



Lakefront Heights Inc.

Official Plan and Zoning By-Law Amendments

Planning Justification Report

Lakefront Heights Development

Windsor ON

Table of Contents

1.0	INTRODUCTION	1
1.1	Purpose	1
1.2	Description of Site	2
1.3	Proposed Development	2
2.0	EXISTING LAND USE	4
2.1	Subject Site	4
2.2	Surrounding Land Use	4
3.0	PLANNING EVALUATION	6
3.1	Provincial Policy Statement	6
3.2	City of Windsor Official Plan	7
3.3	City of Windsor Zoning By-law	8
3.4	Planning Analysis and Considerations	10
3.4.1	Location	11
3.4.2	Land Use	12
3.4.3	Housing	13
3.4.4	Transportation System	14
3.4.5	Infrastructure	15
3.4.6	Urban Design	16
3.4.7	Site Plan Control	18
3.4.8	Economic Prosperity	18
3.4.9	Energy Conservation, Air Quality and Climate Change	18
3.5	Additional Studies	18
3.5.1	Functional Servicing Report	19
3.5.2	Stormwater Management Plan	19
3.5.3	Transportation Impact Study	19
3.5.4	Environmental Evaluation Report	20
3.5.5	Shadow Impact Study	21
4.0	CONCLUSIONS	23

Figures

Figure 1.0	Location Map
Figure 2.0	Existing City of Windsor Official Plan Designations
Figure 3.0	Existing City of Windsor Zoning By-law 8600 Designations
Figure 4.0	Conceptual Development Plan
Figure 5.0	Surrounding Land Uses

Appendices

A	Development Applications
B	Provincial Policy Statement 2020
C	City of Windsor Official Plan Policies
D	City of Windsor Zoning By-law 8600

1.0

INTRODUCTION

1.1

Purpose

Dillon Consulting Limited (Dillon) has been retained by Lakefront Heights Inc., herein referred to as the "Applicant", to assist in obtaining the necessary planning approvals associated with a proposed residential development on the lands located at 0 Wyandotte Street East, south of the Riverside Sportsman Club (10835 Riverside Drive East), herein referred to as the "subject site", in the City of Windsor (refer to *Figure 1.0 - Location Map*).

The subject site is designated accordingly in the City of Windsor Official Plan and Zoning By-law 8600 as follows:

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 Zoning By-law 8600 – Schedule A: Zoning District Map

- Commercial District 1.5 (CD1.5)

(Refer to *Figure 3.0 - 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 add High Profile dwelling units as a permitted use on the Subject Site.

A Zoning By-law Amendment is required to rezone the Subject Site from Commercial District 1.5 (CD1.5) to a site-specific Residential District 3.3 (RD3.3) with site specific provisions to increase the maximum building height from 24.0m to 44.0m, and increase the maximum lot coverage from 35% to 60%. (refer to *Appendix A – Development Applications* and *Figure 1.0 - Location Map*).

The site-specific Official Plan Amendment will include the request to add High Profile dwelling units as a permitted use under the Residential land use designation. As of July 2022, the City of Windsor adopted Official Plan Amendment No. 159 to provide direction and implementation of 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, the site-specific Official Plan Amendment is requested to facilitate the proposed development of the two (2) 13-storey multiple dwelling building with a scenery loft. The proposed multiple dwelling building is a maximum of 44 metres (144 feet) in height and is therefore considered a High-Profile development (OP, Chapter 2, *Development Profile* (c)).

The Applicant is seeking to amend the City of Windsor Zoning By-Law to rezone the subject site from Commercial District 1.5 (CD1.5) to a site-specific Residential District 3.3 (RD3.3). The Zoning By-law

Amendment is requested to permit the proposed development consisting of two (2) multiple dwelling residential towers, with a sum total of 220 units and eighteen (18) attached townhome style units. The total number of dwelling units proposed for the subject site is 238 with the associated parking available. The proposed site-specific Zoning By-law Amendment includes the request an increase to maximum permitted building height and lot coverage. The proposed development will conform to the remaining provisions of the RD3.3 zone as outlined in the City of Windsor Zoning By-law 8600 (refer to *Appendix A – Development Applications* and *Figure 1.0 - Location Map*).

Formal Pre-Submission Consultation for Official Plan Amendment and Zoning By-Law Amendment comments, which detail the requirements for a complete submission, were received on March 25, 2024 from the City of Windsor.

Following approval of the Official Plan Amendment and the Zoning By-law Amendment applications, applications for 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 located on the north side of Wyandotte Street East, east of Clover Avenue. The property is legally described as: Part 1, 12R-29002, in the City of Windsor (refer to *Figure 1.0 - Location Map*).

The subject site is irregular in shape and measures approximately 1.66 ha (4.10 ac) in size with 129.40 metres (424.54 ft.) of frontage along Wyandotte Street East. The subject site is mostly vacant with some paving from the previously owners (Riverside Sportsmen Club).

1.3 Proposed Development

The proposed development includes two (2), 13-storey residential towers and attached two (2) storey townhouse style units, with a total of 238 dwelling units. The ground level (Floor 1) of the tower consists of parking spaces and building amenity areas such as common areas, lockers, and bike racks. Floor 2 of the towers consists of a second floor of parking spaces as well as residential units which face into the courtyard. There is a total of 323 parking spaces proposed to support the proposed development.

Attached to the podium parking structure are the proposed 2-storey townhome style units. The townhome style units front the proposed entry laneway and Wyandotte Street East. There is a total of eighteen (18) townhome style units proposed. The townhome style units do not have individual driveway access to Wyandotte Street East and will have parking available within the podium parking structure.

The proposed development features a large outdoor amenity area on the roof of the podium parking structure. This area is intended to provide future occupants with shared outdoor recreational and leisure space. Dwelling units within the two (2) towers will have access to additional outdoor space in the form

of private balconies. At the penthouse level, event spaces are proposed with outdoor viewing areas which are intended to be available for use by future occupants.

The proposed development will be accessible via one (1) driveway access located along Wyandotte Street East. Vehicles will enter via Wyandotte Street East and travel along a short laneway before entering a central courtyard with vehicular access to the parking structure. The central courtyard will provide future residents with access to the two (2) towers and townhome style units.

Figure 4.0 - Conceptual Development Plan- Ground Floor and Figure 5.0 – Conceptual Development Plan – Floor 2 illustrates the proposed residential development on the subject site.

1.4

Proposed Official Plan Amendment and Zoning By-Law Amendment

The subject site is currently designated Residential in the City of Windsor's Official Plan and is zoned Commercial District 1.5 (CD1.5) in the City of Windsor Zoning By-law 8600. The proposed development is not consistent with all of the policies of the Residential designation; therefore, a site-specific Official Plan Amendment is required to permit the proposed High-Profile residential development. The subject site's current zoning does not permit any residential built form. Therefore, a Zoning By-law Amendment is required to rezone the subject site to Residential District 3.3 (RD3.3) zone with site-specific provisions. The requested site-specific provisions are as follows:

- To permit a maximum building height of 44.0 metres for an interior lot; and
- To permit a maximum lot coverage of 60%.

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

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

2.0

EXISTING LAND USE

2.1

Subject Site

The physical attributes of the site are as follows:

- A total site area of 1.66 ha (4.10 ac);
- An irregular shaped site with 129.40 metres (424.54 ft.) of frontage on Wyandotte Street East; and,
- The subject site is mostly vacant with some concrete pads utilized by the previously owned (Riverside Sportsmen Club).

2.2

Surrounding Land Use

The surrounding land uses are varied as shown in *Figure 5.0 - Surrounding Land Uses* and are described as follows:

North

- Existing Uses: Private Club (i.e. Riverside Sportsman Club), single detached dwellings, and Ganatchio Trail (cycling and walking trail);
- Official Plan Designations(s): Residential, Open Space, and Waterfront Residential; and
- Zoning District: Commercial District - Neighbourhood (CD1.5), Residential District - Low Density (RD1.2 & RD1.6), and Green District One (GD1.1).

South

- Existing Uses: Vacant lands;
- Official Plan Designations(s): Residential; and
- Zoning District: Residential District - Low Density – with holding (HRD1.2).

East

- Existing Uses: Vacant lands and single detached dwellings;
- Official Plan Designations(s): Residential; and
- Zoning District: Residential District - Low Density (RD1.1).

West

- Existing Uses: A Park (i.e. East Side Park), single detached dwellings, a Place of Worship, Townhomes, and Ganatchio Trail;
- Official Plan Designations(s): Residential; and
- Zoning District: Green District (GD1.1), Residential District - Low Density (RD1.2), Commercial District - General (CD2.2), and Residential District - Medium Density (RD2.3).

The subject site is also within 200 metres to the nearest bus stop at the intersection of northwest corner of Wyandotte Street East and Clover Street. This bus stop provides access to Lauzon 10 Bus Route, which enables public transit users to travel to the Tecumseh Mall and to the Windsor Family Credit Union (WFCU) Centre. Through the Tecumseh Mall terminal, public transit users may switch to other bus routes gaining access to key landmarks and destinations (e.g. health care facilities, post-secondary educational institutions, and other major retail centres) and higher order transit (i.e. VIA rail).

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 as amended by OPA No. 159; and
- City of Windsor Zoning By-Law 8600;

Recognizing that overlaps exist between the various policies and criteria within the Provincial Policy Statement and 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 (2020)

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

Our analysis suggests that the following policies of the Provincial Policy Statement are relevant to the application:

- Policy 1.1.1, relating to sustaining healthy, liveable and safe communities;
- Policy 1.1.2, relating to the availability;
- Policy 1.1.3, relating to settlement areas;
- Policy 1.2.6, relating to land use compatibility;
- Policy 1.4, relating to housing;
- Policy 1.4.3, relating to housing options;
- Policy 1.5, relating to public spaces, recreation, parks, trails, and open space;
- Policy 1.6, relating to infrastructure and public services facilities;
- Policy 1.6.6, relating to sewage, water, and stormwater services;
- Policy 1.6.7, relating to transportation systems;
- Policy 1.6.8, relating to transportation and infrastructure corridors;
- Policy 1.7.1, 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 as amended by OPA No. 159

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 regards 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 in 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 development. As such, a site-specific Official Plan Amendment is requested to include High Profile residential dwellings as a permitted use under the Residential designation.

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, relating to safe, caring and diverse communities;
- Section 3.3.2.1, relating to city corridors;
- Section 4.2.1, relating to healthy communities;
- Section 4.2.3, relating to quality of life;

Section 4.2.4, relating to sense of community;
 Section 5.4.6.4, relating to floodplain area;
 Section 6.2.1.2, relating to types of development profile;
 Section 6.2.1.3, relating to types of development patterns;
 Section 6.3, relating to residential developments;
 Section 7.1.3, relating to community transportation;
 Section 7.2, relating to transportation systems;
 Section 7.3, relating to infrastructure;
 Section 7.3.1.1, relating to coordinated, efficient and cost-effective infrastructure;
 Section 7.3.2.3, relating to new development;
 Section 8.1, relating to urban design;
 Section 8.3, relating to designing for people;
 Section 8.4, relating to pedestrian access;
 Section 8.5.2.8, relating to energy conservation;
 Section 8.7, relating to the built form and infill development;
 Section 8.7.2, relating to built form policies; 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 Zoning By-law

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 Commercial District 1.5 (CD1.5) in the City of Windsor Zoning By-law 8600. The proposed development will be comprised of two (2) 13-storey residential towers and eighteen (18) attached townhome style units. There is a total of 238 dwelling units proposed on the subject site. The two (2) 13-storey residential towers and townhome style units are connected via a 2-storey elevated parking garage with 323 parking spaces proposed in support of the development.

The requested site-specific Zoning By-law Amendment is to change the zoning from Commercial District 1.5 (CD1.5) to a site-specific Residential District 3.3 (RD3.3) to facilitate the proposed development. The proposed site specific provisions are noted in bold, as follows:

Zone Provisions (RD 3.3)	Required	Proposed
Permitted Uses	Lodging House; Multiple Dwelling; Religious Residence; and Residential Care Facility. Any of the following existing dwellings: Double Duplex Dwelling; Duplex Dwelling; Semi-Detached Dwelling; and Single Unit Dwelling. Any use accessory to any of the preceding uses.	Lodging House; Multiple Dwelling; Religious Residence and Residential Care Facility. Any of the following existing dwellings: Double Duplex Dwelling; Duplex Dwelling; Semi-Detached Dwelling; and Single Unit Dwelling. Any use accessory to any of the preceding uses.
Lot Frontage - Minimum	45m	129.4m
Lot Area - Minimum	a) For the first 19 dwelling units 1,825.0 m ² b) For each additional dwelling unit 45.0 m ² per unit 10,960m ²	16,633m ²
Lot Coverage - Maximum	35%	60%
Main Building Height (Interior Lot) - Maximum	24.0m	44.0 m
Landscaped Open Space Yard - Minimum	35%	36%
Dwelling Unit Density (dwelling units per hectare) - Maximum	180 UPH	144 UPH
Front Yard - Minimum	-	6.0m
Rear Yard - Minimum	-	5.0m
Interior Yard - Minimum	-	6.0m
Standard Parking Spaces – Minimum	288	307
Accessible Parking Spaces – Minimum	9 (5 Type A and 4 type B)	16 (8 Type A and 8 type B)
Visitor Parking Spaces (15%) – Minimum	48	48
Parking Spaces – Total	297	323
Loading Spaces - Minimum	4	4
Bicycle Spaces - Minimum	18	23

* Requested site-specific exception to the RD3.3 zone is in bold

The requested site-specific Zoning By-law Amendment provides an opportunity for residential intensification and growth in a strategic location within the City of Windsor. The proposed site-specific Residential District 3.3 (RD3.3) zone would facilitate the Subject Site to develop with a higher density while complying with the general intent of the City of Windsor Zoning By-law 8600.

The proposed site specific RD3.3 residential zone permits the proposed multiple dwelling residential building and townhome development, and would provide the subject site with the appropriate lot frontage, lot area, lot coverage, landscaped open space, and dwelling unit density. Overall the proposed site-specific provisions are in keeping with the general intent of the Residential District 3.3 (RD3.3) zone.

In summary, the Applicant is requesting the following site-specific provisions:

- To permit a maximum building height of an interior lot from 24.0m to 44.0m; and
- To permit a maximum lot coverage of 60%.

The proposed increase in maximum building height from 24.0 metres to 44.0 metres will permit the introduction of a new form of residential units which allows for a denser development and will bring much needed units to the area. The proposed building height has been designed to utilize views of the Detroit River. The development will help in the intensification of the area while utilizing the limited visual barriers allowing for unrivaled views of the surrounding area. To help mitigate any potential impacts from the increase maximum building height, a number of building step backs have been incorporated into the built form as well as the introduction of the two (2) storey attached townhome style units to the Wyandotte Street frontage. These adjustments to the built form will help limit concerns relating to privacy and shadowing effects while also providing additional amenity space for future residential occupants.

The above noted policies are included in *Appendix D - City of Windsor Zoning By-law Policies*, and will be referenced throughout the remainder of this report.

3.4 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 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 aligns with existing policies by promoting the utilization of underused lands, through intensification, that is harmonious with adjacent land uses. The proposed development will aid the community's future expansion and offer an increased variety of unit types and architectural styles within the area. The development is in keeping with the existing land uses and creates an opportunity for the redevelopment of underused lands in an already developed area in a manner that adheres to sound land use principles. The development meets the intent of the Provincial Policy Statement and Official Plan policies supporting housing development and an appropriate diversity of land uses within settlement areas (PPS, 1.1.3.2, and OP Sections 3.2, 4.2, 6.3).

3.4.1

Location

The subject site is located south of 10835 Riverside Drive East, along the north side of Wyandotte Street East, in the City of Windsor. The subject site is located within the primary settlement area where the Provincial Policy Statement (PPS) recognizes that the vitality of these areas is critical to the long-term economic prosperity of communities. According to the PPS, settlement areas should be the focus of growth and development and that their regeneration shall be promoted (PPS, 1.1.3.2). The proposed development provides an opportunity at an appropriate location for intensification due to the availability of suitable, existing infrastructure to accommodate projected needs (PPS, 1.1.2).

The proposal efficiently uses land and resources and provides an opportunity for the intensification of lands in an appropriate location due to the availability of suitable, existing infrastructure and public service facilities to accommodate projected needs (PPS, 1.1.1 (g)). The proposed development is conveniently located along a public transportation route (Lauzon 10) with a transit stop located approximately 200 m from the subject site. 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. 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. Specifically, the subject site is adjacent to East End Park and in close proximity to the Ganatchio Trail system and Little River Corridor which provides multi-use trails for residents to use. The proposed development is keeping with the City's desire to promote development patterns that support an increase in walking, cycling and public transportation (OP, 7.2.2.5).

The proposed development also provides an opportunity for a range and mix of housing types by providing both townhome and apartment style units (PPS, 1.4). The proposed high-density development will provide alternative forms of housing in the community for residents, allowing more people to remain in the neighbourhood. Residential intensification, such as the proposed development, that adds to a mixture of housing options and a range of densities is supported by the City (OP, 3.2.1). In the majority of the East Riverside area, there is a range of low profile and density housing options including single detached, semi-detached, and townhomes. The property immediately adjacent to the east of the subject site recently received council approval for a similar twelve (12) storey multi-unit residential development with a site-specific Residential District 3 zone. Further, to the southeast, along Banwell Road, there are a number of existing medium and high profile and density developments. The proposed development provides an opportunity for a complementary design relationship between new and existing development while including an evolution of design styles (OP, 8.7.1.2).

The proposed development is located advantageously along the Wyandotte Street East right-of-way. Wyandotte Street East is classified as a Class II Arterial Road (OP, Vol. II, 2.7.9.12 (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 subject site is located approximately 2.50 km west of a mixed-use area which provides residents with access to grocery stores, restaurants, a pharmacy, and retail outlets. Wyandotte Street East will offer pedestrians integrated and barrier-free routes with east-west connections which will provide existing and future residents with access to the nearby public facilities (OP, 8.4.1.1).

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).

3.4.2 Land Use

The subject site is located on lands designated as Residential according to the City of Windsor Official Plan (OP, Schedule D: Land Use). The surrounding land uses are compatible and do not present any potential adverse effects from odour, noise, and other contaminants to the proposed residential dwellings (PPS, 1.2.6.1), as demonstrated through the supporting technical studies for this application, found in section 3.5. 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 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 proposed multi-unit residential development presents an opportunity for increased density on the site. The development aligns with the goal of providing an appropriate range and mix of housing options to meet projected needs of current and future residents (PPS, 1.4.1). An Official Plan Amendment is required to add the additional permitted use of High-Profile development under the Residential land use designation. The proposed Zoning By-law Amendment for a site-specific Residential District 3.3 (RD3.3) zone is minor in nature, as the proposed development is compatible to existing uses in the surrounding area.

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, provides adequate off-street parking, is capable of being provided with full municipal physical services and emergency services, and provides a transition from low profile residential development to high profile development (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.

In the existing neighbourhood, adjacent to the subject site are primarily Low-Profile residential dwellings. In consideration of the compatibility with the surrounding area, the proposed development provides eighteen (18) townhome style units along the Wyandotte Street East right-of-way. These townhome style units will provide screening between the public realm and the proposed high-profile development. The townhome style units on the ground floor facilitates a gradual transition from the existing low-profile residential dwellings through a compatible scale, massing, and setbacks (OP, 6.3.2.5 (c)(f)). The proposed towers also provide further transitional opportunities through the various step backs provided in the building design.

The proposed development represents a form of residential intensification on the subject site which efficiently uses the land and the existing infrastructure. The subject site is located nearby to a built-up area with a mix of uses, including institutional and commercial uses, open space, and existing residential uses and will support active transportation and transit use while also contributing to the sense of place and character within the area (OP, 4.2.3, 4.2.4, and 8.3). The property is currently vacant and underutilized, with existing service connections available. The proposed residential use will offer ease of access to existing amenities for personal use as well as employment opportunities within the City of Windsor, given the subject site's location along bus routes, sidewalks, multi-use trails, and bike lane networks. The proposed development supports a compact form, and is a cost-effective development that helps to maximize livability and minimize land consumption by development of underutilized lands with available service connections (PPS, 1.1.1).

3.4.3

Housing

The Provincial Policy Statement speaks to providing for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents within the regional market (PPS, 1.4.1). The proposed multiple dwelling development will contribute to diversifying the housing stock of the East Riverside area which primarily consists of single-detached and townhome dwellings. 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, 3.2.1.2, 4.2.3.4 and 4.2.4.3).

