event**

- · Identify road, sewer and storm options
- · Establish decision-making criteria



### **Public Information Centre (PIC) #1**

- Review and incorporate feedback
- Compare preliminary options considering feedback
- Select preliminary preferred options

### **Public Information Centre (PIC) #2**

- Confirm preferred options and prepare conceptual designs
- Prepare an overall strategy for Sandwich South Servicing
- Complete EA Reporting and Master Plan Document



City of Windsor Council will make the final decision to adopt the strategy at the end of the process.

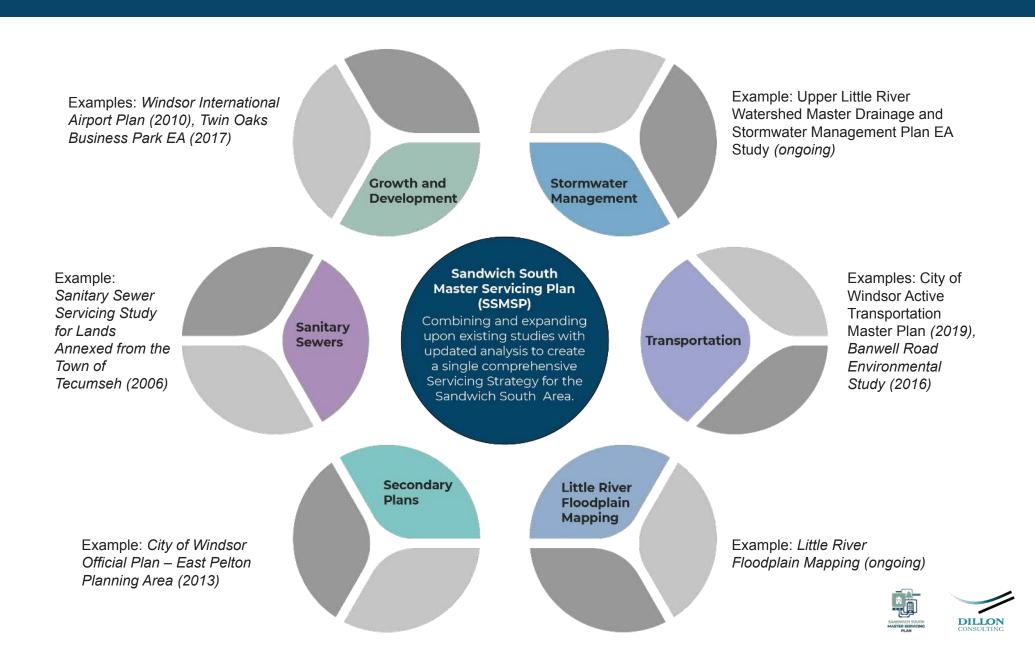
Once adopted, there will be a 30-day review period of the Master Plan for public comment.







# **Integration with Existing Plans + Studies**



## **Natural Environment**

### Completed to date:

- Field studies to determine existing conditions:
  - Aquatic surveys of drains and watercourses.
  - Ecological Land Classification of vegetation communities.
  - Three season botanical survey.
- Identified natural heritage features, environmentally significant areas, species of conservation concern (SCC) and species at risk (SAR). This will help to identify the restrictions and constraints for development
- Consulted with the Windsor International Airport to identify mitigation to deter waterfowl from stormwater management infrastructure.



# Floodplain Mapping

### Completed to date:

- Developed hydraulic and hydrologic model to update existing municipal drain floodplain extents and elevations within the study area.
- Reviewed current areas of concern and initially identified development areas.
- Established preliminary floodplain elevations through the study area based on guidance from ERCA and third party reviewer.
- Models and technical reports currently being reviewed by ERCA and third party reviewer.

### Model Simulation Design Storms:

- 1:100 year design event simulation (dynamic and quasi-steady state).
- Assessment of Climate Change and additional design events:
  - 1:200 year storm event;
  - 150mm Climate Change Urban Stress Test Event; and
  - Hurricane Hazel.





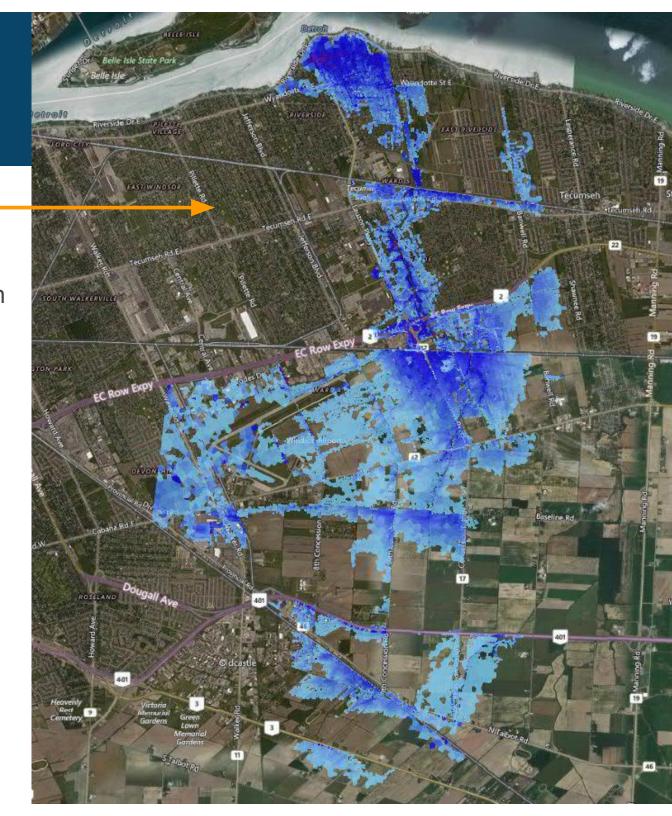
# Floodplain Mapping

# 1:100 Year Quasi-Steady-State Model PRELIMINARY Results

 Floodplain modelling to establish new flood line mapping for the study area is currently being reviewed by ERCA and the third party review team.

### To Be Completed:

- Evaluate changes to the floodplain under development conditions within the study area, including the modification of existing municipal drains set to be:
  - abandoned,
  - enhanced, or
  - realigned.



# **Stormwater Management Facilities**

Centralized Stormwater Management (SWM) Facility approach identified for the Sandwich South MP area (consistent with ULRMP Study - Stantec, 2017).

- Centralized SWM facilities to be along corridors to promote natural linkages, recreation trails and greenways.
- Centralized SWM facilities to have shared pump stations to manage runoff from more than one property.
- SWM Facilities to be designed and constructed as development proceeds and developed by multiple landowners.
- Strategy supports the ability for individual landowners to proceed independently (flexible staging) while minimizing total number of ultimate SWM facilities.

SWM technologies to be reviewed for centralized facility approach:

- 1. Traditional Wet Pond facilities for water quantity and quality control.
- 2. Use of Dry Ponds within Airport Zones (4 km radius) to limit attraction of Waterfowl and use of at-source water quality controls.
- 3. Use of Low Impact Development Techniques to reduce end-of-pipe controls.

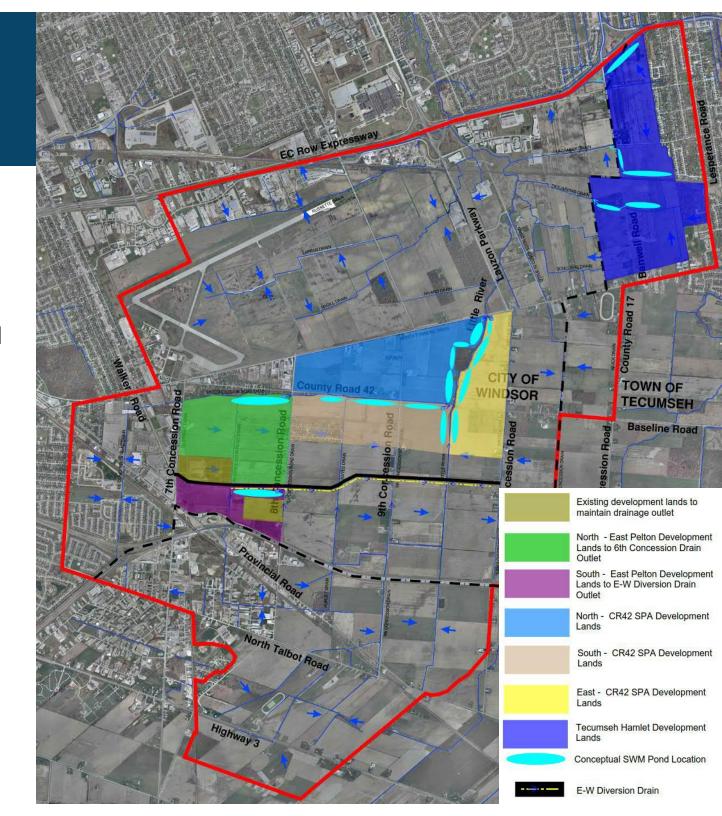




# Stormwater Management Facilities

Centralized SWM Facility
Functional Design
Alternatives are currently
being determined for initial
development areas identified
within the Sandwich South
MP Area, including:

- East Pelton Development Lands
- County Road 42 Secondary Planning Area
- Tecumseh Hamlet Area Lands.



