

PLANNING RATIONALE REPORT

APPLICATION FOR DRAFT PLAN OF SUBDIVISION

FOR PROPOSED RESIDENTIAL DEVELOPMENT

Bellocorp Inc.
0, 1095 and 1185 North Talbot Road
Windsor, ON

December 3, 2021

Prepared by:



Tracey Pillon-Abbs, RPP
Principal Planner
23669 Prince Albert Road
Chatham, ON N7M 5J7
226-340-1232
tpillonabbs@gmail.com
www.tpillonabbs.ca

Table of Content

1.0	INTRODUCTION	3
2.0	SITE AND SURROUNDING LAND USES	4
2.1	Legal Description and Ownership	4
2.2	Physical Features of the Site	4
2.2.1	Size and Site Dimension	4
2.2.2	Structures	5
2.2.3	Vegetation	5
2.2.4	Topography	5
2.2.5	Other Physical Features	5
2.2.6	Municipal Services	5
2.2.7	Nearby Amenities	5
2.3	Surrounding Land Uses	6
3.0	DEVELOPMENT PROPOSAL	10
3.1	Proposal	10
4.0	PROPOSED APPLICATION	13
4.1	Draft Plan of Subdivision	13
4.2	Supporting Studies	13
4.2.1	Environmental Site Assessment	13
4.2.2	Species at Risk Study	13
4.2.3	Tree Inventory	14
4.2.4	Noise Study	15
4.2.5	Engineering Study	15
5.0	PLANNING ANALYSIS	17
5.1	Policy and Regulatory Overview	17
5.1.1	Provincial Policy Statement (PPS), 2020	17
5.1.2	Official Plan (OP)	25

5.1.3 Zoning By-law (ZBL)	31
6.0 SUMMARY AND CONCLUSION	35
6.1 Context and Site Suitability Summary	35
6.1.1 Site Suitability	35
6.1.2 Compatibility of Design	35
6.1.3 Good Planning	35
6.1.4 Natural Environment Impacts	35
6.1.5 Municipal Services Impacts	36
6.1.6 Social and/or Economic Conditions	36
6.2 Conclusion	36

1.0 INTRODUCTION

I have been retained by Bellocorp Inc. c/o Tosin Bello, the owner/applicant, to provide a land use Planning Rationale Report (PRR) in support of a proposed residential development located at 0, 1095 and 1185 North Talbot Road (herein the “Site”) in the City of Windsor, Ontario.

The purpose of this report is to review the relevant land use documents, including Provincial Policy Statement (PPS) 2020, the City of Windsor Official Plan (OP) and the City of Windsor Zoning By-law (ZBL).

The combined Site is approximately 2.932 hectares in size, with an existing single detached dwelling and accessory structures at the northeast corner of 1185 North Talbot Road. The remainder of the Site is vacant with no existing structures.

It is proposed to develop the Site for residential with a total of 34 lots for single detached dwellings. A new internal roadway will be constructed in addition to a stormwater management facility. The existing dwelling location is proposed to be used as a temporary sales office.

To accommodate the proposed development, an application for Draft Plan of Subdivision is required.

Pre-submission was completed by the applicant (City File #PS 088-2020). Comments dated February 22, 2021, were received and have been incorporated into the proposed applications.

It is appropriate for the City of Windsor to approve the Draft Plan of Subdivision to permit the proposed residential development on the Site as it is within the existing settlement area and a natural extension of the Southwood Lakes neighbourhood.

The proposed Site is close to local amenities, such as schools, trails, places of worship and shopping.

This PRR will show that the proposed development is suitable for residential use, is consistent with the PPS, conforms with the intent and purpose of the City of Windsor OP and represents good planning.

2.0 SITE AND SURROUNDING LAND USES

2.1 Legal Description and Ownership

The Site is made up of three (3) parcels located on the south side of North Talbot Road between the intersection of Southwood Lakes Blvd and Highway 401.

The Site is legally described as Part of Lots 306 & Concession North of Talbot Road, which is currently owned by the applicant, Bellocorp Inc. since May 2021 (see Figure 1a – Air Photo).



Figure 1a – Air Photo

2.2 Physical Features of the Site

2.2.1 Size and Site Dimension

The Site consists of a total area of approximately 2.932 hectares. It has approximately 292 m of combined frontage on the south side of North Talbot Road and an irregular depth.

The Site is located on the east side of Southwood Lakes Blvd with Stoneybrook Park located in between.

2.2.2 Structures

There is an existing single detached dwelling and 2 accessory structures on the northeast corner of the property fronting on North Talbot Road, constructed in the 1970's.

2.2.3 Vegetation

The Site is grassed and has areas of clustered mature trees near the rear of the Site and scattered near the front portion of 1185 North Talbot Road. The two vacant parcels also have areas of clustered mature trees throughout the Site.

2.2.4 Topography

The Site is flat and is outside the regulated area of the Essex Region Conservation Authority (ERCA).

2.2.5 Other Physical Features

The parcel at 1185 North Talbot Rd currently has a driveway access off North Talbot Road. There are no other structures or physical features on the Site.

2.2.6 Municipal Services

The property has access to municipal water, storm and sanitary services.

A ramp to access Highway 401 is to the east of the property.

There are fire hydrants located at the intersection of Old W Ave and Concession 6 on the north side of North Talbot Road. Tecumseh Fire Station No. 2 is located on Walker Road in close proximity to the Site, approximately 2.3 km away.

