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1027458 Ontario Inc.
Official Plan Amendment and Zoning By-Law
Amendment

Planning Justification Report
Phase 6 – South of Wyandotte Street East
Windsor, Ontario

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1.0

INTRODUCTION

1.1

Purpose

Dillon Consulting Limited has been retained by 1027458 Ontario Inc., herein referred to as the “Applicant”, to assist in obtaining the necessary planning approvals associated with a proposed residential development located on the south side of Wyandotte Street East, between the future extensions of Clover Avenue and Lublin Avenue, herein referred to as the “Subject Site”. The Subject Site is located within the North Neighbourhood in the East Riverside Planning Area in the City of Windsor (refer to [Figure 1.0 - Location Map](#)).

The proposed residential development on the Subject Site is part of a larger phased development that is being proposed within the North Neighbourhood. In total, there are seven (7) phases of residential development proposed in the area. The following report relates to Phase 6 of the larger phased development and has been prepared in support of the Official Plan Amendment and Zoning By-law Amendment applications, submitted concurrently, required to facilitate the proposed development.

The Subject Site is designated accordingly in the City of Windsor Official Plan and Zoning By-law 8600:

City of Windsor Official Plan – Schedule D: Land Use

- Residential (Refer to [Figure 2.0 - Existing City of Windsor Official Plan Designations](#)).

City of Windsor Official Plan Volume II: East Riverside Planning Area – Schedule ER1-2: Land Use Plan

- Open Space, Institutional, and Residential Neighbourhood (Refer to [Figure 3.0 – East Riverside Planning Area Land Use Plan](#)).

City of Windsor Zoning By-law 8600 – Schedule A: Zoning District Map

- Residential District 1.2 with a holding symbol (HRD1.2) and Development Reserve District 1.1 (DRD1.1) (Refer to [Figure 4.0 - Existing City of Windsor Zoning By-law 8600 Designations](#)).

To facilitate the proposed residential development, an Official Plan and Zoning By-law Amendment are required. A site specific Official Plan Amendment to the City of Windsor Official Plan is required for the Residential land use designation to permit High Profile residential buildings on the Subject Site and to increase the maximum permitted building height from 4 storeys to 12 storeys. In addition, a site specific Official Plan Amendment to the East Riverside Planning Area Secondary Plan is required to change the land use designation from Open Space, Institutional, and Residential Neighbourhood to a site specific Residential Neighbourhood for the entirety of the Subject Site. The Official Plan Amendment to the East Riverside Planning Area Secondary Plan includes the site specific requests to add an increased maximum permitted density from 40 units per hectare (UPH) to 130 UPH and to add an increased maximum permitted height from 4-storeys to 12-storeys.

A Zoning By-law Amendment is required to rezone the Subject Site from Residential District 1.2 with a holding symbol (HRD1.2) to a site specific Residential District 3.3 (RD3.3) with site specific provision to increase the maximum building height from 30.0m to 48.0m. The holding symbol on the Subject Site will be addressed at the appropriate time.

The Applicant is requesting that Council approve a site specific Official Plan Amendment to both the Primary Plan and the East Riverside Planning Area Secondary Plan, as well as a site specific Zoning By-law Amendment to the City of Windsor Zoning By-law 8600 to permit the proposed construction of three (3), 6-storey, 63-unit multiple dwelling buildings and two (2), 12-storey, 129-unit multiple dwelling buildings for a sum total of 447 dwelling units proposed on the Subject Site (Refer to [Appendix A – Development Applications](#)).

Following approval of the Official Plan Amendment and the Zoning By-law Amendment applications, applications for Removal of Holding, Site Plan Control Approval and Draft Plan of Condominium will be required to facilitate the proposed development on the Subject Site. These applications will be submitted under separate cover at the appropriate time.

1.2 Description of Site

The Subject Site is municipally known as 0 Wyandotte Street East. The Subject Site is located south of Wyandotte Street East, between the future extensions of Clover Avenue and Lublin Avenue within the East Riverside Planning Area in the City of Windsor (refer to [Figure 1.0 - Location Map](#)).

The property is legally described as:

- Part of Block A on Plan 1161; Part Streets and Alleys (Closed By R1088686); Part Lots 14, 31, 34, and 52 and all of Lots 32, 33, and 53 on Plan 1230; Part Lots 139, 140, and 141 Concession 1.

The total site area under application is approximately 3.48 ha (8.59 acres), with 127.7metres (418.96 ft.) of frontage along Wyandotte Street East. Currently, the Subject Site is vacant.

1.3 Proposed Development

The proposed residential development is known as Phase 6 of a larger phased development that is being proposed within the North Neighbourhood. The proposed development of Phase 6 includes the construction of three (3), 6-storey, 63-unit multiple dwelling buildings and two (2), 12-storey, 129-unit multiple dwelling buildings for a sum total of 447 dwelling units. The proposed development will provide 567 parking spaces between the proposed 1-storey underground parking area and surface parking lot centrally located on the Subject Site. The development proposed a parking ratio of 1.27 parking spaces per dwelling unit.

Access to the Subject Site is proposed via three (3) driveways. There is proposed driveway access via the future Clover Avenue, Copernicus Street, and Lublin Avenue. The Conceptual Development Plan illustrates the proposed residential development on the site (refer [Figure 5.0 – Conceptual Development Plan](#)).

The Subject Site is currently designated as Residential in the City of Windsor Official Plan (refer to [Figure 2.0 - Existing City of Windsor Official Plan Designations](#)). As of July 2022, the City of Windsor has adopted Official Plan Amendment No. 159 to provide direction and implement policies regarding intensification within the City. Official Plan Amendment No. 159 states that High Profile residential dwellings are not a permitted use under the Residential land use designation. As such, an Official Plan Amendment will be required to facilitate the proposed development of the two (2), 12-storey multiple dwelling buildings, which are considered High Profile residential dwellings. The two (2), 6-storey multiple dwelling buildings are considered to be Medium Profile residential dwellings in the City's Official Plan. A site specific Official Plan Amendment to the City of Windsor Official Plan is requested to permit High Profile dwelling units and to increase the maximum permitted building height from 4 storeys to 12 storeys.

In addition, the Subject Site is located within the East Riverside Planning Area. Within the Secondary Plan, the Subject Site is designated as Open Space, Institutional, and Residential Neighbourhood (refer to [Figure 3.0 – East Riverside Planning Area Land Use Plan](#)). As such, an Official Plan Amendment will be required to facilitate the proposed Medium Profile and High Profile residential development. An Official Plan Amendment to the East Riverside Planning Area Secondary Plan is requested to change the land use designation of the entire Subject Site to Residential Neighbourhood. The Residential Neighbourhood land use designation does not permit multiple dwellings greater than three (3) to four (4) storeys in height and restricts density to 40 dwelling units per hectare (UPH). As such, the Official Plan Amendment to the East Riverside Planning Area Secondary Plan includes the site specific requests to add an increased maximum permitted density from 40 units per hectare (UPH) to 130 UPH and to add an increased maximum permitted height from 4-storeys to 12-storeys.

The Subject Site is currently zoned as Residential District 1.2 with a holding symbol (HRD1.2) and Development Reserve District 1.1 (DRD1.1) in the City of Windsor Zoning By-law 8600 (refer to [Figure 4.0 - Existing City of Windsor Zoning By-law 8600 Designations](#)). The current zoning does not permit the proposed multiple dwelling residential development. As such, a Zoning By-law Amendment is required to facilitate the proposed development. A Zoning By-law Amendment is requested to rezone the Subject Site from Residential District 1.2 with a holding symbol (HRD1.2) and Development Reserve District 1.1 (DRD1.1) to a site specific Residential District 3.3 (RD3.3) zone. Relief from the following provisions is requested as part of the Zoning By-law Amendment:

- Increase in maximum building height for a corner lot from 30.0m to 48.0m.

All other zone provisions would remain in accordance with the Residential District 3.3 (RD3.3) zone (refer to [Appendix A – Development Applications](#)).

As demonstrated in Section 3.0 of this report, the intensification of these lands for a residential use is in keeping with pertinent local policies, provisions and guidelines of the Provincial Policy Statement, City of Windsor Official Plan, and the City of Windsor Zoning By-law 8600.

The proposed development is referred to as Phase 6, which is part of a larger seven (7) phase residential development in the North Neighbourhood area of the East Riverside Planning Area in Windsor (refer to [Figure 6.0 – North Neighbourhood Master Phasing Plan](#)). At present, the other phases are in varying stages of the development approvals process. The focus of this report is solely for the proposed development of Phase 6 located on the Subject Site, as noted in Section 1.2, above.

2.0

EXISTING LAND USE

2.1

Subject Site

The physical attributes of the site are as follows:

- A total site area of 3.48 ha (8.59 acres);
- An irregular shaped site with 127.7 metres (418.96 ft.) of frontage along Wyandotte Street East; and
- The current site is vacant.

2.2

Surrounding Land Use

The surrounding land uses are varied as shown in [Figure 7.0 - Surrounding Land Uses](#) and are described as follows:

North

- **Existing Uses:** Wyandotte Street East, single-detached dwellings, East End Park, and the Riverside Sportsmen Club;
- **Official Plan Designation(s):** Residential and Residential Neighbourhood;
- **Zone(s):** Commercial District 1.5 (CD1.5), Green District 1.1 (GD1.1), and Residential District 1.1 (RD1.1).

East

- **Existing Uses:** Vacant / agricultural lands;
- **Official Plan Designation(s):** Residential and Residential Neighbourhood; and
- **Zone(s):** Residential District 1.2 with a holding symbol (HRD1.2).

South

- **Existing Uses:** Vacant / agricultural lands, single-detached and townhome dwellings;
- **Official Plan Designation(s):** Residential and Residential Neighbourhood; and
- **Zone(s):** Residential District 1.2 with a holding symbol (HRD1.2), Residential District 1.2 (RD1.2), and Residential District 2.3 (RD2.3).

West

- **Existing Uses:** Vacant / agricultural lands, single-detached dwellings, and the Ganatchio Trail System;
- **Official Plan Designation(s):** Residential, Residential Neighbourhood, and Open Space;
- **Zones(s):** Residential District 1.1 (RD1.1), Residential District 2.3 with a holding symbol (HRD2.3), and Green District 1.1 (GD1.1).

3.0 PLANNING EVALUATION

To determine the feasibility and appropriateness of the proposed development, a comprehensive evaluation of the potential planning issues and impacts has been undertaken. The scope and level of detail of the planning evaluation has been based on:

- Provincial Policy Statement 2020;
- City of Windsor Official Plan policies and criteria;
- City of Windsor East Riverside Planning Area Secondary Plan;
- City of Windsor Zoning By-Law 8600 regulations; and
- Visual inspections of the site and surrounding lands.

Recognizing that overlaps exist between the various policies and criteria in the Official Plan, the approach used attempts to consolidate the relevant policies and criteria, and identify and evaluate the potential planning and land use related issues associated with the proposed residential development.

3.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) promotes the development of ‘Strong, Healthy Communities’ through the redevelopment of lands for an appropriate mix of uses, including residential uses. The proposed uses must be “consistent with” the Provincial Policy Statement and as a broad and general document, the Applicant must, through analysis of the policies, determine how the proposed use is appropriate and advances the Province’s interests. There are a number of sections of the Provincial Policy Statement that apply to the proposed residential development.

Our analysis suggests that the following policies of the Provincial Policy Statement are supportive of the Official Plan Amendment and Zoning By-law Amendment applications:

- Policy 1.1.1, relating to sustaining healthy, liveable and safe communities;
- Policy 1.1.2, relating to land availability;
- Policy 1.1.3, relating to settlement areas;
- Policy 1.2.1, relating to coordination;
- Policy 1.2.6, relating to land use compatibility;
- Policy 1.3.1, relating to economic development and competitiveness;
- Policy 1.4, relating to housing;
- Policy 1.5.1, relating to public spaces, recreation, parks, trails and open space;
- Policy 1.6.3, relating to infrastructure;
- Policy 1.6.6, relating to sewage, water, and stormwater;

- Policy 1.6.6.7, planning for stormwater management;
- Policy 1.6.7.4, relating to transportation systems;
- Policy 1.7, relating to long-term economic prosperity; and
- Policy 1.8, relating to energy conservation, air quality and climate change.

These policies are included in [Appendix B](#) and will be referenced throughout the remainder of this report. Our analysis concludes that the proposed development is consistent with the above policies of the Provincial Policy Statement.

3.2 City of Windsor Official Plan

The City of Windsor Official Plan sets general directions for the future pattern of development envisioned for the municipality during the planning period. The Official Plan includes general development policies within the Primary Plan – Chapter 6, Section 6.3 with respect to new residential development. Some of the general objectives of the Residential land use designation include:

- To support complementary range of housing forms and tenures in all neighbourhoods;
- To promote compact neighbourhoods which encourage a balanced transportation system;
- To promote selective residential redevelopment, infill and intensification initiatives; and
- To ensure that the existing housing stock is maintained and rehabilitated.

Recently, the City of Windsor has adopted Official Plan Amendment No. 159 to provide further policy direction in regard to residential intensification. Official Plan Amendment No. 159 provides the following locational criteria for new residential development and intensification:

- That there be access to a collector or arterial road;
- That full municipal physical services can be provided;
- That adequate community services and open spaces are available or are planned; and
- That public transportation service can be provided.

The Subject Site is currently designated as Residential within the Primary Plan of the City of Windsor Official Plan (refer to [Figure 2.0 – Existing City of Windsor Official Plan Designations](#)). The Residential land use designation does not permit High Profile residential dwellings. As such, a site specific Official Plan Amendment is required for the Residential land use designation to permit High Profile dwelling units on the Subject Site and to increase maximum permitted height from 4 storeys to 12 storeys.

Our analysis suggests that the following policies found in the Official Plan (refer to [Appendix C – City of Windsor Official Plan Policies](#)) are supportive of the Official Plan Amendment and Zoning By-law Amendment applications:

- Section 3.2, relating to growth and efficient land use;

Section 3.2.1.2, relating to neighbourhood housing variety;
 Section 3.3.2.1, relating to City Corridors;
 Section 4.2.1.2, relating to active lifestyle;
 Section 4.2.1.5, relating to healthy communities;
 Section 4.2.3.4, relating to housing mix;
 Section 4.2.4.3, relating to adaptable development;
 Section 5.3.4.1, relating to Environmental Policy Area definition;
 Section 5.3.4.1, relating to EPA A land use designation;
 Section 5.3.4.6, relating to development proposals within an EPA A or B;
 Section 5.4.6.4, relating to development criteria for Floodplain Areas;
 Section 6.2.1.3, relating to types of development pattern;
 Section 6.3.2.1 (as amended by OPA 159), relating to Residential designation permitted uses;
 Section 6.3.2.4 (as amended by OPA 159), relating to Residential designation locational criteria;
 Section 6.3.2.5 (as amended by OPA 159), relating to evaluation criteria for a neighbourhood development pattern;
 Section 7.1.3, relating to community transportation;
 Section 7.2.1.2, relating to efficient use;
 Section 7.2.1.4, relating to interconnected transportation system;
 Section 7.2.1.5, relating to land use, density and mix;
 Section 7.2.3.1, relating to pedestrian movement;
 Section 7.2.4.1, relating to cycling;
 Section 7.3.1.1, relating to coordinated, efficient and cost-effective infrastructure;
 Section 7.3.1.3, relating to maximizing use of existing infrastructure;
 Section 7.3.2.3, relating to new development;
 Section 8.3.1, relating to designing for people;
 Section 8.4.1.1, relating to integrated pedestrian access;
 Section 8.5.2.8, relating to energy conservation;
 Section 8.7.1.2, relating to complementary design;
 Section 8.7.2.1, relating to new development;
 Section 8.7.2.3, relating to infill development;
 Section 8.11.2.19, relating to partial screening of parking lots; and
 Section 11.7, relating to site plan control.

These policies are included in [Appendix C](#) and will be referenced throughout the remainder of this report.

3.3 City of Windsor Official Plan Volume II, East Riverside Planning Area Secondary Plan

The City of Windsor Official Plan includes Volume II which contains Special Policy Areas, Secondary Plans and Schedules. The Secondary Plans are adopted as formal amendments to the Primary Plan and provide more detailed policy direction for selected neighbourhoods throughout the City. The Subject Site is located within the East Riverside Planning Area and is therefore subject to a policy analysis with respect to the Secondary Plan. Some of the general objectives of the East Riverside Planning Area include:

- Developing an attractive, diverse, balanced and liveable community which accommodates a full range of urban land uses;
- Providing a balanced community with a diverse mix of housing forms in pedestrian oriented neighbourhoods;
- Creating distinct, functional and attractive residential neighbourhoods with the opportunities for neighbourhoods to develop areas characterized by more compact dwelling forms; and
- Encouraging development which is transit-supportive so as to increase the potential for transit servicing the community and linking it with other areas of Windsor.

The Subject Site is currently designated as Residential Neighbourhood within the East Riverside Planning Area Secondary Plan (refer to [Figure 3.0 – East Riverside Planning Area Land Use Plan](#)). The Residential Neighbourhood land use designation does not permit multiple dwellings greater than three (3) to four (4) storeys in height and restricts density to 40 dwelling units per hectare. As such, a site specific Official Plan Amendment including the requests to add an increased maximum permitted density from 40 units per hectare (UPH) to 130 UPH and to add an increased maximum permitted height from 4-storeys to 12-storeys.

Our analysis suggests that the following policies found in the Official Plan, Volume II (refer to [Appendix D – City of Windsor Official Plan Volume II, East Riverside Planning Area Secondary Plan Policies](#)) are supportive of the Official Plan Amendment and Zoning By-law Amendment applications:

- Section 2.4.1, relating to the Greenway System;
- Section 2.4.2, relating to strong neighbourhoods;
- Section 2.6.2, relating to comprehensive Greenway System;
- Section 2.6.5, relating to distinct residential neighbourhoods;
- Section 2.6.14, relating to walking;
- Section 2.6.18, relating to transit supportive development;
- Section 2.6.28, relating to urban design principles;
- Section 2.6.32, relating to infrastructure services;

Section 2.6.34, relating to stormwater management;
 Section 2.7.7.2, relating to options for high density;
 Section 2.7.7.3, relating to Residential Neighbourhoods permitted uses;
 Section 2.7.7.5, relating to mix and distribution of types;
 Section 2.7.9.8, relating to sidewalks;
 Section 2.7.9.12, relating to major road designations;
 Section 2.7.9.22, relating to transit; and
 Section 2.7.10.1, relating to stormwater management plan; and
 Section 2.7.10.10, relating to utilities.

These policies are included in [Appendix D](#) and will be referenced throughout the remainder of this report.

3.4 City of Windsor Zoning By-law 8600

The City of Windsor Zoning By-law 8600 provides specific standards and regulations for all developments within the City. The Zoning By-law implements the policies of the City of Windsor Official Plan by regulating built form and land uses throughout the Municipality.

The Subject Site is currently zoned as Residential District 1.2 with a holding symbol (HRD1.2) and Development Reserve District 1.1 (DRD1.1) in the City of Windsor Zoning By-law 8600 (refer to [Figure 4.0 - Existing City of Windsor Zoning By-law 8600 Designations](#)). The current zoning does not permit the proposed multiple dwelling residential development. As such, a Zoning By-law Amendment is required to facilitate the proposed development. A Zoning By-law Amendment is requested to rezone the Subject Site from Residential District 1.2 with a holding symbol (HRD1.2) and Development Reserve District 1.1 (DRD1.1) to a site specific Residential District 3.3 (RD3.3) zone. The proposed site specific requests are noted in bold, as follows:

Zone Provisions (RD 3.3)	Required	Proposed
Minimum Lot Frontage	45.0 m	127.7 m
Minimum Lot Area	14380.0 m ²	34,841.26 m ²
Maximum Lot Coverage	35.0%	17.7 %
Maximum Main Building Height	30.0 m	48.0 m
Minimum Landscaped Open Space Yard	35.0%	35.0%
Maximum Dwelling Unit Density	180 units per hectare	130 units per hectare
Minimum Parking Rate	1.25 spaces per dwelling unit	1.27 spaces per dwelling unit

The proposed site specific amendments would provide an opportunity for residential intensification and growth in a strategic location within the City of Windsor. The proposed Residential District 3.3 zone would allow the Subject Site to develop with a higher density while complying with the general intent of the Zoning By-law and relevant Official Plan policies.

The increase in maximum main building height will facilitate the introduction of a new form of residential units in the neighbourhood which will provide a range and mix of housing options to existing and future residents. A site specific Zoning By-law for a maximum height of 48m is requested to permit the construction of two (2), 12-storey residential buildings on the Subject Site. The City of Windsor considers one (1) storey to be 4.0m. The development will bring much needed residential dwelling units to the area and will support residential intensification. It is our understanding that there are a number of other parcels in the surrounding area that are intended to develop as high profile developments which will provide the opportunity for residential intensification in the area. The proposed development on the Subject Site is similar in form and height to the other proposals in the area and will be compatible with the potential future character of the area. The site specific request for an increase in maximum building height is further considered and evaluated throughout Section 3.5 of this report.

The above noted zoning provisions are included in [Appendix E](#) and will be referenced throughout the remainder of this report.

3.5 Planning Analysis and Considerations

Municipalities in Ontario are required under Section 3 of the Planning Act to ensure that planning matters and decisions are consistent with the Provincial Policy Statement (PPS). The Provincial Policy Statement includes policies that are designed to build strong and healthy communities and are intended to direct efficient and resilient development and land use patterns. According to the Provincial Policy Statement, healthy, livable and safe communities are sustained by: promoting efficient development and land use patterns, accommodating a range and mix of housing, avoiding development and land use patterns which cause environmental or public health and safety concerns, and promoting cost effective development patterns to minimize land consumption and servicing costs (PPS, 1.1.1 (a)(b)(c)(e)).