The proposed multiple dwelling building, with a height of approximately 44.0 metres, will be integrated into the landscape with principles of urban design and human scale in the design and site layout. The increase in the range of housing options this development provides is achieved through the increase in height and the introduction of attached townhome style units. The proposed increase in the maximum height is not intended to have any negative impacts on existing or future residents of the area or any of the surrounding land uses, as demonstrated through the additional studies summarized in Section 3.5 of this report, and is in keeping with the recently approved multi-unit development to the east.

To help mitigate any potential impacts from the increase in maximum building height, the two (2) towers are located towards the centre of the parcel, surrounded by surface parking and landscaping strips. In addition, there are no existing dwellings located immediately adjacent to the subject site. The dedicated parkland located to the west of the Subject Site will serve as a buffer between the multiple dwelling building and any future development to the west. The 2-storey attached townhome style units, which are located along the Wyandotte Street East frontage, will act as a buffer between the proposed towers and the surrounding land uses as well as provide height and massing transition from the eyes of a passerby. The application of urban design measures such as incremental changes in building height, massing, space separation, and landscape buffers are utilized in an effort to minimize any potential impacts (OP, 8.7.2.4).

The proposal is a form of residential intensification that meets the social, health and wellbeing requirements of current and future residents, promotes increased densities which efficiently use land, resources, infrastructure and public service facilities and supports the use of public and active transportation (PPS, 1.4.3). The proposed residential development will take advantage of existing infrastructure, and the expansion of municipal services will not be required. The Official Plan promotes an appropriate range and mix of housing for all ages and incomes (OP, 3.2.1, 4.2.3). The proposed development offers a high-density housing option on an underutilized parcel which does not contribute to the sprawl of residential development outside of the City (OP, 3.2.1).

The proposed development is intended to contribute to and grow the sense of place within Windsor (OP, 8.3) while allowing Windsor to continue to grow as a healthy and liveable City with a mix of housing types (OP, 4.2).

3.4.4

Transportation System

The PPS encourages development that promotes a dense land use pattern which minimizes the length and number of vehicle trips, and encourages the use of active transportation methods (PPS, 1.6.7.4; 1.8.1 (b)(e)). The proposed residential development will help minimize the length and number of vehicle trips, as many everyday needs will be within walking distance of the proposed residential dwellings (OP, 7.2.2.21).

The proposed development, located advantageously along an arterial road, is well supported by existing bus transit routes, sidewalks, trails, parkland (East Side Park) and nearby bicycle networks including one directly across the street. The Subject Site is serviced by transit stops along Wyandotte Street East which will provide convenient, public transportation access for the residents of the proposed development.

There are additional upgrades planned for sidewalks and bicycle networks surrounding that site that will serve future residents. Further, there is an interconnected pedestrian trail system located just west and north of the site.

The Applicant is proposing to provide a total of 323 parking spaces on the site by incorporating a two (2) storey parking garage into the design of the building for future residents. All accessible parking spaces are located in accordance with the current Zoning By-law. The site layout and design are in a manner that incorporates unique urban design and elements to consider the human scale. The parking garage is located behind the townhome style units and accordingly away from the eyes of a passerby. The parking is strategically located around the proposed towers to provide transition from the nearby low-profile development and to address any privacy or shadow casting concerns, which may arise. The Applicant is also proposing 23 bicycle parking spaces within the base of the towers to encourage active transportation engagement.

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, 4.2.1.2).

The subject site is surrounded by existing bike lanes with multiple connections to multi-use recreational trails and other existing bike routes. There are various pedestrian pathways for walking and cycling along the waterfront that are in walking distance to the subject site. Wyandotte Street East is identified as a Class II Arterial road as per Schedule F: Roads and Bikeways in the City of Windsor Official Plan. On both sides of Wyandotte Street East, there are sidewalks for future residents to utilize which provide further east-west connections to access different surrounding amenities and transportation options. These multi-use trails and other active transportation networks are facilities that will foster an active lifestyle for future residents and improve community health (OP, 4.2.1.2, 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)).

3.4.5 Infrastructure

The proposed development has full municipal infrastructure available and will ensure that sewage and water services provided comply with all regulatory requirements to protect human health and the natural environment (PPS, 1.6.6.1 (a)(b); OP, 7.3.2.3). 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, 1.6.6.2 and OP, 7.3.1.3). Sanitary systems are existing in the area and will be available

to the proposed development. The proposed residential development is located where appropriate levels of infrastructure are 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.

The Subject Site is located within a Floodplain Area 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 and have been included in Section 3.5 – Additional Studies of this report. The supporting studies and reports demonstrate how the proposed residential development meets the development criteria for Floodplain Areas (OP, 5.4.6.4).

A stormwater management report 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). The stormwater management report will ensure that the proposed development is consistent with all standards and requirements.

The existing sidewalks located along Wyandotte Street East provide pedestrian access to the surrounding area (OP, 8.3; 8.4). The proposed development is street oriented, providing direct access for vehicles and pedestrians to Wyandotte Street East. The sidewalk is barrier free and maintained to provide accessible travel for all pedestrians and residents and will encourage people to walk to school or work, for travel, exercise, recreation, and social interaction (OP 7.2.2.19 (c); OP, 8.4.1.1).

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).

3.4.6

Urban Design

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.

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). A 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. 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, including the recently approved 44m high multi-unit development on the lands directly adjacent to the property on the east. 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 proposed multiple dwelling residential buildings are not expected to negatively impact the pedestrian-scale environment due to any excessive shadows or through the creation of wind (OP 3.2.1.4; OP, 8.7.2.7). The proposed height of 44.0m on the site considers appropriate tools for transition and building massing to ensure the site and building design is compatible and appropriate. The proposed location of the building provides a minimum 6.0m setback from the parking structure and townhome style units and 18m from the towers to minimize the impact on the existing recreational park to the west and any future developments to the east and south.

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). 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 adheres to the general urban design goals outlined in the City of Windsor Official Plan including maintaining the human scale, providing pedestrian access to the development, providing comfortable conditions along the right-of-way, considering public safety, and seeking a balance between human activities and the surrounding natural systems (OP, 8.1). The Urban Design Brief included as part of this application package provides specific details on the proposed development.

Through the Site Plan Control process the proposed 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 (OP, 8.7.2.3). The site layout has been designed to consider the position of the development relative to the surrounding low-profile dwellings, the available lot size and the building area to site area ratios. The

multiple dwelling building has been positioned on the Subject Site to be away from the existing low-profile dwellings with the proposed townhome style units acting as a buffer along the perimeter of the site.

3.4.7 Site Plan Control

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

3.4.8 Economic Prosperity

The proposed residential development provides real estate investment in the City of Windsor that promotes the use of underutilized lands (PPS, 1.7.1). The proposed residential development is supported by the demand for residential units in the City of Windsor. 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 proposal demonstrates the orderly development of a range and mix of housing options which adapts to the changing needs of communities is encouraged throughout the City (PPS, 1.3.1; 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)).

3.4.9 Energy Conservation, Air Quality and Climate Change

The proposed development encourages the use of existing infrastructure and resources, thereby contributing to energy conservation and a healthier environment (PPS, 1.8). Bike storage is included within the building as part of the proposed development to further promote active transportation. Increased active transportation due to the proximity of nearby amenities and employment opportunities, paired with the accessibility of sidewalks and transit will result in decreased vehicular transportation, and ultimately reduced greenhouse gas emission (PPS, 1.8).

The proposed development also 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)).

3.5 Additional Studies

As identified through the Pre-Submission Letter from the City of Windsor dated March 24, 2024, the following supporting background studies were identified as required for the Official Plan Amendment and Zoning By-law Amendment.

3.5.1 Public Information Centre Engagement Summary

A Public Information Centre Summary, prepared by Dillon Consulting Limited, dated June 2024, outlining the comments received from the public regarding the proposed development.

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.

3.5.2 Functional Servicing Report

A Functional Servicing Report, completed by Dillon Consulting Limited, dated June 2024, 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.

3.5.3 Stormwater Management Report

A Stormwater Management Report was completed by Dillon Consulting Limited, dated June 2024, determined that the proposed stormwater management design for the proposed development meets the established SWM criteria for the overall site and no negative impacts due to the site development are anticipated in the existing system. On site storage will hold all stormwater until it can be released into the municipal system at an acceptable pre-development rate.

Based on the analysis performed, the conclusions are listed as follows:

- The allowable release rate for this proposed development is estimated to be 160 L/s. This is based on a 5-Year year pre-development release from the development area, assuming a pre- development

percentage imperviousness of 37% for the site.

- A 750 mm diameter circular pipe and 230 mm diameter circular orifice is proposed at the outlet to provide flow restriction for maintaining outflow within the allowable release rate.
- Approximately 390 m³ of underground storage is required to restrict flow from the site to the allowable release while maintaining the HGL below the road elevation for storms up to and including the 5-Year event.
- On-site storage volume of 670 m³ is required for the 100-Year event to restrict flows from the site to the allowable release rate without surface ponding exceeding 0.30 m.
- From the outlet capacity assessment analysis, no significant change in HGLs in the Wyandotte Street East Trunk Sewer, downstream of the development, is observed. Therefore, no negative impact to the hydraulic conditions of the downstream municipal sewer is expected due to the proposed development.

3.5.4 Transportation Impact Study

A Transportation Impact Study completed by Dillon Consulting Limited, dated June 2024.

The proposed development is forecast to generate 81 vehicle trips in the PM peak hour (49 inbound, 32 outbound). A small number of trips are also projected to be in the form of walking, cycling or transit trips. Ultimately, Clover Street and Florence Avenue will be extended south of Wyandotte Avenue East, with both extensions expected to be completed by the 2026 horizon year.

The intersection of Wyandotte Street East and Florence Avenue is projected to have critical movements starting in 2026 resulting from future background growth.

The intersection of Little River Boulevard and Banwell Road is anticipated to have critical movements under existing conditions. A signal warrant analysis was undertaken and it was found that a traffic signal will be warranted at this location starting in 2031 when Justification 7 is used, as justification 2 exceeds 120% of the thresholds.

Acceptable levels of vehicle delay and queuing are projected at the remaining intersections, as well as at the proposed site driveway.

At the proposed site driveway, an eastbound left-turn lane on Wyandotte Street East with 15 metres of storage is warranted.

3.5.5 Environmental Evaluation Report

An Environmental Evaluation Report, was completed by Dillon Consulting Limited, dated June 2024 and determined that the Project Location is entirely comprised of residential and commercial land, limited vegetation removal is proposed, and no SWH/SAR habitat is present, the development is anticipated to have no negative impacts on natural features.

3.5.6 Natural Features Inventory and Preservation Study

A Natural Features Inventory and Preservation Study was completed by Dillon Consulting Limited, dated June 2024, which 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, 2024, and 85 trees were documented. To facilitate construction of the proposed development, 27 client-owned, private trees are required to be removed. A total of 58 trees (39 client-owned trees and 19 City-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 were provided.

3.5.7 Species at Risk (SAR) Screening

A Species at Risk (SAR) Screening was completed by Dillon Consulting Limited, dated April 2022, which identified no potential for SAR on the site. An Information Gathering Form Request was submitted and clearance from the Ministry was received.

3.5.8 Shadow Impact Study

A Shadow Impact Study was completed by Dillon Consulting Limited, dated June 2024, which assesses the shadow impacts from the proposed residential development upon the neighbouring residential, institutional, and recreational properties and the public realm. The study found that shadow impacts on the surrounding area as a result of the proposed development are limited overall. Any shadow impacts occurring to the Riverside Sportsmen Club property (10835 Riverside Drive East) are anticipated only on December 21st, a time of year when the sun is at its lowest and the shadows are the longest. The proposed shadows on this date occur in the early morning hours and later evening hours. As such, it is not anticipated that the proposed shadows will cause any negative impacts to the level of sunlight experienced at the property during the overall daytime hours.

3.5.9 Archaeological Assessment

A Stage 1-2 Archaeological Assessment was prepared by Lincoln Environmental Consulting Corp., dated June 2024, has been provided under separate cover.

The Stage 1-2 Archeological Assessment was completed for the subject site. Based on the inspection of the property, it was determined that the archeological potential is considered low. It was recommended that the archeological condition for this site be cleared for development to be allowed to proceed.

3.5.10 Noise Study

A Noise Study was completed by Dillon Consulting Limited, dated June 2024, which assessed the potential noise impacts from nearby commercial operations on the Proposed Development. The noise study found

that stationary noise impacts from the Riverside Sportsmen Club located north of the Proposed Development are predicted to be compliant with the applicable noise criteria.

3.5.11 Energy Strategy

An Energy Strategy Report was completed by Dillon Consulting Limited, dated June 2024, which evaluated various energy options, including improving power efficiency, electrifying mechanical systems, and incorporating on-site renewable energy systems to offset consumption. The report outlines three proposed scenarios (Baseline, Higher Performance, and Near Zero Emissions) analyzed and assessed with recommended efficiency measures.

3.5.12 Record of Site Condition

A Phase 1 ESA Report was completed by Dillon Consulting Limited, dated September 2022. Based on the results of the Phase One ESA, Potentially Contaminating Activities (PCAs) and Areas of Potential Environmental Concern (APECs) were identified. As a result, a Phase 2 ESA is required. The report is currently in draft format and a draft remediation and delineation plan has been prepared. Site remediation is currently be conducted and Brownfields remediation grant funding has been applied for through the City of Windsor.

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 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.

A site-specific Official Plan Amendment is being requested permit High Profile development under the Residential land use designation. The Subject Site's current Zoning By-law designation, Commercial District 1.5 (CD1.5), is requested to be amended to a site-specific residential zone similar to the Residential District 3.3 (RD3.3) to permit the proposed high-density residential development. 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, as outlined in Section 3.1;
2. The proposed use is consistent with the policies in the City of Windsor Official Plan, as outlined in Section 3.2;
3. The proposed Official Plan Amendment to permit high profile residential development provides an opportunity for increased density and will contribute to the range of housing stock in the area. The proposed high-profile development is not anticipated to have any negative impacts on the surrounding area and is in keeping with the recently approved multi-unit development to the east, as demonstrated throughout Section 3.4;
4. The proposed site-specific RD3.3 Zoning By-law Amendment will maintain all of the existing zoning provisions, but will include:
 - To permit a maximum building height of an interior lot from 24.0m to 44.0m; and
 - To permit an increase in the lot coverage to 60%.
5. The proposed Zoning By-Law Amendment respects the land use compatibility and site suitability directives of the City of Windsor Official Plan by 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. 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;
9. 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;
10. The proposed high-profile development considers both height transition and setbacks to mitigate concerns relating to privacy and shadow impacts. The provision of townhome style units along the lot frontage provides transition in height and massing between the low-profile development common in the community and the proposed high-profile development interior of the lot. The towers are orientated on the Subject Site in a manner that is set back as far as possible from adjacent lots;
11. The site is physically suitable and strategically located along an arterial road, which is also classified as a City Corridor. The transportation network allows for direct north-south and east-west connections;
12. The proposed development introduces new unit types 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;
13. The proposed development is compatible with the surrounding land uses (land use, scale, massing, landscaping, etc.) and is consistent with the mix of land uses evident in the surrounding area; and
14. The applicant will proceed with Site Plan Control Approval following adoption of the Official Plan Amendment and the Zoning By-law Amendment.




Melanie Muir, MCIP RPP
Associate

Figures



LAKEFRONT HEIGHTS INC.
LAKEFRONT HEIGHTS DEVELOPMENT
PLANNING JUSTIFICATION REPORT

LOCATION MAP
FIGURE 1.0

 PROJECT LOCATION
(± 1.66 ha)

File Location:
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June, 12, 2023 9:27 AM

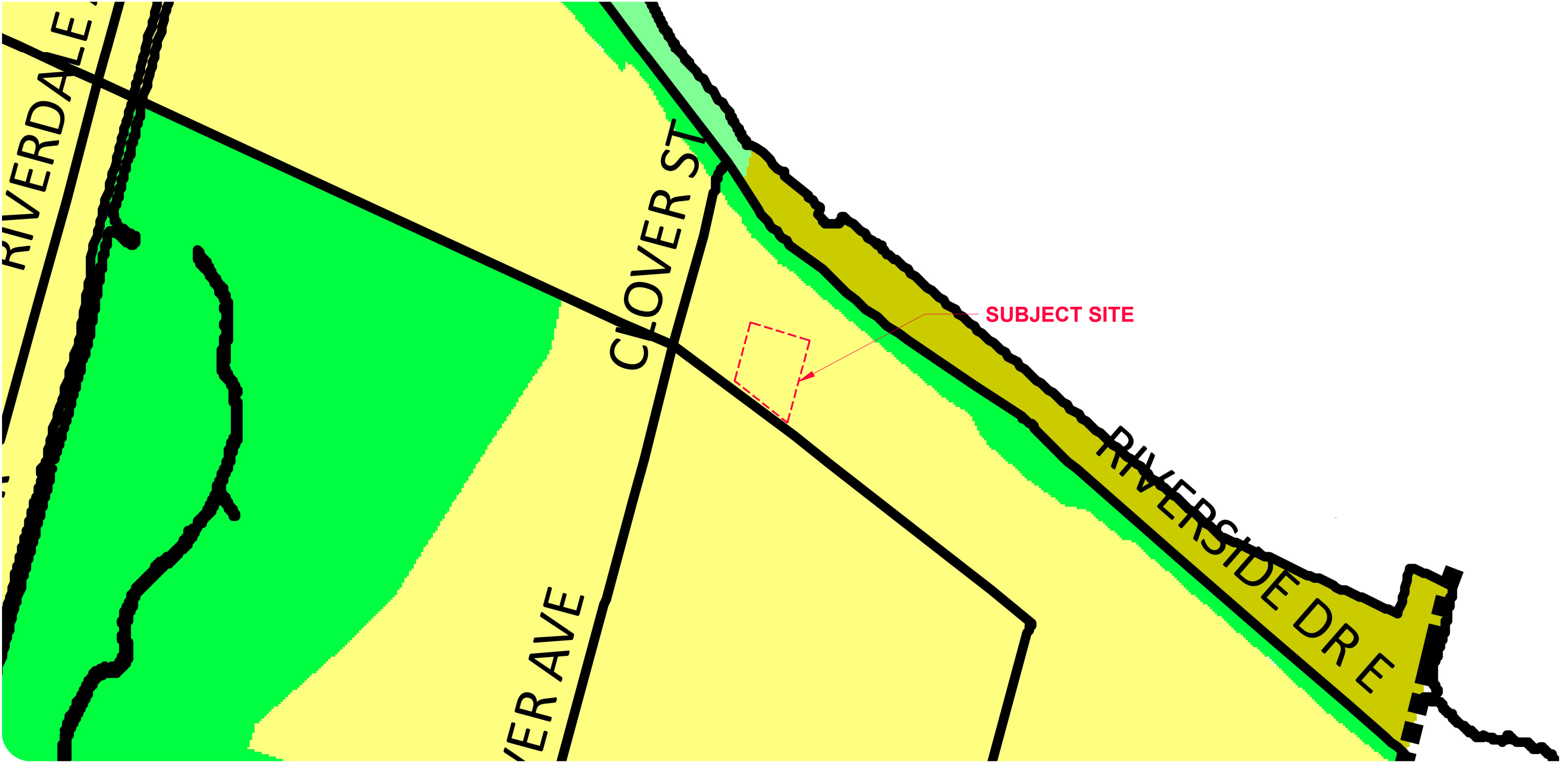
SOURCE: COUNTY OF ESSEX INTERACTIVE MAPPING AERIAL (2021)

MAP/DRAWING INFORMATION
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AND BOUNDARY INFORMATION SHOULD BE VERIFIED BY AN O.L.S PRIOR TO
CONSTRUCTION.
CREATED BY: AMC
CHECKED BY: MAM
DESIGNED BY: AMC

SCALE: N.T.S.





