



LASSALINE

PLANNING CONSULTANTS INC.

REPORT: PLANNING RATIONALE REPORT (PRR)
MUNICIPALITY: CITY OF WINDSOR
MUNICIPAL ADDRESS: 1460 LAUZON AVENUE
DEVELOPMENT: OPA/ZBA
DATE: REVISED NOV 5, 2023

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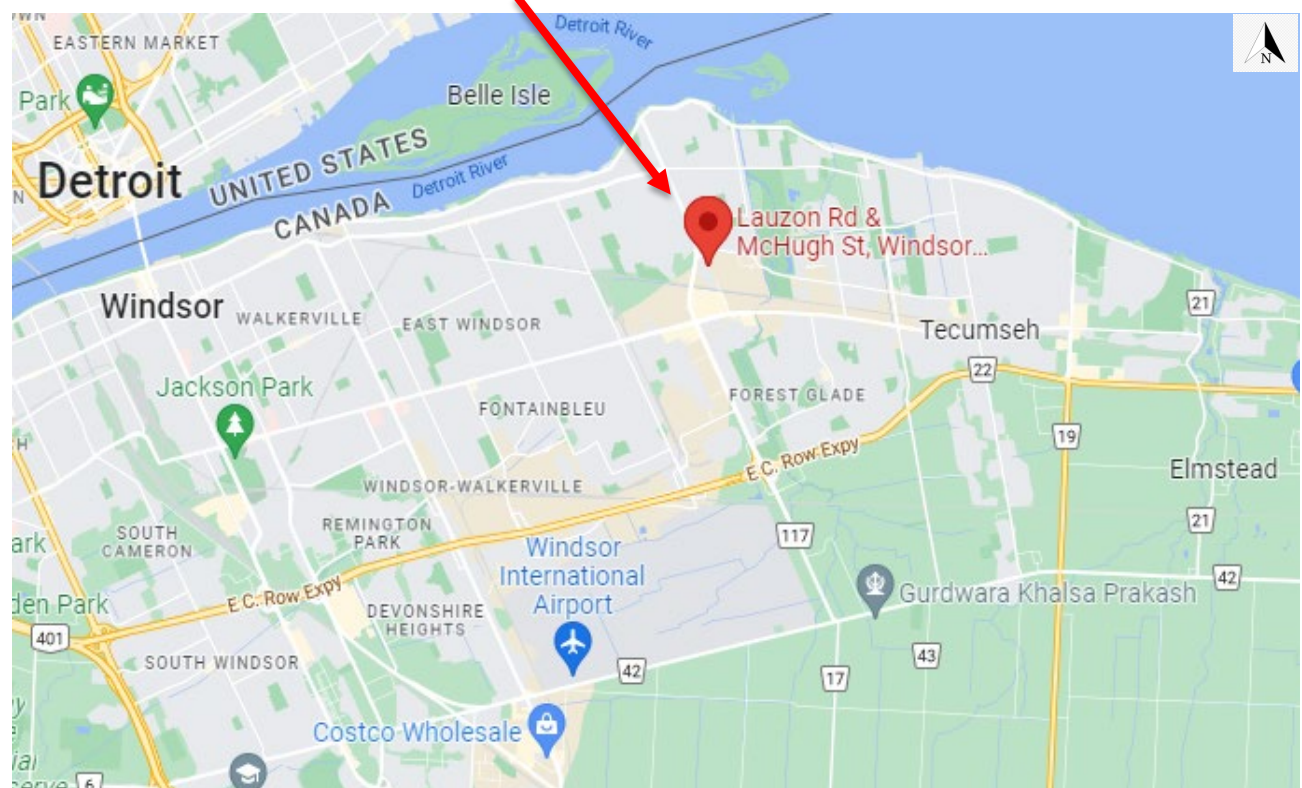
1.0 INTRODUCTION

Lassaline Planning Consultants (LPC) has been retained to undertake a Planning Rationale Report (PRR) regarding the feasibility of an Official Plan Amendment (OPA) and site-specific Zoning By-law Amendment (ZBA) to support the development of the subject site for a new high density gated residential apartment complex.

An Official Plan Amendment (OPA) and Zoning Bylaw Amendment (ZBA) is required to change the permissible land use on the subject lands from a vacant industrial use to a residential use. The Official Plan Amendment purports to amend the Official Plan to change the applicable policy framework applied to the property from 'Industrial' to 'Residential'. The Zoning Bylaw Amendment purports to change the regulatory framework applied to the property from 'Manufacturing District 1.2 (MD1.2)' to a 'Residential District 3.2 (RD3.2)' zone.

Proposed is the redevelopment of the site known as 1460 Lauzon Road at McHugh Street with three buildings comprising 291 residential apartment units. The subject site is a previous area that was grassed, landscaping area of the old GM plant that underwent testing and was cleared for residential development.

FIGURE 1 – LOCATIONAL MAP – 1460 LAUZON RD AT MCHUGH ST



The site will be developed for a gated residential community comprising three new buildings:

- i) **Building A:** fronts on McHugh Street with seven storeys, 116 units and a Ground Floor Area (GFA) of 1,914 m²;
- ii) **Building B:** fronts on McHugh Street with seven storeys, 104 units and a Ground Floor Area (GFA) of 1,703 m²;
- iii) **Building C:** fronts on Lauzon Road with six storeys and is proposed with 71 units with a Ground Floor Area (GFA) of 1,319 m².

With the Official Plan Amendment and Comprehensive Zoning Bylaw Amendment, the Proposed is a total of 291 residential apartment units with 363 parking spaces for a total lot coverage of 27%.

A pre-consultation was completed with the City of Windsor providing a Pre-consultation letter PS 032-22 Dated May 30, 2022. The attached Planning Rationale Report (PRR) addresses the planning questions and provides rationale for the requested OPA and ZBA required to authorize the proposed development.

Jackie Lassaline, BA MCIP RPP, Lassaline Planning Consultants has prepared this planning rationale report to support, explain and justify the proposed development.

2.0 SITE AND SURROUNDING LAND USES

The subject lands are located at the corner of Lauzon Road and McHugh Avenue in the urban area of the City of Windsor. The lands are known municipally as 4600 Lauzon Road. The lands can be found in the Riverside neighbourhood of Ward 6 in Windsor.

The subject lands are presently designated 'Industrial' in the City of Windsor Official Plan (OP) and dual zoned 'Manufacturing District' (MD1.2) and 'Holding Manufacturing District (HMD1.2)' zone on Schedule A, Comprehensive Zoning Bylaw 8600 for the City of Windsor.

FIGURE 2 – SUBJECT SITE – 1460 LAUZON RD



2.1 HISTORICAL SITE LAND USE

The subject lands were a small component of the original large land holding of the former General Motors Company (GM) automobile manufacturing and assembly facility of the General Motors trim plant from 1965 to 1996. The portion of lands subject to the OPA/ZBA was originally the landscaped area adjacent the parking area for employees working in the GM Trim Plant as shown in the west side of the picture of the GM Trim Plant below in **FIGURE 3 – GM TRIM PLANT**. The landscaped area was the gateway to the GM Plant and was kept free and clear of buildings, structures, or features.

FIGURE 3 – GM TRIM PLANT



The trim plant and lands were later sold by GM and operated by Peregrine Inc. and Lear Corporation Canada, until they ceased operations on site in 2008. The trim plant was demolished in 2009, after it was purchased for redevelopment.

Extensive soil remediation has occurred on the site of the former trim plant, involving the removal of contaminated soil and its replacement with clean fill ([GM closes Windsor plant, ending an era | CBC News](#)). The subject lands were the gateway, landscaped corner of this massive property.

As shown in aerial photo from 2000, the subject lands were formerly part of the landscaped open space adjacent the asphalt parking lot for the trim plant. As shown below, there was a small corner of the parking lot on the subject lands while the majority of the lands were considered the gateway into the facility and were left as vacant grassy field with no buildings or significant vegetation during the time the trim plant was operational.

FIGURE 4 – SUBJECT SITE AERIAL A, 2000



FIGURE 5 – SUBJECT SITE AERIAL B 2000



By 2010, the former trim plant lands were under the process of redevelopment with the WFCU Centre being built. In 2019 the lands around the subject property was approved at Council for a significant residential development of approximately 540 residential units.

FIGURE 6 – SUBJECT SITE AERIAL, 2010



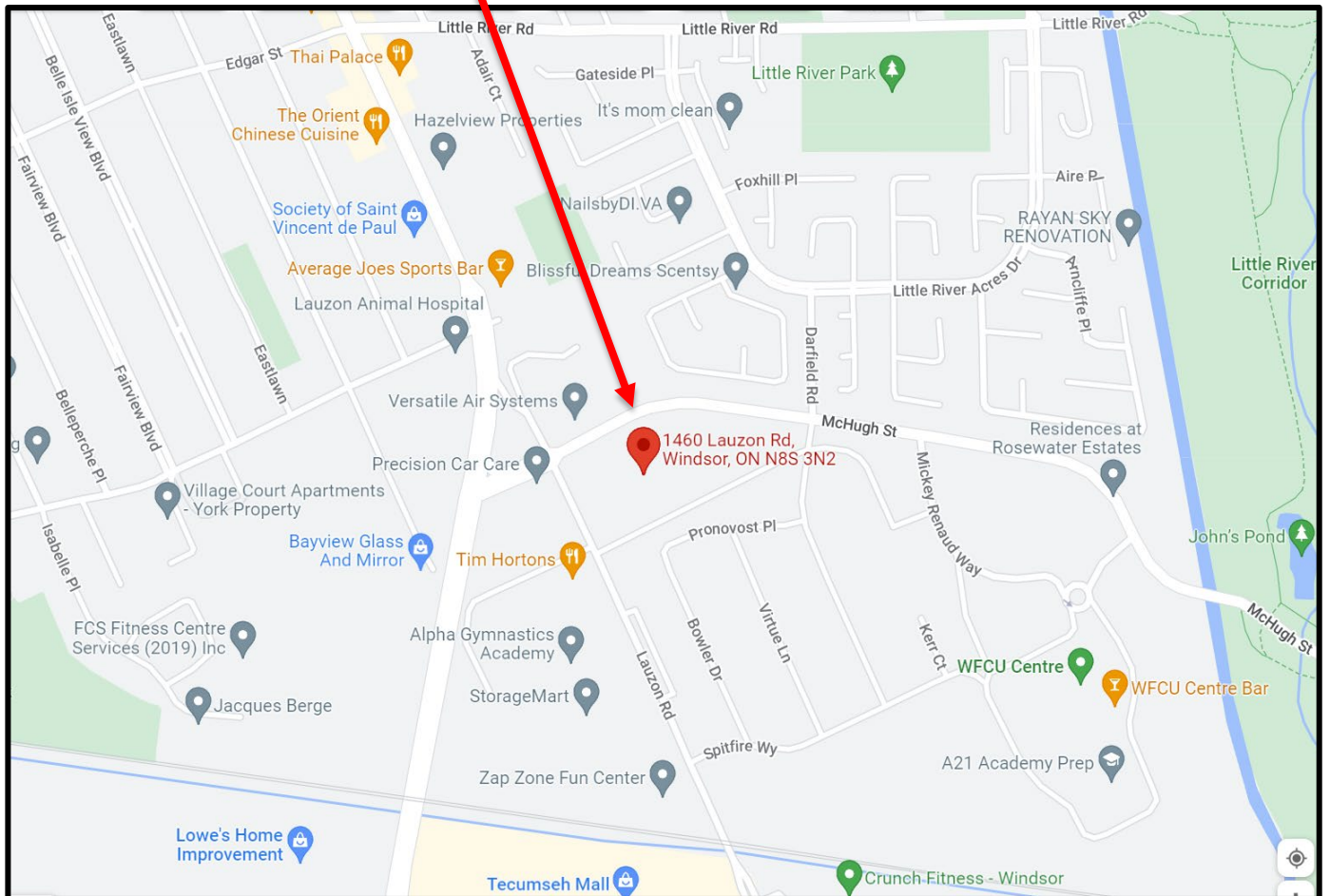
2.2 SURROUNDING LAND USES

The neighbourhood is comprised of a mix of uses that include existing 10 storey, 12 storey residential apartment buildings, commercial uses, major recreational uses:

- a) **North-** Select Auto Service; Forjay Machine Shop, high density residential apartment building, 3 storey residential building, low density residential housing.
- b) **East-** vacant land zoned for future commercial development; 6 storey residential apartment buildings.

- c) **South-** vacant land zoned for future 9 storey residential apartment buildings, low density residential housing; vacant land zoned for future high density residential housing; **the WFCU recreation facility.**
- d) **West-** Precision Car Wash, Mamma’s Burritos, Dark Granite Inc

FIGURE 7 – SUBJECT SITE



In December 2019, an Official Plan Amendment (OPA) was approved by the City of Windsor as OPA No.123 that allowed for the former GM trim plant lands to be converted from ‘Industrial’ to residential, institutional, greenspace uses in a Master Plan for lands known as Farhi property to the east and south of the subject lands. Concurrent, a residential plan of subdivision was approved for the lands that identified residential, institutional, greenspace, and commercial uses within the plan. OPA No. 123 and the approved plan of subdivision only included lands adjacent lands and did not include subject lands known as 1460 Lauzon Rd.

The proposed redevelopment of the adjacent lands (former GM Plan) is based on the owner remediating the lands to a level that will now support residential land use. The adjacent lands are proposed for a large-scale, mixed-use redevelopment with areas of commercial, high density residential apartment buildings, low density residential, greenspace, and institutional uses.

