

PLANNING & DESIGN **BRIEF**

# 3930 & 3950 6TH CONCESSION ROAD

WINDSOR / ON

**[siv-ik]** PLANNING  
DESIGN

**Client**

Masotti Construction Inc.

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## PREPARED FOR

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## VERSION 2.0

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## ABOUT THIS REPORT

This report has been prepared by Siv-ik Planning and Design Inc. for Masotti Construction Inc. as part of our **CREATE** process. The report provides an overview of the physical context, planning framework and technical requirements that are the genesis of the project design. The graphics and supporting text are intended to highlight links between those factors the specific planning and design response proposed for the site. The report describes the relevant details of the proposed Official Plan and Zoning By-law Amendment for 3930 & 3950 6th Concession Road d and the unique planning process that is being undertaken by the project team.

# S1 INTRODUCTION

## S1.1 Project Consulting Team



Siv-ik Planning and Design Inc. is an urban planning and design studio based in London and Hamilton, ON and serving clients across southern Ontario. We're a team of planners and designers who help those around us unpack the complexities of urban development and use graphic design as fuel for these conversations, communicating complex ideas visually.



RC Spencer Associates Inc. is committed to technical excellence in civil engineering design, project management and inspection services, and to providing a full range of professional engineering services related to municipal roads, traffic and transportation engineering, bridges, land development, environmental assessment, sewerage and municipal drainage, water works, and parks development.

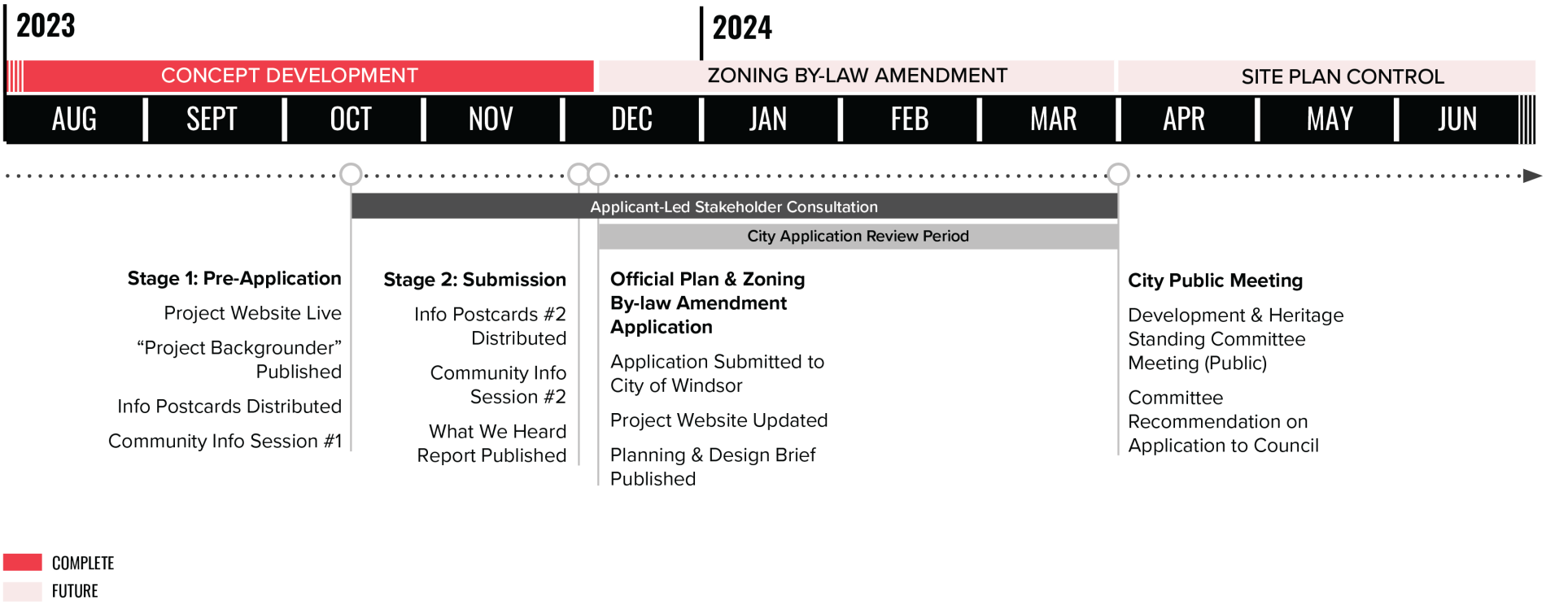


Founded in 1986 by Haddad Morgan and Associates Ltd has been proudly providing civil and structural consulting engineering services for 26 years. During its rich history our office has efficiently and professionally undertaken thousands of projects. These projects are for a vast spectrum of clientele including government agencies, institutional, commercial, residential, and industrial groups.

## S1.2 About the Project

Masotti Construction Inc. is the registered owner of the properties known as 3930 & 3950 6th Concession Road in Windsor, ON. With the support of Siv-ik Planning & Design Inc. and the project team, they are planning a redevelopment of the site for a new low-rise, ground-oriented housing project which includes four new 3-storey buildings containing 16 townhouse dwelling units. Up to eight (8) of the proposed townhouses may include an accessory dwelling unit on the main floor. The project team understands that change in neighbourhoods warrants conversation. This report provides an opportunity for those who are interested to learn about the genesis of the development proposal, understand the various factors that shape development on this site, and specifically understand how that web of factors has informed the development proposal for 3930 & 3950 6th Concession Road. The report also provides an overview of our unique approach to navigating this project from concept to reality.

### / Project Timeline



**NOTE:** Projected "future" timelines subject to change.

**S1.3 Site Description**

The project site is comprised of two legal parcels, municipally referred to as 3930 & 3950 Sixth Concession Road in the City of Windsor. The site is located on the east side of Sixth Concession Road at the intersection of Ducharme Street. The project site is located in the North Roseland Planning District which encompasses the area generally bound by Cabana Road to the north, the CN rail line to the east, and Provincial Highway 401 to the south and west. The site currently contains an existing 2-storey single detached dwelling but is of a suitable size and shape to accommodate a new urban infill development.

The North Roseland area is predominantly a residential neighbourhood area. Within a 600m radius (i.e. 5 min walk) of the site there is a Public Elementary School, a Neighbourhood Park and recreational trail network. Transit services are also within a short distance with existing routes at Provincial Road, approximately 400m north of the site. Commercial services and employment opportunities are also within close proximity (800m-1km) of the site, providing an opportunity for residents of the area to access their day-to-day needs conveniently.

**At-A-Glance**

<b>SITE AREA</b>	<b>FRONTAGE</b>	<b>DEPTH</b>	<b>EXISTING USE</b>
<b>0.33</b> Hectares	<b>60.8</b> Metres	<b>55.2</b> Metres	<b>Residential</b> Single Detached Dwelling



Figure 1: The Project Site

# S2 CONTEXT

## S2.1 Spatial Analysis

**Figure 2** shows the physical and spatial characteristics of the lands immediately surrounding the project site. The lands immediately surrounding the project site (within 150m) are predominantly developed with single-detached residential dwellings. Properties to the north and south of the project site, fronting onto Sixth Concession Road, are generally older larger residential lots, with a typical frontage of 24 metres (80ft.) and typical lot depths of over 50 metres. The period of construction for parcels on 6th Concession Road varies, ranging from the 1950's to as recently as the 2010's. The lands to the east of the project site are developed with 1-2 storey residential dwellings on more contemporary/smaller lots. These homes have been developed through more recent draft plan of subdivision approvals (mid 2010's) and given their age their is little forecast for redevelopment, even over the medium to long-term. In contrast, the size and shape of parcels along Sixth Concession Road, however, presents a substantial opportunity for infill development. This is an important planning/design consideration as the capacity for infill development along Sixth Concession Road means that the existing context could evolve significantly over the next planning horizon.

### Spatial Context At-A-Glance

#### NORTH

**Existing**  
Single Detached Dwelling

**Planned**  
Low Profile Housing

#### SOUTH

**Existing**  
Single Detached Dwelling

**Planned**  
Low Profile Housing

#### EAST

**Existing**  
Single Detached Dwelling

**Planned**  
Unlikely to Change

#### WEST

**Existing**  
Single Detached Dwelling

**Planned**  
Low Profile Housing

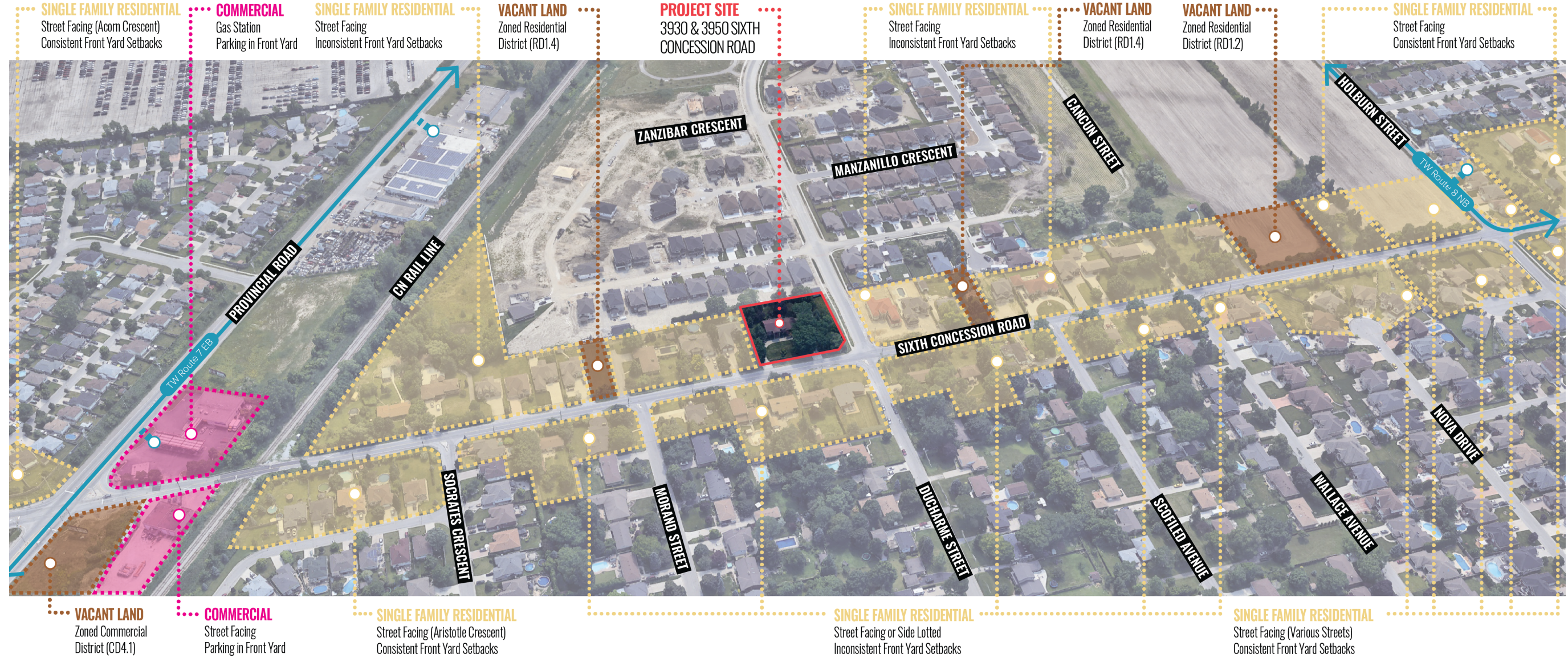


Figure 2: Neighbourhood Spatial Context (400m)