PROJECT: 21-2104
STATUS: DRAFT
DATE: 01/24/2024




LAKEFRONT HEIGHTS INC.
LAKEFRONT HEIGHTS DEVELOPMENT
PLANNING JUSTIFICATION REPORT


EXISTING OFFICIAL PLAN DESIGNATIONS
FIGURE 2.0

 PROJECT LOCATION
(± 1.66 ha)

 RESIDENTIAL

 WATERFRONT RESIDENTIAL

 OPEN SPACE


 WATERFRONT RECREATION


File Location:
c:\pw working directory\projects 2021\dillon_10amc\dms32529\212104 - sportsman club pjr figures.dwg
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SOURCE: CITY OF WINDSOR OFFICIAL PLAN
SCHEDULE D LAND USE PLA

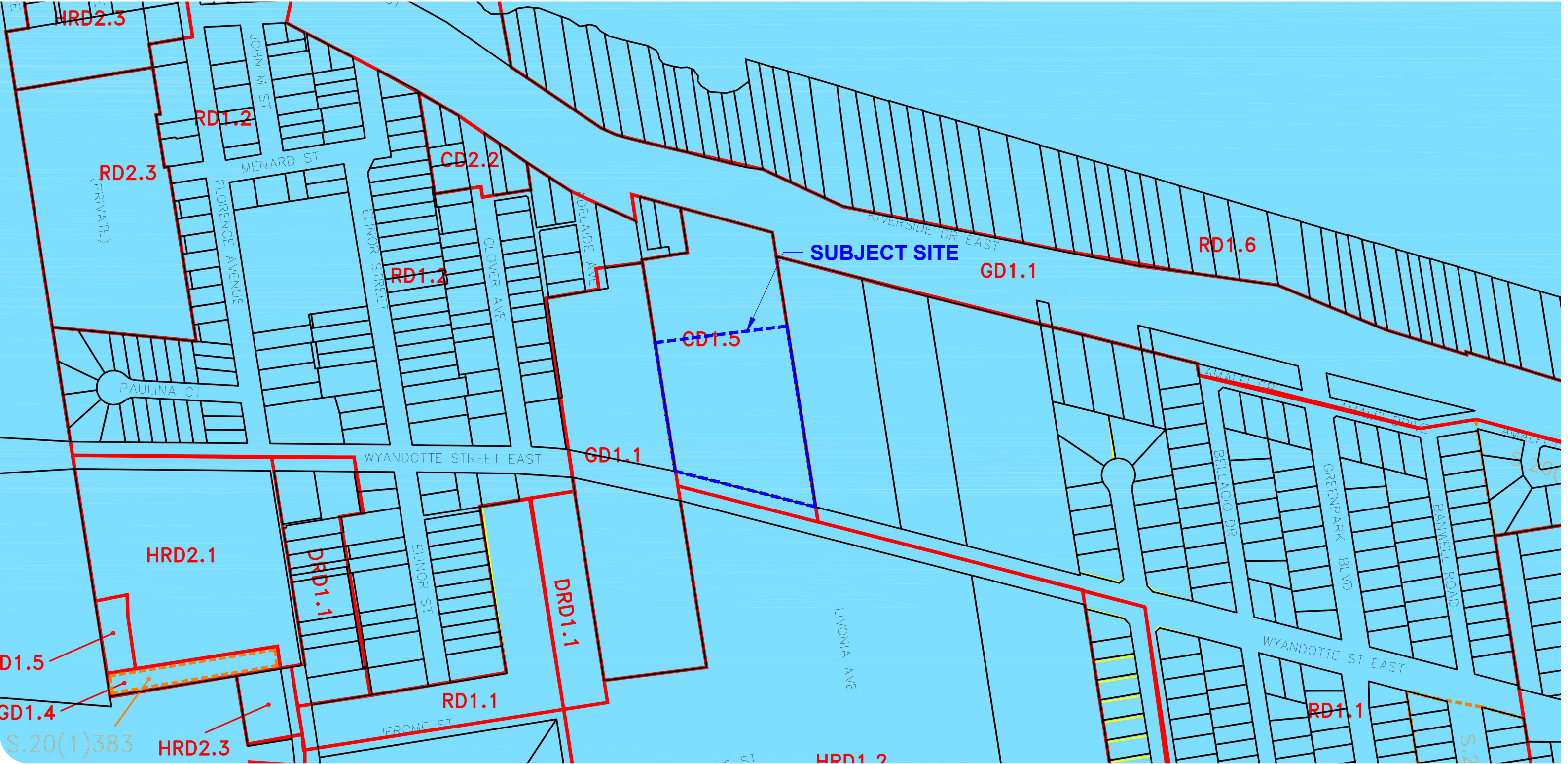
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CHECKED BY: MAM
DESIGNED BY: AMC

SCALE: N.T.S.





PROJECT: 21-2104
STATUS: DRAFT
DATE: 06/12/2024



LAKEFRONT HEIGHTS INC.
LAKEFRONT HEIGHTS DEVELOPMENT
PLANNING JUSTIFICATION REPORT

EXISTING ZONING DESIGNATIONS
FIGURE 3.0



PROJECT LOCATION
(± 1.66 ha)



DETROIT RIVER/ LAKE
St.Clair FLOOR
PRONE AREA

CD: COMMERCIAL DISTRICT
RD: RESIDENTIAL DISTRICT

MD: INDUSTRIAL DISTRICT
GD: GREEN DISTRICT

ID: INSTITUTIONAL DISTRICT

S.20: SEE SUBSECTION 20(1) AND THE
RELEVANT CLAUSE FOR THE
SPECIFIC SPECIAL PROVISIONS

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club pj\ figures.dwg
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SOURCE: CITY OF WINDSOR ZONING BYLAW MAP 14

MAP/DRAWING INFORMATION
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DESIGNED BY: AMC

SCALE: N.T.S.




PROJECT: 21-2104
STATUS: DRAFT
DATE: 06/12/2024


BUILDING 'A'
MULTIPLE RESIDENTIAL BUILDING
GFA: 48,954 m² (526,936 ft²)
(110 UNITS)

BUILDING 'B'
MULTIPLE RESIDENTIAL BUILDING
GFA: 48,954 m² (526,936 ft²)
(110 UNITS)


LAKEFRONT HEIGHTS INC.
LAKEFRONT HEIGHTS DEVELOPMENT
PLANNING JUSTIFICATION REPORT
CONCEPTUAL DEVELOPMENT PLAN
GROUND FLOOR - PARKING LAYOUT
FIGURE 4 (a)




SUBJECT AREA
(± 1.66 ha / 4.11 ac)




PROPOSED
LANDSCAPE




PROPOSED
MULTI-UNIT
RESIDENTIAL
TOWERS



PROPOSED
TOWNHOME
ATTACHED STYLE
UNITS



PROPOSED
SIDEWALK



PROPOSED
PAVEMENT

SITE DATA MATRIX			
	ZONING PROVISIONS	REQUIRED	PROVIDED
1	PROJECT DESCRIPTION	N/A	RESIDENTIAL
2	ZONING DESIGNATION	RD3.3	SITE SPECIFIC RD3.3
3	LAND USE	N/A	RESIDENTIAL
4	MAJOR OCCUPANCY(S)	N/A	RESIDENTIAL
5	PERMITTED USES	MULTIPLE DWELLING	MULTIPLE DWELLING
6	MINIMUM SITE AREA	11,680m ²	16,633m ²
7	BUILDING AREA (GROUND FLOOR FOOTPRINT)	N/A	9,314.5m ²
8	TOTAL UNITS	N/A	238
9	LOT COVERAGE	35%	56%*
10	MINIMUM LOT WIDTH	45.0m	129.4m
11	MAXIMUM BUILDING HEIGHT	24.0m	44.0m*
12	MINIMUM FRONT YARD DEPTH	N/A	6.0m
13	MINIMUM REAR YARD DEPTH	N/A	5.0m
14	MINIMUM SIDE YARD DEPTH	N/A	6.0m
15	REQUIRED SPACES - STANDARD	289	307
16	REQUIRED SPACES - ACCESSIBLE	8 (4 TYPE A AND 4 TYPE B)	16 (8 TYPE A & 8 TYPE B)
17	REQUIRED SPACES - VISITOR (15%)	44	48
18	PARKING SPACES - TOTAL	297	323
19	GROUND FLOOR PARKING	N/A	162
20	SECOND FLOOR PARKING	N/A	161
21	BICYCLE SPACES	18	23
22	LOADING SPACES	4	4
23	LANDSCAPED AREA - SOFT	N/A	4,871m ²
24	LANDSCAPED AREA - HARD	N/A	1,159m ²
25	LANDSCAPED AREA - TOTAL	35%	6,030m ² (36.2%)
26	DWELLING UNITS PER HECTARE	180	144

* REQUIRES SITE SPECIFIC ZONING BY-LAW AMENDMENT

SCALE : 1:750

SOURCE: COUNTY OF ESSEX
AERIAL PHOTOGRAPHY (2021)

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CHECKED BY: MAM
DESIGNED BY: SNP

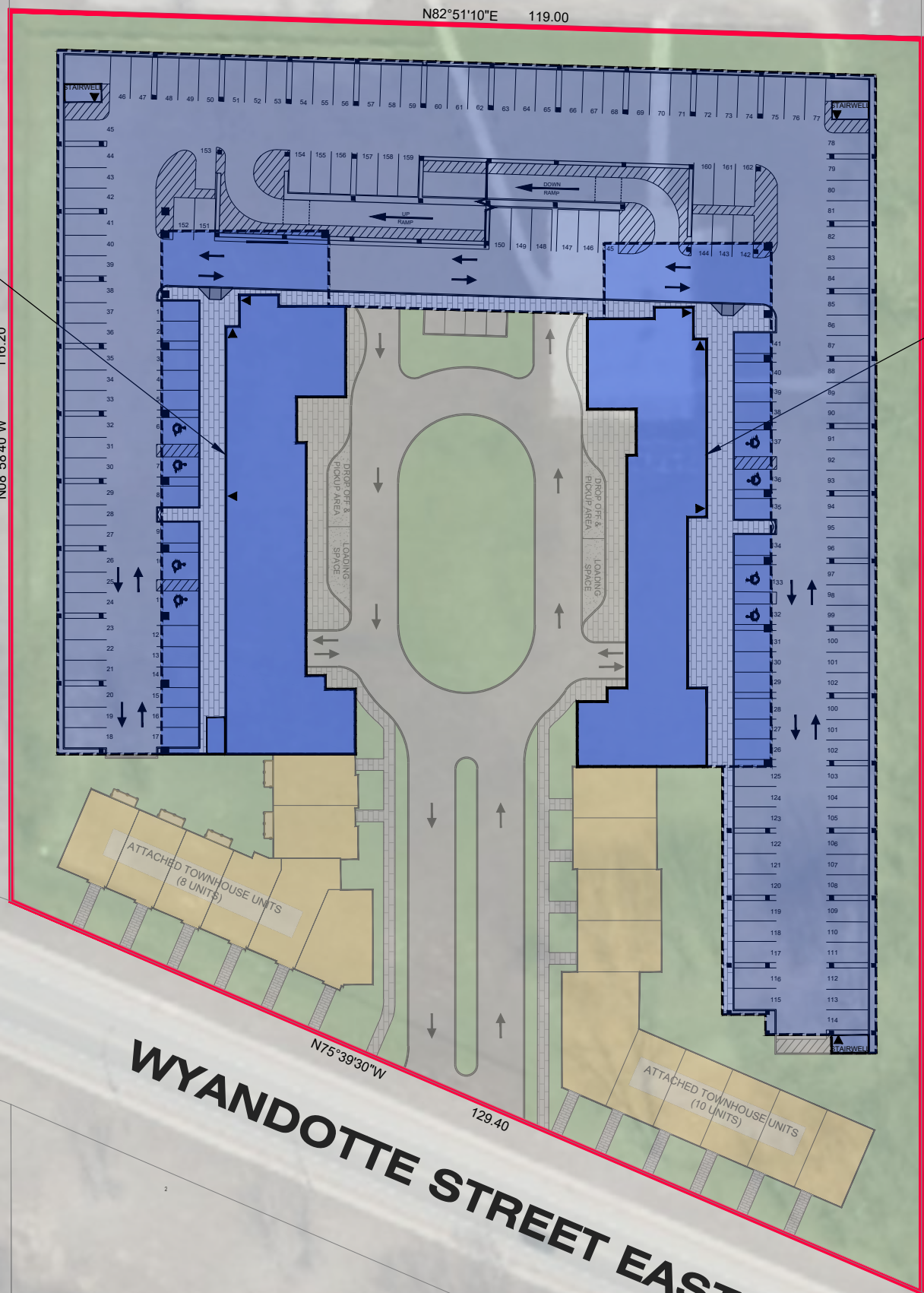
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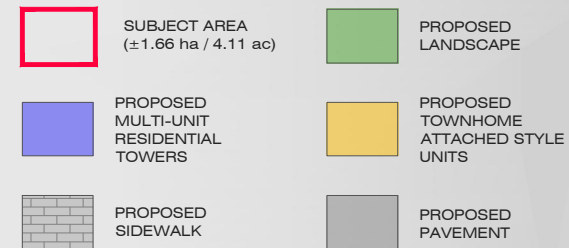
BUILDING 'A'
MULTIPLE RESIDENTIAL BUILDING
GFA: 48,954 m² (526,936 ft²)
(110 UNITS)

BUILDING 'B'
MULTIPLE RESIDENTIAL BUILDING
GFA: 48,954 m² (526,936 ft²)
(110 UNITS)



WYANDOTTE STREET EAST

LAKEFRONT HEIGHTS INC.
LAKEFRONT HEIGHTS DEVELOPMENT
PLANNING JUSTIFICATION REPORT
CONCEPTUAL DEVELOPMENT PLAN
SECOND FLOOR - PARKING LAYOUT
FIGURE 4(b)



SITE DATA MATRIX			
	ZONING PROVISIONS	REQUIRED	PROVIDED
1	PROJECT DESCRIPTION	N/A	RESIDENTIAL
2	ZONING DESIGNATION	RD3.3	SITE SPECIFIC RD3.3
3	LAND USE	N/A	RESIDENTIAL
4	MAJOR OCCUPANCY(S)	N/A	RESIDENTIAL
5	PERMITTED USES	MULTIPLE DWELLING	MULTIPLE DWELLING
6	MINIMUM SITE AREA	11,680m ²	16,633m ²
7	BUILDING AREA (GROUND FLOOR FOOTPRINT)	N/A	9,314.5m ²
8	TOTAL UNITS	N/A	238
9	LOT COVERAGE	35%	56%*
10	MINIMUM LOT WIDTH	45.0m	129.4m
11	MAXIMUM BUILDING HEIGHT	24.0m	44.0m*
12	MINIMUM FRONT YARD DEPTH	N/A	6.0m
13	MINIMUM REAR YARD DEPTH	N/A	5.0m
14	MINIMUM SIDE YARD DEPTH	N/A	6.0m
15	REQUIRED SPACES - STANDARD	289	307
16	REQUIRED SPACES - ACCESSIBLE	8 (4 TYPE A AND 4 TYPE B)	16 (8 TYPE A & 8 TYPE B)
17	REQUIRED SPACES - VISITOR (15%)	44	48
18	PARKING SPACES - TOTAL	297	323
19	GROUND FLOOR PARKING	N/A	162
20	SECOND FLOOR PARKING	N/A	161
21	BICYCLE SPACES	18	23
22	LOADING SPACES	4	4
23	LANDSCAPED AREA - SOFT	N/A	4,871m ²
24	LANDSCAPED AREA - HARD	N/A	1,159m ²
25	LANDSCAPED AREA - TOTAL	35%	6,030m ² (36.2%)
26	DWELLING UNITS PER HECTARE	180	144

* REQUIRES SITE SPECIFIC ZONING BY-LAW AMENDMENT

SCALE : 1:750

SOURCE: COUNTY OF ESSEX
AERIAL PHOTOGRAPHY (2021)

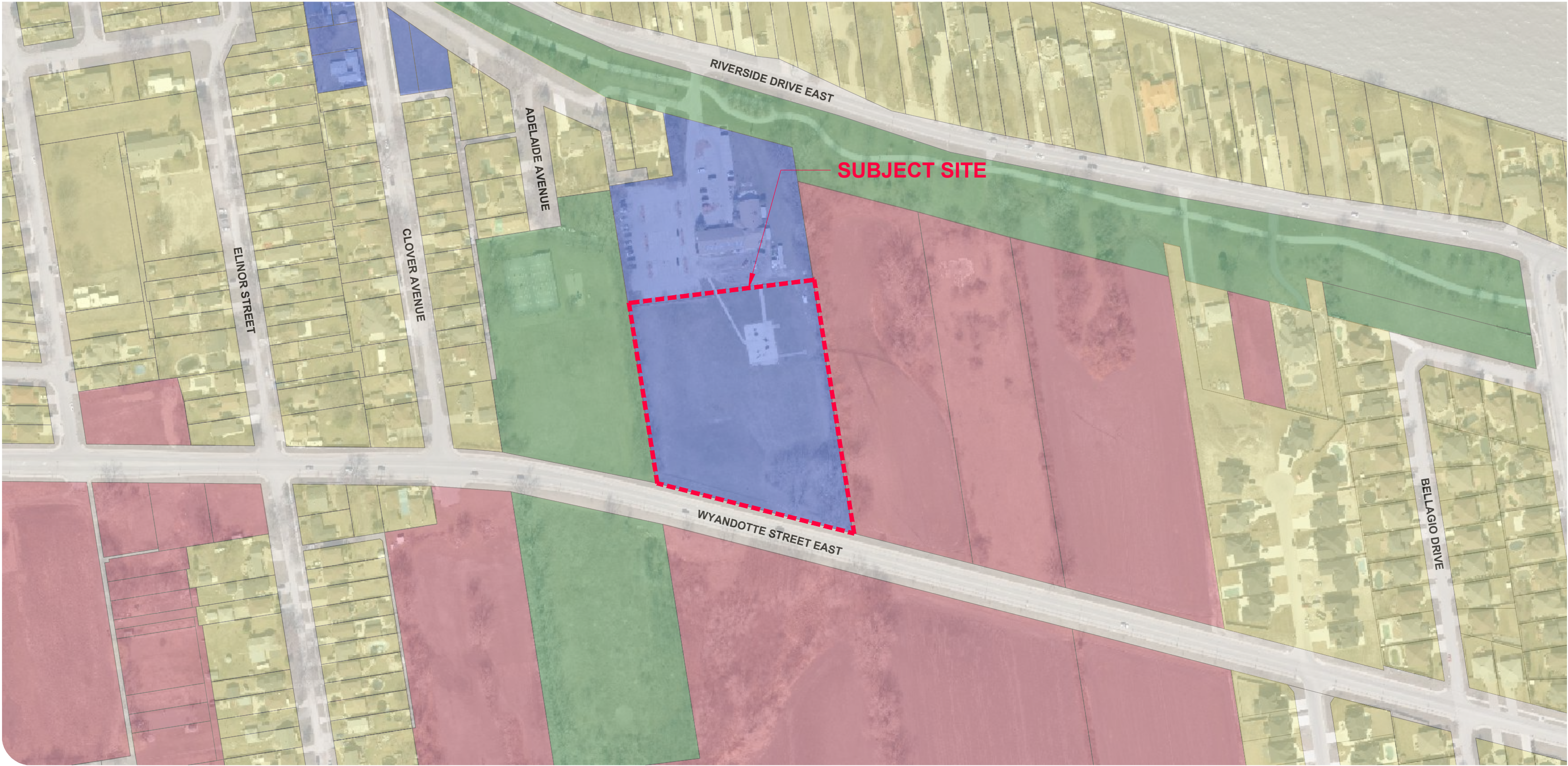
MAP/DRAWING INFORMATION
THIS DRAWING IS FOR INFORMATION PURPOSES ONLY. ALL DIMENSIONS
AND BOUNDARY INFORMATION SHOULD BE VERIFIED BY AN O.L.S PRIOR TO
CONSTRUCTION.

CREATED BY: SNP
CHECKED BY: MAM
DESIGNED BY: SNP

File Location:
c:\pw working directory\projects 2021\32mam\dms32529\21-2104 -sportsman club
- site plan.dwg
June, 14, 2024 9:40 AM



PROJECT: 21-2104
STATUS: DRAFT
DATE: 12/06/2024



LAKEFRONT HEIGHTS INC.
LAKEFRONT HEIGHTS DEVELOPMENT
PLANNING JUSTIFICATION REPORT

SURROUNDING LAND USES
FIGURE 5.0

-  PROJECT LOCATION
(± 1.66 ha)
-  RESIDENTIAL
-  OPEN SPACE/
RECREATIONAL
-  COMMERCIAL
-  VACANT

File Location:
c:\pw working directory\projects 2021\dillon_10amc\dms32529\212104 - sportsman
club pjr figures.dwg
June, 13, 2023 3:54 PM

SOURCE: COUNTY OF ESSEX INTERACTIVE MAPPING (2021)

MAP/DRAWING INFORMATION
THIS DRAWING IS FOR INFORMATION PURPOSES ONLY. ALL
DIMENSIONS AND BOUNDARY INFORMATION SHOULD BE
VERIFIED BY AN O.L.S PRIOR TO CONSTRUCTION.