FIGURE 8 – ADJACENT LANDS PLAN OF SUBDIVISION

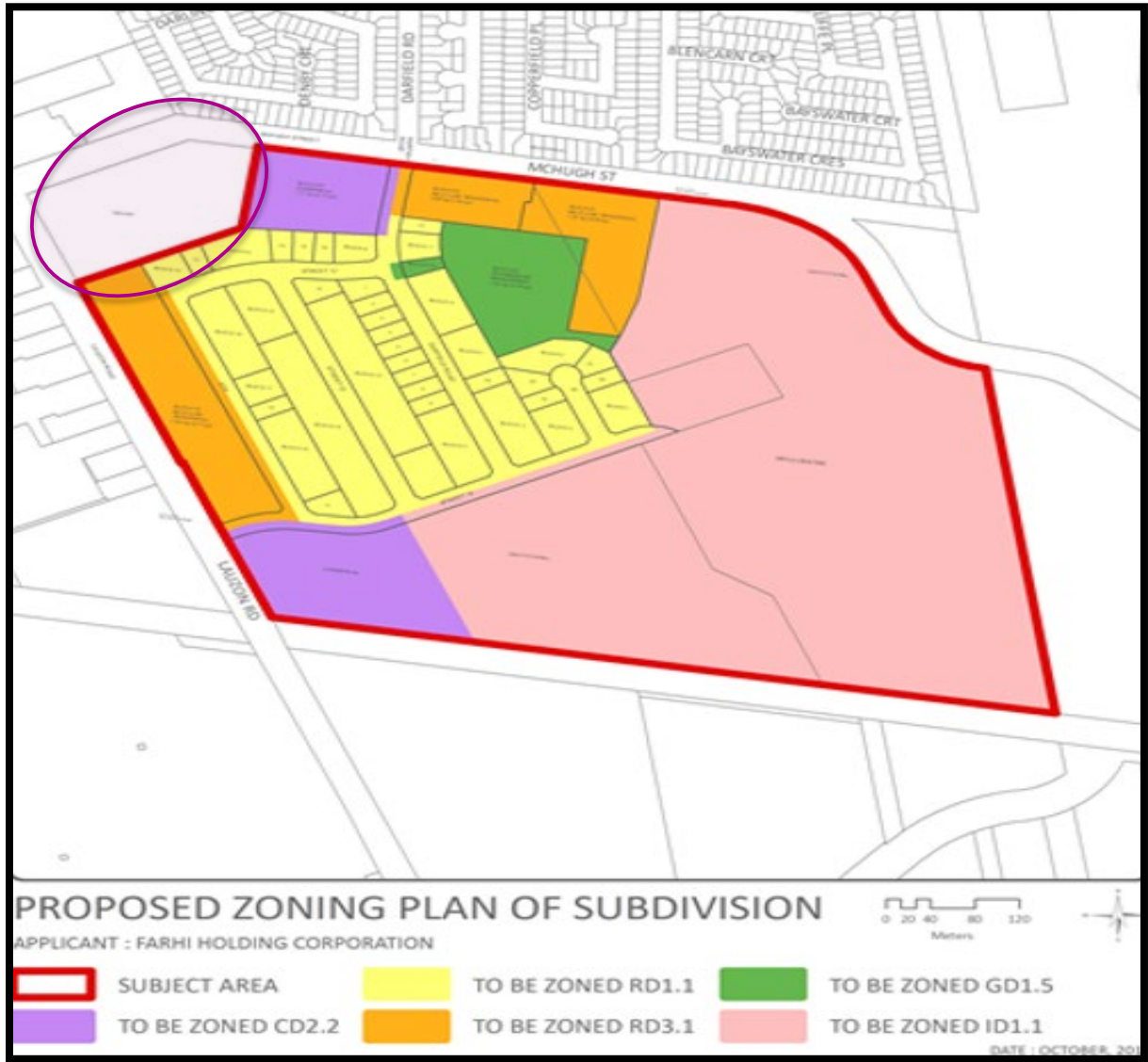


FIGURE 9 – FARHI PLAN OF SUBDIVISION



2.3 NEARBY AMENITIES

The proposed development is situated in an already existing mixed-use neighbourhood that will facilitate active transportation by foot or bicycle and with great access to public transportation via the City of Windsor bus system. The planned future development will further enhance the walkable nature of this neighbourhood.

Two bus stops abut the subject lands (McHugh at Lauzon and Lauzon at McHugh). Bus routes 2 and 10 service the neighbourhood and are accessible by a walk of less than 5 minutes. Specific neighbourhood amenities include:

Restaurants

- Mumma’s Burritos (1 minute walk)
- Tim Horton’s (1 minute walk)
- Average Joe’s Sports Bar (4 minute walk)
- Thai Palace Restaurant (8 minute walk)

Parks, Sports, and Recreation

- Central Combat Sports (2 minute walk)
- Alpha Gymnastics Academy (5 minute walk)
- Zap Zone Fun Centre (5 minute walk)
- Crunch Fitness (9 minute walk)
- WFCU Centre (13 minute walk)
- Riverside Minor Hockey (14 minute walk)
- Little River Park (14 minute walk)
- Ganatchio Trail (15 minute walk to access point)
- Little River Corridor Park (15 minute walk)
- Tranby Park (18 minute walk)
- Sand Point Beach (13 minute bike ride)

Shopping

- Society of St. Vincent De Paul (6 minute walk)
- Tecumseh Mall (10 minute walk)
- Lowe's Home Improvement Store (11 minute walk)
- Food Basics (12 minute walk)
- Walmart (4 minute bike ride)

Education and Religion

- Forest Glade Public School (6 minute bike ride)
- M.S. Hetherington Public School (9 minute bike ride)
- College Boreal (10 minute bike ride)
- Riverside Baptist Church (14 minute walk)
- Riverside Secondary School (18 minute walk)
- **St. Clair College Windsor Campus (30 minute bus ride)**
- **University of Windsor (30 minute bus ride)**

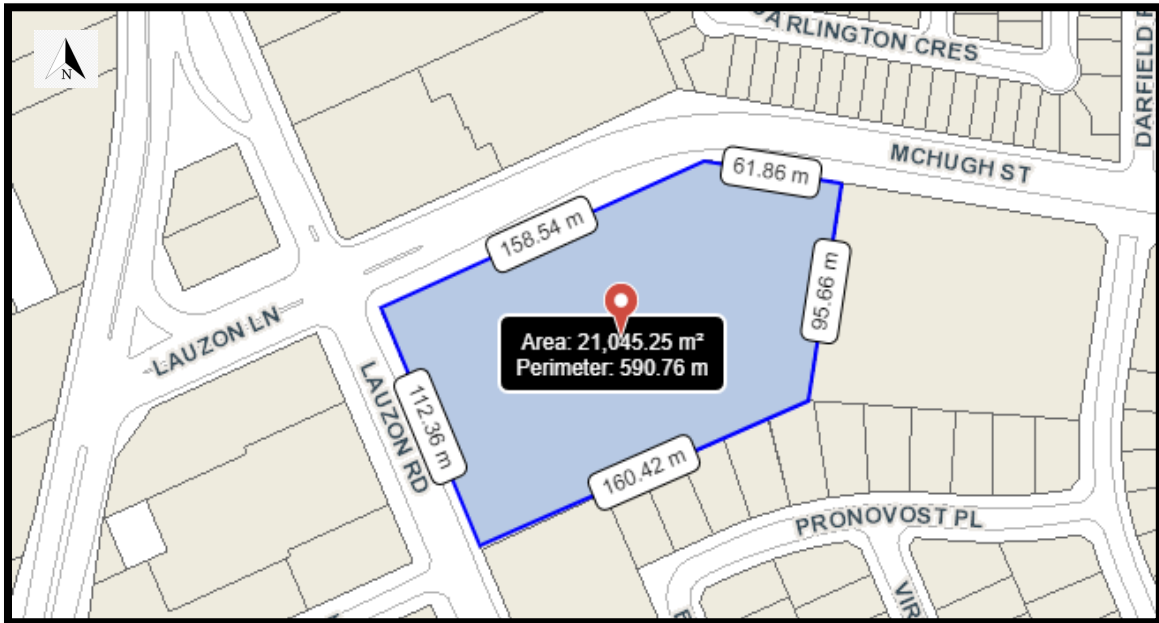
2.4 LEGAL DESCRIPTION AND OWNERSHIP

The subject lands are owned by 2830065 Ontario LTD. The subject lands have a legal description of: Part of Lot 128, Concession 1, Sandwich East; Part of Lot 129, Concession 1 Sandwich East, Part 1 12R16993; T/W R1464779; Windsor.

2.5 SIZE AND SITE DIMENSION

The subject lands have an irregular shape, with a frontage of approximately 115m on Lauzon Road. The subject lands have an area of 21,704 m² or 5.26 acres and a perimeter of approximately 591m. Refer to **FIGURE 8 – SITE DIMENSIONS**.

FIGURE 10 – SITE DIMENSIONS



By 2020, most of the asphalt had been removed from the site of the former trim plant and soil remediation was complete. The land is now ready for redevelopment.

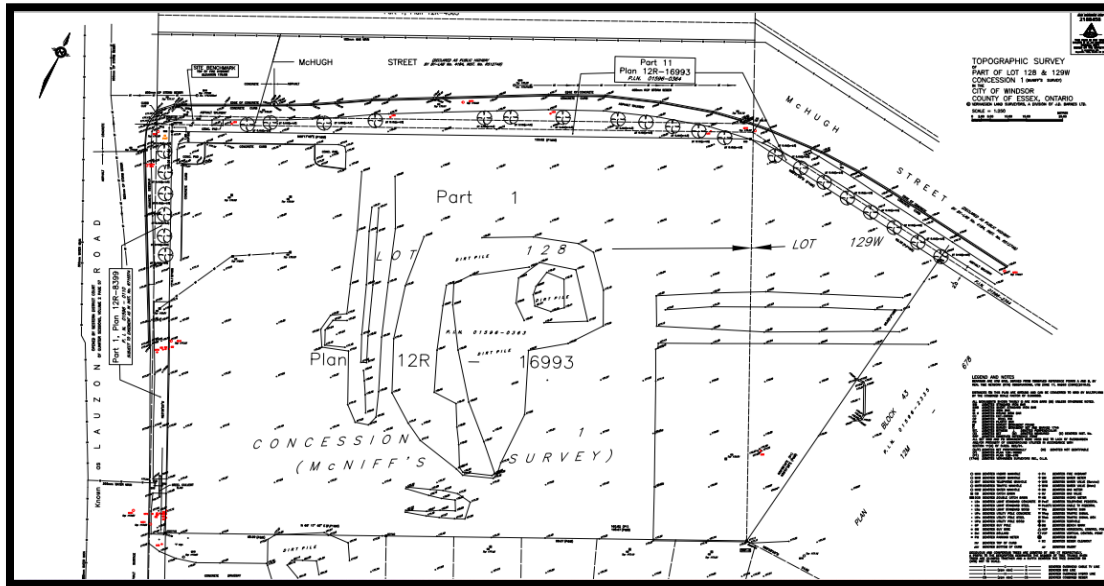
FIGURE 11 – FORMER TRIM PLANT AERIAL, 2021



2.6 TOPOGRAPHY, VEGETATION, AND PHYSICAL FEATURES OF THE SITE

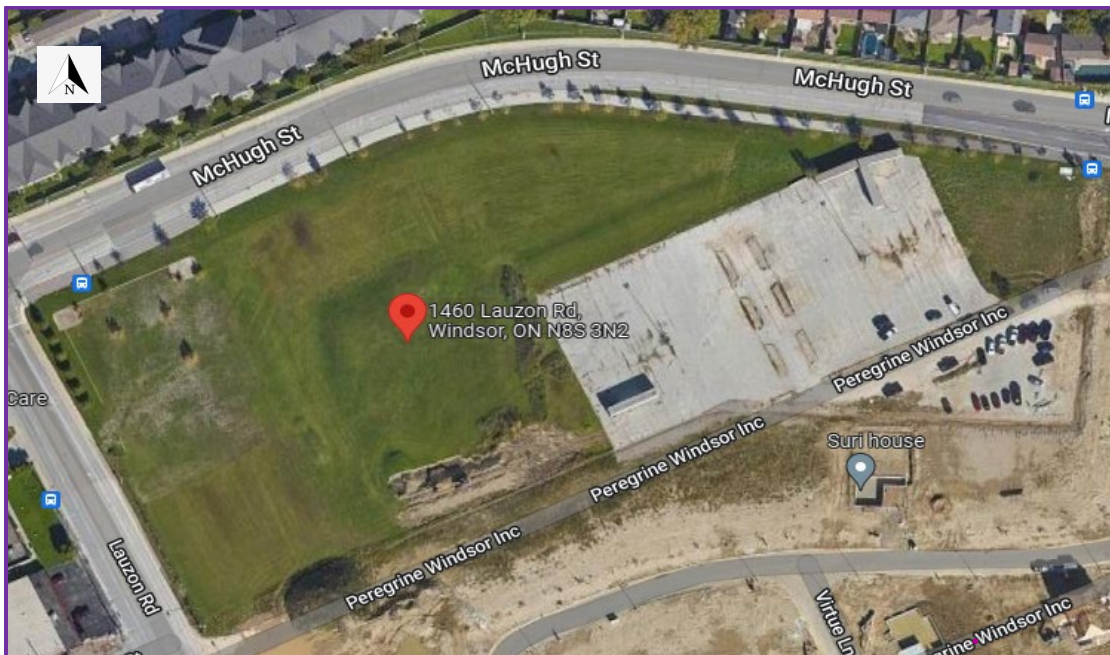
The subject lands are generally flat, with vegetation mainly comprised of manicured lawn grass. Refer to **FIGURE 9 – TOPOGRAPHIC SURVEY**.

FIGURE 12 – TOPOGRAPHIC SURVEY



There is a row of planted deciduous trees along McHugh Street to the north and several planted deciduous trees at the northwest corner of the site. There is no habitat suitable for Species At Risk of Flora or Fauna on the site.

FIGURE 13 – SITE AERIAL, 2022



The subject lands are located in a generally flat, low-lying area within the City of Windsor that is recognized as a Detroit River/Lake St. Clair Flood Prone Area by ERCA. There are no watercourses on the subject lands. The site is nearby to the Little River and may be vulnerable to flooding during high water flood events within the river.

Architectural measures will be undertaken to mitigate flooding for the building. Storm Water Management has been completed for the site and Section 3.2 of this report addresses how the site will have storm water managed for the site. There is a steel culvert on the west side of the subject lands, and a storm sewer on the west side of the property with 4 catch basins. A stormwater drainage ditch running along Lauzon Road is present on the subject lands.

FIGURE 14 – DRAINAGE DITCH



This report will also discuss how the development addresses Section 3 of the 2020 Provincial Policy Statement (PPS) for hazardous areas and how the development ensures safe ingress/egress is available at the subject site during a flood event under the PPS review of this report. Flood risk mitigation strategies will be addressed by this report in Section **4.0 PROVINCIAL POLICY STATEMENT (PPS)**.

Soil remediation has occurred to remove all contaminated topsoil and replaced it with clean fill on the contaminated brownfield areas of the former trim plant. Wood Environmental prepared a Stage One ESA that identified some areas of potential 'spill over' onto the subject lands that were originally landscaping lands. Wood Environmental has now completed a Stage Two ESA that studied these areas and have identified that the lands are clear. There is a berm present on the site, preventing stormwater runoff from the former asphalt parking lot. Refer below to **FIGURE 12 – BERM**.

FIGURE 15 – BERM



2.7 EXISTING STRUCTURES

There is a bus stop bench at the northwest corner of the property. There are steel light standards of the property along both Lauzon Road and McHugh Street. There is a concrete curb on the northwestern corner of the site, with two concrete pads.

The site has the remains of a former asphalt parking lot on the southeastern corner. The concrete pad will be removed prior to construction of the new buildings.

