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TO: Seiko Homes
Daniel Habib, Hessan Habib
851 North Talbot Road
Windsor, ON

FROM: David French, BA, CPT, Storey Samways Planning Ltd.

DATE: June 4, 2026

SUBJECT: Planning Rationale Report Regarding Proposed Zoning By-law Amendment & Draft Plan of Subdivision
670 & 690 North Talbot Road, City of Windsor

1.0 GENERAL FILE INFORMATION

Applications: Applications for Zoning By-law Amendment & Draft Plan of Subdivision

Owner / Developer: Seiko Homes

Subject Property: 670 & 690 North Talbot Road
Part of Block 'Z', Registered Plan 1330
City of Windsor, County of Essex

2.0 INTRODUCTION

The purpose of this report is to determine the appropriateness of zoning by-law amendment and draft plan of subdivision applications to support the development of:

- Three (3), single detached dwellings (freehold lots) fronting on North Talbot Road;
- 12, two-storey townhouse dwellings (condominium tenure), providing a total of 63 dwelling units & 141 parking spaces (2.24 spaces / unit);
- a newly extended Silverdale drive;

on two existing lots of record totaling 1.76 ha (4.36 ac.), in the City of Windsor. **Please refer to Appendix A**.

Through the City of Windsor's required pre-consultation process for the current application, the owner was informed that a required component of the Complete Application Package was the provision of a Planning Rationale Report to support the development. This document is intended to serve that purpose, and as such, the proposal will be reviewed against the applicable Provincial and City of Windsor policies to determine whether the proposed residential development is consistent with the Provincial Planning Statement (PPS), in conformity with the City of Windsor Official Plan (OP), and ultimately represents good planning.

Current Proposal

The current proposal calls for the development of three single-detached dwellings (freehold lots) fronting on North Talbot Road; 12, two-storey townhouse dwellings (condominium tenure), providing a total of 63 dwelling units with ancillary parking spaces providing a total of 141 parking spaces, and, a newly extended Silverdale Drive, terminating with a temporary cul-de-sac, on two newly-configured lots, and further broken-down as follows:

- Condo Lot 1 – six townhouse dwellings containing 28 dwelling units, with frontage and access provided by way of the new, extended, Silverdale Drive

- Condo Lot 2 – six townhouse dwellings containing 35 dwelling units, with frontage and access provided by way of the new, extended, Silverdale Drive

Regarding the extension of Silverdale Drive, it is acknowledged that this extension will be designed and constructed to municipal standards, and will be conveyed to the City as a public right-of-way.

Please refer to the development concept attached as Appendix "B".

It is noted that currently each of the two existing lots contain a single detached dwelling and accessory structures, which, to facilitate this proposed development, will be demolished or removed from the site.

In order to facilitate the proposed development, the following Planning Act applications are required:

1. Zoning By-Law Amendment – to permit the proposed single detached and townhouse dwelling types (discussed in detail later in this report under Zoning By-Law Amendment);

2. Draft Plan of Subdivision – to establish blocks containing the single detached and townhouse dwellings; to establish a block containing the new Silverdale Drive right-of-way;

3. Site Plan Control – to confirm the proposed townhouse layout complies with the zoning by-law;

4. Draft Plan of Condominium Approval – to facilitate the legal process of selling individual units, and to establish an orderly and technically-appropriate buildout.

3.0 BACKGROUND

The site subject of this report is located on the north side of North Talbot Road, between Howard Avenue and Northwood Lakes Drive. Please refer to Appendix "A".

Schedule A, Planning Districts and Policy Areas, of the Windsor Official Plan places the subject lands within the Roseland Planning District. **Please refer to Appendix "C".**

Schedule D, Land Use, of the City of Windsor Official Plan designated the subject lands as Residential.

The Windsor Zoning By-law classifies the parcel as Residential District 1.4 (RD1.4) and Residential District 1.2 – Holding (HRD1.2) (**please refer to Appendix "D"**), which does not permit the proposed townhouse dwellings as-of-right. Discussions on the Official Plan and Zoning By-law appear in sections 6.2, and 6.3, respectively, below, in this document.

4.0 NEIGHBOURHOOD CONTEXT

As indicated above, the subject site, North Talbot Road, between Howard Avenue and Northwood Lakes Drive, is comprised of two existing lots of record, with each lot containing a single detached dwelling and accessory structures. The topography of the site is generally flat, with a number of mature trees and low shrubs located around the existing dwellings. It is noted that a larger treed area exists on the abutting lot to the west.

The adjacent and surrounding lands can be described as residential in nature, although the lots immediately adjacent to the west contain large rear yards that are generally treed and undeveloped.

Please refer to Appendix "A".

5.0 CONSULTATION ACTIVITES

In the course of preparing this report, the following activities were undertaken by various members of the development team:

- Participation in required City of Windsor Pre-Submission process and review/consideration of administration and agency comments
- Discussions and email exchanges with City of Windsor planning staff
- Meetings, phone calls and email exchanges with the owners, as well as engineering, design and natural environment professionals regarding preparation of required application submission components
- Review of the Provincial Planning Statement (PPS), More Homes for Everyone Act & More Homes Built Faster Act, City of Windsor Official Plan, and the City of Windsor Zoning By-law
- Two developer-led Public Information Centre (PIC) meetings – April 17, 2024 & July 23, 2025

Public Information Centre – April 17, 2024

As required by the City's Pre-Submission response, dated February 6, 2024, File No. PS-092/22, the proponent, Seiko Homes, held a developer-led Public Information Centre on April 17, 2024 to advise the public of Seiko Homes proposed rezoning, site plan control and draft plan of condominium applications affecting 670 & 690 North Talbot Road.

The meeting, held at Signature Tributes Event Centre, 3310 Dougall Avenue, Windsor, began at 7 pm and finished shortly after 8 pm, and was attended by 95 members of the public (neighbours). It is noted that 135 invitations were mailed to those land owners within a 120 m buffer, the notification list provided by the City of Windsor. I also note that an invitation was extended to the appropriate ward Councilor. Further, it is noted that two representatives of the City's planning department attended the meeting in an observatory capacity.

At the meeting, I (David French, Storey Samways Planning Ltd.) provided an overview of the project, the reason for the PIC, and an explanation of the planning approval process. Following my presentation, I opened up the floor to questions and comments from the public.

Further, at this meeting, the following proposal was shared with those in attendance:

- Twelve, three-storey townhouse dwellings (condominium tenure), containing a total of 86 dwelling units on two existing lots of record totaling 1.76 ha (4.36 ac.)
- 180 parking spaces (2.09 spaces / unit)
- Frontage / access to be provided on both north talbot road, and a newly extended Silverdale drive

Below is a summary of the questions and comments received, both verbally at the meeting, and following the meeting by way of a completed comment sheet or email. It is further noted that many of those in attendance shared similar comments, and as such, similar comments are grouped together as appropriate, below:

Public Comment: *the proposed number (density) of dwelling units (86) is too great a number to be accommodated on the subject lands, and within the context of the existing subdivision.*

Developer Response: *Various Provincial and local (Windsor) policies support, and promote, residential intensification by way of infill development and making use of under-utilized parcels. The proposed subdivision assists in implementing the important housing policies at both the Provincial and local level. In addition, engineering studies commissioned by the developer confirm there is adequate servicing capacity available, that any traffic increase resulting from the additional dwelling units can be accommodated, and that stormwater drainage can be accommodated.*

Public Comment: *the existing neighbourhood already has a traffic problem – traffic volume, traffic speed, on-street parking – and the addition of the proposed 86 dwelling units will only exacerbate the existing problems.*

Developer Response: *a Traffic Impact Study, prepared by a qualified professional, was not requested by Windsor administration through the pre-consultation process. As such, it's the developer's view that the existing traffic network within the area can indeed accommodate the proposed development. Should Administration require a developer-prepared TIS to be submitted, then I suggest that such a requirement form a condition of the future site plan approval. Further, if residents are concerned with existing traffic issues, then it is further suggested that the local residents contact the City and/or local police regarding their perceived existing traffic issues.*

Public Comment: *existing on-street parking is already at a premium – adding additional dwellings in the neighbourhood will reduce availability of on-street parking currently available to existing residents.*

Developer Comment: *although the actual design on the townhouse dwellings is still to be confirmed, at the time of the meeting, it was the intention of the developer to provide two parking spaces – one within an attached garage, and one outside in front – per dwelling unit. It was also noted that the Windsor Zoning By-law requires a minimum of one (1) parking space per dwelling unit – a number which the proposed development exceeds. It is noted that dedicated visitor parking spaces are to be provided, over and above the two spaces per unit proposed.*