CREATED BY: AMC
CHECKED BY: MAM
DESIGNED BY: AMC

SCALE: N.T.S.



PROJECT: 21-2104
STATUS: DRAFT
DATE: 06/12/2024

Appendix A

Development Applications

OFFICIAL PLAN AMENDMENT APPLICATION

INSTRUCTIONS

Verify that you are using the most current application form.

- Section 1: Before this application can be submitted, you must complete both Stage 1 and Stage 2 Planning Consultation Applications.
- Section 2: During the Stage 2 process, any required studies must be completed and submitted for review and comment. The final studies for Stage 2 must be included with this application and the proposal must remain unchanged..
- Section 3: Provide the full name, address, phone number, fax number and email address of the applicant, agent, and registered owner. If any of these are a corporation, provide the full corporate name. Include the full name of the contact person. If there is more than one person, corporation, or registered owner, use additional sheets.
- Section 4: Indicate if you are submitting companion applications with this application. Please note that an application to amend the Zoning By-law or an application for Plan of Subdivision/Condominium are the only applications that will be accepted for processing concurrently with an Official Plan Amendment.
- Section 5: Provide information about the subject land. This information is used to determine or confirm supporting information requirements and to assist in the review of the application.
- Section 6: Describe the amendment and answer all questions. If some of this information is in a Planning Rationale Report, check the box beside "See Planning Rationale Report".
- Section 7: Provide details about any other Planning Act applications by the applicant for the subject land or any land within 120 metres.
- Section 8: Provide information about water service and sanitary sewage disposal.
- Section 9: Complete this section using the information provided in the Planning Consultation Stage 2 letter.
- Section 10: Explain your proposed strategy for consulting with the public with respect to the application.
- Section 11: Complete and sign in the presence of a Commissioner of Taking Affidavits.
- Schedules: Read and complete Schedule A in full and sign.

Submit application form, supporting information, and application fee to the Senior Steno Clerk at Planning & Development Services, Suite 210, 350 City Hall Square West, Windsor ON N9A 6S1 or planningdept@citywindsor.ca.

Any timelines noted in this application form are subject to change.

The application is reviewed to ensure all prescribed information and the required fee have been submitted. Within 30 days of the receipt of the application, the applicant will be notified in writing that the application is deemed complete. If deemed incomplete, the application and fee will be returned. If deemed complete, the application fee is not refundable.

The applicant, agent and all other interested parties will be notified by Council Services of the date, time, and location of the Development & Heritage Standing Committee (DHSC) meeting and the Council meeting.

An application will be terminated without notice after 60 days of inactivity.

DATE RECEIVED STAMP

CONTACT INFORMATION

Planning & Development Services
Suite 210
350 City Hall Square West
Windsor ON N9A 6S1

Telephone: 519-255-6543
Fax: 519-255-6544
Email: planningdept@citywindsor.ca
Web Site: www.citywindsor.ca

OFFICIAL PLAN AMENDMENT APPLICATION

1. PLANNING CONSULTATION – Completion of Stage 2

Planning Consultation (Stage 2 Application) must be completed before this application can be submitted.

Has the Planning Consultation Stage 2 Application been completed?

NO ☐ YES ☐ File Number: PC-_____

Staff Use Only

Signature of Staff Planner

Date of Consultation

- | | | | |
|--|--|--|--|
| <input type="checkbox"/> Jim Abbs | <input type="checkbox"/> Kevin Alexander | <input type="checkbox"/> Tracy Tang | <input type="checkbox"/> Frank Garardo |
| <input type="checkbox"/> Brian Nagata | <input type="checkbox"/> Justina Nwaesei | <input type="checkbox"/> Simona Simion | <input type="checkbox"/> Laura Strahl |
| <input type="checkbox"/> Adam Szymczak | <input type="checkbox"/> _____ | | |

2. REQUIRED SUPPORTING INFORMATION as Identified in the Planning Consultation Stage 2 Process:

For each document, provide one paper copy, and where possible, one digital copy on a USB flash drive or by email. All drawings or plans shall be in letter size (8.5 x 11 inches) in JPG and PDF format. All other document shall be provided in Word and PDF format. Please ensure that all PDF documents are 'flattened' and contain no layers.

The City of Windsor reserves the right to require additional supporting information during the processing of the application. All supporting information submitted is made available for public review.

If you are submitting a companion application submit only one set of documents.

- | | | | |
|---|--|--|--|
| <input checked="" type="checkbox"/> Deed or Offer to Purchase | <input type="checkbox"/> Corporation Profile Report | <input checked="" type="checkbox"/> Site Plan Conceptual | <input checked="" type="checkbox"/> Sketch of Subject Land |
| <input type="checkbox"/> Archaeological Assessment – Stage 1 | <input type="checkbox"/> Built Heritage Impact Study | <input type="checkbox"/> Environmental Evaluation Report | <input type="checkbox"/> Environmental Site Assessment |
| <input type="checkbox"/> Floor Plan and Elevations | <input type="checkbox"/> Geotechnical Study | <input type="checkbox"/> Guideline Plan | <input type="checkbox"/> Lighting Study |
| <input type="checkbox"/> Market Impact Assessment | <input type="checkbox"/> Micro-Climate Study | <input type="checkbox"/> Noise Study | <input type="checkbox"/> Planning Rationale Report |
| <input type="checkbox"/> Record of Site Condition
(see Schedule E) | <input type="checkbox"/> Sanitary Sewer Study | <input type="checkbox"/> Species at Risk Screening | <input type="checkbox"/> Storm Sewer Study |
| <input type="checkbox"/> Storm Water Retention Scheme | <input type="checkbox"/> Topographic Plan of Survey | <input type="checkbox"/> Transportation Impact Statement | <input type="checkbox"/> Transportation Impact Study |
| <input type="checkbox"/> Tree Preservation | <input type="checkbox"/> Tree Survey Study | <input type="checkbox"/> Urban Design Study | <input type="checkbox"/> Vibration Study |
| <input type="checkbox"/> Wetland Evaluation Study | Other Required Information: _____ | | |

OFFICIAL PLAN AMENDMENT APPLICATION

3. APPLICANT, REGISTERED OWNER AND AGENT INFORMATION

Provide in full the name of the applicant, registered owner and agent, the name of the contact person, and address, postal code, phone number, fax number and email address.

If the applicant or registered owner is a numbered company, provide the name of the principals of the company. If there is more than one applicant or registered owner, copy this page, complete in full and submit with this application.

All communication is with the Agent authorized by the Owner to file the application. If there is no Agent, all communication is with the Applicant.

Applicant

Name: Lakefront Heights Inc. Contact: Wing On Li
Name of Contact Person

Address: 4510 Rhodes Drive, Suite 520

Address: Windsor, Ontario Postal Code: N8W 5K5

Phone: 647-866-1200 Fax: _____

Email: wingon.li@horizoninv.ca

Registered Owner ☒ Same as Applicant

Name: _____ Contact: _____
Name of Contact Person

Address: _____

Address: _____ Postal Code: _____

Phone: _____ Fax: _____

Email: _____

Agent Authorized by the Owner to File the Application (Also complete Section A1 of Schedule A)

Name: Dillon Consulting Limited Contact: Melanie Muir
Name of Contact Person

Address: 3200 Deziel Drive, Suite 608

Address: Windsor, Ontario Postal Code: N8W 5K8

Phone: 519-791-2221 Fax: 519-948-5054

Email: mmuir@dillon.ca

4. COMPANION APPLICATIONS

Are you submitting a companion Zoning Amendment application? NO ☐ YES ☒

Are you submitting a companion Plan of Subdivision/Condominium application? NO ☒ YES ☐

Please note that if a development proposal requires site plan approval, that application can only be submitted after the zoning amendment has been considered by City Council and the appeal period has concluded.

OFFICIAL PLAN AMENDMENT APPLICATION

5. SUBJECT LAND INFORMATION

Municipal Address 0 Wyandotte Street East

Legal Description Part 1, 12R-29002

Assessment Roll Number 373906046021240

Frontage (m) 129.4 Depth (m) Irregular Area (sq m) 16,629.15

Current Official Plan Designation Residential

What land uses are permitted by the Official Plan Designation?

Low and Medium profile Residential land uses

6. DESCRIPTION OF OFFICIAL PLAN AMENDMENT (OPA)

Name of Official Plan proposed to be amended: *The City of Windsor Official Plan*

Amendment to Official Plan from Residential to Site Specific Residential

Purpose of the proposed OPA: To facilitate the development of two (2) high profile residential towers and attached townhome style dwellings. The proposed multiple dwelling residential towers are 13-storeys in height, each with 110 units, with an additional 18 attached townhome style units and a total density of 144 UPH.

What land uses will the proposed official plan amendment (OPA) authorize?

To permit a high profile residential development on the site.

Does the proposed OPA change, replace or delete a policy in the Official Plan? No ☒ Yes ☐

If yes, the policy to be changed, replaced or deleted:

Does the proposed OPA add a policy to the Official Plan? No ☒ Yes ☐

OFFICIAL PLAN AMENDMENT APPLICATION

6. DESCRIPTION OF OFFICIAL PLAN AMENDMENT (OPA) - Continued

Does the proposed OPA change or replace a designation in the Official Plan? No ☐ Yes ☒

If yes, the designation to be changed or replaced: _____

Site Specific Residential

If a policy is being changed, replaced or deleted or if a policy is being added, the text of the proposed OPA:

☐ Not Applicable

☒ See Planning Rationale Report

☐ See Attached

If the proposed OPA changes or replaces a schedule in the Official Plan, the requested schedule and the text that accompanies it:

☒ Not Applicable

☐ See Planning Rationale Report

☐ See Attached

If the proposed OPA alters all or any part of the boundary of an area of a settlement or establishes a new area of settlement, the current official policies, if any, dealing with the alteration or establishment of an area of settlement:

☒ Not Applicable

☐ See Planning Rationale Report

☐ See Attached

If the proposed OPA removes the subject land from an area of employment, the current Official Plan policies, if any, dealing with the removal of land from an area of employment:

☒ Not Applicable

☐ See Planning Rationale Report

☐ See Attached

Explain how the proposed OPA is consistent with the Provincial Policy Statement:

☒ See Planning Rationale Report

☐ See Attached

OFFICIAL PLAN AMENDMENT APPLICATION

7. OTHER APPLICATION INFORMATION

Is the subject land or land within 120 metres the subject of an application by the applicant under the Planning Act for:

A Minor Variance or Consent? No ☒ Yes ☐

File number: _____ Status: _____

Approval authority: _____

Affected lands: _____

Purpose of Minor Variance or Consent: _____

Effect on the proposed OPA: _____

An amendment to an Official Plan, a Zoning By-law or a Minister's Zoning Order? No ☐ Yes ☒

1) Z 004-24 [ZNG-7171] & OPA 182 [OPA-7173]

File number: 2)Z-005/24 (ZNG-7172) & OPA 183 (OPA-7174) Status: Approved

Approval authority: City of Windsor

Affected lands: 0 Clairview Ave. / 0 Wyandotte Street E (south side)

Purpose of OP or ZBL amendment or Zoning Order: _____

To permit the development of low, medium and high profile residential dwellings.

Effect on the proposed OPA: N/A

Approval of a plan of subdivision or a site plan? No ☐ Yes ☒

File number: PS-107/21, SDN-001/22, [SDN/6834] Status: Submitted, under review.

Approval authority: City of Windsor

Affected lands: Blocks 63-62 (incl.) on Plan 12M-581, subject to an easement as in R1285381

Purpose of plan of subdivision or site plan: _____

To permit the development of low profile residential development in the form of
townhome dwellings.

Effect on the proposed OPA: N/A

OFFICIAL PLAN AMENDMENT APPLICATION

8. WATER & SANITARY SEWAGE DISPOSAL

WATER – Indicate whether water will be provided to the subject land by:

- ☒ Publicly owned & operated piped water system ☐ A lake or other water body
☐ Privately owned & operated individual well ☐ Other means: _____
☐ Privately owned & operated communal well

SANITARY - Indicate whether sanitary sewage disposal will be provided to the subject land by:

- ☒ Publicly owned & operated sanitary sewage system ☐ A privy
☐ Privately owned & operated individual septic system ☐ Other means: _____
☐ Privately owned & operated communal septic system

If the application would permit development on privately owned and operated individual or communal septic systems, and more than 4500 litres of effluent would be produced per day as a result of the development being completed submit a Servicing Options Report and a Hydrogeological Report.

9. TYPE OF AMENDMENT, APPLICATION FEE & OTHER FEES

TYPE OF OFFICIAL PLAN AMENDMENT (OPA)

The amendment type and corresponding application fees are identified in the Planning Consultation Stage 2 process.

Fees may be subject to change and are not refundable once the application is deemed complete. Method of payment: Cash, Mastercard, Visa or Certified Cheque or Personal Cheque payable to The Corporation of the City of Windsor. If paying by Mastercard or Visa, contact the Senior Steno Clerk for further direction at planningdept@citywindsor.ca or 519-255-6543.

Minor OPA: A minor revision to the text of the Official Plan or a Site Specific Policy direction.

Major OPA: A change from one land use designation to another land use designation, a change to any Schedule in the City of Windsor Official Plan, or any other amendment not described above.

APPLICATION FEE

	Code	<input checked="" type="checkbox"/> Minor OPA	<input type="checkbox"/> Major OPA
Base Fee	63003	\$2,258.40	\$8,112.35
GIS Fee	63024	+ \$50.00	+ \$50.00
Essex Region Conservation Authority Fee	53023	+ <u>\$200.00</u>	+ <u>\$300.00</u>
Total Application Fee		= \$2,508.40	= \$8,462.35

The following fees are provided for information purposes. They are not due at this time but may be assessed depending on the type(s) of applications associated with the development proposal

OTHER FEES

Re-Notification/Deferral Fee 53016 \$2,258.40

Required when an applicant requests a deferral after notice of a public meeting has been given.

Ontario Land Tribunal (OLT) Appeal Fee \$1,100.00

An appeal is made through Council Services (519-255-6211 or clerks@citywindsor.ca). Fees, forms, and processes are subject to change. Visit <https://olt.gov.on.ca> for additional information.

OFFICIAL PLAN AMENDMENT APPLICATION

10. PROPOSED PUBLIC CONSULTATION STRATEGY

Select or describe your proposed strategy for consulting with the public with respect to the application:

☒ Required Public Consultation (Public Notice & Public Meeting as required per the Planning Act)

☒ Open House


☐ Website

☐ Other

11. SWORN DECLARATION OF APPLICANT

Complete in the presence of a Commissioner for Taking Affidavits. If the declaration is to be administered remotely, you must be able to see, hear and communicate with the Commissioner and show documentation that confirms your identity.

I, Wing On Li of Lakefront Heights Inc., solemnly declare that the information required under Schedule 1 to Ontario Regulation 543/06 and provided by the applicant is accurate and that the information contained in the documents that accompany this application is accurate, that if this declaration was administered remotely that it was in accordance with Ontario Regulation 431/20, and I make this solemn declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath.




Signature of Applicant

*Sign in the presence of a Commissioner
For Taking Affidavits*

Dillon Consulting Limited in the City of Windsor

Location of Applicant at time of declaration

☒ This declaration was administered remotely in accordance with Ontario Regulation 431/20

Declared before me  at the Dillon Consulting Limited in the City of Windsor

Signature of Commissioner

Location of Commissioner

this 14 day of June, 20 24
day month year

PLACE AN IMPRINT OF YOUR STAMP BELOW

MELANIE ANNE MUIR,
a Commissioner, etc., Province of Ontario,
for Dillon Consulting Limited.
Expires May 3, 2025.

READ & COMPLETE SCHEDULE A IN FULL & SIGN

OFFICIAL PLAN AMENDMENT APPLICATION

SCHEDULE A – Authorizations & Acknowledgement

A1. Authorization of Registered Owner for Agent to Make the Application

If the applicant is not the registered owner of the land that is the subject of this application, the written authorization of the registered owner that the agent is authorized to make the application must be included with this application form or the authorization below must be completed.

I, Wing On Li of Lakefront Heights Inc., am the registered owner of the land that is
name of registered owner

subject of this application for an amendment to the City of Windsor Official Plan and I authorize

Dillon Consulting Limited to make this application on my behalf.
name of agent


Signature of Registered Owner

June 14, 2024
Date

If Corporation - I have authority to bind the corporation

A2. Authorization to Enter Upon the Subject Lands and Premises

I, Wing On Li of Lakefront Heights Inc., hereby authorize the Development and Heritage Standing Committee, City Council, and staff of The Corporation of the City of Windsor to enter upon the subject lands and premises described in Section 5 of the application form for the purpose of evaluating the merits of this application and subsequently to conduct any inspections on the subject lands that may be required as condition of approval. This is their authority for doing so.


Signature of Registered Owner

June 14, 2024
Date

If Corporation – I have authority to bind the corporation

SCHEDULE A CONTINUES ON NEXT PAGE

OFFICIAL PLAN AMENDMENT APPLICATION

SCHEDULE A – Authorizations & Acknowledgements - Continued

A3. Acknowledgements

Receipt, Fees, Additional Information, Termination, and Freedom of Information

I acknowledge that receipt of this application by the City of Windsor does not guarantee it to be a complete application, that further review of the application will occur, and I may be contacted to provide additional information and/or resolve any discrepancies or issues with the application as submitted.

I further acknowledge that once the application is deemed complete, fees are not refundable, additional information may be requested, and that after 60 days of inactivity the City of Windsor may terminate the application without notice.

I further acknowledge that pursuant to the provisions of the Planning Act and the Municipal Freedom of Information and Protection of Privacy Act, this application and all material and information provided with this application are made available to the public.

Species at Risk

Ontario's *Endangered Species Act* protects endangered and threatened species — animals and plants in decline and at risk of disappearing from the province by restricting activities that may affect these plants, animals or their habitats.

I acknowledge that it is my sole responsibility as the Applicant to comply with the provisions of the *Endangered Species Act, 2007, S. O. c.6*. This could require me to register an activity, get a permit or other authorization from the Ministry of the Environment, Conservation and Parks (MECP) prior to conducting an activity that could impact an endangered or threatened plant or animal or its habitat. I further acknowledge that any *Planning Act, R.S.O. 1990, c.P.13* approval given by the City of Windsor does not constitute an approval under the *Endangered Species Act*, nor does it absolve me from seeking the necessary authorization, approvals or permits from the MECP prior to conducting any activity that may affect endangered or threatened plant or animal or its habitat.

Additional information can be found at:

<https://www.ontario.ca/page/development-and-infrastructure-projects-and-endangered-or-threatened-species>

or by contacting MECP at SAROntario@ontario.ca

Acknowledgement

I acknowledge that I have read and understand the above statements:



Signature of Applicant or Agent

June 14, 2024

Date

END OF SCHEDULE A

OFFICIAL PLAN AMENDMENT APPLICATION

DO NOT COMPLETE BELOW – STAFF USE ONLY

Receipt and Assignment of Application

Date Received Stamp

This application has been assigned to:

- | | |
|---|---|
| <input type="checkbox"/> Adam Szymczak (AS) | <input type="checkbox"/> Brian Nagata (BN) |
| <input type="checkbox"/> Frank Garardo (FG) | <input type="checkbox"/> Tracy Tang (TT) |
| <input type="checkbox"/> Jim Abbs (JA) | <input type="checkbox"/> Justina Nwaesei (JN) |
| <input type="checkbox"/> Kevin Alexander (KA) | <input type="checkbox"/> Laura Strahl (LS) |
| <input type="checkbox"/> Simona Simion (SS) | <input type="checkbox"/> _____ |

Complete Application

This application is deemed complete on _____
Date

Signature of Delegated Authority

- | | | |
|---|---|--|
| <input type="checkbox"/> Neil Robertson, MCIP, RPP
Manager of Urban Design | <input type="checkbox"/> Greg Atkinson, MCIP, RPP
Manager of Development | <input type="checkbox"/> Thom Hunt, MCIP, RPP
City Planner & Executive Director |
|---|---|--|

Internal Information

Fee Paid: \$ _____ Receipt No: _____ Date: _____

Payment Type: ☐ Cash ☐ Certified Cheque ☐ Credit Card ☐ Personal Cheque

NEW File No. OPA/ _____

Previous OPA File No. OPA/ _____

Related Zoning File No. ZNG/ _____

Other File Numbers: _____

Notes: _____

THIS IS THE LAST PAGE OF THE APPLICATION FORM

ZONING BY-LAW AMENDMENT APPLICATION

3. APPLICANT, REGISTERED OWNER, AND AGENT INFORMATION

Provide in full the name of the applicant, registered owner, and agent, the name of the contact person, and address, postal code, phone number, fax number and email address.