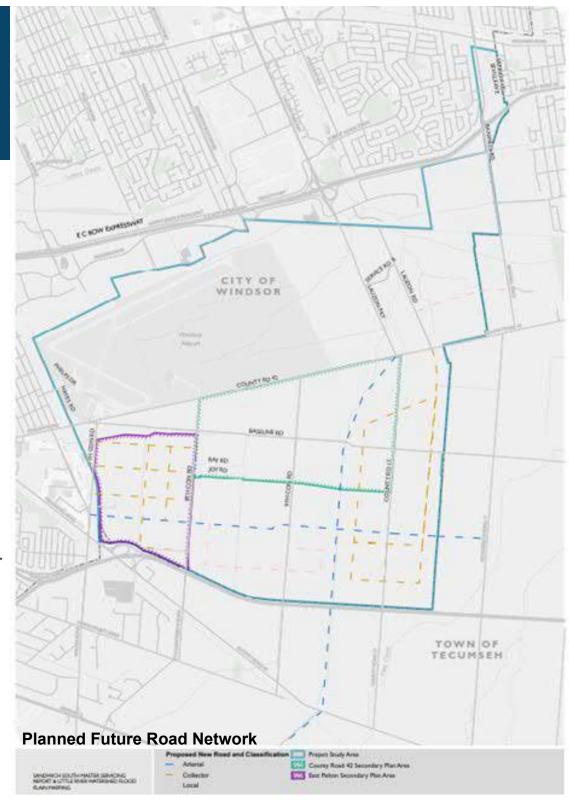
# **Transportation**

### **Completed to date:**

- Built a travel demand forecasting model to estimate site trips
- Forecasted total site auto and tranist demands based on mode shares from the Windsor Transit Master Plan and Walk Wheel Windsor
- Used the ultimate auto demands to determine study area road needs and boundary connections
- Worked with City Planning to establish population and employment scenario for the 20 year horizon

### To be completed:

 Determine boundary road needs for the 20 year horizon



## **Sanitary and Storm Sewers**

### Completed to date:

- Developed preliminary sanitary and storm sewer drainage areas.
- Trunk sewers to follow proposed/existing roadway alignments.
- Evaluated phasing scenarios (East Pelton and County Road 42 Secondary Plans)
- Established design criteria based on the City of Windsor and Provincial standards.
- Developed preliminary sizing for trunk storm and sanitary sewers.
- Evaluated capacity of existing trunk sanitary sewers.





# Questions?





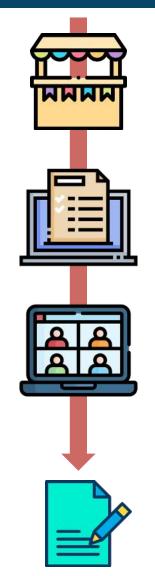
# Consultation





# **Engagement to Date (Stage 1)**

- Issues and Opportunities Pop-up Event (January 30, 2020)
- Online Survey (closed March 25, 2020)
- Steering Committee/Technical Team Meetings
- Website Updates
- Based on the public feedback we gathered from these activities, we developed an "Issues that Matter" Report.







# **Upcoming Engagement**

- Stakeholder Advisory Committee Meetings
- PIC #1 (August 2020) Virtual and/or in-person
- Website Updates
- PIC #2 (Spring 2021)
- Individual Stakeholder meetings where required





# Issues that Matter





# **Issues that Matter**







# **Objectives and Criteria**



Project Objectives	Evaluation Criteria	Indicators
e.g. Protect and enhance the natural environment	What are the environmental effects?	
e.g. Be cost effective	What is the relative capital cost	Capital cost in 2020 dollars





# PIC#1





# PIC #1 Objectives

- Build awareness of the project
- Provide an opportunity for input on problems and solutions
- Confirm issues to be considered
- Demonstrate how issues are being incorporated into decision making criteria
- Obtain input on the alternatives being considered

Is there anything you think is missing from this list?





# **Proposed Approaches**

#### In-person option

Date: Week of August 24, 2020

- Open-house style with panel boards
- Technical staff available to answer public questions
- Registration required to limit attendance
- Staggered arrival times to limit groups of 10
- Respecting safety protocols of face masks and social distancing

#### Virtual option

Date: Week of August 24, 2020

- Panels posted online
- Presentation posted online video with a voiceover that runs the public through the panels
- Opportunities to provide feedback and ask questions via email and online.





### PIC #1 Panel Boards

It is proposed that the information presented on the PIC boards will be organized into 5 sections:

Station #1: Study and Context

Station #2: Existing Conditions

Station #3: Transportation

Station #4: Sanitary and Storm Sewers

Station #5: Stormwater Management Facilities and Floodplain Mapping





# **PIC Sample Boards**

The following are a few samples of the information boards created for PIC #1.

## Discussion

We would like your thoughts on the following:

- 1) Are the sample boards public-friendly in how information is presented?
- 2) What do you think are the key messages that need to be communicated to the public at PIC #1?
- 3) Are we asking the right questions in our activities?
- 4) Any other considerations?







# Study and Context

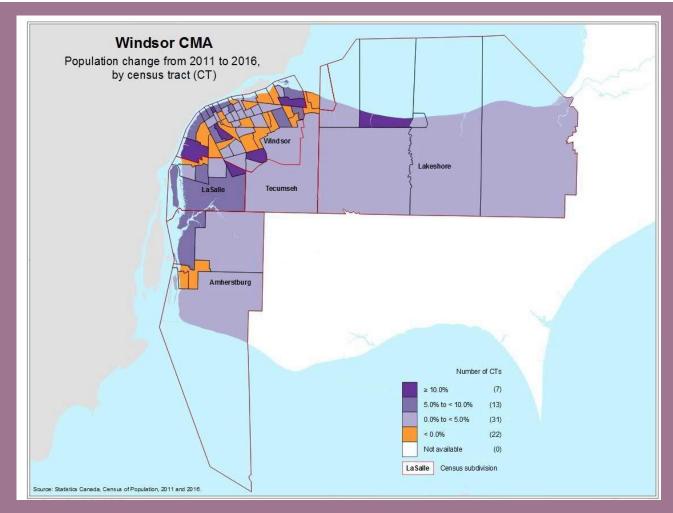




# Windsor is Growing



# Windsor is the third fastest growing City in Canada, with a 2.5% growth rate.



Population Projection for the City of Windsor

-325K

-260K

-95K

-130K

From Statistics Canada

Regionally,
Windsor-Essex County is
also experiencing
growth (up 2.6%) with
places like LaSalle and
Lakeshore experiencing
growth rates up to 6%,
much higher than the
national average.

Over the next 20 years, it is projected that the population of Windsor will increase to almost 400,000 residents, up from 332,000 today.

The expected growth requires the provision of new housing, jobs, and services to meet the needs of residents. This growth cannot fit within the existing city centre or built up area of Windsor.

To accommodate this growth, 2,600 hectacres of land in the former Township of Sandwich South were transferred from the Town of Tecumseh to the City of Windsor in 2002.





# What is a Servicing Master Plan (SMP)?



- A SMP outlines a coordinated and sustainable approach and plan to providing municipal infrastructure in support of growth.
- The plan will develop and review solutions for:
  - Collector roads
  - Water, Sanitary and storm sewers
  - Stormwater management facilities
- The SMP will meet the requirements of Phase 1 and 2 of the Municipal Class Environmental Assessment process (2000, as amended in 2007, 2011 and 2015), which is an approved process under the Environmental Assessment Act.







# The Project will be undertaken in 4 stages:



Stage 2:
Develop and Evaluate
Alternative Solutions

Stage 3:
Identify and Develop
Recommended Solutions

Winter 2020-Spring 2020

0

Spring 2021

Stage 4: Our Strategy



- Establish Study Area and gather background mapping
- Identify constraints and opportunities
- · Consult community on issues that matter

#### Pop-Up Event

- · Identify road, sewer and storm options
- Establish decision-making criteria

#### Public Information Centre (PIC) #1



We are

here!

- Review and incorporate feedback
- Compare preliminary options considering feedback
- Select preliminary preferred options

#### Public Information Centre (PIC) #2

- Confirm preferred options and prepare conceptual designs
- Prepare an overall strategy for Sandwich South Servicing
- Complete EA Reporting and Master Plan Document

City of Windsor Council will make the final decision to adopt the strategy at the end of the process.

Once adopted, there will be a 30-day review period of the Master Plan for public comment.







# Existing Conditions





# Existing Conditions: Natural Environment



Field studies have been completed to determine the existing natural environment conditions of the Study Area. These findings will help identify the restrictions and constraints to development.

The studies revealed:

- Natural heritage features
- Environmentally significant areas
- Species of conservation concern and;
- Species at risk

We are also working with the Windsor International Airport to identify ways to deter waterfowl from stormwater management infrastructure.

