

CRITERIA # 1 (Official Plan Designation)

Weight: 2

Assessment Definition: An official plan describes upper, lower or single-tier municipal council's policies on how land should be used. An official plan deals mainly with issues such as: where new housing, industry, offices, etc. should be located, what services are needed to support new development, and where the urban boundary is. The importance of the Official Plan Designation is whether the subject property's regulations permits a hospital. The Official Plan has specific policies surrounding institutional uses and the Vendor must demonstrate that the policies have been met. Should the land use not be an institutional designation within the Official Plan then an Official Plan Amendment would be required which would result in additional time and resources. It is also important to examine the compatibility of adjacent land uses (existing and future, if known) so one can be aware if the hospital will be adjacent to a compatible land use and that the majority of the land is in a designation that is not constrained by environmental features.

Scale Factors: Parcel is partially or wholly within lands designated to permit hospital development:

- "10": Wholly within designated lands
- "7": Not designated, but an amendment has a strong possibility of support
- "5": Not designated, but an amendment has a fair possibility of support
- "3": Not designated, but an amendment has minimal possibility of support
- "0": Not designated, but an amendment has a poor possibility of support (e.g. designated "greenland" or "environmental protection")

	Vendor Response	Slanec Response	Notes	Scale (0-10)
Site V	The site is comprised of vacant lands on the north side of Tecumseh Road East south of the CN rail line and segmented by the future road "Proposed Catherine Street" The Official Plan District is 11, bounded by districts 6, 10, 14, 7, 15, 8 and 12. The parcels are designated Commercial District at the front (lands between Tecumseh Road and proposed Catherine Street) and Manufacture District 1.2 (Proposed Catherine Street to CN rail line). The site is proximate to several low rise commercial properties and Institutionally Designated lands west of Jefferson Blvd. An Official Plan zoning amendment to permit use for a hospital would be required.			
Site W	The Site's current Official Plan was specifically formulated to permit a highly intensive use as an International Transportation Supermall. This was to service the long haul truck industry with all of its needs (fuel, repairs, maintenance, customs preclearance, food, medical, lodging, and so on). More than 1000 trucks per day would enter/exit the Site. Medical uses are already permitted as ancillary. The Hospital would be a far less intensive use of the Site. For example, it would generate less than one (1%) percent of the heavy truck trips compared to the transportation supermall. Therefore, an acute care Hospital would be an acceptable and welcome use by the Town and the neighbours. Both the Mayor and the CAO have verbally indicated that they would strongly support an OP amendment, if one was deemed to be necessary for the Hospital. Similarly, the adjoining lands would benefit from the Hospital being at this location, and thus they would also strongly support the amendment. It should be noted that there are no residential or other land uses adjacent to the Site that would object (all lands are vacant and used for agriculture). See attached current Official Plan Land Use Plan.			

Signature _____
Date _____

s.17(1)(a)(b)(c) - all redactions in this document.

**CRITERIA # 2 (Zoning)
Weight: 2**

Assessment Definition: A Zoning By-law provides specific provisions and regulations for all development. Zoning By-laws regulate the use of land, buildings and other structures. The zoning of a site regulates the uses that are allowed on a property as well as where buildings can be located on a site, the lot sizes, dimensions, parking requirements, building heights and setbacks from the street. The importance of zoning is whether or not the proposed use is permitted within the Zoning By-Law as well as whether the proposed building footprint and site layout fits within the requirements of the By-Law. A Zoning By-Law Amendment can be applied for (e.g. if a use is not permitted or a building height exceeds the maximum requirement) if required, however, this also adds additional time and resources. In most cases, an amendment will be required; however, heavy industrial zones, prime agricultural lands, protected employment lands and environmental lands, may not be appropriate.

- Scale Factors:** It is assumed most sites will require site-specific zoning for a hospital and ancillary uses.
- "10": No zoning restrictions exist
 - "7": Not zoned, but an amendment has a strong possibility of support
 - "5": Not zoned, but an amendment has a fair possibility of support
 - "3": Not zoned, but an amendment has a minimal possibility of support
 - "0": Not zoned, but an amendment has a poor possibility of support (e.g. zoned "greenland" or "environmental protection")

	Vendor Response	Stanlec Response	Notes	Scale
Site V	The front portion of the site is Designated Commercial District and the rear portion of the site is designated Manufacture District/Business. Park with the proposed Catherine St. extension on the divided line. A zoning bylaw would be required for hospital use would be required and depending on design and zoning designation may require a variance to maximum height restrictions.			
Site W	The Site's current zoning was specifically formulated to permit a site specific, highly intensive use as an International Transportation Supermall. This would be to service the long haul truck industry with all of its needs (fuel depot, truck repairs and maintenance, car/truck wash, government offices for customs pre-clearance, offices for customs brokers, medical clinics, variety of restaurants and shopping, motel/hotel for lodging, and so on). The proposed Hospital and its affiliated uses would be a far less intensive and demanding use. Therefore, an acute care Hospital would be an acceptable and welcome use. If it is deemed necessary, a rezoning amendment would have strong support from the Council and administration for the Town, as well as the neighbours. The surplus lands owned by the Vendor will be rezoned at the same time, to uses that are sympathetic, supportive and compatible with the Hospital. The proposed footprint of the Hospital will comply with the zoning regulations, and no issues are foreseen with size, building height or setbacks. The required parking is permitted and can be accommodated at grade.			

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CRITERIA # 3 (Impact of Restrictions (By-laws, Rights-of-Way, Easements, etc.))
Weight: 4

Assessment Definition: There should be no restrictions on the use of the property, including below grade services easements. In essence, the property should have clear title. Particular attention should also be paid to municipal drains.