The Site is along a main serviced roadway with street lighting, bike lane and sidewalks. North Talbot Road is a 2-lane roadway.

The subject property is in close proximity to major roadways, including Walker Road, Highway 3 and Highway 401.

2.2.7 Nearby Amenities

There are several schools nearby, including Southwood Public School, Roseland Public School, Academie Ste. Cécile International School, Talbot Trail Public School and Northstar Truck Driving School.

There is a trail running along the west side of the Site, along Southwood Lakes Blvd.

There are many parks and recreation opportunities in close proximity of the Site, including Kenilworth Park, Calderwood Park, Glenwood Public Park, North Talbot Park, Devonwood Conservation Area, Stoneybrook Park and Devonshire Heights Park.

There is nearby shopping in the form of plazas and malls as well as employment, places of worship and local/regional amenities.

The Site has access to transit routes in addition to major roadways, provincial highways, and the Windsor International Airport.

2.3 Surrounding Land Uses

A site visit was undertaken on December 14, 2020 and photos were taken by Pilon Abbs Inc. Overall, the Site is located within an existing residential area in close proximity to commercial areas.

Across from the Site on the north side of North Talbot Road, there are residential streets with single detached dwellings on the Sixth Concession, Pioneer Ave, Old W Ave and Highnoon Drive. North Talbot Park is located on the north side of North Talbot Road. There is a proposed mixed-use development at the corner of Sixth Concession Road and North Talbot Road.

There are also residential developments abutting the Site on Southwood Lakes Blvd, Pavan St, Lakeshore Dr and Stoneybrook Cres, which abuts the rear of the Site. This area is part of the Southwoods Lake neighbourhood.

North – The lands directly north of the Site are parkland and residential in the form of single detached dwellings (see Photo 1 - North).



Photo 1 – North

South – The lands directly south of the Site are residential in the form of single detached dwellings. (see Photo 2 – South).



Photo 2 – South

East – The lands directly east of the Site are institutional for Extencicare Southwood Lakes. There are also residential uses to the east in the form of single detached dwellings and multiple unit dwellings. Heading east of the Site is also Highway 401, with some commercial and manufacturing uses. (see Photo 4 - East)



Photo 4- East

West – The lands west of the Site are residential along North Talbot Road and side streets, in the form of single detached dwellings. (see Photo 5 - West).



Photo 5 - West

3.0 DEVELOPMENT PROPOSAL

3.1 Proposal

The applicant proposes a residential development consisting of 34 lots with single detached dwellings.

The existing single detached dwelling will remain and will be used as a temporary sales office. The porch, steps and accessory structures will be removed in order to comply with the zoning by-law setback requirements.

There are 2 proposed entrances for the development, which will be off North Talbot Road, with an interior roadway within the subdivision to accommodate and access the 34 lots. A third entrance to Southwood Lakes Boulevard, may be possible, subject to discussions with City Administration.

There is a proposed 20m internal roadway (Streets 'A', 'B' and 'C') that will be stubbed to the abutting lands to the east and to the west, in the case there is an opportunity for future connections. Reserves (Block 36 and 37) will be used at the end of the roadway in the short term.

One proposed internal roadways will be aligned with Pioneer Avenue. The second will be off set from Old West Avenue South.

The lot configuration accounts for daylight corners on the corner lots for appropriate sightlines to navigate vehicular traffic through the subdivision. It also accounts for the placement of drainage ditches at the front and rear of the development, as well as sidewalks (see Figure 2 - Proposed Draft Plan).



Figure 2 – Proposed Draft Plan

Each single detached dwelling will have its own driveway. On-street parking and sidewalks are also proposed.

A total of 6 new lots will have access directly onto North Talbot Road; however, they will have greater front yard setbacks. The balance of the development will have access from the proposed internal roadway. The existing access for the existing dwelling will remain.

The proposed net density of the development is 11.6 units per hectare.

A stormwater management facility is proposed to be located on Block 35 of the proposed development with an area of 1,048.4 m².

3.2 Public Consultation Strategy

The Planning Act requires that the applicant submit a proposed strategy for public consultation with respect to an application as part of the complete application requirements.

As part of a public consultation strategy, the applicant proposes that the required public meeting will be sufficient as the size of the development is small scale.

An informal public open house is not proposed to be held by the applicant at this time.

4.0 PROPOSED APPLICATION

The proposed development requires an application for Draft Plan of Subdivision. The following is a summary of the application.

4.1 Draft Plan of Subdivision

For the proposed residential development, it is proposed to create the residential lots by way of Draft Plan of Subdivision.

A total of 34 lots on the draft plan are proposed, which will result in the creation of single unit dwellings, and one lot will be created for the stormwater management facility.

Lot 34 is the location of the existing dwelling.

There are 2 Blocks (Blocks 36 and 37) that are used as reserves.

There are 3 internal streets proposed and 1 block for the storm water management facility (Block 35).

A ZBA is required for the proposed development to remove the holding symbol to allow for development once the Draft Plan of Subdivision is approved.

4.2 Supporting Studies

4.2.1 Environmental Site Assessment

A Phase I Environmental Site Assessment was completed by Coulson & Associates Ltd, dated March 2021.

It was determined that based on the information gathered and observations made during the investigation that the Phase I ESA revealed no significant evidence of potential or actual environmental contamination of the subject property.

It was concluded that no further investigation or remedial action was required at this time.