The proposed residential infill development will support the future growth of the community and provide a greater diversity of built form in the area. The proposed development is compatible with the surrounding land uses and provides an opportunity for the use of underutilized lands, within an already built-up area, in a manner that is supportive of good land use principles. The development is in keeping with Provincial Policy Statement and Official Plan policies which support housing development and a suitable mix of land uses within settlement areas (OP, 3.2, 4.2, and 6.3.1)

3.5.1 Location

The Subject Site is located south of Wyandotte Street East, between the future extensions of Clover Avenue and Lublin Avenue within the East Riverside Planning Area in the City of Windsor (refer to [Figure 1.0 - Location Map](#)). The site is located within a settlement area, which are areas that are intended to be

the focus of growth and development (PPS, 1.1.3.1). Settlement areas are directed to be developed based on a range of land uses with opportunities for intensification and redevelopment. Intensification and redevelopment are supported by transit-supportive developments which accommodate a significant supply and range of housing options, and should be considered where the availability of infrastructure and public service facilities exist or are planned to accommodate projected needs (PPS, 1.1.3.3). The proposed development promotes a land use pattern with increased density, introducing a range and mix of residential types to the area and encouraging transit-supportive development and intensification and infrastructure planning that minimizes land consumption and servicing costs (PPS, 1.1.1 (b, e)).

The location of the proposed development is appropriate based on the locational criteria for new residential development and intensification outlined in the Official Plan. Residential intensification is to be located where there is access to a collector or arterial road, there are full municipal physical services available or planned, adequate community services and open spaces are available or planned, and public transportation service can be provided (OP, 6.3.2.4). There are full municipal services which are available or planned to be available to the Subject Site. The Subject Site is located along Wyandotte Street East which is classified as a Class II Arterial Road and bounded to the west by the future Clover Avenue extension which is classified as a Class I Collector Road (OP, Vol. II, 2.7.9.12 (b, e)). There is an existing transit route operating along the section of Wyandotte Street East where the Subject Site has frontage. Nearby, there are a number of community services and open spaces available including East End Park and the Ganatchio Trail system. The Official Plan contemplates that High Profile buildings be located within the City Centre, Mixed Use Node and Mixed Use Corridor land use designations. The location of the Subject Site offers similar access opportunities as Mixed Use Nodes and Corridors; therefore the proposed Medium and High Profile residential development can be considered appropriate and in alignment with the Official Plan, as amended.

The proposed development provides an opportunity to supply a range and mix of housing options and densities to the area in an effort to meet the projected requirements of current and future residents (PPS, 1.4.1). The medium and high profile residential development may encourage residents of the area to remain in their neighbourhood as they age given the mix of housing options available which may boost the health and livability of the neighbourhood over the long term (OP, 4.2.1.5). Throughout the East Riverside area, there are a range of housing options including single-detached, semi-detached, and townhome dwellings. Further to the east along Banwell Road there are also existing medium and high density residential developments. Although the area is primarily comprised of low density forms of housing, options for alternative, higher density forms of housing may be encouraged where community services and facilities exist or are planned in an effort to accommodate a range of demographic and tenure types (OP, Vol II., 2.7.7.2).

The proposed development encourages an efficient land use pattern, density and mix of uses that will minimize the length and number of vehicle trips as well as support current and future use of transit and active transportation (PPS, 1.6.7.4). The Subject Site is currently serviced by a bus route operating along Wyandotte Street East which will provide future residents with connection to other areas of the City. The

existing transit route will allow residents to be within a 5 to 10-minute walk of the service providing convenient access and encouraging the use of transit (OP, Vol. II, 2.7.9.22).

There are existing sidewalks and bike lanes available along both sides of the Wyandotte Street East right-of-way, providing residents with safe and accessible opportunities for active transportation activities (OP, Vol II., 2.7.9.8). The East Riverside area has been identified as an area of moderate active transportation potential in the Active Transportation Master Plan (City of Windsor, 2019). There are various improvements planned for the existing sidewalk and bicycle network, as described in both the Active Transportation Master Plan and the Transportation Master Plan, which will increase the sites accessibility and functionality for future residents. The proposed development is keeping with the City's desire to promote development patterns that support the increase in walking, cycling and public transportation (OP, 7.2.2.5).

Nearby the Subject Site is the Ganatchio Trail system which hosts a variety of amenities and connections with other trails in the City, such as the Little River Extension which provides access to the Detroit River and other naturalized areas. The Subject Site is also located nearby to a Neighbourhood Park (NP) as identified by Schedule ER1-3: Greenway System Plan of the East Riverside Planning Area. The Ganatchio Trail system and the Neighbourhood Park are part of the larger Greenway System planned for the East Riverside area which is a key element to providing linkages among the communities' various areas and amenities (OP, Vol. II, 2.6.2). The Greenway System will act as an amenity space for existing and future residents of the area.

The proposed development is located advantageously along the Wyandotte Street East right-of-way and the future extension of the Clover Avenue right-of-way. Wyandotte Street East is classified as a Class II Arterial Road and Clover Avenue is classified as a Class I Collector Road (OP, Vol. II, 2.7.9.12 (b, e)). Medium and high density residential developments are encouraged to be located along either Collector or Arterial roads throughout the City (OP, 7.2.6.18 (c)). Wyandotte Street East is also classified as a City Corridor as identified in the Official Plan - Schedule J: Urban Structure Plan. City Corridors may support higher density residential opportunities and are intended to promote the relationship between transit, pedestrians, and corridor intensification (OP, 3.3.2.1).

The proposed residential development is consistent with and meets all of the City of Windsor's locational criteria for residential intensification as the site has access to an arterial road, full physical municipal services can be provided, adequate community services are available, and public transportation service can be provided (OP, 6.3.2.4).

3.5.2 Land Use

The Subject Site is located on lands designated as Residential according to the City of Windsor – Primary Plan. In addition, the Subject Site is located within the East Riverside Planning Area (Volume II of the Official Plan) and is designated as a Residential Neighbourhood. Official Plan Amendment No. 159 states that High Profile residential dwellings are to be directed to the City Centre, Mixed Use Centres and Mixed Use Corridors. As such, a site specific Official Plan Amendment to permit the High Profile residential

dwelling on the Subject Site will be required to facilitate the proposed development, in addition to increase the maximum permitted building height from 4 storeys to 12 storeys.

Further, the Residential Neighbourhood land use designation does not permit multiple dwellings greater than (3) to four (4) storeys in height and restricts density to 40 dwelling units per hectare. As such, a site specific Official Plan Amendment with requests to add an increased maximum permitted density from 40 units per hectare (UPH) to 130 UPH and to add an increased maximum permitted height from 4-storeys to 12-storeys will be required to facilitate the proposed development.

The surrounding land uses are compatible with the proposed residential land use and do not present any potential adverse effects from odour, noise and other contaminants (PPS, 1.2.6.1.). The Official Plan includes policies directed towards supporting the projected growth of the municipality through efficient land use management strategies that promote a good pattern of development (OP, 3.2). The proposed development represents a compact pattern of development that will provide additional housing stock to the area to meet the projected needs over the long term. Within settlement areas, sufficient land to accommodate the projected needs is to be made available through intensification and redevelopment (PPS, 1.1.2).

The Official Plan defines a neighbourhood development pattern as a neighbourhood which exhibits a characteristic lotting and/or development profile (OP, 6.2.1.3). The proposed development meets a number of the evaluation criteria for new residential development within a neighbourhood development pattern as it is feasible, is in keeping with the goals and objectives of the Primary Plan and Secondary Plan, provides adequate off-street parking, and is capable of being provided with full municipal physical services and emergency services (OP, 6.3.2.5). Other evaluation criteria including the massing, siting, orientation and gradual transition from low profile residential development to high profile residential development may be addressed during the Site Plan Control process.

The Subject Site is currently an underutilized parcel of land that is well suited to introduce an alternative, higher density housing option given that it is supported by nearby community services (OP, Vol. II, 2.7.7.2). East End Park and the Ganatchio Trail system represent just two (2) of the many parks and outdoor spaces that are available throughout the neighbourhood as part of the Greenway System (OP, Vol. II, Schedule ER-3). The comprehensive Greenway System provides a network of pedestrian and cycling routes to link areas within the East Riverside Planning Area, as well as off-site amenities such as Riverside Drive, the waterfront, Sandpoint Park, etc. (OP, Vol. II, 2.4.1). Within an approximately 2.0 km radius there are other community facilities including schools, recreational facilities, and commercial amenities which may service the day-to-day needs of future residents.

Developments that promote densities for new housing which efficiently use land, resources, infrastructure, public services, and support the use of active transportation and transit are to be encouraged (PPS, 1.4.3 (d)). The Subject Site is located in an existing built-up area which supports a mix of land uses, promoting a strong neighbourhood and good quality of life for residents (OP, Vol. II, 2.4.2). The proposed residential development on the Subject Site minimizes land consumption by developing lands that are underutilized

and which efficiently use the existing and planned infrastructure services to cost-effective development (PPS, 1.1.1 (e)).

3.5.3 Housing

The Provincial Policy Statement speaks to providing an appropriate range and mix of housing types and densities required to meet the projected needs of current and future residents within the regional market (PPS, 1.4.1). The proposed residential development will contribute to diversifying the housing stock of the East Riverside area which primarily consists of single-detached and townhome dwellings, with only a small number of high profile residential developments in the area. The proposed development will promote a healthy quality of life and a sense of community as an additional form of housing will become available to residents in the area which may suit and adapt to their changing needs (OP, 4.2.3.4 and 4.2.4.3). Encouraging a range and mix of housing types will provide residents with an opportunity to live in their neighbourhoods as they pass through the various stages of their lives (OP, 3.2.1.2).

Residential intensification should be prioritized in support of transit-supportive development (PPS, 1.4.3 (e)). The proposed development represents a compact land use pattern which may reduce the number of vehicle trips required and support alternative modes of transportation including public transit (OP, 7.2.1.5). The Subject Site makes efficient use of existing transportation infrastructure as it is located along the Wyandotte Street East right-of-way which supports an existing public transit route as well as existing pedestrian sidewalks and bicycle lanes (OP, 7.2.1.2). The accessibility of alternative modes of transportation may reduce vehicle dependence and enable residents to walk to their destinations thus promoting an active lifestyle and improving community health (OP, 4.2.1 and OP, Vol. II, 2.6.14).

Public spaces, recreation, park, trails and open spaces contribute to a healthy and sustainable community. The proposed development is located in an area with access to a full range of publicly-accessible natural settings for recreation which may facilitate active transportation and encourage social interaction and community connectivity (PPS, 1.5.1 (a, b)). Residential intensification that can be supported by available community services and open spaces should be promoted.

The proposed development is a form of residential intensification which provides additional housing options which may meet the social, health, economic and well-being requirements of current and future residents (PPS, 1.4.3 (b.1)). The proposed residential development efficiently uses land, resources, infrastructure and public services while supporting alternative transportation methods (PPS, 1.4.3 (d)).

3.5.4 Transportation System

The Provincial Policy Statement encourages development that promotes a dense land use pattern which minimizes the length and number of vehicle trips and encourages the use of alternative transportation methods (PPS, 1.6.7.4). The Subject Site is located advantageously along Wyandotte Street East which is classified as a Class II Arterial Road and as a City Corridor, as well as the future Clover Avenue extension which is classified as a Class I Collector Road. The Subject Site is well supported by the existing public transit route, pedestrian sidewalks, bicycle routes, and nearby multi-use trails.

The proposed development has access to barrier free and convenient walking conditions that will allow residents to have safe access to community amenities and services without the dependence on car ownership (OP, 7.2.3.1). There is access to an existing bicycle lane along Wyandotte Street East and the development will include the required bicycle parking spaces (OP, 7.2.4.1). Safe and accessible pedestrian movement will be encouraged through the existing sidewalks on both sides of the arterial road and collector road (OP, Vol II., 2.7.9.8).

Transit stops along Wyandotte Street East will provide convenient public transportation access for residents of the proposed development. Residential intensification along City Corridors supports more frequent transit service and creates a symbiotic relationship between transit, pedestrians, and intensification (OP, 3.3.2). The location of the proposed development along Wyandotte Street East represents transit-supportive development, linking the development to other areas of the City (OP, Vol II. 2.6.18).

The Applicant is proposing to provide 567 parking spaces, in the form of a surface parking lot and some underground parking on site to service the multiple dwelling residential buildings. All required accessible and loading spaces are provided in accordance with the current Zoning By-law. Partial screening of the surface parking lot may be provided to maintain an attractive streetscape and will be considered at the Site Plan Control stage (OP, 8.11.2.19).

The Ganatchio Trail system is located west of the Subject Site and provides residents with access to an interconnected pedestrian trail system. The Ganatchio Trail forms part of the Greenway System which is designed to provide linkages among the community's various areas and amenities (OP, Vol II., 2.6.2). These existing multi-use trails and other pedestrian networks are facilities that will foster an active lifestyle for future residents and improve community health (OP, 4.2.1.2).

The transportation network that supports the Subject Site promotes a community with functional connectivity and interconnectedness (OP, 7.2.1.4). Convenient access to transit and other active transportation networks allows for the development of a multimodal transportation system which promotes connectivity among transportation systems, is efficient, cost-effective and reliable for existing and future residents (PPS, 1.7.1 (g)).

3.5.5 Infrastructure

New developments are required to have full municipal infrastructure available or planned as a condition of approval (OP, 7.3.2.3 and OP, Vol II., 2.6.32). The proposed development promotes the efficient use and optimization of existing infrastructure and public service facilities including stormwater management systems, electricity and communications systems, and transit and other transportation corridors and facilities (PPS, 1.6.3 and OP, 7.3.1.3). Sanitary systems are planned for the area and will become available to the proposed development. The proposed residential development is located where appropriate levels of infrastructure are or will be available to support current and projected needs (PPS, 1.4.3 (c)). Infrastructure will be provided to the proposed development in a coordinated, efficient, and cost-effective manner in compliance with all regulatory requirements (OP, 7.3.1.1). Utilities such as electricity, water,

gas, and telephone services will be provided to the development in coordination with the appropriate utility companies (OP, Vol. II, 2.7.10.10).

The Subject Site is located within a Floodplain Area and includes a portion of an Environmental Policy Area A (EPA A) as identified in the Official Plan, Schedule C – Development Constraint Areas. As such, the appropriate studies and reports have been prepared in support of development within a floodplain as well as an EPA A and have been included in Section 3.6 – Additional Studies of this report. The supporting studies and reports demonstrate how the proposed residential development meets the development criteria for Floodplain Areas and an EPA A (OP, 5.4.6.4; 5.3.4.1 (a); 5.3.4.2; and 5.3.4.6). A stormwater management plan has been prepared to demonstrate how the proposed development meets the requirements for stormwater management planning including the use of effective and financially viable systems, mitigating risks to human health, safety, property and the environment, and minimizing the impact of urban development on the natural environment (PPS, 1.6.6.7 and OP, Vol. II, 2.6.34). The stormwater management plan will ensure that the proposed development is consistent with the overall scheme for drainage and stormwater management in the East Riverside Planning Area (OP, Vol. II, 2.7.10.1). An Environmental Evaluation Report has been prepared to demonstrate how the proposed development will impact the EPA A (OP, 5.3.4.6). Provided the mitigation measures, best management practices, and enhancement recommendations outlined in the Environmental Evaluation Report are followed, the proposed development should result in no negative impacts on the natural features or their ecological function.

The existing transportation infrastructure is well suited to support the proposed residential development. The proposed development is compatible with the long-term purposes and uses of the existing transportation corridors and will avoid any negative impacts (PPS, 1.6.8.3). The many options for transportation including public transit services and active transportation facilities form a multimodal transportation system which will provide connectivity within the neighbourhood (PPS, 1.6.7). The transportation network available to future residents will be accessible, affordable, and available (OP, 7.1.3).

3.5.6 Urban Design

The proposed residential development is compatible with the surrounding land uses in the area and is intended to make a positive contribution to the neighbourhood by introducing a range and mix of housing options available to meet the needs of current and future residents (PPS, 1.4.1). The medium and high profile residential development shall be designed in a manner that encourages high quality and consistent urban design which will encourage an attractive, safe, and pedestrian-friendly community (OP, Vol. II, 2.6.28). The proposed development is intended to achieve a complementary design relationship between the existing low density development and the proposed high density development by utilizing urban design styles that are compatible with the existing styles (OP, 8.7.1.2). It is our understanding that there are a number of other high profile developments proposed for parcels within the surrounding area. The introduction of high profile developments in the area promotes the desire for residential intensification that is planned in an efficient and compatible manner.

The design of the new proposed development will provide links with alternative transportation facilities and public transit services, will maintain the existing natural area features and functions, and will encourage attractive streetscapes which considers pedestrian scale amenities (OP, 8.7.2.1 (b, c, d)). Through the Site Plan Control process the proposed medium and high profile development will consider massing, architectural proportion, amenity spaces, and exterior building appearance to ensure that the proposed development is designed to be complementary to the existing development pattern of the area and any other future high profile developments in the area (OP, 8.7.2.3). The site layout has been designed to consider the position of the development relative to the right-of-way network, the available lot size, and the building area to site area ratios.

The proposed development will consider elements of design such as site circulation, landscaping elements, and architectural elements to enhance the pedestrian scale and provide user comfort (OP, 8.3.1.1 and OP, 8.3.1.2). Integrated design strategies will be incorporated to ensure that barrier-free, convenient, and direct pedestrian routes are available within the Subject Site and connecting to existing pedestrian networks (OP, 8.4.1.1).

The Subject Site is located along Wyandotte Street East which is considered a City Corridor, as per Schedule J - Urban Structure Plan in the City of Windsor Official Plan. Higher density land uses, such as the proposed development, are encouraged along City Corridors (OP, 3.3.2.1). Residential developments along City Corridors may include High Profile developments of up to 56 metres (OP, 3.3.2.1). The proposed development is in keeping with similar heights along other City Corridors.

3.5.7 Site Plan Control

The proposed residential development on the Subject Site will require Site Plan Control Approval. The application is to be filed following the approval of the Official Plan Amendment and Zoning By-law Amendment (OP, 11.7). Design guidelines will be adhered to and thoroughly reviewed during the Site Plan Control process.

3.5.8 Economic Prosperity

The proposed residential development represents an opportunity for real estate investment which responds to the changing market-based needs and contributes to the long-term economic prosperity of the community (PPS, 1.7.1 (b)). The efficient use of and optimization of underutilized lands and existing infrastructure and public service facilities in a cost-effective manner is intended to contribute to the long-term success of the neighbourhood. The vitality of the area may be strengthened by introducing residential intensification which supports economic development and community investment readiness (PPS, 1.7.1 (a)). The orderly development of a range and mix of housing options which adapts to the changing needs of communities is encouraged throughout the City (OP, 4.2.4.3). The multimodal transportation network that services the proposed development represents an efficient, cost-effective, and reliable transportation system which will meet the current and projected needs (PPS, 1.7.1 (g)).

3.5.9 Energy Conservation, Air Quality and Climate Change

The proposed development supports energy conservation and efficiency by utilizing a compact form of development, promoting the use of active transportation, supporting the use of transit, and promoting design and orientation which maximizing energy efficiency (PPS, 1.8.1 (a, b, e, f)). Policies relating to energy conservation within the City of Windsor include encouraging developments which utilize energy efficient designs and materials, are compact and clustered with compactible uses at densities which make transit service a viable investment, utilize landscaping elements to reduce heating and cooling effects, and support a sustainable, effective, and efficient transportation system (OP, 8.5.2.8 (a, b, c, e)).

3.6 Additional Studies

As identified through the Pre-Submission response from the City of Windsor, the following supporting background studies were identified as required for the Official Plan Amendment and Zoning By-law Amendment:

3.6.1 Transportation Impact Study (TIS)

A comprehensive Traffic Impact Study (TIS), prepared by Dillon Consulting Limited, dated November 2022, reviewing the anticipated change to traffic volumes and identifying any modifications to infrastructure necessary, has been provided under separate cover.

The TIS reviews several phases within the proposed North Neighbourhood development. It is noted that Phases 1, 2, and 4 have received approval while the remaining phases (Phases 3, 5, 6, and 7) are subject to development approvals.

Most movements at the study area intersections are projected to operate in an acceptable manner through to the 2032 horizon year with the subject subdivision in place. However, several movements at the Wyandotte Street East and Clover Avenue intersection and the Wyandotte Street East and Florence Avenue intersection are anticipated to operate at LOS E or LOS F during the AM and PM peak hours beginning in 2027. Minimal delay and queuing is projected for all other movements. Should the induced volumes not be added to the total future (2032) traffic volumes, the northbound and southbound approaches can be expected to operate at LOS D or better during the PM peak hour.

Given that the induced traffic volumes along the Clover Avenue and Florence Avenue corridors are very high-level projections, no mitigation for traffic control (i.e., a traffic signal) was completed at the Clover Avenue and Wyandotte Street East intersection or the Florence Avenue and Wyandotte Street East intersection. Nonetheless, based on the geometry and laning that is ultimately anticipated along Wyandotte Street East, a traffic signal would be anticipated to be the form of traffic control that may need to be introduced in the future. Therefore, it is recommended that these intersections be monitored, with new turning movement counts and traffic signal warrants undertaken following the completion of the various background developments, the subject subdivision and the internal road network.