Scale Factors: Potential for adverse impact on the development process which could require mitigating or removing restrictions:

- "10": No restrictions on the lands
- "7": Minor restrictions that will not impact developable areas
- "5": Some restrictions that can be moved or accommodated
- "3": Restrictions that impact a portion of the developable area
- "0": Restrictions that impact the majority of developable area

	Vendor Response	Stantec Response	Notes	Scale
SITE V	The Site survey shows the Hawkins drain easement Part 3 Plan 12R-21709 R1023532 in favour of the City of Windsor at the north end of the property. There is also an easement in the south east corner of the site, Part 2 12R-21472 CE 144493 in favour of the City of Windsor. There is a below surface waterline stretching from Tecumseh Road approximately 400 feet to the north within the 6700 Tecumseh Road parcel. This waterline services an existing one storey concrete block structure. The Vendor would demolish the existing block building and the waterline disconnected. Neither the registered easements or the unregistered water line are deemed material to the proposal.			
SITE W	There are no restrictions on the use of the property. There are no easements, either above or below grade. The title is free and clear. There is a municipal drain (Pike Creek) that crosses the rear of the Site, as shown on the Survey. It does not impact the proposed Hospital development in any negative way. In fact, it is a very beneficial asset: 1) It provides excellent drainage of storm water runoff at no extra cost; 2) it provides a natural environment corridor that links the Hospital Site (and lands to the south) to the adjacent Heritage Forest Fairplay Woods (owned by the municipality); and 3) it provides recreational uses, both passive and active, for people working or making use of the Hospital.			

Signature _____

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CRITERIA # 4 (Parcel (Shape and Geometry))
Weight: 3

Assessment Definition: The parcel size must plan for potential physical and site needs of the Facility over a 5, 10, 20, 50 and 100 year timeframe that ensures best use of significant and long term government commitment. It should provide flexibility to accommodate major changes in health care delivery and/or program requirements. The parcel shape should allow for a development pad that would accommodate a hospital. The pad should generally be rectangular and sized to allow maximum ground floor coverage. The shape and geometry should be such as to accommodate the hospital itself, ancillary buildings, along with parking.

Scale Factors: Parcel has a regular shape and is of good proportion:
 - "10": A rectangular shape that has a test area of 400m x 400 m
 - "7": A rectangular "test" area 300M x 400M fits within the parcel
 - "5": A rectangular "test" area 300M x 300M fits within the parcel
 - "3": A rectangular "test" area 300M x 200M fits within the parcel
 - "1": A rectangular "test" area 200M x 200M fits within the parcel
 - "0": Less than a rectangular "test" area 200M x 200M fits within the parcel

	Vendor Response	Stanec Response	Notes	Scale
Site V	The parcel provides up to a 31.327 hectare parcel of land as detailed in the Site survey. There are vacant lands abutting the subject site that could provide 8 or more additional hectares.			
Site W	The parcel shape is large, measuring 303m width by 803m depth. Thus, it readily lends itself to provide the best configuration desirable for the Hospital. The Site will accommodate long range plans and major changes as they occur in the future. A test area of 300m by 400m fits on the Site. Hospital area of 140,000 square metres gross area, ancillary buildings, parking, green space, and utility buildings will all be easily and economically accommodated on this parcel.			

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CRITERIA # 5 Parking potential
Weight: 5

Assessment Definition: Parking is generally defined by two criteria: the Municipal Zoning By-law and anticipated use. Hospital uses are often 1 space per bed. The second criterion is typical patient usage and need. A range of 1 space per 45 m² to 60 m² Gross Floor Area is suggested to be optimal for a long term build out scenario. Surface parking will be preferred. Parking is to be calculated on the basis of 139,354 m² GFA.

Scale Factors: The site achieves a parking ratio of:
 - "10": Greater than 1 space per 45 m² (3096 spaces)
 - "7": Greater than 1 space per 50 m² (2787 spaces)
 - "5": Greater than 1 space per 60 m² (2322 spaces)
 - "3": Greater than 1 space per 70 m² (1990 spaces)
 - "1": Less than 1 space per 80 m² (1740 spaces)

	Vendor Response	Stantec Response	Notes	Scale
Site V	There are 6,962 potential parking spaces at 45m ² gross floor area per space and 5,221 potential spaces at 60m ² gross floor area per space.			
Site W	The Site can easily provide over 6,000 surface parking spaces (one space per 23m ²), all at grade, at a cost of only about 15% compared to a parking structure (a savings of over \$100 million). The parking layout can be configured in such a way that: 1) distances to building entry points are minimized; 2) security for staff and visitors/patients is maximized; 3) landscaped for visual enhancement; and 4) maintenance/snow removal costs are minimized.			

Signature _____

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CRITERIA # 6 Flexible Site Development/Campus Planning Scenarios
Weight: 3

Assessment Definition: The site should be large enough to accommodate the proposed uses as well as future buildings, structures, parking, landscaped garden areas, etc., including allied services and potential research uses.

Scale Factors: Potential for multiple planning and design solutions:

- "10": is Excellent
- "7": is Good
- "5": is Fair
- "3": is Minimal
- "1": is Poor

	Vendor Response	Stanlec Response	Notes	Scale
Site V	There is an adjacent property to the site which could provide 8 additional hectares. Other properties contiguous with this property may be available. A 6.5 hectare property abutting the proposed to the north west contains a portion of land designated by the Essex Regional Conservation Authority providing options for additional green space.			
Site W	This Site has excellent potential for multiple planning and design solutions: it can accommodate any present as well as long term, future needs, both specific to the Hospital and also for allied services, economically and with flexibility needed for a 100 year planning horizon.			

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CRITERIA # 7 Expansion Scenarios
Weight: 4

Assessment Definition: The site should be large enough that future expansions can occur within the property to accommodate future projected population growth. A full regeneration of the proposed hospital should be accommodated on the site by having enough land access.

Scale Factors: Potential for future expansion:

- "10": is Excellent
- "7": is Good
- "5": is Fair
- "3": is Minimal
- "1": is Poor

	Vendor Response	Stanlec Response	Notes	Scale
Site V	The proposed site has up to 31.327 hectares with expansion potential of another 8 hectares adjacent to the property on the east side and 6.5 hectares to the north west.			
Site W	Potential for future expansion is excellent. The Site is 60.2 acres in size. It can accommodate the present-day needs, anticipated future expansion, as well as the "unknown" that may become the state of the art in future decades. The Site is large enough that the Hospital could be doubled in size, or rebuilt completely on the adjacent surplus 55.7 acres of land (which is also available to the Hospital if it chooses Alternative Site 1).			