FIGURE 16 – CONCRETE CURB WITH TWO PADS



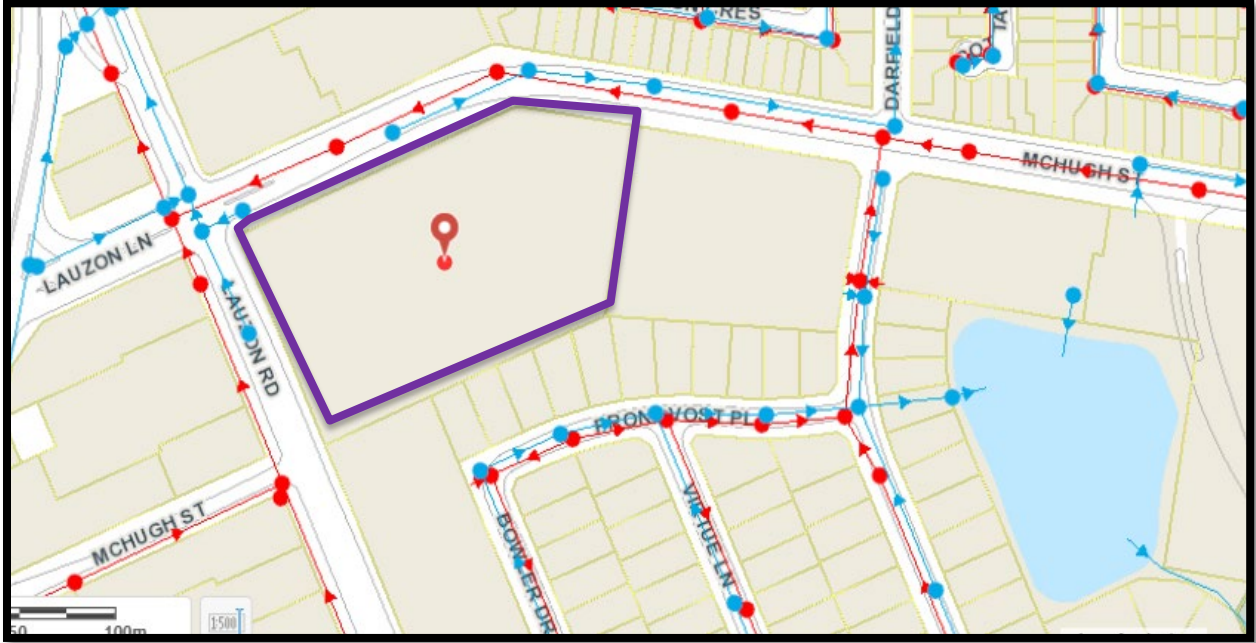
2.8 MUNICIPAL SERVICES

The subject lands are serviced by separated municipal sanitary and stormwater sewers along Lauzon Road to the west and McHugh Street to the north. There is also a stormwater drain present on the subject lands with several catch basins as indicated by **FIGURE 9 – TOPOGRAPHIC SURVEY**. Stormwater drains to a neighbourhood stormwater retention pond to the west of the subject lands, south of McHugh Street.

Please refer to Section 3.2 Storm Water Management section of this report that discusses the SWM Scheme designed for the site.

Please refer to Section 3.1 Sanitary and Sewer Report that talks about the connection to municipal sewer and water connection.

FIGURE 17 – SEWERS



2.9 DESIGN SUMMARY

As discussed above, the lands to the east and south are proposed for development as a new subdivision of mixed use, including high density housing, commercial businesses, recreational areas, and greenspace. The proposed new subdivision is intended to be developed as a pedestrian oriented, walkable community with excellent access to public transit. Refer to **FIGURE 7 – FARHI PLAN OF SUBDIVISION**.

Proposed is the redevelopment of the site known as 1460 Lauzon Road at McHugh Street with three buildings comprising 291 residential apartment units. The subject site is a previous area that was grassed, landscaping area of the old GM plant that underwent testing and was cleared for residential development.

The proposed development of 291 apartment units in three buildings of six and seven stories will enhance the new mixed-use neighbourhood. The development has been architecturally designed to contribute to the attractiveness of the neighbourhood, with features such as wrought iron fencing and a garden focal point.

FIGURE 18 - LOOKING NORTH FROM SITE



FIGURE 19 - LOOKING WEST FROM SITE

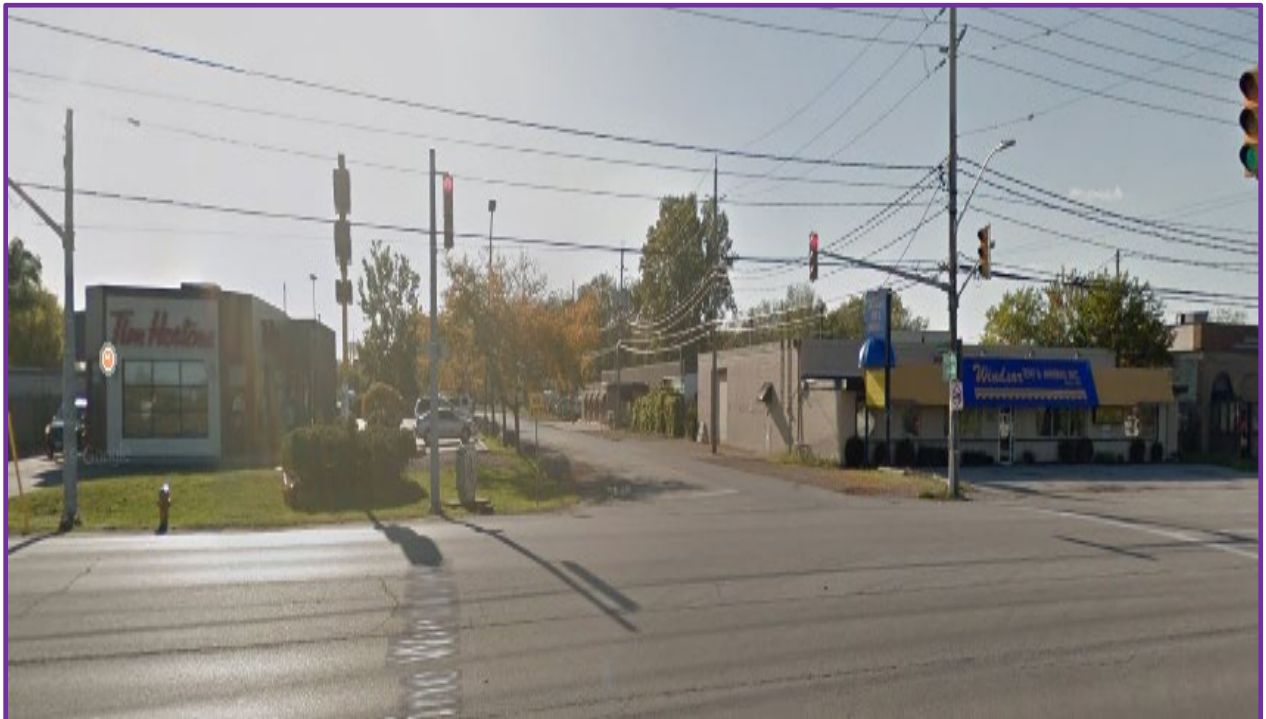
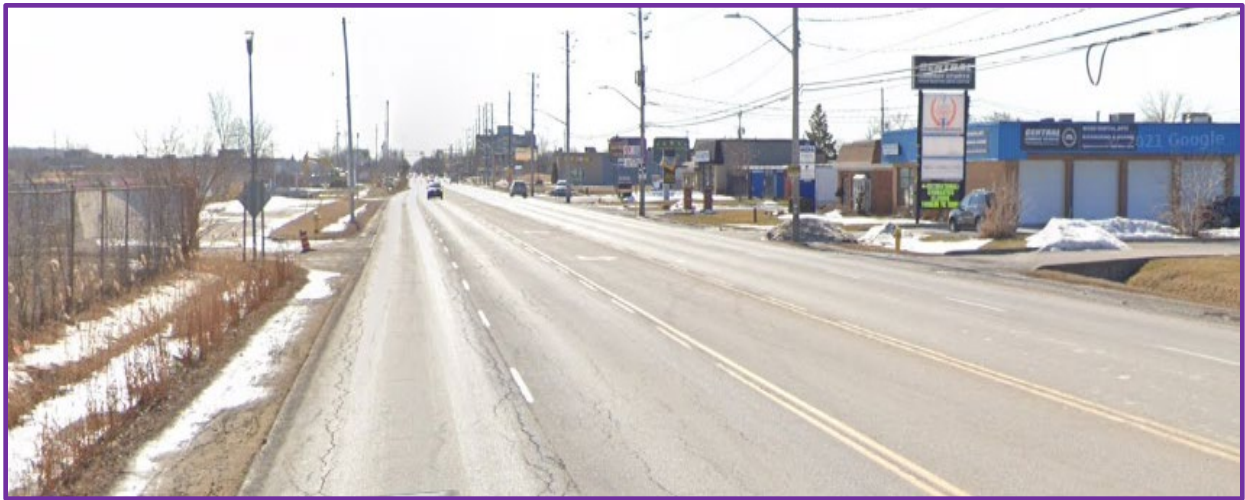


FIGURE 20 - LOOKING EAST FROM SITE



FIGURE 21 - LOOKING SOUTH FROM SITE



The residential apartment complex will be designed to accommodate pedestrians and cyclists, with sidewalks linking the buildings to one another and connecting to the street, and 30 bicycle parking spaces. The proposed development will include 363 spaces of above ground car parking, including 10 Barrier Free spaces.

The proposed development will compliment the Farhi development to the south and east of the subject lands. Please see **Figure 21 – NUFUSION DESIGN** that will be constructed on the subject lands while **Figure 22 – FARHI BUILDING** showing the concept plan of the complimentary building designed for the property to the south.

FIGURE 22 – NUFUSION DESIGN – 7 STOREY BUILDING



FIGURE 23 – FARHI PROPOSED 9 STOREY BUILDING



3.0 DEVELOPMENT PROPOSAL

The subject lands known as 1460 Lauzon Road are presently designated as 'Industrial' on the City of Windsor Official Plan, Schedule 'A' and are zoned as 'Manufacturing District' (MD 1.2) and 'Holding Manufacturing District (HMD 1.2) in the Comprehensive Zoning Bylaw 8600 (CZB) for the City of Windsor.

FIGURE 24 – OFFICIAL PLAN SCHEDULE 'A'

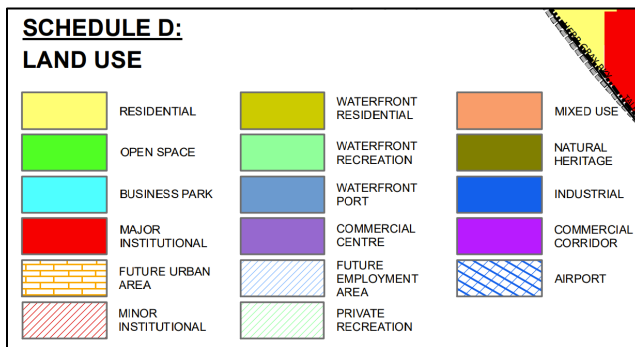
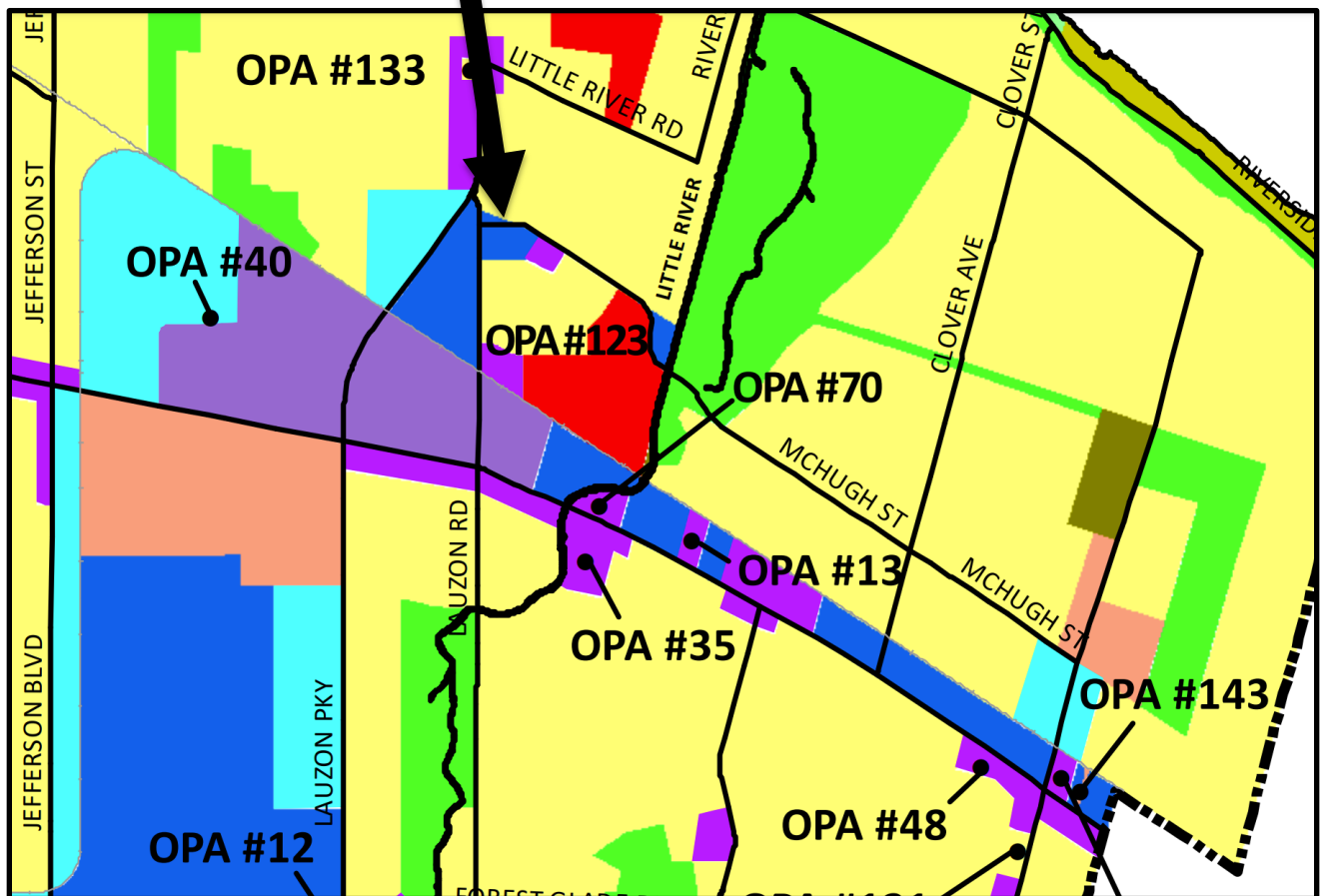
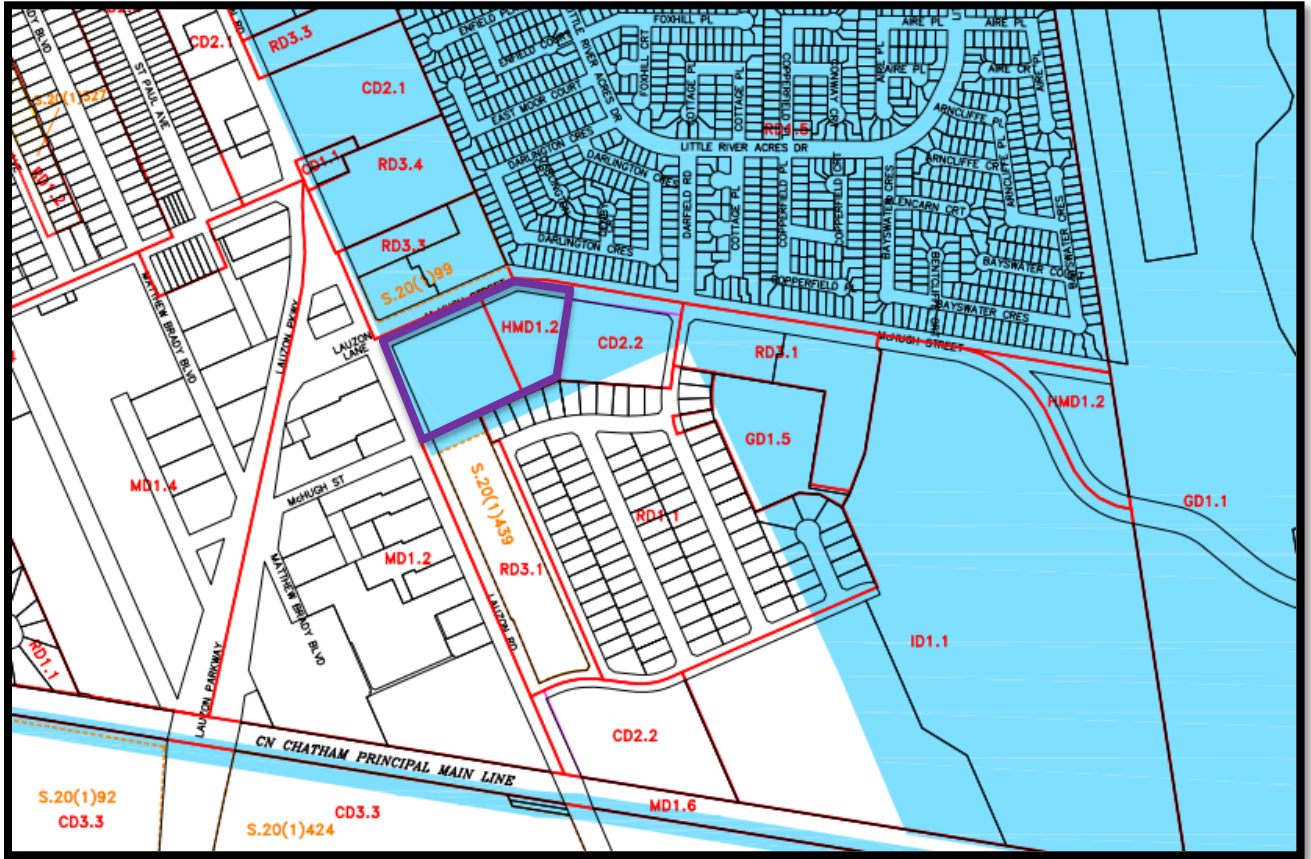


