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Date:	September 27, 2025.
Project No.:	2505
Project Name:	Proposed Town homes
Location:	670-690 North Talbot Road Windsor, Ontario - N9G 2X8 North Talbot Road at Silverdale Drive

URBAN DESIGN BRIEF

North Talbot Road at Silverdale Drive Development



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BACKGROUND AND PURPOSE

1.1 Scope

CHINTAN VIRANI ARCHITECT INC. has been retained by Seiko Homes Group (the "Client") to prepare an Urban Design Brief for the redevelopment of the property municipally addressed as 670 & 690 Windsor, Ontario - N9G 2X8 (the "Subject Site"). The purpose of the Urban Design Brief is to illustrate how the proposal has sought to facilitate the comprehensive development of the Subject Site to include 3 single detached dwellings and a town Homes residential development in accordance with the development goals of the City of Windsor. The Proposed Development will include the following:

The development consists of two lots - Lot 1 & Lot-2 plus 3 fully detached lot.
3 detached homes are on the North talbot Road.
Lot 1 & Lot-2 have internal access and fire route 6.0 meter wide from Silverdale drive.
An extension of Silverdale drive from the East side is proposed across the entire site to connect the future development of to the west side.

Detached home
3 detached homes with 2 storey, 2 car garage, entrance patio and rear covered patio.

Lot 1
Lot 1 has total 6 buildings. 4 buildings with 5 town house each. 2 buildings with 4 town house each. A total of 28 townhouse units provided with 1 parking in garage and 1 parking spaces on driveway per dwelling units. There are seven visitor parking spaces at the end, including one accessible spot.

Lot 2
Lot 2 has total 6 buildings. 5 buildings with 6 town house each. 1 building with 5 town house each. A total of 35 townhouse units provided with 1 parking in garage and 1 parking spaces on driveway per dwelling units. There are seven visitor parking spaces at the end, including one accessible spot.

1.2 Purpose

A Zoning By-law Amendment ("ZBA") is required in order to facilitate the Proposed Development. An Urban Design Brief was identified as a requirement of this application as per the pre-submission consultation meeting. A Site Plan for the Proposed Development is submitted with this.

1.3 Report Content

Based on the matters for consideration and evaluation identified in the pre-submission consultation record, this Urban Design Brief:

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Describes the existing physical conditions on the Subject Site and the existing neighbourhood context surrounding the Subject Site (Section 2);
Describes the Proposed Development (Section 4);
Summarizes the principal City policy and guideline documents applicable to the subject Site and the relevant sections as they relate to the Proposed Development (Section 5); and
Makes conclusions regarding the findings (Section 6).

1.4 Supporting Studies and Materials

This Urban Design Report has considered the following plans and reports prepared in support of the subject applications:

Site Plan prepared by CHINTAN VIRANI ARCHITECT INC.
Floor Plans and Elevations prepared by CHINTAN VIRANI ARCHITECT INC.
Landscape Concept Plan prepared by Landscape Architect.

2. EXISTING SITE CONDITIONS AND CONTEXT

2.1 Location and Description

The Subject Site is situated in the North Side of Southwood lakes subdivision of the City of Windsor. The site generally bounded by existing residential single-family dwellings on East and west side. North Talbot Road to the south side, Silverdale drive to the North running East to West, stops at the property line. The Subject Site for the Zoning by-law Amendment & sub-division applications (the "Subject Applications") is approximately 1.762 hectares in size. The Subject Site has vehicular access from North Talbot Road for 3 detached single-family homes and to the lot 1 & Lot-2 from Silverdale drive.

The existing neighbourhood is comprised of single-family dwellings ranging from raised ranch to two and a half storey configurations, as well as undeveloped future sites residential development lands.

2.2 Existing Site Condition and Vegetation

There are couple of existing singles family homes buildings or structures on the Subject Site on the North Talbot Road, that is on South. The Subject Site contains some landscaping trees like coniferous and some Deciduous tree stand area on the South property line and some on East & West at the existing houses. Remaining area are an open field on the Northern side of the Subject Site.
The majority of the trees stand area will be removed of trees is also required, given the necessary grading and construction work associated with the Proposed Development. Some of the trees can be saved provided appropriate tree protection measures are installed prior to the development.