Signature _____

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CRITERIA # 8 Parcel Size (including future growth)
Weight: 5

Assessment Definition: The parcel size must plan for potential physical and site needs of the Facility over a 5, 10, 20, 50 and 100 year timeframe that ensures best use of significant and long term government commitment. It should provide flexibility to accommodate major changes in health care delivery and/or program requirements. For future expansions to accommodate growth and future replacement/renewal, the Ministry favours a minimum area of 40 acres of developable land (i.e. not constrained with environmental features) with 50 acres being preferred. Nevertheless, property less than this favoured or preferred parcel size will be considered.

Scale Factors: The parcel size must plan for potential physical and site needs of the Facility over a 5, 10, 20, 50 and 100 year timeframe that ensures best use of significant and long term government commitment.

- "10": 46 or more acres preferred
- "7": 41-45 acres of developable land
- "5": 36-40 acres of developable land
- "3": 30-35 acres of developable land
- "1": less than 30 acres of developable land

	Vendor Response	Stantec Response	Notes	Scale
Site V	The proposed site has up to 31.327 hectares for growth potential of another 8 hectares adjacent to the property on the east side and 6.5 hectares to the north west.			
Site W	The Site has a total area of 60.2 acres. The developable area is 57 acres, after deducting 3.2 acres for Pike Creek itself plus 12m (40') buffers on each side for a total of 38m (125') naturalized corridor linking to Fairplay Woods). The Vendor is giving the Hospital the choice of: 1) buying the 60.2 acre Site submitted in this RFP; or 2) Alternate 1: buying all of the 115.8 acres that it owns; or 3) Alternate 2: buying 49.6 acres in north-east quadrant; or 4) anything in any reasonable size and configuration combination in each case, the Hospital's stated and future needs will be perfectly and easily accommodated by this Site or the Alternates.			

Signature _____

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CRITERIA # 9 Service Catchment Area
Weight: 5

Assessment Definition: Consideration should be given to the surrounding population (current and future) numbers as an area with a higher density would be more desirable for a variety of reasons (e.g. distance of travel, services a greater number of people within a smaller area). Future population within an area should be considered to ensure that proper services will be available.

Scale Factors: Centrally located to the population within a 5km drive (current and to 2031):

- "10": 80% of Region's population within a 10km radius
- "7": 70% of the Region's population within a 15km radius
- "5": 80% of the Region's population within a 20km radius
- "3": 70% of the Region's population within a 20km radius
- "1": less than 60% of the Region's population is within 20km

	Vendor Response	Stantec Response	Notes	Scale
Site V	The site is situated in the north east section of the city. Approximate radial distances to population bounded by the river to the north are 3 km, the 401 to the south 8 km, the Ambassador Bridge to the north west 12 km and LaSalle to the south west 15 km. It is estimated that the majority of Windsor's highest density population district are within 10 km of the site. Kew Street Fire Station - 2.50 km. Goyeau Police Station - 9 km EMS - Windsor Jefferson 705-01 - 2.5 km Windsor Regional Hospital - 4.30 km Hotel Dieu Main Campus - 7.75 km Quellerie Avenue Hospice Facility - 0.50 km Hospice - 2.6 km			
Site W	The Site is within 4 km of the current residential built-up area of the Town of Tecumseh. It is 7 km from the current residential areas of the City of Windsor, to the north and to the west. The distance to the Towns of Essex and LaSalle are 8 km and 10 km, respectively. The future residential growth in this region will all be towards this Site: Tecumseh can only grow to the south, and the City of Windsor can only grow by developing the recently Annexed Lands, bringing the residential growth next the Site. "Towards the Site" is the only possible direction of growth for both Windsor and Tecumseh.			

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CRITERIA # 10 Provisions for any Allied Services -- on site or adjacent to site (e.g. Long Term Care, Pharmacy, Office)
Weight: 3

Assessment Definition: Consideration should be given as to whether it would be desirable to bring allied facilities close to the Facility to form a campus arrangement. This may or may not involve reserves for a medical office building, long term care or smaller components within the Facility such as commercial pharmacy, restaurants or other retail outlets. These facilities should be accommodated on site, but may also spur similar development in the neighbourhood.

Scale Factors: Potential for multiple planning and design solutions for future allied services:

- "10": is Excellent
- "7": is Good
- "5": is Fair
- "3": is Minimal
- "1": is Poor

	Vendor Response	Stanec Response	Notes	Scale
Site V	The proposed site has up to 31.327 hectares with expansion potential of another 8 hectares adjacent to the property on the east side and 6.5 hectares to the north west. This site provides reasonable space for a campus with the additional properties providing more options. Surrounding commercial entities such as Tecumseh Mall, Wal-Mart along with numerous eateries both complement and support the proposed campus development. There is also commercial space in the surrounding area for satellite services and related businesses.			
Site W	The Vendors own a total of 116 acres at this location. Regardless whether the Hospital buys all of the property or only the 60 acre Site, the remaining acreage will necessarily be developed for uses that are compatible, affiliated with, spurred by, or to service the Hospital. The Vendor will rezone its surplus lands (what is not purchased by the Hospital) to ensure that this in fact will happen. A hospital of the size proposed will generate demand for commercial activities, to serve the Hospital itself, its staff, patients and visitors. These uses can be accommodated on the surplus acreage owned by the Vendors, OR, on the adjacent lands (owned by others) that have already been proposed for commercial development in the past. The Hospital will spur development of the adjacent neighbourhood, both with commercial projects and also residential development. Should the Hospital not purchase all of their holdings, the Vendors' intent is to retain ownership of the remaining acres, and aggressively market it for a variety of uses that would include: long term care; retirement home; medical offices, pharmacy, laboratory, physiotherapy; medium density residential; and so on. The plan would be to have it			

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CRITERIA # 11 Relationship to other supportive Institutions (Research or Education)
Weight: 3

Assessment Definition: The Facility should locate in an area where other supporting institutions are within reasonable proximity, such as houses of worship, long term care facilities, hotels, medical, clinical and allied health education and research facilities, etc.