4.2.2 Species at Risk Study

A Species at Risk Study was complete MTE Consultants, dated April 29, 2021.

The report concluded that:

Based on site investigations and a review of all background data, ESA concerns on the subject lands are limited to potential impacts to Yellow-breasted Chat, Butler's Gartersnake and Eastern Fox Snake.

The report provided mitigation measures, as follows:

Mitigation measures to avoid potential impact to the Yellow-breasted Chat and protected reptiles should be followed to prevent against potential contraventions of the Endangered Species Act, 2007 or Migratory Bird Convention Act, 2010.

If the Subject Lands are not observed to be used by Yellow-breasted Chat [END] during 2021 breeding bird studies, encounters with this species during project-related construction are expected to be incidental. Construction staff will be made aware of the potential presence of Yellow-breasted Chat [END] on the construction site. Vegetation removal activities should take place outside of the nesting season (no construction from May1 – July 31). If construction occurs during nesting season, the area must be inspected by a qualified biologist for nesting birds. If no nests are located, vegetation clearing can proceed.

Although unlikely, encounters with Butler’s Gartersnake [END] and Eastern Foxsnake [END] will be mitigated to ensure the Endangered Species Act (ESA, 2007) is not contravened. Mitigation measures will include awareness training, strategic vegetation clearing, wildlife exclusion and erosion control fencing, equipment inspection, proper site maintenance and management, and implementation of encounter and reporting protocols (Appendix B).

An Addendum was prepared by MTE dated September 16, 2021 which noted that upon further study, the site does not contain breeding habitat for Yellow-breasted Chat [END], and with mitigation measures and installation of artificial habitat, there are no expected impacts to protected bats.

Mitigation measured included the following:

To reduce the potential for impacts, vegetation removal will occur between October 1 and March 31, outside of the active season for bats, and replacement bat roosting habitat (two rocket boxes) will be installed under the direction of a qualified professional.

Reports have been filed with the Ministry for clearance.

4.2.3 Tree Inventory

A Tree Condition Report was prepared by Bezair Partners, dated August 13, 2021.

The purpose of the report was to review the tree species and conditions located on the Site.

In order to determine whether any of the trees can be saved as an amenity for the subdivision, the following is required:

- The desirable trees have been tagged on site,
- The developer should engage a surveyor to obtain the location and relative elevation of each tree.
- The location of each tree should be compared to the building envelope to determine which trees can be maintained.

- The elevation of each tree should be compared to the proposed grade of the property. If the tree elevation is +/- 4 inches from the proposed grade, the tree can be saved without additional cost.

4.2.4 Noise Study

A Noise Impact Study was prepared by Baird AE Architecture & Engineering, dated March 16, 2020.

The report determined that mitigation measures are required to bring residential units within the development into compliance with MOECC criteria.

Following are a set of recommendations to satisfy MOECC noise criteria:

Recommendation #1

Due to the exceedance of the MOECC criteria for daytime and night time acoustical levels from N Talbot Street and Southwood Lake Boulevard, the dwellings shall include warning clauses.

Recommendation #2

Due to the exceedance of the MOECC criteria for daytime and night time acoustical levels from transportation source and surrounding industries, a noise barrier with minimum surface density of 20 kg/m² shall be installed along the property line of certain dwellings.

Recommendation #3 (Building Components)

Due to exposure to stationary noise, some units require special building components for areas of sensitive use (i.e. bedroom, living room, dining room, kitchen, etc.) and the following is required:
Window Requirements:

- All windows leading to sensitive living areas are to have a minimum sound transmission class (STC) as per Table 9 in order to meet the MOECC indoor noise level criteria.
- Door Requirements: All doors leading to sensitive living areas are to have a minimum sound transmission class (STC) as per Figure 4 in order to meet the MOECC indoor noise level criteria.

Recommendation #4 (All units within the development)

Prior to the issuance of building permits, it is recommended that an acoustical consultant review the sound transmission class (STC) for the proposed development's walls, windows and doors to ensure they conform to the recommendations outlined in this report.

The report concludes that the development can, with the implementation of the recommended mitigation measures, be designed to address impacts from surrounding noise sources.

4.2.5 Engineering Study

A Storm Water Management and Functional Servicing Report was completed by Baird AE, dated May 14, 2021.

The investigation resulted in the following conclusion based on an in-depth study on the site and servicing requirements:

- *The proposed development is modelled using new ERCA SWMM guidelines and meets all standard criteria specified therein.*
- *Water elevations for 5, 100 and Urban storm events satisfies the new ERCA SWMM guidelines.*
- *The proposed subdivision did not have any adverse impacts on existing downstream developments.*

5.0 PLANNING ANALYSIS

5.1 Policy and Regulatory Overview

5.1.1 Provincial Policy Statement (PPS), 2020

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development, providing for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environments.

The PPS is issued under Section 3 of the Planning Act and came into effect on May 1, 2020. It applies to all land use planning matters considered after this date.

The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.

The following provides a summary of the key policy considerations of the PPS as it relates to the proposed development.

PPS Policy #	Policy	Response
1.0Ontario's long-term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns.....	The surrounding area has similar uses and provides an opportunity to expand an existing neighbourhood.
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; b) accommodating an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreation, park and open space, and other uses to meet long-term needs;	The proposed development is consistent with the policy to build strong, healthy and livable communities as it will provide for new housing in an existing neighbourhood. There are no environmental or public health and safety concerns as the area is well established. The Site is outside of the ERCA regulated area. The development pattern does not require expansion of the settlement area.