If the applicant or registered owner is a numbered company, provide the name of the principals of the company. If there is more than one applicant or registered owner, copy this page, complete in full and submit with this application.

All communication is with the Agent authorized by the Owner to file the application. If there is no Agent, all communication is with the Applicant.

Applicant

Name: Lakefront Heights Inc. Contact: Wing On Li
Name of Contact Person

Address: 4510 Rhodes Drive, Suite 520

Address: Windsor, Ontario Postal Code: N8W 5K5

Phone: 647-866-1200 Fax: _____

Email: wingon.li@horizoninv.ca

Registered Owner ☒ Same as Applicant

Name: _____ Contact: _____
Name of Contact Person

Address: _____

Address: _____ Postal Code: _____

Phone: _____ Fax: _____

Email: _____

Agent Authorized by the Owner to File the Application (Also complete Section A1 in Schedule A)

Name: Dillon Consulting Limited Contact: Melanie Muir
Name of Contact Person

Address: 3200 Deziel Drive, Suite 608

Address: Windsor, Ontario Postal Code: N8W 5K8

Phone: 519-791-2221 Fax: 519-948-5054

Email: mmuir@dillon.ca

4. COMPANION APPLICATIONS

Are you submitting a companion Official Plan Amendment application? NO ☐ YES ☒

Are you submitting a companion Plan of Subdivision/Condominium application? NO ☒ YES ☐

Please note that if a development proposal requires site plan approval, that application can only be submitted after the zoning amendment has been considered by City Council and the appeal period has concluded.

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

- i. there are no reasonable alternatives which avoid *prime agricultural areas*; and
 - ii. there are no reasonable alternatives on lower priority agricultural lands in *prime agricultural areas*;
- d) the new or expanding *settlement area* is in compliance with the *minimum distance separation formulae*; and
- e) impacts from new or expanding *settlement areas* on agricultural operations which are adjacent or close to the *settlement area* are mitigated to the extent feasible.

In undertaking a *comprehensive review*, the level of detail of the assessment should correspond with the complexity and scale of the settlement boundary expansion or development proposal.

1.1.3.9 Notwithstanding policy 1.1.3.8, municipalities may permit adjustments of *settlement area* boundaries outside a *comprehensive review* provided:

- a) there would be no net increase in land within the *settlement areas*;
- b) the adjustment would support the municipality's ability to meet *intensification* and *redevelopment* targets established by the municipality;
- c) *prime agricultural areas* are addressed in accordance with 1.1.3.8 (c), (d) and (e); and
- d) the *settlement area* to which lands would be added is appropriately serviced and there is sufficient reserve *infrastructure* capacity to service the lands.

1.1.4 Rural Areas in Municipalities

Rural areas are important to the economic success of the Province and our quality of life. Rural areas are a system of lands that may include rural settlement areas, rural lands, prime agricultural areas, natural heritage features and areas, and other resource areas. Rural areas and urban areas are interdependent in terms of markets, resources and amenities. It is important to leverage rural assets and amenities and protect the environment as a foundation for a sustainable economy.

Ontario's rural areas have diverse population levels, natural resources, geographies and physical characteristics, and economies. Across rural Ontario, local circumstances vary by region. For example, northern Ontario's natural environment and vast geography offer different opportunities than the predominately agricultural areas of southern regions of the Province.

1.1.4.1 Healthy, integrated and viable *rural areas* should be supported by:

- a) building upon rural character, and leveraging rural amenities and assets;
- b) promoting regeneration, including the redevelopment of *brownfield sites*;
- c) accommodating an appropriate range and mix of housing in rural *settlement areas*;
- d) encouraging the conservation and *redevelopment* of existing rural housing stock on *rural lands*;
- e) using rural *infrastructure* and *public service facilities* efficiently;

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*.

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 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

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| <i>NEIGHBOURHOOD CENTRES</i> | 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. |
| <i>NEIGHBOURHOOD HOUSING VARIETY</i> | 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. |
| <i>DISTINCTIVE NEIGHBOURHOOD CHARACTER</i> | 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. |
| <i>COMMUNITY DESIGN</i> | 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

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| <i>EMPLOYMENT</i> | 3.2.2.1 | Windsor's economy will be stimulated by active employment centres that |
|-------------------|---------|--|

<i>CENTRES</i>		serve the larger Census Metropolitan Area. These centres will cluster appropriate large scale employment, shopping and entertainment uses together to create exciting areas for employment and investment. With convenient access to major transportation routes, these centres will be transit friendly and poised to take advantage of Windsor's role as an international gateway.
<i>CITY CENTRE</i>	3.2.2.2	The City Centre will continue to be the major focus of cultural, social and economic activities. The City Centre is and will remain the heart of Windsor, serving as the visual symbol of the entire community. A diverse mixture of businesses, cultural venues, major government offices and entertainment destinations will strengthen downtown as a major economic centre. The heart of our community will also provide a liveable residential environment for a variety of people and be a welcoming arrival point for visitors.
<i>COMMUNITY IMPROVEMENT</i>	3.2.2.3	Revitalizing areas in need of improvement will improve Windsor, while protecting the community's investment in infrastructure and other services. Community improvement initiatives will strengthen neighbourhoods by providing new businesses, homes and public spaces and by creating unique opportunities for reinvestment in the community.
	3.2.3	Sustainable, Healthy Environment
<i>TRANSPORTATION SYSTEM</i>	3.2.3.1	Windsor will work toward achieving a sustainable transportation system where all modes of transportation can play a more balanced role. The creation of mixed use and employment centres will allow businesses and services to be closer to homes and allow greater opportunities for walking, cycling and transit.
<i>WATERFRONT</i>	3.2.3.2	The Detroit River and Lake St. Clair waterfront will continue to be cherished as a community asset. A mixture of open spaces, residences and businesses will continue to provide the waterfront with its character and support a healthy environment, economic growth and the community's desire for public access to the water's edge.
<i>THE GREENWAY SYSTEM</i>	3.2.3.3	The Greenway System will connect Windsor's neighbourhoods, parks, natural areas and the waterfront. The system will foster recreational activities, contribute to community health, enhance the natural environment and link Windsor to its neighbouring municipalities.
<i>HEALTHY ECOSYSTEM</i>	3.2.3.4	Windsor will achieve greater harmony between human activities and natural systems. Attention will be given to establishing a flourishing natural environment, with clean air, land and water.

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

4 Healthy Community

This chapter was amended as part of Official Plan Amendments #76 as part of a 5-year review of the Official Plan. Official Plan Amendment #76 was approved by the Ministry of Municipal Affairs and Housing on 01/06/2012.

4.0 Preamble

The healthy community philosophy is rooted in the belief that people's social, economic, cultural and psychological well-being is influenced by the physical environment in which they live, work and play. Building Windsor as a caring and diverse community is viewed as integral to providing all residents the opportunity and necessary supports to pursue their full potential.

Council recognizes that land use planning decisions are influenced by, and in turn can influence, social and human service needs. As a result, this Plan links the consideration of social and human service needs with the physical aspects of growth and development. As such, this chapter is a part of the overarching philosophical framework of the Plan. The implementing healthy community policies are interwoven throughout the remainder of the Plan, particularly within the Environment, Land Use, Infrastructure and Urban Design chapters, to ensure their consideration and application as a part of the planning process.

4.1 Goals

In keeping with the Vision and Mission Statements and the Principles set out in the Development Strategy, Council's healthy community goals are to achieve:

<i>HEALTHY & LIVEABLE CITY</i>	4.1.1	Windsor's full potential as a healthy and liveable city.
<i>ENVIRONMENTALLY SUSTAINABLE</i>	4.1.2	Harmony between human activities and natural systems.
<i>QUALITY OF LIFE</i>	4.1.3	A high quality of life in Windsor.
<i>SENSE OF COMMUNITY</i>	4.1.4	A strong sense of community throughout Windsor.
<i>COMMUNITY EMPOWERMENT</i>	4.1.5	Community empowerment in municipal decision making.

<i>ECONOMIC OPPORTUNITY</i>	4.1.6	Economic opportunities throughout Windsor.
<i>STAY SAFE</i>	4.1.7	A safe environment throughout Windsor.
<i>BALANCED DECISION MAKING</i>	4.1.8	A decision making process that balances environmental, economic and social considerations.
4.2 Objectives		
4.2.1 Healthy and Liveable City		
<i>PLANNING & DESIGN</i>	4.2.1.1	To consider community health in the planning and design of Windsor and its neighbourhoods.
<i>ACTIVE LIFESTYLE</i>	4.2.1.2	To provide for activities and facilities which will foster an active lifestyle to improve community health.
<i>MONITOR HEALTH</i>	4.2.1.3	To regularly monitor community health.
<i>CLIMATE PROTECTION</i>	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.
<i>AGING IN PLACE</i>	4.2.1.5	To encourage a mix of housing types and services to allow people to remain in their neighbourhoods as they age.
<i>PEDESTRIAN SCALE</i>	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		
<i>PLANNING & DESIGN</i>	4.2.2.1	To consider the environment in the planning and design of Windsor.
<i>ECOSYSTEMS</i>	4.2.2.2	To protect and restore ecosystems.
<i>SUSTAINABLE DEVELOPMENT</i>	4.2.2.3	To encourage community planning, design and development that is sustainable.
<i>COMPATIBLE DEVELOPMENT</i>	4.2.2.4	To promote development that meets human needs and is compatible with the natural environment.
<i>REDUCE ENVIRONMENTAL IMPACTS</i>	4.2.2.5	To reduce environmental impacts.

4.2.3 Quality of Life

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

4.2.4 Sense of Community

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

4.2.5 Community Empowerment

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

- (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

<i>RANGE OF FORMS & TENURES</i>	6.3.1.1	To support a complementary range of housing forms and tenures in all neighbourhoods.
<i>NEIGHBOURHOODS</i>	6.3.1.2	To promote compact neighbourhoods which encourage a balanced transportation system.
<i>INTENSIFICATION, INFILL & REDEVELOPMENT</i>	6.3.1.3	To promote selective residential redevelopment, infill and intensification initiatives.
<i>MAINTENANCE & REHABILITATION</i>	6.3.1.4	To ensure that the existing housing stock is maintained and rehabilitated.
<i>SERVICE & AMENITIES</i>	6.3.1.5	To provide for complementary services and amenities which enhance the quality of residential areas.
<i>HOME BASED OCCUPATIONS</i>	6.3.1.6	To accommodate home based occupations.
<i>SUFFICIENT LAND SUPPLY</i>	6.3.1.7	To ensure that a sufficient land supply for residential and ancillary land uses is available to accommodate market demands over the 20 year period of this Plan.

6.3.2 Policies

In order to facilitate the orderly development and integration of housing in Windsor, the following policies shall apply.

<i>PERMITTED USES</i>	6.3.2.1	Uses permitted in the Residential land use designation identified on Schedule D: Land Use include Low, Medium and High Profile dwelling units.
<i>ANCILLARY USES</i>	6.3.2.2	<p>In addition to the uses permitted above, Council will encourage the achievement of diverse and self-sufficient neighbourhoods by permitting the following ancillary uses in areas designated Residential on Schedule D: Land Use without requiring an amendment to this Plan:</p> <p>(a) community services including libraries, emergency services, community centres and similar public agency uses; (Deleted by OPA #82 – June 20, 2011, B/L 117-2011)</p>

- (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:

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 INTENSIFICATION</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:

<i>PERMITTED USES</i>	6.3.2.1	<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:

<i>LOCATIONAL CRITERIA</i>	6.3.2.4	<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):

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.

<i>TRUCK ROUTES</i>	7.2.1.8	To establish safe and efficient truck routes within and through Windsor.
<i>PARKING</i>	7.2.1.9	To provide for adequate off-street parking facilities and restrict on-street parking to appropriate areas.
<i>TRANSPORTATION DEMAND MANAGEMENT</i>	7.2.1.10	To enact transportation demand management actions suited to the needs of Windsor.
<i>MINIMIZE CONFLICTS</i>	7.2.1.11	To minimize conflicts within the transportation system.
<i>PROTECT ROADWAYS FROM DRIVEWAY PROLIFERATION</i>	7.2.1.12	To restrict driveway access based on road classification and minimize the number of driveway access points.
<i>WALKING & CYCLING</i>	7.2.1.13	To establish and maintain a city-wide walking and cycling network.
<i>ACCESSIBLE INFRASTRUCTURE</i>	7.2.1.14	To establish and maintain an accessible transportation infrastructure.
<i>ROADS</i>	7.2.1.15	To establish and maintain a safe and efficient road network.
<i>TRANSIT</i>	7.2.1.16	To maintain an efficient transit network.
<i>INTERNATIONAL GATEWAY</i>	7.2.1.17	To uphold and advance Windsor's role as Canada's foremost international gateway.
<i>RAIL SERVICE</i>	7.2.1.18	To support the provision of freight and passenger rail service to Windsor.
<i>VIABLE PORT FACILITIES</i>	7.2.1.19	To ensure accessible and viable port facilities.
<i>RECREATIONAL BOATING</i>	7.2.1.20	To facilitate safe recreational boating from Windsor on the Detroit River and Lake St. Clair.
<i>WINDSOR AIRPORT</i>	7.2.1.21	To support an expanded role for the Windsor Airport in the provision of facilities, infrastructure and operational capabilities.
<i>TRAFFIC CALMING</i>	7.2.1.22	To support the inclusion of traffic calming devices according to a municipal Traffic Calming Policy.

<i>NATURAL FEATURES</i>	7.2.1.23	To direct the transportation systems, where possible, away from Natural Heritage Features and Areas.
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7.2.2 General Policies

<i>TRANSPORTATION SYSTEM DEFINITION</i>	7.2.2.1	For the purpose of this Plan, the Transportation System refers to all modes of transportation and their corresponding facilities, including walking, cycling, public transportation, roads, border crossings, rail, air and water transportation.
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<i>SCHEDULE F: ROADS & BIKEWAYS</i>	7.2.2.2	The following existing and future components of the transportation system shall be designated on Schedule F: Roads and Bikeways:
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- (i) Expressway;
- (ii) Class I Arterial Road;
- (iii) Class II Arterial Road;
- (iv) Class I Collector Road;
- (v) Class II Collector Road;
- (vi) Scenic Drive;
- (vii) Local Road; and
- (viii) Provincial Highway.

<i>TRANSPORTATION MASTER PLAN</i>	7.2.2.3	Council shall require the implementation, monitoring and updating of a long range transportation master plan that:
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- (a) Examines the long range transportation system requirements of Windsor its adjacent interdependent municipalities and interconnecting provincial highways;
- (b) Provides principles, policies and strategic plans which address long term transportation system needs from a comprehensive perspective, consistent with this Plan;
- (c) Identifies major problems, deficiencies, or opportunities in the transportation system;
- (d) Identifies and evaluates various alternative solutions available to solve long range transportation system problems and opportunities;

		(e) Establishes the preferred solution and corresponding implementation measures; and
		(f) Includes a comprehensive public participation program.
<i>COOPERATION & COORDINATION</i>	7.2.2.4	Council shall work to achieve the coordinated planning, expansion and maintenance of the transportation system in cooperation with other public agencies and private organizations to promote increased density of development.
<i>ALTERNATIVE DEVELOPMENT PATTERNS</i>	7.2.2.5	Council shall promote development patterns that support an increase in walking, cycling and public transportation in accordance with the Land Use and Urban Design chapters of this Plan.
<i>BALANCED TRANSPORTATION SYSTEM</i>	7.2.2.6	<p>Council shall develop a balanced transportation system by:</p> <ul style="list-style-type: none"> (a) Adopting strategies and programs that increase public transportation use, cycling and walking; (b) Implementing the land use policies of this Plan that provide for a more compact urban form and are intended to reduce the growth in home based trip making; (c) Maintaining a road level-of-service that optimizes the use of the existing network; (d) Directing the expansion of existing roads or the construction of new ones in association with the application of transportation demand management strategies; and (e) Implementing the urban design policies of this Plan that provide for an improved street environment. (f) Implementing traffic calming devices in existing neighbourhoods and requiring traffic calming in new neighbourhoods consistent with the Traffic Calming Policy.
<i>TRAFFIC CALMING DEVICES</i>	7.2.2.7	<p>Council may require traffic calming devices on:</p> <ul style="list-style-type: none"> (a) Existing roads; (b) All proposed development; (c) Infrastructure undertakings;

consistent with the Traffic Calming policy.

<i>MULTI-MODAL FACILITIES</i>	7.2.2.8	Council shall encourage the development of multi-modal transportation facilities at appropriate locations.
<i>TRUCK ROUTE SYSTEM</i>	7.2.2.9	Council shall establish and manage a truck route system to minimize the intrusion of trucks into sensitive areas while providing acceptable access to business and industries.
<i>TRUCK ACCESS</i>	7.2.2.10	<p>Council recognizes that while truck access is necessary for some properties, the adverse effects of truck traffic shall be minimized by:</p> <ul style="list-style-type: none">(a) Discouraging truck traffic in residential and pedestrian oriented areas;(b) Directing land uses which generate substantial truck traffic to appropriate areas in accordance with the Land Use chapter of this Plan;(c) Ensuring the proper design of roads intended to carry truck traffic;(d) Implementing other measures as may be appropriate and necessary.
<i>HAZARDOUS GOODS</i>	7.2.2.11	Council shall restrict the movement of hazardous goods to transportation routes which avoid high risk areas and provide safe and direct access to their intended destination.
<i>PARKING & LOADINGS FACILITIES</i>	7.2.2.12	Council shall require adequate off-street parking and loading facilities as a condition of development approval in accordance with the Land Use chapter of this Plan.
<i>PARKING LOT DESIGN</i>	7.2.2.13	Council shall require parking lots to be designed in accordance with the Urban Design chapter of this Plan.
<i>PUBLIC ON-STREET PARKING</i>	7.2.2.14	<p>Council may allow, restrict or partially restrict on-street parking on specific roads as follows:</p> <ul style="list-style-type: none">(a) On street parking shall not be permitted on Expressways, Class I Arterial Roads and Scenic Drives;(b) On street parking will be discouraged on Class II Arterial Roads and Class I Collector Roads and may only be allowed in areas where adequate and convenient off-street parking is not available; and

		(c) On street parking may be permitted on Class II Collector Roads and Local Roads provided there is sufficient paved road width.
<i>RESTRICT ON-STREET PARKING</i>	7.2.2.15	<p>Council may restrict on-street parking in a manner that does not conflict with future and planned uses of the right of way by:</p> <ul style="list-style-type: none"> (a) Removing on-street parking where the added roadway space is required to install left or right turn lanes; (b) Removing on-street parking where the added roadway space may be required to install bicycle lanes; (c) Removing on-street parking where the added roadway space is required for transit purposes; (d) Removing on-street parking where there is a need to move traffic more efficiently; (e) Removing on-street parking where the City has constructed off street lots to offset the loss of on-street parking.
<i>ON STREET PARKING – STREET SCAPING</i>	7.2.2.16	Council may permit on-street parking as part of a streetscaping plan designed to create a buffer between road traffic and pedestrian sidewalk areas.
<i>BICYCLE PARKING</i>	7.2.2.17	Council shall make provision for bicycle parking spaces by requiring bicycle spaces at all developments.
<i>LAND USE AND TRANSPORTATION</i>	7.2.2.18	<p>Council shall recognize the link between land use and transportation systems by:</p> <ul style="list-style-type: none"> (a) Focusing office development and high-density employment and high density residential in areas which have access to transit and pedestrian amenities; (b) Encouraging commercial and employment uses within 400 metres to 800 metres of residential areas to promote the use of active transportation and to promote transit service.
<i>SUSTAINABLE SITE DESIGN</i>	7.2.2.19	<p>Council shall require the use of sustainable site design during the Site Plan Control process to ensure accessibility for all pedestrians and cyclists by:</p> <ul style="list-style-type: none"> (a) Requiring buildings and access points to buildings be placed to provide convenient access to the public right of way;

		<ul style="list-style-type: none"> (b) Ensuring the provision of sidewalk and cycling connections to and from the entrances of the development and cycling facilities; (c) Ensuring that sidewalk and cycling connections are barrier free throughout the seasons; (d) Ensuring that the sidewalk and cycling connections minimize the walking and cycling distance to and from the right of way and (e) Encouraging a more street level design and access by planning parking lots in such a way to not adversely impact such access.
<i>TRANSIT SUPPORTIVE DEVELOPMENT</i>	7.2.2.20	Council shall support transit by planning for compact mixed-use, higher density residential, commercial and employment development within concentrated nodes and corridors that are adjacent to higher order transit corridors.
<i>MINIMIZING VEHICLE TRIPS AND TRAVEL DISTANCES</i>	7.2.2.21	<p>Council shall implement land use patterns that promote sustainable travel by locating land uses within reasonable walking or cycling distance by:</p> <ul style="list-style-type: none"> (a) Encouraging development that include an appropriate mix of residential, commercial and employment lands within reasonable walking distance of each other; (b) Planning higher density developments in areas along major transportation corridors and nodes; (c) Integrating land use and transportation planning decisions by ensuring each fit the context of each other's specific needs.
<i>TRAVEL DEMAND MANAGEMENT</i>	7.2.2.22	<p>Council and Transit Windsor will encourage employers to manage their travel demand by:</p> <ul style="list-style-type: none"> (a) Promoting the use of ride sharing and car-pooling to reduce parking demand and to reduce vehicles on nearby streets; (b) Promoting the use of bulk or special transit pass purchases by employers for employees that offer discounts over regular transit pass prices and encourage transit usage; (c) Encouraging companies to alternate hours of work to reduce the peak hour traffic and parking demand.
<i>POST SECONDARY STUDENT TRANSPORTATION</i>	7.2.2.23	Council shall encourage post secondary institutions to implement tuition-based bus pass programs to reduce travel and parking demand.