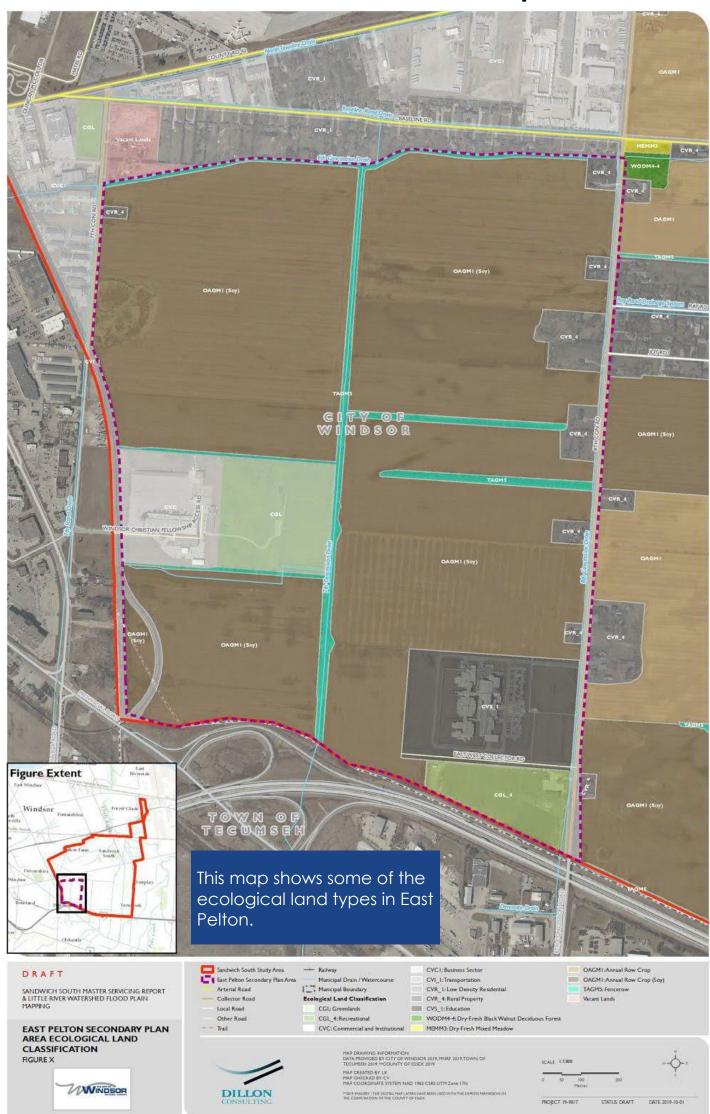




Examples of species at risk found in the Study Area include: Colicroot (above, left); Dense Blazing Star (above, right); Willowleaf Aster (below, left); and Foxsnake (below, right).













# Stormwater Management Facilitates and Floodplain Mapping





# Model Simulation Design Storms



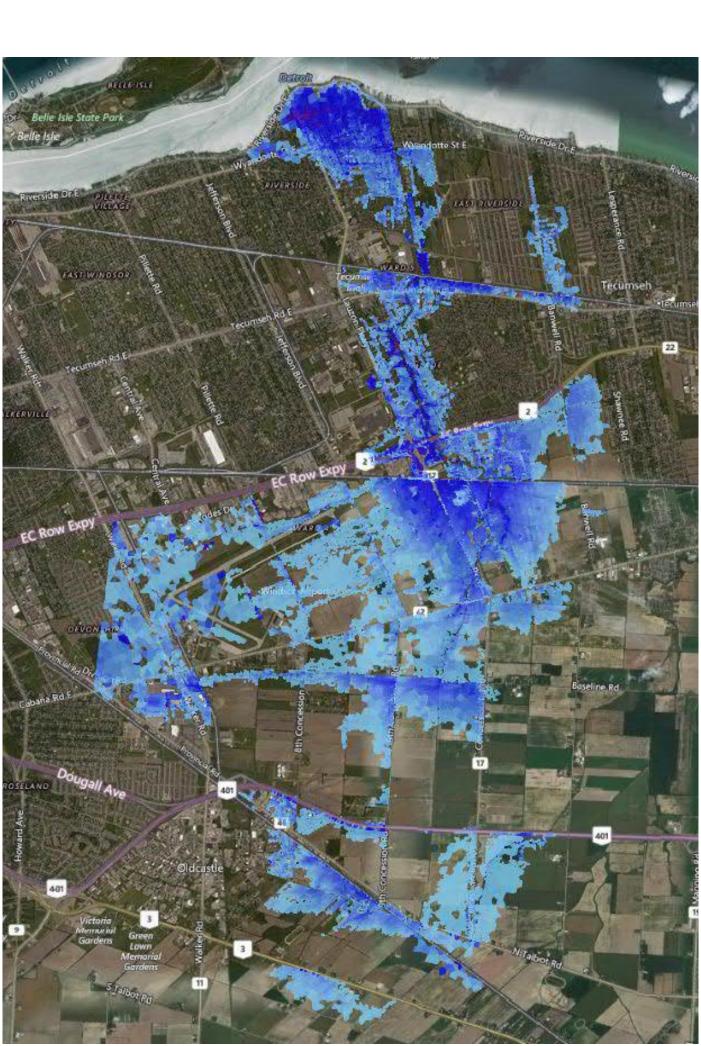
Floodplain maps were created using model simulations of different storms. This allows us to identify which areas are at risk of flooding, under different storm scenarios.

#### These scenarios include:

- 1:100 year design event simulation (dynamic and quasi-steady state)
- 1:200 year storm event
- 150mm Climate Change Urban Stress Test Event; and
- Hurricane Hazel.

The map shows the floodplain for a 1:100 year quasi-steady state storm (preliminary results)

Floodplain modelling to establish new flood line mapping for the study area is currently being reviewed by ERCA and the third party review team.







# Activity: Stormwater Management Facilities and Floodplain Mapping



# We want to hear your thoughts!

Do you have any comments about the Stormwater Management Facilities and Floodplain Mapping?

What are some things that we should consider as we develop options and solutions?

Grab a sticky note and leave your comments on this board.





# Next Steps





# **Next Steps**

- Continue forward with development of alternatives, and related design outreach for input.
- Upcoming Engagement
  - PIC #1 Week of August 24th
  - Regular Website updates leading up to PIC
- Upcoming SAC Meetings:

Tentative Meetings	
Meeting #1	July 27, 2020
Meeting #2	October/November 2020
Meeting #3	January/February 2021
Meeting #4	Spring 2021





# **Project Stages and Timing**

Summer 2019-Summer 2020 Winter 2020

Stage 1: Project Launch

Winter 2020-Spring 2020

Stage 2:
Develop and Evaluate
Alternative Solutions

Summer 2020 Ninter 2021

Stage 3: Identify and Develop Recommended Solutions

Spring 2021

Stage 4: Our Strategy



- Establish Study Area and gather background mapping
- Identify constraints and opportunities
- · Consult community on issues that matter

#### **Pop-Up Event**

- · Identify road, sewer and storm options
- · Establish decision-making criteria

#### Public Information Centre (PIC) #1



We are here!

- Review and incorporate feedback
- Compare preliminary options considering feedback
- · Select preliminary preferred options

#### Public Information Centre (PIC) #2

- Confirm preferred options and prepare conceptual designs
- · Prepare an overall strategy for Sandwich South Servicing
- Complete EA Reporting and Master Plan Document

City of Windsor Council will make the final decision to adopt the strategy at the end of the process.

Once adopted, there will be a 30-day review period of the Master Plan for public comment.







# Final Questions or Comments?





# Thank you!







## **Stakeholder Advisory Committee Meeting #2**

June 9, 2021 Virtual Meeting







# Land Acknowledgement

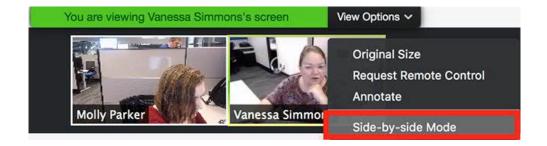
To commence this meeting, we would like to first take a moment to acknowledge the land on which Windsor sits. This land is the traditional territory of the **Three Fires Confederacy of First Nations**, which includes the **Ojibwa**, the **Odawa**, and the **Potawatomie**. We respect the longstanding relationship with First Nations people in this place and also acknowledge that this territory is within the lands honoured by the Wampum Treaties.

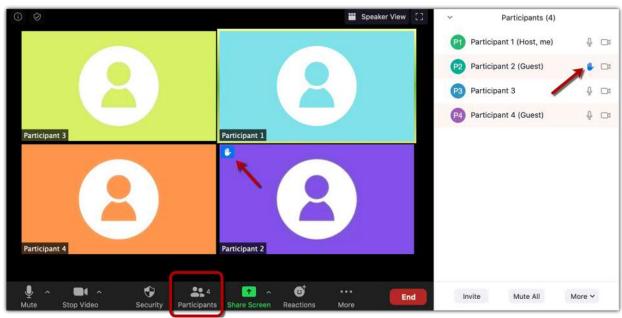




# Zoom Meeting Mechanics

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- Audio There will be a pause at the end of each section for questions. At any point of the presentation, use the "Raise Hand" function if you have a question. You will be called upon to ask your question. You can also submit questions/comments via the chat function.









# Welcome





# Agenda

Item	Time
1.0 Welcome and introductions	5 mins
2.0 Project Update	10 mins
3.0 Evaluations of Alternatives	45 mins
4.0 Floodplain and Developable Lands	20 mins
5.0 Natural Environment	10 mins
6.0 Implementation of Preferred Alternatives	15 mins
7.0 PIC #2	10 mins
8.0 Next Steps and Closing	5 mins





# Objectives of SAC Meeting #2

#### **Objectives:**

- Provide a project update to the SAC team;
- Review and obtain feedback on works completed to date; and
- Provide an overview of the plans for PIC #2 for feedback.





# Project Update





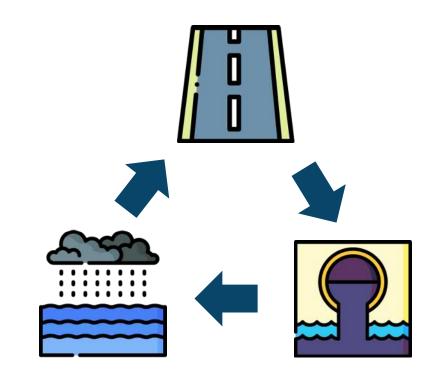
# What is the Master Servicing Plan?

The Sandwich South Master Servicing Plan will outline a long-term coordinated approach for municipal infrastructure in the Sandwich South area to support urbanization.

The study will develop strategy to implement future:

- 1) Arterial and collector roads
- 2) Sanitary and storm trunk sewers
- 3) Stormwater management facilities and pump stations
- 4) Natural Heritage System

The Study process will follow the Municipal Class Environmental Assessment (2000, as amended). Provide framework for the City to proceed with Schedule B projects.