FIGURE 25 – NEIGHBOURHOOD ZONING MAP



An Official Plan Amendment (OPA) and Zoning Bylaw Amendment (ZBA) is required to change the permissible land use on the site from industrial use to residential use. The Official Plan Amendment will change the applicable policy framework applied to the property from ‘Industrial’ to ‘Residential’ designation.

The Zoning Bylaw Amendment purports to change the regulatory framework applied to the property from ‘Manufacturing District 1.2 (MD1.2)’ to ‘Residential District 3.2 (RD3.2)’ zone.

30 bike parking spaces will be added to the site to support the walkable, healthy community. There are 2 bus stops in close walking distance to the buildings, providing for support of municipal transit and a healthy, walkable community.

The owners are proposing a gated residential apartment complex that is comprised of 3 residential buildings, 2 buildings at 7 storeys and 1 building at 6 storeys each for a total of 291 residential units with 363 associated car parking spaces. There will be site amenities such as extensive landscaping and landscaped open space at 36 % coverage;

10 bike parking spaces per building for 30 bike parking in total; and a modern profile building that is architecturally appealing enhancing the vitality of the existing neighbourhood as a gateway to the new residential subdivision being built to the south and east.

The proposed buildings will have a compact residential form that will reduce the consumption of land and make efficient use of energy resources and existing municipal services while providing for modest intensification. The proposed development will adapt the former brownfield site to a residential apartment use, an alternative housing style and tenure than the single detached residential use.

With the creation of the residential plan of subdivision to the south and east of the subject lands, has removed the ability for the subject lands to be used for industrial purposes and has created a non-viable industrial lot. The lands are too small, disjointed from other industrial uses, and used for industrial use will create a conflict of land use with the adjacent residential use establishes the lot as non-viable for use for industrial purposes. The adaption of the existing previous brownfield site to residential use is a more viable use and neighbourhood supportable use of the lands and provides for a compatibility of use with the residential neighbourhood than the present permitted industrial use.

The proposed apartment complex will promote active, healthy community with the excellent access to the WFCU Recreation Complex, numerous sports facilities, outdoor parks, and restaurants. The site is in close proximity to municipal transit and municipal trail system.

The buildings will provide a gradual transition between the commercial area to the west, the WFCU Recreation Complex to the south/east, the high density residential to the south, and the new residential housing to the east. The residential development will provide extensive noise barrier and visual barrier for the residential development to the south and east.

FIGURE 26 – RENDERING BUILDING C



FIGURE 27 – AERIAL BUILDING C



FIGURE 28 – RENDERINGS 3 BUILDINGS



FIGURE 29 – AERIAL BUILDINGS A AND B

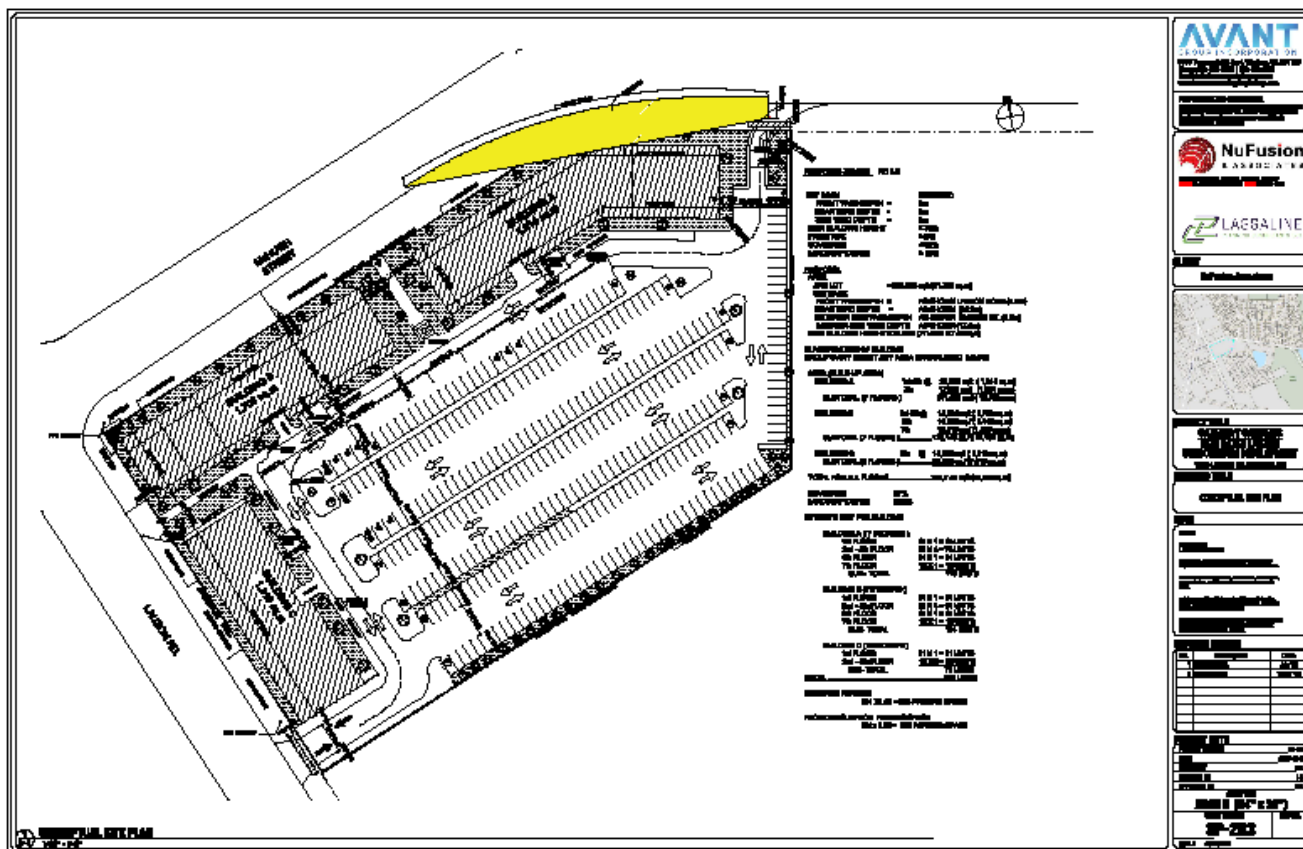


The proposed development includes a parking area with 363 car parking spaces, including 12 Barrier Free spaces. The parking area will include appropriate fire route signage. One loading area will be included for each building.

Bicycle parking will be provided for each building with approximately 10 bike parking spaces for each building. The 30 bike spaces will support the healthy, walkable community and support alternative transportation from the auto.

Landscaping will be extensive and exceeding bylaw minimum requirements at 45% coverage for the lot. A central garden feature will enhance the visual amenity of the parking area. The perimeter of the parking area will be enclosed with a gated fence and enhanced with planted trees and landscaping. The frontage and exterior side yards will have black wrought iron fencing to enhance the visual image of the buildings from the street.

FIGURE 28 – PARKING AREA



As noted in all the site plans and above in the Parking Plan, there are three buildings proposed: Building A at the north-east corner of the property fronting on McHugh St;

Building B at the north west corner of the property on the corner of McHugh and Lauzon;
and Building C in the south west corner fronting on Lauzon.

BUILDING A:

Building A is proposed as a 7 storey residential apartment with GFA of 1,914 m² and 116 residential units.

FIGURE 29 – ELEVATION BUILDING A



Building A will be comprised of two-bedroom residential apartment units with a typical floor area of 85 m². Each unit will include a large open concept kitchen/eating area/living room, two bedrooms, and a balcony or patio. The building will be serviced by two elevators and 3 staircases.

FIGURE 30 – FLOORPLAN BUILDING A



BUILDING B:

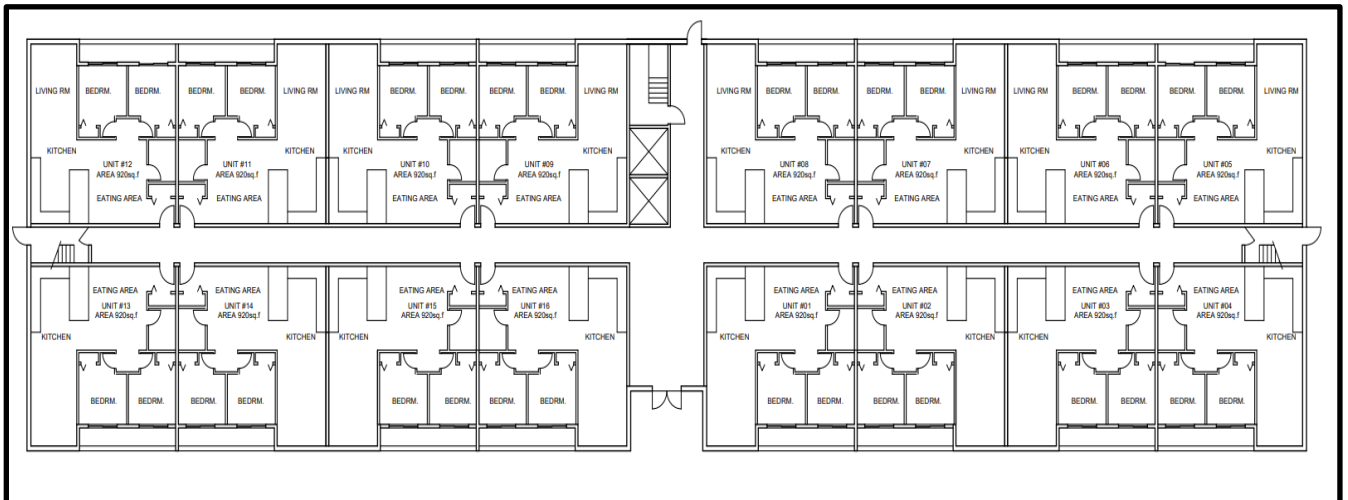
Building B is proposed as a 7 storey residential apartment with a GFA of 1,703 m² and 104 residential units.

FIGURE 31 – FRONT ELEVATION BUILDING B



Building B will be comprised of two-bedroom residential apartment units with a typical floor area of 85 m². Each unit will include a large open concept kitchen/eating area/living room, two bedrooms, and a balcony or patio. The building will be serviced by two elevators and 3 staircases.

FIGURE 32 – TYPICAL FLOOR PLAN, BUILDING B



BUILDING C:

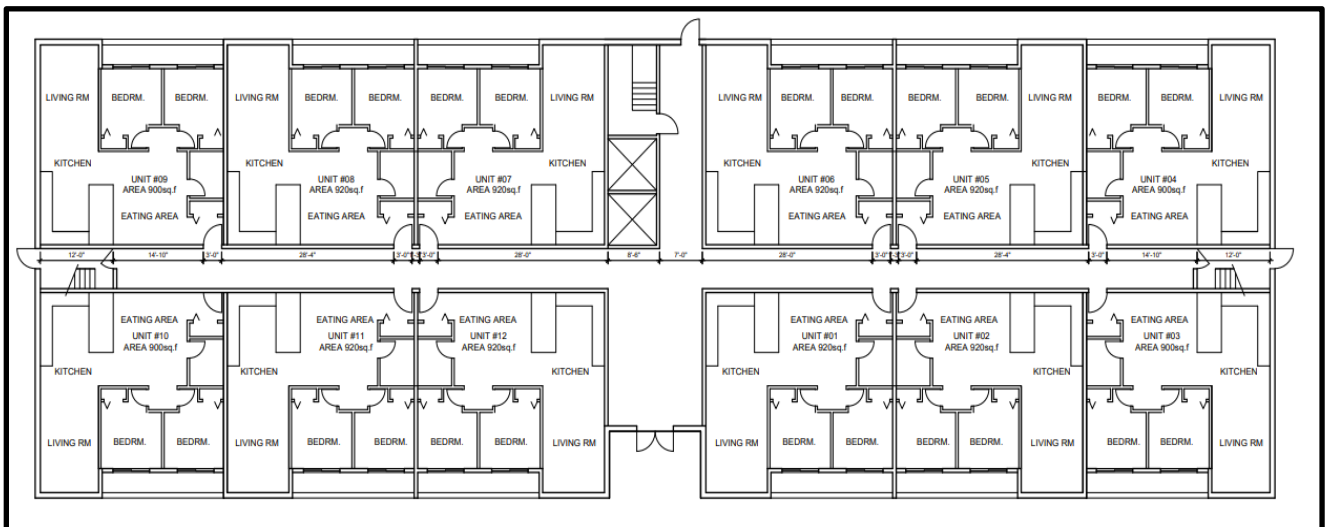
Building C is proposed as with 6 storey residential apartment with a GFA of 1,319 m² and 71 residential units.