# S3 PLANNING FRAMEWORK

## S3.1 Provincial Planning Policy

The Provincial planning policy framework is established through the *Planning Act* (Section 3) and the Provincial Policy Statement (PPS 2020). The *Planning Act* requires that all municipal land use decisions affecting planning matters be consistent with the PPS.

The primary mechanism for the implementation of the Provincial plans and policies is through the City of Windsor Official Plan. Through the preparation, adoption and provincial approval of the City of Windsor Official Plan, the City of Windsor has established the local policy framework for the implementation of the Provincial planning policy framework. As such, matters of provincial interest are largely addressed in the Official Plan discussion in this report.

The PPS includes policy guidance on housing and residential intensification in settlement areas which are matters of provincial interest. It sets out four main objectives:

1. To encourage the development of a range of housing types and tenures that meet the diverse needs of Ontario's population.
2. To encourage the development of housing in a way that is efficient, compact, and environmentally sustainable.
3. To encourage the development of housing that is accessible and affordable for all Ontarians.
4. To encourage the development of housing in a way that supports healthy and livable communities.

These objectives are intended to guide land use decision-making and development in Ontario, with a focus on creating more diverse, sustainable, and accessible housing options for the benefit of all Ontarians. These key objectives have been considered and have informed our professional planning opinion and concept design for the project site.

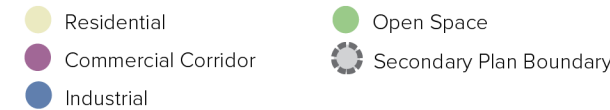


Figure 3: Windsor City Structure

## S3.2 City Policy Overview

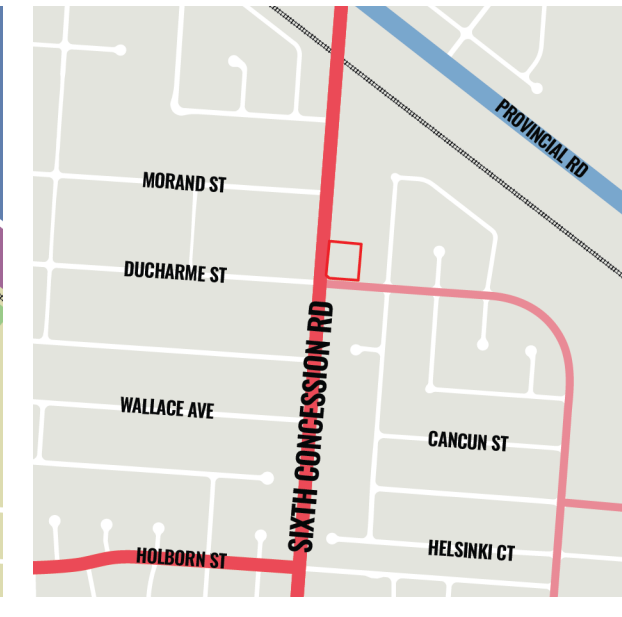
### / Official Plan (Schedule D - Land Use)

The project site is within the “Residential” designation as per Schedule D - Land Use Plan - of the City of Windsor Official Plan. Lands designated as “Residential” are intended to provide the main locations for housing in Windsor. In order to develop safe and diverse neighbourhoods, residential lands provide opportunities for a broad range of housing types including low and medium profile forms of housing. Infill and intensification of existing neighbourhoods is generally supported based on a range of design criteria.



### / Official Plan (Schedule E - Roads & Bikeways)

The project site is bounded by a Class I Collector Road (6th Conc Rd) to the west and a Class II Collector Road to the South (Ducharme Street), as illustrated on the Schedule E - Roads and Bikeways of the City of Windsor Official Plan. Class I & II Collector Roads are intended to carry moderate volumes of traffic and shall have a minimum right-of-way width of 28 and 26 metres respectively. Direct property access is generally permitted with some limited controls.



### / North Roseland Secondary Plan

The North Roseland Secondary Plan was prepared in 1998 to provide direction for the development of 108 hectares of undeveloped vacant land west of Sixth Concession Road. This secondary plan was prepared in accordance with the former City of Windsor Official Plan (1972, as amended). The majority of the lands in the planning area have now been built-out. The secondary plan was not designed with the purpose of enabling contemporary forms of low profile infill development and, in our opinion, does not accurately reflect the City's current infill policy for residential lands.



### S3.3 Residential Designation Policies (Section 6.3)

The lands designated as “Residential” on Schedule D provide the main locations for housing in Windsor. In order to develop safe, caring and diverse neighbourhoods, opportunities for a broad range of housing types and complementary services and amenities are provided for in residential neighbourhoods. In accordance with the overarching intent for residential lands, the City of Windsor Official Plan establishes key objectives for lands in the residential designation including: supporting a complementary range of housing forms and tenures in all neighbourhoods; promoting compact neighbourhoods which encourage a balanced transportation system; and, promoting selective residential redevelopment, infill and intensification initiatives.

Uses permitted in the Residential land use designation include Low and Medium Profile dwelling units. High Profile Residential Buildings shall be directed to locate in the City Centre, Mixed Use Centres and Mixed Use Corridors. For the purposes of this Plan, these housing categories are further classified in the table below along with an evaluation of their appropriateness for implementation on the project site. For residential redevelopment in established neighbourhoods Section 6.3.2.5 of the Official Plan requires that a proposed residential development is: compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and amenity areas; provided with adequate off street parking; capable of being provided with full municipal physical services and emergency services; and, facilitating a gradual transition from Low Profile residential development to Medium and/or High profile development and vice versa, where appropriate.

**Characteristics for Residential Land Use Categories:** 3930 & 3950 Sixth Concession Road

LOW PROFILE DWELLING UNITS	MEDIUM PROFILE DWELLING UNITS	HIGH PROFILE DWELLING UNITS
<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Low Profile buildings are generally no greater than three (3) storeys.</li> <li><input checked="" type="checkbox"/> Single detached, semi-detached, duplex and rowhouses (i.e., townhouses) and multiplexes (under 8 units)</li> <li><input checked="" type="checkbox"/> Locate less dense and lower scale residential buildings in locations adjacent to existing low density neighbourhoods.</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> A Medium Profile building is any building generally no greater than six (6) storeys in height.</li> <li><input type="checkbox"/> A Medium Profile building can be a landmark, a prominent destination, or a focal point of a community that provides a transition between stable neighbourhoods and High Profile buildings.</li> <li><input type="checkbox"/> Separate Medium and High Profile building from low profile buildings with a Local Road</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> A High Profile building is a multi-storey structure generally no more than fourteen (14) storeys in height.</li> <li><input type="checkbox"/> Separate Medium and High Profile buildings from low profile buildings with a Local Road.</li> </ul>
<b>BEST FIT</b>		

Given the location and physical attributes of the project site, we suggest that the applicable policies of the City of Windsor Official Plan would support the development of Low Profile Residential Uses on the project site. An Official Plan Amendment is being pursued given the existing designation of the lands in the North Roseland Secondary Plan which was applied to the land historically but does not reflect the contemporary intensification policies of the parent Official Plan.

### / Locational Criteria (Section 6.3.2.4)

Section 6.3.2.4 of the Official plan provides that residential intensification shall be directed to the Mixed Use Nodes and areas in proximity to those Nodes. Within these areas Medium Profile buildings, up to 4 storeys in height shall be permitted. These taller buildings shall be designed to provide a transition in height and massing from low-profile areas. New residential development and intensification shall be located where: a) there is access to a collector or arterial road; b) full municipal physical services can be provided; c)adequate community services and open spaces are available or are planned; and d) public transportation service can be provided. With regard to the locational criteria outlined in Section 6.3.2.4, the site contains frontage on both a Class 1 and Class 2 collector road, has access to full municipal services with optimal capacity, is within close walking distance to Captain J Wilson Park and Talbot Trail Public School as well as public transit at 6th Concession/Provincial Road. As discussed further in Sections 5, 6 & 7 of this report, the proposed built form will remain of a low-profile nature (3-storeys) which is expressly permitted within lands having a neighbourhood development pattern.

### / Evaluation Criteria for a Neighbourhood Development Pattern (Section 6.3.2.5)

Section 6.3.2.5 provides a range of general policy criteria relating to residential intensification projects in neighbourhood areas, of which this project would qualify. 6.3.2.5 requires the proponent to demonstrate to the satisfaction of the Municipality that a proposed residential development within an area having a Neighbourhood development pattern is: 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; In Mature Neighbourhoods as shown on Schedule A-1, compatible with the surrounding area, as noted above, and consistent with the streetscape, architectural style and materials, landscape character and setback between the buildings and streets; (d) provided with adequate off street parking; (e) capable of being provided with full municipal physical services and emergency services; and (f) facilitating a gradual transition from Low Profile residential development to Medium and/or High profile development and vice versa, where appropriate. This Planning and Design Brief has been prepared to aid in the evaluation of the proposal and draw direct links between key design considerations for residential intensification and the proposed site and building design. The graphics and illustrations in this brief also address functional considerations such as driveways, parking, landscaped open space, outdoor residential amenity area, buffering and setbacks, and waste storage/management which are key in evaluating the appropriateness of the proposed intensity of the development in the context of these policies.