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New plantings as part of the development would be addressed during development.
The Subject Site sits on a much higher elevation in comparison to the North Talbot Road (to the South) with a noticeable grade change from the highest points on the property to lowest points to the back of the site.
No public sidewalk on North Talbot Road. The public sidewalk along Silverdale Drive sits at grade with the Subject Site.

2.3 Surrounding Land Uses and its Compatibility

The Subject Site is located in the South of city centre and within Southwood Lakes Area. The Southwood Lakes Area largely a residential, local commercial and mixed-use community. The Southwood Lakes Area community is located in the southwestern portion of the City. It is located within the urban area and it is fully developed. Presently, the South Windsor Area community is distinguished by existing Residential uses, institutional uses, assembly uses, commercial uses, at North Talbot Road and walker road on the east and Howard Road and North Talbot Road on the West. A mix of new residential subdivisions interspersed with remnant Vacant land and natural heritage & open spaces areas. The Subject Site provides easy access to the city centre and amenities as it includes transit stops along North Talbot Road that runs to the west and East parts of the City to Walker & Howard which runs North & South. There is a school, a college, a hospital, and shopping centres within 10-20 minute walking distance and easily accessible by active transportation modes.
The Commercial Area on the North, West & East provides a range of retail and service commercial uses in the form of large retail buildings and smaller stand-alone retail buildings including the Costco, Canadian Super store, Indian Grocery, Restaurants, gas stations, the Home Depot, The Brick, Movie theatre, etc. on Walker Road. The Walmart Smart Centre is an on Dougal Avenue on Northwest with locks consisting of smaller stand-alone retail & Restaurant buildings and small & large format retail outlets.

Devonshire Mall located on the Howard Avenue, occupied by retail stores, food court etc. and service commercial uses in blocks consisting of smaller stand-alone retail & Restaurant buildings and large format retail outlets including Movati & Fit for less Gym
The property to the east side of the Subject Site across is currently a vacant land. The south side of the Subject Site is the North Talbot Road and there is not much of a grading difference.

The broader and future planned context of the site and the surrounding area foresees urbanization, intensification, and compact developments. Planning applications for a residential subdivision have been approved for the south side that is North Talbot Road. The lands are part of various construction companies. Residential subdivision and apartment building is approved at 6th Concession and North Talbot. There are possibility of development of units in the form of single detached dwellings, townhouse units, and multi-unit residential buildings. The plan of subdivision includes an extension of the future Silverdale Drive on West that will intersect and connect to

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Dynasty Street to the north with and boulevard in a cul-de-sac at the North end of the property. There is an east-west road that is planned to terminate in a cul-de-sac but could connect to the Subject Site to the west as part of the extension of Silverdale Drive.

2.4 Transportation Network

The Subject Site is located in an area of the City that is connected to transit, recreational trails, and has convenient road access to the Windsor City. The Subject Site is located where North Talbot Road meets Howard Avenue on West and Sixth Concession on East, both of which are classified as Collector Roads in the Official Plan. These roads provide one travel lane in each direction, providing direct access to downtown Windsor as well as the greater commercial area surrounding the Subject Site. A Transportation Impact Study ("TIS") was undertaken, analyzing the existing and future traffic impacts related to the Proposed Development. The TIS finds that intersections in the Study Area are expected to operate with good overall line of sight and delay.
The Subject Site is in proximity to public transit. The bus route operates along North Talbot Road, Howard Avenue, Sixth Concession and Walker Road. A stop is located within walking distance of the Subject Site.
The bus route provides access to the major commercial centre along Howard Avenue, Sixth Concession and Walker Road, and continues toward the downtown area of Windsor and the central transit terminal. The Core bus route operates along Howard Avenue, Sixth Concession and Walker Road, where a stop is again located within walking distance of the Subject Site.