Public Comment: *the stucco façade of the townhouse dwellings, as shown on the conceptual renderings, does not fit in with the facades of the existing dwellings throughout the neighbourhood.*

Developer Comment: *what is shown on the renderings is for conceptual purposes only, and at this time, the exterior façade treatments were not yet decided. The public comment was received and noted.*

Public Comment: *the proposed townhouse dwellings will infringe on the backyard privacy of the abutting existing dwellings.*

Developer Comment: *the zone performance standards regarding building height and rear yard setback will be met for the proposed new townhouse dwellings. As well, it is the intention of the developer to provide privacy fencing along rear lot lines, to mitigate any perceived privacy issues – for both the abutting dwellings and for the proposed new townhouse dwellings.*

Public Comment: *the increased density will reduce property values in the neighbourhood.*

Developer Comment: *property (de)valuation is attributed to many factors, however in the long term, dwelling density and types have not proven to quantifiably reduce property values.*

Public Comment: *the existing stormwater and sanitary sewer infrastructure can not accommodate the additional dwellings.*

Developer Comment: *reports, prepared by a qualified engineer, confirm that the existing servicing infrastructure can accommodate the proposed additional dwellings, and shall be submitted to the City as part of our rezoning application package.*

Public Comment: *additional housing units are needed in Windsor, just not here.*

Developer Comment: *this comment symbolizes Nimby'ism.*

In closing, I submit the above provides an accurate summary of the meeting, comments received, and responses provided. It is my opinion that the proposed new subdivision can be accommodated within the context of the existing local and regional neighbourhoods, and clearly implements policies regarding housing, and intensification, and offends none others.

Public Information Centre – July 23, 2025

As a result of neighbourhood comments received at the April 17, 2024 PIC meeting, and further discussions with City staff, a revision to the proposal was prepared which worked to substantially address both the neighbourhood and staff concerns with the original plan.

Further, due to these substantial changes, City staff directed Seiko Homes to hold a second PIC meeting, which was held on July 23, 2025. This second meeting was a virtual meeting held via the Zoom platform, for which:

- 221 landowners within 200 m were provided with an invitation to attend
- 56 landowners responded with a RSVP
- 49 landowners attended the virtual meeting

For the information of the reader, in the time since that the original April 17, 2024 PIC meeting, and this July 2025 meeting, the developer has:

- Continued consultation with City of Windsor planning staff
- Considered public comments received as a result of the April 17, 2024 pic meeting
- Reviewed and considered the new Provincial Planning Statement (October 2024)
- Reviewed and considered changing legislation regarding the provision of additional housing units across the province
- Produced multiple working copies of alternative site plans
- Reviewed / revised previous studies and reports
- Commissioned and completed a Traffic Impact Assessment

As a result of the above-noted activities, and as mentioned earlier in this report, the developer produced an alternative site plan which was presented at the July 2025 PIC meeting, with the following highlights:

- Reduction in building heights from three (3) to two (2) storeys
- Decreased density - number of townhouse dwelling units reduced from 86 to 63
- Addition of three (3) single detached dwellings fronting on North Talbot Road
- Increase in parking space ratio from 2.09 spaces / unit to 2.24 spaces per unit
- Increase in number of visitor / overflow parking spaces from 10 spaces to 14 spaces

- Respectful of Official Plan and Urban Design Guidelines re North Talbot Road frontage and massing / scale of townhouse dwellings
- Respectful of April 17, 2024 PIC meeting public comments and concerns

Public Comments / Developer Response

While the neighbourhood group acknowledged, and generally appreciated, the work done by the developer to address their April 2024 comments and concerns, most notably the reduction in density and reduced building heights, there was still an overall opposition to the revised project due to density, built form, dwelling type, and continued traffic concerns. As such, the comments and responses from the April 2024 meeting, noted above, reflect the comments and responses of the July 2025 meeting, and don't bear repeating.

That said, regarding the traffic concerns, since the April 2024 meeting was held, a traffic impact study, and supplementary memo, was prepared by a professional traffic engineer, which supports the proposed residential development. The conclusions of the traffic study are provided below in this report.

Other Studies / Documents

Any correspondence and/or permits received to this point from consulting agencies have been, or will be, provided to the City as stand-alone documents, filed in conjunction with these Planning Act applications. Further, the following supporting studies / documents, identified to be required through the Pre-Submission process, have been submitted to the City:

- Copy of Deed
- Sketch of subject parcel
- Topographical Survey (May 9, 2025)
- Conceptual Site Plan (September 15, 2025)
- Sanitary and Storm Sewer Study
- Planning Justification Report
- Urban Design Study
- Tree Inventory
- Environmental Evaluation Report
- Traffic Impact Study (May 2025) & Supplementary Memo (September 4, 2025)

Urban Design Study (September 27, 2025) – Summary

The application is seeking for Zoning By-law Amendment to facilitate the development of residential uses, as shown in the Overall Site Plan. The numerous design

considerations described within this Urban Design Brief demonstrate that the Proposed Development conforms to the City of Windsor's Urban Design policies of its Official Plan. The design objectives for the Subject Site will create a compatible residential development that is functional, accessible, attractive, safe, sustainable, and cost-effective.

Thoughtful consideration of the organization of the site layout in terms of circulation, interfaces, linkages, mix of building typologies and landscaping will support quality public spaces. The design will incorporate high-quality architecture and landscaping and consider how the individual elements support the character of the community as a whole. The urban design attributes of the Subject Site will reflect principles of good urban design and fit sensitively with the character of the City of Windsor.

The North Talbot at Silverdale drive development proposal is a small-scale townhouse project that fits within the City of Windsor's design policies for intensification for in-fill and higher density in existing built areas.

The proposed building heights and massing will fit within the existing built form context, minimalizing the impacts of height, massing and shadow on the surrounding homes. With extensive façade articulation and a variety of quality materials, the overall massing of the buildings will be complementary to the existing neighbourhood.

The Height of the units will be two storeys with basement construction and low-sloped roofs. The overall profile will be slightly higher and, in some cases, the same as the existing homes.

To enhance privacy for the existing homes, the project has been designed with living rooms and balconies orientated to the front of the buildings. Landscaping will be incorporated throughout the development to enhance the aesthetics and natural environment.

Overall, this proposed development represents good urban design, is appropriate within the existing and planned context and contributes to the planned growth and intensification of the City of Windsor. The proposed development is successful in providing a built form that complements the existing neighbourhood, while accommodating evolving urban design styles.

<u>Environmental Evaluation Report (February 16, 2024) – Conclusion</u>

Based upon the current assessment of the natural system on the Subject Property, together with a review of municipal and provincial policies; it is reasonable to conclude

that there should not be any adverse impacts to the natural system on or adjacent to the Subject Property. Therefore, the proposed development should be approved.

Traffic Impact Study – Supplementary Memo: Conclusions & Recommendations

As a result of the theoretical decrease in site generated traffic, the level of service results are expected to be better than those reported in the May 2025 Traffic Impact Brief. Therefore, all conclusions / recommendations stated in the original 2025 report remain valid; the area intersection levels of service will remain satisfactory, and no geometric improvements are recommended to accommodate the site generated trips.

Therefore, upon review of the updated trip generation and technical results, it is the engineers' opinion that the conclusions stated in the original May 2025 report remain valid; the proposed development will have a nominal impact on area traffic operations, and no geometric and / or traffic control improvements are required to accommodate the subject development proposal.

6.0 ANALYSIS

6.1 PLANNING ACT, RSO 1990

In considering a draft plan of subdivision, the Planning Act states that regard shall be had for the items in Section 51(24). The proposed draft plan of subdivision addresses the items as follows:

(24) In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,

a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;

Comment: The proposed residential development is consistent with the Provincial Planning Statement and is consistent with matters of provincial interest as demonstrated in Section 6.2 of this report.

b) whether the proposed subdivision is premature or in the public interest;

Comment: various Provincial policies and legislation place the provision of new housing units at the forefront of public interest. Further, in that the proposed development can be accommodated within Windsor's existing

social and hard infrastructure systems, as per the various support studies, this document included, it is my opinion that the proposed subdivision is neither premature or offensive in any way to the overall public interest of the City and Province.

c) *whether the plan conforms to the official plan and adjacent plans of subdivision, if any;*

Comment: the draft plan, as evidenced by the discussion throughout this document, conforms to the Windsor Official Plan, and is respectful of the adjacent plans of subdivision.

d) *the suitability of the land for the purposes for which it is to be subdivided;*

Comment: there are no constraints affecting the subject lands which would make them unsuitable for the proposed development.

d.1) *if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;*

Comment: no affordable housing units are being proposed.

e) *the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;*

Comment: the proposed development is able to connect to the area's collector and local road system without any need for road upgrades, or other traffic improvements. A traffic impact study supporting this statement has been completed and submitted to the City.

f) *the dimensions and shapes of the proposed lots;*

Comment: the dimensions and shapes of the proposed lots are appropriate in relation to the existing immediate built area. This is an infill project that will make use of two existing, fully-serviced, lots of record.

g) *the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;*

Comment: the development will be subject to appropriate zoning permissions and performance standards, and also appropriate servicing and design conditions which will be delineated within the conditions of draft approval, and the future subdivider's agreement.