### Urban Design (Section 8.7.2.3)

From an urban design perspective, Section 8.7.2.3 of the Official Plan provides policy guidance for new proposed infill development/residential intensification within an established neighbourhood. The policies of 8.7.2.3 intend that new infill development is to be designed to function as an integral and complementary part of that area’s existing development pattern by having regard for a multitude of existing neighbourhood character attributes. Subsection a) directs that new development should be complementary to adjacent development in terms of its overall massing, orientation, setback and exterior design, particularly character, scale and appearance. Windsor Council adopted Design Guidelines intended to assist in the design and review of applications for development in accordance with the policies noted above. In this regard, the information outlined in Section 2, 3 and 4 of this brief clearly articulates the character of the site and surrounding area. The design principles described and illustrated in Section 5 and the annotated graphics in Section 6 document how the proposed Zoning By-law and the conceptual site layout and building form(s) have been designed to respond to the unique context of the site, and have taken into account the Urban Design policies of the Official Plan along with other urban design best-practices for neighbourhood intensification projects.

## / Intensification Guidelines (2022)

Guided by the community vision articulated in the Official Plan (OP), and building on the principles of 'compatible' development, the objective of the City of Windsor's Intensification Guidelines is to provide direction for the design of future uses that respect the unique character of Windsor's neighbourhoods. The design guidelines are intended as a framework that outlines the salient characteristics of various design concepts and principles. The intent is to guide new development to become distinctive, while relating harmoniously to the use, scale, architecture, streetscapes, and neighbourhoods of Windsor, as well as meeting the needs of its citizens and visitors. The Urban Design Guidelines are meant to provide predictability for applicants, the City, and stakeholders, by providing consistent direction about the criteria for the design of proposed development in Intensification Areas. The subject site is within an established neighbourhood area but is not within a Mature Neighbourhood identified through OPA159 (and A-1 of the Official Plan). Some of the key guidelines for the development of new low-profile residential forms at 3930 & 3950 Sixth Concession Road are summarized below for reference:

### 2.2 General Guidelines for All Development

- Low Profile development in the Stable and Mature Neighbourhoods includes single-detached, semidetached, duplex, townhouses, and apartments that are generally no greater than three (3) storeys in height.
- Ensure the scale of Low Profile buildings is compatible and sensitively integrated with residential buildings in the immediate vicinity in terms of building mass, height, setbacks, orientation, privacy, landscaping, shadow casting, accessibility, and visual impact.
- Maintain consistent front yard setbacks along the street. New development should have a set back equal to the predominant setback (70%+) on the street (+/- 1.0m), or a distance that is the average of those on either side of the development site (+/- 1.0m).
- Provide side yard setbacks that reflect those of adjacent homes, or are the average distance of those on either side of the development, in accordance with existing zoning standards, to a minimum of 1.2 metres.
- Limit continuous residential forms such as stacked townhouse buildings to **3 to 8 units per block** and the length of the townhouse block should not exceed 50 metres, unless it is essential to the architectural style of the building.

### 2.4 Townhouse Development

- Building mass should be compatible with buildings in the immediate vicinity of the development. Generally, the building foot print should not exceed **35%** of the lot area. In addition, **40%** of the lot area should be dedicated to landscaped open space exclusive of parking facilities and driveways.
- Maintain the traditional range of building heights. **Townhouses should not exceed three storeys.** Consideration of height will depend on the height of housing in the immediate vicinity of the development.
- The main entrance should face the street, with the door in a prominent position. The front door should be clearly visible and approachable from the street.

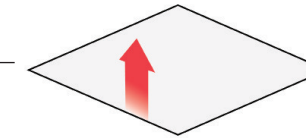
## S3.4 Zoning By-law 8600 Implications

### / Residential District 1 (RD1.4) Zone

The project site is currently zoned Residential District 1 (Low Density Housing) RD1.4 Zone in the City of Windsor Zoning By-law 8600. The existing RD1.4 Zone was originally applied to this site in 1986 through the passing of the City of Windsor's Comprehensive Zoning By-law 8600. The RD1 Zone is the least intense residential category zone and provides for and regulates single detached dwellings and duplexes. There are seven variations within the RD1 Zone family. The variations are differentiated on the basis of site requirements in order to provide for a range of lot sizes and dwelling styles. The following graphics highlight key regulations guiding development in the RD1.4 Zone variation which applies to the majority of the site. Our understanding of the existing zone permissions provides a frame of reference to measure and understand the degree of change being pursued through the proposed Zoning By-law Amendment and understand any potential impacts of the proposed change/intensification project.

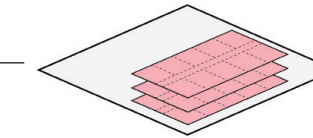
#### HEIGHT

**9.0m**  
Maximum Height



#### DENSITY

**Duplex**  
Highest Use



**4**  
Storeys

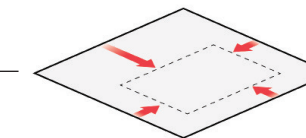
**360-540m²**  
Lot Area (min.)

#### SETBACKS

**6.0m**  
Front (min.)

**1.2m-1.8m**  
Interior (min.)

**7.5m**  
Rear (min.)



#### OTHER

**45%**  
Coverage (max.)

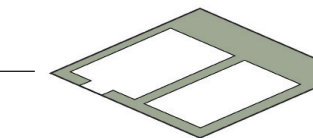


Figure 4: Key Existing Zoning By-law Regulations

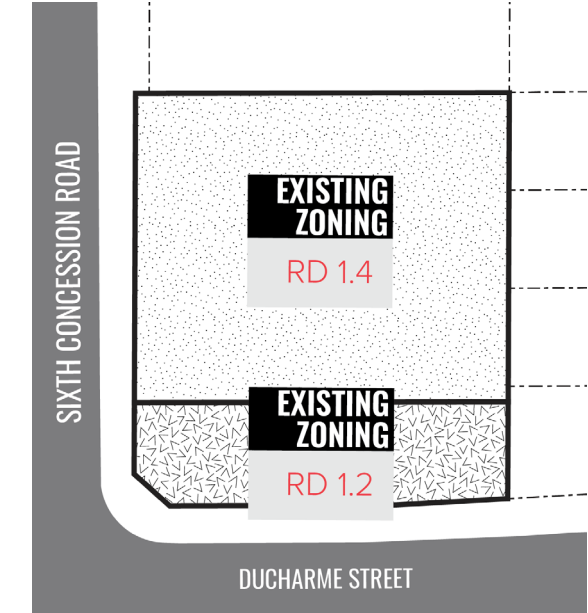


Figure 5: Existing Zoning Map



# S4 SITE ANALYSIS



--- Site Boundary

## 1 Figure Ground

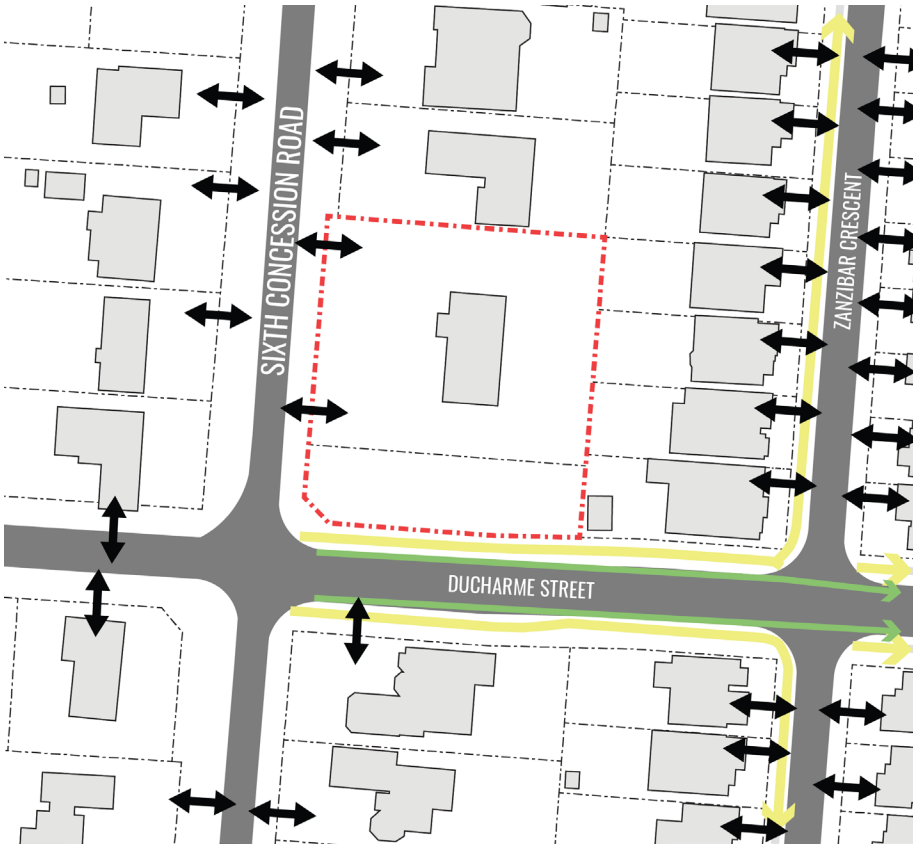
The existing size, shape, and location of built form in the immediate area, surrounding the project site, represents the framework upon which new infill development must integrate with and respond to. The figure-ground diagram illustrates the relationship between the existing built and unbuilt space on and in proximity to the site. Land coverage of buildings is visualized as solid mass, while unbuilt lands and public spaces are represented as voids.



● Trees      ● ROW Dedication

## 2 Site Conditions

A range of potential physical and natural conditions (e.g., trees, vegetation, natural features, topography, major infrastructure, road widening dedications, etc.) can influence the ultimate design and complexity of any redevelopment project. The graphic above highlights the key physical characteristics of the site. The new development will respond to and account for these conditions from a planning and design perspective.