In order to decrease the projected v/c ratios, delays, and 95th percentile queues at the STOP-controlled approaches along both Clover Avenue and Florence Avenue under the total future (2032) traffic volumes, it is recommended that northbound and southbound left-turn lanes be added to these two intersections along Wyandotte Street East. On Florence Avenue, both these left-turn lanes should feature 25 metres of storage. On Clover Avenue, the northbound approach should feature a left-turn lane with 25 metres of storage. However, the southbound left-turn lane should feature 40 metres of storage.

3.6.2 Environmental Evaluation Report

An Environmental Evaluation Report, prepared by Dillon Consulting Limited, dated October 2023, covering both Phase 6 and Phase 7 of the proposed North Neighbourhood development was prepared due to the presence of an EPA within the Study Area.

Extensive field studies were conducted between 2020 and 2023 to confirm the presence/absence of significant wildlife habitat, SCC, and/or SAR within the Project Location. The field study results were used to determine the potential ecological function of any natural features within the Study Area and also to determine potential impacts on any natural features as a result of the proposed development. Six SCC (only three within the Project Location), confirmed SWH (0.24 ha within the Project Location), and candidate SAR habitat (2.26 ha of Eastern Foxsnake Category 2/3 and four potential SAR bat roosting trees) were observed.

Part of the Project Location (part of North Neighbourhood Phase 6) is within EPA lands, is confirmed SWH, and is candidate SAR habitat. Without receiving MECP approval yet, we have demonstrated that the proposed development will not only conserve the significant natural feature and/or functions, we are recommending enhancement of the retained EPA lands. This recommendation meets the intent of having no negative impacts on the present natural features. The proposed development will require the removal of approximately 0.71 ha of Forb Meadow and 1.55 ha of Fencerow.

Three SCC (2 Field Thistle, 2 Eastern Stiff-leaved Goldenrod, and 27 Giant Ironweed) were observed within the proposed development for North Neighbourhood Phase 6. Stems of these SCC that are located within the proposed development footprint are recommended to be transplanted to the nearby, retained Forb Meadow community.

Provided the mitigation measures, best management practices, and enhancement recommendations outlined in this EER are followed, the proposed development should result in no negative impacts on the natural features or their ecological function.

3.6.3 Species at Risk Screening

A Species at Risk Considerations, prepared by Dillon Consulting Limited, dated November 2022, summarizing the natural environment existing conditions and potential for Species at Risk within the project location, has been provided under separate cover.

The Study Area does not contain provincial parks or conservation reserves/areas, Area of Natural and Scientific Interest (ANSI), Life Science, or Earth Science, Provincially Significant Wetlands (PSW), or unevaluated wetlands. In general, the Study Area is predominately comprised of cultural communities (i.e. active agriculture), and as a result, has been mostly disturbed. There is a low likelihood for the Study Area to provide wildlife habitat in general and habitat for SAR.

Potential impacts can generally be avoided through appropriate mitigation measures and best management practices (e.g. timing windows, exclusionary fencing, etc.). There is low likelihood anticipated that the proposed works would contravene Sections 9 and 10 of the ESA through the application of appropriate mitigation measures.

3.6.4 Stormwater Management Brief

A Stormwater Management Report, prepared by Dillon Consulting Limited, dated September 2023, outlining all stormwater requirements for the Subject Site, has been provided under separate cover.

The preliminary stormwater strategy to support the proposed North Neighbourhood Subdivision Phase 6 development is designed to meet the corresponding local and provincial SWM policies such that the development of this site will not result in adverse effects on the downstream receiving water systems. The proposed SWM strategy includes:

- A local storm sewer to convey the 1:5 year design storm event without surcharging closer than 0.30m from the proposed roadway surface.
- The proposed parking lot will be designed to convey the 1:100 year design storm event with levels below 0.3 m.
- The North Neighbourhood Pond to provide the required quality and quantity storage.

The existing North Neighbourhood Pond has sufficient capacity to accommodate the runoff from the proposed Phase 6 development while meeting the WERSMSM guidelines for freeboard during the governing 1:100 year event, and without overtopping the pond during the UST event.

3.6.5 Functional Servicing Report

A Functional Servicing Report, completed by Dillon Consulting Limited, dated September 2023, outlining the preliminary grading, stormwater management, sanitary, water, hydro, gas and communication relating to the Subject Site has been provided under separate cover.

The review of the adjacent services has been found to be sufficient for the proposed development. The design of the proposed internal services will be finalized during detailed design in consultation with the Municipality.

3.6.6 Archeological Assessment

A Stage 1 Archeological Assessment, prepared by Culture Resource Management Group Limited, dated February 2002, has been provided under separate cover.

The Stage 1 Archeological Assessment was completed for an 87.3 hectare portion of the North Neighbourhood located in East Windsor. This portion of the North Neighbourhood encapsulates the subject site. A covering letter to the City of Windsor, prepared by Culture Resource Management Group Limited, dated September 24, 2001, has been provided with the Archeological Assessment.

Based on the inspection of the property, it was determined that both the archeological potential and integrity of the North Neighbourhood area is considered low. It was recommended that the archeological condition for this portion of the North Neighbourhood property be cleared and for development to be allowed to proceed.

3.6.7 Natural Site Features Inventory & Preservation Study

A Natural Site Features Inventory and Preservation Study, prepared by Dillon Consulting Limited, dated September 2023, was prepared to outline the results of the inventory which occurred on April 10, 14, 20, 27, and May 16, 2023. The Study summarizes the results of the tree inventory conducted for areas potentially impacted by the proposed development and provides recommendations for trees to be removed or retained.

An inventory of trees was completed on April 10, 14, 20, 27, and May 16, 2023 and 614 trees were documented. To facilitate construction of the proposed development, 336 client-owned, private trees are required to be removed. A total of 278 trees (195 client-owned trees and 83 not client-owned trees) are recommended for preservation during construction, however it should be noted that during detailed design, effort will be made to retain as many other trees as possible as landscaping trees. Detailed recommendations for tree removals, maintenance, and preservation are provided within the Study.

3.6.8 Shadow Study

A Shadow Study, prepared by Dillon Consulting Limited, dated October 2023, reviewing the shadow impacts of the proposed development, has been provided under separate cover.

The shadow impacts from the proposed residential development are overall minor in effect and short in duration. The proposed shadows have a limited level of impact for the following reasons:

- The majority of cumulative shadowing impacts are moderate and shorter in duration, with shadow impact falling primarily away from residential properties;
- The shadow impacts occurring to the Subject Site largely affect the proposed surface parking area. The shadow coverage occurring to the surface parking area may be beneficial in assisting to mitigate any heat island effect by keeping asphalt temperatures cooler during the daytime hours;

- The shadow impacts to the adjacent East End Park are not anticipated to have any negative impact on the natural environmental quality that allows trees and vegetation to thrive;
- Of the shadowing impacts identified, the majority occur around sunrise or sunset, meaning that the neighbouring residential properties and the East End Park will continue to retain adequate sunlight access for leisure and recreation activities during the daytime hours, and increasingly in the warmer months; and
- The public realm is anticipated to experience some shadow coverage; however, the shadowing is limited in duration and by time of year. Any affected pedestrian sidewalks/trails maintain adequate sunlight coverage during the daytime hours. As such, it will not cause unreasonably negative impacts for, or deter from, the ability for community members to use the public realm in these particular areas.

3.6.9 Public Information Centre Engagement Summary

A Public Information Centre Summary, prepared by Dillon Consulting Limited, dated January 2023, outlining the comments received from the public regarding the proposed phases of development within the North Neighbourhood has been provided under separate cover.

The in-person meeting provided project information via presentation boards with opportunities for questions and feedback from the public (individual discussions, visiting map and comment forms). Based on the feedback received, the top concerns presented at the meeting related to the following: traffic, density/compatibility, and natural features.

Based on a review of the planning policy framework and supplementary technical reports, the proposed development is considered appropriate for the site and consistent with good planning principles. The proposed development has regard for the Provincial Policy Statement as it encourages the use of underutilized lands by proposing an intensification that exist in harmony with the surrounding land uses and makes efficient use of the existing municipal infrastructure. The proposed development conforms to the general intent of the City of Windsor Official Plan as it promotes a compact form and provides a mix of housing types which will diversify the housing options currently available in the area.

CONCLUSIONS

After reviewing relevant policies and guidelines, it is my professional opinion that the proposed residential development is consistent with the intent of the Provincial Policy Statement and the City of Windsor's Official Plan by providing residential infill in a quality, compact form within an already established area close to major public facilities and resources. The proposed residential development will efficiently use existing services, provide an alternative form of housing to the area, and reduce the length and number of vehicle trips for residents. Based on an extensive review of the technical planning and policy related issues, the proposed residential development is appropriate for the site and consistent with good planning principles.

Permitted uses within the Residential land use designation include Low Profile and Medium Profile dwelling units (OP, 6.3.2.1). High Profile residential dwellings are directed to be located within the City Centre, Mixed Use Centres and Mixed Use Corridors. As such, a site specific Official Plan Amendment to add the permitted use of High Profile dwelling units on the Subject Site is requested to permit the proposed development. Further, a site specific Official Plan Amendment is sought to increase maximum permitted height from 4 storeys to 12 storeys.

In addition, the Subject Site is located within the East Riverside Planning Area. Within the Secondary Plan, the Subject Site is designated as Residential Neighbourhood. The Residential Neighbourhood land use designation does not permit multiple dwellings greater than three (3) to four (4) storeys in height and restricts density to 40 dwelling units per hectare (OP, Vol. II, 2.7.7.3). As such, a site specific Official Plan Amendment to add an increased maximum permitted density from 40 units per hectare (UPH) to 130 UPH and to add an increased maximum permitted height from 4-storeys to 12-storeys on the Subject Site is requested to permit the proposed development.

To facilitate the proposed Medium and High Profile residential development, the Applicant is requesting that Council approve the above noted site specific Official Plan Amendments.

To facilitate the proposed residential development a Zoning By-law Amendment is required. The Applicant is requesting that Council approve an amendment to the City of Windsor Zoning By-law 8600 to rezone the Subject Site from Residential District 1.2 with a holding symbol (HRD1.2) and Development Reserve District 1.1 (DRD1.1) to a site specific Residential District 3.3 (RD3.3) with an increased maximum building height of 48.0m. The application for Removal of Holding will be submitted at the appropriate time.

I support the proposed application to amend the Official Plan and the Zoning By-Law to permit the proposed residential uses for the following reasons:

1. The proposed use is consistent with the Provincial Policy Statement for reasons outlined in Section 3.1;

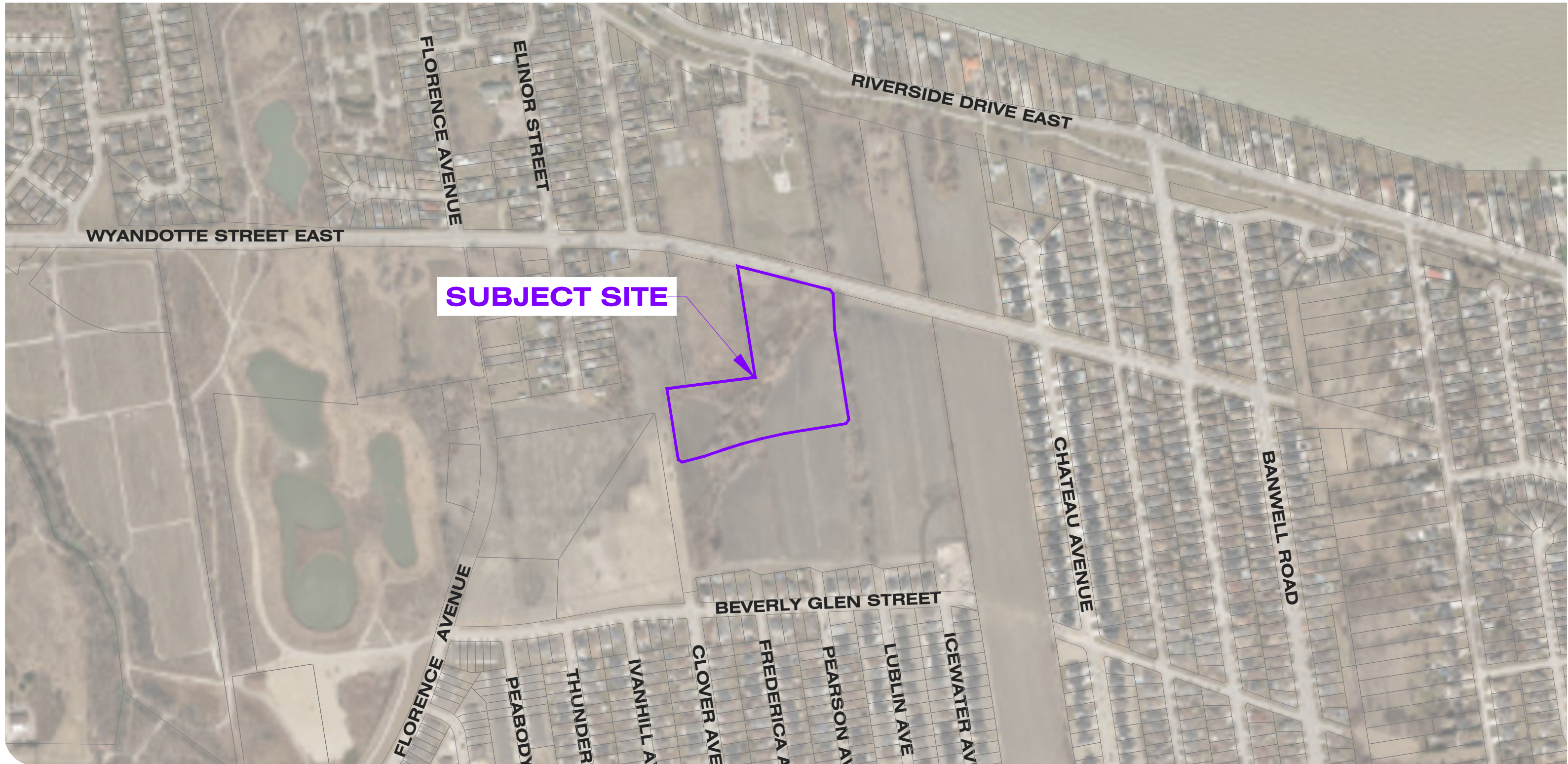
2. The proposed use is consistent with the policies in the City of Windsor Official Plan for reasons outlined in Section 3.2 and Section 3.3;
3. The proposed Official Plan Amendment to the East Riverside Planning Area Secondary Plan to increase the maximum permitted density to 130 dwelling units per hectare and to increase the maximum permitted height to 12-storeys on the Subject Site will not have any negative impacts to the surrounding land uses as outlined in Section 3.5;
4. The proposed Zoning By-law Amendment from Residential District 1.2 with a holding symbol (HRD1.2) and Development Reserve District 1.1 (DRD1.1) to a site specific Residential District 3.3 (RD3.3) will maintain all but one (1) of the existing zoning provisions, including the following:
 - Increase in maximum building height from 30.0m to 48.0m.
5. The proposed Zoning By-Law Amendment respects the land use compatibility and site suitability directives of Official Plan, supporting healthy, complete neighbourhoods;
6. The proposed development will add to the vitality of the area while supporting the efficient use of land and existing infrastructure. The proposed development takes advantage of existing infrastructure and community facilities;
7. The proposed infill development promotes compact form and intensification. Nearby amenities will encourage residents to use active transportation and transit, minimizing the number and length of vehicle trips;
8. Through urban design of the existing area, the proposed development will promote a sense of place and will serve the neighbouring residents while fitting in with the character of the neighbourhood;
9. The site is physically suitable and strategically located along an arterial road (Wyandotte Street East), which is also classified as a City Corridor, as well as a collector road (Clover Avenue);
10. The proposed development introduces new housing options to the neighbourhood allowing more residents to enter into the neighbourhood or to remain in place. The proposed density will provide much needed housing stock to the area and will contribute to the growth and vitality of the neighbourhood;
11. The proposed residential development support public transportation as the Subject Site is located along an existing transit route;
12. The proposed development is compatible with the surrounding land uses and is consistent with the mix of land uses evident in the surrounding area; and

13. The Applicant will proceed with Removal of Holding, Site Plan Control Approval, and Draft Plan of Condominium following adoption of the Official Plan Amendment and the Zoning By-law Amendment.

Theresa O'Neill


Theresa O'Neill
Planner

Figures



1027458 ONTARIO LIMITED
 EAST RIVERSIDE DEVELOPMENT
 NORTH NEIGHBOURHOOD - PHASE 6
PLANNING JUSTIFICATION REPORT

LOCATION MAP
 FIGURE 1.0

 SUBJECT SITE
 ±3.48 ha (± 8.59 ac)

File Location:
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 neighbourhood - phase 6 - pjr figures.dwg
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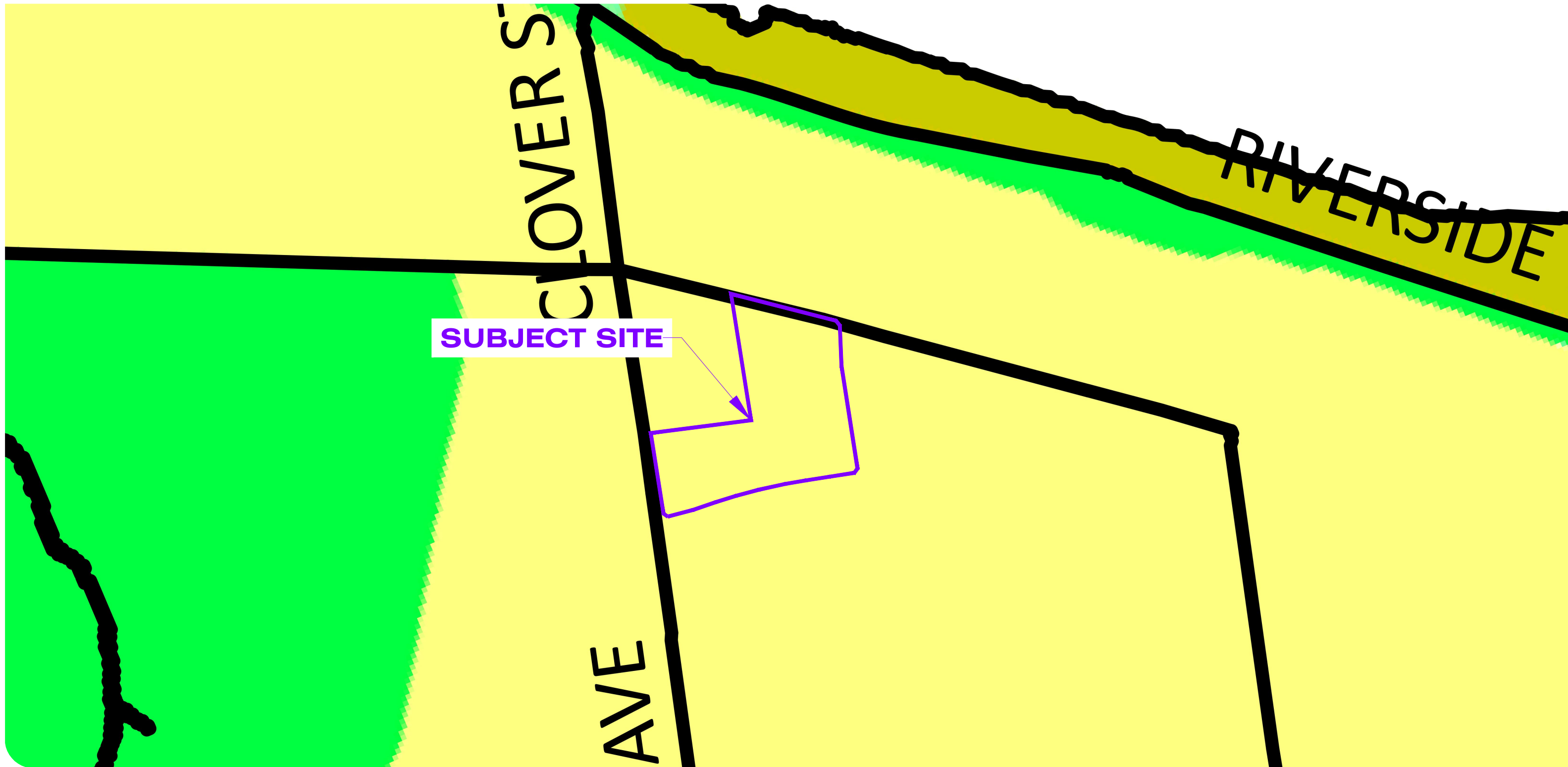
SOURCE: THE CITY OF WINDSOR AERIAL (2021)

MAP/DRAWING INFORMATION
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 VERIFIED BY AN O.L.S PRIOR TO CONSTRUCTION.
 CREATED BY: MRU
 CHECKED BY: TJO
 DESIGNED BY: MRU

SCALE: 1:5000 (11X17)