Through appropriate, and approved, design and implementation, the proposed development will not place any undue restrictions on either the subject lands or adjoining lands.

h) conservation of natural resources and flood control;

Comment: an environmental impact assessment, and tree preservation study, were completed. Both of these studies support the proposed development and confirm the proposed build-out will not cause an impact to the natural environment. Further, appropriate stormwater controls, put in place through the site plan and draft plan conditions, will ensure appropriate flood control.

i) the adequacy of utilities and municipal services;

Comment: utilities and municipal services with adequate capacity exist within the service area. Although the City has identified existing servicing constraints, through careful and appropriate design in consultation with the City staff, it has been determined that there is path forward in terms of providing the necessary connections and capacity allotment. Public interest in this regard will be assured through the draft plan conditions and subsequent development agreement.

It is noted that a site servicing plan and study will be submitted in support of these applications.

j) the adequacy of school sites;

Comment: the subdivision has access to existing school sites and facilities.

k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;

Comment: no additional lands are proposed to be conveyed to the City. That said, it is anticipated that, through the draft plan conditions and subsequent development agreement, that the City will impose a cash-in-lieu of parkland dedication fee, as permitted under the Planning Act.

l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and

Comment: in that the proposed development will rely on the existing road and municipal servicing systems and efficiencies, with necessary extensions of these systems limited to servicing the subject lands, and in the case of the Silverdale Drive extension, future development opportunities on the adjacent lands, I would suggest that the plan's design does indeed optimize the available supply, and means of supplying, efficient use and conservation of energy.

Further, the dwellings themselves will be designed and constructed as per current best practices related to energy efficiency and conservation.

m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).

Comment: single detached dwellings in Windsor are not subject to site plan control, however, the townhouse dwellings on Lots 1 & 2 will be subject to site plan control. An application for site plan control as it relates to the townhouses will be submitted at the appropriate time in the planning approval process.

6.2 Provincial Planning Statement, 2024 (PPS)

Provincial Planning Statement (PPS 2024)

It is clear that this document places greater emphasis on housing and strengthening of communities than previous PPS documents, by locating this discussion immediately following the document's general introduction.

The following PPS 2024 references and discussion are most applicable to the Seiko Homes applications, while the remainder of the document is regarded, but not discussed.

Chapter 1: Introduction

Vision

Ontario is a vast, fast-growing province that is home to many urban, rural and northern communities distinguished by different populations, economic activity, pace of growth, and physical and natural conditions. More than anything, a prosperous Ontario will see the building of more homes for all Ontarians. This is why the province has set a goal of getting at least 1.5 million homes built by 2031.

Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come.

A prosperous and successful Ontario will also support a strong and competitive economy that is investment-ready and recognized for its influence, innovation and diversity. Ontario's economy will continue to mature into a centre of industry and commerce of global significance. Central to this success will be the people who live and work in this province.

Ontario's land use planning framework, and the decisions that are made, shape how our communities grow and prosper. Prioritizing compact and transit-supportive design, where locally appropriate, and optimizing investments in infrastructure and public service facilities will support convenient access to housing, quality employment, services and recreation for all Ontarians. Cultural heritage and archaeology in Ontario will provide people with a sense of place. And while many Ontarians still face a complex range of challenges, municipalities will work with the Province to support the long term prosperity and well-being of residents through the design of communities responsive to the needs of all Ontarians.

Ontario's vibrant agricultural sector and sensitive areas will continue to form part of the province's economic prosperity and overall identity. Growth and development will be prioritized within urban and rural settlements that will, in turn, support and protect the long-term viability of rural areas, local food production, and the agri-food network. In addition, resources, including natural areas, water, aggregates and agricultural lands will be protected. Potential risks to public health or safety or of property damage from natural hazards and human-made hazards, including the risks associated with the impacts of climate change will be mitigated.

Ontario will continue to recognize the unique role Indigenous communities have in land use planning and development, and the contribution of Indigenous communities' perspectives and traditional knowledge to land use planning decisions. Meaningful early engagement and constructive, cooperative relationship-building between planning authorities and Indigenous communities will facilitate knowledge-sharing and inform decision-making in land use planning.

Above all, Ontario will continue to be a great place to live, work and visit where all Ontarians enjoy a high standard of living and an exceptional quality of life.

Comment (Chapter 1, Vision) – it is clear that the Province of Ontario is concerned about housing, in that it forecasts a shortfall of housing units in the 2024-2031 period. As such, it has set a provincial goal of increasing homes by 1.5 million units by 2031. The City of Windsor will share in this province-wide provision of additional housing units.
In the case of the Seiko Homes applications, it can be said that proposed additional single detached, and townhouse dwellings, containing a total of 66 dwelling units, will assist the Province, and the City of Windsor, in meeting this aggressive housing target by way of increased density, adding multiple housing models / options within the City and regional markets.

Further, by making use of existing residential land inventory – lands that currently contain low-density residential uses – any potential natural and man-made risks to human health and safety, and property, are mitigated.

Role of the Provincial Planning Statement

The Provincial Planning Statement provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the Provincial Planning Statement sets the policy foundation for regulating the development and use of land province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians.

Municipal official plans are the most important vehicle for implementation of the Provincial Planning Statement and for achieving comprehensive, integrated and long-term planning. Official plans should coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial outcomes.

Zoning and development permit by-laws are also important for the implementation of the Provincial Planning Statement. Zoning and development permit by-laws should be forward-looking and facilitate opportunities for an appropriate range and mix of housing options for all Ontarians…

Comment (Chapter 1, Role of the Provincial Planning Statement) – in the Seiko Homes situation, the local official plan policies are permissive of the single detached and townhouse dwelling type, but the zoning by-law currently in place for the subject lands, is restrictive of increased density, meaning that while the hard and social infrastructure exists to support greater densities, the limitation of dwelling types make it difficult to provide for the most efficient use of land and services available.

It is important to highlight the following statement as found above:

Zoning and development permit by-laws should be forward-looking and facilitate opportunities for an appropriate range and mix of housing options for all Ontarians. *[my emphasis]*

Speaking to this, it is my opinion that although the Official Plan is "forward-looking" as it contemplates, and permits, the proposed townhouse dwellings, I would suggest that the zoning by-law, which restricts dwelling types, is not "forward-looking", nor does is "facilitate opportunities for an appropriate range and mix of housing options" for all Ontarians, which includes the residents of Windsor – current and future.

It is also my opinion that the Seiko Homes proposal is "forward-looking" and does provide a "range and mix of housing options" in demand in Windsor and the region.

Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

2.1 Planning for People and Homes

4. *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 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, including units in draft approved or registered plans.*

6. *Planning authorities should support the achievement of complete communities[1] by:*

    a) *accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities,*

[1] ***Complete communities:*** *means places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, a full range of housing, transportation options, public service facilities, local stores and services. Complete communities are inclusive and may take different shapes and forms appropriate to their contexts to meet the diverse needs of their populations.(PPS 2024)*

longterm care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;

b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and

c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

Comment (Chapter 2, Planning for People and Homes) – similar to my previous comments, the proposed multiple residential development will:

- provide a range and mix of housing options and densities that will serve the existing and future residents of the local and regional market
- assist the City of Windsor in maintaining appropriately designated residential lands to accommodate the existing residential needs and anticipated growth
- reduce physical and economic accessibility barriers by creating a planned community and reducing the entry cost to the residential units by increasing density and shared building elements, such as interior walls, foundations, and roof structures.

2.2 Housing

1. *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*

    a) *establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*

    b) *permitting and facilitating:*

        i. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*

        ii. *all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and*

redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

c) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*

d) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

Comment (Chapter 2, Housing) – the same comment provided under Chapter 2, Planning for People and Homes, applies here. However, to add, specifically in response to 2.2.1(b)(ii), the Seiko Homes proposal is a clear and defined example of residential intensification, as it introduces "new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units." To this, the proposed development will see an increase from the existing two (2) residential units to 66 residential units on the same footprint of land.