— Bike Lane      — Sidewalk      ↔ Access

## 3 Mobility

The surrounding mobility framework (e.g., roads, intersections, access driveways, sidewalks, bike lanes, transit routes and stops, etc.) has been taken into consideration while planning for the re-development of the site to ensure that the ultimate development is complementing or enhancing the planned function of the mobility network and minimizing operational impacts to the extent possible.

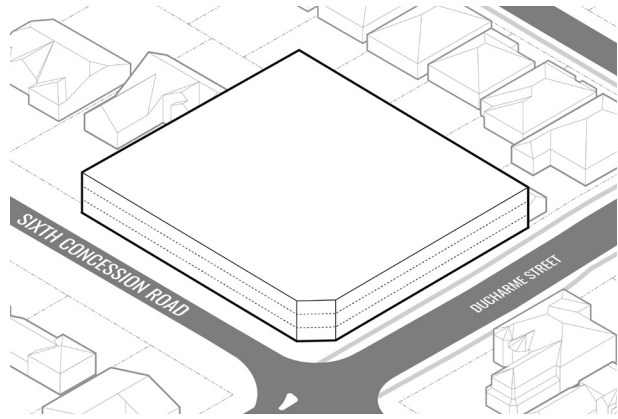


/// Sensitive Interface      /// Moderate Interface      /// Active Frontage

## 4 Edge Conditions

The placement, orientation and design of new development has been designed to respond to the existing/planned conditions directly adjacent to the site in order to minimize privacy impacts and protect access to sunlight/sky views for adjacent properties, particularly on adjacent rear yard amenity areas. The graphic above characterizes the various edge conditions/adjacencies that have been taken into consideration.

# S5 DESIGN PRINCIPLES

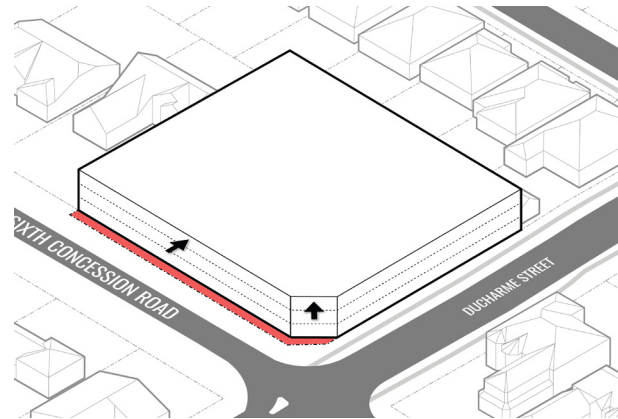


## 1 Low-Rise Built Form

Given the locational characteristics of the site and the existing pattern of surrounding built form, the development to maintain a “low-profile” built form. The City’s Residential Intensification Guidelines (2022) characterize “low-profile” as being 3-storeys in height or below. In this regard, the development will be within a traditional height range for a neighbourhood streetscape and not more than 1-storey taller than adjacent homes on 6th Concession Road.

### Official Plan References

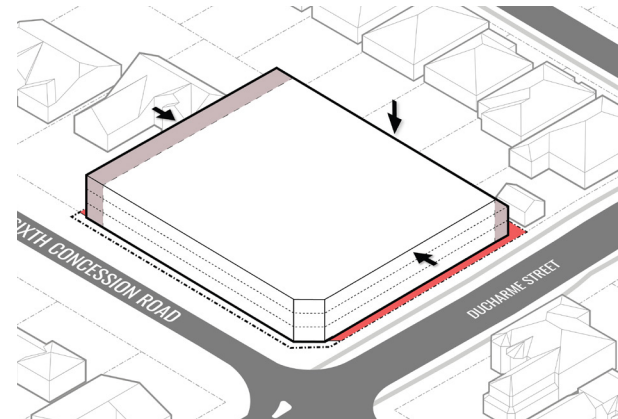
Section 6.3 - Residential Designation  
Section 6.3.2.4 - Location Criteria  
Intensification Guidelines - Section 2.4.1.1



## 2 Account for the Road Widening

As per Volume III, Schedule X, an approximately 2.0 metre road right-of-way widening is required to be dedicated to the City of Windsor along the Sixth Concession Road frontage of the project site. This reduction in land area has been accounted for in the development design.

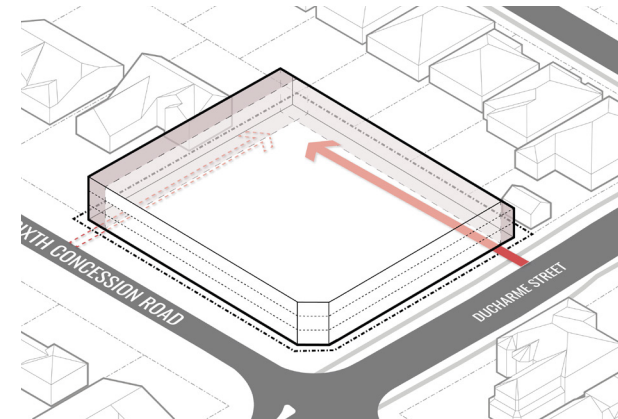
Volume III: Right-of-Way Width Schedule



## 3 Shape Massing to Fit Context

The new built form has been conceived to be sensitive to neighbouring uses and buildings. To achieve this, buildings have been designed to fit within a 45 degree angular plane measured from the east (rear) property line. The side yard setbacks respect the existing development pattern and include added regulations vary to accommodate appropriate facing distances based on the type of orientation (e.g., side-to-rear, front-to-rear).

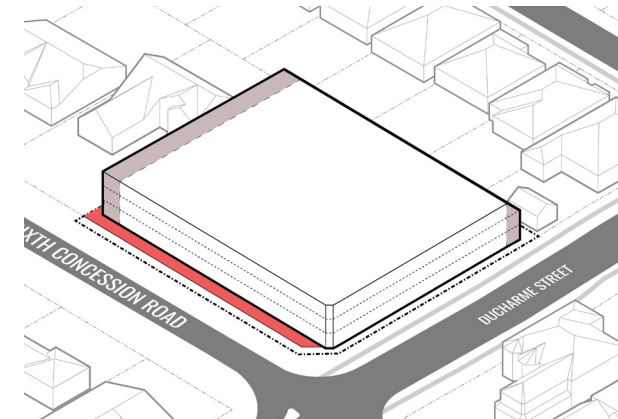
Section 6.3.2.5 - Evaluation Criteria for Neighbourhood Development Pattern  
Section 8.7.2.3 - Urban Design/Infill Development Intensification Guidelines - Section 2.2.1.2



## 4 Carve for Access

The new development has been designed with a 6.0 metre wide access/driveway from Ducharme Street. The placement of the site access has been optimized to maximize separation from the intersection and also position the driveway to buffer new development, via horizontal plane separation, from existing development and rear yards to the east.

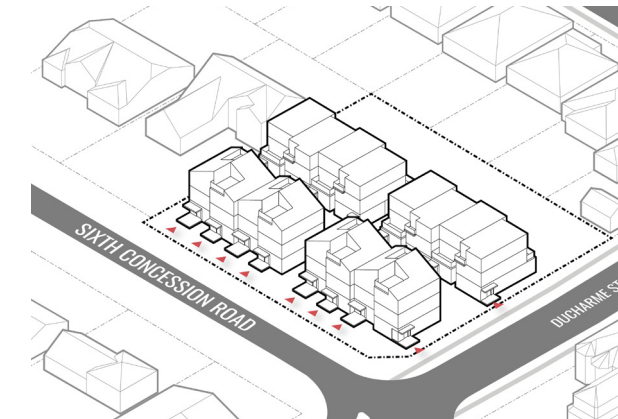
Section 6.3.2.5 - Evaluation Criteria for Neighbourhood Development Pattern  
Section 8.7.2.3 - Urban Design/Infill Development Intensification Guidelines - Section 2.2.1.6 & 2.2.3



## 5 Acknowledge the Streetwall

The new development on the project site has considered the existing and planned (i.e., existing as-of-right zoning) “streetwall” character along 6th Concession Road to establish appropriate front yard setbacks and other design features facing 6th Concession Road.

Section 6.3.2.5 - Evaluation Criteria for Neighbourhood Development Pattern  
Section 8.7.2.3 - Urban Design/Infill Development Intensification Guidelines - Section 2.2.1.3 & 2.2.1.4



## 6 Program and Activate

The proposed built form is street-oriented such that primary building frontage and entrance(s) faces towards Sixth Concession Road and the secondary building frontage faces towards Ducharme Street, with principal unit entrances and walkways facing the street where possible to create an interesting and animated streetscape.

Section 8.7.2.3 - Urban Design/Infill Development Intensification Guidelines - Section 2.2.1.3 & 2.2.1.4

**NOTE:** The above noted urban design principles have been informed by the applicable policy, regulatory and contextual considerations for the site, many of which are highlighted in the preceding sections of this brief. These principles are central to our planning/design narrative for the site and the overall project goal of being sensitive to, compatible with, and a good fit within, the existing and planned urban fabric of the surrounding area. The images do not represent buildings. They show a potential “outer-envelope” within which a building or multiple buildings could be built.

# S6 THE PROPOSAL

## S6.1 Proposed Official Plan Amendment

The City of Windsor has a series of “Secondary Plans” and special policy areas (i.e., Volume II of the Official Plan) which provide specific schedules and policies for those areas of the city where more detailed directions for land use, infrastructure, transportation, environment, urban design or similar matters are required beyond the general framework provided by the Official Plan. Secondary Plans are used to implement a variety of planning objectives including: to provide a process and a framework for addressing planning issues affecting or characterizing specific areas of the City; to facilitate the application of the general planning principles expressed in the Official Plan; to strengthen existing developed areas of the City and to facilitate, where desirable, appropriate and orderly redevelopment; to ensure the orderly, efficient and appropriate development of large tracts of vacant or underutilized land; to ensure that desirable characteristics of the City are protected and enhanced. The City currently has secondary plans for East Riverside Planning Area, North Roseland, and South Cameron.

