

Appendix G- Comments from Municipal Departments & External Agencies

City of Windsor-Transportation Planning

1. In principle, we support the policy's objectives of improved walkability and limiting driveway proliferation in "main street" areas. However, we are concerned with some aspects of the proposed policy.
2. Increased use of alleys, as encouraged by the policy, may increase the need for alley maintenance and cause a corresponding increase in costs to the Corporation. We understand that the Corporation's ability to recover these costs from the properties causing this increase may be limited. Therefore, this policy may obligate the Corporation to currently unquantified costs that are not reflected in the current approved budget.
3. The emphasis on cross streets for access to properties on the Traditional Commercial Street may increase cut-through traffic on these streets. This may increase the demand for traffic calming requests in these neighbourhoods and may increase the likelihood that traffic calming requests in these areas will meet the warrant threshold for traffic calming.
4. The policy recommends minimum driveway widths as low as 3.0 m for two-way traffic in some cases. This minimum width is inconsistent with the general requirements for access areas in Section 25 of Zoning By-Law 8600 and is less than the minimum required by our Engineering Standard Drawings. We are concerned that allowing driveways for two-way traffic that are less than what is physically needed for opposing vehicles to pass each other will result in increased reversing across sidewalks and/or onto the roadway, creating the potential for unexpected vehicle-vehicle or vehicle-pedestrian conflicts. We recommend that the minimum and maximum width requirements in the proposed zoning by-law amendment be deleted and that the general requirements of the Zoning By-law and the City's commercial entrance standard (3.5 m to 4.5 m per lane for non-industrial land uses) continue to apply for new commercial entrances in "main street" areas.
5. The policy proposes to extend the parking rates for BIAs to all commercial streets. Some streets that would be affected by this change are significantly different in character from other streets identified in the policy. The sections of Tecumseh Road identified as proposed Traditional Commercial Streets as well as Ouellette Avenue between Giles and Tecumseh generally have limited on-street parking or public off-street parking compared to BIAs, and therefore do not have the supply of public parking that is typical of the BIAs or the other designated areas. We recommend that consideration be given to not extending the parking rates for "BIAs and other designated areas" to these sections of Ouellette Avenue.

Jeff Hagan, P.ENG, PTOE
Policy Analyst

City of Windsor-Development, Projects & ROW

No objections with respect to the policy on not permitting parking space encroachments in the public right-of-way on Traditional Commercial Streets.

Adam Pillon,
Right-of-Way Supervisor

Windsor Police Service

Regarding Surface Parking Areas Abutting Public Right-Of-Way Not Permitted:

- While optimal from a public safety perspective because it allows for optimization of natural surveillance capability, this prohibition is understandable from an overall aesthetics and general urban design standpoint. One safety feature of not having the surface parking abutting the main street is that there will be less turning movements to and from the busier traditional commercial street and instead they will occur on less busy roadways. This improves both pedestrian and vehicular safety within the roadway environment.

Regarding Parking Areas Permitted in Residential Vicinity Through Rezoning:

- I do not object to the threshold of 50% or more of the parking shall be located within a perpendicular distance of 75 metres from the centerline of a Traditional Commercial Street but anything greater will constitute commercial “creep” into an adjacent neighbourhood which would be neither desirable or compatible.
- I agree with not allowing detached, semi-detached, or townhouse dwellings located between the proposed parking area and the Traditional Commercial Street as this encourages land use conflict and incompatibility.

Screening of Parking Areas:

- On the issue of screening of parking areas, I would like wording added, if possible, that includes consultation with the Windsor Police Service to ensure any proposed screening application does not create a public safety issue by eliminating natural surveillance capability. Fences (if used) should be more of a steel picket style (that is not opaque like a wood board privacy fence) that will maintain view corridors. If shrubs are used, they need to be spaced adequately to keep some through visibility of the parking area. Maximum shrub height should not exceed 42”. This maximum height should also apply to decorative walls and berms. Parking lot lighting should be provided to a minimum illumination level of at least 1.75 foot-candles using full cut off fixtures. LED lights are highly recommended as they produce a clean, bright luminosity that maximizes visibility and colour rendering for witness accounts of activity.

Bicycle Parking:

- Bicycle parking should NOT be permitted in rear parking lots as this increases risk for theft. Bicycle parking should instead be situated near the main entrances of buildings on the Traditional Commercial Street side of the property.

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Windsor Police Service*

Ministry of Municipal Affairs and Housing

With regard to the OPA 113 there are no matters of provincial interest, therefore, we have no concerns with the proposed OPA and associated ZBLA.

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Essex Region Conservation Authority

We have no objections to the proposed Zoning By-law or Official Plan Amendments.

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Resource Planner