2.3 Settlement Areas and Settlement Area Boundary Expansions

2.3.1 General Policies for Settlement Areas

1. *Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*

2. *Land use patterns within settlement areas should be based on densities and a mix of land uses which:*

   i. *efficiently use land and resources;*
   ii. *optimize existing and planned infrastructure and public service facilities;*
   iii. *support active transportation;*
   iv. *are transit-supportive, as appropriate; and*
   v. *are freight-supportive.*

3. *Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*

4. *Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.*

Comment – the subject lands are located in their entirety within the City of Windsor – an identified settlement area. Further, the proposed residential development will make use of existing land and resources, and existing hard and social infrastructure.

2.9 Energy Conservation, Air Quality and Climate Change

Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

a) *support the achievement of compact, transit-supportive, and complete communities;*
b) *incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
c) *support energy conservation and efficiency;*
d) *promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*
e) *take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.*

Comment: without question, the impacts of climate change are both present today and increasing. As per the above noted PPS 2024 policies, energy conservation, and development considerate of the need to address the climate change issue, is a focus of the Province.

It is my opinion that the Seiko Homes proposed development directly supports, and implements, the Provincial directives for responsible development in this regard, in that:

- increased density relieves the pressures of urban sprawl, and by extension, assists in maintaining a compact settlement area footprint and reduced energy demands
- existing municipal servicing infrastructure is utilized without the need of public infrastructure expansion
- proposed density and subdivision layout provides for appropriate and efficient greenspace and lot coverage

- adjoined dwelling units, and the density provided, allows for design and maintenance of energy efficient dwelling units by removing exterior walls

3.6 Sewage, Water and Stormwater

1. Planning for sewage and water services shall:

c) promote water and energy conservation and efficiency;
d) integrate servicing and land use considerations at all stages of the planning process;
e) consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply; and
f) be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.

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. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.*

Comment: the proposed development is located within an identified settlement area, and is capable of being fully serviced by way of municipal infrastructure. Through an engineering review of the current vs. proposed situation during the planning review stage, it was determined there is appropriate capacity and is recommended that appropriate allocation of municipal services be approved to service this needed housing development.

4.1 Natural Heritage

1. *Natural features and areas shall be protected for the long term.*

Comment: in review of the Windsor Official Plan, Map Schedule B – Greenway Systems, it is noted the subject lands do not contain an identified natural heritage feature. That said, there is an area on the subject and adjacent lands which do contain trees, shrubs, and other vegetation.

At the request of City administration, an Environmental Impact Assessment was completed which opines that the proposed development does not offend the natural heritage policies at either a Provincial or local level. In that, it is noted that

the property will be cleared of vegetation required to facilitate the development. It is further noted that all proponent-driven requirements of the Species-at-Risk Act will be respected and completed if/as required.

In conclusion, based on review of the Provincial Planning Statement (PPS 2024), it can be said that the new proposed single detached and townhouse dwellings containing a total of 66 dwelling-units is consistent with this document, and further, the proposal promotes and implements important policies surrounding housing and helps to support the achievement of Windsor becoming, and maintaining itself as, a complete community.

6.3 More Homes for Everyone Act & More Homes Built Faster Act

In the spring of 2022, the Province of Ontario passed Bill 109, the More Homes for Everyone Act, 2022. This bill made a variety of changes to land use planning in Ontario, which is primarily governed by the Planning Act, with the goal of increasing housing supply and streamlining development approvals.

In the fall of 2022, the Ontario government passed the More Homes Built Faster Act, which took action to advance the province's plan to address the housing crisis by building 1.5 million homes over the next 10 years. The More Homes Built Faster Act ensures that cities, towns and rural communities grow with a mix of ownership and rental housing types that meet the needs of all Ontarians, from single family homes to townhomes and mid-rise apartments.

As you can surmise from the above, both of these Acts provide aggressive housing policies designed to facilitate the much-needed increase in housing across the Province.

As a result of the above Acts, and the overall need for housing, in 2023 the City of Windsor set a housing target of 13,000 new dwelling units by 2031, 1600 new dwelling units per year. Meeting these yearly targets would allow access to upper-level funding and subsidies for the City. As per the information available at the time of writing, it is noted that Windsor's 2024 target was achieved.

Housing Solutions Made for Windsor

To address the identified housing shortage, and to assist the City of Windsor in facilitating residential growth, Mayor Drew Dilkens brought forward a municipal program called "Housing Solutions Made for Windsor". The following is taken

from Mayor Dilkens' website page (https://www.mayordrewdilkens.ca/housing-solutions-made-for-windsor/) speaking to the matter:

> *The City of Windsor, and surrounding region, is experiencing unpresented growth spurred by various economic development and large-scale infrastructure projects in the works. The* ***Windsor Census Metropolitan Area (CMA) population stands at nearly 425,000*** *– an increase of over 17,000 from October 2020. In 2023, approximately 4,400 new residents moved to the Windsor CMA over a five month period – surpassing the total for the entirety of 2022. That data is clear; individuals, families and businesses want to be here. What's also clear is that there are significant housing supply and affordability challenges that many first-time home buyers are now facing.*
>
> *Everyone has a role to play in addressing the housing crisis impacting communities across the country. That's why in 2022, Premier Ford and the Province of Ontario announced more than $45-million for a new Streamline Development Approval Fund to help municipalities modernize, streamline, and accelerate processes for managing and approving housing applications. The province has set targets for 29 fast-growing municipalities to ensure Ontario achieves its overall goal of building 1.5 million new homes in a decade. Windsor is on that list, and* ***expected to help realize 13,000 new homes by 2031****. That's why the City of Windsor has encouraged everyone to take a collective approach to finding solutions to increase land supply, reduce permit processing times, remove red tape and administrative barriers, and build more homes… all as part of our efforts to deliver housing for people to live, grow and build in our community for generations to come.*
>
> Further to the above, Mayor Dilkens provides the following statement:
>
> *"Windsorites deserve housing solutions made for Windsor. The City and City Council remain focused on innovative local solutions that will do our part to increase the supply of housing for residents while helping the province and country address a national housing crisis. Through our months-long review of municipal lands capable of supporting diverse housing developments as appropriate for Windsor, we have identified several areas that offer incredible potential. As I have stressed, and Council has supported, we are committed to increasing the supply of housing at an accelerated pace in Windsor while respecting residents and their investments, and protecting the integrity of our city's unique and vibrant neighbourhoods as well as the crucial infrastructure that sustains it all. Through this process, I am also calling on our partners at the federal and provincial level to follow suit in identifying federally and provincially owned lands that are suitable for development, and taking the steps required to make them shovel-ready. During Windsor's incredible growth trajectory, how we grow, how Council leads us through that growth, and how our partners support us in combatting this national crisis matters greatly."* – Windsor Mayor Drew Dilkens

Comment: the proposed Seiko Homes project consisting of 66 new dwelling units, will assist both the Province and the City of Windsor in achieving its housing targets, and will provide a (private-investment) form of housing (townhouse dwellings) that has been successfully integrated within existing neighbourhoods throughout the city and Province, without causing negative impacts to the neighbourhoods in terms of traffic, and servicing (social and hard infrastructure).

6.4 City of Windsor Official Plan (OP)

While the entire Official Plan is applicable, there are certain sections which contain policies that it is prudent to provide reference and comments. These sections are:

Volume 1

- Section 3, Development Strategy
- Section 4, Healthy Communities
- Section 6.3, Residential

Section 3, Development Strategy

Section 3.2, Growth Concept

3.2.1.2, Neighbourhood Housing Variety

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.

Comment: the proposed townhouse dwellings will offer a different product than the common single-detached dwellings found in the area, allowing for a less expensive entry point into home ownership, and at the same time offer a lower-maintenance alternative. This type of dwelling is attractive to new home-buyers, and those downsizing from single detached dwellings. As well, this development is viewed as infill / intensification on existing urban lots of record, thereby reducing the urban sprawl pressures into the agricultural and natural areas.

Section 4, Healthy Communities

4.1 Goals

In keeping with…, Council's healthy community goals are to achieve:

4.1.1 Windsor's full potential as a healthy and liveable city.

4.1.3 A high quality of life in Windsor.

4.1.6 Economic opportunities throughout Windsor.

4.1.7 A safe environment throughout Windsor.

4.2 Objectives

4.2.1.5 To encourage a mix of housing types and services to allow people to stay 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.

4.2.2.1 To consider the environment in the planning and design of Windsor.

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.

4.2.3.1 To encourage a mix of uses.

4.2.3.2 To encourage the location of basic goods and services floe to where people live and work.

4.2.3.4 To accommodate the appropriate range and mix of housing.

4.2.4.1 To encourage development which fosters social interactions.

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.