Scale Factors: Site is located within:
 - "10": Within 5 km of other supportive institutions
 - "7": Within 6-10 km of other supportive institutions
 - "5": Within 11-15 km of other supportive institutions
 - "3": Within 16-20 km of other supportive institutions
 - "1": Further than 20 km away from other supportive institutions

	Vendor Response	Stantec Response	Notes	Scale
Site V	University of Windsor – 16 km St Clair College main campus – 14 km St Clair College Centre For Arts – 9 km School and houses of worship are in close proximity.			
Site W	Site to St. Clair College is 11 km; to University of Windsor is 17 km. Long term care facilities are located in Tecumseh and South Windsor, each at distances of about 7 km from the Site. The Site is located within 6-10 km of the vast majority of the supportive institutions. Some of these are: Talbot Trail Secondary School; Christian Fellowship Church; Bethel Romanian Pentecostal Church; Ciociaro Club Multiplex; several motels/hotels. Ontario Provincial Police station is "kitty-corner" to the site. Fire stations are presently located at the Windsor Airport (6km) and on Lesperance Road in Tecumseh (8 km).			

Signature _____

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CRITERIA # 12 Neighbourhood Compatibility
Weight: 3

Assessment Definition: The image of the hospital and the acceptance of the community are important parameters in acceptance of the hospital in the community. The Facility and location must present a welcoming public image from the point of health care access. The site must be located in an area where the hospital would be compatible with existing uses, now and within future policy directions.

Scale Factors: The Facility must be in an area that is compatible with hospital uses.

- "10": Highly compatible
- "7": Compatibility is good
- "5": Compatibility is fair
- "3": Compatibility is minimal
- "0": Non-compatible

	Vendor Response	Stantec Response	Notes	Scale
Site V	The site is in Planning District 11 and adjacent to Planning Districts 6, 10, 14, 7, 15, 8 and 12. These Planning districts contain residential, commercial and manufacturing designations. The site provides a hospital facility close proximity to residential communities, big box stores, Tecumseh Mall, Walmart, Zehrs and Staples and strip mall properties. The proposed site has remained an undeveloped gap from the surrounding area east Windsor.			
Site W	The area around the Site is highly compatible with a hospital use. See attached Extended Neighbourhood Map. Adjacent land uses area as follows: 1) NORTH: presently vacant lands previously proposed for major commercial uses, and thus are anticipated to be developed for commercial uses in the future. Also to the north is Fairplay Woods, a large woodlot (about 140 acres) that the municipality owns and will keep forever as a natural heritage feature, a major "green" asset to be preserved in perpetuity for the enjoyment of all (see attached ERCA Natural Heritage Map). 2) WEST: presently vacant lands used for agricultural uses; future use is anticipated to remain agricultural. 3) SOUTH: Highway 401 and vacant lands further south. The Ontario Provincial Police (OPP) station is located at the south-east corner of the HWY 401/County Road 19 interchange. If the Hospital buys this Site, or any portion of the Vendor's 116 acres, the present use by Coxon's will be completely relocated off site. 4) EAST: presently vacant lands used for agricultural uses; future use is anticipated to remain agricultural. There are no residential uses anywhere near the Site, thus no one will object to the Hospital. In fact, neighbourhood landowners will welcome the Facility, since it will spur/accelerate development of their properties and increase their value significantly. The Hospital is compatible with existing and future uses, and will be welcome and embraced by this neighbourhood.			

Signature _____

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CRITERIA # 13 Site Amenities (trails, parks, restaurants, shopping)
Weight: 2

Assessment Definition: Nearby amenities to the site can enhance a person's experience. The site should have trails and walkways within the site that connect to the bigger municipal system. Nearby commercial uses add to the location of a hospital for visitor and employee convenience.

Scale Factors: Potential for on site or adjacent site amenities:

- "10": is Excellent
- "7": is Good
- "5": is Fair
- "3": is Minimal
- "1": is Poor

	Vendor Response	Stantec Response	Notes	Scale
Site V	The site is large enough for a perimeter walking trail. A path could be connected to the Ganatchio Trail System extension to the east at McHugh Street which is 3km away. The ERCA designated lands to the north west of this site would be provide additional access to walking trails or park area. Brand names such as Tim Horton's, Starbucks, Arby's , A & W, Mc Donald's, Burger King, East Side Mario's and Red Lobster already are close by. Tecumseh Mall, Wal-Mart, Zehrs, Staples are also established and within 1 km.			
Site W	Fairplay Woods shares a common lot line with the Site (refer to attached ERCA Natural Heritage Map). A municipal park is just north of the Site, on Concession 12. Pike Creek runs through the Site, and with its natural buffer, provides a system of trails and natural environment that connects it to Fairplay Woods and the wider trail system for the county. Major shopping in Windsor at Walker/Provincial road is within 7 km of the Site. Devonshire Mall is a bit further away at 10 km. Major commercial development in the heart of Tecumseh is only 6 km to the north, with too many shops, restaurants, etc. to list. There is strong demand created for all types of amenities, to be developed on the lands adjoining the Hospital Site, both on properties owned by the Vendor as well as others. Potential for on site or adjacent amenities is excellent.			

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CRITERIA # 14 Visibility
Weight: 2

Assessment Definition: The Facility must have good visibility from major thoroughfares.

Scale Factors: Potential for a significant portion of main hospital building to be visible from Highway

- "10": Excellent potential
- "7": Good potential
- "5": Fair potential
- "3": Minimal potential
- "1": Limited potential

	Vendor Response	Stanec Response	Notes	Scale
Site V	Located on the north side of Tecumseh Road the site is visible from Tecumseh Road as well as from the proposed Catherine Street extension from Lauzon Parkway.			
Site W	The Site is located near the interchange of Highway 401 with County Road 19 (also known as Manning Road). There Vendor's lands have 793m (2,600 feet) frontage on Highway 401 and the Site has 609m (2000 feet) of frontage on County Road 19 (Manning Road). The location is on a provincial highway and an arterial road of regional significance. The Hospital will have excellent visibility, both from the provincial Highway 401 and the regional artery County Road 19.			

Signature _____

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**CRITERIA # 15 Proximity to existing EMS/Police/Patient Transfer Sites/Disaster Preparedness
Weight: 4**

Assessment Definition: Access to the Facility must be well delineated and acceptable to emergency service providers. The routes and the Facility location must be convenient to the geographic region, with alternative pathways identified should primary ones be obstructed. Travel time for existing and proposed emergency services sites to the hospital is a factor in the location of the hospital (i.e. EMS response times). Location should be in an area that would support disaster preparedness planning by EMS, Police and Fire services.