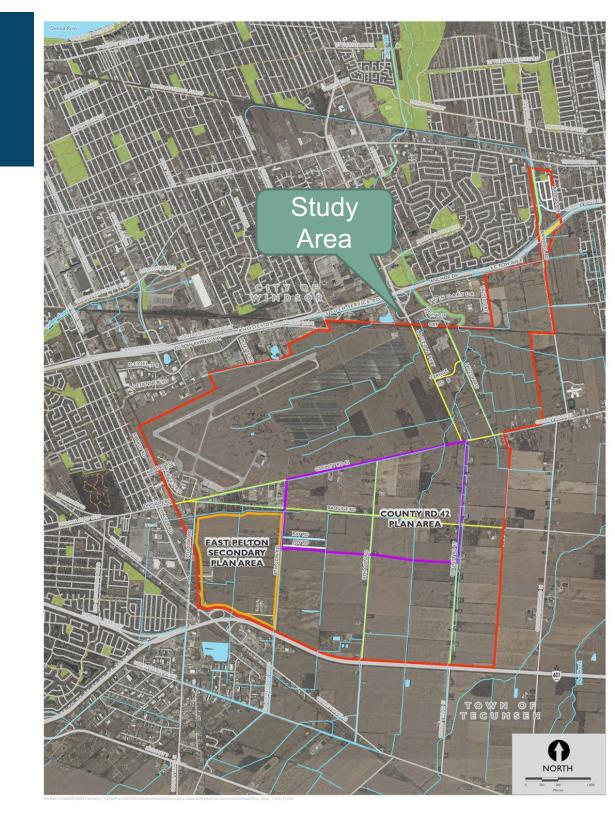
# Study Area

#### 2,600 Hectares of Land

Generally spans from the E.C. Row Expressway in the north, Walker Road in the west, Highway 401 in the south, and Banwell Road in the east.

Two existing Secondary Plans exist in this study area:

- East Pelton Secondary Plan Area
- Country Road 42 Secondary Plan Area



# Study Area

#### Proposed land use map

The area will ultimate include various land uses such as:

Residential

Commercial

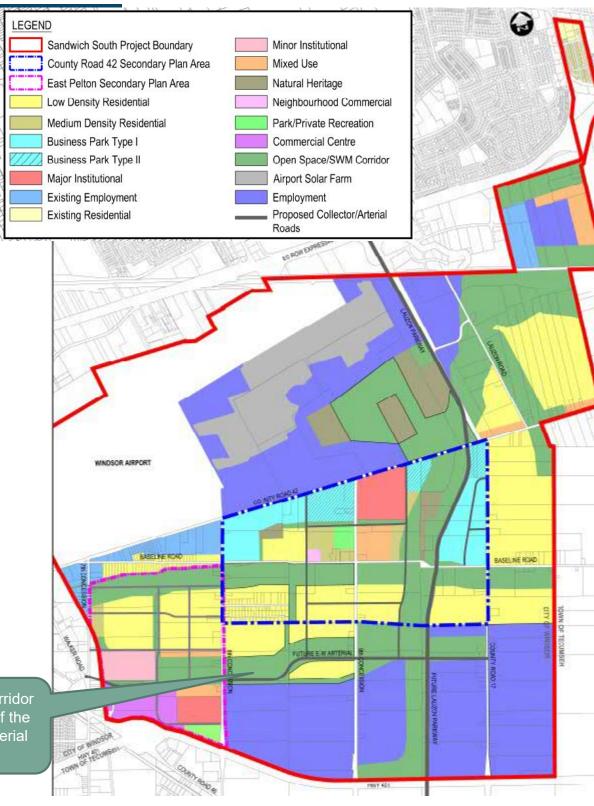
Institutional

Recreational

**Employment** 

\* This plan will be updated to reflect the outcome of the Sandwich South Master Servicing Plan.

Stormwater corridor will be south of the East/West Arterial Road



# Project Stages and Timing

Summer 2019-Ninter 2020 Winter 2020-Spring 2020 **Develop and Evaluate** Summer 2020 Spring 2021 Spring **Recommended Solutions** Summer 2021

Stage 1: **Project Launch** 

Stage 2:

Stage 3:

Stage 4:

**Our Strategy** 

**Alternative Solutions** 

Identify and Develop

- Establish Study Area and gather background mapping
- Identify constraints and opportunities
- Consult community on issues that matter

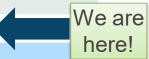
#### Pop-Up Event

- Identify road, sewer and storm options
- Establish decision-making criteria

#### **Public Information Centre (PIC) #1**

- Review and incorporate feedback
- Compare preliminary options considering feedback
- Select preliminary preferred options

#### **Public Information Centre (PIC) #2**



- Confirm preferred options and prepare conceptual designs
- Prepare an overall strategy for Sandwich South Servicing
- Complete EA Reporting and Master Plan Document

Fall 2021

**City of Windsor Council for Approval** 

City of Windsor Council will make the final decision to adopt the strategy at the end of the process.

Once adopted, there will be a 30-day review period of the Master Plan for public comment.





### What Have We Completed to Date?

- Last SAC Meeting was held on July 27, 2021
- Public Information Centre # 1 October
- Floodplain Mapping ERCA Confirmation
- Evaluated infrastructure alternatives
- Meetings with key stakeholders





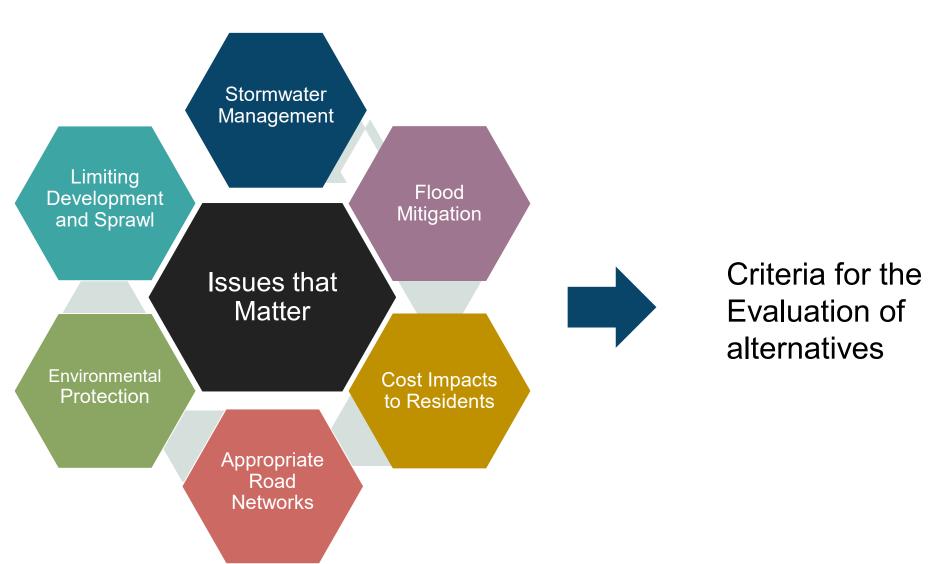


# Evaluation of Alternatives





## Objectives and Criteria







### Objectives and Criteria

Manage flood risk

Protect quality of life

Be cost effective and provide value

Protect the natural environment

Support the creation of a complete community

Protect health and safety

Align with existing infrastructure and studies

Build in resiliency

Build in flexibility





### Transportation – Overview of Alternatives

Option 1 - Do Nothing

Option 2a - Expand Road Network (Plan for High Auto Mode Share)







Option 2b - Expand Road Network (Emphasis on Sustainable Modes)











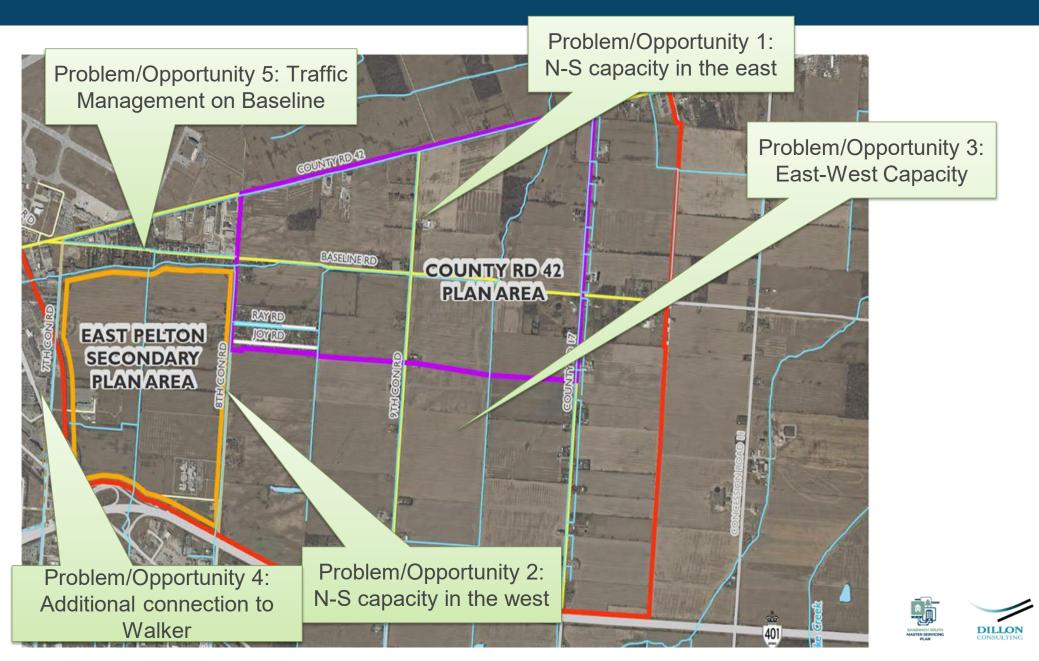






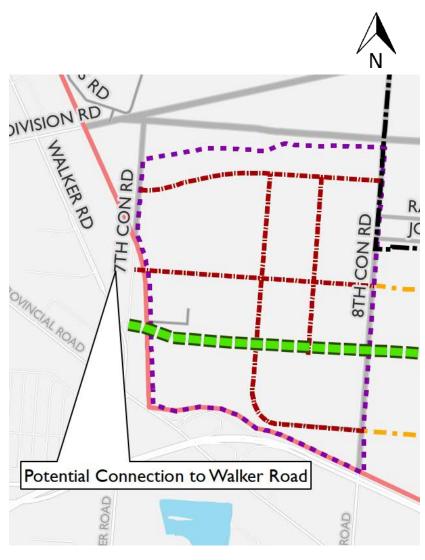


# Transportation – Overview of Alternatives



Addressing North-South Capacity in the East of Study Area

Evaluation Criteria	Option 1: Widen Concession 7 From 2 to 4 Lanes	Option 2: Widen Concession 8 From 2 to 4 Lanes
Protect Quality of Life		
Be Cost Effective and Provide Value		
Protect the Natural Environment		
Support the Creation of a Complete Community		
Protect Health and Safety		
Align with Existing Infrastructure and Studies		
Build in Flexibility		
		Preferred