The project site is within the boundary of the North Roseland Secondary Plan. This Secondary Plan was prepared in 1998 to provide direction for the development of 108 hectares of undeveloped vacant land west of Sixth Concession Road. This secondary plan was prepared in accordance with the former City of Windsor Official Plan (1972, as amended). The majority of the lands in the planning area have now “built-out”, including key public uses/infrastructure such as Talbot Trail Public School, Captain Wilson Neighbourhood Park and the Stormwater Management Pond. Given the build-out of the area, the secondary plan has effectively served its intended purpose. The secondary plan is now over 25 years old and was not prepared with current local planning and housing objectives in mind, nor does it contemplate the Intensification, Infill and Redevelopment Policies outlined in Section 6.3. (through OPA 159). In our opinion, the plan does not accurately reflect the City’s current infill policy for “Residential” lands and is not in conformity with the current Provincial Planning Framework as it relates to 3930 & 3950 6th Concession Road.

In light of the foregoing, the proposal includes an Official Plan Amendment which would effectively remove the lands from the North Roseland Secondary Plan Area. Given the nature of the amendment, the site would become subject of the Residential Designation policies of the parent Official Plan which more accurately represents and provides a policy framework for dealing with contemporary housing and infill policy.

### OPAXXX\_ 3930 & 3950 6th Concession Road

Volume II, Chapter 3 of the City of Windsor Official Plan is hereby amended by making the following change to Schedule NR2-7 - North Roseland Planning Area - Land Use Designations.

The proposed amendment will have the effect of removing the site from the land use framework and allow the parent Official Plan policies (including OPA 159) to guide development of the site.

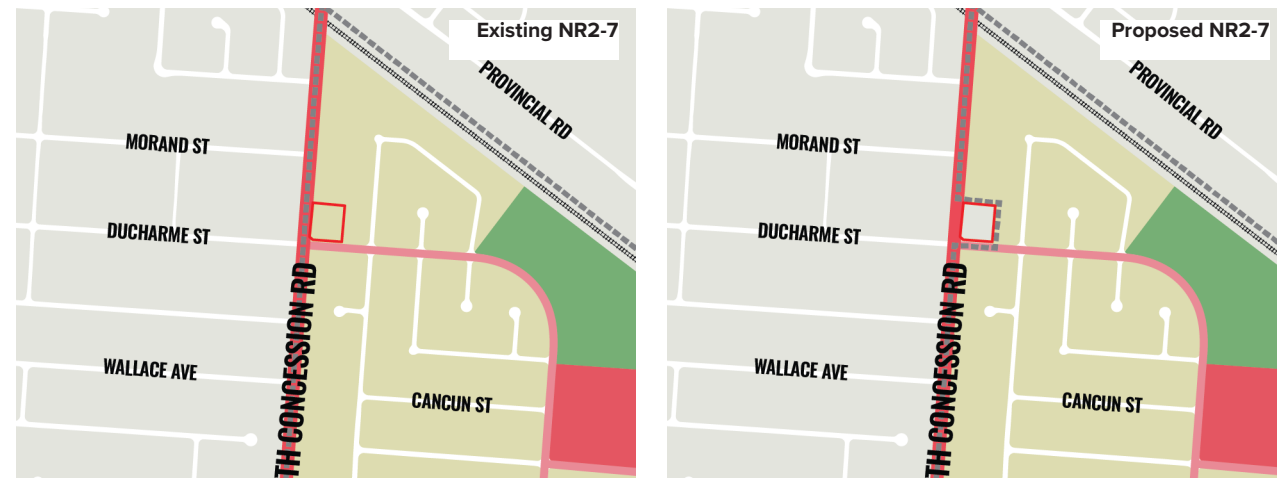


Figure 6: Proposed Official Plan Amendment

## / Basis for the Amendment

The specific details of the proposed Official Plan amendment are outlined in Figure 6 on page 17 of this report. The following planning rationale serves as the basis for the proposed amendment:

1. The Plan was prepared in accordance with the former 1972 City of Windsor Official Plan and a previous growth and housing paradigm that is challenged by current demographic trends, affordability, growth objectives, etc.
2. The primary purpose of the North Roseland Secondary Plan was to guide the growth on what was (at the time of its creation) a large tract of vacant land to ensure the appropriate and orderly use of land, economic development and the efficient provision of infrastructure. Coordination, planing and implementation of the area servicing network, public school and neighbourhood park have now been resolved and implemented through various Draft Plans of Subdivision and, as such, one of the major purposes of the secondary plan has been fulfilled. In our opinion, the North Roseland Secondary Plan has largely served it’s purpose in this regard.
3. The Policies of Section 6.3 “Residential Designation” provide appropriate guidance for redevelopment of the site, ensuring that but in a manner that considers contemporary planning and housing objectives.
4. Special Policy Areas are typically reserved for situations where more detailed direction is required beyond the policies of Volume I: The Primary Plan, and in this case it is our opinion that and the best policy approach is to remove the site form the North Roseland Secondary Plan.

## S6.2 Proposed Zoning By-law Amendment

The proposed Zoning By-law will provide a framework for ground-oriented, medium density/low-profile residential development. To support the development vision for 3930 & 3950 Sixth Concession Road and to implement the applicable Official Plan policies, we propose to rezone the site from the Residential Districts 1 (RD1.4 & RD 1.2) to a Residential Districts 2 (RD2.5(L)) Special Provision Zone. The proposed Zoning By-law will provide a framework for ground-oriented residential intensification in an appropriate low-profile building form. The proposed zone includes special regulations to account for the unique context of the project site, implement applicable form-based policy directions of the City of Windsor Official Plan and the Intensification Guidelines (2022). The proposed zone and special regulations are structured to facilitate an appropriate range of desirable site design outcomes but are not directly tied to a specific development design. In this regard, the proposed Zoning By-law Amendment will “lock-in” the key development and built form standards but will also allow for a degree of flexibility to address site and building design details through the future Site Plan Control application process.

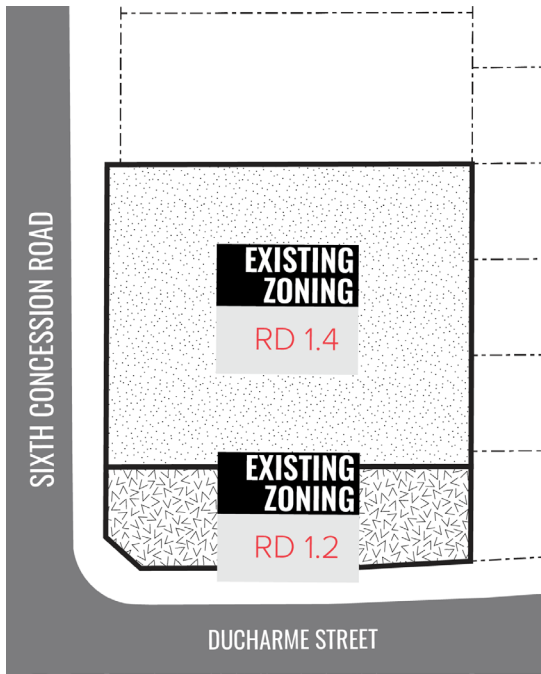


Figure 7: Existing Zoning

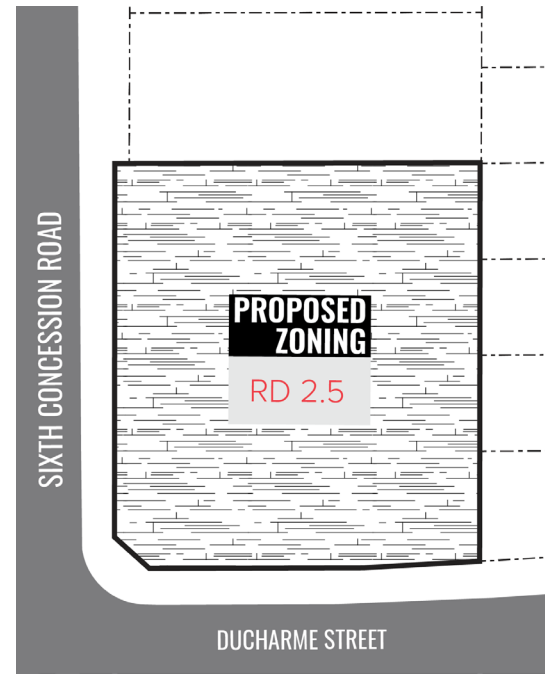
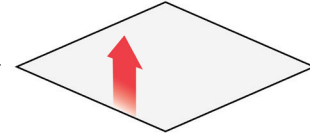


Figure 8: Proposed Zoning

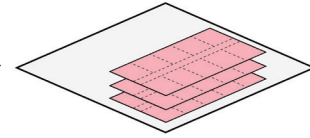
### PROPOSED HEIGHT



### STOREYS

3

### PROPOSED DENSITY



### UPH

48.5

## / Proposed By-law

3930 & 3950 6th Concession Road		
Regulation	RD2.5	Proposed RD2.5(L)
Permitted Uses	Double Duplex Dwelling; Duplex Dwelling; Multiple Dwelling; Semi-Detached Dwelling; Single Unit Dwelling; Townhome Dwelling; and, Any use accessory to the above uses.	-
Lot Area (min.)	190m <sup>2</sup> per unit	200m <sup>2</sup> per unit <b>1</b>
Lot Width (min.)	20.0m	-
Front Yard Depth (min.)	Min: 6.0m Max: 7.0m	Measured from existing ROW limit along 6th Concession Road and, where multiple buildings are to be developed, shall only apply to the building(s) nearest the lot line to the street. <b>2</b>
Side Yard Width	2.5m	
Rear Yard Depth (min.)	7.5m	1.0m per 1.0m of main building height but in no case less than 7.5m. <b>3</b>
Lot Coverage (max.)	50%	-
Height (max.)	14.0m	3-Storeys <b>4</b>
Parking	Townhome Dwelling w/ Garage: 1 per unit Townhome Dwelling: 1.25 per unit Additional Dwelling Unit: 1 per unit Visitor: 15%	-
Additional Special Regs.	-	Section 11.5.5.50 shall not apply.  Notwithstanding any provisions of the by-law to the contrary, up to 50% of the Townhome Dwellings may contain an additional dwelling unit (subject to the remaining applicable provisions of Section 5.99.80) <b>5</b>

Table 1: Special Regulations Overview

Note: See page 21-23 for additional details and explanation for proposed special regulations.