Scale Factors: Site has:

- "10": clear travel routes and travel time is less than current response times
- "7": clear travel routes and travel time meets response times
- "5": clear travel routes and travel time almost meets current response times
- "3": not ideal travel routes and travel time does not meet response times
- "1": not ideal travel routes and travel time is not acceptable

NOTE: Fire Response Time is 5 min., EMS response time for cardiac is 6 min. (most restrictive)

	Vendor Response	Stanlec Response	Notes	Scale
Site V	The site has two ingress/egress points off Tecumseh Road. One at the proposed Roseville Garden Drive and another unnamed proposed road west approximately 200 meters. There will also be access from the proposed Catherine Street extension. This allows for access to the site from both Tecumseh Road to the south and Lauzon Parkway to the east. Tecumseh connects to Jefferson Blvd. 200 meters west providing additional access. The proposed Catherine St. extension has the potential to connect to Jefferson Blvd. Distances to arena's for disaster staging are: WFCU Arena is Complex - 2.7 km Windsor Ice Park - 4.4 km Windsor Arena - 8.4 km			
Site W	The Site is located on a Highway 401 interchange, giving it very fast access to all of LaSalle, South, West and Central Windsor (about 5 minutes to Howard avenue, 7 minutes to Cabana Road). Travelling north on Manning Road, access to Tecumseh, Lakeshore and East Windsor is also only minutes, via the EC Row Expressway (County Road 22) connection. There are several primary routes available for EMS to get to this Site. Options are available for secondary, backup access. The Site is near the USA border for convenient, quick access, yet it is far enough away from it to be safe from the potential terrorist targets that border infrastructure presents. The Site is well suited for dealing with any emergency that may occur within the region, and with the Essex Windsor Disaster Plan.			

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CRITERIA # 16 Roadway capacity
Weight: 5

Assessment Definition: The road network must be able to support or add capacity to support the existing average daily trips in addition to those anticipated as the population grows. Road networks currently operating at a level 'd' or greater may have long term congestion issues. If a roadway is planned for expansion, this may not be an issue.

Scale Factors: Roadway capacity (planned or existing) to handle existing and proposed traffic as well as population growth.

- "10": Two lanes each direction for both primary roads
- "7": Two lanes each direction for at least one primary road
- "5": One lane in each direction operating at less than 60% capacity
- "3": One lane each direction operating at greater than 60% capacity
- "0": One lane each direction operating at greater than 80% capacity

	Vendor Response	Stanlec Response	Notes	Scale
Site V	Bounded by Tecumseh Road East and direct connectivity to Lauzon Parkway via proposed Catherine Street. Both Tecumseh Road and Lauzon Parkway are six lanes. Tecumseh Road fronts the site and Lauzon Parkway is 400 meters east. Jefferson Boulevard south is a two lane road 200 meters to the west of the site which connects to E. C. Row Expressway westbound 2.2 km south and Wyandotte North.			
Site W	The roadways adjacent and leading to the Site have all the capacity necessary for the Hospital, both present and future. The Site has three roads: Highway 401, County Road 19 (Manning Road) and Concession 12. See attached Roadway System and Classification Map. Provincial Highway 401 provides access in the east west direction, to London/Toronto and Windsor/Detroit. With six lanes, it is operating well below capacity. It does not have any congestion issues, and even with annual growth in traffic, it will not reach capacity for several decades. County Road 19 (Manning road) is a main regional arterial road that provides access in the north-south direction. It presently has two lanes of traffic, which are more than sufficient to accommodate the present traffic and any additional traffic created by the Hospital. The County of Essex has already carried out the environmental assessment studies, and has in its five-year plans the widening of this road to four lanes. County traffic studies state that the level of service, present and future, is A-B-C. Concession 12 is a municipal road along the west boundary of the Site. It will be used to provide a second access point to the Site, and also to bring looped utilities to the Site. On a wider scale, the regional road network leading to the Site is excellent. It includes: 1) County Road 19 (Manning Road) to County Road 42 only 3.7 km to the north. 2) County Road 19 (Manning Road) to EC Row Expressway only 6.5 km to the north. 3) HWY 401 to City of Windsor boundary 6 km to the west. 4) HWY 401 to Windsor-Detroit Tunnel 19 km to the west. 5) HWY 401 to Ambassador Bridge 21 km to the west. 6) HWY 401 to HWY 77 - 27 km to the east. 7) HWY 401 to Chatham 68 km to the east. 8) HWY 401 to London 164 km to the east. 9) HWY 401 to Samia via HWY 40 - 130 km to east.			

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CRITERIA # 17 Arterial / Collector Road Access
Weight: 4

Assessment Definition: In keeping with the goal of situating the Facility in close proximity to population, the Facility should be located with close access to major transportation corridors within the tributary region. Typically, most hospitals have an address on an arterial road or equivalent. They also should have close access to major roadways for connectivity to Regional communities.

Scale Factors: Consideration of direct potential or established access to an existing Highway:

- "10": Less than 1/2 km from arterial/collector
- "7": 1/2 to 1 km from arterial/collector
- "5": 1 to 1 1/2 km from arterial/collector
- "3": 1/2 to 2 km from arterial/collector
- "1": More than 2 km from arterial/collector

	Vendor Response	Stanlec Response	Notes	Scale
Site V	The site has two access points directly from Tecumseh Road. One at the proposed Roseville Garden Drive and another unnamed proposed road west approximately 200 meters. There will also be access from the proposed Catherine Street extension. East to Lauzon Parkway or potentially west to Jefferson Blvd. This allows for access to the site from both Tecumseh Road to the south and Lauzon Parkway to the east and Jefferson Blvd. from the West.			
Site W	The Site is right on an arterial road and next to a provincial highway. The address for the Hospital will be on County Road 19 (Manning Road) which is an arterial road of regional significance. Everyone in this region knows where the 401/Manning Road Interchange is.			