3. DESIGN POLICY CONTEXT

The Subject Site is designated "Residential" in the City of Windsor Official Plan (the "OP"), which permits a range of residential uses including those included in the Proposed Development. The Subject Site is within the south Windsor Southwood Lakes area. The Southwood Lakes area is located in the South-Western part of the City and has been intended and planned for development since being incorporated within the City boundary.
The Subject Site is designated "Low Density Residential", which permits single-detached, semi-detached, duplex, townhouse, multi-units, converted dwellings, and accessory apartments.
As such, the Proposed Development requires Zoning By-law Amendment (the "ZBA" and "Subject Applications"). The Proposed Development will be implemented through two phases.
A pre-application consultation meeting was held with the City on February 24, 2022. The site concept submitted for this meeting included a extension of Silverdale Drive Road to West. Since this meeting, the site concept has been revised and maintains the extension of Silverdale Drive Road to West.

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4. PROPOSED DEVELOPMENT

Design Vision and Concept Plan

Section 4 focuses on the design details of the Proposed Development.
The Concept Plan reflects the vision of the Subject Site as a residential development with two lots - Lot 1 & Lot-2 with 6 blocks of town houses for each lot. Townhouse blocks that feature high quality design and engaging pedestrian realms. The Concept Plan consists of 3 fully detached lot on North Side (North Talbot Road) and 66 townhouse units on the South side (Silverdale Drive) of the property.
The Concept Plan will provide an east-west connection from Silverdale drive by extending the Silverdale drive towards West. The design of the extended Silverdale Drive Road includes extension of existing Silverdale Drive sidewalk along the developed portion of the Subject Site.
The townhouse blocks will be accessed via the private condominium roads with connections to the extended Silverdale Drive Road. The condominium roads, although private in tenure, will be treated in a similar design manner as that of a public street with buildings fronting directly onto the roads. The private condominium roads have surface parking area for visitors at both the ends. The private road right-of-way will contain necessary utilities and street lighting and landscaping. The Concept Plan is planned to be developed incrementally in phases, generally starting from the North and incrementally building out to the South for both the lot 1 & Lot 2.

In summary, the Proposed Development has considered the surrounding land uses and has located the different building types and uses to ensure an appropriate transition to the existing land uses while providing improved connectivity through the Subject Site to the existing active transportation network. The Proposed Development represents a more compact built form that supports the efficient use of infrastructure and community services.

The following design objectives have been developed to inform the Concept Plan:

- To create a cohesive community development.
- To support walkability, active modes of transportation and transit.
- To provide human-scaled and street-oriented built form.
- To provide more housing choices to the community.
- To provide a positive pedestrian experience along street frontages through architectural design/articulation, enhanced landscaping, and appropriate transitions that promote social interaction, active streetscapes and a walkable community.
- To establish a safe, interconnected, and accessible pedestrian network throughout the Subject Site.
- To minimize the visual impact of utilities and services on the public realm within the Subject Site.

- To mitigate potential impacts from transportation and stationary noise.

4.1 Built Form

Townhouses

The proposed townhouses are maximum 2 storeys in height (9 metres), situated on the Southern portion of the Subject Site.
Lot 1 Blocks C-1-2-4-5 contain 5 units per block and Blocks C-3-6 contain 4 units per block.
Lot 2 Blocks C-1-2-4-5-6 contain 6 units per block and Blocks C-3-6 contain 5 units per block.
These blocks are arranged perpendicular to the extended Silverdale Drive Road.

Lot 1 Blocks C-1-2-3 are on Eastern side & C-4-5- are on Western side and are opposite to each other. Lot 2 Blocks C-1-2-3 are on Eastern side and Blocks C-4-5-6 are on Western side and are opposite to each other.

All Blocks are located side-by-side in a linear pattern and parallel to the Eastern & Western property line. The placement of townhouse units on lots will support the objectives of street orientation and provides paired driveways, where feasible to minimize curb cuts and consolidate landscaped areas between driveways. Each townhouse unit features a minimum front yard setback of 6 metres from the road and a minimum rear yard setback of 5.0 metres for private outdoor amenity space. These units have integrated garages and driveways for parking facing the private condominium roads.
Lot-1 Blocks C-3 & C-6 and Lot-2 Blocks C-1 & C-4 have a minimum side yard setback of 6.0 metres from the extended Silverdale Drive Road limit, providing sufficient space for vegetative plantings to soften the urban condition and create a pedestrian-friendly experience.