Preferred





Addressing North/South Capacity

in the West of Study Area

Evaluation Criteria	Option 1: Widen Concession Road 10/County Road 17	Option 2: Widen Concession 9
Protect Quality of Life		
Be Cost Effective and Provide Value		
Protect the Natural Environment		
Support the Creation of a Complete Community		
Protect Health and Safety		
Align with Existing Infrastructure and Studies		
Build in Flexibility		
		Preferred

Preferred



East-West Collector Alignment

Evaluation Criteria	Option 1: Use Joy Road Right of Way	Option 2: Do Not Build Collector Between 8 <sup>th</sup> Concession and 9th Concession	Option 3: Curve North to Connect with East Pelton Collector	Option 4: Curve South to Connect with East Pelton Collector
Protect Quality of Life				
Be Cost Effective and Provide Value				
Protect the Natural Environment				
Support the Creation of a Complete Community				
Protect Health and Safety				
Align with Existing Infrastructure and Studies				
Build in Flexibility				
				Preferred

Preferred





Additional East-West Connection Walker Road

Evaluation Criteria	Option 1: Do Not Add Connection to Walker Road	Option 2: Add Connection to Walker Road
Protect Quality of Life		
Be Cost Effective and Provide Value		
Protect the Natural Environment		
Support the Creation of a Complete Community		
Protect Health and Safety		
Align with Existing Infrastructure and Studies		
Build in Flexibility		
	Preferred	



Preferred





Additional East-West Connection Walker Road

#### Baseline Road - Residential Area







Baseline Road Traffic Management

	Option 1: Do Nothing	Option 2: Dead End Baseline Road at Concession Road 8	Traffic Calming
Protect Quality of Life			
Be Cost Effective and Provide Value			
Protect the Natural Environment			
Support the Creation of a Complete Community			
Protect Health and Safety			
Align with Existing Infrastructure and Studies			
Build in Flexibility			
			Preferred

Preferred





## Draft Transportation Network

Project Study Area

East - West Arterial Road Lauzon Parkway Extension







# Cycling Facilities



**Protected Cycling Lane** 



**Cycle Track** 





### Discussion

- What traffic calming solutions may be suitable on Baseline Road?
- Do you have comments on the proposed cycle infrastructure? (e.g. is there a preference between protected bike lanes vs cycle track?)

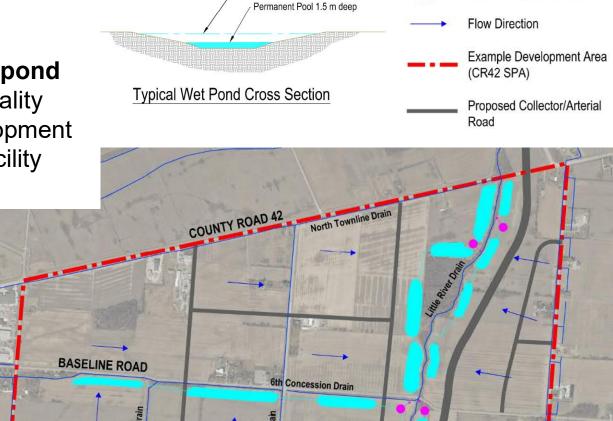




# Storm water Management Facilities (Conceptual Layouts)

**Option 1a –** Grouped end-of-pipe **wet pond** facilities to provide both water quantity and quality control.

**Option 1b –** Grouped end-of-pipe **wet pond** facilities with at-source quantity and quality control storage and Low Impact Development (**LID**) controls to reduce end-of-pipe facility size.



Active Storage 2.5 m deep

Conceptual Wet Pond

Conceptual Pond Outlet



Wet Pond

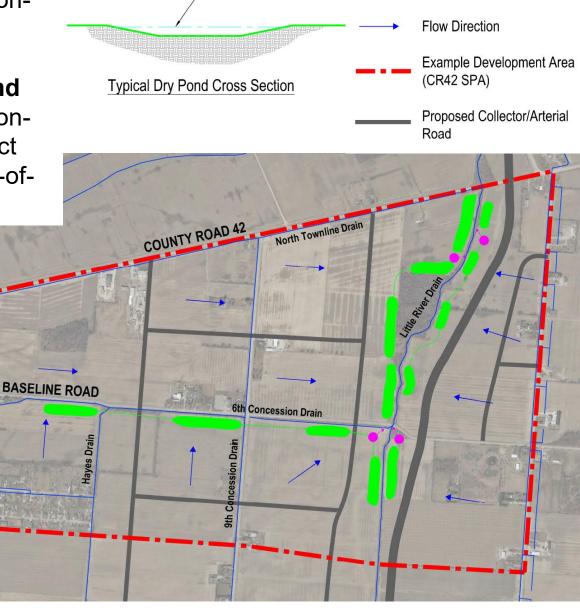
# Storm water Management Facilities (Conceptual Layouts)

**Option 2a –** Grouped end-of-pipe **dry pond** facilities for quantity control with localized onsite quality control.

**Option 2b –** Grouped end-of-pipe **dry pond** facilities for quantity control with localized onsite quality, quantity control and Low Impact Development (**LID**) controls to reduce end-of-pipe facility size.



**Dry Pond** 



Active Storage 2.5 m deep

Conceptual Dry Pond

Conceptual Pond Outlet

### Storm water Evaluation

	Do Nothing	Option 1a: Wet ponds with a permanent pool	Option 1b: Wet ponds & LID controls	Option 2a: Dry ponds with on- site quality control	Option 2b: Dry ponds with on-site quality control & LID controls
Manage Flood Risk					
Protect Quality of Life					
Be Cost Effective and Provide Value					
Protect the Natural Environment					
Support the Creation of a Complete Community					
Protect Health and Safety					
Align with Existing Infrastructure and Studies					
Built in Resiliency					
Built in Flexibility					
		Preferred			

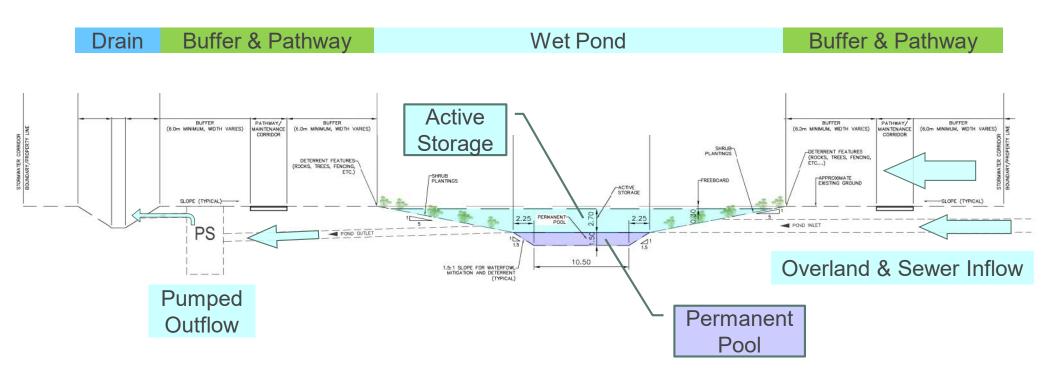
Most Preferred





### Storm water Management Facilities

 Typical wet pond cross section with adjacent buffer, pathway/maintenance corridor, and drain:

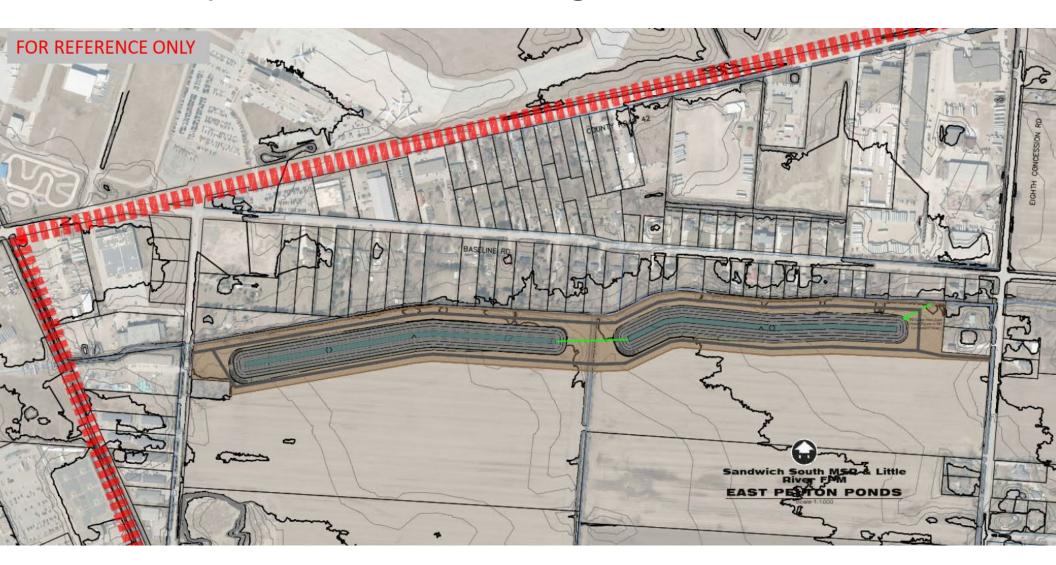






### Storm water Management Facilities

Conceptual Storm Pond, e.g., East Pelton North:



### Discussion

 Are there any comments or questions on the evaluation of Stormwater Management options?