PROJECT: 22-4864
 STATUS: DRAFT
 DATE: 02/09/2023



SUBJECT SITE

1027458 ONTARIO LIMITED
 EAST RIVERSIDE DEVELOPMENT
 NORTH NEIGHBOURHOOD - PHASE 6
PLANNING JUSTIFICATION REPORT

**EXISTING CITY OF WINDSOR OFFICIAL
 PLAN DESIGNATIONS**
 FIGURE 2.0

- SUBJECT SITE
±3.48 ha (± 8.59 ac)
- RESIDENTIAL
- OPEN SPACE
- WATERFRONT RESIDENTIAL

File Location:
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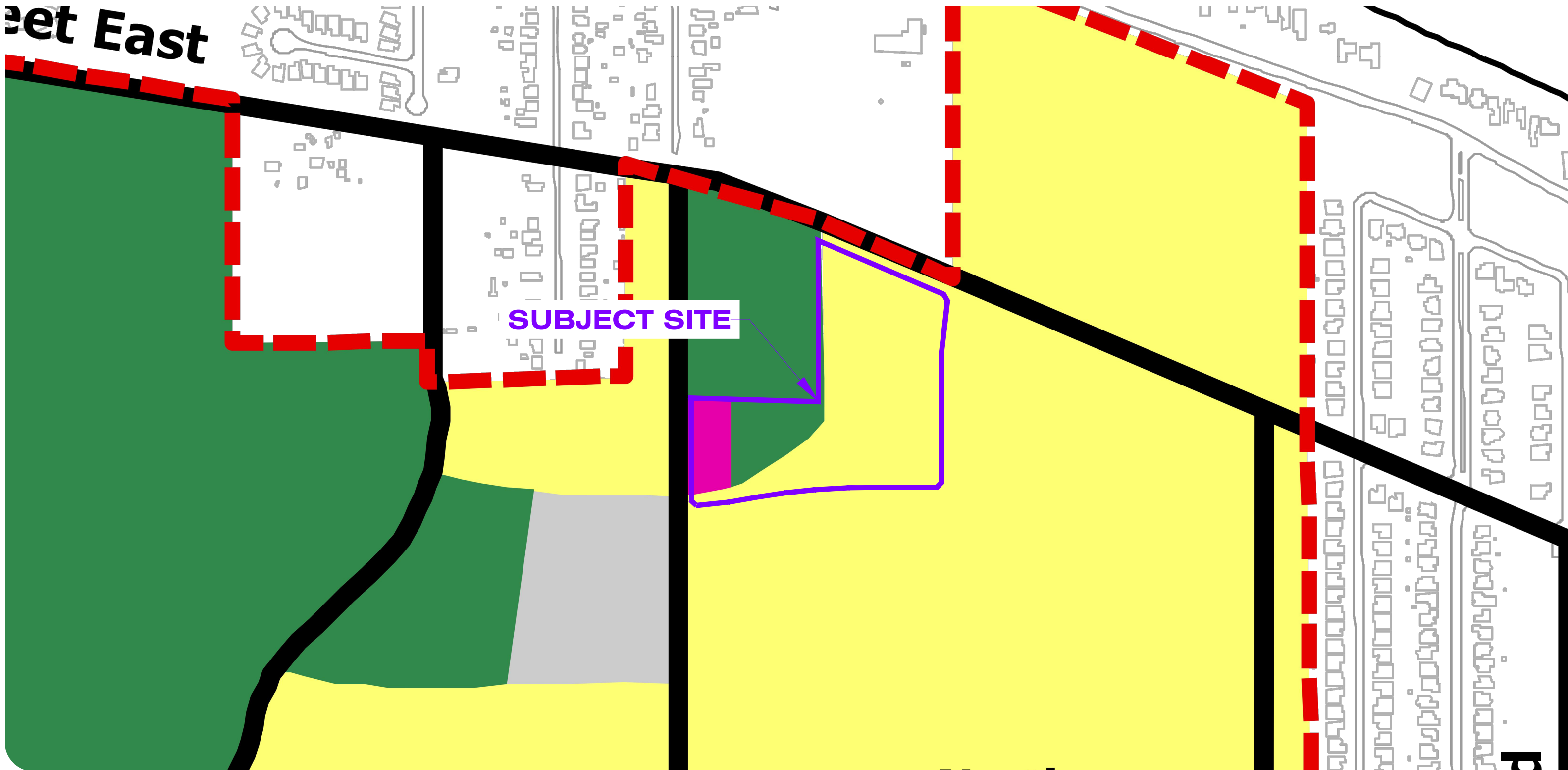
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PROJECT: 22-4864
 STATUS: DRAFT
 DATE: 02/09/2023

SOURCE: THE CITY OF WINDSOR OFFICIAL PLAN
 - SCHEDULE D: LAND USE



Street East

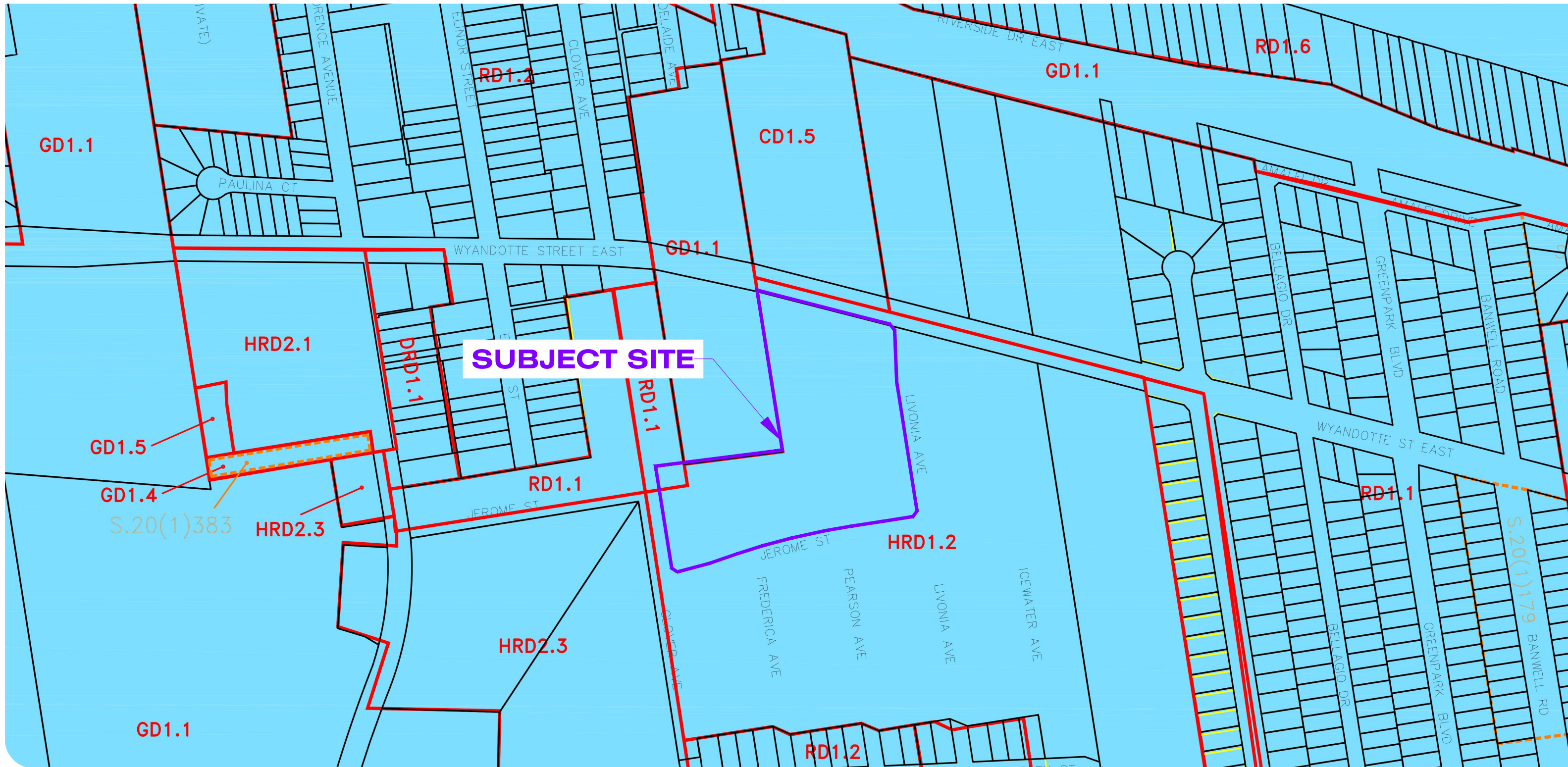


1027458 ONTARIO LIMITED
 EAST RIVERSIDE DEVELOPMENT
 NORTH NEIGHBOURHOOD - PHASE 6
PLANNING JUSTIFICATION REPORT

EAST RIVERSIDE PLANNING AREA
LAND USE DESIGNATIONS
 FIGURE 3.0




 SUBJECT SITE ±3.48 ha (± 8.59 ac)	 RESIDENTIAL NEIGHBOURHOOD	 OPEN SPACE	 SCHOOL SITE	 INSTITUTIONAL
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<p>File Location: c:\pw working directory\projects 2022\dillon_32mru\dms81719\22-4864 - north neighbourhood - phase 6 - pjf figures.dwg February, 09, 2023 4:54 PM</p> <p>SOURCE: THE CITY OF WINDSOR OFFICIAL PLAN VOLUME II - CHAPTER 2, SCHEDULE ER1-2: LAND USE PLAN</p>	<p>MAP/DRAWING INFORMATION THIS DRAWING IS FOR INFORMATION PURPOSE ONLY. ALL DIMENSIONS AND BOUNDARY INFORMATION SHOULD BE VERIFIED BY AN O.L.S PRIOR TO CONSTRUCTION. CREATED BY: MRU CHECKED BY: TJO DESIGNED BY: MRU</p>	<p>SCALE: N.T.S.</p>			<p>PROJECT: 22-4864 STATUS: DRAFT DATE: 02/09/2023</p>
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 EAST RIVERSIDE DEVELOPMENT
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EXISTING CITY OF WINDSOR ZONING BY-LAW 8600 DESIGNATIONS
FIGURE 4.0

 SUBJECT SITE ±3.48 ha (± 8.59 ac)	 ZONE BOUNDARY	 SPECIFIC ZONING EXEMPTIONS	GD - Green Districts
			RD - Residential Districts
			ID - Institutional Districts
			CD - Commercial Districts
			MD - Manufacturing Districts

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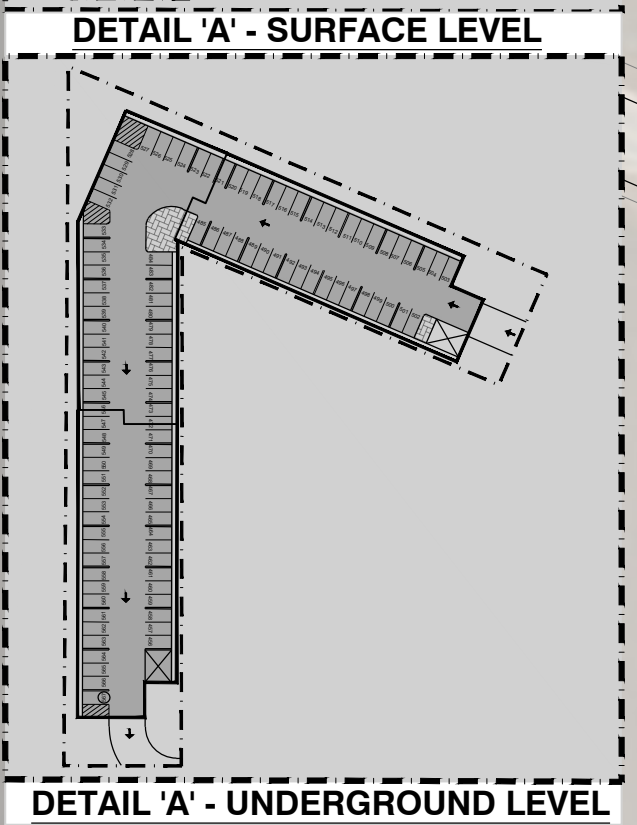
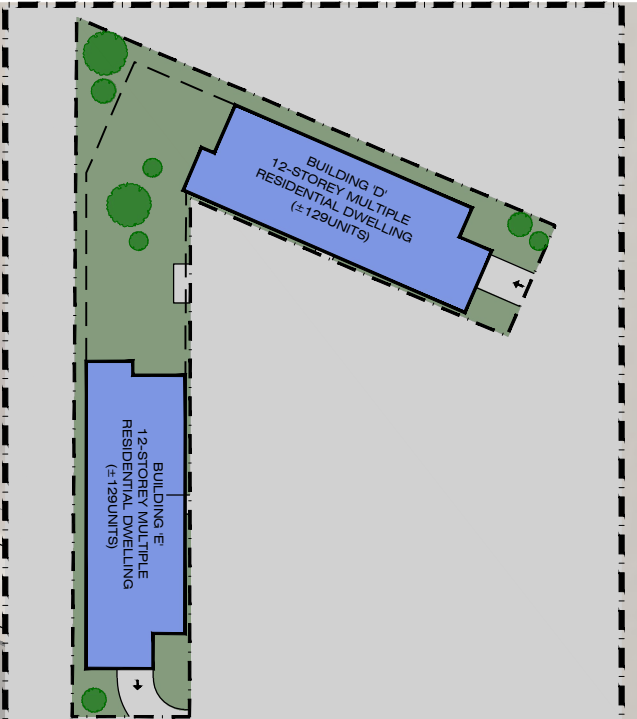
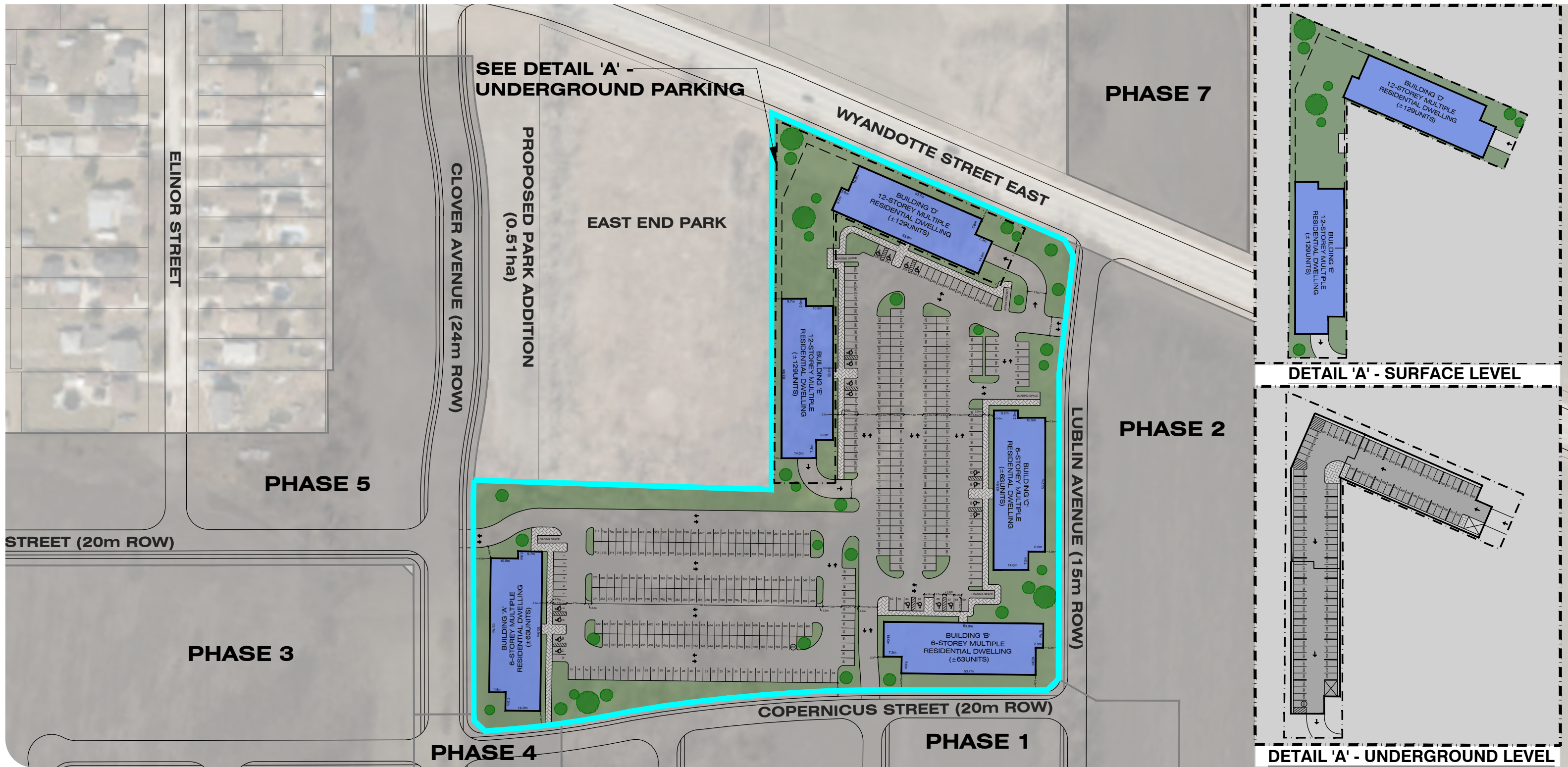
SOURCE: THE CITY OF WINDSOR
 - ZONING BY-LAW 8600 MAP

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 EAST RIVERSIDE DEVELOPMENT
 NORTH NEIGHBOURHOOD - PHASE 6
PLANNING JUSTIFICATION REPORT

CONCEPT PLAN
 FIGURE 5.0

SUBJECT AREA PHASE 6 (± 3.48ha)	MULTIPLE DWELLING RESIDENTIAL BUILDING (447 UNITS)	PROPOSED LANDSCAPED AREA	PROPOSED SIDEWALK	PROPOSED PAVEMENT
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PARKING STATISTICS RESIDENTIAL REQUIREMENTS (1.25 SPACE PER UNIT): 559 ACCESSIBLE REQUIREMENTS (INCL.): 14 TOTAL PARKING REQUIRED: 480 SURFACE PARKING PROVIDED: 455 COVERED PARKING PROVIDED: 112 ACCESSIBLE PROVIDED: 20 TOTAL PARKING PROVIDED: 567 PARKING RATE PROVIDED: 1.27 SPACES PER UNIT	PHASE 6 - MULTI-UNIT RESIDENTIAL UNITS COUNT - 447 UNITS HEIGHT - 6 & 12 STOREYS PARKING SIZE - 3.0 m X 5.5m PROPOSED MINIMUM SETBACKS FRONT YARD DEPTH - 5.5m BACK YARD DEPTH - 7.5m SIDE YARD DEPTH - 1.5m
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File Location:
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 south of wyandotte.dwg
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SOURCE: MAPPMYCITY WINDSOR AERIAL (2021)

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SCALE: 1:1500 (11X17)

PROJECT: 22-4864
 STATUS: DRAFT
 DATE: 12/05/2022

PHASE 6: FIVE (5) MULTIPLE DWELLING BUILDINGS WITH 447 UNITS TOTAL

- BUILDING "A": 6-STOREYS, 63 UNITS
- BUILDING "B": 6-STOREYS, 63 UNITS
- BUILDING "C": 6-STOREYS, 63 UNITS
- BUILDING "D": 12-STOREYS, 129 UNITS
- BUILDING "E": 12-STOREYS, 129 UNITS

PHASE 7: TWO (2) MULTIPLE DWELLING BUILDINGS WITH 308 UNITS TOTAL

- BUILDING "A": 11-STOREYS, 154 UNITS
- BUILDING "B": 11-STOREYS, 154 UNITS

**PHASE 5:
30 TOWNHOME DWELLINGS**

**PHASE 3:
117 TOWNHOME DWELLINGS**













PHASE 2: 71 LOTS

PHASE 4: 11 LOTS

PHASE 1: 81 LOTS

1027458 ONTARIO INC.
EAST RIVERSIDE DEVELOPMENT
NORTH NEIGHBOURHOOD - PHASE 6
PLANNING JUSTIFICATION REPORT

CONCEPTUAL DEVELOPMENT PLAN
MASTER PHASING PLAN
FIGURE 6.0

	SUBJECT AREA PHASE 1 (± 4.51ha)		SUBJECT AREA PHASE 2 (± 3.90ha)		SUBJECT AREA PHASE 3 (± 6.22ha)		SUBJECT AREA PHASE 4 (± 0.93ha)		SUBJECT AREA PHASE 5 (± 2.30ha)		SUBJECT AREA PHASE 6 (± 3.48ha)		SUBJECT AREA PHASE 7 (± 1.65ha)
	PROPOSED TOWNHOMES		PROPOSED SINGLE DETACHED DWELLINGS		MULTI-UNIT RESIDENTIAL BUILDINGS		PROPOSED ROW		PROPOSED PARK LANDS				