## / Special Regulation Explanations

### 1 Gentle Density

The proposed RD2.5 Zone will provide an appropriate framework for the development of low-profile “townhome dwellings” on the subject site. It includes with a range of regulations designed to ensure the built form outcome fits well with a neighbourhood context. To provide further certainty to the concept shown through the rezoning process, we propose a stricter lot area requirement that will, in effect, limit the number of townhome dwellings to a maximum of 16, as shown.

#### Official Plan References

Section 6.3 - Residential Designation

### 4 Middle Height

The proposed Zoning By-law includes a site-specific height regulation (i.e. max 3-storeys). The height regulation has been crafted to implement the Intensification Policies for Neighbourhood areas (i.e., 3 storeys) and the City of Windsor Intensification Guidelines. This regulation is more restrictive than the existing 14.0m height limit prescribed by the RD2.5 Zone, which, in and of itself, could enable a 4-storey building to be built.

Section 6.3 - Residential Designation  
Section 6.3.2.4 - Location Criteria  
Intensification Guidelines - Section 2.4.1.1

### 2 Front Yard Depth

The existing 6.0-7.0m front yard setback requirement is generally appropriate to guide development of the site, ensuring a street-oriented built form and fit with the planned context along 6th Concession Road. Additional clarification regarding the measurement of the “front yard” setback has been included to help clarify the measurement, in light of multiple buildings being developed on the site, the ROW widening requirement and the determination of front lot line.

### 5 Additional Regs.

There are a range of general provisions of By-law 00-8600 that apply to, and affect, the proposed development. A series of additional special regulations are proposed to clarify the nature of the proposed development/built form, and enable the development a limited amount of additional dwelling units within the main floor of 50% of the proposed townhouses to allow for housing choice and flexibility. The special regulations will defer appropriate material selection to occur through the Site Plan Control process.

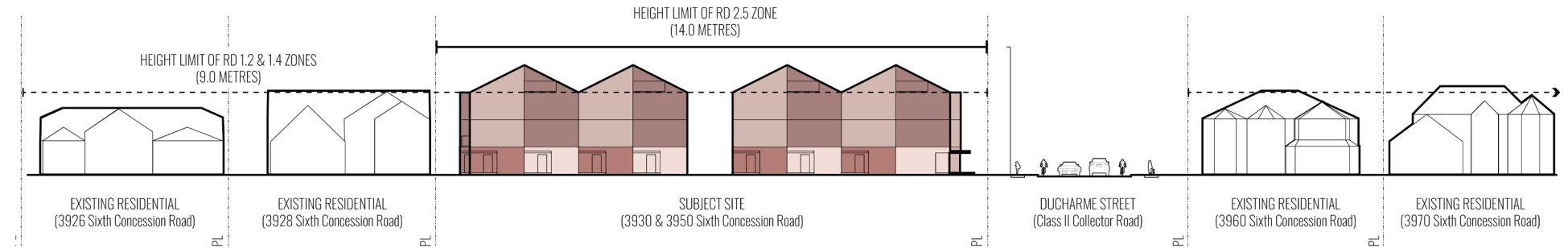
Section 6.3 - Residential Designation  
Section 6.3.2.23 - Additional Dwelling Units

### 3 Enhanced Rear Yard

The proposed zoning by-law includes an enhanced rear yard setback requirement. This special regulation has been included recognizing that existing low-rise residential development and rear yard amenity spaces to the east are unlikely to change. The enhanced regulation will ensure all new buildings on the project site fit within a 45 degree angular plane measured from grade, thereby mitigating potential massing and shadow impacts.

Section 6.3.2.5 - Evaluation Criteria for Neighbourhood Development Pattern  
Section 8.7.2.3 - Urban Design/Infill Development  
Intensification Guidelines - Section 2.2.1.2

NORTH



SOUTH

Figure 9: North-South Section Diagram

**Note:** Figure 9 illustrates, via a north-south section diagram, the heights permitted by the existing RD1.2 & RD1.4 Zone categories that apply to adjacent properties along 6th Concession Road, the standard height limit for the proposed RD2.5 Zone, and the height of the proposed building forms themselves. Given the corner location of the site it acts as a logical transition/step-up zone. As evident by the cross-section analysis, the proposed development provides a built form that is only 1-storey taller than existing adjacent development, in conformity with the direction outlined in the intensification guidelines. The proposed building heights maintain a “human-scale” along 6th Concession Road and are appropriate for a low-profile residential area.

WEST

EAST

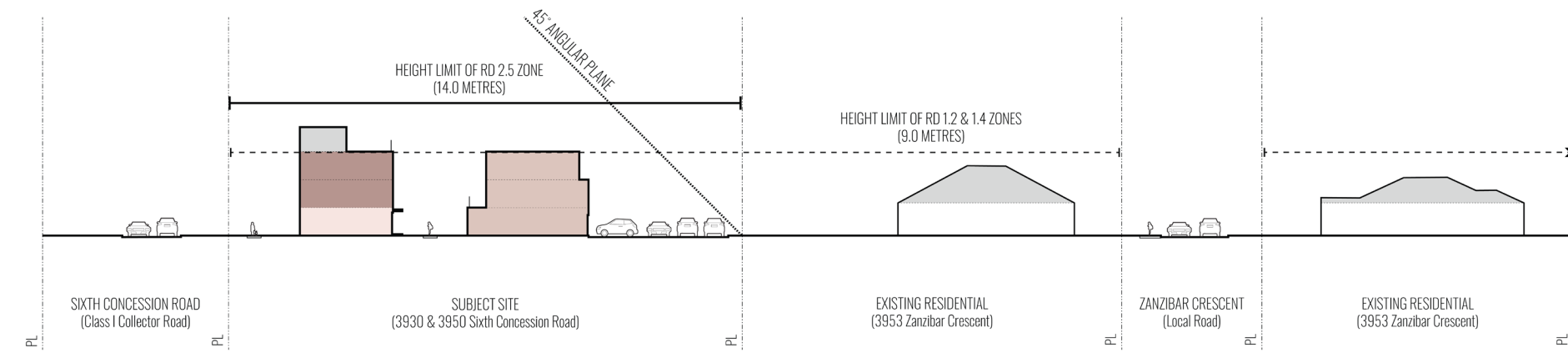


Figure 10: East-West Section Diagram

**Note:** Figure 10 above, illustrates the setbacks of the proposed development from the existing east and west property lines. The diagram illustrates a 45 degree angular plane measured from the shared lot line with the adjacent dwelling/rear yard on Zanzibar Crescent. The proposal establishes substantial separation in order to preserve access to sunlight and to minimize overlook into rear yard amenity spaces. The proposal is also showing a reduction in building height versus what is normally permitted via the proposed RD2.5 Zone, and how the proposed height, at many points, aligns with the height limit within the existing RD1.4 Zone that applies to the site and surrounding properties.

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### S6.3 Proposed Development Concept

#### / Mixed Urban Towns + ADU's

The following illustrations and graphics provide an overview of the development concept for 3930 & 3950 6th Concession Road. The development concept is representative of the developer's future intention for the project site and represents a desirable implementation of the proposed Zoning By-law amendment outlined in Section 6.2 of this brief. The concept includes a total of 16 3-storey townhouses, with the town house blocks/units along the Sixth Concession Road each also containing an additional dwelling unit (ADU) integrated into the main floor. The ADU's include front doors and porches facing the street, while the main units (above) and rear row of townhouses have their entrances facing the pedestrian courtyard in the centre of the site. Each townhouse unit features either integrated rooftop or balcony amenity spaces while the ADU's include at-grade amenity spaces in the internal pedestrian courtyard. Each townhouse unit has access to two parking spaces, provided through a combination of integrated garages and driveways. The eight parallel parking spaces located along the east property line are intended to serve the ADU's and/or visitors. A dimensioned conceptual site plan has been prepared and is available for public download at [www.siv-ik.ca/3930sc](http://www.siv-ik.ca/3930sc). A series of simplified supporting illustrations have been included in this report to highlight key elements of the conceptual site and building design in a manner that enables a more seamless evaluation by stakeholders and decision-makers. The detailed conceptual site plan should be referred to where detailed dimensions and specifications are required for review or evaluation.



Note: Artist's Rendering of Conceptual Built Form.

**/ Concept At-A-Glance**

**SITE AREA**

**0.33**  
Hectares

**BUILDING HEIGHT**

**3**  
Storeys

**DENSITY**

**1.0**  
Floor Area Ratio  
  
**48**  
Units Per Hectare

**DWELLING UNITS**

**16**  
Townhome Dwelling Units  
*(+ ADU's on the main floor of up to 8 of the Townhome Dwellings)*

**PARKING**

**2.5/unit**  
Overall Rate  
  
**40**  
Overall Stalls

**OTHER**

**42%**  
Landscaped Open Space  
  
**32%**  
Lot Coverage





Note: Artist's Rendering of Conceptual Built Form.

SE PERSPECTIVE



- 1 The project pays consideration to neighbouring properties to the north through, limiting windows to habitable rooms, setbacks and building placement that avoids the creation of new shadows on the rear yard for extended periods.
- 2 The Townhome dwellings have been conceived with street oriented design features such as front door, stoops and walkways that will serve to animate enhance the quality of the street environment.

- 3 The Townhome blocks have been limited to a maximum of 4 units in a row which serves to "break down" the massing of the proposed built form and complement the neighbourhood oriented streetscape.
- 4 The design includes the development of a common pedestrian walkway along the 6th Concession Road frontage, which ties to individual walkways and provides a safe connection to the sidewalk network at Ducharme Street.