### Storm Sewer Overview of Alternatives

Three possible solutions are being considered for storm sewer servicing within the Sandwich South Area.

Option 1 – Do Nothing

Option 2 – Storm Sewer Network

**Option 3** – Combined Open Drain and Storm Sewer Network





TRCA YorkU grass-swale 3

SOURCE: www.constructioncanada.net/





Option 3 – Combined Open Drain and Storm Sewer Network

## Storm Sewer Evaluation of Alternatives

Evaluation Criteria	Option 1: Do Nothing	Option 2: Traditional Storm Sewer Network	Option 3: Combined Open Drain and Storm Sewer Network
Manage Flood Risk			
Protect Quality of Life			
Be Cost Effective and Provide Value			
Protect the Natural Environment			
Support the Creation of a Complete Community			
Protect Health and Safety			
Align with Existing Infrastructure and Studies			
Build in Resiliency			
Build in Flexibility			
		Preferred	

**Most Preferred** 





### Discussion

 Are there any comments or questions on the evaluation of Stormwater Management options?









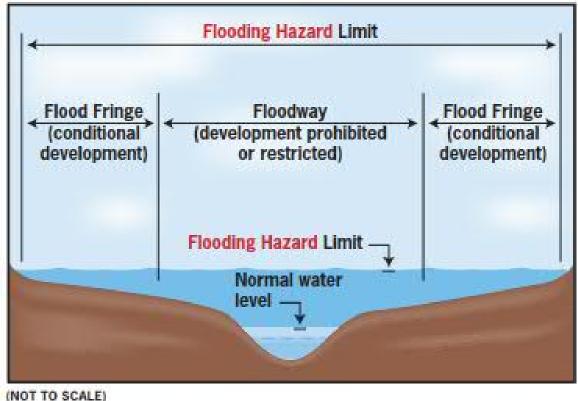
A two-zone concept has been accepted by ERCA and the 3<sup>rd</sup> Party Review Team for the existing condition floodplain update.

The zones would include:

Floodway: Flood hazard area where development is not permitted without study to confirm no adverse impacts, and

#### Flood Fringe:

Development is permitted that meets flood-proofing standards based on, at a minimum, the designated flood elevations.









#### Completed to date:

- Developed hydraulic and hydrologic model to update existing regulated municipal drain floodplain extents and elevations within the study area.
- Reviewed current areas of concern and initially identified development areas.
- Established preliminary floodplain elevations through the study area based on guidance from ERCA and third party reviewer.
- Models and technical reports currently being reviewed by ERCA and third party reviewer.

#### Model Simulation Design Storms:

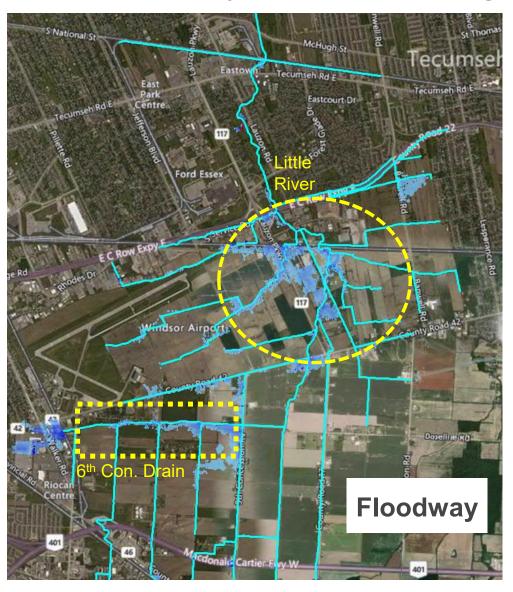
- 1:100 year design event simulation (dynamic and quasi-steady state).
- Assessment of Climate Change and additional design events:
  - 1:200 year storm event;
  - 150mm Climate Change Urban Stress Test Event; and
  - Hurricane Hazel.

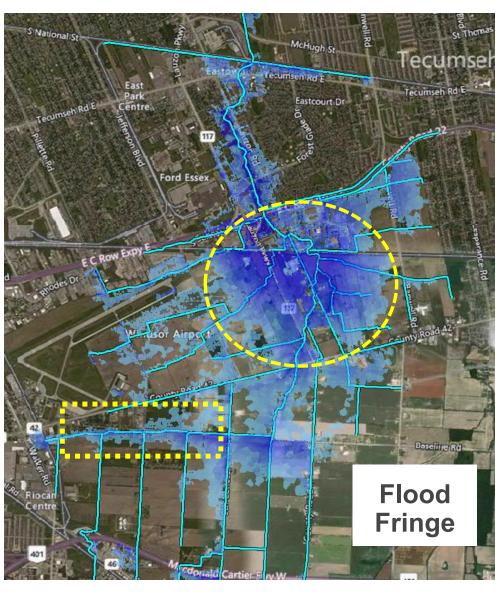






### Draft Floodway and Flood Fringe Extents





Next Steps: Prepare Regulatory Mapping

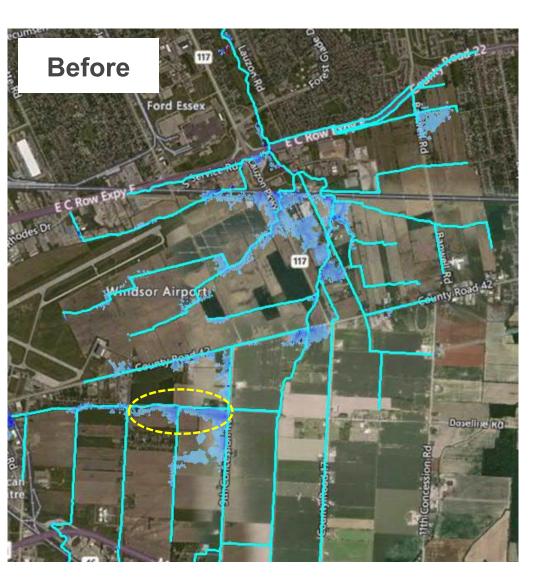


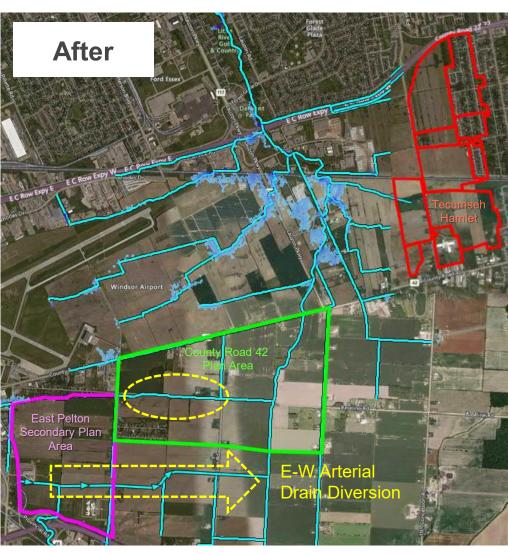






Impact on Floodway under Initial Buildout Conditions





### Discussion

 Are there any comments or questions on the floodplain mapping update?





### Natural Environment

 Field studies to determine existing conditions are complete.

#### **NEXT STEPS:**

Develop a Natural Heritage System (NHS)

- Delineate natural features, function and linkages of landscape to protect preserve and, where appropriate, enhance environment.
- Based on the ultimate floodplain boundaries and functional stormwater management requirements.

What Is a NHS? A system of natural heritage features, buffers on these features, and natural heritage areas, intended to strategically protect and connect natural habitat, including both terrestrial and aquatic ecosystems. The natural heritage features of the system include woodlands, wetlands, aquatic habitat, shoreline, significant wildlife habitat and habitat of endangered and threatened species. (SOURCE: TRCA)



# Staging of Development

#### **Considerations:**

#### Sanitary Servicing

- Available trunk sewer facilities
- Available treatment plant capacity

#### **Transportation Network**

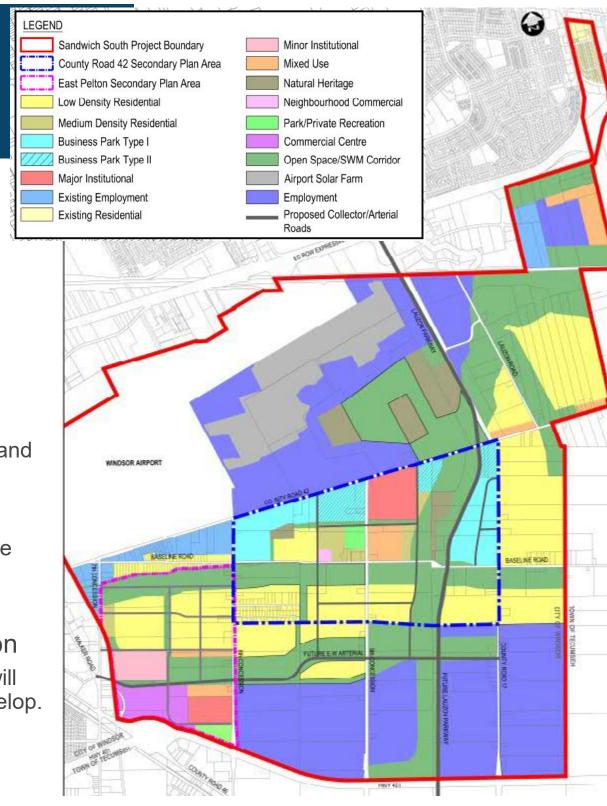
- Develop to utilize existing road network.
- Schedule C EA's will be required to expand 8<sup>th</sup> and 9<sup>th</sup> Concession Road ROW

#### Floodplain Footprint

 Implementation initial stages of Drainage improvements

#### Stormwater Pond and Pump Station

- Pump Station construction and ponds will allow associated drainage areas to develop.
- Discourage temporary stormwater management measures.