FIGURE 33 – FRONT ELEVATION BUILDING C



Building C will have both 1 and 2 bedroom residential units ranging from 58 m² to 85 m². Each unit an open concept living room/kitchen/eating area and a balcony or patio. The building will be serviced by two elevators and two staircases.

FIGURE 34 – TYPICAL FLOOR PLAN BUILDING C



3.1 SANITARY SEWER STUDY SERVICING

Mahendra Pandya P. Eng from Valdex Engineering, a local professional civil engineering firm located at 2397 Walker Road, Windsor ON has provided a Sanitary Sewer Study Report:

“This Functional Servicing Report presents the sanitary servicing requirements for the proposed development, in accordance with The City of Windsor Standards and design criteria. The servicing strategy for the proposed development is summarized below:

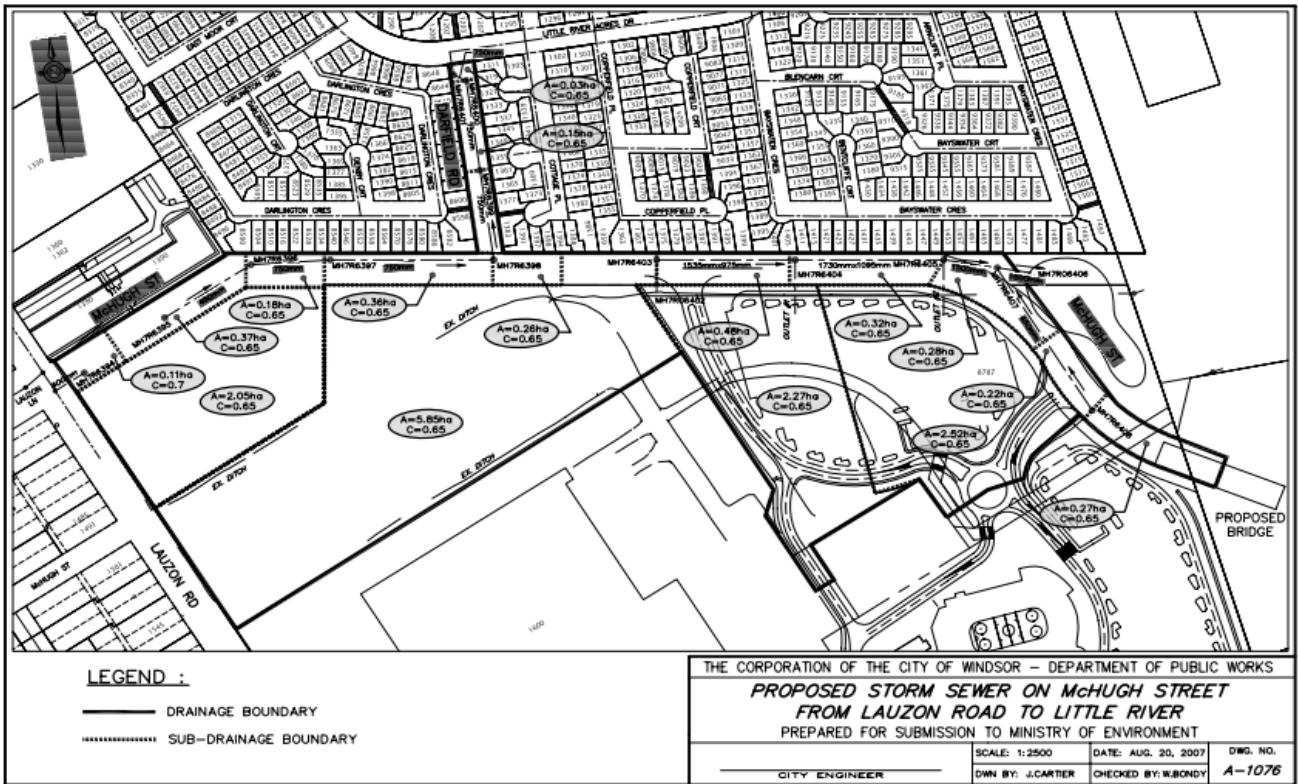
Sanitary Servicing: *Based on the existing condition, it was determined that the total peak sewage flow rate including infiltration is approximately 25.64 L/s. The diameter of the existing sanitary sewer on McHugh Street. between MH 7S16385 to MH 7S6386 is 600mm, therefore the section of the sewer with 600mm diameter has been used in the analysis. The existing 600 mm dia. sanitary sewer with a 0.14% slope has a capacity of 226.08 L/s. This sewer has 11% of its capacity utilized including proposed development at 1460 Lauzon Rd and therefore there is capacity available to support proposed and future development.*

Stormwater Servicing: *Refer stormwater management report for details.”*

3.2 STORM SEWER PLAN

A new storm sewer has been proposed by the City of Windsor Department of Public Works along McHugh Street from Lauzon Road to Little River.

FIGURE 35 – STORM SEWER PLAN



Mahendra Pandya P. Eng from Valdex Engineering, a local professional civil engineering firm located at 2397 Walker Road, Windsor ON has provided a Stormwater Management Report:

“3.2 Description of Proposed Stormwater Management Plan:

The total runoff from site is discharged to the storm sewer on McHugh Street through storm water pipe. City of Windsor records indicate this site's stormwater drainage is assigned to MH 7R6395.

Runoff from the parking lot will pass-through oil-grit separator {OGS} unit located at the north side of lot, near the entrance to lot at McHugh Street. The treated discharge from this OGS unit will be connected directly into the Municipal storm sewer. The storm drain within the site is designed to convey the 100-year design storm event and be directed to the municipal stormwater system.

Oil/grit separator {OGS} is used to trap and retain oil and/or sediment in detention chambers, located below ground. They operate based on the principles of gravity-based sedimentation for the grit, and phase separation for the oil. There is minimal attenuation of flow in oil/grit separators since they are not designed with extended detention storage. Like filters, they have no infiltration capability.

Stormceptor {OGS} is introduced at the north end of the lot, before the stormwater flows to the municipal storm sewer. These practices effectively remove nutrients, pathogens and metals from runoff. All of the storm drains within the site are designed to convey the 100-year design storm and be directed to the municipal stormwater system.”

3.3 TRANSPORTATION IMPACT STUDY

Dillon Consulting Limited (Dillon), 3200 Denziel Drive, Suite 608, Windsor Ontario, N8W 5K8, is a qualified transportation engineering firm that undertook a traffic study relating to the proposed development. The following is the summary and conclusion of the Addendum TIS Report dated October 13, 2023.

“Parking Requirements

As seen in Appendix A, the updated concept plan now proposes 363 parking spaces. Based on the proposed residential land use, the Windsor Zoning By-Law requires 1.25 parking spaces per dwelling unit. Since 291 dwelling units are proposed, 363 parking spaces ($291 \times 1.25 = 363$) are required. As the number of parking spaces now equals the By-Law requirement, no parking justification study is required.

Summary

Dillon Consulting Limited (Dillon) has been retained by Nufusion & Associates to prepare a TIS addendum for the proposed residential development at 1460 Lauzon Road in the city of Windsor. This addendum was developed to support the original TIS prepared in September 2022. Based on the sightline assessment, a portion of Building ‘A’ would have originally blocked a driver’s view when turning right at the McHugh Street driveway. As a result, a portion of Building ‘A’ was modified so no portion of the building is located within the identified sightline.

The Lauzon Road and Spitfire Way signalized intersection will operate in an acceptable manner through to the 2030 horizon both with and without the subject residential development in place. During the three time periods, all movements are projected to operate at LOS C or better with minimal queuing and delays. In addition, the intersection will continue to operate at LOS A overall A through to the 2030 horizon year. Since the site now proposes to provide the required number of parking spaces according to the City's Zoning By-Law, a parking justification study is no longer required."

3.4 NOISE STUDY

Akoustik Engineering Ltd., 138 Angstrom Cres. Amherstburg, ON N9V 3S3, is a qualified Noise Engineering firm that understood a noise study relating to the proposed development.

“Summary:

The expected transportation noise impacts have been predicted using the Ministry of the Environment, Conservation and Parks (MECP) prediction software STAMSON and are based on available road traffic volumes, which have been projected 10 years forward. Given that the road traffic occurs during all periods of a 24-hour day, as defined by the applicable MECP's Noise Pollution Control documents (NPC-300), the assessment has been carried out for the entire 24-hour period. Any recommended abatement (if required) to control the noise is included in this report."

Given the levels that the receptor sound levels exceed the MECP noise limits in Buildings A, B and C warning clauses are required.

If required, the following warning clauses are to be implemented in all development agreements, offers to Purchase, and agreements of Purchase or Sale or Lease of each dwelling unit: Warning Clause(s) (where applicable):

“Type A: *‘Purchasers/tenants are advised that sound levels due to increasing road traffic and rail traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks.’*

“Type B: *‘Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic and rail traffic may on occasions interfere with*

some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks.'

"Type C: 'This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant in low and medium density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks.'

Type D: "This dwelling unit has been equipped with central air conditioning in order to allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks. Air conditioning units are to be installed in a noise insensitive area."

Conclusions:

"As the noise impact on the proposed development has been shown in this report to be within the manageable limits set by the Ontario Ministry of the Environment, Conservation and Parks, it is recommended that the development be given approval with the understanding that the stated warning clause is applied."

3.5 ENVIROMENTAL STUDY

Wood Environment & Infrastructure Solutions a Division of Wood Canada Limited 11865 County Road 42 Tecumseh, Ontario, N8N 2M1, is a qualified firm to provide a professional opinion regarding the presence and significance of potential soil contamination.

Executive Summary:

"Based on the Phase One ESA conducted by Wood, areas of potential environmental concern (APECs) were identified resulting from potentially contaminating activities (PCAs) associated with on-site operations (parking lots and fill material) as well as historical off-site operations (automotive service garage, plastics manufacturing, automotive manufacturing). A Phase Two ESA is recommended to address these APECs. The presence of suspected lead

containing paints (LCPs), polychlorinated biphenyls (PCBs), and asbestos containing materials (ACMs) was not identified as potential operational/management issues by Wood.”

Conclusions:

“Based on the Phase One ESA conducted by Wood, APECs were identified resulting from PCAs associated with on-site operations (parking lots and fill material) as wells as historical off-site operations (automotive service garage, plastics manufacturing, automotive manufacturing). A Phase Two ESA is recommended to address these APECs.”

3.6 OPEN HOUSE

An Open House was hosted on October 17, 2023 at the WFCU Centre, Windsor ON. There were 7 people that attended the open house. Five of the attendees were looking for apartment size, parking, and other amenities associated with the apartment building with the intent of renting.

There were 2 people who attended that presently own and live in the existing residential subdivision to the south of the property. These gentlemen were not opposed to the Alta Nota development and were complimentary on the proposal. They are opposed to the changes proposed by Farrhi, particularly the removal of greenspace to accommodate a change from landscaped open space to residential apartment buildings.

4.0 PROVINCIAL POLICY STATEMENT (PPS)

The *Planning Act, R.S.O. 1990, c.P. 13*, as amended, requires that the Council of a local Municipality shall make decisions on development applications which are consistent with the Provincial Policy Statement (PPS), 2020.

The PPS was issued by the Ministry of Municipal Affairs and Housing under the *Planning Act* and provides direction on matters of provincial interest primarily related to land use planning and development. The policies within the PPS apply province-wide and are an integral part of the Ontario's policy led planning system.

The PPS generally aims to encourage the wise use and management of land and other resources, promote the development of healthy and prosperous communities, protect public health and safety, and protect the natural environment. Specifically, the primary directives of the PPS include:

“Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 Healthy, liveable and safe communities are sustained by:

a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*

COMMENT:

In my professional opinion, the requested OPA/ZBA will authorize the proposed development of a gated apartment complex of with 3 residential buildings of 7 storeys each for a total of 291 residential units, with 334 of associated car parking spaces and 3 areas of bicycle parking. This development will create an efficient and effective, and appropriate land use suited and compatible with the existing mixed use neighbourhood while providing for moderate intensification that in my professional opinion is consistent with the principal PPS policy.

b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*

COMMENT:

The proposed apartment buildings will provide for an alternative style and tenure of housing than the standard single detached residence. The OPA/ ZBA will facilitate the provision of a variety and diversity of housing needed within a community to support a viable, healthy community. The residential buildings will be developed as condo ownership providing for an alternative housing style and tenure than typically found within the City and is unique for the neighbourhood.

- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*

COMMENT:

In my professional opinion, the proposed development does not cause environmental or public health and safety concerns.

Appropriate flood mitigation strategies, including a robust stormwater management plan and architectural mitigation measures will be implemented to ensure the safety of residents and the public during potential flood events in the low-lying region.

A Phase 2 Environmental Impact Assessment has been completed by Wood Environmental that provides for a 'clean site' for the proposed residential development, critical knowledge that the former brownfield site is well remediated to now accommodate residential development.

In my professional opinion, all measures have been completed to ensure there are no environmental or public health concerns associated with this proposal on this site, consistent with this Provincial Policy Statements (PPS).

- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*

COMMENT:

The subject lands are located within the urban area of the settlement area within the City of Windsor. The OPA/ZBA authorizes an infilling residential development on a vacant site within a mixed use neighbourhood. In my professional opinion, the proposed development will not result in the unnecessary expansion of the urban settlement area.

- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*

COMMENT:

In my professional opinion, the OPA/ZBA will provide for a transit supportive residential infill development that will efficiently use existing municipal infrastructure and reduce the consumption of land by redeveloping a vacant site. The proposed development will connect to existing municipal infrastructure without the need for expansion of the infrastructure. The buildings and the development are proposed at 6 and 7 storeys and provides for a moderate intensification of the property while able to provide for supportive components such as parking, extensive landscaping and bike parking. The buildings will be located adjacent to other residential buildings of comparable mass and density as well as providing for a buffer and transition for the adjacent single detached residences. In my professional opinion, the OPA/ZBA will authorize the development of a compatible and appropriate infill development that efficiently and effectively utilizes municipal services while reducing the consumption of land.

- f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*

COMMENT:

Building accessibility will be established in compliance with the OBC for all the residential units.

- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*

COMMENT:

Municipal infrastructure and capacity is available to service the proposed development as provided by the Civil Engineer. In my professional opinion, the proposal is consistent with this policy of the PPS.