Signature _____

Date _____

CRITERIA # 18 User Access (roadway, drop-off, loading)
Weight: 4

Assessment Definition: Access, drop off requirements and shipping and receiving are inevitably linked to a site layout. Functionally it is assumed there will need to be reasonable access for wheel-trans, patient transfer vehicles, emergency vehicles and the like with protected drop-off at main and secondary entrances. A reasonable assumption would be three loading bays plus any refuse/recycling holding. Wherever possible truck and transfer vehicles should be separated from ambulatory visitor drop-off. Overall a site area ratio may be in the range of 15-25%. Control of signalization and other traffic planning aspects may be required.

Scale Factors: Multiple points of access to the parcel and a minimum frontage on municipal road(s) to locate access roads are desirable:

- "10": Frontage on at least 2 roads and a minimum frontage of 300M on at least one arterial road and a drop off area
- "7": Frontage on at least 2 roads and a minimum frontage of 250M on at least one arterial road and a drop off area
- "5": Frontage on at least 2 roads and a minimum frontage of 200M on at least one arterial road and a drop off area
- "3": Frontage on at least 1 road and a minimum frontage of 250M on at least one arterial road and a drop off area
- "1": Frontage on at least 1 road and a minimum frontage of 200M on at least one arterial road and no drop off area

	Vendor Response	Stantec Response	Notes	Scale
Site V	The site has two access points directly from Tecumseh Road. One at the proposed Roseville Garden Drive and another unnamed proposed road west approximately 200 meters. There will also be access from the proposed Catherine Street extension.			
Site W	The Site is large and regular in shape, with no restrictions. Its proportions are ideally suited for the proper planning and engineering, to provide state of the art service for patient access and egress, shipping, receiving, deliveries, garbage/recycle pickup, and so on. Besides cost, the only limitation will be the imagination and talent of the planners and engineers carrying out the design of the Facility. The Site has frontage on two roads and it has 300m of frontage on the arterial Manning Road. Traffic signals on Manning Road can be installed. The secondary access Concession 12 will be paved with asphalt for the Hospital's ready use.			

Signature _____

Date _____

CRITERIA # 19 Transit Route (Established or Potential) to and on the site
Weight: 5

Assessment Definition: The user access area should front a local transit route in order to best serve the entire population and to encourage staff, visitors and patients to use public transit when appropriate. A site could also have potential for a transit route which could be found in the Transportation Master Plan.

Scale Factors: Transit route:

- "10": Established by opening day on two roads
- "7": Established by opening day on one road
- "5": To be established in the future on two roads
- "3": To be established in the future on one road
- "0": Not in the plans presently

	Vendor Response	Stantec Response	Notes	Scale
Site V	The site is situated on Tecumseh Road East on the primary Transit 1C line. Transit line 1C provides access to routes 10, 2 and 4 via the Tecumseh Mall which is 1.3 km away. The city's transit plan contemplates Lauzon Parkway is to be extended to the 401 providing additional public transit access.			
Site W	The Site is not currently served by public transit, since there is no demand. Distance to the nearest bus stops are: Transit Tecumseh- 6 km; Transit Windsor- 7 km. It would be easy to extend a bus route to the Hospital, especially since the Hospital creates a demand that economically helps to justify this extension. The Town of Tecumseh already runs a bus service that connects riders with the Transit Windsor system at the Tecumseh Mall Terminal. The town would extend its bus service to the Site, thus interconnecting it with the entire Transit Windsor routes. A bus loop using Concession 12 and Manning Road would be ideal. Thus, bus service will be established by Hospital's opening day on two roads. It is also possible to organize a local shuttle that connects the Hospital to the nearest bus routes, if necessary, independent of Transit Windsor or Transit Tecumseh. The Transportation Master Plan does encourage public transit where there is demand, and thus supports it for this Hospital Site.			

Signature _____

Date _____

CRITERIA # 20 Safe and convenient access for pedestrians / bicycles / e-bikes
Weight: 3

Assessment Definition: Municipal sidewalks should be available or planned for the roads leading to the site and in particular to the user access points. Bike routes should be safe and the preference is for dedicated on road bike lanes.

Scale Factors: Street bike lanes existing or proposed and sidewalk existing or proposed

- "10": Established both bike and sidewalk
- "7": Established one of bike and sidewalk with the other in the future
- "5": To be established in the future both bike and sidewalk
- "3": Only one to be established in the future
- "0": No bike or sidewalk and nothing proposed in the future

	Vendor Response	Stantec Response	Notes	Scale
Site V	Both Tecumseh Road and Lauzon Parkway have sidewalks and the Proposed Catherine Street extension contemplates sidewalks. The Ganatchio Trail system is just east of the site also provides walking and connection to the Windsor bike trail system.			
Site W	The Essex-Windsor Regional Transportation Master Plan provides a blueprint for the installation of these facilities across the county and around the Site in particular. Manning road, Baseline Road and other nearby streets are already designated and signed as CWATS routes (county wide active transportation system), encouraging pedestrian and bicycle uses. As road improvements take place, particularly on Manning Road, sidewalks and bike lanes will be also improved and tied into the rest of the municipal/county system.			

Signature _____

Date _____

**CRITERIA # 21 Two Road Frontage (Established or Potential)
Weight: 4**

Assessment Definition: Site must have more than one main entrance route in case a secondary access route is required.

Scale Factors: Local conditions include:

- "10": Two road frontage currently established
- "7": Two road frontage proposed
- "5": One road frontage established
- "3": One road frontage proposed
- "0": Not in an area with a planned street network

	Vendor Response	Stantec Response	Notes	Scale
Site V	The site has two access points directly from Tecumseh Road. One at the proposed Roseville Garden Drive and another unnamed proposed road west approximately 200 meters. There will also be access from the proposed Catherine Street extension east of Lauzon Parkway and potentially west to Jefferson Blvd. Jefferson Blvd is 200 meters west of the site on Tecumseh Rd providing access to another thoroughfare connecting to E. C. Row Expressway south and Wyandotte St. North.			
Site W	The Site has 300m (984 feet) of frontage on County Road 19 (Manning Road), the primary access. Two separate entrances can be used from this arterial road. The Site has 306m (1004 feet) of frontage on Concession 12, the secondary access route. The Vendor will pay to construct a two lane asphalt paved road on Concession 12, from Baseline Road to the Site. The Town of Tecumseh will own and maintain this road in perpetuity.			