PPS Policy #	Policy	Response
	<p>c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;</p> <p>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;</p> <p>e) promoting.....cost-effective development patterns and standards to minimize land consumption and servicing costs;</p> <p>f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;</p> <p>h) promoting development and land use patterns that conserve biodiversity.</p>	<p>The Site has access to full municipal services and is close to nearby amenities.</p> <p>Public service facilities are available nearby.</p> <p>The development pattern is proposed to be an efficient use of the Site.</p> <p>Sidewalks will be constructed to be accessible. Accessibility of dwellings will be addressed at the time of building permit applications.</p>
1.1.2	<p>Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years.</p> <p>Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.</p>	<p>The proposed development will help the City meet the full range of current and future residential needs through infilling.</p> <p>The proposed development can be accommodated as the Site is an appropriate size.</p> <p>The Site will provide for new housing in an existing built-up area.</p>
1.1.3.1	Settlement areas shall be the focus of growth and development.	The proposal enhances the vitality of the municipality, as the proposal is within the City's settlement area.
1.1.3.2	Land use patterns within settlement areas shall be	The total density of the proposed development is considered appropriate as

PPS Policy #	Policy	Response
	<p>based on densities and a mix of land uses which:</p> <ul style="list-style-type: none"> 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. 	<p>most of the existing neighborhood is made up of low profile residential.</p> <p>The Site offers an opportunity for infilling by creating new housing in an existing built-up area.</p> <p>The infilling can be accommodated for the proposed development as it is within an existing built-up area and a natural extension of an existing neighbourhood.</p> <p>The design and style of the residential dwelling will be constructed with a high standard.</p> <p>The proposed development will blend with the nearby neighbourhoods and will be of similar scale and massing.</p> <p>The land area is sufficient to accommodate the proposed development.</p> <p>Adequate buffering from abutting land uses can be provided.</p> <p>Residents will have immediate access to nearby amenities. Transit is available.</p>
1.1.3.3	<p>Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range</p>	<p>The proposed development can be accommodated for the proposed residential use as it is an appropriate expansion of an existing neighbourhood.</p>

PPS Policy #	Policy	Response
	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.	
1.1.3.4	Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.	<p>The proposed residential use can be accommodated as it is a development opportunity within an existing built-up area.</p> <p>There will be no risks to the public, as the Site is outside of the ERCA regulated area.</p>
1.1.3.5	Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.	The City has established targets for redevelopment. The proposed development will assist in meeting those targets as the Site is located within an existing built-up area and will add new housing in an existing built-up area.
1.1.3.6	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.	<p>The proposed development will have a compact form and will comply with the provisions of the ZBL.</p> <p>The low-profile density will allow for the efficient use of land, infrastructure and public services.</p> <p>The internal roadway will provide for connectivity to nearby neighbourhoods.</p>

PPS Policy #	Policy	Response
1.4.1	<p>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:</p> <p>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</p> <p>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.</p>	<p>The proposed development will provide for new housing in an existing built-up area.</p> <p>The residential use can be accommodated for the proposed development as it is an opportunity for an existing neighbourhood to expand.</p> <p>The area is pedestrian and cycling friendly with existing sidewalks, trails and bike paths allowing people to access nearby amenities.</p> <p>Existing municipal services are available.</p>
1.4.3	<p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area.</p>	<p>The proposed low-profile density is compatible with the surrounding area and will provide infilling through the efficient use of the Site.</p> <p>The Site is close to nearby amenities.</p> <p>There is existing infrastructure.</p>
1.6.1	<p>Infrastructure and public service facilities shall be provided in an efficient manner</p>	<p>The development is on existing full municipal services.</p>

PPS Policy #	Policy	Response
	that prepares for the impacts of a changing climate while accommodating projected needs.	Access to public transit is available.
1.6.6.2	Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.	The proposed development will be serviced by existing municipal sewer, water and storm, which is the preferred form of servicing within existing settlement areas.
1.6.6.7	<p>Planning for stormwater management shall:</p> <ul style="list-style-type: none"> a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term; b) minimize, or, where possible, prevent increases in contaminant loads; c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure; d) mitigate risks to human health, safety, property and the environment; 	There will be no risk to health and safety.

PPS Policy #	Policy	Response
	<p>e) maximize the extent and function of vegetative and pervious surfaces; and</p> <p>f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.</p>	
1.6.7.1	<p>Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.</p>	<p>The subject property is in close proximity to major transportation corridors and has access to transit.</p> <p>A Noise Study has recommended mitigation measures.</p>
1.6.7.2	<p>Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.</p>	<p>The proposed development contributes to the City's requirements for development within an existing built-up area.</p> <p>An Engineering Study has been completed.</p>
1.6.7.4	<p>A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.</p>	<p>The proposed development contributes to the City's requirement for infilling within a built-up area.</p> <p>The Site is located near transit and major transportation corridors. Each dwelling will have its own driveway and space for parking.</p> <p>The area is pedestrian friendly, allowing people to access nearby amenities.</p>

PPS Policy #	Policy	Response
		The proposed density offers an opportunity to efficiently use existing municipal infrastructure.
1.8	Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns.	The proposed development supports compact form within an existing built-up area of the City. The Site has access to transit and local amenities.
2.1.1	Natural features and areas shall be protected for the long term.	There will be the removal of mature trees to accommodate for the development. New trees will be planted within the development. A SARS assessment has been completed as well as a Tree Inventory with recommended mitigation measures.
2.2.1	Planning authorities shall protect, improve or restore the quality and quantity of water.	Existing services are already in place on this Site.
2.6.1	Significant built heritage resources and significant cultural heritage landscapes shall be conserved.	There are no heritage resources that apply to this Site.
3.0	Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.	There are no natural or human-made hazards that apply to this Site.