- h) *promoting development and land use patterns that conserve biodiversity;*
and

COMMENT:

In my professional opinion, the proposed development assists with the conservation and preservation of biodiversity by providing for wise intensification of land use with redevelopment of vacant brownfield lands as infilling in an urban centre.

- i) *preparing for the regional and local impacts of a changing climate.”*

COMMENT:

The building is located within a neighbourhood providing services, recreational opportunities, and commodities within walking distance supporting alternative transportation than the use of the car. There are employment opportunities within walking distance to the site, supporting the work/live initiative. There is bus service that will reduce the dependence on the vehicle while supporting walking, biking and healthy community initiatives of the Municipality and Province.

“Section 1.1.3.1 Settlement Areas

Settlement areas shall be the focus of growth and development.”

COMMENT:

The proposed OPA/ZBA is within the Primary Settlement Area of the City of Windsor. The location of the property is an infilling lot within a developed area within a mixed use neighbourhood of the urban area of the City.

“Section 1.1.3.2 Settlement Areas

Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) *efficiently use land and resources;*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) *prepare for the impacts of a changing climate;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed; and*
- g) *are freight-supportive.*

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.”

COMMENT:

In my professional opinion, the proposed development is an efficient and effective use of land, public service infrastructure and public transit infrastructure. The proposed development provides for alternative housing with a neighbourhood of comparable building height and density. The new development provides for alternative transportation and promotes active transportation. The multi-unit building design will promote energy efficiency in heating and cooling.

“Section 1.1.3.3 Settlement Areas

Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.”

COMMENT:

The subject lands are a residential infill development on rehabilitated brownfield lands that are presently vacant. The subject lands have been vacant since 2009 and were not redeveloped for employment use during the past 13 years. There is municipal capacity to support the connection of the three proposed buildings to municipal services for an efficient and effective use of the site.

In my professional opinion, the proposed OPA/ZBA will authorize the suitable and compatible residential development that will provide for alternative housing tenure and style. The proposed development provides for an efficient and effective utilization of municipal services and provides for an intensification of an appropriate land use while providing for housing of the missing middle, needed with the City of Windsor.

“Section 1.1.3.4 Settlement Areas

Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.”

COMMENT:

The development of the subject lands supports, promotes and facilitates an appropriate land use for the neighbourhood while allowing for an intensification of land use and providing needed residential apartment units as alternative tenure and style of housing. The completion of a Phase 2 Environmental Assessment and appropriate stormwater management plans will ensure that there are no public health issues or risks associated with the proposed development.

“Section 1.1.3.6 Settlement Areas

New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.”

COMMENT:

In my professional opinion, the proposed development will provide for a compact built form with appropriate intensification of land use as an infilling residential development in a neighbourhood of mixed uses and mixed residential densities resulting in an efficient and effective use of the subject lands.

“Section 1.3.1 Employment

Planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c) facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
- d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and*
- e) ensuring the necessary infrastructure is provided to support current and projected needs.”*

COMMENT:

In my professional opinion, the site is well suited for residential development within a mixed use neighbourhood. The redevelopment of the subject lands will rehabilitate the brownfield site and revitalize the neighbourhood with a beneficial high density residential infill development that will respond to Windsor’s market demand for additional housing stock of an alternative style and tenure to the single detached residential house. The necessary municipal infrastructure and supportive recreational and commercial amenities are in place to support a high density residential development.

“Section 1.3.2.4 Employment Areas

Planning authorities may permit conversion of lands within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.”

COMMENT:

When adjacent lands underwent an OPA/ZBA recently, the adjacent lands were removed from manufacturing designation and converted to residential designation. With the re-designation of the Farhi property, the subject lands were left as a non-viable manufacturing property as the residential use on adjacent lands effectively sterilized the subject lands from manufacturing use: the lot is not large enough for suitable setbacks or mitigation measures that would support manufacturing use on the subject site. In addition, in my professional opinion, manufacturing is not suitable for the neighbourhood.

In my professional opinion, the proposed OPA/ZBA will support the development of the site for an appropriate and effective use of residential for the subject lands. In my professional opinion, the use of residential is the most appropriate use for the site; is consistent with the neighbourhood; will provide for needed housing; and is an effective and efficient use of an infilling lot.

“Section 1.4.1 Housing

To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a) *maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- b) *maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.”

COMMENT:

In my professional opinion, the proposed new 291 unit residential development provides for an alternative style and tenure of housing; will result in an efficient infilling of vacant lands on a property with adjacent residential uses; will provide for compatible buildings to adjacent residential buildings; can be considered an appropriate gentle density of residential land use; alternative development that allows for moderate intensification of use that can be considered is an efficient, effective development for the site and supportive of the PPS policies ensuring compatible new development within the existing neighbourhood.

COMMENT:

In my professional opinion, the requested OPA/ZBA is consistent with the 2020 PPS by supporting the sound and efficient managed intensification and growth associated with the residential development of the land use for the subject site. Providing for an OPA/ZBA policy and regulatory framework that support the development of these lands for residential apartments as an infilling development on a vacant brownfield site in my professional opinion supports the Healthy Community initiatives and is therefore consistent with the Provincial Policy Statements.

5.0 CITY OF WINDSOR OFFICIAL PLAN

The subject lands are located within Ward 6 in the Riverside neighbourhood of the City of Windsor. The area is recognized as 'Industrial' in the City of Windsor Official Plan and are designated as 'Manufacturing District' (MD.1) and 'Holding Manufacturing District' (HMD.1) in the City of Windsor Comprehensive Zoning By-Law (CZB) 8600. The land use of 'Residential' is not a permitted use within the 'Industrial' designation. The owners are requesting a site-specific OPA/ZBA and Site Plan Control Agreement (SPC) to facilitate the infill redevelopment of the brownfield subject lands as a high density gated apartment complex with three buildings and a total of 291 one and two bedroom residential units with associated parking. The following policies relate to the proposed development:

“3.2.1 Safe, Caring and Diverse Community

- 3.2.1.1 *Windsorites want to be a part of neighbourhoods that meet their needs as places to live, shop and play. Each neighbourhood will have a central area that provides a focus for activities and is within a convenient walking distance. Here, people will find shops, jobs, neighbourhood based services, public places that are safe and inviting, and a place to meet with neighbours and join in community life. The neighbourhood centre will provide a variety of housing types for all ages and incomes.*
- 3.2.1.2 *Encouraging a range of housing types will ensure that people have an opportunity to live in their neighbourhoods as they pass through the various stages of their lives. Residents will have a voice in how this new housing fits within their neighbourhood. As the city grows, more housing opportunities will mean less sprawl onto agricultural and natural lands.*
- 3.2.1.3 *Windsor will keep much of what gives its existing neighbourhoods their character – trees and greenery, heritage structures and spaces, distinctive area identities, parks, and generally low profile development outside the City Centre. Around the neighbourhood centres, the existing character of the neighbourhood will be retained and enhanced. Newly developing areas will be planned to foster their own unique neighbourhood identities with a mixture of homes, amenities and services.*

3.2.1.4 *The design of buildings and spaces will respect and enhance the character of their surroundings, incorporating natural features and creating interesting and comfortable places. Streets, open spaces and the greenway system will serve as public amenities connecting and defining neighbourhoods and contributing to Windsor’s image. New development in Windsor will accommodate the needs of pedestrians, cyclists and other recreational activities.”*

COMMENT:

The proposed development has been designed by architects with a high aesthetical standard; will be constructed of high-quality materials to a high standard of design that will contribute positively to the visual amenity and ‘sense of place’ in the neighbourhood; the site will be extensively landscaped; is located as a gateway for the residential development of the adjacent property that in my professional opinion, conforms with the relevant policies of the Official Plan.

“3.3.2 Vibrant Economy

3.2.2.3 *Revitalizing areas in need of improvement will improve Windsor, while protecting the community’s investment in infrastructure and other services. Community improvement initiatives will strengthen neighbourhoods by providing new businesses, homes and public spaces and by creating unique opportunities for reinvestment in the community.”*

COMMENT:

The proposed OPA/ZBA will support the revitalization and rejuvenation of the neighbourhood by redeveloping the presently vacant brownfield lands with a high quality residential development, that in my professional opinion, conforms with the relevant OP policy.

“3.2.3 Sustainable, Healthy Environment

3.2.3.1 *Windsor will work toward achieving a sustainable transportation system where all modes of transportation can play a more balanced role. The creation of mixed use and employment centres will allow businesses and services to be closer to homes and allow greater opportunities for walking, cycling and transit.*

3.2.3.5 *Windsor will encourage the design and construction of energy efficient buildings and landscapes to reduce air, water and land pollution and environmental impacts of energy production and consumption.”*

COMMENT:

In my professional opinion, the proposed development will support public transit by increasing ridership along an existing bus route. The proposal will support active transportation by increasing the residential density of a mixed-use neighbourhood, and by its design incorporating bike parking and sidewalks.

The multi-unit nature of the building design will reduce land consumption and support energy efficiency.

“3.3.1 Nodes

Nodes in this context are existing or future locations of concentrated activity on the Urban Structure Plan that serve the societal, environmental and economic needs at a neighbourhood and/or regional scale. The most successful nodes are the ones that exhibit a wide variety of land uses, including higher density residential and employment uses, and have access to frequent public transit service. Smaller scale community and neighbourhood nodes play an important role in providing services to the surrounding neighbourhoods, providing a range of housing opportunities and, providing a recognized sense of place for these neighbourhoods.”

3.3.1.1 *Growth Centres are the highest in the hierarchy of nodes in Windsor due to their scale, density, range of uses, function and current or future identity. Growth Centres should be planned:*

- (a) *To serve as focal areas for investment in institutional and region-wide public services, as well as commercial, recreational, cultural and entertainment uses;*
- (b) *To accommodate and support major transit infrastructure;*
- (c) *To serve as high density major employment centres;*
- (d) *To accommodate a significant share of households and employment growth; and,*
- (e) *To accommodate a minimum density of 200 residents and 200 jobs per net hectare; The minimum density for new residential-only development is 80 units per net hectare.”*

COMMENT:

The density of the proposed development is 134 residential units per hectare, in my professional opinion, conforms with the range of appropriate density of 80-200 units per hectare.

The investment to re-develop the subject lands is focused within the settlement area of the City of Windsor.

The proposed development will provide for alternative housing and tenure by supporting diversification of the housing market by providing rental accommodation and ownership.

The development will support managed appropriate moderate intensification of residential land use.

The proposed building will be designed to be visually appealing and landscaped extensively and can be considered compatible with the existing residential neighbourhood.

In my professional opinion, the proposed OPA/ZBA conforms with S.3.3.1 policies.

“4.1 Goals

In keeping with the Vision and Mission Statements and the Principles set out in the Development Strategy, Council’s healthy community goals are to achieve:

- 4.1.1 *Windsor’s full potential as a healthy and liveable city.*
- 4.1.2 *Harmony between human activities and natural systems.*
- 4.1.3 *A high quality of life in Windsor.*
- 4.1.4 *A strong sense of community throughout Windsor.*
- 4.1.5 *Community empowerment in municipal decision making.*
- 4.1.6 *Economic opportunities throughout Windsor.*
- 4.1.7 *A safe environment throughout Windsor.*
- 4.1.8 *A decision making process that balances environmental, economic and social considerations.”*

COMMENT:

In my professional opinion, the proposed OPA/ZBA successfully balances environmental, economic, and social considerations to add to the health and vitality of the City of Windsor.

“4.2 Objectives

- 4.2.1.1 *To consider community health in the planning and design of Windsor and its neighbourhoods.*
- 4.2.1.2 *To provide for activities and facilities which will foster an active lifestyle to improve community health.*
- 4.2.1.3 *To regularly monitor community health.*

- 4.2.1.4 *To protect against climate change and its possible adverse effects on human health, the physical environment, economy and quality of life.*
- 4.2.1.5 *To encourage a mix of housing types and services to allow people to remain in their neighbourhoods as they age.*
- 4.2.1.6 *To provide for pedestrian scale neighbourhood centres that serve the day-to-day needs of the local residents.”*

COMMENT:

In my professional opinion, the proposed OPA/ZBA supports a healthy and active lifestyle for its residents by building a walkable community that encourages active transportation.

The proposed development will provide for alternative housing and tenure by supporting diversification of the housing market with support of the OPA/ZBA that will accommodate alternative style and tenure.

COMMENT:

The building has provided for pedestrian walkways, black wrought iron fencing, definition of amenity space, landscaping and other visually appealing aspects of the site resulting in high quality aesthetically appealing buildings and site.

The proposed development will provide for alternative housing and tenure by supporting diversification of the housing market for tenure and style.

The development will support managed appropriate moderate intensification of residential land use.

The proposed development will accommodate ‘aging in place’ for residents existing within adjacent residences and that will ‘age out’ of the new single detached residences recently constructed.

The proposed building will be designed to be visually appealing and landscaped extensively and can be considered compatible with the existing residential neighbourhood.

In my professional opinion, the proposed OPA/ZBA conforms with relevant policies of the Official Plan supporting residential development.

“4.2.2 Environmental Sustainability

- 4.2.2.1 *To consider the environment in the planning and design of Windsor.*
- 4.2.2.2 *To protect and restore ecosystems.*
- 4.2.2.3 *To encourage community planning, design and development that is sustainable.*
- 4.2.2.4 *To promote development that meets human needs and is compatible with the natural environment.*
- 4.2.2.5 *To reduce environmental impacts.”*

COMMENT:

In my professional opinion, the proposed development within a mixed use neighbourhood in close proximity to commercial, institutional and recreation uses promotes environmental sustainability by encouraging alternative forms of transportation and the healthy, walkable community. There are a number of bus stops in close proximity to the site supporting use of municipal transit. The infilling nature of the proposal and rehabilitation of a former brownfield site, minimizes the consumption of land, in my professional opinion, supporting the reduction of environmental impacts.

“4.2.3 Quality of Life

- 4.2.3.1 *To encourage a mix of uses.*
- 4.2.3.2 *To encourage the location of basic goods and services close to where people live and work.*
- 4.2.3.3 *To recognize the needs of the community in terms of shelter, support services, accessibility and mobility.*
- 4.2.3.4 *To accommodate the appropriate range and mix of housing.*
- 4.2.3.5 *To encourage community services at appropriate locations throughout Windsor.”*

4.2.3.6 *To recognize the needs of the First Nations communities for housing and support services.”*

COMMENT:

In my professional opinion, the proposed OPA/ZBA will add diversity to Windsor’s housing options by offering an alternative style and tenure of residential housing, and adds to the availability of housing stock.

“4.2.4 Sense of Community

4.2.4.1 *To encourage development that fosters social interaction.*

4.2.4.2 *To encourage development that fosters the integration of all residents into the community.*

4.2.4.3 *To encourage developments that adapt to changing resident needs.*

4.2.4.4 *To co-locate community facilities.”*

COMMENT:

In my professional opinion, the proposed development will contribute to a positive sense of community with an infilling development of a compatible development that will support residents ‘aging in place’ with the provision of alternative housing to the single, detached residence.