File Location:
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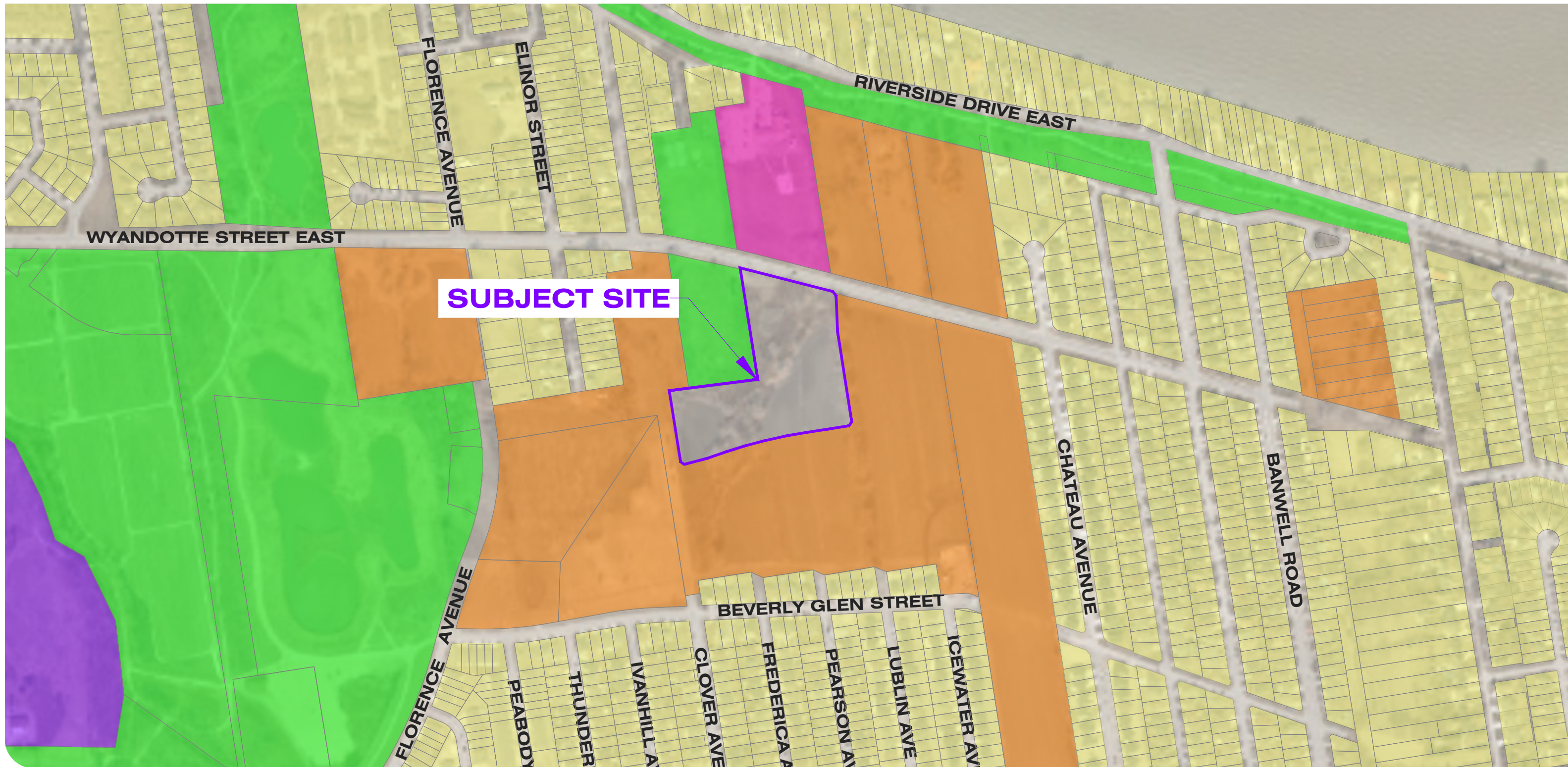
SOURCE: MAPPMY CITY WINDSOR AERIAL (2021)

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PROJECT: 21-1185
STATUS: DRAFT
DATE: 12/05/2022



1027458 ONTARIO LIMITED
 EAST RIVERSIDE DEVELOPMENT
 NORTH NEIGHBOURHOOD - PHASE 6
PLANNING JUSTIFICATION REPORT

SURROUNDING LAND USE
 FIGURE 7.0



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 neighbourhood - phase 6 - pjr figures.dwg
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PROJECT: 22-4864
 STATUS: DRAFT
 DATE: 02/09/2023

Appendix A

Development Applications

Appendix B

Provincial Policy Statement 2020

Part V: Policies

1.0 Building Strong Healthy Communities

Ontario is a vast province with urban, rural, and northern communities with diversity in population, economic activities, pace of growth, service levels and physical and natural conditions. Ontario's long-term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns. Efficient land use and development patterns support sustainability by promoting strong, liveable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth.

Accordingly:

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

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) avoiding development and land use patterns that would prevent the efficient expansion of *settlement areas* in those areas which are adjacent or close to *settlement areas*;
- e) promoting the integration of land use planning, growth management, *transit-supportive* development, *intensification* and *infrastructure* planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
- g) ensuring that necessary *infrastructure* and *public service facilities* are or will be available to meet current and projected needs;
- h) promoting development and land use patterns that conserve biodiversity; and
- i) preparing for the regional and local impacts of a changing climate.

1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a *provincial plan*, that time frame may be used for municipalities within the area.

Within *settlement areas*, sufficient land shall be made available through *intensification* and *redevelopment* and, if necessary, *designated growth areas*.

Nothing in policy 1.1.2 limits the planning for *infrastructure*, *public service facilities* and *employment areas* beyond a 25-year time horizon.

1.1.3 Settlement Areas

Settlement areas are urban areas and rural settlement areas, and include cities, towns, villages and hamlets. Ontario's settlement areas vary significantly in terms of size, density, population, economic activity, diversity and intensity of land uses, service levels, and types of infrastructure available.

The vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities. Development pressures and land use change will vary across Ontario. It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.

1.1.3.1 *Settlement areas* shall be the focus of growth and development.

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

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

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

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

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

1.1.3.5 Planning authorities shall establish and implement minimum targets for *intensification* and *redevelopment* within built-up areas, based on local conditions. However, where provincial targets are established through *provincial plans*, the provincial target shall represent the minimum target for affected areas.

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

1.1.3.7 Planning authorities should establish and implement phasing policies to ensure:

- a) that specified targets for *intensification* and *redevelopment* are achieved prior to, or concurrent with, new development within *designated growth areas*; and
- b) the orderly progression of development within *designated growth areas* and the timely provision of the *infrastructure* and *public service facilities* required to meet current and projected needs.

1.1.3.8 A planning authority may identify a *settlement area* or allow the expansion of a *settlement area* boundary only at the time of a *comprehensive review* and only where it has been demonstrated that:

- a) sufficient opportunities to accommodate growth and to satisfy market demand are not available through *intensification*, *redevelopment* and *designated growth areas* to accommodate the projected needs over the identified planning horizon;
- b) the *infrastructure* and *public service facilities* which are planned or available are suitable for the development over the long term, are financially viable over their life cycle, and protect public health and safety and the natural environment;
- c) in *prime agricultural areas*:
 1. the lands do not comprise *specialty crop areas*;
 2. alternative locations have been evaluated, and

- 1.1.5.6 Opportunities should be retained to locate new or expanding land uses that require separation from other uses.
- 1.1.5.7 Opportunities to support a diversified rural economy should be promoted by protecting agricultural and other resource-related uses and directing non-related development to areas where it will minimize constraints on these uses.
- 1.1.5.8 New land uses, including the creation of lots, and new or expanding livestock facilities, shall comply with the *minimum distance separation formulae*.

1.1.6 Territory Without Municipal Organization

- 1.1.6.1 On *rural lands* located in territory without municipal organization, the focus of development activity shall be related to the sustainable management or use of resources and resource-based recreational uses (including recreational dwellings).
- 1.1.6.2 Development shall be appropriate to the *infrastructure* which is planned or available, and avoid the need for the unjustified and/or uneconomical expansion of this *infrastructure*.
- 1.1.6.3 The establishment of new permanent townsites shall not be permitted.
- 1.1.6.4 In areas adjacent to and surrounding municipalities, only development that is related to the sustainable management or use of resources and resource-based recreational uses (including recreational dwellings) shall be permitted. Other uses may only be permitted if:
- the area forms part of a planning area;
 - the necessary *infrastructure* and *public service facilities* are planned or available to support the development and are financially viable over their life cycle; and
 - it has been determined, as part of a *comprehensive review*, that the impacts of development will not place an undue strain on the *public service facilities* and *infrastructure* provided by adjacent municipalities, regions and/or the Province.

1.2 Coordination

- 1.2.1 A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies and boards including:
- managing and/or promoting growth and development that is integrated with *infrastructure* planning;
 - economic development strategies;

- c) managing natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources;
- d) *infrastructure, multimodal transportation systems, public service facilities and waste management systems;*
- e) ecosystem, shoreline, watershed, and Great Lakes related issues;
- f) natural and human-made hazards;
- g) population, housing and employment projections, based on *regional market areas;* and
- h) addressing housing needs in accordance with provincial policy statements such as the Policy Statement: Service Manager Housing and Homelessness Plans.

1.2.2 Planning authorities shall engage with Indigenous communities and coordinate on land use planning matters.

1.2.3 Planning authorities should coordinate emergency management and other economic, environmental and social planning considerations to support efficient and resilient communities.

1.2.4 Where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with lower-tier municipalities shall:

- a) identify and allocate population, housing and employment projections for lower-tier municipalities. Allocations and projections by upper-tier municipalities shall be based on and reflect *provincial plans* where these exist and informed by provincial guidelines;
- b) identify areas where growth or development will be directed, including the identification of nodes and the corridors linking these nodes;
- c) identify targets for *intensification* and *redevelopment* within all or any of the lower-tier municipalities, including minimum targets that should be met before expansion of the boundaries of *settlement areas* is permitted in accordance with policy 1.1.3.8;
- d) where major transit corridors exist or are to be developed, identify density targets for areas adjacent or in proximity to these corridors and stations, including minimum targets that should be met before expansion of the boundaries of *settlement areas* is permitted in accordance with policy 1.1.3.8; and
- e) provide policy direction for the lower-tier municipalities on matters that cross municipal boundaries.

1.2.5 Where there is no upper-tier municipality, planning authorities shall ensure that policy 1.2.4 is addressed as part of the planning process, and should coordinate these matters with adjacent planning authorities.

1.2.6 Land Use Compatibility

1.2.6.1 *Major facilities and sensitive land uses* shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential *adverse effects* from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of *major facilities* in accordance with provincial guidelines, standards and procedures.

1.2.6.2 Where avoidance is not possible in accordance with policy 1.2.6.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and *development* of proposed adjacent *sensitive land uses* are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:

- a) there is an identified need for the proposed use;
- b) alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;
- c) *adverse effects* to the proposed *sensitive land use* are minimized and mitigated; and
- d) potential impacts to industrial, manufacturing or other uses are minimized and mitigated.

1.3 Employment

1.3.1 Planning authorities shall promote economic development and competitiveness by:

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

1.4 Housing

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

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

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

1.4.2 Where planning is conducted by an upper-tier municipality:

- a) the land and unit supply maintained by the lower-tier municipality identified in policy 1.4.1 shall be based on and reflect the allocation of population and units by the upper-tier municipality; and
- b) the allocation of population and units by the upper-tier municipality shall be based on and reflect *provincial plans* where these exist.

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

- a) establishing and implementing minimum targets for the provision of housing which is *affordable to low and moderate income households* and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;
- b) permitting and facilitating:
 1. all *housing options* required to meet the social, health, economic and well-being requirements of current and future residents, including *special needs* requirements and needs arising from demographic changes and employment opportunities; and
 2. all types of *residential intensification*, including additional residential units, and *redevelopment* in accordance with policy 1.1.3.3;

- c) directing the development of new housing towards locations where appropriate levels of *infrastructure* and *public service facilities* are or will be available to support current and projected needs;
- d) promoting densities for new housing which efficiently use land, resources, *infrastructure* and *public service facilities*, and support the use of *active transportation* and transit in areas where it exists or is to be developed;
- e) requiring *transit-supportive* development and prioritizing *intensification*, including potential air rights development, in proximity to transit, including corridors and stations; and
- f) establishing development standards for *residential intensification*, *redevelopment* and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

1.5 Public Spaces, Recreation, Parks, Trails and Open Space

1.5.1 Healthy, active communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate *active transportation* and community connectivity;
- b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for *recreation*, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;
- c) providing opportunities for public access to shorelines; and
- d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.

1.6 Infrastructure and Public Service Facilities

1.6.1 *Infrastructure* and *public service facilities* shall be provided in an efficient manner that prepares for the *impacts of a changing climate* while accommodating projected needs.

Planning for *infrastructure* and *public service facilities* shall be coordinated and integrated with land use planning and growth management so that they are:

- a) financially viable over their life cycle, which may be demonstrated through asset management planning; and
- b) available to meet current and projected needs.

1.6.2 Planning authorities should promote *green infrastructure* to complement *infrastructure*.

1.6.3 Before consideration is given to developing new *infrastructure* and *public service facilities*:

a) the use of existing *infrastructure* and *public service facilities* should be optimized; and

b) opportunities for adaptive re-use should be considered, wherever feasible.

1.6.4 *Infrastructure* and *public service facilities* should be strategically located to support the effective and efficient delivery of emergency management services, and to ensure the protection of public health and safety in accordance with the policies in Section 3.0: Protecting Public Health and Safety.

1.6.5 *Public service facilities* should be co-located in community hubs, where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and *active transportation*.

1.6.6 Sewage, Water and Stormwater

1.6.6.1 Planning for *sewage and water services* shall:

a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:

1. *municipal sewage services* and *municipal water services*; and
2. *private communal sewage services* and *private communal water services*, where *municipal sewage services* and *municipal water services* are not available or feasible;

b) ensure that these systems are provided in a manner that:

1. can be sustained by the water resources upon which such services rely;
2. prepares for the *impacts of a changing climate*;
3. is feasible and financially viable over their lifecycle; and
4. protects human health and safety, and the natural environment;

c) promote water conservation and water use efficiency;

d) integrate servicing and land use considerations at all stages of the planning process; and

e) be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5. For clarity, where *municipal sewage services* and *municipal water services* are not available, planned or feasible, planning authorities have the ability to consider the use of the servicing options set out through policies 1.6.6.3, 1.6.6.4, and 1.6.6.5 provided that the specified conditions are met.

1.6.6.2 *Municipal sewage services* and *municipal water services* are the preferred form of servicing for *settlement areas* to support protection of the environment and minimize potential risks to human health and safety. Within *settlement areas* with existing *municipal sewage services* and *municipal water services*, *intensification* and *redevelopment* shall be promoted wherever feasible to optimize the use of the services.

~~sufficient *reserve sewage system capacity* shall include treatment capacity for hauled sewage from *private communal sewage services* and *individual on-site sewage services*.~~

1.6.6.7 Planning for stormwater management shall:

- a) be integrated with planning for *sewage and water services* and ensure that systems are optimized, feasible and financially viable over the long term;
- b) minimize, or, where possible, prevent increases in contaminant loads;
- c) minimize erosion and changes in water balance, and prepare for the *impacts of a changing climate* through the effective management of stormwater, including the use of *green infrastructure*;
- d) mitigate risks to human health, safety, property and the environment;
- e) maximize the extent and function of vegetative and pervious surfaces; and
- f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.

1.6.7 Transportation Systems

1.6.7.1 ~~Transportation systems~~ should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.

1.6.7.2 Efficient use should be made of existing and planned *infrastructure*, including through the use of *transportation demand management* strategies, where feasible.

1.6.7.3 As part of a *multimodal transportation system*, connectivity within and among *transportation systems* and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and *active transportation*.

1.6.8 Transportation and Infrastructure Corridors

1.6.8.1 Planning authorities shall plan for and protect corridors and rights-of-way for *infrastructure*, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.

1.6.8.2 *Major goods movement facilities and corridors* shall be protected for the long term.

1.6.8.3 Planning authorities shall not permit *development in planned corridors* that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

1.6.11 Energy Supply

- 1.6.11.1 Planning authorities should provide opportunities for the development of energy supply including electricity generation facilities and transmission and distribution systems, district energy, and *renewable energy systems* and *alternative energy systems*, to accommodate current and projected needs.

1.7 Long-Term Economic Prosperity

1.7.1 Long-term economic prosperity should be supported by:

- a) promoting opportunities for economic development and community investment-readiness;
- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of *housing options* for a diverse workforce;
- c) optimizing the long-term availability and use of land, resources, *infrastructure* and *public service facilities*;
- d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;
- e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including *built heritage resources* and *cultural heritage landscapes*;
- f) promoting the redevelopment of *brownfield sites*;
- g) providing for an efficient, cost-effective, reliable *multimodal transportation system* that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;
- h) providing opportunities for sustainable tourism development;
- i) sustaining and enhancing the viability of the *agricultural system* through protecting agricultural resources, minimizing land use conflicts, providing opportunities to support local food, and maintaining and improving the *agri-food network*;
- j) promoting energy conservation and providing opportunities for increased energy supply;
- k) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature; and
- l) encouraging efficient and coordinated communications and telecommunications infrastructure.

1.8 Energy Conservation, Air Quality and Climate Change

- 1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the *impacts of a changing climate* through land use and development patterns which:

- a) promote compact form and a structure of nodes and corridors;
- b) promote the use of *active transportation* and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
- c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;
- d) focus freight-intensive land uses to areas well served by major highways, *airports, rail facilities and marine facilities*;
- e) encourage *transit-supportive* development and *intensification* to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
- f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and *green infrastructure*; and
- g) maximize vegetation within *settlement areas*, where feasible.

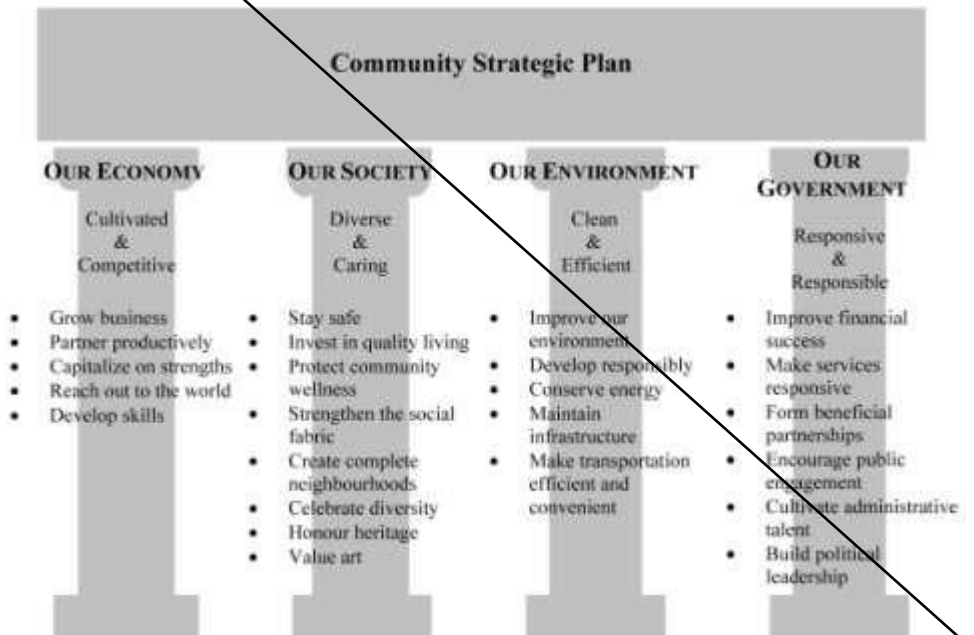
Appendix C

City of Windsor Official Plan – Primary Plan Policies

**FOUR
INTERRELATED
THEMES**

The Community's commitment to the vision is reflected in an action strategy centred around four interrelated pillars, namely:

- (a) Our Economy: Cultivated and Competitive;
- (b) Our Society: Diverse and Caring;
- (c) Our Environment: Clean & Efficient; and
- (d) Our Government: Responsive & Responsible.



3.2 Growth Concept

The 1996 Census population of Windsor was 197,695. Windsor's population is expected to increase by between 11,980 to 23,280 from 1996 to 2016. This growth and corresponding demographic changes, is projected to result in the need for an additional 10,950 dwelling units and create between 13,900 and 29,600 new jobs. This, in turn, will result in the projected development of between 390 to 476 hectares of residential lands and 243 to 514 hectares of employment and commercial lands.

The policies of this Plan are directed toward accommodating the projected growth through practical and efficient land use management strategies that promote a compact pattern of development and balanced transportation system. Compatible residential, commercial and employment growth will be directed to appropriate locations within existing and planned neighbourhoods to reduce development and infrastructure costs and provide opportunities to live, work and shop in

close proximity. Mixed use developments will be encouraged with strong pedestrian orientations and to support public transit. This concept will enable Windsor to continue its growth and foster a vibrant economy, while ensuring a safe, caring and diverse community and a sustainable, healthy environment.

In order to manage growth consistent with the community vision, the following key policy directions are provided for in the other chapters of this Plan.

3.2.1 Safe, Caring and Diverse Community

NEIGHBOURHOOD CENTRES 3.2.1.1 Windsorites want to be a part of neighbourhoods that meet their needs as places to live, shop and play. Each neighbourhood will have a central area that provides a focus for activities and is within a convenient walking distance. Here, people will find shops, jobs, neighbourhood based services, public places that are safe and inviting, and a place to meet with neighbours and join in community life. The neighbourhood centre will provide a variety of housing types for all ages and incomes.

NEIGHBOURHOOD HOUSING VARIETY 3.2.1.2 Encouraging a range of housing types will ensure that people have an opportunity to live in their neighbourhoods as they pass through the various stages of their lives. Residents will have a voice in how this new housing fits within their neighbourhood. As the city grows, more housing opportunities will mean less sprawl onto agricultural and natural lands.

DISTINCTIVE NEIGHBOURHOOD CHARACTER 3.2.1.3 Windsor will keep much of what gives its existing neighbourhoods their character – trees and greenery, heritage structures and spaces, distinctive area identities, parks, and generally low profile development outside the City Centre. Around the neighbourhood centres, the existing character of the neighbourhood will be retained and enhanced. Newly developing areas will be planned to foster their own unique neighbourhood identities with a mixture of homes, amenities and services.

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

3.3.2 Vibrant Economy

EMPLOYMENT 3.2.2.1 Windsor’s economy will be stimulated by active employment centres that

city and region. This type of node typically serves as a location for the provision of hospital-based health care and/or major post-secondary institutions. Regional Institutional Centres can also function as employment centres providing jobs in the health care, education, research and development, offices, retail and personal service sectors.

(c) Regional Employment Centres

Regional Employment Centres are a type of Major Activity Centre where a large number of jobs are located. This type of node typically serves as a location for the large scale manufacturing or distribution of goods. Additionally, retail, office and personal service uses may be established as ancillary uses.