Therefore, the proposed development is consistent with the PPS and the Province's vision for long-term prosperity and social well-being.

5.1.2 Official Plan (OP)

The City of Windsor Official Plan (OP) was adopted by Council on October 25, 1999, approved in part by the Ministry of Municipal Affairs and Housing (MMAH) on March 28, 2000 and the remainder approved by the Ontario Municipal Board (OMB) on November 1, 2002. Office consolidation version is dated September 7, 2012.

The OP implements the PPS and establishes a policy framework to guide land use planning decisions related to the development and the provision of infrastructure and community services throughout the City.

The lands are designated “Residential” according to Schedule “D” Land Use attached to the OP for the City of Windsor (see Figure 3 – City of Windsor OP, Schedule “D”).

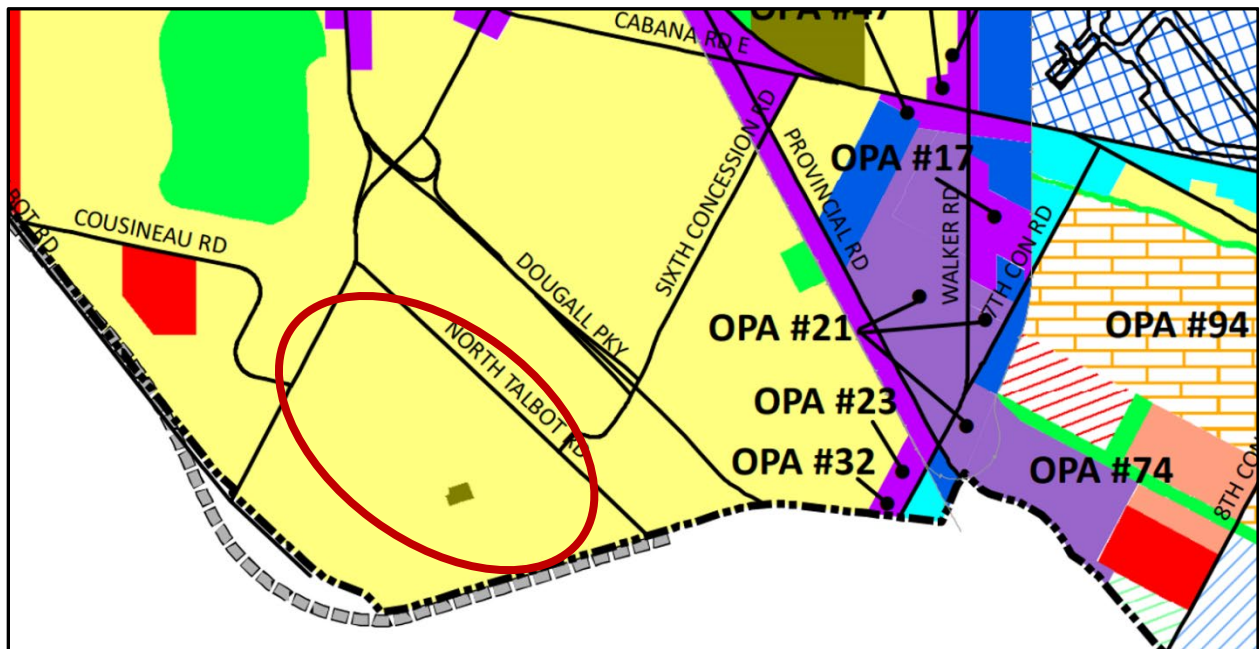


Figure 3 – City of Windsor OP, Schedule “D”

The following provides a summary of the key policy considerations of the OP as it relates to the proposed development.

OP Policy #	Policy	Response
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.	The proposed residential development supports one of the City’s overall development strategies of providing for a range of housing types in neighbourhoods.

OP Policy #	Policy	Response
3.3.3	<p>Neighbourhoods are the most basic component of Windsor's urban structure and occupy the greatest proportion of the City. Neighbourhoods are stable, low-to-medium-density residential areas and are comprised of local streets, parks, open spaces, schools, minor institutions and neighbourhood and convenience scale retail services.</p> <p>The three dominant types of dwellings in Windsor's neighbourhoods are single detached, semi-detached and townhouses.</p> <p>The density range for Windsor's neighbourhoods is between 20 to 35 units per net hectare.</p> <p>This density range provides for low and some medium-density intensification to occur in existing neighbourhoods. Multiple dwelling buildings with medium and high-densities are encouraged at nodes identified in the Urban Structure Plan.</p>	<p>The proposed residential development is located in an existing built-up area.</p> <p>The Site is sufficient in area to accommodate the proposed development.</p> <p>The Site offers appropriate infilling in an existing neighbourhood.</p> <p>The area is pedestrian friendly, allowing people to access nearby amenities.</p> <p>The proposed density offers an opportunity to efficiently use municipal infrastructure.</p> <p>The Site will provide for new housing in an existing built-up area.</p>
4.0	<p>The implementing healthy community policies are interwoven throughout the remainder of the Plan, particularly within the Environment, Land Use, Infrastructure and Urban Design chapters, to ensure their consideration and</p>	<p>The proposed development will support the City's goal of promoting a healthy community (live, work and play).</p> <p>The proposed development is close to nearby amenities and transportation corridors.</p>