4.2.6.1 To provide for a wide range of employment opportunities at appropriate locations throughout Windsor.

4.2.6.2 To encourage a range of economic development opportunities to reach full employment.

Comment: In my opinion, the proposed development meets the above objectives and will assist the City of Windsor in providing a visibly-needed boost to the City's housing stock, on two under-developed, contiguous lots in an area that is ideal for its development due to its strategic location near the 401 and Dougall Parkway corridors, and due to its close proximity to commercial, recreational and educational facilities and amenities.

Further, while this development will not ultimately provide a fixed employment resource, its construction-phase will provide for a sizable number of high-paying local construction and skilled-trades jobs, and from a longer-term economic perspective, will eventually contribute to the City's tax assessment base.

Section 6.3, Residential

6.3.1, Objectives

6.3.1.1 To support a complementary range of housing forms and tenures in all neighbourhoods.

6.3.1.2 To promote compact neighbourhoods which encourage a balanced transportation system.

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

6.3.2, Policies

6.3.2.1 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.

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.

6.3.2.4 Residential intensification shall be directed to the Mixed Use Nodes and areas in proximity to those Nodes. Within these areas Medium Profile buildings, up to four (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: the three proposed single detached, and 12 proposed, two-storey, townhouse (row) dwellings containing 63 dwelling units, with the unit/dwelling breakdown as follows:

- Six units – 5 buildings
- Five units – 5 buildings
- Four units – 2 buildings

As per the policies above, and what is being proposed, this development falls under Low Profile housing development and is permitted. Further, the proposed development has access to:

- Nearby arterial and collector roads
  - North Talbot Road – Class I Collector
  - Howard Avenue – Class II Arterial
  - Cousineau Road – Class I Collector
  - Dougall Parkway – Expressway
  - Highway 401 – Provincial Highway

- Full municipal services (as per engineering support study)
  - Silverdale Drive – water & sanitary
  - North Talbot Road – stormwater

- Adequate community services and open spaces (examples)
  - Goldenwood Park & Playground – 592 m
  - Lake Como Park North – 434 m
  - Lake Como Park trail system – 95 m
  - Roseland Golf Club (public course) – 875 m
  - Southwood Lakes Public School – 2300 m

  - Cabana Road / Dougall Avenue intersection (retail / restaurant / fitness opportunities) – 1500 m
  - Roseland Trinity United Church – 1000 m

- Public transportation
  - Bus stop Route 205, Northbound – 75 m
  - Bus stop Route 205, Southbound – 30 m

6.3.2.5, Evaluation Criteria For A Neighbourhood Development Pattern

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.

Comment: the subject lands are not: adjacent to any identified Development Constraint Area; adjacent to sources of nuisance; within a site of known contamination; in an area where traffic is an issue; adjacent to any known heritage resources. As well, it is my opinion that the proposal conforms to, and facilitates, applicable Provincial and local policies.

b) in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area;

Comment: N/A

(c) In existing neighbourhoods, compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and amenity areas.

Comment: please refer to the Urban Design Brief, attached as Appendix E. It is also noted that this revised plan showing three single-detached dwellings fronting on North Talbot Road will aid in maintaining the existing streetscape along North Talbot Road, versus the previous version which showed an access driveway serving the development, with townhouse dwellings flanking the entrance.

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;

Comment: the subject lands are not located in a Mature Neighbourhood, as per Schedule A-1.

(d) provided with adequate off street parking;

Comment: the required number of off-street parking spaces are exceeded – one space per unit is required, whereas 2.24 spaces per unit is provided.

(e) capable of being provided with full municipal physical services and emergency services; and

Comment: full municipal physical services and emergency services can be provided to the proposed residential development. A future site plan approval process will confirm this.

(f) Facilitation 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: not applicable as the proposal calls for the creation of low-profile development.

8.7.2.3 Infill Development

Council will ensure that proposed development within an established neighbourhood is designed to function as an integral and complementary part of that area's existing development pattern by having regard for:

(a) massing;
(b) building height;
(c) architectural proportion;
(d) volumes of defined space;
(e) lot size;
(f) position relative to the road; and
(g) building area to site area ratios.
(h) the pattern, scale and character of existing development; and, (Added by OPA #66–11/05/07-B/L209-2007)
(i) exterior building appearance (Added by OPA #66–11/05/07-B/L209-2007)
(j) Council adopted Design Guidelines that will assist in the design and review of applications for development in accordance with the policies noted above. (added by OPA #159 – APPROVED July 11, 2022 , B/L# 100-2022)

Comment: please refer to the Urban Design Study, and my comments provided above under the Section 6.3, Residential, discussion.

6.5 City of Windsor Zoning By-law 8600

As described earlier in this report, the subject lands are currently split-zoned Residential District 1.4 (RD1.4) and Residential District 1.2 – Holding (HRD1.2), which does not permit the proposed on-street townhouse dwellings. Therefore, a zoning by-law amendment is required to permit the proposed townhouse development.

It is noted that the existing RD1.4 zoning along the North Talbot Road frontage does permit the proposed single detached dwellings, and the performance standards for each of the three vacant single detached dwelling lots (S-1, S-2 & S-3 on the conceptual site plan) are met. No zoning amendment is required in this regard.

Zoning By-law Amendment Application

In order to permit the proposed development, it is proposed that the site be rezoned to the Residential District 2.3 zone, which will permit the townhouse dwellings, and, provide appropriate zone performance standards for the build-out. In that, it is noted that all RD2.3 Zone performance standards are met or exceeded, and to that end, no special site-specific standards are required.

For the information of the reader, the following site data matrix presents the required and provided RD2.3 zone performance standards:

Lot 1:

SITE DATA: LOT 1				
EXISTING SITE ZONING:		RESIDENTIAL DISTRICT 1.2 (HRD1.2) AND RESIDENTIAL DISTRICT 1.4 (RD1.4)		
PROPOSED SITE ZONING:		RESIDENTIAL DISTRICT 2.3 (RD2.3)		
PERMITTED USE:		ONE SEMI-DETACHED DWELLING, ONE SINGLE UNIT DWELLING, TOWNHOME DWELLING AMONGST OTHER USES PERMITTED WITHIN THE RD2.3 ZONE		
PROPOSED USE:		TOWNHOME DWELLING		
DESCRIPTION:		REQUIRED:	PROVIDED:	ZONING COMPLIANCE:
MIN. LOT AREA:		200.0 M^2 PER UNIT (2152.78 FT^2) TOTAL 28 UNITS = 5,600.00 M^2 (60,277.84 FT^2) 0.56 HA (1.383 ACRE)	6,642.97 M^2 (71,504.38 FT^2) 0.662 HECTARE (1.636 ACRE)	COMPLIES
MIN. FRONTAGE:		20 M (65.62 FT)	58.94 M	COMPLIES
MIN. INTERIOR SIDE YARD SETBACK (EAST YARD):		1.20 M (3.94 FT)	5.15 M	COMPLIES
MIN./MAX. FRONT YARD SETBACK (SOUTH YARD):		6 M (19.69 FT) / 7 M (22.97 FT)	6 M	COMPLIES
MIN. EXTERIOR REAR YARD SETBACK (NORTH YARD):		7.50 M (24.61 FT)	11.19 M	COMPLIES
MIN. INTERIOR SIDE YARD SETBACK (WEST YARD):		1.20 M (3.94 FT)	5.25 M	COMPLIES
LOT COVERAGE:		45 % MAX. = 2,989.34 M^2	37.33 % (2,480.16 M^2)	COMPLIES
MAIN BUILDING HEIGHT		9.0 M (29.53 FT)	9.0 M (29.53 FT)	COMPLIES
LANDSCAPE OPEN SPACE:		N/A	46.78 % (4,037.57 M^2)	COMPLIES
PARKING FOR TOWNHOUSE DWELLING UNIT:		1 SPACES PER UNIT OF TOTAL 28 UNITS = 28 SPACES	56 SPACES (28 SPACES ON DRIVEWAY, 28 SPACES WITHIN GARAGE)	COMPLIES
VISITOR PARKING FOR TOWNHOUSE DWELLING UNIT:		N/A	5 SPACES	COMPLIES
ACCESSIBLE PARKING:		1 TYPE A PARKING SPACE REQUIRED WHEN THERE ARE PARKING SPACES BETWEEN 1 TO 25 IN PARKING AREA	1 TYPE A SPACE	COMPLIES
LOCATION OF PARKING SPACES:		FOR TOWNHOME DWELLING UNIT PARKING IS PERMITTED IN A REQUIRED SIDE, FRONT OR REAR YARD.	EXTERIOR REAR YARD	COMPLIES
BICYCLE PARKING:		0 BICYCLE PARKING SPACE REQUIRED WHEN THERE ARE PARKING SPACES BETWEEN 1 TO 9 IN PARKING AREA	0 SPACES	COMPLIES
LOCATION OF BICYCLE PARKING SPACES:		MIN. 2 M (6.56 FT) AWAY FROM AN ACCESSIBLE PARKING SPACE OR A SIDEWALK, AND PROHIBITED IN A REQUIRED YARD.	2.13 M (6.99 FT)	COMPLIES
CARPORT/GARAGE:		WHEN A WALL OF GARAGE FACES AN EXTERIOR LOT LINE THE SAID WALL SHALL BE MIN. 6 M (19.69 FT) AWAY FROM SUCH EXTERIOR LOT LINE.	12.44 M FROM THE EXTERIOR LOT LINE.	COMPLIES
PARKING AREA SEPARATION:	FROM STREET LINE: (NORTH)	3 M (19.69 FT)	3 M (19.69 FT)	COMPLIES
	FROM INTERIOR LOT LINE (WEST):	0.90 M (2.95 FT)	0.90 M (2.95 FT)	COMPLIES