(d) Regional Open Space System

The Regional Open Space System includes the major natural and open space features that form part of a continuous system throughout Windsor. Some components of the Regional Open Space System are also designated as Natural Heritage in the Official Plan although not all Natural Heritage features are components of the Regional Open Space System. The Regional Open Space System includes an existing and future natural and naturalized corridor around Windsor with opportunities for future recreation and recreational pathways.

3.3.2 Corridors

Corridors represent the backbones of the urban network structure. Neighbourhoods gravitate towards these corridors to serve their everyday needs or to connect with larger nodes, commercial centres and employment centres to access a wider range of services and opportunities. Corridors have opportunities for intensification that would provide a wider range of services and opportunities for adjacent neighbourhoods but also more opportunities to live and work in the area. Corridors may connect with nodes and extend along roadways radiating away from a central point. Some corridors exist without such connections and represent stand alone sections.

Corridors are located along transit routes, with City Corridors having the most frequent service. Ideally, corridors are walkable, providing neighbourhoods and those who use transit with easy access to services along main streets. Corridors provide residents with opportunities to travel by bus, bicycle or on foot to their desired destination within or

beyond their neighbourhood. Increased employment and residential densities along corridors support more frequent transit, and in turn more frequent transit supports and attracts higher density land uses along the corridor. This symbiotic relationship between transit, pedestrians and corridor intensification is key to the success of any corridor. Thus, corridors and transit should be planned and fostered together.

**CITY
CORRIDORS**

3.3.2.1 City Corridors serve to connect the City Centre Growth Centre and Regional Commercial Centres. City corridors radiate from these Centres following numerous high frequency transit corridors. City corridors connect to Regional Commercial Centres along selected arterial roads but do not extend as far outward or as numerous as corridors connected to the City Centre. These corridors are intended to provide services for those living in close proximity to the area but also those who may arrive by transit, bicycle and by car.

There are higher density employment and residential opportunities, with a significant amount of retail to support both every day needs, but also needs beyond the day such as furniture and appliance stores, home improvement stores, and stores that carry specialty items.

Pharmacies and medical service are available with multiple choices for specialized care including doctors who specialize in specific types of care.

Government services and buildings associated with the municipality, province or federal government are also found in these areas.

Entertainment facilities, designed to attract people from well beyond the immediate area are also found on corridors that radiate from the City Centre.

Transit service is frequent (10-20 minute peak headways) and offers multiple connections to other nodes and corridors throughout the city by a main transfer location or transit station. Regional transit connections are also available.

Residential development may include high profile (26 to 58 metres in height), medium profile (14 to 26 metres in height) and residential over retail at street, as well as row housing and lofts.

**NEIGHBOURHOOD
CORRIDORS**

3.3.2.2 The purpose and function of neighbourhood corridors is to link street sections to neighbourhood nodes or as standalone sections of community retail and services. These corridors provide for the day to day needs of the immediate neighbourhood that surrounds them. While employment is not the major focus, these corridors create a sense of community by

*ECONOMIC
OPPORTUNITY*

4.1.6 Economic opportunities throughout Windsor.

STAY SAFE

4.1.7 A safe environment throughout Windsor.

*BALANCED
DECISION
MAKING*

4.1.8 A decision making process that balances environmental, economic and social considerations.

4.2 Objectives

4.2.1 Healthy and Liveable City

*PLANNING &
DESIGN*

4.2.1.1 To consider community health in the planning and design of Windsor and its neighbourhoods.

*ACTIVE
LIFESTYLE*

4.2.1.2 To provide for activities and facilities which will foster an active lifestyle to improve community health.

*MONITOR
HEALTH*

4.2.1.3 To regularly monitor community health.

*CLIMATE
PROTECTION*

4.2.1.4 To protect against climate change and its possible adverse effects on human health, the physical environment, economy and quality of life.

*AGING IN
PLACE*

4.2.1.5 To encourage a mix of housing types and services to allow people to remain in their neighbourhoods as they age.

*PEDESTRIAN
SCALE*

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 Environmental Sustainability

*PLANNING &
DESIGN*

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

ECOSYSTEMS

4.2.2.2 To protect and restore ecosystems.

*SUSTAINABLE
DEVELOPMENT*

4.2.2.3 To encourage community planning, design and development that is sustainable.

*COMPATIBLE
DEVELOPMENT*

4.2.2.4 To promote development that meets human needs and is compatible with the natural environment.

*REDUCE
ENVIRONMENTAL
IMPACTS*

4.2.2.5 To reduce environmental impacts.

4.2.3 Quality of Life

- MIX OF USES* 4.2.3.1 To encourage a mix of uses.
- PROXIMITY OF BASIC SERVICES* 4.2.3.2 To encourage the location of basic goods and services close to where people live and work.
- COMMUNITY NEEDS* 4.2.3.3 To recognize the needs of the community in terms of shelter, support services, accessibility and mobility.
- HOUSING MIX** 4.2.3.4 To accommodate the appropriate range and mix of housing.
- LOCATION OF COMMUNITY SERVICES* 4.2.3.5 To encourage community services at appropriate locations throughout Windsor.
- FIRST NATIONS* 4.2.3.6 To recognize the needs of the First Nations communities for housing and support services.

4.2.4 Sense of Community

- SOCIAL INTERACTION* 4.2.4.1 To encourage development that fosters social interaction.
- COMMUNITY LIVING* 4.2.4.2 To encourage development that fosters the integration of all residents into the community.
- ADAPTABLE DEVELOPMENT** 4.2.4.3 To encourage developments that adapt to changing resident needs.
- COMMUNITY FACILITIES* 4.2.4.4 To co-locate community facilities.

4.2.5 Community Empowerment

- EDUCATION & TRAINING* 4.2.5.1 To encourage the development of education and training facilities throughout Windsor.
- PUBLIC INVOLVEMENT* 4.2.5.2 To encourage and facilitate public involvement in planning and development initiatives.
- INFORMATION SYSTEM* 4.2.5.3 To ensure effective public information and communication on planning and development initiatives.

5.4.6 Floodplain Areas Policies

The following policies apply to lands within the Floodplain Areas designated on Schedule C: Development Constraint Areas and should be read in conjunction with the Infrastructure chapter of this Plan. Floodplains contain both a floodway (where flood depths and velocities are the greatest) and a flood fringe.

<i>FLOODPLAIN BOUNDARIES</i>	5.4.6.1	The Floodplain Areas subject to the following policies were determined in consultation with the Essex Region Conservation Authority and follow the general boundaries shown on Schedule C: Development Constraint Areas.
<i>FLOODWAY</i>	5.4.6.2	Council will prohibit new development within the floodway of inland watercourses. The Municipality, in consultation with the Essex Region Conservation Authority, will identify the floodway on a site-specific basis and may include it in secondary plans and/or the zoning by-law as appropriate.
<i>DEVELOPMENT WITHIN FLOODPLAIN</i>	5.4.6.3	Council will prohibit buildings or structures in Floodplain Areas except: <ul style="list-style-type: none">(a) in accordance with policies set out below; and(b) works and facilities related to flood and erosion control.
<i>DEVELOPMENT CRITERIA</i>	5.4.6.4	Council may permit development in a floodplain in recognized flood fringe areas outside of the floodway, including behind flood control dykes (so as to address the matter of the potential failure of protective works) provided: <ul style="list-style-type: none">(a) sufficient information accompanies the application to show that the proposed development and its occupants will be protected from the effects of a Regulatory Flood;(b) the potential upstream and downstream impacts of the development proposal will not significantly affect the hydrology or hydraulics of the floodplain; and(c) that adequate floodproofing measures, determined in consultation with the Essex Region Conservation Authority, are incorporated in the development.

- (o) Future Employment Area (added by OPA #60-05/07/07-B/L85-2007-OMB Decision/Order No.2667, 10/05/2007)

TYPES OF
DEVELOPMENT
PROFILE

6.2.1.2

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

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

TYPES OF
DEVELOPMENT
PATTERN

6.2.1.3

For the purpose of this Plan, Development Pattern refers to an area bounded by the nearest Collector and/or Arterial roads and/or other major linear physical features. Accordingly, two categories of Development Pattern are provided for:

- (a) a Neighbourhood which exhibits a characteristic lotting and/or development profile; and
- (b) an Undeveloped Area which does not have characteristic lotting or development profile.

6.3 Residential

The lands designated as “Residential” on Schedule D: Land Use provide the main locations for housing in Windsor outside of the City Centre Planning District. In order to develop safe, caring and diverse neighbourhoods, opportunities for a broad range of housing types and complementary services and amenities are provided.

The following objectives and policies establish the framework for development decisions in Residential areas.

6.3.1 Objectives

PART B – THE AMENDMENT

1. Volume 1, Chapter 6, the Land Use Policies, of the Official Plan for the City of Windsor is hereby amended as follows:

- i) Adding the following Section after Section 6.1.13

<i>RESIDENTIAL INTENSIFICATI ON</i>	6.1.14	To direct residential intensification to those areas of the City where transportation, municipal services, community facilities and goods and services are readily available.
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- ii) Changing the names of the land use designations in Section 6.2.1.1 as follows:

- d) Commercial Centre change to Mixed Use Centre
 e) Commercial Corridor change to Mixed Use Corridor
 i) Mixed Use Areas change to Mixed Use Node

- iii) Deleting Section 6.3.1.3 and replacing it with the following:

<i>INTENSIFICATION, INFILL AND REHABILITATION</i>	6.3.1.3	To promote residential redevelopment, infill and intensification initiatives in locations in accordance with this plan.
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- iv) Deleting Section 6.3.2.1 and replacing it with the following:

<p><i>PERMITTED USES</i></p>	<p>6.3.2.1</p>	<p>Uses permitted in the Residential land use designation identified on Schedule D: Land Use include Low Profile, and Medium Profile dwelling units.</p> <p>High Profile Residential Buildings shall be directed to locate in the City Centre, Mixed Use Centres and Mixed Use Corridors.</p>
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v) Deleting Section 6.3.2.4 and replacing it with the following:

<p><i>LOCATIONAL CRITERIA</i></p>	<p>6.3.2.4</p>	<p>Residential intensification shall be directed to the Mixed Use Nodes and areas in proximity to those Nodes. Within these areas Medium Profile buildings, up 4 storeys in height shall be permitted. These taller buildings shall be designed to provide a transition in height and massing from low-profile areas.</p> <p>New residential development and intensification shall be located where:</p> <ul style="list-style-type: none"> 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.
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vi) Delete and replace Section 6.3.2.5(c):

<p><i>EVALUATION CRITERIA FOR A NEIGHBOURHOOD DEVELOPMENT PATTERN</i></p>	<p>6.3.2.5(c)</p>	<p>In existing neighbourhoods, compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and amenity areas.</p> <p>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;</p>
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vii) Delete Section 6.3.2.5 (f) and replace it with the following:

<p><i>EVALUATION CRITERIA FOR A NEIGHBOURHOOD DEVELOPMENT PATTERN</i></p>	<p>6.3.2.5(f)</p>	<p>facilitating a gradual transition from Low Profile residential development to Medium and/or High Profile development and vice versa, where appropriate, in accordance with Design Guidelines approved by Council.</p>
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~~viii) Add the following paragraph at the start of Section 6.3.2.9:~~

<p>Neighbourhood Commercial Evaluation Criteria</p>	<p>6.3.2.9</p>	<p>Neighbourhood Commercial uses shall be encouraged to locate in Mixed Use Corridors and Mixed Use Nodes as shown on Schedule D. Ideally these uses would form part of a multi-use building with residential uses located above or behind the non-residential uses on the street front.</p>
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i) Adding the following section after Section 6.3.2.28:

- (a) ~~community services including libraries, emergency services, community centres and similar public agency uses, but does not include a Methadone Clinic;~~
(Deleted by OPA #106 – November 6, 2015, B/L 143-2015)
- (a) community services including libraries, emergency services, community centres and similar public agency uses;
(Amended by OPA #106 – November 6, 2015, B/L 143-2015)
- (b) home based occupations subject to the provisions of policy 6.3.2.7;
- (c) Neighbourhood Commercial uses subject to the provisions of policy 6.3.2.9;
- (d) Open Space uses subject to the provisions of section 6.7;
and
- (e) Minor Institutional uses subject to the provisions of section 6.6.

*TYPES OF
LOW PROFILE
HOUSING*

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.

*LOCATIONAL
CRITERIA*

6.3.2.4

Residential development shall be located where:

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

*EVALUATION
CRITERIA FOR A
NEIGHBOURHOOD
DEVELOPMENT
PATTERN*

6.3.2.5

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

- (a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses:
 - (i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan;
 - (ii) adjacent to sources of nuisance, such as noise, odour, vibration and dust;
 - (iii) within a site of potential or known contamination;
 - (iv) where traffic generation and distribution is a provincial or municipal concern; and
 - (v) adjacent to heritage resources.
- (b) in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area;
- (c) compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and amenity areas;
- (d) provided with adequate off street parking;
- (e) capable of being provided with full municipal physical services and emergency services; and
- (f) facilitating a gradual transition from Low Profile residential development to Medium and/or High profile development and vice versa, where appropriate.

EVALUATION
 CRITERIA FOR AN
 UNDEVELOPED
 AREA
 DEVELOPMENT
 PATTERN

6.3.2.6

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 Undeveloped Area 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:

7 Infrastructure

This chapter was amended as part of Official Plan Amendments #81 as part of a 5-year review of the Official Plan. Official Plan Amendment #81 was approved by the Ministry of Municipal Affairs and Housing on 09/07/2012.

7.0 Preamble

The provision of proper infrastructure provides a safe, healthy and efficient living environment. In order to accommodate transportation and physical service needs in Windsor, Council is committed to ensuring that infrastructure is provided in a sustainable, orderly and coordinated fashion. This chapter of the Official Plan provides goals, objectives and policies for the transportation system identified on Schedule 'F': Roads and Bikeways as well as the provision of infrastructure such as sewerage and stormwater management works and utilities. This chapter should be read in conjunction with other parts of this Plan.

7.1 Goals

In keeping with the Strategic Directions, Council's infrastructure goals are to achieve:

*SUSTAINABLE
INFRASTRUCTURE*

7.1.1 Safe, sustainable, effective and efficient infrastructure.

OPTIMAL USE

7.1.2 Optimal use of existing infrastructure.

*COMMUNITY
TRANSPORTATION*

7.1.3 An accessible, affordable and available transportation system.

*BALANCED
SYSTEM*

7.1.4 An environment in which all modes of transportation can play a balanced role.

*COORDINATED,
EFFICIENT AND
COST
EFFECTIVE*

7.1.5 The provision of infrastructure in a coordinated, efficient and cost effective manner.

*INTEGRATED
PLANNING*

7.1.6 Integration of planning for infrastructure with the planning for growth.

*PROTECT
NATURAL
FEATURES*

7.1.7 For development and site alteration on lands located within or adjacent to the significant habitat of endangered species or threatened species; Provincially Significant Wetlands; or, natural heritage features; the

policies contained within Chapter 5 and Chapter 6 of this Plan will also apply.

Activities that create or maintain infrastructure authorized under the *Environmental Assessment Act* process are not considered to be development or site alteration under the *Planning Act*. Wherever possible, those activities should avoid natural heritage features and areas, and if avoidance is not possible, minimize the impact to natural heritage features. Only when avoidance and minimization are not feasible, compensatory mitigation should be applied.

7.2 Transportation System

A safe, sustainable, effective and efficient transportation system is one which meets the needs of all users in a manner consistent with a healthy environment and vibrant economy. In order to achieve this balance, Council will manage Windsor's transportation system to enhance physical mobility and ensure that the economic, social and environmental needs of the community are met.

7.2.1 Objectives

- | | | |
|--|---------|---|
| <i>ESTABLISH SYSTEM</i> | 7.2.1.1 | To establish a safe and efficient transportation system that facilitates the movement of people and goods and is appropriate to address projected needs. |
| <i>EFFICIENT USE</i> | 7.2.1.2 | To make efficient use of existing and planned transportation infrastructure. |
| <i>INTEGRATED TRANSPORTATION SYSTEM</i> | 7.2.1.3 | To provide for the integration, coordination and extension of the transportation system within, to and from Windsor. |
| <i>INTERCONNECTED TRANSPORTATION SYSTEM</i> | 7.2.1.4 | To provide a system with functional connectivity and interconnectedness. |
| <i>LAND USE, DENSITY AND MIX</i> | 7.2.1.5 | To promote a land use pattern, density and mix of uses that reduces vehicle trips and supports alternative transportation modes including public transit. |
| <i>INTEGRATING LAND USE AND TRANSPORTATION</i> | 7.2.1.6 | To integrate land use and transportation considerations at all stages of the planning process. |
| <i>TRANSPORTATION CORRIDORS</i> | 7.2.1.7 | To plan and protect transportation corridors and their infrastructure facilities to meet current and projected needs. |

*SCHOOL
ACTIVE
TRANSPORTATION
PLANS*

7.2.2.27

(f) Requiring all schools to provide adequate on-site parking and loading/unloading facilities.
Council shall require that school boards implement active transportation plans for new or refurbished schools that include:

- (a) Safe walking routes including new sidewalk connections, street crossing improvements and other pedestrian infrastructure within the school property or municipal road allowance fronting the school property;
- (b) Appropriate way finding signage where necessary; and
- (c) Sufficient bicycle parking facilities for all students.

*CONTROLLED
ACCESS
DESIGNATION*

7.2.2.28

Council may designate any road as a controlled access road, regardless of classification for the purpose of protecting said roadway from driveway accesses that would be detrimental to the road's intended purpose or function.

*SCHEDULE F-1
AND OPA #43*

7.2.2.29

Schedule F-1 to the Plan designates those elements that consist of rail corridors and some rail yards. The uses permitted on the lands so designated are those currently in existence and those uses permitted by the zoning by-law.

These elements of the transportation system, while important to broader economic goals, have historically resulted in significant land use impacts on adjacent uses. It is a policy of this Plan that, for uses other than those permitted by the zoning by-law:

- (a) No change to rail uses on, and
- (b) No expansions for non-rail uses of

those rail corridors and rail yards designated on Schedule F-1 will be made without amendment to this Plan as may be required by s. 7.2.8.4.

7.2.3 Pedestrian Network Policies

**PEDESTRIAN
MOVEMENT**

7.2.3.1

Council shall require all proposed developments and infrastructure undertakings to provide facilities for pedestrian movements wherever appropriate by:

- (a) Requiring safe, barrier free, convenient and direct walking conditions for persons of all ages and abilities;**

(b) Ensuring that all residents have access to basic community amenities and services and public transit facilities without dependence on car ownership; and

(c) Providing a walking environment within public rights-of-ways that encourages people to walk to work or school, for travel, exercise, recreation and social interaction.

*PEDESTRIAN
NETWORK*

7.2.3.2 Council shall make pedestrian movement safer and more convenient by:

- (a) Requiring the provision of sidewalks in new developments as follows:
 - (i) On both sides of all Class I and Class II Arterial Roads, Class I and Class II Collector Roads and Scenic Drives; and
 - (ii) On at least one side of all Local Roads.
- (b) Giving priority to the completion of the pedestrian network in areas where there is significant vehicular and pedestrian traffic and policy clause (a) her-in has not been met;
- (c) Installing signalized pedestrian refuge median islands where warranted;
- (d) Maintaining the structural integrity of all existing pedestrian network and walkway connections in neighbourhoods;
- (e) Ensuring the natural surveillance of all existing pedestrian walkway connections in neighbourhoods to optimize safety such that the amount of unobservable space is minimized;
- (f) Requiring street lighting;
- (g) Requiring that all new residential subdivisions incorporate traffic calming measures consistent with the Traffic Calming Policy; and
- (h) Providing special sidewalk treatments at all intersections to make visible the location of the pedestrian crossing to drivers and to provide a tactile warning to visually impaired pedestrians that they are about to cross a roadway.

RECREATIONWAY 7.2.3.3 The Recreationway is designated on Schedule B: Greenway System.

*RECREATIONWAY
DEVELOPMENT* 7.2.3.4 Council shall provide for the development of the Recreationway by:

- (a) Providing for its construction and maintenance;
- (b) Ensuring that the design of the Recreationway complements and connects with the Greenway System, other areas of the city and neighbouring communities;
- (c) Ensuring that new development proposals and infrastructure undertakings include extensions and improvements to the Recreationway; and
- (d) Ensuring that Recreationways are installed concurrently with other transportation infrastructure in new developments

7.2.4 Cycling Network Policies

CYCLING

7.2.4.1 Council shall require all proposed developments and infrastructure undertakings to provide facilities for cycling movement and parking wherever appropriate.

BIKEWAY DEFINITION

7.2.4.2 For the purpose of this Plan, the Bikeway is a planned network of on and off road cycling facilities.

BIKEWAY DEVELOPMENT

7.2.4.3 Council shall provide for the development of Bikeways by:

- (a) Designating Bikeways on Schedule F: Roads & Bikeways;
- (b) Implementing, monitoring and updating the cycling master plan;
- (c) Providing for the construction and maintenance of both on and off-road cycling facilities;
- (d) Ensuring that the design of Bikeways compliments and connects with the Recreationway and neighbouring communities;
- (e) Ensuring that all new development proposals and infrastructure undertakings include extensions and improvements to Bikeways; and
- (f) Ensuring that Bikeways are installed concurrently with other transportation infrastructure developments.

CYCLING MASTER PLAN

7.2.4.4 Council shall require the implementation, monitoring and updating of a cycling master plan that:

- (a) Addresses the engineering, education, enforcement and

7.3.1 Objectives

COORDINATED, EFFICIENT AND COST EFFECTIVE 7.3.1.1 To provide infrastructure in a coordinated, efficient and cost effective manner to accommodate projected needs.