OP Policy #	Policy	Response
	application as a part of the planning process.	
5.0	A healthy and sustainable environment represents a balance between human activities and natural features and functions. In order to attain this balance, Council will enhance the quality of Windsor's natural environment and manage development in a manner that recognizes the environment as the basis of a safe, caring and diverse community and a vibrant economy.	<p>The proposed development will support the City's goal of a healthy and sustainable environment.</p> <p>The Site is pedestrian and cycling friendly as there are sidewalks, trails and bike paths.</p> <p>An Environmental Site Assessment was completed. There are no environmental concerns and no expected hazards.</p>
6.0 - Preamble	A healthy and livable city is one in which people can enjoy a vibrant economy and a sustainable healthy environment in safe, caring and diverse neighbourhoods. In order to ensure that Windsor is such a city, Council will manage development through an approach which balances environmental, social and economic considerations.	<p>The proposed development supports the policy set out in the OP as it is designated for residential development.</p> <p>The Site will provide for new housing in an existing built-up area.</p>
6.1 - Goals	<p>In keeping with the Strategic Directions, Council's land use goals are to achieve:</p> <p>6.1.1 Safe, caring and diverse neighbourhoods.</p> <p>6.1.3 Housing suited to the needs of Windsor's residents.</p> <p>6.1.10 Pedestrian oriented clusters of residential, commercial, employment and institutional uses.</p>	<p>The proposed development supports the goals set out in the OP as it provides for housing that is suited for residential in an existing built-up area, is pedestrian oriented, close to employment and schooling opportunities.</p>

OP Policy #	Policy	Response
6.2.1.2 – General Policies	<p>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:</p> <p>(a) Low Profile developments are buildings or structures generally no greater than three (3) storeys in height;</p>	The proposed development is considered low profile and is similar to adjacent residential developments in terms of size, height and structure.
6.3.2.1 – Permitted uses, Residential	Uses permitted in the Residential land use designation identified on Schedule D: Land Use include Low, Medium and High Profile dwelling units.	Residential is a permitted use.
6.3.2.2 – Ancillary Uses	<p>In addition to the uses permitted above, Council will encourage the achievement of diverse and self-sufficient neighbourhoods by permitting the following ancillary uses in areas designated Residential on Schedule D: Land Use without requiring an amendment to this Plan:</p> <p>(a) community services including libraries, emergency services, community centres and similar public agency uses; (Amended by OPA #106 – November 6, 2015, B/L 143-2015) (b) home based occupations subject to the provisions of policy 6.3.2.7;</p>	No Ancillary Uses are proposed.

OP Policy #	Policy	Response
	(c) Neighbourhood Commercial uses subject to the provisions of policy 6.3.2.9; (d) Open Space uses subject to the provisions of section 6.7; and (e) Minor Institutional uses subject to the provisions of section 6.6.	
6.3.2.3	For the purposes of this Plan, Low Profile housing development is further classified as follows: (a) small scale forms: single detached, semi-detached, duplex and row and multiplexes with up to 8 units; and (b) large scale forms: buildings with more than 8 units.	The proposed development is considered a low profile, small scale form.
6.3.2.4	Residential development 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	The Site has access to major transportation corridors and nearby local amenities.
6.3.2.5 – Evaluation Criteria	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	This PRR has addressed these requirements.

OP Policy #	Policy	Response
	<p>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) compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and amenity areas; (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.</p>	
7.0 - Infrastructure	<p>The provision of proper infrastructure provides a safe, healthy and efficient living environment. In order to accommodate transportation and physical service needs in Windsor, Council is committed to ensuring that infrastructure is provided in a</p>	<p>The Site is close to nearby transit, off major transportation corridors and has access to full municipal services.</p> <p>An Engineering Report has been prepared to review infrastructure needs.</p>

OP Policy #	Policy	Response
8 – Urban Design	<p>sustainable, orderly and coordinated fashion.</p> <p>A memorable, attractive and liveable city is one where people feel comfortable and are inspired by their surroundings. The physical systems and built form of the city are also designed to protect, maintain and improve the quality of life for present and future generations by integrating the principles of sustainability and place making. In order for Windsor to be such a city, Council is committed to urban design principles that enhance the enjoyment and image of Windsor and its people</p>	<p>The proposed design of the single detached dwelling units will blend with the surrounding area as it will be kept as a low-profile residential use.</p> <p>The land area is sufficient to accommodate the proposed development.</p> <p>The Site is flat, making it conducive for vehicle maneuvering.</p> <p>The proposed single unit dwellings will conform to current zoning in the RD1.4 Zone as it pertains to setbacks and lot coverage.</p> <p>The Site is pedestrian friendly and will be a safe place for people to live, work and play.</p> <p>The Site will be constructed to be compatible with the surrounding neighbourhood.</p> <p>A SARS assessment has been completed as well as a Tree Inventory with recommended mitigation measures.</p>

Therefore, the proposed development conforms to the City of Windsor OP. An amendment to the OP is not required to facilitate the proposed development.

5.1.3 Zoning By-law (ZBL)

The City of Windsor Zoning By-law (ZBL) #8600 was passed by Council on July 8, 2002 and then a further Ontario Municipal Board (OMB) decision was issued on January 14, 2003.