Lot 2:

SITE DATA: LOT–2				
EXISTING SITE ZONING:		RESIDENTIAL DISTRICT 1.2 (HRD1.2) AND RESIDENTIAL DISTRICT 1.4 (RD1.4)		
PROPOSED SITE ZONING:		RESIDENTIAL DISTRICT 2.3 (RD2.3)		
PERMITTED USE:		ONE SEMI–DETACHED DWELLING, ONE SINGLE UNIT DWELLING, TOWNHOME DWELLING AMONGST OTHER USES PERMITTED WITHIN THE RD2.3 ZONE		
PROPOSED USE:		TOWNHOME DWELLING		
DESCRIPTION:		REQUIRED:	PROVIDED:	ZONING COMPLIANCE:
MIN. LOT AREA:		200.0 M^2 PER UNIT (2152.78 FT^2) TOTAL 28 UNITS = 5,600.00 M^2 (60,277.84 FT^2) 0.56 HA (1.383 ACRE)	7,689.66 M^2 (82,770.80 S.F.) 0.77 HA (1.90 AC)	COMPLIES
MIN. FRONTAGE:		20 M (65.62 FT)	58.81 M	COMPLIES
MIN. INTERIOR YARD SETBACK (EAST YARD):		1.20 M (3.94 FT)	5.31 M	COMPLIES
MIN./MAX. FRONT YARD SETBACK (SOUTH YARD):		6 M (19.69 FT) / 7 M (22.97 FT)	6 M	COMPLIES
MIN. REAR YARD SETBACK (NORTH YARD):		7.50 M (24.61 FT)	15.33 M	COMPLIES
MIN. INTERIOR YARD SETBACK (WEST YARD):		1.20 M (3.94 FT)	5.47 M	COMPLIES
LOT COVERAGE:		45 % MAX. = (3,460.34 M^2)	40.10 % (3,091.27 M^2)	COMPLIES
MAIN BUILDING HEIGHT		9.0 M (29.53 FT)	9.0 M (29.53 FT)	COMPLIES
LANDSCAPE OPEN SPACE:		N/A	44.93 % (3,463.82 M^2)	COMPLIES
PARKING FOR TOWNHOUSE DWELLING UNIT:		1 SPACES PER UNIT OF TOTAL 35 UNITS = 35 SPACES	70 SPACES (35 SPACES ON DRIVEWAY, 35 SPACES WITHIN GARAGE)	COMPLIES
VISITOR PARKING FOR TOWNHOUSE DWELLING UNIT:		N/A	4 SPACES	COMPLIES
ACCESSIBLE PARKING:		1 TYPE A PARKING SPACE REQUIRED WHEN THERE ARE PARKING SPACES BETWEEN 1 TO 25 IN PARKING AREA	1 TYPE A SPACE	COMPLIES
LOCATION OF PARKING SPACES:		FOR TOWNHOME DWELLING UNIT PARKING IS PERMITTED IN A REQUIRED SIDE, FRONT OR REAR YARD.	REAR YARD	COMPLIES
BICYCLE PARKING:		0 BICYCLE PARKING SPACE REQUIRED WHEN THERE ARE PARKING SPACES BETWEEN 1 TO 9 IN PARKING AREA	0 SPACES	COMPLIES
LOCATION OF BICYCLE PARKING SPACES:		2 M (6.56 FT) AWAY FROM AN ACCESSIBLE PARKING SPACE OR A SIDEWALK, AND PROHIBITED IN A REQUIRED YARD.	2.13 M (7.19 FT)	COMPLIES
CARPORT/GARAGE:		WHEN A WALL OF GARAGE FACES AN EXTERIOR LOT LINE THE SAID WALL SHALL BE MIN. 6 M (19.69 FT) AWAY FROM SUCH EXTERIOR LOT LINE.	12.44 M FROM THE EXTERIOR LOT LINE.	COMPLIES
PARKING AREA SEPARATION: (FROM INTERIOR LOT LINE)	FROM STREET LINE: (NORTH)	0.90 M (2.95 FT)	0.90 M (2.95 FT)	COMPLIES
	FROM INTERIOR LOT LINE (WEST):			

This intensification on the site, and the rezoning request, is supported by the various supporting studies submitted in conjunction with this report.

6.6 Draft Plan of Subdivision, Site Plan Control and Draft Plan of Condominium

Application for Draft Plan of Subdivision is being submitted concurrently with the rezoning application. The proposed draft plan layout is attached as **Appendix E**, and shows: three lots for single detached dwellings; two blocks for townhouse dwellings; and one block for a new public roadway.

Applications for Site Plan Control and Draft Plan of Condominium shall be submitted at appropriate times during the Planning Act approval process, once the required zoning amendment and draft plan has been approved, and the zoning is in effect.

The overall site plan (Appendix B), details the following:

Single Detached Dwellings

DETACHED HOUSES S–1 + S–2 + S–3					
DETACHED HOUSES S–1	296.67 M² (3,193.40 FT²)	27.76 M² (298.64 FT²)	593.34 M² (6,386.80 FT²)	< 14 M (36.09 FT) / 2 STOREY	1 UNIT
DETACHED HOUSES S–2	296.67 M² (3,193.40 FT²)	27.76 M² (298.64 FT²)	593.34 M² (6,386.80 FT²)	< 14 M (36.09 FT) / 2 STOREY	1 UNIT
DETACHED HOUSES S–3	296.67 M² (3,193.40 FT²)	27.76 M² (298.64 FT²)	593.34 M² (6,386.80 FT²)	< 14 M (36.09 FT) / 2 STOREY	1 UNIT
TOTAL PARKING SPACES:	56 SPACES + 5 STANDARD SURFACE VISITOR PARKING SPACES + 1 TYPE A ACCESSIBLE PARKING SPACE = TOTAL = 63 SPACE STANDARD SURFACE PARKING SPACES ON DRIVEWAY = 28 – FOR TOWNHOUSE + 6 – FOR DETACHED HOUSE = 37 STANDARD SURFACE PARKING SPACES WITHIN GARAGE = 28 – FOR TOWNHOUSE + 6 – FOR DETACHED HOUSE = 37				
BUILDING USE AND OCCUPANCY:	RESIDENTIAL GROUP "C"				

Lot 1:

LOT–1 – BUILDING INFO.					
TOTAL LOT AREA:	6,622.02 M² (71,278.87 FT²) = 0.662 HECTARE (1.636 ACRE)				
PROPOSED BUILDING:	FOOTPRINT AREA	VERTICAL DOWNWARD PROJECTION OF ROOF	GROSS FLOOR AREA	HEIGHT / NO. OF STOREY	UNITS
TOWNHOUSE COMPLEX 1	442.47 M² (4,762.67 FT²)	34.58 M² (372.22 FT²)	884.94 M² (9,525.34 FT²)	< 14 M (36.09 FT) / 2 STOREY	5 UNITS
TOWNHOUSE COMPLEX 2	442.47 M² (4,762.67 FT²)	34.58 M² (372.22 FT²)	884.94 M² (9,525.34 FT²)	< 14 M (36.09 FT) / 2 STOREY	5 UNITS
TOWNHOUSE COMPLEX 3	355.14 M² (3,822.67 FT²)	27.76 M² (298.64 FT²)	710.28 M² (7,645.34 FT²)	< 14 M (36.09 FT) / 2 STOREY	4 UNITS
TOWNHOUSE COMPLEX 4	442.47 M² (4,762.67 FT²)	34.58 M² (372.22 FT²)	884.94 M² (9,525.34 FT²)	< 14 M (36.09 FT) / 2 STOREY	5 UNITS
TOWNHOUSE COMPLEX 5	442.47 M² (4,762.67 FT²)	34.58 M² (372.22 FT²)	884.94 M² (9,525.34 FT²)	< 14 M (36.09 FT) / 2 STOREY	5 UNITS
TOWNHOUSE COMPLEX 6	355.14 M² (3,822.67 FT²)	27.76 M² (298.64 FT²)	710.28 M² (7,645.34 FT²)	< 14 M (36.09 FT) / 2 STOREY	4 UNITS
TOTAL	2,480.16 M² (26,696.02 FT²)	342.65 M² (3,687.76 FT²)	6,862.02 M² (73,854.32 FT²)	< 14 M (36.09 FT) / 2 STOREY	28 UNITS