<i>COMMERCIAL SCHOOLS</i>	7.2.2.24	Council shall encourage commercial schools to locate along roadways with transit.
<i>TRANSIT SUPPORTIVE DESIGN</i>	7.2.2.25	<p>Council shall support transit friendly design by:</p> <ul style="list-style-type: none"> (a) Planning for compact, higher density developments along nodes and corridors; (b) Creating street layouts that can accommodate transit vehicles; (c) Considering transit in the early stages of planning; (d) Creating grid networked streets; (e) Promoting urban design that encourages walking and cycling; and (f) Requiring entranceways proximate to the public right of way to reduce walking distances for pedestrians, particularly those who are mobility impaired.
<i>SCHOOL AREA TRANSPORTATION</i>	7.2.2.26	<p>Council and the School Boards shall promote a safe travel environment near schools by:</p> <ul style="list-style-type: none"> (a) Ensuring that new elementary school locations are central to the area that they intend to serve to reduce the need for buses to transport students; (b) Ensuring that the location of new schools limits the need for children to cross Arterial Roads; (c) Encouraging the use of traffic calming near elementary schools constructed in new neighbourhoods; (d) Coordinating the location of new schools with transit. (e) Maintaining a policy for school areas that may include: <ul style="list-style-type: none"> (i) Reduced speed limits in school zones; (ii) No stopping areas near school crossings to ensure visibility of crossing guards and children; (iii) Appropriate parking and stopping restrictions along school frontages in consultation with the affected School Board and local residents.

<i>SCHOOL ACTIVE TRANSPORTATION PLANS</i>		(f) Requiring all schools to provide adequate on-site parking and loading/unloading facilities.
	7.2.2.27	Council shall require that school boards implement active transportation plans for new or refurbished schools that include: <ul style="list-style-type: none"> (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.
	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.
<i>SCHEDULE F-1 AND OPA #43</i>	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

<i>PEDESTRIAN MOVEMENT</i>	7.2.3.1	Council shall require all proposed developments and infrastructure undertakings to provide facilities for pedestrian movements wherever appropriate by: <ul style="list-style-type: none"> (a) Requiring safe, barrier free, convenient and direct walking conditions for persons of all ages and abilities;
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- (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

<i>CYCLING</i>	7.2.4.1	Council shall require all proposed developments and infrastructure undertakings to provide facilities for cycling movement and parking wherever appropriate.
<i>BIKEWAY DEFINITION</i>	7.2.4.2	For the purpose of this Plan, the Bikeway is a planned network of on and off road cycling facilities.
<i>BIKEWAY DEVELOPMENT</i>	7.2.4.3	<p>Council shall provide for the development of Bikeways by:</p> <ul style="list-style-type: none"> (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.
<i>CYCLING MASTER PLAN</i>	7.2.4.4	<p>Council shall require the implementation, monitoring and updating of a cycling master plan that:</p> <ul style="list-style-type: none"> (a) Addresses the engineering, education, enforcement and

encouragement of commuter and recreation cycling within Windsor;

(b) Provides principles, policies and strategic plans which address commuter and recreation cycling needs from a comprehensive perspective including the integration with other transportation modes and facilities; and

(c) Identifies priorities for new Bikeways and Recreationways.

SAFETY

7.2.4.5 Council shall encourage the separation of cyclists and pedestrians wherever possible to avoid potential conflicts.

7.2.5 Public Transportation Policies

*PUBLIC
TRANSPORTATION*

7.2.5.1 Council shall require all proposed developments and infrastructure undertakings to provide facilities for public transportation wherever appropriate.

*IMPROVE
PUBLIC
TRANSPORTATION*

7.2.5.2 Council shall require that the design of development proposals and infrastructure undertakings facilitate easy access to public transportation. In this regard, Council shall:

- (a) Ensure that all new development patterns are supportive of public transportation in accordance with the land use and transportation policies in this Plan;
- (b) Require that the street pattern in new developments allows for the extension of public transportation services;
- (c) Require that sidewalks and other pedestrian facilities connect major traffic generators to public transportation services;
- (d) Encourage the provision of benches, lighting, rest areas and climate shelters for the safety, comfort and convenience of public transportation users;
- (e) Support the coordination and integration of local public transportation services and facilities with inter-regional, regional and international services and facilities;
- (f) Ensure that the design of roads accommodate the requirements of public transportation;
- (g) Encourage transit routes to be within new major employment areas;

- (h) Encourage transit stops to be located within a 400 metre walking distance of high density residential development.

*REGIONAL
PUBLIC
TRANSIT
SYSTEM*

7.2.5.3 Council encourages the creation of a Regional Public Transit System.

7.2.6 Road Network Policies

*ROAD
CLASSIFICATION*

7.2.6.1 The road network within Windsor is classified as follows:

- (i) Provincial Highways;
- (ii) Expressways;
- (iii) Class I Arterial Roads;
- (iv) Class II Arterial Roads;
- (v) Class I Collector Roads;
- (vi) Class II Collector Roads;
- (vii) Scenic Drives; and,
- (viii) Local Roads.

*PROVINCIAL
HIGHWAYS*

7.2.6.2 Council recognizes Provincial Highways as follows:

- (a) Provincial Highways shall be designated on Schedule F: Roads and Bikeways and in secondary plans, where appropriate; and
- (b) The Ministry of Transportation exercises its mandate adjacent to Provincial Highway corridors; as such land abutting Provincial Highways are subject to permit control process of the Ministry of Transportation.

EXPRESSWAYS

7.2.6.3 Council shall provide for Expressways as follows:

- (a) Expressways are designated on Schedule F, as controlled access highways and are to be designated in any secondary plan or master plan where appropriate.

- (iii) All-way stops shall not be permitted;
- (iv) Direct property access may be permitted with some controls;
- (v) Cycling facilities may be permitted;
- (vi) On street parking shall not be permitted; and
- (vii) The municipal streetscape design of the Scenic Drive shall be guided by the urban design policies in this Official Plan.

LOCAL ROADS 7.2.6.9 Council shall provide for Local Roads as follows:

- (a) Operational and design characteristics:
 - (i) Local Roads shall be designed to carry low volumes of traffic and shall have a minimum right-of-way width of 20 metres;
 - (ii) New intersections shall not be permitted with Provincial Highways, Expressways, Class I Arterial Roads and Class II Arterial Roads;
 - (iii) Cycling facilities may be permitted on Local Roads;
 - (iv) On street parking may be permitted; and
 - (v) Direct property access may be permitted with some controls.

ROADWAY INTERSECTIONS: ROUNDABOUTS AND TRAFFIC CIRCLES 7.2.6.10 Council shall encourage the use of roundabouts or traffic circles as follows:

- (a) Council may consider the use of roundabouts or traffic circles where appropriate;
- (b) Council shall encourage a high level of urban design at roundabouts or traffic circle intersections; and
- (c) Where a roundabout or traffic circle is proposed to serve the traffic of a new development, it shall be installed and operating before the opening of that development.

ROADWAY INTERSECTIONS: SIGNALIZED 7.2.6.11 Council shall require the use of signalized intersections where provincial warrants are met.

ROADWAY 7.2.6.12 Where new signals are warranted by a development:

SIGNALS

*WARRANTED BY
NEW
DEVELOPMENT*

- (a) Council shall require the development to pay for the signal's infrastructure, installation and the cost of 5 years maintenance; and
- (b) The signalized intersection shall be installed and operating before the opening of any part of such development.

*ROADWAY
INTERSECTIONS:
SIGNAL
REMOVAL*

- 7.2.6.13 Council may require the removal of traffic signals from intersections when a review indicates lower than expected volumes of traffic.

*ROADWAY
INTERSECTIONS:
ALL WAY
STOPS*

- 7.2.6.14 Council shall restrict the use of all way stop intersections in accordance with its All Way Stop Policy.

*PROTECTION OF
TRANSPORTATION
CORRIDORS*

- 7.2.6.15 Council shall protect existing and new transportation corridors by:
- (a) Ensuring that lands identified in transportation master plans or studies for transportation corridors are protected;
 - (b) Protecting abandoned railway or utility right-of-way in the entire length; and
 - (c) Retaining unopened road allowances that have potential for future use.

*NEW ROADWAY
AND WIDENING*

- 7.2.6.16 Council shall support the construction of new roads and right-of-way widening for the purpose of adding to the travelled portion of a road only when either of the following factors have been met:
- (a) The new road and/or widened right-of-way have been identified as a recommended system improvement in this Plan, the transportation master plan and/or the cycling master plan; or other relevant transportation plan.
 - (b) The need for the new road and/or widened right-of-way has been clearly demonstrated through a comprehensive analysis and public consultation process, conducted in addition to the transportation master plan, in accordance with relevant provincial legislation and the resulting road improves the transportation system by:
 - (i) Reducing the use of local roads by non-local traffic;

- (ii) Minimizing conflicts between local and non-local traffic;
- (iii) Improving the level-of-service and road capacity;
- (iv) Minimizing any negative impacts on the social and natural environment of adjacent areas;
- (v) Providing for cycling facilities, as appropriate; and
- (vi) Providing for transit service, as appropriate.

***GUIDELINES
FOR NEW
ROADS***

7.2.6.17 Council shall consider the following criteria when reviewing the roads proposed as a part of a new development:

- (a) The ability to achieve the Urban Design policies of this Plan;
- (b) Where new roads are required to serve a developing area, a logical hierarchy of roads is identified and designated with the capacity to accommodate anticipated traffic generated by the development;
- (c) The design of the road provides for safe traffic movement;
- (d) The carrying capacity of the adjacent roads is sufficient to accommodate the anticipated traffic generated by the proposed development, as well as existing traffic and anticipated growth levels of background traffic;
- (e) The carrying capacity of existing and proposed Class I and Class II Arterial Roads and Class I and Class II Collector Roads is protected by:
 - (i) The use of shared access, where appropriate, for new development; and
 - (ii) Limiting the number of entrances/exits for non-residential development located adjacent to these roads.
- (f) The ability to improve cycling network connections.

***RESIDENTIAL
AREAS***

7.2.6.18 Council shall encourage the development of a peaceful atmosphere in residential areas by:

- (a) Maintaining an adequate system of Collector and Arterial roads to serve residential areas;

- (b) Requiring the provision of appropriate noise control measures and off-street parking;
- (c) Locating medium and high density residential development along Collector and Arterial roads; and
- (d) Requiring the construction of sidewalks in accordance with policy 7.2.3.2;
- (e) Requiring that traffic calming devices be included in the road design of any new residential subdivision in accordance with the Traffic Calming Policy;
- (f) Applying the principles of the Traffic Calming Policy to existing roads in residential areas by ensuring that traffic calming is considered as part of any neighbourhood management plan and that traffic calming devices are placed where deemed to be necessary; and
- (g) Requiring that the impact of noise and the feasibility of achieving noise control objectives must be considered as factors in determining the design of residential areas and that noise barriers be considered only when it has been demonstrated that alternate noise abatement solutions are not feasible.

*NEW
DEVELOPMENT*

- 7.2.6.19 All proponents of development may be required to complete a Traffic Impact Study to support the feasibility of a proposal, and if feasible, identify appropriate traffic management measures, in accordance with the Procedures chapter of this Plan.

*TRAFFIC
CALMING IN
NEW
RESIDENTIAL
SUBDIVISIONS*

- 7.2.6.20 Council shall require that all new residential subdivisions include traffic calming measures as an integral part of the road design. Administration will recommend appropriate traffic calming devices in all new subdivisions as follows:

- (a) Traffic calming devices must permit and enhance safe movement by all non-vehicular modes of travel and by bicycle; and
- (b) Traffic calming devices will conform with the provisions of the Traffic Calming Policy and will be considered within the context of the guidelines below:
 - (i) At the intersections of two local roads, roundabouts or traffic circles maybe utilized;
 - (ii) Curb extensions should be required at all intersections of Local

and Collector Roads except where it is determined that they will have an adverse effect on transit or emergency services;

- (iii) Within subdivisions, long straight-aways should be avoided. Chicanes should be utilized to avoid long straight-aways exceeding 300 metres in length.

*GRATUITOUS
CONVEYANCES*

7.2.6.21

As a condition of development approval, council shall require gratuitous land conveyances to the Municipality where it has been determined that the existing right-of-way width is insufficient based on the requirements set out in Schedule 'X', or other provisions of this Official Plan. The size and dimension of each such conveyance shall be determined by what is identified in Schedule 'X', or other provisions of this Official Plan. Generally, equal widths of land will be taken from both sides of the road.

*GRATUITOUS
CONVEYANCES:
CONDITION OF
DEVELOPMENT*

7.2.6.22

Gratuitous land conveyances to the Municipality may also be required as a condition of development approval for, but not limited to any of the following elements:

- (a) Corner cut offs;
- (b) Intersection improvements;
- (c) Roundabouts;
- (d) Turn lanes;
- (e) Acceleration or deceleration lanes;
- (f) Transit infrastructure, including transit lanes, stations and transit stops including shelters;
- (g) Cycling infrastructure, including bike lanes and multi-use recreational trails;
- (h) Bus bays; and
- (i) Sidewalks.

*ROADWAY
INTERSECTIONS:
CORNER CUT
OFFS AND
CONVEYANCES*

7.2.6.23

The dimensions of corner cut offs that are to be gratuitously conveyed to the Municipality are as follows:

- (a) A minimum of a 4.6 metre corner cut off is to be provided at all intersections, except for intersections between two local roads or a local road and a scenic drive;

- (b) Where the intersection is signalized, a minimum of a 6.1 metre corner cut off is required, regardless of the road classification of the two intersecting roads;
- (c) Corner cut offs shall be measured after the taking of linear land conveyances for road widening; and
- (d) Corner cut offs shall be kept clear of all sight obstructions.

*OTHER
ROADWAY
ELEMENTS*

7.2.6.24 The dimensions of all other elements to be gratuitously conveyed to the Municipality will be determined on a site specific basis during the development approval process.

*TURNING LANES
& SPECIAL
FEATURES*

7.2.6.25 Notwithstanding the right-of-way widths identified in the policies of this Official Plan, Council may require additional land for exclusive turning lanes or special features. The exact width of this additional right-of-way shall be determined on a site-specific basis during the development approval process.

7.2.7 International Border Crossing Policies

*ECONOMIC
BENEFITS*

7.2.7.1 Council shall maximize the economic development potential provided by international cross-border traffic by promoting the development of multi-modal facilities and Employment and Commercial uses at appropriate locations within Windsor.

*ADDITIONAL
CROSSING*

7.2.7.2 Council shall ensure that the construction of an additional international border crossing has minimal negative social, environmental and economic impacts on Windsor.

7.2.8 Rail Transportation Policies

*ECONOMIC
BENEFITS*

7.2.8.1 Council shall maximize the economic development potential provided by rail transportation by promoting the development of Employment uses, including multi-modal facilities, at appropriate locations within Windsor.

*SUFFICIENT
SERVICE*

7.2.8.2 Council shall encourage the provision of rail service sufficient to meet the needs of Employment uses and passenger demands.

*MINIMIZE
CONFLICT*

7.2.8.3 Council shall minimize the conflict among rail, vehicle and pedestrian movements by working with various public agencies and private organizations for the appropriate use of:

- (a) Level crossing controls;
- (b) Grade separated crossings; and

<i>DEVELOPMENT CRITERIA</i>	7.2.11.3	<p>New Development, as well as renovations, minor additions and alterations to existing buildings adjacent to the Detroit-Windsor Tunnel is permitted provided that the development does not:</p> <ul style="list-style-type: none"> (a) Negatively impact the structure of the Detroit-Windsor Tunnel; (b) Have a negative impact on the maintenance of the Detroit-Windsor Tunnel; and (c) Take place in a manner that the continued operation and maintenance of the Detroit-Windsor Tunnel does not have a negative impact on the proposed development.
<i>MUNICIPAL WORKS</i>	7.2.11.4	Any municipal works in the right-of-way within the Detroit-Windsor Tunnel Constraint Area shall be bound to the policies set forth in this section.
<i>SUPPORT STUDIES</i>	7.2.11.5	Proponents of development within or adjacent to the Detroit-Windsor Tunnel Development Constraint Area as designated on Schedule ‘C’: Development Constraint Areas and Schedule ‘E’: City Centre Planning District shall successfully complete a geotechnical study, prepared by a qualified professional, to confirm that the development will be compatible with the Detroit-Windsor Tunnel.
<i>REVIEW PROCEDURE</i>	7.2.11.6	<p>The qualified professional who completed the required geotechnical investigation shall:</p> <ul style="list-style-type: none"> (a) Sign and submit a statement, to the Municipality, confirming that the site is suitable for the proposed development; and (b) Submit all documentation to the Municipality regarding the geotechnical investigation for review and concurrence by an independent peer reviewer, prior to the issuance of any building permit.
<i>PEER REVIEW</i>	7.2.11.7	Where an independent peer review is required by the Municipality, the proponent shall be required to pay for the review.

7.3 Infrastructure

The provision of infrastructure such as sewerage and stormwater management works and utilities allows all land uses to serve their intended function and ensures a safe and healthy environment. In order to accommodate sustainable, efficient and effective infrastructure, Council will ensure that they are provided and maintained in an orderly and coordinated fashion.

7.3.1 Objectives

<i>COORDINATED, EFFICIENT AND COST EFFECTIVE</i>	7.3.1.1	To provide infrastructure in a coordinated, efficient and cost effective manner to accommodate projected needs.
<i>INTEGRATED PLANNING</i>	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.
<i>MAXIMIZE USE OF EXISTING INFRASTRUCTURE</i>	7.3.1.3	To maximize and optimize the use of existing infrastructure and corridors prior to the extension and creation of new ones.
<i>MAINTAIN & UPGRADE</i>	7.3.1.4	To establish priorities for the maintenance and up-grading of existing infrastructure.
<i>SUFFICIENT SUPPLY</i>	7.3.1.5	To ensure that there is sufficient infrastructure to accommodate anticipated growth in Windsor.
<i>NATURAL & RECREATION OPPORTUNITIES</i>	7.3.1.6	To encourage the integration of natural and recreational opportunities with physical services.
<i>STORMWATER MANAGEMENT</i>	7.3.1.7	To manage stormwater to effectively control the quality and quantity of urban runoff.
<i>WATER QUALITY</i>	7.3.1.8	To protect, manage and enhance water quality and quantity.
<i>SOLID WASTE MANAGEMENT</i>	7.3.1.9	To provide for the minimization and management of solid waste.
<i>WATER CONSERVATION</i>	7.3.1.10	To promote water conservation measures.
<i>SEWAGE MANAGEMENT</i>	7.3.1.11	To provide and maintain sanitary sewers, pumping stations and sewage treatment plans with sufficient capacity to accommodate the existing and future development.
<i>NATURAL HERITAGE</i>	7.3.1.12	To direct infrastructure, where possible, away from Natural Heritage Features and Areas.