Signature _____

Date _____

**CRITERIA # 22 Distance Route to United States Border Crossing
Weight: 1**

Assessment Definition: Patient transfers occur at various border crossings. Routes and travel times need to ensure ease of access.

Scale Factors: The distance to the nearest border crossing

- "10": within 5 km of the border
- "7": within 6-10 km of the border
- "5": within 11-15 km of the border
- "3": within 16-20 km of the border
- "1": greater than 20 km of the border

	Vendor Response	Stanlec Response	Notes	Scale
Site V	The Windsor-Detroit Car Tunnel is located 8.3 km west of the site. The Ambassador Bridge is 16 km west of the site. The proposed DRIC/NITC bridge is located 15.2 km west of the site.			
Site W	From the Site to the Windsor-Detroit Tunnel is 19 km, along the existing roads.			

Signature _____

Date _____

**CRITERIA # 23 Helicopter Flight Potential / Proximity / Access to Fixed Wing Aircraft Landing
Weight: 3**

Assessment Definition: The site should be able to accommodate a helicopter landing area. As a result, the site must be free from adjacent tall buildings greater than 30m in height and out of the air path of the Windsor airport. Accessibility to the airport with effective travel routes is also required for patient transfers in order to accommodate all-condition (all-weather) navigation.

Scale Factors: Restrictions on flight path elevations (existing structures higher than 30M, within 1/2 km of parcel will limit directions for flight path / final approach or limit options to locate helipad on-site)

- "10": No structures higher than 30m within 1/2 km and direct access to airport (1 arterial/collector)
- "7": No structures higher than 30m within 1/2 km and indirect access to airport (2 arterial/collectors)
- "5": No structures higher than 30m within 1/2 km and with indirect access to the airport (1 or 2 arterial/collector and 1 local road)
- "3": No structures higher than 30m within 1/2 km and with indirect access to the airport (1 or 2 arterial/collector and more than 1 local road)
- "0": Existing structures higher than 30M within 1/2 km of parcel

	Vendor Response	Stanec Response	Notes	Scale
Site V	The site is large enough to accommodate a helipad. The Windsor airport is located 2.5 km south of the site with normal airport flight path regulations.			
Site W	There is nothing on the Site that would prevent the use of a helipad. The Site is not in the air path of Windsor Airport. No tall buildings/structures are within 1/2 km of the Site. Two direct routes, in opposite directions, give ready access to Windsor Airport at all times. To Windsor Airport is 10 km via County Road 19 (Manning Road) and County Road 42. These roadways both receive high priority winter maintenance, and thus are always accessible from the Site to the Windsor Airport. Another route to the Airport is HWY 401 to Walker Road to County Road 42, same distance of 10 km. This route also receives the highest priority for winter maintenance, and is thus accessible in all weather conditions.			

Signature _____
Date _____

CRITERIA # 24 Topography
Weight: 3

Assessment Definition: The site should be relatively flat without too many grade changes in order to reduce the amount of cut and fill grading activities that would occur during construction.

Scale Factors: Topography:

- "10": Good topography - gentle to no fluctuations of relief
- "7": Site is mostly level and can accommodate all anticipated uses
- "5": Site is not level, but can still accommodate all anticipated uses
- "3": Site is not level and can only accommodate a limited number of anticipated uses
- "1": Poor topography - extreme fluctuations of relief and cannot accommodate anticipated uses

	Vendor Response	Stantec Response	Notes	Scale
Site V	The site is level and at grade with Tecumseh Road and would be at grade with the future proposed Catherine Street.			
Site W	There are no changes in elevation of more than plus/minus two metres. See attached topographical survey. The Site has good topography, is smooth and nearly flat, with a gentle ground slope from east at County Road 19 (Manning Road) westerly to the Pike Creek. The ground slope is about 1% to 2%, which is ideal for economical site development and drainage.			

Signature _____

Date _____

CRITERIA # 25 Servicing (Established or Potential, Redundant Services for Electrical and Water required)
Weight: 4

Assessment Definition: The site should have capacity to support the Facility. Electrical, water, sewer, gas and other services should be in place now or by the time construction is scheduled to start. There are special considerations for plumbing and electrical systems in health care facilities. Access to two feeds for electrical and water should be available to the site.

Scale Factors: Water, sanitary, sewer, power (2 feeds required):

- "10": Is established services
- "7": Is good potential to service
- "5": Is fair potential to service
- "3": Is minimal potential to service
- "1": Is poor potential to service

	Vendor Response	Stantec Response	Notes	Scale
Site V	All municipal services including water, storm and sanitary sewer and natural gas are located at the front of the site along Tecumseh Road. Site is currently serviced to 6550 Tecumseh Road East, this is the center of the proposed property on Tecumseh road.			
Site W	The Site will be provided to the Hospital fully serviced to the lot line. A sanitary sewer will be provided by the Vendor, at the boundary of the Site, for the use of the Hospital. A domestic water supply main will be provided by extension of the municipal water distribution system. The Union Water system is nearby in front of the OPP station. Additional water can be provided by looping with the Town of Tecumseh system or the WUC mains. Electrical power distribution is available to the Site, provided by Hydro One and serviced from the Lauzon Transformer Station and looped to the Sandwich Junction. See attached Hydro One map. Gas main, telephone services are now available to the Site.			

Signature _____

Date _____

CRITERIA # 26 Drainage
Weight: 2

Assessment Definition: The site must have the ability to provide for storm water retention on site or in a nearby storm pond or in municipal storm water pipes.

Scale Factors: Potential for surface drainage:

- "10": Excellent potential
- "7": Good potential
- "5": Fair potential
- "3": Minimal potential
- "0": Limited potential

	Vendor Response	Stantec Response	Notes	Scale
Site V	Storm sewer connections are available on Tecumseh Road frontage and the proposed Catherine Street extension frontage.			
Site W	The municipal storm sewer system is Pike Creek. It is located on and traverses the Site at the rear of the property. It will drain the Site easily and economically. There is no need to extend any storm sewers to the Site. Storm water retention can be easily and economically accommodated on the Site by storage on the parking lot surface. Additional storage, if required, can be on roofs, in pipes and/or in ponds. A major plus of this Site is that the easterly 31 acres are outside of the ERCA regulated area (see attached ERCA Regulated Zone Map). In addition, for the entire site, there are no flooding concerns, and historically none have been experienced.			