A ZBL implements the PPS and the City OP by regulating the specific use of the property and providing for its day-to-day administration.

According to Map 13 attached to the ZBL, the Site is zoned Residential District 1.4 (HRD1.4) with a holding category (see Figures 4 – City of Windsor Zoning Map 13).

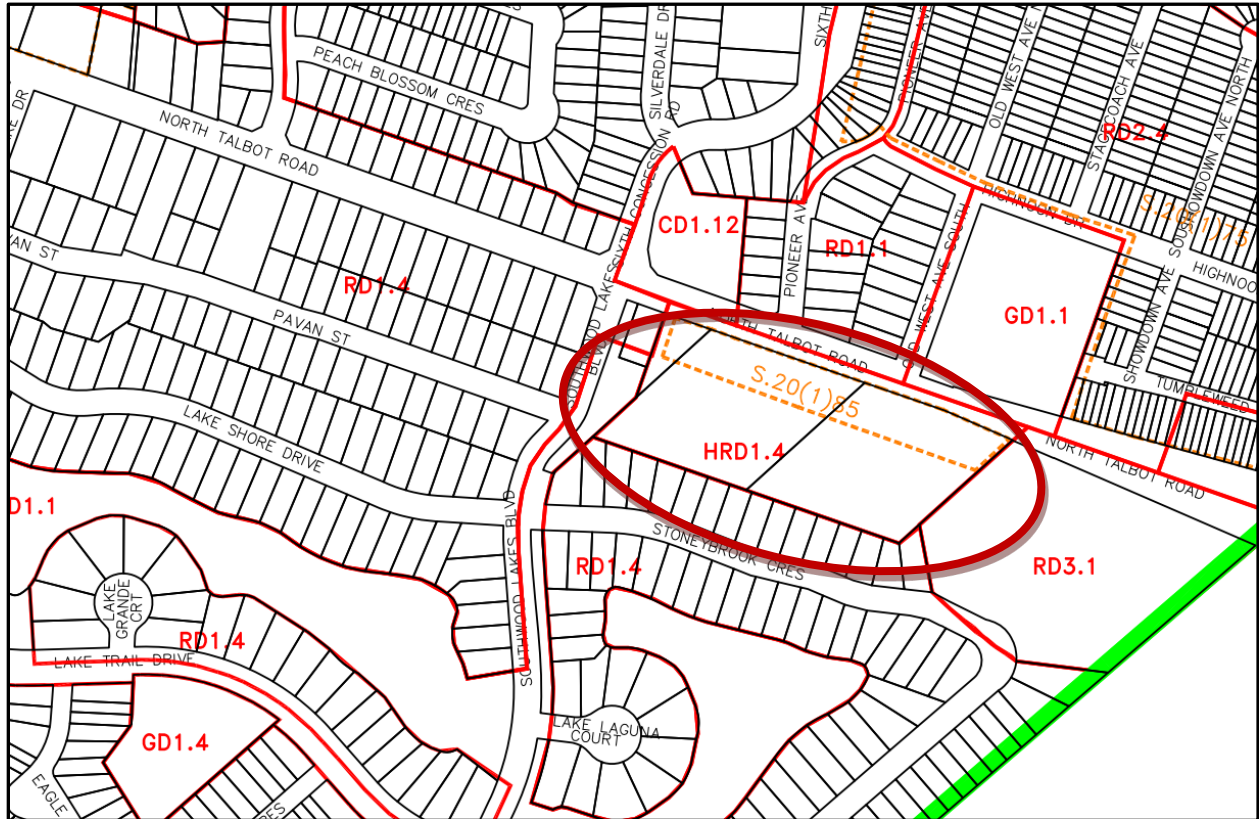


Figure 4 – City of Windsor Zoning Map 13

A site specific zoning under Subsection 20(1)85 of Zoning By-law 8600 also affects the Site and requires a minimum front yard depth of 9m for any lot fronting on North Talbot Road. There are 6 new lots proposed to front on North Talbot Road. The existing access for the existing dwelling will remain.

A ZBA is required for the proposed development to remove the holding symbol to allow for development once the Draft Plan of Subdivision is approved.

Permitted uses for the residential development would be subject to Section 10.4.1 of the ZBL, which would include the following:

10.4.1 Permitted Uses - Existing Duplex Dwelling, Existing Single Detached Dwelling, One Single Unit Dwelling, and any use accessory to the preceding uses.

The RD1.4 zoning and the site specific zoning under Subsection 20(1)85 is sufficient to accommodate the proposed residential development for single unit dwellings.

It is proposed to use the existing dwelling location on Lot 34 as a temporary sales office.

5.99.90.1 TEMPORARY SALES OFFICE - A temporary sales office may be an additional permitted use, provided that the temporary sales office is located on a lot where a building is under construction or proposed to be constructed and is used exclusively for the promotion or sale of said building.