# PIC #2





### PIC #2 Objectives

- Present the following information:
  - evaluation of alternative solutions
  - potential impacts and proposed mitigation for the preferred alternatives
  - overview of the functional designs
- Provide opportunity for feedback
- Provide understanding on the next steps and timing





### PIC #2 Virtual Presentation

### **Tentative Timing: Summer 2021**

### At the Meeting:

- Power point presentation
- Question and Answer (Q&A) period

### Available on the website:

- PDF of presentation
- Recording of the presentation
- Alternatives evaluation summary
- Survey/Comment form to gather public feedback
- Meeting summary





### Discussion

- Do you have suggestions on how to explain the evaluation of alternatives?
- What do you feel the public would be most interested in focusing on?
- What do you expect will be the key questions raised?





## Next Steps





## Next Steps



- Continue with development of preferred alternatives
- PIC #2
- Hold property specific discussions with key landowners



- Reporting
- Council





## Project Stages and Timing

Summer 2019-Summer 2020 Winter 2020

Stage 1: Project Launch

Establish Study Area and gather background mapping

- Identify constraints and opportunities
- Consult community on issues that matter

Winter 2020-Spring 2020

Stage 2:
Develop and Evaluate
Alternative Solutions

**Pop-Up Event** 

- Identify road, sewer and storm options
- Establish decision-making criteria

Summer 2020 Ninter 2021

Stage 3: Identify and Develop Recommended Solutions **Public Information Centre (PIC) #1** 

- Review and incorporate feedback
- Compare preliminary options considering feedback
- Select preliminary preferred options

Spring 2021

Stage 4: Our Strategy **Public Information Centre (PIC) #2** 



- Confirm preferred options and prepare conceptual designs
- Prepare an overall strategy for Sandwich South Servicing
- Complete EA Reporting and Master Plan Document



City of Windsor Council will make the final decision to adopt the strategy at the end of the process.

Once adopted, there will be a 30-day review period of the Master Plan for public comment.







We are

here!

# Questions or Comments?

Please send any comments or questions after this meeting to:

Sandwichsouth@dillon.ca by August 4th, 2021.





# Thank you!







#### **Meeting Minutes**

**Subject:** Sandwich South Master Plan EA-, Stakeholder Advisory Committee Meeting #2

Date: June 9, 2021 - 6:00 p.m.

Location: Virtual Zoom Meeting

Our File: 19-9817

**Distribution** All Present, Encls. ZB: Idm, June 28, 2021

#### **Attendees**

#### Client

Name	Company/ Office

#### **Sandwich South Master Plan Project Team**

Name	Company/ Office
Patrick Winters	City of Windsor
Jeff Hagan	City of Windsor
Anna Godo	City of Windsor
France Isabelle Tunks	City of Windsor
Andrea Winter	Dillon Consulting Limited (Dillon)
Karla Kolli	Dillon Consulting Limited (Dillon)
Zachary Bush	Dillon Consulting Limited (Dillon)
Rob Muir	Dillon Consulting Limited (Dillon)
Shawn Doyle	Dillon Consulting Limited (Dillon)

Name	Company/ Office	
Laura Herlehy	Dillon Consulting Limited (Dillon)	
Alex Butler	Dillon Consulting Limited (Dillon)	

#### **Absent**

Name	Company/ Office

#### **Notes**

Item	Discussion	Action by
1.	Introductions	
1.1.	The project team and attending Stakeholder Advisory Committee (SAC) members were introduced.	Info
1.2.	The presentation delivered as part of this meeting has been attached to these minutes.	Info
2.	Agenda and Objectives	
2.1.	Project team goes through the agenda of the meeting.	Info
2.2.	Project team covers the objectives of today's meeting.	Info
3.	Project Update	
3.1.	Project team goes through project update.	Info
	Reminder of the service master plan's scope which includes identifying the needs for road, sanitary and storm sewers, stormwater management facilities, stormwater pump stations and Natural Heritage System.	
3.2.	Project team outlines study area, what it includes and the proposed land use map.	Info
3.3.	What we have completed to date: SAC meeting, PIC #1, working with ERCA to develop floodplain, evaluated infrastructure alternatives, meeting with stakeholders.	Info
4.	Evaluation alternatives	Info

**Discussion** Item Action by 4.1. Objectives and criteria: There are 9 objectives and criteria used to evaluate Info alternatives for each project solution. Manage flood risk Protect quality of life Be cost effective and provide value Protect the natural environment Support the creation of a complete community Protect health and safety Align with existing infrastructure and studies Build in resiliency Build in flexibility Project solutions were evaluated and the preliminary preferred solutions are described below for input from the SAC Team. These evaluations will also be posted online for public consultation and input. **Transportation Overview of Alternatives** 5. 5.1. The team provided a summary of the completed transportation network Info analysis, estimating total number of vehicles and a draft road network that would be required to accommodate development, including road widening and changes in network. There are 4 high level transportation options: 1) Do nothing; 2a). Expand Road Network (Plan for High Auto Mode Share); 2b). Expand Road Network (Emphasis on Sustainable Modes; and 3) Consider smaller development plan. It was determined that Option 2B would be the most preferred. There are 5 problem /opportunities: 1. North-South Capacity in the southeast section of the Sandwich South area which will require widening of 7<sup>th</sup> Concession Road or 8<sup>th</sup> Concession Road from two to four lanes; 2. North-South Capacity in the southwest section of the Sandwich South area which will require widening of 9th Concession Road or 10<sup>th</sup> Concession Road from two to four lanes; 3. Alignment of East-West Collector North of East-West Arterial and South of Baseline Road; 4. Addition of an additional East-West connection from 7<sup>th</sup> Concession Road to Walker Road; and 5. Traffic management on Baseline Road between 7th Concession Road and 8<sup>th</sup> Concession Road.

Widening of 7<sup>th</sup> Concession Road or 8<sup>th</sup> Concession Road

5.2.

Info

8<sup>th</sup> Concession Road is the preferred alternative because it is more central to the study area. 7<sup>th</sup> Concession Road is not preferred because it is on the

	periphery of the study area and will be right-in/right out at the East-West Arterial Road limiting its utility.	
5.3.	Widening of 9 <sup>th</sup> Concession Road or 10 <sup>th</sup> Concession Road  Both corridors are similar, however Concession Road 10 is planned to be right-in/right-out at County Road 42 (CR42) due to its proximity to Lauzon Parkway. Therefore, widening Concession Road 9 is the preferred	Info
5.4.	East-West Collector Alignment / Joy Road Traffic Management In order to create a complete road network facilitating travel within the study area, several collector roads need to be added to the study area. There are few opportunities to add a collector that can traverse the entirety of the study area. There is an opportunity to add an east-west collector between Baseline Road and the East-West Arterial that can use the Joy Road right-of-way, curve north to connect with a collector in East Pelton, or curve south to connect with a collector in East Pelton. Due to the narrow right of way on Joy Road and the disruption to existing residents, using the Joy Road right of way is not preferred. Curving the road south is the preferred alternative as it avoids the Joy Road right of way and facilitates a connection to Walker Road should that collector be extended in the future.  Additional East West Connection to Walker road The need to provide an additional connection to Walker Road from the Sandwich South area was considered to provide better connectivity to the external road network and through the transportation network assessment, the additional connection to Walker Road would assist with northwest traffic movements, due to much of the Sandwich South traffic would be going north and west of study area and access points to Walker Road are limited to CR42 and the proposed CR42. Not many options for people to access Walker Road.	Dillon
5.6.	<ul> <li>Potential Benefits         <ul> <li>Modest improvement to intersection capacity listed above but not significant; and</li> <li>Adds flexibility for potential road closures.</li> </ul> </li> <li>Potential Impacts         <ul> <li>Expensive, requires acquisition of developed property;</li> <li>Need for new connection to cross existing rail corridor; and</li> <li>Not worth the benefit based on benefit/cost comparison.</li> </ul> </li> <li>It was concluded based on the environmental assessment that this connection would not be a preferred solutions.</li> <li>Additional East-West Connection Walker (Baseline Road Traffic</li> </ul>	Dillon
	Management)  High peak hour volumes are anticipated on Baseline Road which currently has residential development on both sides of the roadway between 7 <sup>th</sup>	

Concession Road and 8<sup>th</sup> Concession Road. Four options were reviewed as part of the solution to mitigate traffic impacts. The "Do Nothing" option does not protect quality of life, therefore options to dead end Baseline Road at 8<sup>th</sup> Concession Road or institute traffic calming measures were reviewed. Implementing a dead end as noted, results in emergency vehicle access issues. Traffic calming was the preferred option.