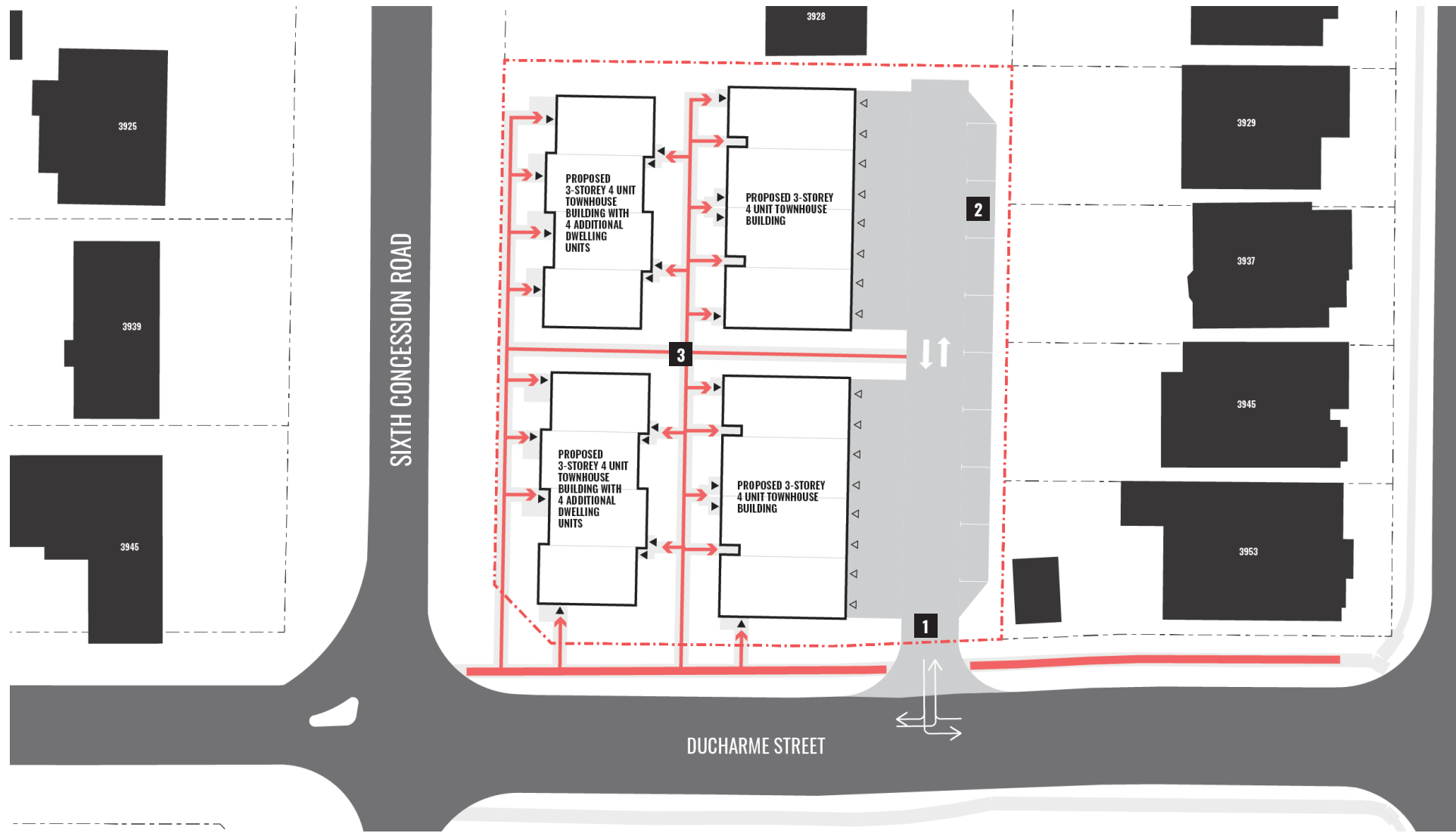
Note: Artist's Rendering of Conceptual Built Form.

NW PERSPECTIVE



- 5 Integrated garages and parking area have been strategically sited at the "rear" of the proposed buildings to ensure garages/parking do not dominate the streetscape and that the front and exterior yards are landscaped.
- 6 The proposal includes a 1.5m "landscaped strip" which will allow for the construction of a 1.83m privacy fence and plantings - collectively providing enhanced screening/buffering from existing development to the east.

- 7 The townhome blocks each have direct access to an interior green courtyard, providing opportunities for at-grade, outdoor residential amenity area and pedestrian circulation throughout the site.
- 8 The rear townhome blocks have been sited in a manner that maximizes horizontal plane separation from existing development to the east and minimizes direct overlook. The rear wall of the rear row is generally in line with the existing homes along 6th Concession Road.



- LEGEND**
- ▲ Principal Entrances
  - Site Boundary
  - New Building Footprint
  - Existing Sidewalk
  - Pedestrian Circulation
  - Vehicle Circulation/Movements
  - 1 New Site Access
  - 2 Surface Parking Area(s)
  - 3 Pedestrian Linkages

**NOTE:** This simplified site access and circulation plan has been prepared based on the detailed site concept plan by Siv-ik Planning & Design. It is meant to aid in illustrating the key attributes and functions of the development concept related to vehicular and pedestrian movements. For dimensions and full site details, please refer to the 2023-11-30 conceptual site plan.

Figure 11: Simplified Site Circulation Plan



- LEGEND**
- ▲ Principal Entrances
  - Site Boundary
  - New Building Footprint
  - Potential Tree Location
  - Landscaped Area
  - Common Outdoor Amenity
  - Private Outdoor Amenity Area(s)

**Note:** This simplified landscape plan has been prepared based on the detailed site concept plan by Siv-ik Planning & Design. It is meant to aid in illustrating the parameters for the future detailed landscape plan which will be prepared by a Licensed Landscape Architect during subsequent stages of the planning process and reviewed through the Site Plan Control application.

Figure 12: Simplified Landscape Plan

# S7 TECHNICAL ANALYSIS

## S7.1 Sun/Shadow Study

### / Spring Equinox



**9AM**  
March 21



**12PM**  
March 21



**3PM**  
March 21

### / Summer Solstice



**9AM**  
June 21



**12PM**  
June 21



**3PM**  
June 21

#### NOTES:

1. The sun/shadow diagrams have been created by Siv-ik Planning and Design Inc. using industry-standard modeling practices to help illustrate how the sun moves across the project site and surrounding area. These graphics estimate the potential shadows that could be cast by the proposed development upon the existing surrounding context. The results of sun/shadow study are conceptual in nature and represent an interpretation of the potential building massing, surrounding built form and natural features. The simulated dates and times shown are based on City of London requirements.
2. Sept 21 and March 21 (equinox) both result in similar shadow patterns so the diagrams have only shown March 21st.

**/ Winter Solstice**



**9AM**  
December 21



**12PM**  
December 21



**3PM**  
December 21

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### S7.2 Transportation Impact Assessment

A Transportation Impact Assessment has been prepared by RC Spencer Associates Inc. The Transportation Impact Study (TIS) includes an analysis of existing traffic conditions, a description of the proposed development, assessment of traffic impacts with recommendations to accommodate the proposed development as appropriate, review of on-site vehicle circulation and Transportation Demand Management measures appropriate to the subject site.

Figure 15 below highlights the peak hour vehicle trip generation anticipated from the proposed development. Based on the evaluation of the existing infrastructure and the proposed development, it was concluded that the intersection of 6th Concession Road and Ducharme Street is forecast to operate at the same exact level of service (LOS A & B depending on time of day and turning movement) pre and post-development and the site generated traffic by the development will not significantly impact traffic operations at this intersection. The proposed site access from Ducharme is forecast to operate with a desirable level of service (LOS A). A left-turn lane warrant analysis was completed for the eastbound approach on Ducharme Street to the proposed site access. Given the design speeds of Ducharme and the projected traffic volumes, a left-turn lane was not warranted. Lastly, a sight-line analysis was completed to evaluate the safety of the proposed access location and it was determined that there is sufficient sight distance to enable safe access at the proposed site access location on Ducharme Street. Further details and supporting technical analysis is contained within the RCSA TIA.

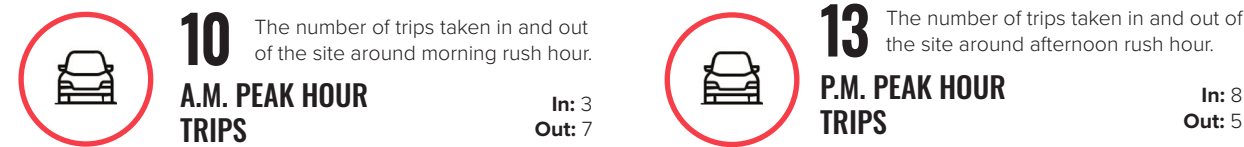


Figure 13: TIA Highlights

### S7.3 Natural Features Inventory

A Natural Features Inventory was carried out for the property by Bezaire Partners Landscape Architects. No significant natural features or natural hazards were identified on the subject site. The most notable/relevant is the presence of existing trees/vegetation. The NFI identifies and evaluates all trees of all sizes in the adjacent City right-of-way and trees greater than 10 cm in diameter measured at breast height on, and within 3 metres of, the project site. The inventory identified 36 individual trees. The size, location and quality of the existing trees can be found on the Existing Tree List and Condition table on the Tree Inventory Plan prepared by BP. No rare or endangered tree species were identified. 12 of the 36 trees were identified as being in “Poor” condition or “Dead”. In considering the potential impacts and disturbance associated with the proposed development concept, it is anticipated that the large majority of existing on-site trees will require removal. The preservation plan will continue to be refined through subsequent stages of the development process when further details about site grading and engineering are finalized (e.g., through the future site plan control application process). New tree plantings will be contemplated through the future landscape plan which will be prepared during the site plan control application process.

### S7.3 Sanitary Servicing Report

Through the pre-application consultation process with the City of Windsor it was identified that the applicant’s engineer was to provide a sanitary servicing report demonstrating how the site is intended to be serviced by municipal sanitary sewers. Haddad Morgan & Associates was retained to prepare a Sanitary Servicing Report to support the development strategy and Official Plan and Zoning By-law Amendment application. The report determines the maximum peak flows which will result from the proposed development and an overview of the function and capacity of the existing 250mm diameter sewer which exists along 6th Concession Road.

From a sanitary perspective, the HMA report assumed a peak population of 58 for the proposed development based on City of Windsor methodologies for townhome dwelling. It was concluded that the existing 250mm sewer outlet on 6th Concession Road is currently operating at a current peak utilization of 18%. Factoring in the maximum potential flow rates from the proposed development, the peak utilization will increase to 21%. Based on these factors, it is concluded that the existing sewer provides an appropriate outlet, with sufficient capacity to serve the planned development and significant additional redevelopment within this sewer-shed area.