“5.1 Environment: Goals

5.1.4 *Development that is compatible with environmental functions and features.*

5.1.5 *The reduction of pollution.”*

COMMENT:

In my professional opinion, the proposed development protects the environment by reducing the dependence on the auto through promoting active transportation and use of public transit.

“5.4.8.1 Potentially Contaminated Sites Policies

For the purpose of this Plan, Potentially Contaminated Sites are sites where the environmental condition of the property or properties may have potential for adverse effects on human health, ecological health or the natural environment. In order to prevent these adverse effects, prior to permitting development on these properties, it is important to identify these properties and ensure that they are suitable or have been made suitable for the proposed land use(s) in accordance with provincial legislation, regulations and standards.”

“5.4.8.4 Potentially Contaminated Sites Policies

When a planning application involves the subdivision of land for residential purposes, the City may require an affidavit from a qualified person as defined by provincial legislation and regulations, confirming that a Phase 1 ESA has been completed or, where the subject land is identified as a potentially contaminated site, a Record of Site Condition has been filed in accordance with Ontario Regulation 153/04, as amended from time to time.”

COMMENT:

The site is significantly comprised of the landscaped entrance/gateway area of the old GM plant so an Environmental site assessment phase 1 was completed showing areas requiring remediation. The areas of interest have been remediated and the environmental firm Wood Environmental has completed a phase 2 environmental review and have cleared the site for residential development.

“6.1 Land Use: Goals

In keeping with the Strategic Directions, Council’s land use goals are to achieve:

- 6.1.1 *Safe, caring and diverse neighbourhoods.*
- 6.1.2 *Environmentally sustainable urban development.*
- 6.1.4 *The retention and expansion of Windsor’s employment base.*
- 6.1.5 *Convenient and viable areas for the purchase and sale of goods and services.*
- 6.1.6 *An integration of institutions within Windsor’s neighbourhoods.*
- 6.1.7 *A variety of open space areas.*
- 6.1.8 *An accessible Detroit River, Lake St. Clair and a healthy waterfront.*
- 6.1.9 *The protection and conservation of environmentally significant and sensitive natural heritage features and functions.*
- 6.1.10 *Pedestrian oriented clusters of residential, commercial, employment and institutional uses.*
- 6.1.13 *The provision of sufficient land in appropriate locations to accommodate future population and employment growth in Windsor.*
- 6.1.14 *To direct residential intensification to those areas of the City where transportation, municipal services, community facilities and goods and services are readily available.”*

COMMENT:

The OPA/ZBA will support the infilling of an appropriate development providing an efficient and effective utilization of municipal services. The proposed apartment development will support alternative form of housing tenure and style while providing for an appropriate and compatible development. The proposed development is within an area that is walkable to neighbourhood commercial and recreation amenities to support the walkable healthy community. There are a number of bus routes nearby supporting municipal transit and active transportation by foot or bike for a healthy community. In my professional opinion, the proposal conforms with the Goals of the Official Plan.

“6.2.1.2 Land Use: General Policies

For the purpose of this Plan, Development Profile refers to the height of a building or structure. Accordingly, the following Development Profiles apply to all land use designations on Schedule D: Land Use unless specifically provided elsewhere in this Plan:

- (a) Low Profile developments are buildings or structures generally no greater than three (3) storeys in height;*
- (b) Medium Profile developments are buildings or structures generally no greater than six (6) storeys in height; and*
- (c) High Profile developments are buildings or structures generally no greater than fourteen (14) storeys in height.”*

COMMENT:

The three buildings are 6 and 7 storeys in height and can be medium profile buildings. Adjacent to the south are other medium density buildings, providing for a compatibility of the buildings and use proposed. Adjacent to the east are additional 6-8 storey buildings proposed for development that are considered comparable in size, height and density.

The proposed medium profile buildings are stepped down to reduce the massing of the buildings and in my professional opinion, supports the compatibility of the buildings with the neighbourhood.

“6.3.1.3 Intensification, Infill and Rehabilitation

To promote residential redevelopment, infill and intensification initiatives in locations in accordance with this plan.”

COMMENT:

In my professional opinion, the proposed rehabilitation and redevelopment of vacant lands as infilling of residential apartment units is supported by policies of the Official Plan. The proposal is an adaptive re-use of lands previously used for industrial use now considered more appropriate as residential use and complimentary and supportive to new residential development on adjacent lands.

“6.3.2.1 Policies

Uses permitted in the Residential land use designation identified on Schedule D: Land Use include Low Profile, and Medium Profile dwelling units. High Profile Residential Buildings shall be directed to locate in the City Centre, Mixed Use Centres and Mixed Use Corridors.”

COMMENT:

The proposed 3 medium profile apartment buildings are permitted within the Residential land use designation. The proposed OPA/ZBA to redesignate the subject lands from ‘Manufacturing’ to ‘Residential’ will support the development of the site for medium density residential. The moderate intensification of these lands for 6-7 storey buildings will support provide for an alternative style and tenure of housing that provides for the missing middle housing needed within the City with alternative style and tenure of housing. It is my professional opinion that the proposed development conforms with the policy of the OP.

“6.3.2.4 Locational Criteria

Residential intensification shall be directed to the Mixed Use Nodes and areas in proximity to those Nodes. Within these areas Medium Profile buildings, up 4 storeys in height shall be permitted. These taller buildings shall be designed to provide a transition in height

and massing from low-profile areas. New residential development and intensification shall be located where:

- (a) there is access to a collector or arterial road;*
- (b) full municipal physical services can be provided;*
- (c) adequate community services and open spaces are available or are planned; and*
- (d) public transportation service can be provided.”*

COMMENT:

As noted above, the subject property is located on Lauzon Road, a major arterial road; will be serviced by municipal water and sewer; is located within close proximity to commercial and community services; and is within a short walk to two bus stops. The proposed site is located in a prime development location in conformity with the Official Plan policies.

“6.3.2.5 *At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed residential development within an area having a Neighbourhood development pattern is:*

- (a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses:*
 - (i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan;*
 - (ii) adjacent to sources of nuisance, such as noise, odour, vibration and dust;*
 - (iii) within a site of potential or known contamination;*
 - (iv) where traffic generation and distribution is a provincial or municipal concern; and*
 - (v) adjacent to heritage resources.*
- (b) in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area;*
- (c) In existing neighbourhoods, compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and amenity areas. In Mature Neighbourhoods as shown on Schedule A-1, compatible with the surrounding area, as noted above, and consistent with the streetscape, architectural style and*

materials, landscape character and setback between the buildings and streets;

- (d) provided with adequate off street parking;*
- (e) capable of being provided with full municipal physical services and emergency services; and*
- (f) facilitating a gradual transition from Low Profile residential development to Medium and/or High Profile development and vice versa, where appropriate, in accordance with Design Guidelines approved by Council.”*

COMMENT:

In my professional opinion, the requested OPA/ZBA supports the development of the site for 3 medium profile buildings with 291 units provides for alternative tenure and style of residential development.

The development utilizes vacant lands for an efficient infilling development within a mixed use neighbourhood adjacent to comparable residential development with a compatible building height and density to adjacent residential buildings. The OPA/ZBA, in my professional opinion, will support appropriate gentle density of residential land use that provides for needed alternative housing style and tenure of residential accommodation.

The development is a gateway lot to the adjacent residential development and has been designed by an architect with high aesthetic standards and includes features such as black wrought iron fencing, extensive landscaping, and other amenities that compliment the development.

The proposed development is an efficient use of the existing municipal services and can be considered an appropriate use of the subject lands. There is no need to expand municipal services to accommodate the proposed development. The site supports municipal transit and the walkable, healthy community.

In my professional opinion, the proposed residential development will provide for alternative development that allows for moderate intensification of use that can be considered is an efficient, effective development for the site and supportive of the PPS policies ensuring compatible new development within the existing neighbourhood.

“6.3.2.15 Council shall encourage the provision of a variety of housing tenures which recognize the diverse needs of Windsor’s residents.”

“6.5.2.2 Residential and Ancillary Uses

Medium and High Profile residential uses either as stand-alone buildings or part of commercial-residential mixed use buildings shall be integrated within the Mixed Use Centres in a manner that creates a mixed-use community in a modern and attractive urban environment that is more pedestrian oriented with outdoor amenity areas and open space.”

COMMENT:

As noted above, the development has been designed to a high architectural standard to enhance the visual amenity of the community. The proposed development includes landscaped area exceeding the minimum 45% required, with a central garden area serving as a focal point. The proposed development is located within walking distance to multiple amenities to support a walkable, healthy community. In my professional opinion, the proposed development supports a mixed-use neighbourhood that is attractive, modern, and pedestrian oriented.

“10.2.20 Design Briefs

A Design Brief identifies the character of a street or neighbourhood over a smaller area than an Urban Design Study. Where this Plan requires the preparation of a Design Brief the following steps shall be taken:

“10.2.20.1 Existing Site Conditions and Surrounding Context

The Urban Design Brief should provide a description and analysis of the site and surrounding context. Photographs and a context map showing the subject site in relation to the existing neighbourhood should be included.

COMMENT:

The OPA/ZBA will support, in my professional opinion, needed alternative housing tenure and style as an infilling development on a vacant lot within a mixed use neighbourhood and adjacent to comparable residential medium profile residential. **In my professional opinion, the requested OPA will conform with Official Plan policies of the City of Windsor Official Plan once adopted. Once passed, the ZBA will provide a regulatory framework for the proposed building and conforms with the relevant OP policies.**

6.0 CITY OF WINDSOR ZONING BYLAW

The subject lands are zoned ‘Manufacturing District’ (MD1.2) and ‘Holding Manufacturing District’ (HMD1.2) in the City of Windsor CZB 8600.

Presently the ‘Manufacturing District’ (MD1.2) zone allows for industrial and manufacturing uses and buildings.

In order to use the lands for residential purposes, a Zoning By-law Amendment (ZBA) is required to rezone the subject lands from (MD1.2) to ‘Residential’ (RD3.2) under the City of Windsor Comprehensive Zoning By-law 8600 (CZB).

PROVISION	MANUFACTURING DISTRICT (MD1.2)	RESIDENTIAL (RD3.2)	PROPOSED
Lot frontage (min)	n/a	30m	Over 45m
Lot area (min)	n/a	55m ² per unit	21,704 m ²
Lot coverage (max)	n/a	35%	27%
Building height	14m	Corner lot: 24 m	21.7m
Landscaped Open Space (min)	15%	35%	45%
Dwelling Unit Density (max)	n/a	For a corner lot having a minimum frontage of 30m on each of the exterior lot lines: 188 units/ha	291/2.1 ha = 138 u/ha
Front yard depth	6m	n/a	2.8m
Side yard width	6m from an exterior lot line: 3m	n/a	Ext. side yard = 3.5m Int. side yard = 17.4m
Required Parking	1 for each 45m ² GFA	1.25 for each dwelling unit = 291 x 1.25 = 363 spaces	363 spaces
Required Accessible Parking Spaces	Type A 201 to 1000 spaces: 0.5 space plus 1 percent of parking spaces Type B 201 to 1000 spaces: 1 space plus 1% of parking spaces	Type A 201 to 1000 spaces: 0.5 space plus 1 percent of parking spaces Type B 201 to 1000 spaces: 1 space plus 1% of parking spaces	Required: 4 spaces Type A and 6 spaces Type B Provided: 12 Spaces

COMMENT:

After review and evaluation of the CZB for the City of Windsor, the proposed site development complies with the 'Residential District (RD3.2)' zone and does not require any site specific regulations.

It is therefore my professional opinion that the requested ZBA to establish the (RD3.2) regulatory framework for the subject lands meets the intent of the CZB for the City of Windsor.

7.0 SUMMARY AND CONCLUSIONS

In my professional opinion, an Official Plan Amendment (OPA) and Zoning Bylaw Amendment (ZBA) is required to change the permissible land use on the site from industrial use to residential use. The Official Plan Amendment will change the applicable policy framework applied to the property from 'Industrial' to 'Residential' designation. The Zoning Bylaw Amendment purports to change the regulatory framework applied to the property from 'Manufacturing District 1.2 (MD1.2)' to 'Residential District 3.2 (RD3.2)' zone.

The owners are proposing a gated residential apartment complex that is comprised of 3 residential buildings, 2 buildings at 7 storeys and 1 building at 6 storeys each for a total of 291 residential units with 363 associated car parking spaces. There will be site amenities such as extensive landscaping and landscaped open space at 36 % coverage; lot coverage is low at 27% coverage; there will be 10 bike parking spaces per building for 30 bike parking in total; and a modern profile building that is architecturally appealing enhancing the vitality of the existing neighbourhood as a gateway to the new residential subdivision being built to the south and east.

The proposed buildings will have a compact residential form that will reduce the consumption of land and make efficient use of energy resources and existing municipal services while providing for modest intensification. The proposed development will adapt the former brownfield site to a residential apartment use, an alternative housing style and tenure than the single detached residential use.

The proposed building height and density will be compatible with the neighbourhood and will create a building style, design and height that is comparable and consistent with both existing and proposed residential apartment buildings in the neighbourhood.

With the creation of the residential plan of subdivision to the south and east of the subject lands, has removed the ability for the subject lands to be used for industrial purposes and has created a non-viable industrial lot. The lands are too small, disjointed from other industrial uses, and used for industrial use will create a conflict of land use with the adjacent residential use establishes the lot as non-viable for use for industrial purposes. The adaption of the existing previous brownfield site to residential use is a more viable use and neighbourhood supportable use of the lands and provides for a compatibility of use with the residential neighbourhood than the present permitted industrial use.

The proposed residential apartment complex will promote active, healthy community with the excellent access to the WFCU Recreation Complex, numerous sports facilities, outdoor parks, and restaurants. The site is in close proximity to municipal transit and municipal trail system.

The buildings will provide a gradual transition between the commercial area to the west, the WFCU Recreation Complex to the south/east, the high density residential to the south, and the new residential housing to the east. The residential development will provide extensive noise barrier and visual barrier for the residential development to the south and east.

The proposed residential apartment buildings will provide for needed alternative housing supporting diversity in housing in the City. The OPA/ZBA will support the City's residential policy initiatives by establishing a 291 unit residential apartment building that will provide alternative housing in Windsor. The OPA/ZBA will support the province and municipality's initiative to provide for a residential development promoting a healthy, walkable community.

7.1 GOOD PLANNING

The proposed residential medium profile residential apartment buildings will provide alternative tenure and style housing that requires a change in policy framework that will be used to support the residential land use.

The OPA will establish 'Residential' policies for the subject lands to direct and support the proposed residential land use. The new development is intended as a medium density residential development providing alternative housing tenure and style for a diverse housing option as an alternative to the single detached residence to the typical single detached residences found in the town.