Lot 2:

LOT–2 – BUILDING INFO.					
TOTAL LOT AREA:	7,708.99 M² (82,978.88 S.F.) = 0.77 HA (1.90 AC)				
PROPOSED BUILDING:	FOOTPRINT AREA	VERTICAL DOWNWARD PROJECTION OF ROOF	GROSS FLOOR AREA	HEIGHT / NO. OF STOREY	UNITS
TOWNHOUSE COMPLEX 1	529.76 M² (5,702.29 FT²)	46.11 M² (496.32 FT²)	1,059.52 M² (11,404.58 FT²)	< 14 M (36.09 FT) / 2 STOREY	6 UNITS
TOWNHOUSE COMPLEX 2	529.76 M² (5,702.29 FT²)	46.11 M² (496.32 FT²)	1,059.52 M² (11,404.58 FT²)	< 14 M (36.09 FT) / 2 STOREY	6 UNITS
TOWNHOUSE COMPLEX 3	442.47 M² (4,762.71 FT²)	34.58 M² (372.22 FT²)	884.94 M² (9,525.41 FT²)	< 14 M (36.09 FT) / 2 STOREY	5 UNITS
TOWNHOUSE COMPLEX 4	529.76 M² (5,702.29 FT²)	46.11 M² (496.32 FT²)	1,059.52 M² (11,404.58 FT²)	< 14 M (36.09 FT) / 2 STOREY	6 UNITS
TOWNHOUSE COMPLEX 5	529.76 M² (5,702.29 FT²)	46.11 M² (496.32 FT²)	1,059.52 M² (11,404.58 FT²)	< 14 M (36.09 FT) / 2 STOREY	6 UNITS
TOWNHOUSE COMPLEX 6	529.76 M² (5,702.29 FT²)	46.11 M² (496.32 FT²)	1,059.52 M² (11,404.58 FT²)	< 14 M (36.09 FT) / 2 STOREY	6 UNITS
TOTAL	3,091.27 M² (33,274.15 FT²)	236.31 M² (2,543.62 FT²)	6,182.54 M² (66,548.31 FT²)	–	35 UNITS
NOTES: 1. ALL FIRE DEPARTMENT SIGNAGE TO BE COMPLETED AFTER CONSTRUCTION IN COORDINATION WITH FIRE DEPARTMENT. 2. ALL ACCESSIBLE PARKING SPACES TO HAVE RB–93 SIGNS INSTALLED. 3. ALL LIGHTING TO BE DARK SKY COMPLIANT. 4. FIRE ROUTE TO BE IN COMPLIANCE WITH OBC REQUIREMENTS.					
TOTAL PARKING SPACES:	70 SPACES + 4 STANDARD SURFACE PARKING SPACES + 1 TYPE A ACCESSIBLE PARKING SPACE 35 STANDARD SURFACE PARKING SPACES FOR TOWNHOUSE ON DRIVEWAY 35 STANDARD SURFACE PARKING SPACES FOR TOWNHOUSE WITHIN GARAGE.				
BUILDING USE AND OCCUPANCY:	RESIDENTIAL GROUP "C"				

It is noted that from a technical perspective, the proposed subdivision can be accommodated within the existing Windsor infrastructure network, save and except the need to extend the existing Silverdale Drive.

And as noted earlier in this report, access to the three single detached dwelling lots will be provided along the North Talbot Road frontage, while access to Lots 1 & 2, will be provided from the newly extended Silverdale Drive. Internal traffic movements on Lots 1 & 2 will be provided by way of private traffic aisles.

7.0 CONCLUSION

Based on the above analysis of Provincial and municipal policies, it is my opinion that the proposed zoning by-law amendment application to permit the proposed three single detached dwellings, and 12 townhouse dwellings containing a total of 63 dwelling units, development is consistent with, and implements, important Provincial and City of Windsor policies surrounding the economy, housing and intensification in identified settlement areas.

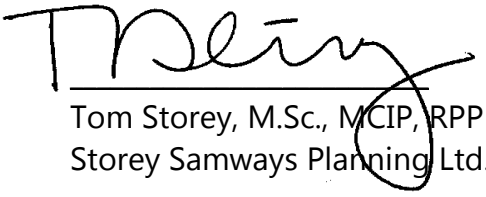
In conclusion, it is my opinion that the proposed residential development at this location is in the public interest, represents sound and responsible planning for the reasons contained within this report, and should be approved.

Prepared by:



David French, BA, CPT
Storey Samways Planning Ltd.

Reviewed by:



Tom Storey, M.Sc., MCIP, RPP
Storey Samways Planning Ltd.

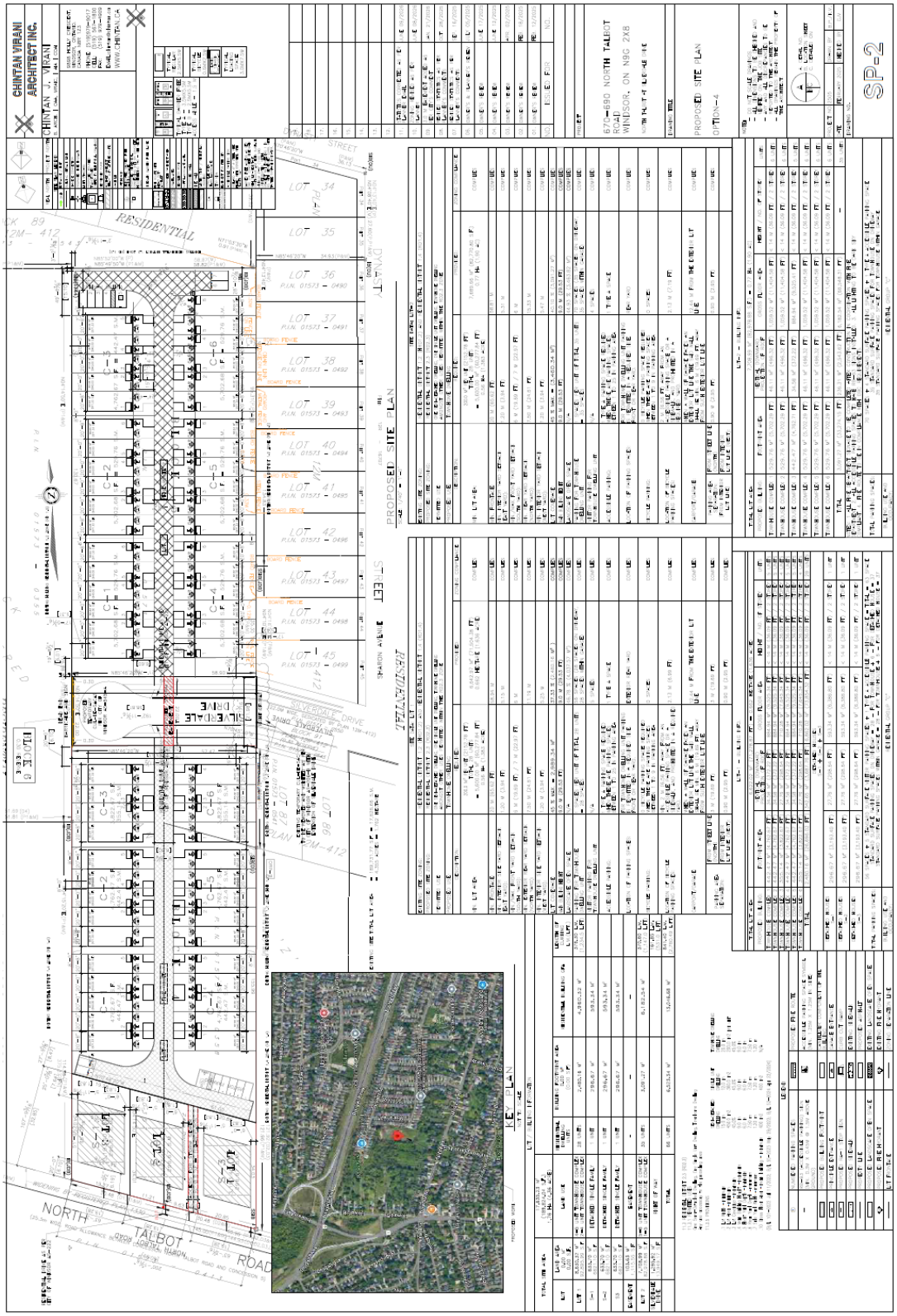
Attachments:

Appendix "A" – Key Map
Appendix "B" – Overall Development Concept / Site Plan
Appendix "C" – Windsor Official Plan Map Schedule E
Appendix "D" – Windsor Zoning By-law Map Schedule Excerpt
Appendix "E" – Proposed Draft Plan Layout

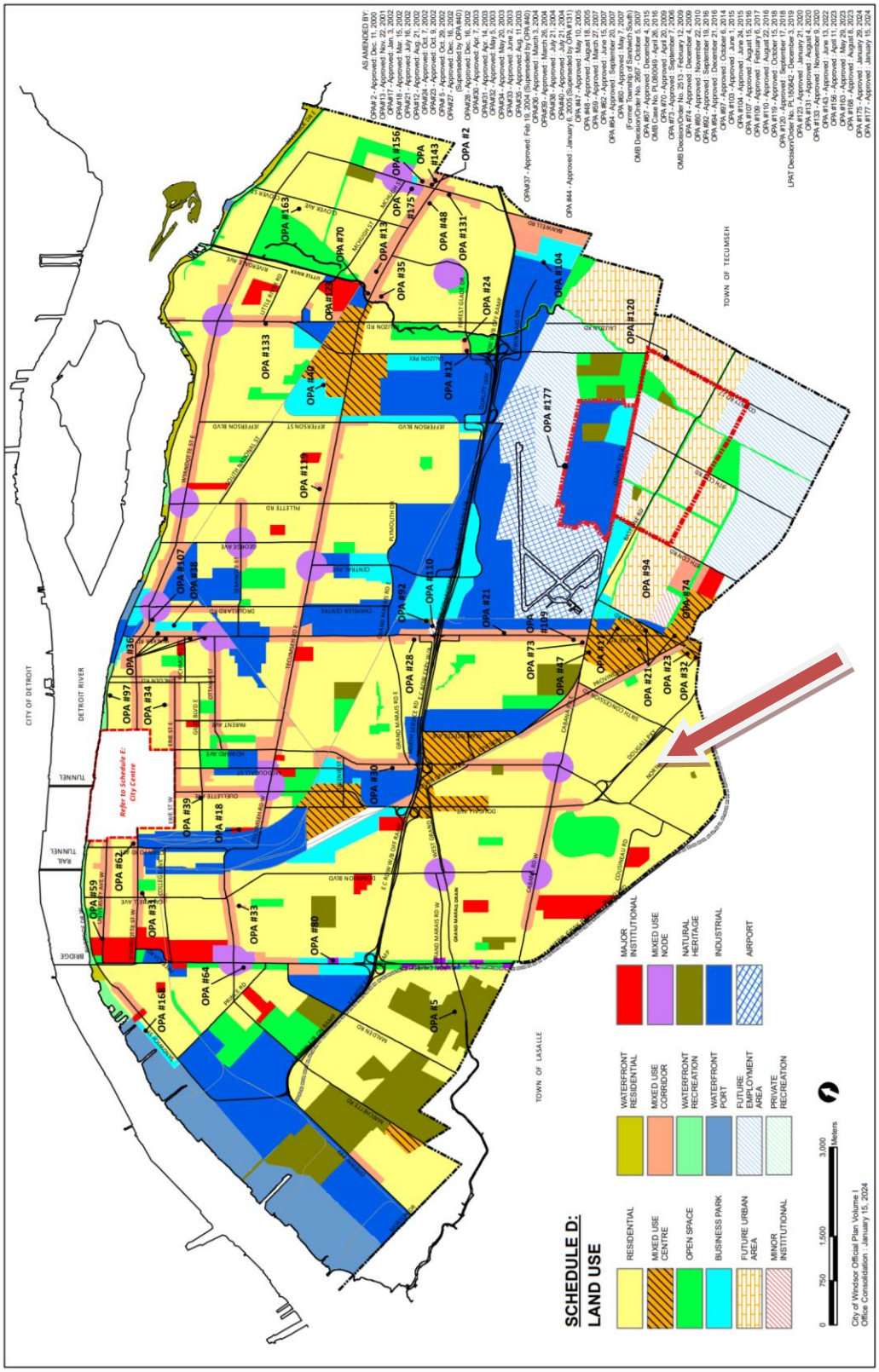
APPENDIX "A" – KEY MAP



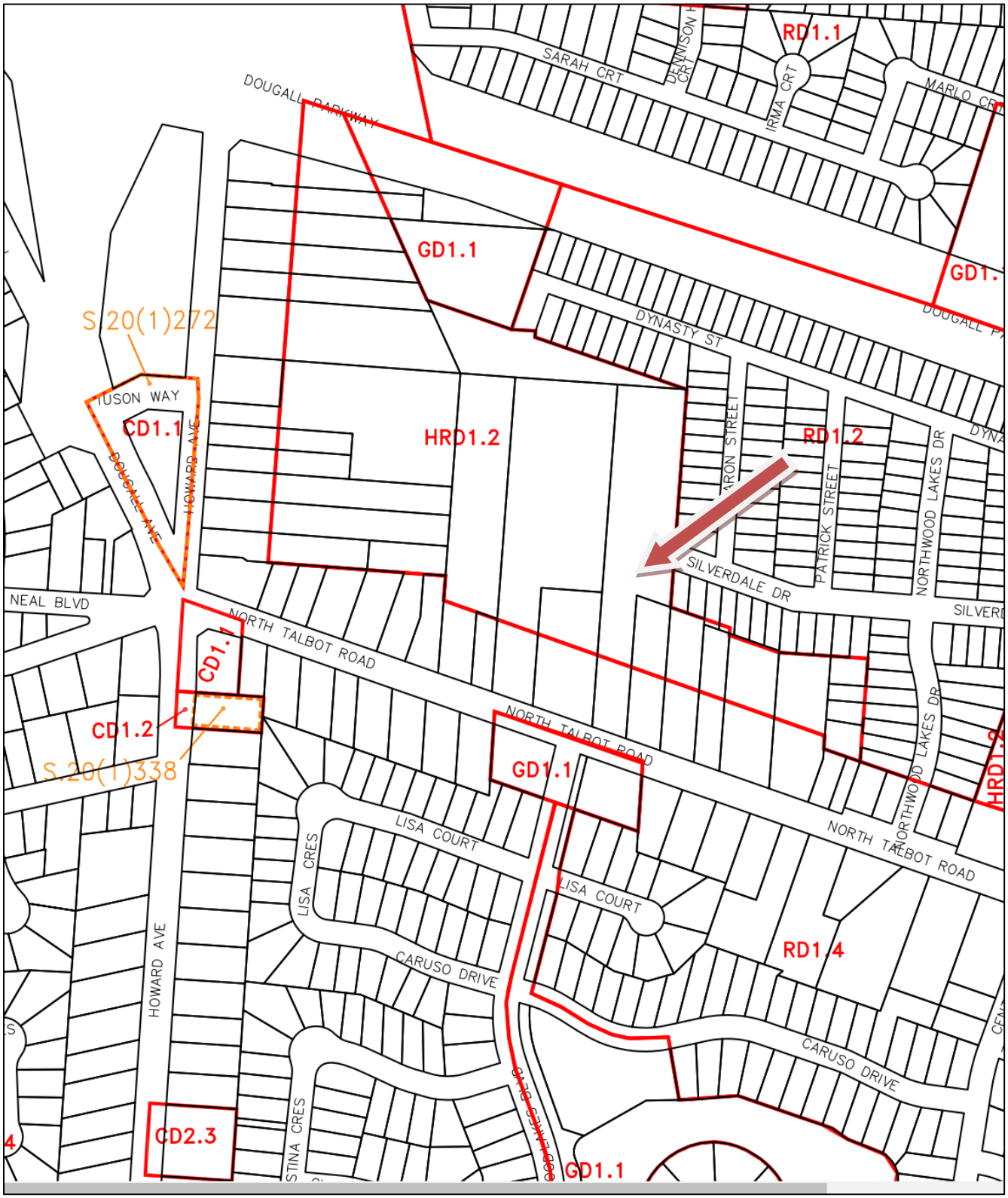
APPENDIX "B" – DEVELOPMENT CONCEPT / SITE PLAN



APPENDIX "C" – CITY OF WINDSOR OFFICIAL PLAN MAP SCHEDULE A



APPENDIX "D" – CITY OF WINDSOR ZONING BY-LAW MAP SCHEDULE EXCERPT



APPENDIX "E" – PROPOSED DRAFT PLAN LAYOUT