INTEGRATED PLANNING 7.3.1.2 To integrate the planning for infrastructure with the planning for growth so that these are available to meet current and projected needs.

MAXIMIZE USE OF EXISTING INFRASTRUCTURE 7.3.1.3 To maximize and optimize the use of existing infrastructure and corridors prior to the extension and creation of new ones.

MAINTAIN & UPGRADE 7.3.1.4 To establish priorities for the maintenance and up-grading of existing infrastructure.

SUFFICIENT SUPPLY 7.3.1.5 To ensure that there is sufficient infrastructure to accommodate anticipated growth in Windsor.

NATURAL & RECREATION OPPORTUNITIES 7.3.1.6 To encourage the integration of natural and recreational opportunities with physical services.

STORMWATER MANAGEMENT 7.3.1.7 To manage stormwater to effectively control the quality and quantity of urban runoff.

WATER QUALITY 7.3.1.8 To protect, manage and enhance water quality and quantity.

SOLID WASTE MANAGEMENT 7.3.1.9 To provide for the minimization and management of solid waste.

WATER CONSERVATION 7.3.1.10 To promote water conservation measures.

SEWAGE MANAGEMENT 7.3.1.11 To provide and maintain sanitary sewers, pumping stations and sewage treatment plants with sufficient capacity to accommodate the existing and future development.

NATURAL HERITAGE 7.3.1.12 To direct infrastructure, where possible, away from Natural Heritage Features and Areas.

7.3.2 General Policies

INFRASTRUCTURE DEFINITION 7.3.2.1 For the purpose of this Official Plan, infrastructure include sewerage, stormwater management and water works, waste management systems, electric power, communications, telecommunications, transit corridors, transportation corridors, and oil and gas pipelines and associated facilities.

MANAGEMENT PLAN 7.3.2.2 Council may require the preparation, implementation and monitoring of an Infrastructure Management Plan for Municipally owned and/or operated infrastructure, such as sewerage and stormwater management works, as a basis to:

- (a) Prioritize strategies for the maintenance and rehabilitation of existing infrastructure and the provision of new infrastructure; and
- (b) Monitor available capacity for new development.

NEW DEVELOPMENT 7.3.2.3 Council shall require all new developments to have full municipal infrastructure available, or agreements in place to provide such infrastructure, as a condition of approving a development proposal.

INDIVIDUAL ON-SITE SEWAGE SERVICES 7.3.2.4 Council shall not permit development on individual on-site sewage services beyond existing farm living lots.

NEW INDIVIDUAL ON-SITE SEWAGE SERVICES 7.3.2.5 Council shall not permit the installation of individual on-site sewage services in new developments.

MONITOR CAPACITY 7.3.2.6 Council shall monitor the available uncommitted reserve capacity of existing Municipally owned and/or operated infrastructure to ensure that they can accommodate projected long-term growth.

7.3.3 Infrastructure Provision Policies

INFILLING GIVEN PRIORITY 7.3.3.1 Council shall encourage the development of existing serviced, underutilized or undeveloped lands within Windsor prior to the extension of municipally owned and/or operated infrastructure to vacant areas within Windsor.

EVALUATING A PROPOSED EXTENSION 7.3.3.2 Council shall only approve the extension of municipally owned and/or operated infrastructure within Windsor when the following factors have been addressed:

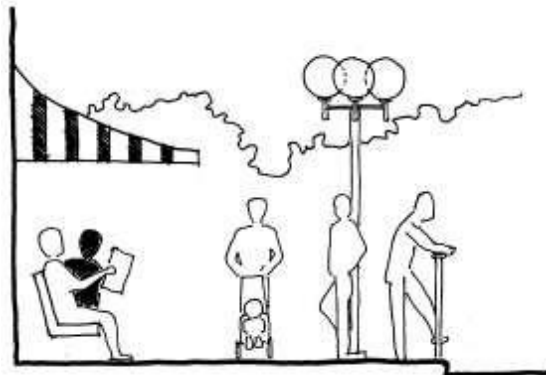
8.3 Design For People

8.3.1 Objectives

- COMFORT** 8.3.1.1 To achieve maximum user comfort in the design of new development.
- PEDESTRIAN SCALE** 8.3.1.2 To foster development that provides a pedestrian scale.
- SENSE OF PLACE** 8.3.1.3 To foster a sense of place within Windsor and its neighbourhoods.

8.3.2 Policies

- INTERPERSONAL COMMUNICATION & OBSERVATION** 8.3.2.1 Council will encourage buildings and spaces to be designed to accommodate interpersonal communication and observation.
- PEDESTRIAN SCALE** 8.3.2.2 Council will encourage buildings and spaces that establish a pedestrian scale by promoting:
- (a) the placement of continuous horizontal features on the first two storeys adjacent to the road;
 - (b) the repetition of landscaping elements, such as trees, shrubs or paving modules; and
 - (c) the use of familiar sized architectural elements such as doorways and windows.
- REST AREAS** 8.3.2.3 Council will support the provision of furniture, stairs, walls, and benches in public spaces that provide comfortable rest areas for pedestrians.



LIGHTING

8.3.2.4

Council will encourage the use of lighting fixtures along Mainstreets and in residential and mixed use areas to reinforce the pedestrian orientation of the streetscape.

8.4 Pedestrian Access

8.4.1 Objective

INTEGRATED DESIGN

8.4.1.1

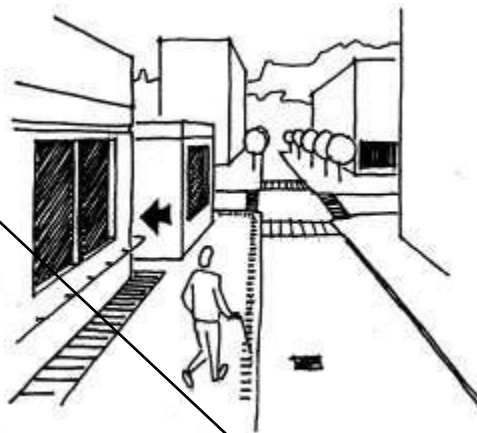
To integrate barrier-free pedestrian routes in the design of urban spaces.

8.4.2 Policies

WAY-FINDING

8.4.2.1

Council will encourage the design of pedestrian networks with a standard “way finding system” for persons with visual or hearing impairment. Design features may include raised letters, audio signals, large lettering, textured surfaces, coloured lines and patterns, and other clearly understandable directional cues.



REMOVAL OF OBSTRUCTIONS

8.4.2.2

Council will ensure that pedestrian movement is not obstructed by street furniture and landscaping elements.

INTEGRATED DESIGN

8.4.2.3

Council will ensure that barrier-free features are well integrated within existing and proposed pedestrian networks.

RETROFITTING

8.4.2.4

Council will ensure that retrofitting with barrier-free features is not detrimental to the architectural, historical and aesthetic value of heritage resources and buildings.

~~MINIMUM
LANDSCAPING
STANDARD~~

~~8.5.2.6~~

~~Council may establish:~~

- ~~(a) a minimum standard for landscaping; and~~
- ~~(b) a minimum landscaped area.~~

TREE
CONSERVATION
AND
PROTECTION

8.5.2.7

Council will conserve and protect trees in accordance with the urban forestry policies of this Plan (see Environment Chapter).

ENERGY
CONSERVATION

8.5.2.8

Council will encourage energy conservation through various guidelines that promote:

- ~~(a) developments to incorporate energy efficient designs;
(Deleted by OPA #66-11/05/07-B/L209-2007)~~
- (a) energy efficient designs, materials and alternative energy sources such as water, wind and sun;
(Added by OPA #66-11/05/07-B/L209-2007)
- ~~(b) a compact pattern of development that clusters compatible uses within close proximity to one another;
(Deleted by OPA #66-11/05/07-B/L209-2007)~~
- (b) a compact, transit-oriented pattern of development that clusters compatible uses within close proximity to one another at densities that make transit service a viable investment;
(Added by OPA #66-11/05/07-B/L209-2007)
- (c) landscaping that can assist in reducing heating and cooling requirements;
- (d) the conversion and reuse of buildings; and
- (e) a sustainable, effective and efficient transportation system.

EFFICIENT USE
OF WATER

8.5.2.9

Council will encourage development to include features that reduce, control or treat site-runoff, use water efficiently and reuse or recycle water for on-site use when feasible.
(Added by OPA #66-11/05/07-B/L209-2007)

8.7 Built Form

8.7.1 Objectives

VARIED
DEVELOPMENT
PATTERN

8.7.1.1 To achieve a varied development pattern which supports and enhances the urban experience.

COMPLEMENTARY
DESIGN

8.7.1.2 To achieve a complementary design relationship between new and existing development, while accommodating an evolution of urban design styles.

VISUAL
INTEREST

8.7.1.3 To maximize the variety and visual appeal of building architecture.

ART AND
LANDSCAPING

8.7.1.4 To integrate art and landscaping with the built form.

UNIQUE
CHARACTER

8.7.1.5 To enhance the unique character of a district, neighbourhood, prominent building or grouping of buildings.

SIGNS

8.7.1.6 To ensure that signs respect and enhance the character of the area in which they are located.

8.7.1.7 To achieve external building designs that reflect high standards of character, appearance, design and sustainable design features.
(Added by OPA #66-11/05/07-B/L209-2007)

8.7.2 Policies

NEW
DEVELOPMENT

8.7.2.1 ~~Council will ensure that the design of new development:~~
(Deleted by OPA #66-11/05/07-B/L209-2007)

NEW
DEVELOPMENT

8.7.2.1 Council will ensure that the design of new development:
(Added by OPA #66-11/05/07-B/L209-2007)

~~(a) is complementary to adjacent development in terms of its overall massing, orientation and setback;~~
(Deleted by OPA #66-11/05/07-B/L209-2007)

(a) is complementary to adjacent development in terms of its overall massing, orientation, setback and exterior design, particularly character, scale and appearance;
(Added by OPA #66-11/05/07-B/L209-2007)

(b) provides links with pedestrian, cycle, public transportation and road networks; and

- (c) maintains and enhances valued heritage resources and natural area features and functions.
- (d) Encourages the creation of attractive residential streetscapes through architectural design that reduces the visual dominance of front drive garages, consideration of rear lanes where appropriate, planting of street trees and incorporation of pedestrian scale amenities. (added by OPA #60-05/07/07-B/L85-2007-OMB Decision/Order No.2667, 10/05/2007)

REDEVELOPMENT
AREAS

8.7.2.2

Council will ensure that the design of extensive areas of redevelopment achieves the following:

- (a) provides a development pattern that support a range of uses and profiles;
- (b) defines the perimeter of such an area by a distinct edge which may be formed by roads, elements of the Greenway System or other linear elements;
- (c) contains activity centres or nodes which are designed to serve the area and which may be identified by one or more landmarks;
- (d) provides transportation links to adjacent areas; and
- (e) maintains and enhances valued historic development patterns or heritage resources.
- (f) is complementary to adjacent development in terms of overall massing, orientation, setback and exterior design, particularly character, scale and appearance.
(Added by OPA #66-11/05/07-B/L209-2007)

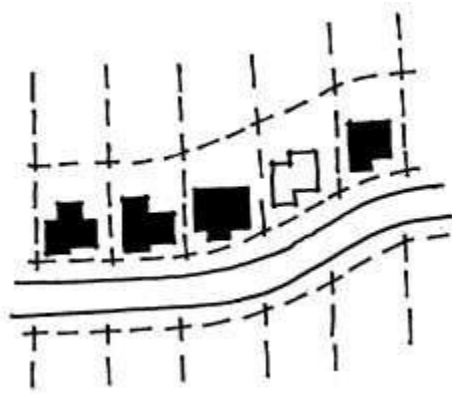
INFILL
DEVELOPMENT

8.7.2.3

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)



*TRANSITION IN
BUILDING
HEIGHTS*

8.7.2.4

Council will ensure a transition among Very High, High, Medium and Low Profile developments through the application of such urban design measures as incremental changes in building height, massing, space separation or landscape buffer.

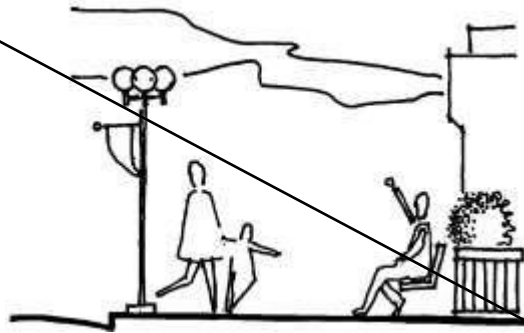
*CONTINUOUS
BUILDING
FACADES*

8.7.2.5

Council will require new development to support the creation of continuous building facades along Mainstreets through the street level presence of:

- (a) community facilities, retail shops, and other frequently visited uses; and
- (b) architectural features and elements which can be experienced by pedestrians.

- (d) provide a degree of protection from inclement weather;
- (e) provide seating surfaces in proportion to the intensity of activities and the size of the space; and
- (f) encourage an active street-life in all seasons.

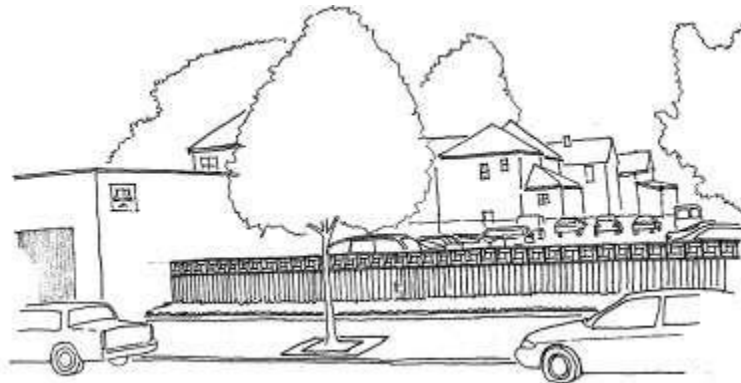


SIDEWALK
CAFES

8.11.2.18 Council may support sidewalk cafes subject to appropriate design guidelines.

PARTIAL
SCREENING OF
PARKING LOTS

8.11.2.19 Council will encourage the partial screening of surface parking lots through the use of low fences, walls, berms and other landscape elements, and through the location of lots away from street view, while still permitting views for orientation and safety.



SCALE OF
SURFACE
PARKING LOTS

8.11.2.20 Council will encourage a reduction in the scale of large surface parking lots through subdivision into smaller areas by means of landscaping, fencing and walls.

LOCATION OF
SURFACE
PARKING LOTS

8.11.2.21 Council will encourage parking lots that avoid large expanses fronting the road.

11.7 Site Plan Control

Site Plan Control may be used to regulate the design of a development in accordance with the provisions of the *Planning Act*.

11.7.1 Objective

URBAN DESIGN 11.7.1.1 To implement the urban design policies of this Plan.

11.7.2 Policies

SITE PLAN CONTROL AREA 11.7.2.1 The entire area within the City of Windsor is designated as a Site Plan Control Area. ~~Council may enact a Site Plan Control By-law for all or part of the Site Plan Control area with immediate attention given to the following areas:~~

~~(a) The entire area within the City of Windsor is designated as a Site Plan Control Area; (Added by OPA #66-11/05/07-B/L209-2007)~~

~~(b) Commercial, industrial, mixed use, waterfront and medium and high profile residential development areas;~~

~~(c) Areas subject to secondary plans or community improvement plans;~~

~~(d) The City Centre Planning District;~~

~~(e) Areas designated as heritage conservation districts;~~

~~(f) Areas subject to the environmental policies of this Plan; and~~

~~(g) Areas in need of improvement.~~

(Amended by OPA #89 effective 19/11/12)

EXEMPTIONS 11.7.2.2 Council may exempt the following developments from site plan control: (Added by OPA #66-11/05/07-B/L209-2007)

~~(a) An addition to an accessory building as defined in the Zoning By-law where such addition is for the purpose of replacing a temporary building or buildings, structure or structures, provided that the lot coverage of such addition does not exceed the lot coverage of the temporary building(s) or structures(s) it is intended to replace. A building to be used for residential purposes containing less than 25 dwelling units unless the building is:~~

- (i) ~~Subject to the environmental, heritage conservation and/or community improvement policies of this Plan;~~
- (ii) ~~Located in a Business Improvement Area;~~
- (iii) ~~Situated within and/or adjacent to a Civic Way, Theme Street, Gateway and/or Heritage Area as set out in Schedule G: Civic Image of this Plan;~~

(Amended by OPA #89 effective 19/11/12)

- (b) ~~Small scale additions and small new buildings for commercial, combined commercial and residential, industrial or institutional use as noted in the Site Plan Control By-law;~~

Small scale low profile residential development unless the property is:

- (i) situated within an area that has been Designated a Heritage Conservation District under Part V of the Ontario Heritage Act;
- (ii) situated within the following Community Improvement Plan (CIP) Areas:

- City Centre West Urban Village CIP;
- Glengarry-Marentette Waterfront Village CIP;
- Olde Sandwich Towne CIP.

- (iii) situated within an area where Urban Design Guidelines have been adopted by Council;

(Amended by OPA #89 effective 19/11/12)

- (c) A commercial or combined commercial and residential building provided that the total floor area, at grade, measured from the exterior walls does not exceed fifty (50) square metres;

(Added by OPA #89 effective 19/11/12)

- (d) An addition to an existing commercial or combined commercial and residential building provided that the floor area measured, at grade, from the exterior walls of the addition does not exceed: i) fifty (50) square metres or ii) ten per cent (10%) of the total floor area, at grade, of the existing building, provided, that the ten percent (10%) does not exceed one hundred and fifty (150) square metres;

(Added by OPA #89 effective 19/11/12)

- (e) An industrial or institutional building provided that the total floor area, at grade, measured from the exterior walls does not exceed on hundred (100) square metres;

(Added by OPA #89 effective 19/11/12)

- (f) An addition to an existing industrial or institutional building provided that the total floor area, at grade, measured from the

exterior walls does not exceed i) one hundred square metres, or ii) ten per cent (10%) of the total floor area, at grade, of the existing building provided that the ten percent (10%) does not exceed two hundred and fifty (250) square metres;
(Added by OPA #89 effective 19/11/12)

- (g) A temporary building or structure that is designed, constructed and placed on land in a manner which permits its removal after a period of time not to exceed one hundred and twenty (120) consecutive days;
- (h) A sign including any alternation to an existing sign;
(Added by OPA #89 effective 19/11/12)
- (i) Building features or mechanical elements more particularly described as: a church spire, belfry, skylight, cupola, scenery loft chimney, smokestack, water tank, air-conditioning and/or heating equipment, ventilator, mechanical penthouse, protective and screening fences, communications equipment, pedestrian bridge, fire escape, building entrance/exit and canopy or awning, provided further that the said building feature or mechanical element is to be constructed separate and apart from any other development which requires approval;
(Added by OPA #89 effective 19/11/12)
- (j) A parking area containing less than 5 parking spaces including all parking spaces, collector aisles and manoeuvring aisles, provided further that the said parking area is to be constructed separate and apart from any other developments as defined in this by-law which requires approval; and ~~A parking area capable of accommodating less than 5 parking spaces, including all parking spaces, collector aisles and maneuvering aisles, provided that the parking area is constructed separate and apart from any other development; and,~~
(Amended by OPA #89 effective 19/11/12)
- (k) The placement of a portable classroom on a school site of a district school board if the school site was in existence on January 1, 2007.
(Amended by OPA #89 effective 19/11/12)

*REVIEW
PROCEDURES*

11.7.2.3 Site plan control applications shall consult with municipal staff prior to the submission of plans and drawings for approval under the provisions of the Planning Act. ~~An application for site plan control shall include plans and drawings showing one or more of the following:~~

- (a) ~~The location of all buildings, structures, facilities and works to be~~

~~provided as a part of the proposed development;~~

- ~~(b) Plan, evaluation and cross-section views of each building to be erected;~~
- ~~(c) The massing and conceptual design of the building(s);~~
- ~~(d) The relationship of the building(s), streets and exterior areas to which the public have access;~~
- ~~(e) Interior walkways, stairs, elevators and escalators to which the public have access;~~
- ~~(f) Facilities designed to have regard for accessibility for persons with disabilities;~~
- ~~(g) Matters relating to exterior design, including without limitation, the character, scale, appearance and design features of buildings and their sustainable design;~~
- ~~(h) Sustainable design elements on adjoining highways including trees, other vegetation and permeable paving materials; and,~~
- ~~(i) Street furniture, curb ramps, waste and recycling containers and bicycle parking facilities.~~
(Amended by OPA #89 effective 19/11/12)

*PLANS &
DRAWINGS*

- 11.7.2.4 An application for site plan control approval shall include the plans required by s.41 of the Planning Act. ~~An application for site plan control approval shall include the submission of plans and drawings showing the location of all buildings, structures, facilities and works to be provided as a part of the proposed development.~~
(Amended by OPA #89 effective 19/11/12)

*ADDITIONAL
INFORMATION
FOR
APPLICATION*

- 11.7.2.5 In addition to the provisions of Section 11.7.2.4, an application for site plan control approval shall include drawings showing plan and elevation views for each building to be erected and for each building to be used for residential purposes containing less than twenty-five dwelling units, which drawings are sufficient to display matters relating to exterior design, including without limitation the character, scale, appearance and design features of buildings, and their sustainable design, but only to the extent that it is a matter of exterior design.
(Amended by OPA #89 effective 19/11/12)

*LOCATIONAL
CRITERIA
WHERE*

- 11.7.2.6 The provisions of Section 11.7.2.5 apply to the following:
- (a) Development situated within an area that has been designated a