7.3.2 General Policies

<i>INFRASTRUCTURE DEFINITION</i>	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.
<i>MANAGEMENT PLAN</i>	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.
<i>NEW DEVELOPMENT</i>	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.
<i>INDIVIDUAL ON- SITE SEWAGE SERVICES</i>	7.3.2.4	Council shall not permit development on individual on-site sewage services beyond existing farm living lots.
<i>NEW INDIVIDUAL ON- SITE SEWAGE SERVICES</i>	7.3.2.5	Council shall not permit the installation of individual on-site sewage services in new developments.
<i>MONITOR CAPACITY</i>	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

<i>INFILLING GIVEN PRIORITY</i>	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.
<i>EVALUATING A PROPOSED EXTENSION</i>	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:

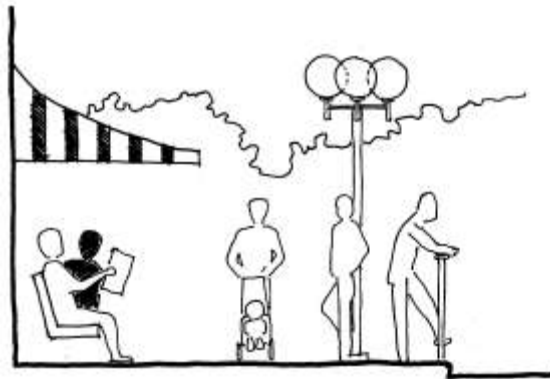
8.3 Design For People

8.3.1 Objectives

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

8.3.2 Policies

<i>INTERPERSONAL COMMUNICATION & OBSERVATION</i>	8.3.2.1	Council will encourage buildings and spaces to be designed to accommodate interpersonal communication and observation.
<i>PEDESTRIAN SCALE</i>	8.3.2.2	<p>Council will encourage buildings and spaces that establish a pedestrian scale by promoting:</p> <ul style="list-style-type: none"> (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.
<i>REST AREAS</i>	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.



<i>LIGHTING</i>	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.
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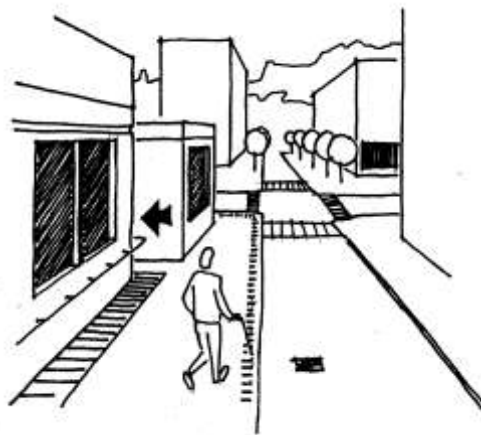
8.4 Pedestrian Access

8.4.1 Objective

<i>INTEGRATED DESIGN</i>	8.4.1.1	To integrate barrier-free pedestrian routes in the design of urban spaces.
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8.4.2 Policies

<i>WAY-FINDING</i>	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.
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<i>REMOVAL OF OBSTRUCTIONS</i>	8.4.2.2	Council will ensure that pedestrian movement is not obstructed by street furniture and landscaping elements.
<i>INTEGRATED DESIGN</i>	8.4.2.3	Council will ensure that barrier-free features are well integrated within existing and proposed pedestrian networks.
<i>RETROFITTING</i>	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

<i>VARIED DEVELOPMENT PATTERN</i>	8.7.1.1	To achieve a varied development pattern which supports and enhances the urban experience.
<i>COMPLEMENTARY DESIGN</i>	8.7.1.2	To achieve a complementary design relationship between new and existing development, while accommodating an evolution of urban design styles.
<i>VISUAL INTEREST</i>	8.7.1.3	To maximize the variety and visual appeal of building architecture.
<i>ART AND LANDSCAPING</i>	8.7.1.4	To integrate art and landscaping with the built form.
<i>UNIQUE CHARACTER</i>	8.7.1.5	To enhance the unique character of a district, neighbourhood, prominent building or grouping of buildings.
<i>SIGNS</i>	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

<i>NEW DEVELOPMENT</i>	8.7.2.1	Council will ensure that the design of new development: (Deleted by OPA #66-11/05/07-B/L209-2007)
<i>NEW DEVELOPMENT</i>	8.7.2.1	Council will ensure that the design of new development: (Added by OPA #66-11/05/07-B/L209-2007) <ul style="list-style-type: none"> (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)

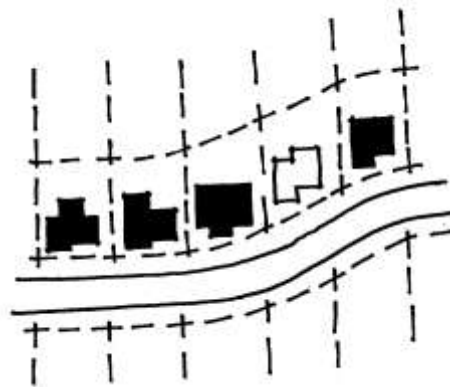
*INFILL
DEVELOPMENT*

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*

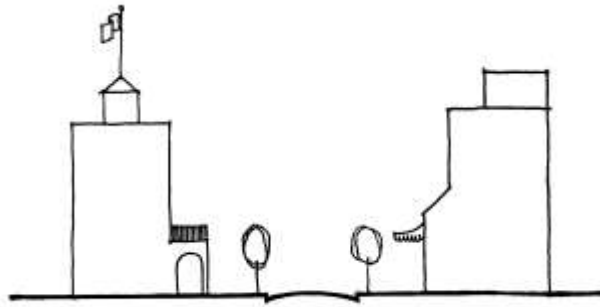
8.7.2.5

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.

<i>APPEALING STREET FACADES</i>	8.7.2.6	Council will encourage the buildings facades to be visually interesting through extensive use of street level entrances and windows. Functions which do not directly serve the public, such as loading bays and blank walls, should not be located directly facing the street.
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<i>FACADE SETBACKS</i>	8.7.2.7	Council shall encourage all Medium, High and Very High Profile developments to setback additional storeys above the third (3) storey away from the road frontage to provide sunlight access, manage wind conditions and enhance the pedestrian scale.
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<i>STREET ORIENTED ENTRANCES</i>	8.7.2.8	Council will ensure that main entrances to buildings are street oriented and clearly visible from principal pedestrian approaches.
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<i>STRATEGIC FACADE BREAKS</i>	8.7.2.9	Council may allow the interruption of continuous building facades at strategic locations to provide for pocket parks, plazas or other open spaces to support street activity. Council will not allow the interruption of continuous building facades for driveway access unless no other reasonable alternative exists.
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<i>EXTERIOR DESIGN</i>	8.7.2.10	Council will consider the preparation of exterior building design guidelines as part of new development or redevelopment involving:
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(Added by OPA #66-11/05/07-B/L209-2007)

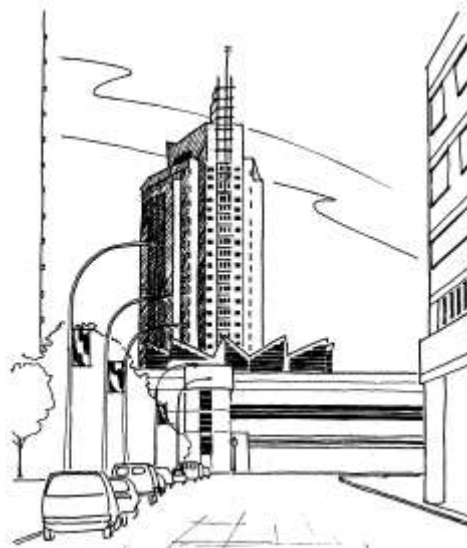
- (a) Civic Ways;
- (b) Mainstreets;
- (c) Heritage Areas;
- (d) Business Improvement Areas;
- (e) Gateways;

- (f) Community Improvement Areas; and,
- (g) Special Policy Areas.

*PROMINENT
LOCATIONS*

8.7.2.11

Council will encourage the height, form, massing and articulation of new buildings at prominent locations to reflect their street position within the context of the overall block. For example, buildings located on corners, at “T” intersections, within open spaces, adjacent to “S” curves or on an elevated point should capitalize on their location by providing a focal point for the surrounding neighbourhood.



SIGNS

8.7.2.12

Council will regulate the use of exterior signs and other exterior advertising devices within the city according to a sign by-law that addresses, but is not limited to, the following:

- (a) location;
- (b) size;
- (c) number; and
- (d) construction, alteration, repair and maintenance.

SAFETY

8.7.2.13

Council will ensure that signs do not compromise the safety of motorists by blocking sight lines or distracting the motorist's attention away from the road.

<i>REFLECT ARCHITECTURE</i>	8.7.2.14	Council will ensure that signs are designed as an integral part of the development they are intended to serve and are compatible with the architectural style of the building and the activities which occur on the site and the character of the surrounding area.
<i>PROTECT RESIDENTIAL AREAS</i>	8.7.2.15	Council will ensure that the character of residential areas is maintained by minimizing the use of exterior signs and other exterior advertising devices.
<i>ENHANCE IMAGE</i>	8.7.2.16	Council will ensure that signs, especially along Civic ways and Mainstreets, are a positive reflection on the city for residents and visitors and especially commensurate with the Windsor's role as a point of entry for visitors to Canada.
<i>COMMITTEE OF ADJUSTMENT</i>	8.7.2.17	To provide some flexibility in special situations, Council may empower the Committee of Adjustment to grant minor variances to the sign control by-law in accordance with the Procedures chapter of this Plan.

8.8 Public Space

8.8.1 Objectives

<i>IMAGE</i>	8.8.1.1	To use public space to enhance the image of Windsor.
<i>IDENTIFIABLE SPACE</i>	8.8.1.2	To clearly define the boundaries and edges of public space and their access points to form an identifiable, safe and inviting space.
<i>VARIETY & FLEXIBILITY OF USE</i>	8.8.1.3	To create a variety of public spaces which accommodate a broad range of activities and encourage year round use.

8.8.2 Policies

<i>PUBLIC SPACE DEFINITION</i>	8.8.2.1	For the purpose of this Plan, public space includes all lands within public rights-of-way, open space areas, elements of the Greenway System and other privately-owned areas intended for public use.
<i>IMAGE</i>	8.8.2.2	Council will promote the design of public spaces to define and complement the image of Windsor and its neighbourhoods.

8.13 Lighting

8.13.1 Objectives

<i>VISIBILITY & SAFETY</i>	8.13.1.1	To ensure that lighting improves visibility and safety.
<i>PROMINENT BUILDINGS & SPACES</i>	8.13.1.2	To enhance prominent buildings and spaces through the use of lighting.
<i>MINIMIZE INTRUSION</i>	8.13.1.3	To minimize intrusive lighting.

8.13.2 Policies

<i>TRANSPORTATION SYSTEM</i>	8.13.2.1	Council will promote lighting that improves safe movement along the transportation system.
<i>PUBLIC SAFETY</i>	8.13.2.2	Council will promote adequate lighting in areas where public safety is of concern and would be appropriate.
<i>ORIENTATION</i>	8.13.2.3	Council shall promote the use of lighting to accent steps, turns, ramps, transit stops and other features frequently encountered in the urban environment.
<i>CIVIC IMAGE</i>	8.13.2.4	Council will promote the lighting of prominent buildings, monuments and features to accentuate civic and architectural design.
<i>COMPLEMENT NEIGHBOURHOOD</i>	8.13.2.5	Council will promote the use of lighting which complements and enhances the established character of an area or neighbourhood.
<i>COMPATIBLE</i>	8.13.2.6	Council will promote the use of lighting which is compatible in scale and intensity to the proposed activity, and tailored to the size, type and character of a development or space, where appropriate.
<i>INTRUSIVE LIGHTING</i>	8.13.2.7	Council will encourage the use of lighting that avoids intrusive lighting onto adjacent properties.

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
APPLICATION IS
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 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 *corner lot* having a minimum *lot frontage* of 45.0 m on each of the *exterior lot lines*:
 - a) For the first 23 *dwelling units* 1,825.0 m²
 - b) For each additional *dwelling unit* 37.0 m² per unit
 - For any other *lot*:
 - c) For the first 19 *dwelling units* 1,825.0 m²
 - d) For each additional *dwelling unit* 45.0 m² per unit
- .3 Lot Coverage – maximum 35.0%
- .4 Main Building Height – maximum
 - Corner Lot* 30.0 m
 - Interior Lot* 24.0 m
- .8 Landscaped Open Space Yard – minimum 35.0% of *lot area*
- .13 Dwelling Unit Density – *dwelling units* per hectare – maximum
 - For a *corner lot* having a minimum *lot frontage* of 45.0 m on each of the *exterior lot lines* 225 units per ha
 - For any other *lot* 180 units per ha
- .50 A *Lodging House* for the accommodation of 10 persons or less, and any use accessory thereto, shall comply with the *Single Unit Dwelling* provisions of Section 10.1.5 and further, the whole of the *building* shall be used for a *Lodging House*, including any *accessory use*. [ZNG/5630]
(AMENDED by B/L 95-2019, Sept. 27/2019)
- .55 An addition to an existing *Double Duplex Dwelling*, existing *Duplex Dwelling*, existing *Semi-Detached Dwelling* or an existing *Single Unit Dwelling* and any use accessory to the foregoing uses, shall comply with the provisions of Section 11.2.5.

SECTION 24 – PARKING, LOADING AND STACKING PROVISIONS

(AMENDED by B/L 8627 July 8/1986; B/L 9057 July 7, 1987; B./L 9882 July 31, 1989; B./L 10358 July 16/1990; B/L 10473 Nov. 5, 1990; 10993 May 4, 1992; B/L 11093 July 20, 1992; B/L 11157 Sept. 21,/1992; B/L 11780 March 28,/1994; B/L 12234 July 14/1995; B/L 12429 Jan. 8/1996; B/L 12819 March 17/1997; B/L 30-1998 March 2/1998; B/L 162-1998 June 24/1998; B/L 264-1999 Oct. 19/1999; B/L 33-2001 Oct. 23/2001 by OMB Decision No. 1716, Case # PL01023; B/L 370-2001 Nov. 15/2001; B/L 363-2002 Dec. 31/2002; B/L 92-2003 May 6/2003; B/L 269-2003 Sept. 15/2003; B/L 69-2004 March 31/2004; B/L 144-2004 June 11/2004; B/L 375-2004 Dec. 21/2004; B/L 46-2005 March 23/2005; B/L 212-2005 Sept./ 22/2005; B/L 204-2006 Nov. 30/2006; B/L 166-2007 Oct. 5/2007; B/L 110-2009 by OMB Order PL090722 Issued Nov. 20/2009 and AMENDED by Order PL090722 Issued Dec. 4/2009; B/L 164-2010 Nov. 17/2010 AND DELETED AND REPLACED by B/L 129-2012 Oct. 2/2012; B/L 95-2019, Sept. 27/2019)

24.1 APPLICATION

24.1.1 The provisions in this Section apply to the use of all lots in all zoning districts in this by-law, unless otherwise stated in this by-law.

**24.5 CENTRAL BUSINESS DISTRICT
(DELETED by B/L 145-2021, Oct. 26/2021)**

24.10 GENERAL PROVISIONS

24.10.1 REQUIRED FOR EACH USE

.1 Parking spaces, visitor parking spaces, accessible parking spaces, bicycle parking spaces, loading spaces and stacking spaces shall be required for each use permitted by this by-law in accordance with the provisions of Section 24.

24.10.10 PROVISION AND MAINTENANCE

.1 All required parking spaces, visitor parking spaces, accessible parking spaces, bicycle parking spaces, loading spaces or stacking spaces shall be provided and clearly identified and marked at the time of the erection of a building or addition thereto, expansion of a use or when there is a change of use of a lot or building and shall be subsequently maintained, identified and marked exclusively for the use for which they are required for as long as such use is in operation.

24.10.15 DEFICIENCY IN SPACES – EXISTING BUILDINGS

- .1 If, on the date this Section comes into force, an existing building has insufficient parking spaces, visitor parking spaces, accessible parking spaces, bicycle parking spaces or loading spaces to conform with Sections 24.20.1, 24.20.3, 24.20.5, 24.22.1, 24.24.1, 24.30.1, 24.40.1, the deficiency is not required to be made up prior to the construction of any addition or any change in use. Any additional parking spaces, visitor parking spaces, accessible parking spaces, bicycle parking spaces or loading spaces required as a result of any such addition to the existing building or a change in use shall be provided in accordance with Sections 24.20.1, 24.20.3, 24.20.5, 24.22.1, 24.24.1, 24.30.1, 24.40.1
- .5 Despite Section 24.10.15.1, for an existing *building* located on a *lot* within the *Central Business District*, *Business Improvement Area*, or any area listed in Section 24.20.3.1, a change of use from the existing use to any use listed under Section 24.20.1 or Section 24.20.3, whichever is applicable, except for “All other uses not listed above”, no additional *parking spaces*, visitor parking spaces, accessible parking spaces, bicycle parking spaces, or *loading spaces* are required. [ZNG/6276] (AMENDED by B/L 145-2021, Oct. 26, 2021)

24.20 PARKING SPACE PROVISIONS

**24.20.1 REQUIRED PARKING SPACES – CENTRAL BUSINESS DISTRICT
[ZNG/6276] (AMENDED by BL 145-2021, Oct. 16/2021)**

.1 In the *Central Business District*, the required minimum number of *parking spaces* shall be as shown opposite the respective use in Table 24.20.1.1:

TABLE 24.20.1.1 – REQUIRED PARKING SPACES CENTRAL BUSINESS DISTRICT	
USE	PARKING RATE – MINIMUM
Bake Shop	0
Business Office	0
Commercial School	0
Convenience Store	0
Dwelling Unit (in any type of <i>dwelling</i> or a <i>combined use building</i>)	None for the first six dwelling units AND 1 for each additional dwelling unit
Entertainment Lounge	None for the first 90 m² GFA AND 1 for each additional 15 m² GFA
Farmers’ Market	0
Food Convenience Store	0
Food Outlet – Take-out	0
Games Arcade	0
Health Studio	0
Hotel	1 for each of the first 60 guest rooms AND 1 for each additional 6 guest rooms
Medical Office	0
Micro-Brewery	None for the first 90 m² GFA AND 1 for each additional 45 m² GFA
Outdoor Market	0
Pawnshop	0
Personal Service Shop	0
Pharmacy	0
Professional Studio	0
Repair Shop – Light	0
Residential Care Facility	1 for each 8 beds
Restaurant	None for the first 90 m² GFA AND 1 for each additional 15 m² GFA
Retail Store	0
Veterinary Office	0
All other uses not listed above	Section 24.20.5 shall apply
[ZNG/6276]	

24.20.3 REQUIRED PARKING SPACES – BUSINESS IMPROVEMENT AREAS AND OTHER DEFINED AREAS

(AMENDED by B/L 130-2017, Sept. 28, 2017)

.1 Excluding lands in the *Central Business District*, for lands in any *Business Improvement Area* and for all lands within a *Commercial District* located:

- .1 on the north and south side of Wyandotte Street West between Dougall Avenue and Patricia Road;
- .2 on the north and south side of University Avenue between Dougall Avenue and Randolph Avenue;
- .3 on the north and south side of Tecumseh Road East between Forest Avenue and Chilver Road, Cadillac Street and Larkin Road, and Westcott Road and Rossini Boulevard;
- .4 on the east and west side of Ouellette Avenue between Giles Boulevard and Tecumseh Road;

for an existing *building*, the required minimum number of *parking spaces* shall be as shown opposite the respective use in Table 24.20.3.1:

TABLE 24.20.3.1 – REQUIRED PARKING SPACES BUSINESS IMPROVEMENT AREAS & OTHER DEFINED AREAS	
USE	PARKING RATE – MINIMUM
Bake Shop	0
Business Office	0
Convenience Store	0
Food Convenience Store	0
Food Outlet – Take-out	0
Medical Office	1 for each 27 m² GFA
Pawnshop	0
Personal Service Shop	0
Pharmacy	0
Professional Studio	0
Repair Shop – Light	0
Restaurant	None for the first 90 m² GFA AND 1 for each additional 15 m² GFA
Retail Store	0
Veterinary Office	1 for each 27 m² GFA
All other uses not listed above	Section 24.20.5 shall apply