4.1.2.1 Building Articulation and Materials

The building elevations display an attractive building design with contemporary finishing of brick, Exterior insulation & finish system (EIFS) stucco and siding materials. Brick is used as the principal material and the upper storeys are treated with stucco at lintels and trim around windows and doors for accent and interest. Peaked roof pitches atop the latter distinguishes the roofline. There are no blank facades; all elevations are detailed with glazing and articulation. Windows and doors are composed with regular intervals along the length of the building and sides to the extent possible. Distinguished horizontal lines are proposed throughout the building elevations to provide a vertical distinction between the storeys. Other architectural articulations include recessed unit entrance doors and paired balconies for upper storey with integrated railing system.

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4.3 Access and Circulation

Access/egress points to the developed portion of the Subject Site are from extended Silverdale Drive Road. This configuration provides appropriate connectivity and ease of mobility, supports the delivery of emergency vehicles and allows for future connections. The condominium roads are proposed to be 6.0 metres wide, sized to allow sufficient space for traffic in both directions and fire route. All individual units Townhouse have direct access the condominium roads, surface parking area and the main extended Silverdale Drive Road.

4.4 Garbage and Loading Access

Garbage storage/collection areas for each of the proposed buildings curbside Municipal pick-up for the 3 single family detached homes on North Talbot Road. For Townhouses pick-up by private garbage collector company or will be located on the exterior to the building in an enclosure, screened from view from the public realm for pick-up by private garbage collector company.

4.5 Parking

Each townhouse units consist of two parking spaces (1 garage, 1 driveway). The size and layout of garages and driveways will be based on the Zoning By-law requirements. The proposed driveways for the townhouse blocks are paired where possible to minimize curb cuts and maximize the area for front yard landscaping.
For Townhouse lot-1, 5 regular & 1 barrier free parking, total 6 spaces is provided at the end of condominium access road on Noth Side.
For Townhouse lot-2, 4 regular & 1 barrier free parking, total 5 spaces is provided at the end of condominium access road on South Side.

4.6 Lighting and Signage

Site lighting will be provided to ensure adequate wayfinding and security. A unified and coordinated approach will be taken for signage with an emphasis on architecturally integrated building signage. Signs will be designed not to obstruct pedestrians, other non-vehicular travel, and barrier-free movements. The design and placement of the signages will be further established through the detailed design stage.

4.7 Landscape and Amenity Area

A landscape concept plan is prepared by Landscape Architect, and it is intended that the landscaping for the Subject Site will be used to enhance the public realm and create an attractive setting for future residents. The proposed Landscape Plan includes the following design elements:

- Landscaped front yard spaces between townhouse driveways and leading to unit entrances, composed of sodded areas with small deciduous trees (depending on utility conditions in those areas).
- Upgraded landscaped edges are proposed in the side yards abutting the modified Collector Road which includes generous planting zones and a 3-metre-wide sidewalk abutting the townhouse blocks. The landscaped areas will include coniferous and deciduous trees and understory perennial beds.
- Tree plantings are proposed in the side yards and throughout the surface parking lot of the apartment block. Landscaped islands will break up the parking spaces and reinforce the pedestrian walkways.
- Landscaped edges are proposed around the apartment buildings with sodded lawns, tree plantings and perennial beds to delineate the main buildings entrances as well as to provide privacy for the at-grade units.
- The private outdoor amenity area for the apartment block will include tree plantings for shade, paved pedestrian walkways, seating area and open lawn/free play area.
- Tree plantings will provide shade for amenity areas and contribute to softening the interface along property lines.
- Detailed design stage will include lighting plans and will provide sufficient illumination of the roadway and the pedestrian sidewalk.

The landscape materials recommended for this development have been chosen according to their suitability for the site locations proposed. The selection of plants offers a variety of form and colour that will offer aesthetic interest to the Subject Site year-round, while framing the main entrance of the building, or screening of at-grade patios. The trees and understory plantings proposed throughout the parking lot, front yards and at the main entrance to the apartment buildings are those which demonstrate higher tolerances to salt exposure and snow loading through winter maintenance and will require less frequent watering. This will result in a more sustainable landscape long-term by using less water and energy for maintenance and upkeep.

5. 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

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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 slab-on-grade 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.

6. Conclusion

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.

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