A review of the RD1.4 zone provisions, as set out in Section 10.4.5 of the ZBL is as follows:

Zone Regulations 10.4	Required RD 1.4	Proposed Lots 1 - 33	Proposed Lot 34	Compliance and/or Relief Requested with Justification
Permitted Uses 10.4.1	Existing Duplex Dwelling Existing Semi-Detached Dwelling One Single Unit Dwelling Accessory to proceeding uses	Single Unit Dwelling	Single Unit Dwelling (existing) and Temporary Sales Office Concrete Block Garage and Roofed Conc Pad to be removed (see lot 10).	Complies
Lot Width – minimum 10.4.5.1	18 m	Range from 18m to 36.34 m	28.21 m	Complies – Area and Lot Width Table prepared by the OLS has been provided.
Lot Area – minimum 10.4.5.2	540 m ²	Range from 540 m ² to 821.4 m ²	778.4 m ²	Complies – Area and Lot Width Table prepared by the OLS has been provided.
Lot Coverage - maximum 10.4.5.3	45 %	45%	18.99 % Based on 147.81 m ² dwelling	Complies

Building Height – maximum 10.4.5.4	10m	10m	1 storey	Complies
Front Yard Depth – minimum Per S.20(1)(85)	9m – lots fronting on the south side of North Talbot Road 6m – all other lots	9m – lots fronting on the south side of North Talbot Road 6m – all other lots	10.30 m	Complies
Rear Yard Depth - minimum 10.4.5.6	7.5 m	7.5 m	8.77 m Porch and steps to be removed	Complies
Interior Side Yard Width – minimum 10.4.5.7	1.8 m	1.8 m	13.8 m – east 23.77 m - west	Complies

Therefore, the proposed development will comply with all zone provisions set out in the RD1.4 Zone.

6.0 SUMMARY AND CONCLUSION

6.1 Context and Site Suitability Summary

6.1.1 Site Suitability

The Site is ideally suited for residential development for the following reasons:

- The land area is sufficient to accommodate the proposed development with adequate buffering from abutting land uses,
- The Site is generally level which is conducive to easy vehicular movements,
- The Site will be able to accommodate municipal water, storm and sewer systems,
- The Site provides for drainage,
- There are no anticipated traffic concerns,
- There are no environmental concerns,
- There are no hazards, and
- The location of the proposed development is appropriate in that it will blend well with the residential uses in the surrounding area.

6.1.2 Compatibility of Design

The proposed development will be strategically located to provide efficient ease of access. Each new dwelling will have a private driveway and garage.

The proposed development will be limited to low profile development, which is very compatible with the surrounding neighbourhood.

6.1.3 Good Planning

The proposal represents good planning as it addresses the need for the City to provide infilling of residential development, which contributes to offering more housing as supported by the PPS and the City OP.

Residential use on the Site represents an efficient development pattern that optimizes the use of land and provides and a natural extension of an existing neighbourhood.

6.1.4 Natural Environment Impacts

The proposal does not have any negative natural environment impacts, according to the SARS assessment and Tree Inventory, subject to recommendations.

The topography, soil and environmental characteristics of the Site can accommodate an appropriate development that will minimize adverse environmental impacts.

6.1.5 Municipal Services Impacts

There will be no negative impacts on the municipal system as the residential development is limited to low profile and will not add to the capacity in a significant way, as set out in the Engineering Study.

6.1.6 Social and/or Economic Conditions

The proposed development does not negatively affect the social environment as the Site is in close proximity to major transportation corridors, transit, open space and community amenities.

Infilling in an existing established built-up area contributes toward the goal of 'live, work and play' where citizens share a strong sense of belonging and a collective pride of place.

The proposed development promotes an efficient land use pattern that sustains the financial well-being of the municipality. The proposal represents a cost effective development pattern that minimizes land consumption and servicing costs.

The proposal does not cause any public health and safety concerns. Recommended mitigation measures have been included to help reduce the impacts from noise.

Based on the Site area, the proposed development will result in a total net density, which is appropriate for the neighbourhood.

There will be no urban sprawl as the proposed development is within the existing settlement area and is an ideal infilling opportunity.

6.2 Conclusion

In summary, for the above reasons, it would be appropriate for the City of Windsor to approve the Draft Plan of Subdivision to permit residential development on the Site as it is currently designated for residential use and is appropriate for infilling.

This PRR has shown that the proposed development is suitable for residential use, is consistent with the PPS, conforms with the intent and purpose of the City of Windsor OP and represents good planning.

The report components for this PRR have set out the following, as required under the City of Windsor OP:

10.2.13.2 Where a Planning Rationale Report is required, such a study should:

- (a) Include a description of the proposal and the approvals required;*
- (b) Describe the site's previous development approval history;*

- (c) Describe major physical features or attributes of the site including current land uses(s) and surrounding land uses, built form and contextual considerations;*
- (d) Describe whether the proposal is consistent with the provincial policy statements issued under the Planning Act;*
- (e) Describe the way in which relevant Official Plan policies will be addressed, including both general policies and site-specific land use designations and policies;*
- (f) Describe whether the proposal addresses the Community Strategic Plan;*
- (g) Describe the suitability of the site and indicate reasons why the proposal is appropriate for this site and will function well to meet the needs of the intended future users;*
- (h) Provide an analysis of the compatibility of the design and massing of the proposed developments and land use designations;*
- (i) Provide an analysis and opinion as to why the proposal represents good planning, including the details of any methods that are used to mitigate potential negative impacts;*
- (j) Describe the impact on the natural environment;*
- (k) Describe the impact on municipal services;*
- (l) Describe how the proposal will affect the social and/or economic conditions using demographic information and current trends; and,*
- (m) Describe areas of compliance and non-compliance with the Zoning By-law.*

Planner's Certificate:

I hereby certify that this report was prepared by Tracey Pillon-Abbs, a Registered Professional Planner, within the meaning of the Ontario Professional Planners Institute Act, 1994.



**Tracey Pillon-Abbs, RPP
Principal Planner**