#### 5.7. **Draft Transportation Network**

Dillon

The network is informed by the CR42 Secondary Plan and East Pelton Secondary Plan. We have added additional proposed road, to create a more complete road network. As development happens more roads will be added to figure.

Looking at location for the East-West Arterial (E-W Arterial) roadway are there any concerns to proximity to where the roadway meets the future Lauzon Parkway? Are we thinking about moving the E-W Arterial further south?

The E-W Arterial roadway placement was defined as part of the Lauzon Parkway EA. The project team looked at the midblock collector to be placed mid-way between Baseline Road and the E-W Arterial Road, while respecting as much of the road network from the East Pelton and CR42 plan as possible. We did not go back and re-examine the alignment. The stormwater drainage areas were also established based on the location of this corridor and was integrated into the Upper Little River Watershed Stormwater Management Study.

It was requested that the proposed road network that shows the area, north of CR42 be shown.

A full plan will be provided to the group as part of the SAC meeting minutes.

Dillon

#### 5.8. Cycling facilities

We identified two types of preferred cycling facilities. First being a protected on street cycling lane, with protections built into the roadway. Works along road segments with lower traffic and speeds and with a higher level of intersections. The other facility is a Cycle track, built into the boulevard, same level as the sidewalk. This is ideal where vehicular speeds are higher with less intersections and higher traffic volumes.

5.9. Transportation Discussion:

Info.

In regards to Walker Road connections. Is there flexibility on where they connect to 7<sup>th</sup> Concession Road, we have concern with the existing rail line,

#### could be problematic if near the rail crossing on 7th Concession, is there flexibility?

The collector road network layout was based on the existing road network outlined in the East Pelton Secondary Plan. There is flexibility in the location of the collector road networks and if proposals to revise the road network are presented those can be reviewed and discussed further.

Has there been discussion with owner of railway in terms of longevity, is it going to be there for the next 20 years?

In 2006 a strategic rail study was done, looked at lines to be abandoned, this was identified to continue to be active.

The recommendation is not to do another east west connector to Walker Road. Was there thought given to pedestrian and active transportation connections, as it is pedestrian unfriendly? Anything about trails or paths? Has that been thought about?

We have not considered an additional active transportation connection to Walker Road. We have only recently concluded that there is no value to making a vehicular connection. I would take away the question and consider if further.

Have we consulted with the biking communities, and how we can take the roads we have now and create more bike lanes?

Previously completed studies (County Wide Active Transportation System (CWATS) and Bicycle Use Master Plan (BUMP)) were used to inform the cycling recommendations for this study. All roadways in the road network will accommodate bicycle facilities (Protected Bike Lanes or Raised Cycle Lanes). We have considered adding additional bike lanes to the current network. Multi-use pathways will also be accommodated within the stormwater corridors.

#### 6. Stormwater Management

Four (4) options were presented at the PIC. Options 1a and 1b, use a wet stormwater management pond, where Option 1b includes low impact development measures within the upstream storm sewer system to provide additional water treatment and runoff attenuation. Draft conceptual layout and cross sections of the stormwater ponds were presented to provide context on the size and various pond design components.

Dillon

Options 2a and 2b, used dry ponds, to compensate the lower water quality, low impact development controls would need to be incorporated upstream.

#### 6.2. Evaluations: Dillon

They were all consistent in meeting goals of managing flood risk and safety. All the options aligned with existing infrastructure studies and creating a complete community. They all protect quality of life. Cost effectiveness, centralized wet ponds are cost efficient, in contrast the other options which have higher capital and higher operation and maintenance cost. Also there are higher lifecycle servicing costs to implement LID controls. Options 1b and 2b have the most resilient. Looking all together, Option 1a gives us the most flexibility and is the most cost efficient and therefore is the preliminary preferred option.

#### 6.3. Stormwater Management Discussion:

Info.

#### Was a similar analysis done for the whole study area?

We have done analysis in terms of peak flow benefits of the complete area. The concept we have been advancing has been focused on East Pelton and the CR42 Secondary Plan area as that is the current scope of the study.

The functional design for the stormwater management ponds will be completed for the two established secondary plan areas as there are established plans for those two areas. Design of exterior areas will be developed as part of future studies.

#### Is the Tecumseh Hamlet stormwater management pond part of this study?

Analysis has been done for that area as part of a separate study and integrated into the overall hydrology model as that area is within the overall drainage area. Where there are existing studies and information is available, that information has been integrated into this study to ensure that this study is coordinated with other completed and ongoing studies.

In regards to the facilities. They are going to be on private properties, but will service lands owned by other people, is there going to be a cost sharing plan discussed?

Cost sharing would be established during the draft plan approval process, we would likely cover the costs and then figure out how to split it with developers in the future.

Item	Discussion	Action by
7.	Storm Sewer	
7.1.1.	Team explained options:	Dillon
	Option 1. Do nothing	
	Option 2. Storm sewer network	
	Option 3. Combine open drain and storm sewer network	
7.1.2.	Evaluation of alternatives:	Dillon
	The current drains wouldn't support the new developments. Traditional storm sewer is preferred to create a complete community, this will allow us to implement all the other things we talked about. The new network will improve the level of service. We want to reduce the service levels so we can provide access for health and safety reasons. Option 2 and 3 align with other studies and secondary plans. We want to make sure the solutions have resiliency, specifically with respect to climate change. Overall Option 2 is preliminary preferred.	
7.1.3.	Discussion:	Info.
	We are developing the sewer network, it is based on the stormwater pond layout. It will be more detailed for the two secondary plan areas.	
8.	Floodplain Mapping:	Dillon
	The existing floodplain mapping is being finalized, it is based on a two zone concept. The zones would include:	
8.1.1.	<b>Floodway:</b> Flood hazard area is where development is not permitted without study to confirm no adverse impacts, and	
	<b>Flood Fringe:</b> Development is permitted that meets flood-proofing standards based on, at a minimum, the designated flood elevations.	
	The fringe areas is a lot wider, it is where flood proofing would be required. Some of the flood fringe depth is only 10cm deep. The flood fringe is determined based on peak timings. We are putting these on scales of mapping that can be seen at a local level. We are creating the regulatory mapping to show the floodway and flood fringe. The flood fringe would show the safe flood proofing would be. We sent the templates to ERCA.	Dillon
9. 9.1.1.	Flood plain management: Drain realignment. We are reducing flood risk with E-W arterial drain diversion.  9.1. Natural Environment	
	<b>Develop a Natural Heritage System (NHS)</b> Delineate natural features, function and linkages of landscape to protect and preserve, where appropriate, enhance environment. Based on the ultimate	Dillon

Item	Discussion	Action by
	floodplain boundaries and functional stormwater management requirements.	Accion by
9.1.2.	Staging of Development A number of factors that must be considered in the development of a staging plan were reviewed with the team. Details regarding the infrastructure required to allow for development to occur which will be highlighted in the SSMSP report. Reviewing staging is the next steps of this project.	Dillon
10.	PIC #2:	Dillon
	The project team requested feedback on the content and presentation of materials for the upcoming PIC # 2	
10.1.1.	Comments and discussion: Provide additional context on the evaluation criteria.	Info.
	Define acronyms and better describe terminology.  Did everyone understand the difference between floodway and flood fringe?	
	Most agreed they understood the difference	
	One comment was: I thought the difference was easily mapped and the graphics showed it well. The public might get stuck on the evaluation of alternatives, so better summaries would be warranted.	
	Is there some thought to look at the design of buildings in new developments?  We can speak to those things, as far as the recently completed SWM master plan, recommendations that should be implemented to prevent basement and surface flooding should be adhered to. This will include a study and corresponding development manual. We will be meeting criteria when servicing the buildings.	
	We have details of dialing into the two secondary plan areas. We might want to speak to that in more detail, through presentation and what is going on the website.	
	Explaining floodway and flood fringe.  Could help show where you are allowed to build etc. in the cross section.  Updating the cross section to be more similar to the stormwater management facilities diagrams to better understand where you can build and the relative scale of expected flooding would be useful.	
	On the floodplain cross section, it shows floodway in the center, the key words will have to be development prohibited. It needs to be completely clear.	
	This graphic is from the MNR and is very high level.	

ERCA will provide materials to Dillon to help illustrate the flood plain mapping for the upcoming consultation.

Are we going to get more arterial roads and collector roads in a pdf?

A road network plan of the entire study area will be accompany a copy of the powerpoint.

#### **Transit Windsor comment:**

Transit's preference would be for the cycle track of bike lane to go behind the bus stop. As some of our bus stops go through bike lanes.

The transportation team to coordinate with the Windsor transit team as recommendations are finalized.

Good job everyone. We are being asked to fill in the gaps as what we see is missing. I want to make sure that positive feedback is given. We talked about the natural environment and heritage system. Is it too early to talk about archaeological work?

We have archaeological work done in the area and will need to determine the best way to present it in the PIC.

#### 11. Next Steps:

11.1.1. ...

We need to review this with all the city staff and prepare for PIC 2. In advance of PIC 2, we are hoping to have meetings with key property owners, to give them the opportunity to speak property specific.

After the PIC, we take the report into finalization and present to council.

If you do have questions and something comes up, please email the project team.

As far as future SAC meetings, we want to know how useful this was, want to get a sense from the group moving forward, and if a similar session is needed?

This type of meeting is helpful because it gives a broader view, whether we need another one, I'm not sure, because we are having individual meetings. Unless some big changes are happening in the analysis.

#### **Errors and/or Omissions**

These minutes were prepared by Zachary Bush who should be notified of any errors and/or omissions.

Dillon