The proposed medium profile, 6 and 7 storey buildings with gentle density in my professional opinion, is compatible with the mixed use neighbourhood and proposed adjacent medium profile buildings and would result in a positive addition in the established neighbourhood. The proposed new residential building will provide for a compatible development to other medium profile buildings on adjacent lands; will provide an aesthetically pleasing development as a gateway lot; will assist with rejuvenating the neighbourhood; and will provide for needed alternative residential housing tenure supporting the diversification of housing accommodation in the City of Windsor.

In my professional opinion, the requested OPA and ZBA makes sound planning and the necessary amendments are supportable.

7.2 CONCLUSIONS

Given the foregoing assessment and my evaluation of the proposal in relation to the PPS 2020, the City of Windsor Official Plan and the Comprehensive Zoning By-law, in my professional opinion the proposed Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) is consistent with polices of the PPS, OP, and regulations found in the Zoning By-law.

In addition, it is my professional opinion that the proposed Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) is appropriate and desirable within this policy framework as it will facilitate development of the site while also implementing the proposals included in this Planning Justification Report dated February 8, 2023.

In summation, the proposal conforms with the proposed Official Plan Amendment (OPA) that will see the subject lands re-designated to 'Residential' and the proposal complies with the Zoning Bylaw Amendment (ZBA) that will appropriately establish a regulatory framework under the 'Residential District 3.2 (RD3.2)' zone. The OPA and ZBA provides a compatible residential rental apartment building and needed residential accommodation supporting a diversity of housing tenures and styles within the municipality.

In my professional opinion the requested OPA and ZBA:

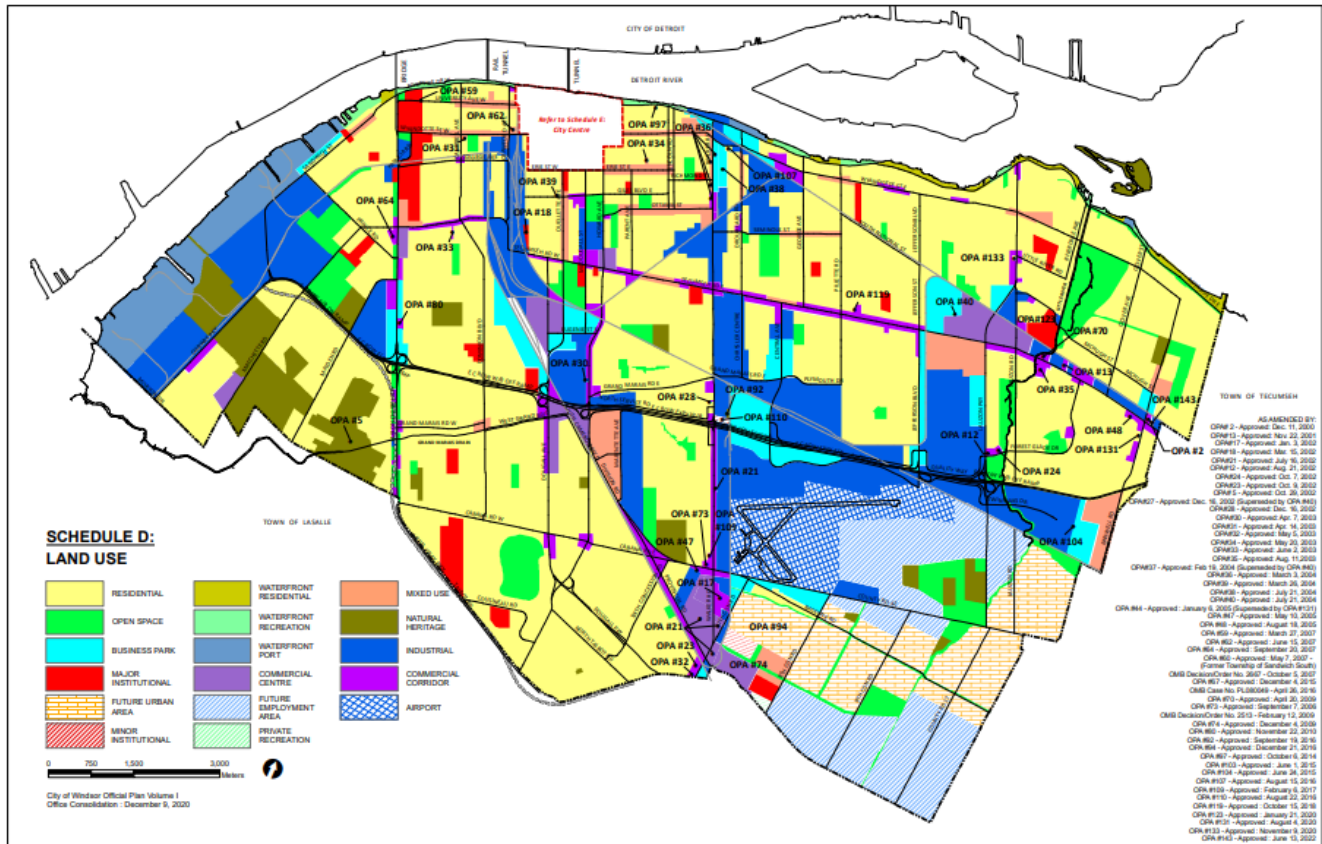
- 1) is consistent with the policies of the 2020 Provincial Policy Statements;
- 2) maintains the intent of the relevant policies of the City of Windsor Official Plan and when the OPA is adopted, it will conform with the established policy framework of the OP;
- 3) maintains the intent of City of Windsor CZB 8600 and when the ZBA is passed, it will establish the regulatory framework required for the development to comply with the CZB;
- 4) makes sound planning.

I hereby certify that this report was prepared by Jackie Lassaline RPP MCIP, a Registered Professional Planner within the meaning of the Ontario Professional Planners Institute Act, 1994.

Lassaline Planning Consultants Inc.

Jacqueline Lassaline
Jackie Lassaline BA MCIP RPP
Principal Planner

APPENDIX A – CITY OF WINDSOR OFFICIAL PLAN SCHEDULE 'D' LAND USE



APPENDIX B – #OPA 123

A. PURPOSE:

The purpose of this amendment is to allow a Mixed-Use Development that will include a plan of subdivision to create:

- commercial uses in 2 separate locations,
 - A potential hotel and restaurant at the intersection McHugh Street and Darfield Road, and
 - General commercial uses on Lauzon Road, immediately north of the Via Rail tracks.
- 22 Single detached Residential Dwellings
- 18 Blocks for future single detached, semi-detached or townhome dwellings
- 1 block for multiple unit dwellings adjacent to Lauzon Road (currently 3 structures anticipated)
- 2 blocks for multiple unit dwellings Adjacent to McHugh Street at Darfield Road
- 2 blocks for Storm water management and related facilities;

And to recognise the existing Institutional land use at 8787 McHugh Street (WFCU Centre).

B. LOCATION:

The amendment applies to the land generally described 1600 Lauzon Road - Part of Lots 128,129E, 129W , 132, 133 Concession 1 (McNiff's) east of Lauzon Road, south of McHugh Street and north of the Via Rail corridor, situated at the southeast corner of Lauzon Road and McHugh Street.

Ward: 6

Planning District: Riverside

ZDM: 14

C. BACKGROUND:

The subject lands are designated "Industrial" in the City of Windsor Official Plan. That designation does not permit the proposed uses; therefore, the Official Plan Amendment is required. The proposed changes to the Official Plan are as follows:

- From "Industrial" to "Commercial Corridor" (Block 24, on SDN 002/19-1 and Part 2, 12R-27318),
- From "Industrial" to "Residential" (Lots 1-22 and Blocks 1-23) ;
- From "Industrial" to "Institutional"
 - Parts 1, 7, 8, 9, 10, 11, and 12 12R-27318 (City acquired lands)
 - Parts 2, 3 and 4, 12R-22910 (WFCU Centre lands)

The Official Plan encourages compact residential form for new developments and the efficient use of existing land pattern, as well as promoting cost-effective development

patterns and standards to minimize land consumption and servicing costs. Additionally the redevelopment of brownfield lands and returning them to productive use is encouraged by the City of Windsor Official Plan. As such, the proposed development is consistent with the Official Plan.

Employment Lands:

When lands are to be removed from Industrial or Business Park (Employment Lands) designations, the Planning Act requires that an Employment Lands Review be undertaken. The applicant has completed an Employment Lands Review, which indicates that removing the lands subject to the development proposal will not have a negative impact on the future availability of Employment lands in the City of Windsor.

WFCU Centre Official Plan Designation and By-law 8600 category:

The WFCU Centre currently retains the original Industrial Official Plan designation that was in place when the site was used as an Industrial facility. While Municipal Uses are not required to comply with the Official Plan designation, continuing to miss-identify this large municipal use as lands that may be used for industrial purposes may be misleading to users of the Official Plan. The Planning Department recommends that a housekeeping amendment take place to designate the WFCU Centre lands Institutional.

APPENDIX C – RESIDENTIAL DISTRICT 3.2 (RD3.2)

12.2 RESIDENTIAL DISTRICT 3.2 (RD3.2)

12.2.1 PERMITTED USES

Lodging House

Multiple Dwelling

Religious Residence

Residential Care Facility

Any of the following *existing* dwellings:

Double Duplex Dwelling

Duplex Dwelling

Semi-Detached Dwelling

Single Unit Dwelling

Any use accessory to any of the preceding uses

12.2.5 PROVISIONS

.1	Lot Frontage – minimum	30.0 m
.2	Lot Area – minimum	
	For a <i>corner lot</i> having a minimum frontage of 30.0 m on each of the <i>exterior lot lines</i> :	
	a) For the first 5 <i>dwelling units</i>	540.0 m ²
	b) For the next 19 <i>dwelling units</i>	67.0 m ² per unit
	c) For each additional <i>dwelling unit</i>	44.0 m ² per unit
	For any other <i>lot</i> :	
	d) For the first 4 <i>dwelling units</i>	540.0 m ²
	e) For the next 15 <i>dwelling units</i>	85.0 m ² per unit
	f) For each additional <i>dwelling unit</i>	55.0 m ² per unit
.3	Lot Coverage – maximum	35.0%
.4	Main Building Height – maximum	
	<i>Corner Lot</i>	24.0 m
	<i>Interior Lot</i>	18.0 m
.8	Landscaped Open Space Yard – minimum	35.0% of <i>lot area</i>
.13	Dwelling Unit Density – <i>dwelling units</i> per hectare – maximum	
	For a <i>corner lot</i> having a minimum frontage of 30.0 m on each of the <i>exterior lot lines</i>	188 units per ha
	For any other <i>lot</i>	150 units per ha

APPENDIX D – PARKING AREA PROVISIONS

SECTION 25 - PARKING AREA PROVISIONS

(Amended by: B/L 9857, Jul 7/1987; B/L 12428, Jan 8/1996; B/L 13-2001, Oct 23/2001, OMB Order No. 1716, OMB Case No. PL010233; B/L 370-2001, Nov 15/2001; B/L 167-2003, Jan 27/2003; B/L 167-2003, Jan 27/2003; B/L 132-2011, Aug 5/2011; B/L 53-2012, Jan 1/2012; (25SG24249); B/L 18-2015, March 4, 2015

25.1 APPLICATION

- .1 The provisions in this Section apply to the construction or maintenance of a parking area containing five or more parking spaces, accessible parking spaces, visitor parking spaces or combination thereof in all zoning districts in this by-law.

25.5 GENERAL PROVISIONS

25.5.1 PROHIBITIONS

- .1 The parking or display of a motor vehicle within a landscaped open space yard, landscaped open space island or parking area separation is prohibited.
- .5 The placement of a refuse bin within a parking area and within 6.0 metres of the point of intersection of any two streets or any street and an access area; within a required parking space, required accessible parking space or required visitor parking space; or in a manner so as to hamper the movement or prevent the safe operation of a motor vehicle utilizing the parking area is prohibited.

25.5.10 CONSTRUCTION AND MAINTENANCE OF PARKING AREA

- .1 All parking spaces, visitor parking spaces and accessible parking spaces shall be accessible directly and exclusively from a parking aisle.
- .3 A curb shall bound the perimeter of a parking area and shall separate a landscaped open space yard, landscaped open space island or parking area separation from the parking area.
- .5 Any curb shall be constructed of poured in place concrete, shall be continuous and shall have a minimum width and height of 15.0 centimetres. Precast concrete, rubber, plastic or other curbing or a parking stop that is not continuous is prohibited.
- .7 A parking area shall be graded and drained into a municipal sewer system to prevent the runoff of surface water onto a street, alley or abutting properties.
- .9 A parking area shall be paved with a hard surface consisting of paving brick or block, asphalt, concrete or any combination thereof, and shall be maintained in good condition.
- .11 Any lighting used to illuminate a parking area shall be full cut-off lighting.
- .13 For any part of a parking area that is located less than 4.50 metres from a dwelling unit on an abutting lot, a screening fence with a minimum height of 1.20 metres shall be provided along the lot line on which the parking area is located.
- .15 Where a parking area abuts an alley that provides access to the parking area, a screening fence that is located within 6.00 metres of the access area shall have a height of 0.90 metres.
- .17 Subject to Section 25.5.1.5, a refuse bin may be located within a parking area and shall be fully screened by a screening fence having a minimum height of 1.80 metres.

25.5.20 PARKING AREA SEPARATION

- .1 A parking area separation shall be provided as shown in Table 25.5.20.1:

TABLE 25.5.20.1 – PARKING AREA SEPARATION		
	PARKING AREA FROM	MINIMUM SEPARATION
.1	Huron Church Road between the south limit of College Avenue and the north limit of the EC Row Expressway	10.00 m

	Save and except for Parts 4 and 5, Plan 12R-12366 and Part Lots 1346 to 1360, Part Lot 1820 and Part Block A, Registered Plan 1059 (situated on the west side of Huron Church Road, north of Tecumseh Road West)	3.00 m
.2	Any other street	3.00 m
.3	An interior lot line or alley	0.90 m
.4	A rear lot line on a lot located in a Commercial District 3.9	10.00 m
.5	A building wall in which is located a main pedestrian entrance facing the parking area	2.00 m
.6	A building wall containing a habitable room window or containing both a main pedestrian entrance and a habitable room window facing the parking area where the building is located on the same lot as the parking area	4.50 m

.5 The area forming the parking area separation shall be maintained exclusively as a landscaped open space yard.

30 ACCESS AREA

- .1 Ingress to a parking area from a street or alley or egress from a parking area to a street or alley shall be by way of an access area.
- .2 An access area may cross a required yard or a required landscaped open space yard.
- .3 An access area exclusively serving a loading space or serving a building in a Manufacturing District 1 or Manufacturing District 2 shall have one or more one-way lanes. Each lane shall have a minimum width of 3.50 metres and a maximum width of 6.50 metres.
- .4 An access area for all other uses shall have one or more one-way lanes. Each lane shall have a minimum width of 3.50 metres and a maximum width of 4.50 metres.
- .5 The width of each lane in an access area shall be measured a maximum of 3.00 metres from the lot line the access area crosses.