*ADDITIONAL
INFORMATION
FOR
APPLICATIONS
REQUIRED*

Heritage Conservation District under Part V of the Ontario Heritage Act;

(b) Development situated within the following Community Improvement Plan (CIP) Areas;

- City Centre West Urban Village CIP;
- Glengarry-Marentette Waterfront Village CIP;
- Olde Sandwich Towne CIP;

(c) Development situated within an area where Urban Design Guidelines have been adopted by Council;

(d) Development situated with and/or adjacent to a Civic Way, Main Street, or Gateway area; and

(e) Development situated in a Business Improvement Area.
(Amended by OPA #89 effective 19/11/12)

*EVALUATION
CRITERIA*

11.7.2.7

Where an application for site plan control approval is made, Council or its designate shall review the submission based on the provisions of the *Planning Act* and the Site Plan Control By-law, including such criteria as:

- (a) The relevant design guidelines and policies provided in Land use, Urban Design and Heritage Conservation chapters of this Plan, Volume II: Secondary Plans & Special Policy Areas and other relevant standards and guidelines;
- (b) Other municipal guidelines as may be appropriate;
- (c) Function and efficiency;
- (d) Safety and access;
- (e) Adequacy of servicing;
- (f) Grading and drainage;
- (g) Landscaping and lighting;
- (h) Sustainable design elements for the site and any adjacent boulevard; (Added by OPA #66-11/05/07-B/L209-2007)
- (i) Matters related to exterior design; (Added by OPA #66-11/05/07-B/L209-2007)
- (j) Accessibility for persons with disabilities; and (Added by OPA #66-11/05/07-B/L209-2007)

- (k) The design guidelines in the Sandwich Heritage Conservation District Plan dated July 2008, adopted by By-law No. 22-2009. (OPA 68, effective October 19, 2012, OMB Case Order No. PL090206)
- (l) Olde Sandwich Towne – Community Improvement Plan Supplemental Development and Urban Design Guidelines dated October 2008, adopted by By-Law 28-2009. (OPA 69, effective October 19, 2012, OMB Case Order No. PL090206)
- (m) Applicable Community Improvement Plans.
(Amended by OPA #89 effective 19/11/12)

AGREEMENTS 11.7.2.8 All applicants will normally enter into one or more agreements which the City may register on title in accordance with the *Planning Act*. All applicants shall be required to post security to the Municipality to ensure the conditions of the site plan control agreement(s) are fulfilled. (Added by OPA #66-11/05/07-B/L209-2007)

CONDITIONS OF APPROVAL 11.7.2.9 The approval authority may attach such conditions as it deems appropriate to the approval of an application in accordance with the *Planning Act*. Such conditions may include, but are not limited to the following: (Added by OPA #66-11/05/07-B/L209-2007)

- (a) A gratuitous land dedication at no expense to the municipality for highway widening and intersection improvements in accordance with section 7.2.6 of this Plan;
- (b) The conveyance of property for daylighting triangles and corner roundings in accordance with the City of Windsor Development Standards;
- (c) Street furniture, curb ramps, waste and recycling containers, bicycle parking facilities and the sustainable design elements on any adjoining highway under the Municipality’s jurisdiction including trees, other vegetation and permeable paving materials; and, (Added by OPA #66-11/05/07-B/L209-2007)
- (d) Facilities designed to have regard for accessibility for persons with disabilities. (Added by OPA #66-11/05/07-B/L209-2007)

11.8 Community Improvement

The Community Improvement provisions of the Planning Act allow municipalities to prepare community improvement plans for designated community improvement project areas that require community improvement as the result of age, dilapidation, overcrowding, faulty

Appendix D

City of Windsor Official Plan Volume II, East Riverside Planning Area Secondary Plan Policies

and November of 1994, involving participants representing City of Windsor, local agencies, several provincial ministries, the Essex Region Conservation Authority, and selected local residents. A public open house was held in March 1996 to solicit public opinion on the background document.

2.4 Development Concept

DEVELOPMENT CONCEPT

The development concept embodied in this Secondary Plan is based upon a number of key elements, including:

- (a) a comprehensive **Greenway System** which will become the planning area's major structuring element, organizing and defining its major neighbourhoods;
- (b) a series of distinct new **Residential Neighbourhoods**;
- (c) a vibrant, **Multi Use Core Area**; and
- (d) a **Business Park** designed to accommodate larger scale employment and/or retail uses.

COMMUNITY CONCEPT PLAN

The **Community Concept Plan** is attached as Appendix A. While the detailed pattern of roads, blocks and land uses established in the Community Concept Plan does not form part of the Official Plan, it is intended to serve as a guide to subdivision plans, consents, zoning designations and site planning.

2.4.1 The Greenway System

LINK AREAS

The Greenway System will be composed of a linear assembly of open spaces, natural features, stormwater management areas and community services. It will provide a network of off-road pedestrian/cycle routes (recreationways), linking areas within the planning area with one another and to important off-site amenities, including the Ganatchio Trail, Riverside Drive, the waterfront, Sandpoint Park and the new Recreation Centre in Tecumseh.

HIGHLIGHT NATURAL FEATURES

The Greenway System will highlight elements of the planning area's natural and topographic features, which are to be preserved. These include the Little River corridor, the three significant woodlots and the three heights of land (the former East Riverside Landfill, the Little River Toboggan Hill and the Centennial Forest) which are unique attributes in this area, occurring nowhere else in Windsor.

PARKLAND
FOR THE
COMMUNITY

It will incorporate all of the Greenway System features designated on Schedule B: Greenway System in Volume I: The Primary Plan, and will also accommodate the majority of parkland required to be provided for the new community. Only the proposed local parks will be located outside the Greenway System.

ESTABLISH
CHARACTER

The Greenway System will serve to define the neighbourhoods, providing them with clear edges. It will become an integral part of the Core Area, contributing to its character and amenity, linking it to the rest of the planning area and serving as a key resource for residents and visitors alike.

2.4.2 Residential Neighbourhoods

STRONG
NEIGHBOURHOODS

The planning area will be composed largely of new residential neighbourhoods, designed to have unique character and their own strong identities, promoting good quality of life for the residents of East Riverside. The neighbourhoods will be located with the strong physical framework defined by the Greenway System and a coherent network of roads based upon the historic pattern of long, narrow lots still evident on the site, as defined by the hedgerows and drainage channels which formerly divided farmers' fields. Neighbourhoods shall be focused upon their local and neighbourhood parks, and have a full range of commercial services, institutional uses and employment centres available within walking distance.

2.4.3 Core Area

VILLAGE
CENTRE

The Core Area, situated around the extension of Banwell Road, will be the planning area's "village centre", serving as the focus for the surrounding residential neighbourhoods and the Business Park. The core will be active and vibrant, helping to establish the planning area's unique identity and sense of place, creating opportunities for human interaction, and providing a location for its key public amenities, including the large central park and sites suitable for such uses as a place of worship, library, community centre and education facilities. These amenities will act as anchors, promoting a level of activity and vitality which will benefit the full range of mixed, higher-intensity retail, office, residential and employment uses envisioned.

URBAN
CHARACTER

The residential areas designated with the Core Area will accommodate higher profile dwelling types, contributing to the objective of achieving a mix of

2.6 Objectives

<i>BALANCED COMMUNITY</i>	2.6.1	To create a socially and economically balanced community of a diverse mix of housing forms in pedestrian oriented neighbourhoods focused around a mixed use “village centre”, and complemented by a designated Business Park providing residents with opportunities for nearby work.
<i>COMPREHENSIVE GREENWAY SYSTEM</i>	2.6.2	To create a comprehensive Greenway System comprising open spaces, natural features, community services, stormwater management areas and recreationways, functioning as a key element of physical design for the new community, providing linkages among the community’s various areas and amenities, and connecting the community to amenities elsewhere in Windsor.
<i>FEATURE ELEVATED POINTS</i>	2.6.3	To feature in the Greenway System, and ensure ongoing public accessibility to, the three high points of land which exist in the area: the former East Riverside Landfill site, the Little River Toboggan Hill, and the Centennial Forest in recognition of their uniqueness within the City. Opportunities for significant views of the Detroit skyline, downtown Windsor, Belle Isle, Peche Island, the Detroit River and Lake St. Clair from these high points shall be maximized.
<i>GREENWAY AMENITY</i>	2.6.4	To design the Greenway System as an amenity for both residents and visitors.
<i>DISTINCT RESIDENTIAL NEIGHBOURHOODS</i>	2.6.5	To create distinct, functional and attractive residential neighbourhoods. While the neighbourhoods are expected to accommodate comparatively low profile housing, primarily in the form of single detached dwellings, opportunities will be afforded in each neighbourhood to develop areas characterized by more compact dwelling forms.
<i>PARKS</i>	2.6.6	To locate parks so that they function as the focus of each neighbourhood, and are within direct and easy walking distance of all residences.
<i>CORE RESIDENTIAL AREA</i>	2.6.7	To accommodate a diversity of lifestyle choices by creating a “Core Residential” Area which offers a range of higher density housing forms than that found within the neighbourhoods.

<i>REDUCTION IN SIZE</i>	2.7.6.6	Notwithstanding Schedule ER-2: Land Use Plan, the area designated as Business Park may be reduced in area by moving the west and east limits of the park provided that the land removed from the designation shall be designated the same as the adjacent lands (Residential Neighbourhood South and East).
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2.7.7 Residential Neighbourhoods

<i>DEVELOPMENT TYPE</i>	2.7.7.1	The Residential Neighbourhoods are expected to be developed with predominantly low density, street residential dwellings.
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<i>OPTION FOR HIGH DENSITY</i>	2.7.7.2	Notwithstanding policy 2.7.7.1 above, developers shall be encouraged to provide alternative, higher density forms of housing in the Residential Neighbourhoods, particularly in proximity to community services and facilities such as parks, schools and convenience retail to accommodate a range of demographic and tenure types.
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<i>PERMITTED USES</i>	2.7.7.3	Development within the Residential Neighbourhoods shall occur at densities of up to 40 units per net hectare (16 units per net acre). Unit types permitted within this density range will include:
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- (a) single detached dwellings;
- (b) semi-detached dwellings;
- (c) street related townhouse dwellings;
- (d) stacked townhouses;
- (e) duplexes;
- (f) multiplexes; and
- (g) dwellings within small-scale multiple dwellings of 3 to 4 storeys.

<i>CONSISTENT BLOCK FACE</i>	2.7.7.4	Development on each block face (both sides) shall have similar building heights and built forms throughout.
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2.7.8.8

A closed landfill site is located in the south-eastern section of the planning area and is designated as Known or Suspected Waste Disposal Sites on Schedule C: Development Constraint Areas in Volume I: The Primary Plan. The Municipality has prepared a master park development plan providing for its long term use and redevelopment as a regional park. In accordance with Ministry of Environment and Energy requirements no development shall be permitted within 30 metres of the former East Riverside landfill site, designated in part as Regional Park 3 (RP 3) on Schedule ER-3: Greenway System Plan. The 30 metre buffer is conditional upon the installation of a leachate and methane gas control system installed to the satisfaction of the Ministry of Environment and Energy, otherwise a greater buffer may be required.

2.7.9 Transportation System

It is the intent of this Secondary Plan to create a highly accessible, multi-dimensional transportation system for the community, made up of a combination of arterial, collector and local roads, laneways, pedestrian, bicycle routes and transit service. This transportation system will provide a high degree of mobility for residents, employees and visitors, offering them the choice of alternative modes of travel and integrating the community with surrounding areas.

The road system in the vicinity of the site is well developed and the existing major roads have sufficient capacity to accommodate proposed development levels. Additions to the major road system outside the site have been planned and rights-of-way reserved which will enhance overall mobility to the area.

Development within the East Riverside Community Planning Area shall encourage and accommodate public transit use by incorporating transit-supportive land use and site planning principles.

Volume I: The Primary Plan encourages walking and cycling as viable modes of transportation. It designates a system of Recreationways to be developed for off-road pedestrian and cycle use, as well as a complementary system of on-road Bikeways. A north-south Recreationway is designated adjacent to the old Little River channel, to provide a direct link between the Ganatchio Trail and the Forest Glade Planning District to the south of the East Riverside Planning Area.

<i>REDUCED RIGHT-OF-WAY</i>	2.7.9.1	Notwithstanding the provisions of Section 7.2 in Volume I: The Primary Plan, roads within the East Riverside Planning Area may be designed with reduced rights-of-way and accompanying alternative service placement standards, to encourage efficiency in the use of land and public resources, and to create a community which is more pedestrian oriented.
<i>EVALUATING REDUCED RIGHT-OF-WAY</i>	2.7.9.2	Reduced rights-of-way will be evaluated on the basis of development applications accompanied by a traffic impact and functional design study. Such study shall be approved by Council.
<i>CONTINUITY</i>	2.7.9.3	The road system within the Secondary Plan area shall demonstrate continuity across development blocks throughout the community; connectivity between local roads, with major roads, and with existing roads off-site; and accessibility to all areas and amenities within the community.
<i>NORTH-SOUTH ROADS</i>	2.7.9.4	North-south roads shall be designed, wherever feasible, to follow the historic pattern of long narrow lots aligned on a north/south axis, mirroring the overall road pattern in Windsor.
<i>ACCESS TO GREENWAY SYSTEM</i>	2.7.9.5	The road system shall be designed to ensure that, wherever feasible, local roads terminate at a park or greenway corridor to maximize public access to, and community integration with, the Greenway System.
<i>VISTAS</i>	2.7.9.6	Roads bordering the greenway corridors and major parks shall be designed to facilitate visual and physical access into the open space areas.
<i>LANDSCAPE CENTRAL BOULEVARDS</i>	2.7.9.7	Landscaped central boulevards shall be encouraged in accordance with the policies 2.7.2.34 and 2.7.2.35.
<i>SIDEWALKS</i>	2.7.9.8	Sidewalks shall be required on both sides of arterial and collector roads as shown on Schedule ER-4: Major Road Plan and on one side of local roads. Sidewalks shall be encouraged on both sides of all roads where semi-detached, townhouses and/or multiple residential uses are proposed.
<i>REVERSE LOTTING</i>	2.7.9.9	Road layouts which result in reverse lotting shall be avoided except where there are demonstrable safety or environmental hazards.

<i>INTEGRATE LOCAL ROADS</i>	2.7.9.15	The local road system shall be designed as a part of the larger transportation network.
<i>FINAL LOCAL ROAD SYSTEM</i>	2.7.9.16	The local road system shall be finalized at the time of preparation of the neighbourhood subdivision plans required in Section 2.8 of this Secondary Plan. The concept plan referenced as Appendix A shall be used as a guideline for the local road system.
<i>DESIGN OF LOCAL ROADS</i>	2.7.9.17	Local roads shall be designed with consideration to policies 2.7.9.3 through 2.7.9.9, inclusive.
<i>TRANSIT USE</i>	2.7.9.18	The system of local roads shall be designed to facilitate transit use by providing direct walking routes to major roads and transit stops.
<i>LANEWAYS</i>	2.7.9.19	Rear access public laneways shall be permitted within the Banwell Road Mixed Use Corridor, to provide access to the parking, service and loading areas required to be located at the side and rear of buildings.
<i>AREAS FOR LANEWAY</i>	2.7.9.20	Rear access public laneways shall be permitted within the Core Residential Area, Business Park and Residential Neighbourhood designations on Schedule ER-2: Land Use Plan.
<i>DESIGN OF LANEWAYS</i>	2.7.9.21	The layout and functional design of public laneways shall be subject to review and approval by the City of Windsor at the time of submission of a neighbourhood subdivision plan.
<i>TRANSIT</i>	2.7.9.22	The major road system designated on Schedule ER-4: Major Road Plan has been designed to facilitate the provision of transit service to the community and each major road is encouraged to be used for public transit so that all residents of the community shall be within a 5 to 10 minute walk to transit service. Local roads shall be designed in accordance with policy 2.7.9.18 to enhance access to public transit.
<i>PUBLIC TRANSIT TERMINUS</i>	2.7.9.23	The City of Windsor and Transit Windsor will encourage development of a public transit terminus in the Banwell Mixed Use Corridor to provide a visible focal point for public transit and an additional public use in the corridor.

- (d) description and recommendation of remedial measures required to achieve the transportation goals, objectives and policies in Volume I: The Primary Plan and this Secondary Plan.

2.7.10 Physical Services

*STORMWATER
MANAGEMENT
PLAN*

- 2.7.10.1 For those areas of the East Riverside Planning Area which are not subject to an approved stormwater management plan, a Stormwater Management Plan shall be prepared to the satisfaction of the Municipality, in consultation with the Essex Region Conservation Authority, the Ministry of Natural Resources and the Ministry of Energy and Environment, prior to development within the East Riverside Planning Area. This study will establish an overall stormwater management system for the area, and ensure that individual development applications within it are consistent with an overall scheme for drainage and stormwater management.

*MASTER
SERVICING PLAN*

- 2.7.10.2 Prior to approval of development within the Secondary Plan area, the owners shall prepare to the satisfaction of the City a comprehensive Master Servicing Plan to address the provision of services and utilities throughout the area. The study shall identify the technical and financial requirements to provide the following services:

- (a) sanitary sewers;
- (b) water supply;
- (c) stormwater management;
- (d) transportation facilities; and
- (e) hydro electric power.

<i>PHASING PLAN</i>	2.7.10.3	Given the magnitude of development provided for in this Secondary Plan, it is necessary to establish a sequence of development phases, to ensure that growth occurs in a logical and economical way, and that appropriate services are available prior to construction. The phasing of development shall occur in accordance with Schedule ER-5: Phasing Plan. The geographic and chronological sequence of development beyond shown on Schedule ER-5, shall therefore be established in the Master Servicing Plan. (deleted by OPA #1 – 12/28/00)
<i>NATURALIZE STORMWATER MANAGEMENT FACILITIES</i>	2.7.10.4	Stormwater management facilities shall be designed to maintain environmental and ecological integrity, and to provide net benefit to the natural environment if feasible. Where appropriate, they shall also be designed as community amenities, suitable for passive recreational activities.
<i>NATURAL CHANNEL</i>	2.7.10.5	Where existing streams are to be retained, this will be done in naturalized, open channels to maintain and, if feasible, improve stream corridor integrity.
<i>STORMWATER DETENTION PONDS</i>	2.7.10.6	Stormwater detention ponds shall be multi-purpose and function as part of the Greenway System. They shall be located adjacent to parkland wherever feasible, and be designed to provide community amenities and functioning wildlife habitat.
<i>CABLE SERVICES</i>	2.7.10.7	All local power and telephone lines and other “cable” services shall be located below ground. Wherever feasible, they shall be grouped into a single utility conduit, in keeping with policy 2.7.9.1.
<i>COSTS</i>	2.7.10.8	The costs of all studies and all required regional infrastructure and facilities shall be paid for by benefiting owners on a pro-rated basis. Local facilities are the responsibility of the owner.
<i>DEVELOPMENT CHARGES</i>	2.7.10.9	All developments are subject to a Development Charge in accordance with the Development Charges Act. Development charges (costs) are collected at the time of issuance of building permits.
<i>UTILITIES</i>	2.7.10.10	Electricity, water, gas and telephone service will be provided by owners in consultation with the utility companies.

Appendix E

City of Windsor Zoning By-law 8600

12.3 RESIDENTIAL DISTRICT 3.3 (RD3.3)

12.3.1 PERMITTED USES

Lodging House

Multiple Dwelling

Religious Residence

Residential Care Facility

Any of the following *existing* dwellings:

Double Duplex Dwelling

Duplex Dwelling

Semi-Detached Dwelling

Single Unit Dwelling

Any use accessory to any of the preceding uses

12.3.5 PROVISIONS

- | | | |
|-----|--|------------------------------|
| .1 | Lot Frontage – minimum | 45.0 m |
| .2 | Lot Area – minimum | |
| | For a <i>corner lot</i> having a minimum <i>lot frontage</i> of 45.0 m on each of the <i>exterior lot lines</i> : | |
| | a) For the first 23 <i>dwelling units</i> | 1,825.0 m ² |
| | b) For each additional <i>dwelling unit</i> | 37.0 m ² per unit |
| | For any other <i>lot</i> : | |
| | c) For the first 19 <i>dwelling units</i> | 1,825.0 m ² |
| | d) For each additional <i>dwelling unit</i> | 45.0 m ² per unit |
| .3 | Lot Coverage – maximum | 35.0% |
| .4 | Main Building Height – maximum | |
| | <i>Corner Lot</i> | 30.0 m |
| | <i>Interior Lot</i> | 24.0 m |
| .8 | Landscaped Open Space Yard – minimum | 35.0% of <i>lot area</i> |
| .13 | Dwelling Unit Density – <i>dwelling units</i> per hectare – maximum | |
| | For a <i>corner lot</i> having a minimum <i>lot frontage</i> of 45.0 m on each of the <i>exterior lot lines</i> | 225 units per ha |
| | For any other <i>lot</i> | 180 units per ha |
| .50 | A <i>Lodging House</i> for the accommodation of 10 persons or less, and any use accessory thereto, shall comply with the <i>Single Unit Dwelling</i> provisions of Section 10.1.5 and further, the whole of the <i>building</i> shall be used for a <i>Lodging House</i> , including any <i>accessory use</i> . [ZNG/5630] | |
| | (AMENDED by B/L 95-2019, Sept. 27/2019) | |
| .55 | An addition to an existing <i>Double Duplex Dwelling</i> , existing <i>Duplex Dwelling</i> , existing <i>Semi-Detached Dwelling</i> or an existing <i>Single Unit Dwelling</i> and any use accessory to the foregoing uses, shall comply with the provisions of Section 11.2.5. | |