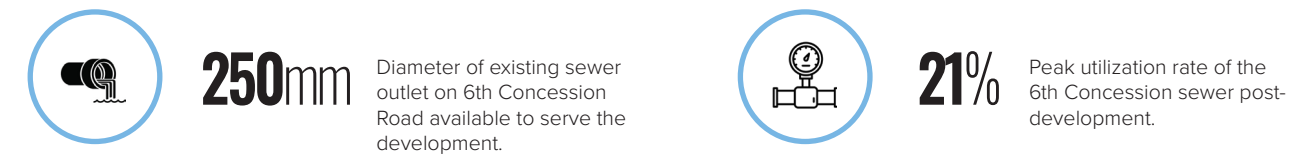


Figure 14: Servicing Feasibility Report Highlights

# S8 ENGAGEMENT SUMMARY

## S8.1 Our Program

We understand that change in neighbourhoods warrants conversation. Our community engagement program was designed to provide an opportunity for those who are interested to learn more about the vision for the site early on in the planning process and share their thoughts. The Developer (Masotti Construction Inc.) and the project team are committed to engaging with local residents at multiple points in the process.

The timeline below shows a general overview of the steps in the planning process for 3930 & 3950 6th Concession and how those steps interact with our applicant-led community engagement program.

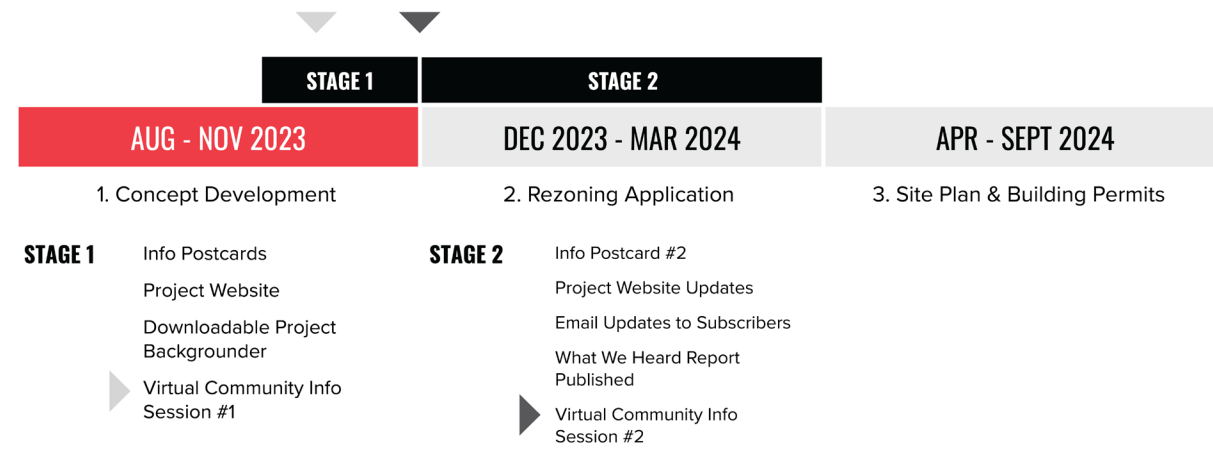


Figure 15: Engagement Program Overview

Feedback received through our outreach program is used to deepen our understanding of the local context and shape some elements of the design of the project, where possible. We acknowledge that change is difficult and that no outcome will satisfy all interested parties completely. As such, the project team cannot integrate everything suggested by our neighbours and the community at-large. However we commit to: providing residents with quality and up-to-date information about the project; helping residents to understand how they can participate in the process; asking for their thoughts and opinions; and sharing what we have heard and our team’s response to it.

## STAGE 1 TACTICS



### Info Postcard

83 information postcards were circulated to surrounding homes and businesses to notify the local community of the planned redevelopment via direct mail and to direct them to the project website.

### Project Website

A project website ([www.siv-ik.ca/3930sc](http://www.siv-ik.ca/3930sc)) was launched on October 11, 2023 to provide a “home base” for sharing information and updates about the project and gathering feedback through an online feedback form.

### Downloadable “Project Backgrounder” Publication

Siv-ik published a project backgrounder document to provide informative content regarding City planning policy, the planning process and the preliminary design principles that were established for the site. The backgrounder was made available for download on the project website.

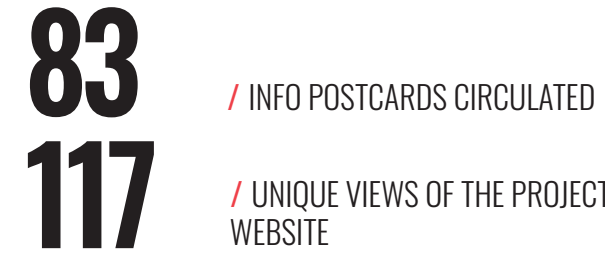
### Virtual Community Information Session

The project team hosted a Zoom webinar on October 25, 2023 to provide a live forum to share information directly with residents/participants and to facilitate a Q&A session with lead members of the project team.

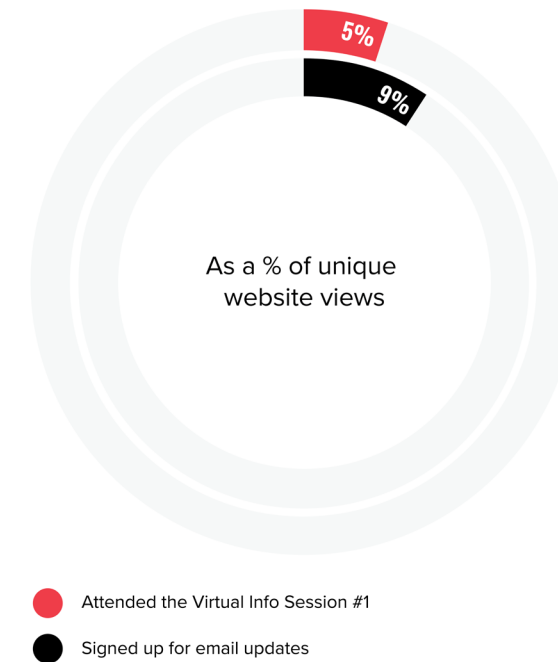
### What We Heard Report

The report will be published and shared on the project website. The report “closes the loop” on Stage 1 of our community engagement program by clearly documenting the feedback that was received and our response to it.

## REACH



## ENGAGEMENT



## FEEDBACK



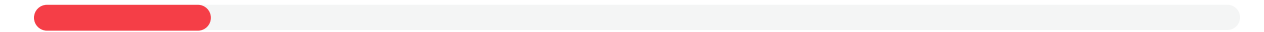
## TOPICS OF INTEREST

Key topics of interest have been extracted from the feedback and comments provided. The table below shows the frequency that respondents provided feedback on specific topics. Some respondents provided feedback on more than one topic of interest. In some cases, comments were received that could not be organized into a topic of interest but were taken into consideration as part of this project.

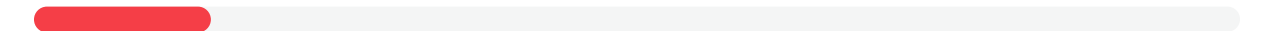
### Proposed Housing Type



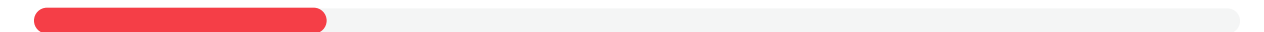
### Development Process & Timing



### Site Layout



### Traffic



**NOTE:** The graphics and text above represent highlights of Stage 1 of our community engagement program. Further details regarding the engagement program and the verbatim feedback can be found in the 2023-11-27 What We Heard Report by Siv-ik Planning and Design Inc. The report is available for public download at [www.siv-ik.ca/3930sc](http://www.siv-ik.ca/3930sc).

# S9 INTERPRETATION

## 1 Purpose of this Brief

We understand that site's are not blank slates. This Planning and Design Brief outlines the planning and design rationale for the development of 3930 & 3950 6th Concession Road in Windsor, ON. The Brief provides an overview of the proposed Official Plan Amendment, Zoning By-law Amendment and Concept Plan which is representative of the project team's best thinking for the site's development, considering the policy, regulatory and physical context and the end user. The Brief is meant to highlight the key factors that shape development on this site and help stakeholders to understand how those key factors have shaped the proposed Zoning By-law and Concept Plan.

## 2 The Development Design

The proposed zone and special regulations are structured to facilitate a narrow range of desirable site design and built form outcomes, however, the zone is not tied to a specific development design. The proposed Zoning By-law Amendment will "lock-in" the key development and built form standards but will also allow for a degree of flexibility to address site and building design details through the future Site Plan Control application process. The specific development plans highlighted in the report are conceptual in nature and are subject to a degree of change through the future development design and approval process. The massing diagrams presented are not to be construed as buildings but rather an artist's interpretation of typical elements found in buildings of a similar scale as what is contemplated through the proposed Zoning By-law Amendment.

## 3 Stakeholder Engagement

The project team has carried out early communications/engagement with the Ward 9 Councillor, City Administration (Planning and Development), and surrounding residents to inform the redevelopment vision for the site and looks forward to continuing to do so as the applications progress through the review process.



## REFERENCES

1. City of Windsor Official Plan (2000).
2. North Roseland Secondary Plan (1998).
3. City of Windsor Intensification Guidelines (2022).
4. City of Windsor Zoning By-law 8600
5. City of Windsor, MappMyCity (Last updated 2023).
6. Notice of Adoption for City of Windsor Official Plan Amendment 159 (July 15, 2022)
7. Natural Features Inventory Plan, prepared by Bezaire Partners, dated October 12, 2023).
8. Transportation Impact Assessment, prepared by RC Spencer Associates Inc., dated October 2023.
9. Sanitary Servicing Study, prepared by Haddad Morgan & Associates Ltd., dated October 2023.
10. Legal Survey, prepared by Verhaegen Land Surveyors, dated June 17, 2021.