Signature _____

Date _____

**CRITERIA # 27 Heritage and Environmental Features (Rivers / Streams) / Archaeological
Weight: 4**

Assessment Definition: The site should have no heritage or environmental features, unless the site exceeds the minimum size requirement. These types of features require additional study prior to site plan approvals, and may involve setbacks from the feature and well as flooding concerns in some areas. An archaeological impact assessment could be required where potential impacts to archaeological resources are identified.

Scale Factors: Presence of surface water, and natural and heritage features located on site:

- "10": No presence of any on site
- "7": Presence of one feature that does not impact the development site
- "5": Presence of one feature that does impact the development site
- "3": Presence of both features with minimal impact on development site
- "0": Presence of both features with impacts on development site

	Vendor Response	Stantec Response	Notes	Scale
Site V	The site has no known heritage, archaeological, First Nations or environmental features. See Appendix 4			
Site W	There are no heritage or environmental features on or under the Site. There are no rivers, streams, archaeological or designated substances on the Site. The historical prior use of the Site has been for the planting of crops. This use continues today for the entire Site. No presence of any surface water and natural and heritage features located on the Site.			

Signature _____

Date _____

CRITERIA # 28 Vegetation
Weight: 2

Assessment Definition: The site should not impinge on native wooded areas. A vegetation management plan would be required if there are trees that provide linkages to wildlife corridors, contain significant species, or provide breeding habitat for migratory birds. Vegetation also limits the season in which work on site can be done if it is found to be habitat for breeding birds. Replacement tree programs may be required if proposing to remove any species greater than 10 cm in diameter.

Scale Factors: Presence of wooded areas on site:

- "10": No vegetation on site
- "7": Low vegetation (hedgerow, scrub)
- "5": Young plantation
- "3": Mature plantation
- "0": Significant species (e.g. butternuts)

	Vendor Response	Stantec Response	Notes	Scale
Site V	The site is basically clear of any vegetation, primarily open space with the exception of the front parcel which contains an older converted dwelling and one storey concrete block building which would be demolished. The centre portion of the site has a growth 5 years old.			
Site W	There are no trees or vegetation on the Site, except along the banks of Pike Creek. These will be preserved undisturbed in buffer zones parallel to the creek, so there is no concern over their presence. There will not be any interference from trees to the proposed Hospital development. There is no vegetation on Site.			

Signature _____

Date _____

**CRITERIA # 29 Protected Wetlands
Weight: 3**

Assessment Definition: Wetlands are often regulated in the municipal policy documents and through the local conservation authority. Depending on the type of wetland, development of any kind may be prohibited and thus that area of land will not be available for hospital use. The size of the wetland area will impact the suitability of the site. It would be negative if the site was majority wetland (i.e. there would be no room to build). A positive would be if there was a small wetland which would create a natural feature and/or a visual enhancement on site.

Scale Factors: Presence of the following located on the site that impact development:

- "10": No wetlands
- "7": Some of the site is classified as wetlands, little or no impact to developable area
- "5": Some of the site is classified as wetlands; some impact to building likely
- "3": Most of the site is wetlands; considerable impact to building likely
- "0": Classified Wetlands (MNR), significant impact to building

	Vendor Response	Stantec Response	Notes	Scale
Site V	The site is not situated in a flood zone and not a protected wetland or protected area. See Appendix 5			
Site W	There are no protected wetlands, environmental areas or species at risk on the Site.			

Signature _____

Date _____

**CRITERIA # 30 Wind
Weight: 2**

Assessment Definition: The user access area should be free of downward draft from adjacent buildings or structures. Avoidance of north entrances which offer little winter sunlight, and exposure to cold northern winds. The site must also consider any required setbacks from existing wind farms.

Scale Factors: Impact of local conditions:

- "10": Low Impact
- "7": Little Impact
- "5": Moderate Impact
- "3": High Impact
- "0": Significant impact

	Vendor Response	Stantec Response	Notes	Scale
Site V	There are no adjacent buildings or structures that would impact wind patterns or obstruct sunlight.			
Site W	There are no buildings or structures adjacent to the Site that impact wind patterns or obstruct sunlight. Impact of local conditions: low impact.			

Signature _____

Date _____

CRITERIA # 31 Noise
Weight: 2

Assessment Definition: The site should not be adjacent to any generator of noise that may impact the quality of experience for patients and staff within the hospital or on the grounds.

Scale Factors: Impact of local conditions:

- "10": Low Impact
- "7": Little Impact
- "5": Moderate Impact
- "3": High Impact
- "0": Significant Impact

	Vendor Response	Stantec Response	Notes	Scale
Site V	The site is bounded by the CN rail line to the north with 6 VIA passenger trains daily. There are nearby residential neighbourhoods along these tracks. See Appendix 6			
Site W	The only potential source of noise is from traffic on Highway 401. However, the highway is operating with low levels of traffic; therefore the resultant noise level is also low. The Site is proposed to be as far as possible from Highway 401, over 310m (1017 feet) away. This distance will result in less noise being felt at the Hospital Site. The lands between the potential noise from Highway 401 to the Hospital Site will be developed with buildings. This will provide noise attenuation and reduce or completely eliminate the potential for noise impact at the Site. It is anticipated that there will be far less noise impact from adjacent sources, such as road traffic from Highway 401, when compared to on-site sources, such as fans and blowers on the Hospital buildings.			

Signature _____

Date _____

**CRITERIA # 32 Air Quality
Weight: 3**

Assessment Definition: The Facility should not be downwind of any noxious fume generator or subject to other flows of effluent. The site should be free of designated substances.

Scale Factors: Impact of local conditions:

- "10": Low Impact
- "7": Little impact
- "5": Moderate Impact
- "3": High Impact
- "0": Significant impact

	Vendor Response	Stantec Response	Notes	Scale
Site V	The site is free of designated substances. See Appendix 7			
Site W	The Site is free of any designated substances on or under the Site. The Site is not downwind of any noxious fume generator and is not subject to any other flows of effluent. Impact of local conditions: low impact.			

Signature _____

Date _____