24.20.5 REQUIRED PARKING SPACES –ALL OTHER AREAS AND USES NOT LISTED IN TABLES 24.20.1.1 AND 24.20.3.1

.1 The required minimum number of parking spaces shall be as shown opposite the respective use as shown in Table 24.20.5.1:

TABLE 24.20.5.1 - REQUIRED PARKING SPACES	
USE	PARKING RATE - MINIMUM
Adult Entertainment Parlour	1 for each 7.5 m² GFA
Art Gallery	1 for each 45 m² GFA
Automatic Car Wash	0
Automobile Repair Garage	1 for each 45 m² GFA
Automobile Sales Lot	1 for each 45 m² GFA
Bake Shop	1 for each 22.5 m² GFA
Bakery	1 for each 45m² GFA for the first 2,700 m² GFA and 1 for each additional 180 m²
Billiard Hall	1 for each 22.5 m² GFA
Bingo Hall	1 for each 22.5 m² GFA
Bowling Alley	4 per alley
Building Material Recycling Centre	1 for each 45 m² GFA
Business Office	1 for each 45 m² GFA
Church (including a Church Hall)	1 for each 5.5 m² GFA uses as a church, chapel or sanctuary AND 1 for each 36 m² GFA not used as a church, chapel or sanctuary
Club	1 for each 22.5 m² GFA
Coin Operated Car Wash	0
College Student Residence	1 for each 4 beds
Collision Shop	1 for each 45 m² GFA
Combined Use Building – Dwelling Units	1.25 for each dwelling unit
Commercial School	2.5 for each classroom or teaching area AND 1 for each 22.5 m² of GFA of cafeteria, auditorium, gymnasium and other area of assembly
Confectionary	1 for each 45 m² GFA for the first 2,700 m² GFA AND 1 for each additional 180 m²
Confectioner’s Shop	1 for each 22.5 m² GFA
Contractor’s Office	1 for each 45 m² GFA used as a business office AND 1 for each 200 m² GFA used as a warehouse
Convenience Store	1 for each 22.5 m² GFA
Convent or Monastery	1 for each 4 beds
Correctional Facility	1 for each 2 beds
Day Nursery	1.5 for each classroom or teaching area
Double-duplex Dwelling	4
Drive-through Food Outlet	1 for each 22.5 m² GFA
Drive-through Restaurant	1 for each 7.5 m² GFA
Duplex Dwelling	2

TABLE 24.20.5.1 - REQUIRED PARKING SPACES	
USE	PARKING RATE - MINIMUM
Elementary School	1.5 for each classroom or teaching area
Entertainment Lounge	1 for each 7.5 m² GFA
Exhibition Hall	1 for each 36 m² GFA
Financial Office	1 for each 45 m² GFA
Food Convenience Store	1 for each 22.5 m² GFA
Fraternity or Sorority House	1 for each 4 beds
Funeral Home	1 for each 5.5 m² GFA used for a chapel, sanctuary or reposing room
Games Arcade	1 for each 22.5 m² GFA
Garden Centre	1 for each 22.5 m² GFA
Gas Bar	1 for each 45 m² GFA
General Salvage Operation	1 for each 45 m² GFA for the first 2,700 m² GFA AND 1 for each additional 180 m²
Group Home	1
Health Studio	1 for each 36 m² GFA
Heavy Repair Shop	1 for each 45 m² GFA for the first 2,700 m² GFA AND 1 for each additional 180 m²
Hospital	1 for each bed
Hotel	1 for each guest room AND 1 for each 22.5 m² GFA used for a restaurant, convention hall, meeting room and other places of assembly.
Library	1 for each 45 m² GFA
Light Repair Shop	1 for each 45 m² GFA
Lodging House	1 for each 6 beds
Major Commercial Centre (exclusive of a hotel or motel)	1 for each 22.5 m² GFA
Marina	0.5 for each 1 boat docking space AND 1 for each 1 boar anchorage space
Material Transfer Centre	1 for each 45 m² GFA for the first 2,700 m² GFA AND 1 for each additional 180 m²
Medical Office	1 for each 13.5 m² GFA
Micro-brewery	1 for each 45 m² GFA
Minor Commercial Centre	1 for each 22.5 m² GFA and when the combined GFA of all restaurants and entertainment lounges Exceeds 30% of the GFA of the Centre, 1 for each 7.5 m² GFA of all restaurants and entertainment lounges in excess thereof
Mobile Home	1

TABLE 24.20.5.1 - REQUIRED PARKING SPACES	
USE	PARKING RATE - MINIMUM
Motel	1 for each guest room AND 1 for each 22.5 ² GFA used for a restaurant, convention hall, meeting room and other places of assembly
Motor Vehicle Dealership	1 for each 45 m ² GFA
Motor Vehicle Salvage Operation	1 for each 45 m ² GFA for the first 2,700 m ² GFA AND 1 for each additional 180 m ²
Multiple Dwelling containing a maximum of 4 Dwelling units	1 for each dwelling unit
Multiple Dwelling containing a minimum of 5 Dwelling units	1.25 for each dwelling unit
Museum	1 for each 45 m ² GFA
Outdoor Market	0
Pawnshop	1 for each 22.5 m ² GFA
Personal Service Shop	1 for each 22.5 m ² GFA
Pharmacy	1 for each 22.5 m ² GFA
Place of Entertainment and Recreation	1 for each 36 m ² GFA
Power Generation Plant	1 for each 200 m ² GFA
Professional Studio	1 for each 45 m ² GFA
Public Hall	1 for each 7.5 m ² GFA
Residential Care Facility	1 for each 4 beds
Restaurant	1 for each 7.5 m ² GFA
Retail Store	1 for each 22.5 m ² GFA
Secondary School	1.5 for each classroom or teaching area AND 1 For each 22.5 m ² of GFA of cafeteria , auditorium, gymnasium and other area of assembly
Self-storage Facility	2
Semi-Detached Dwelling	1 for each dwelling unit
Service Station	1 for each 45 m ² GFA
Shelter	1 for each 6 beds
Single –unit Dwelling	1
Stacked Dwelling Unit	1 for each dwelling unit
Take-Out Food Outlet	1 for each 22.5 m ² GFA
Temporary Outdoor Vendor’s Site	0
Theatre	1 for each 6 seats
Tourist Home	1 for each guest room AND 1 for each 22.5 m ² GFA used for a restaurant, convention hall, meeting room and other places of assembly

TABLE 24.20.5.1 - REQUIRED PARKING SPACES	
USE	PARKING RATE - MINIMUM
Townhome Dwelling having an attached garage or carport	1 for each dwelling unit
Townhome Dwelling without an attached garage or carport	1.25 for each dwelling unit
Transport Terminal	5 parking spaces, or 1 for each 45.0 m² GFA, whichever is greater
University Student Residence	1 for each 4 beds
Veterinary Clinic	1 for each 13.5 m² GFA
Veterinary Office	1 for each 13.5 m² GFA
Warehouse	1 for each 200 m² GFA
Wholesale Store	1 for each 45 m² GFA
Workshop	1 for each 45 m² GFA for the first 2,700 m² GFA AND 1 for each additional 180 m²
All other commercial uses not specifically listed	1 for each 36 m² GFA
All other industrial uses not specifically listed	1 for each 45 m² GFA for the first 2,700 m² GFA AND 1 for each additional 180 m² GFA

(AMENDED by B/L 144-2015, Nov. 6, 2015; B/L 169-2018, Dec. 19/2018)

24.20.7 CALCULATION OF REQUIRED PARKING SPACES

- .1 The required number of parking spaces for each use listed in Tables 24.20.1.1, 24.20.3.1 and 24.20.5.1 is calculated as follows:
 - .1 The gross floor area of that part of a building designed and used for a parking area, parking space, visitor parking space, accessible parking space, bicycle parking space, loading space, automatic car wash or coin-operated car wash is not included in the calculation of required number of vehicle parking spaces.
 - .2 If a parking rate is expressed as a ratio of parking spaces to the gross floor area, the parking space requirement for a use is to be calculated by dividing the applicable gross floor area of the use by the applicable parking rate.
 - .3 If the calculation of the number of required parking spaces results in a number containing a fraction, the number shall be rounded DOWN to the nearest whole number, but in no case may there be less than one parking space, except when the parking rate is zero.
 - .4 If a building is occupied or proposed to be occupied by more than one main use, the required parking for each main use is calculated on the basis of the percentage of gross floor area devoted to that use plus the equivalent percentage of any common areas and shared accessory uses in the building.

- .5 If a Combined use Building is occupied in part by a Minor Commercial Centre or a Major Commercial Centre, the total required number of parking spaces is the sum of the required number of parking spaces for each Dwelling Unit and for the Minor Commercial Centre of a Major Commercial Centre.

24.20.10 SIZE OF PARKING SPACE

- .1 Each parking space shall have a minimum length of 5.5 metres and a minimum width of 2.5 metres, except where one side of the parking space is flanked by a wall or fence, each parking space shall have a minimum length of 5.5 metres and a minimum width of 3.5 metres.

24.22 VISITOR PARKING SPACE PROVISIONS

24.22.1 REQUIRED VISITOR PARKING SPACES

- .1 For a Townhome Dwelling without an attached garage or carport, Multiple Dwelling with a minimum of five dwelling units, or Dwelling Units in a Combined Use Building, a minimum of 15 percent of parking spaces shall be marked as visitor parking.
- .5 If the calculation of the number of visitor parking spaces results in a number containing a fraction, the number shall be rounded DOWN to the nearest whole number, but in no case shall there be less than one visitor parking space and one required parking space.

24.22.10 SIZE OF VISITOR PARKING SPACE

- .1 Each visitor parking space shall have a minimum length of 5.5 metres and a minimum width of 2.5 metres, except where one side of the parking space is flanked by a wall or fence, each visitor parking space shall have a minimum length of 5.5 metres and a minimum width of 3.5 metres.

24.24 ACCESSIBLE PARKING SPACE PROVISIONS [ZNG/4046]
(AMENDED by B/L 48-2014, April 15, 2014)

24.24.1 REQUIRED ACCESSIBLE PARKING SPACES

- .1 There shall be provided accessible parking spaces as shown in Table 24.24.1:

TABLE 24.24.1 – REQUIRED ACCESSIBLE PARKING SPACES		
TOTAL NUMBER OF PARKING SPACES IN PARKING AREA	REQUIRED NUMBER OF ACCESSIBLE PARKING SPACES – MINIMUM	
	TYPE A	TYPE B
1 to 25	1 space	0
26 to 100	2 percent of parking spaces	2 percent of parking spaces
101 to 200	1.5 percent of parking spaces	0.5 space plus 1.5 percent of parking spaces
201 to 1,000	0.5 space plus 1 percent of parking spaces	1 space plus 1 percent of parking spaces
1,001 or more	5 spaces plus 0.5 percent of parking spaces	5.5 spaces plus 0.5 percent of parking spaces

- .2 If the calculation of the number of required Type A and Type B accessible parking spaces results in a number containing a fraction, the number shall be rounded up to the nearest whole number:

24.24.10 SIZE OF ACCESSIBLE PARKING SPACE

- .1 A Type A accessible parking space shall have a minimum width of 3.5 metres and a minimum length of 5.5 metres.
- .2 A Type B accessible parking space shall have a minimum width of 2.5 metres and a minimum length of 5.5 metres.

24.24.15 ACCESS AISLES

- .1 An access aisle, that is the space between or beside accessible parking spaces that allows persons with disabilities to get in and out their vehicles, shall be provided for all accessible parking spaces.
- .2 An access aisle may be shared by two accessible parking spaces and shall have a minimum width of 1.5 metres, extend the full length of the accessible parking space and be marked with high tonal contrast diagonal lines.

24.24.20 CURB CUT OR RAMP FOR ACCESSIBLE PARKING SPACE

- .1 Where a parking area is bounded by perimeter curbing which separates the principal pedestrian entrance of a building from the parking area, there shall be provided and maintained at least one curb cut or ramp that has a minimum width of 1.2 metres and a maximum slope of 1:8 where elevation is less than 7.5 cm or 1:10 where elevation is 7.5 cm to 20 cm.
- .2 The curb cut or ramp shall be designed and located to provide unobstructed access between an accessible parking space and the principal pedestrian building entrance. This provision does not preclude the construction of perimeter curbing around the parking area as required by this by-law except insofar as is required to satisfy this provision.

24.26 LOCATION OF PARKING, VISITOR PARKING OR ACCESSIBLE PARKING SPACES

- .1 For all dwellings or dwelling units in a combined use building, all required parking spaces, visitor parking spaces and accessible parking spaces shall be located on the same lot as the dwellings or dwelling units they are intended to serve.
- .2 For industrial uses in Manufacturing Districts, and for a university or college, all required parking spaces and accessible parking spaces shall be located entirely within a radius of 300 metres of the nearest lot line of the lands occupied by the use they are intended to serve.
- .3 For all other non-residential uses, all required parking spaces and accessible parking spaces shall be located entirely within a radius of 120 metres of the nearest lot line of the lands occupied by the use they are intended to serve.
- .4 A parking space, visitor parking space or accessible parking space is permitted in a required side or rear yard.

- .5 A parking space, visitor parking space or accessible parking space is prohibited in a required front yard or required landscaped open space yard, except on a lot occupied by a single-unit dwelling, semi-detached dwelling, duplex dwelling or a townhome dwelling unit, a parking space, visitor parking space or accessible parking space is permitted in a required front yard.
- .6 For the lands bound by the Detroit River to the north, Walker Road to the east, Ottawa Street to the south and Lincoln Road to the west (identified as the Walkerville Heritage Area on Schedule G: Civic Image of the City of Windsor Official Plan) a parking space, visitor parking space or accessible parking space is prohibited in a front yard, except for any parking space, visitor parking space or accessible parking space existing in a front yard before September 15, 2010.
- .7 For the lands comprising Part of Lot 114, concession 1 and Lots 1 to 11 and Lots 15 to 19 Registered Plan 1100, situated on the east and west sides of Prado Place (identified as the Prado Place Heritage Area on Schedule G: Civic Image of the City of Windsor Official Plan) a parking space, visitor parking space or accessible parking space is prohibited in a front yard, except for any parking space, visitor parking space or accessible parking space existing in a front yard before December 28, 2006.
- .8 The parking of a vehicle within 6 metres of the intersection of any two streets is prohibited, except where the vehicle is parked within a parking garage.
- .9 A parking space, visitor parking space or accessible parking space is prohibited from encroaching into a public walkway, sidewalk or trail.

24.28 FRONT YARD PAVING AND SURFACING IN RESIDENTIAL DISTRICTS

24.28.1 IN ANY RESIDENTIAL DISTRICT:

- .1 A walkway, driveway or access area necessary for access to a parking space may cross a required front yard. That part of the required front yard not used for a walkway, driveway, access area, or, where permitted by this by-law, a parking space, shall be used exclusively as a landscaped open space yard.
- .3 For a single-unit dwelling, semi-detached dwelling, duplex dwelling or townhome dwelling unit, the total area of the required front yard occupied by a hard surface for the purpose of a walkway, driveway, access area or a parking space or any combination thereof cannot exceed:
 - .1 for a lot having a width of 9 metres or greater: 50% of the required front yard area; or
 - .2 for a lot having a width of less than 9 metres: 50% of the required front yard area plus 5% for each 1 metre decrease in lot width below 9 metres to a maximum of 70% of the required front yard area.
 - .5 All driveways, access areas and parking spaces, shall be paved and maintained with a hard surface consisting of paving brick or block, asphalt, concrete or any combination thereof.

24.30 BICYCLE PARKING SPACE PROVISIONS

24.30.1 REQUIRED BICYCLE PARKING SPACES

.1 There shall be provided bicycle parking spaces as shown in Table 24.30.1:

TABLE 24.30.1 – REQUIRED BICYCLE PARKING SPACES	
TOTAL NUMBER OF PARKING SPACES IN PARKING AREA	REQUIRED NUMBER OF BICYCLE PARKING SPACES – MINIMUM
1 to 9	0
10 to 19	2
20 or more	2 for the first 19 spaces plus 1 for each additional 20 parking spaces

.7 If the calculation of the number of required bicycle parking spaces results in a number containing a fraction, the number shall be rounded UP to the nearest whole number.

24.30.10 SIZE OF BICYCLE PARKING SPACE

.1 Each bicycle parking space shall have a minimum dimension of 0.6 metres by 2.5 metres.

24.30.20 LOCATION OF BICYCLE PARKING SPACE

- .1 All bicycle parking spaces shall be located on the same lot as the use they are intended to serve.
- .2 Each bicycle parking space shall be paved and maintained with a hard surface consisting of paving brick or block, asphalt, concrete or any combination thereof and having thereon a corrosion resistant metal bicycle storage rack capable of accommodating a bicycle in a secure manner.
- .3 Each bicycle parking space shall be located in a manner which will not hamper the movement of persons or vehicles. The following provisions apply:
- .1 When located on a walkway or sidewalk, each bicycle parking space shall be located a minimum of 2 metres from a building entrance or an accessible parking space;
- .2 A bicycle parking space is prohibited within a daylight corner or a required yard.
- .4 Required bicycle parking spaces provided inside a building or located so as not to be visible from the major access area to the lot shall be identified by an Information and Operational Sign as set out in the City of Windsor Sign By-law.

24.40 LOADING SPACE PROVISIONS (AMENDED by B/L 95-2019, Sept. 27/2019)

24.40.1 REQUIRED LOADING SPACES

- .1 When calculating the required number of *loading spaces*, the gross floor area used for an *access area*, *bicycle parking space*, *loading space*, *parking area*, or *parking space*, all located within or on a *building*, shall be excluded.
- .3 For a *Combined Use Building* with 9 or more *dwelling units*, the required number of *loading spaces* for the *dwelling units* shall be calculated using the *gross floor area* of that part of the *building* occupied by all the *dwelling units* and Table 24.40.1.5.
- For any *Combined Use Building*, the required number of *loading spaces* for the area not occupied by any *dwelling unit* shall be calculated using the *gross floor area* of that part of the *building* not

occupied by any *dwelling unit* and Table 24.40.1.9.
The total number of required *loading spaces* shall not exceed four.

- .5 For a *Multiple Dwelling* with 9 or more *dwelling units* or a *Residential Care Facility*, the number of *loading spaces* shall be as shown in Table 24.50.1.5:

TABLE 24.40.1.5	
GROSS FLOOR AREA	REQUIRED NUMBER OF LOADING SPACES
1,000 m ² or less	0
Over 1,000 m ² to 7,500 m ²	1
Over 7,500 m ² to 15,000 m ²	2
Over 15,000 m ² to 22,500 m ²	3
Over 22,500 m ²	4

- .7 A *Power Generation Facility* or a *Self-storage Facility* shall require one *loading space*.

- .9 For any other non-residential *building*, the number of *loading spaces* shall be as show in Table 24.40.1.9:

TABLE 24.40.1.9	
GROSS FLOOR AREA	REQUIRED NUMBER OF LOADING SPACES
275 m ² or less	0
Over 275 m ² to 2,500 m ²	1
Over 2,500 m ² to 7,500 m ²	2
Over 7,500 m ² to 15,000 m ²	3
Over 15,000 m ²	4

24.40.10 SIZE OF LOADING SPACE

- .1 Each *loading space* shall have a minimum width of 3.0 m, minimum length of 7.50 m, and minimum height clearance of 3.50 m throughout its length and width.

24.40.20 LOCATION OF LOADING SPACE

- .1 A *loading space* shall be located on the same *lot* as the *use* or *building* it is serving.
- .2 A *loading space* may be located within a *parking area* or may have direct access from either a *collector aisle* or a *parking aisle*, provided that the *loading space* is designed and located so as not to hamper the safe movement of people and operation of vehicles within the *parking area* and the *loading space* and *access area* complies with Section 25.5.
- [ZNG/4628] (AMENDED B/L 114-2016 Sep 19/2016)
- .3 A *loading space* or *access area* thereto is prohibited:
- a) in a *required front yard*;
 - b) in a *landscaped open space yard*; or
 - c) within 6.0 m of the point of intersection of two *streets*, a *street* and an *alley*, or a *street* and a railway right-of-way.

[ZNG/5630]

24.50 STACKING SPACE PROVISIONS

24.50.1 REQUIRED STACKING SPACES

- .1 Stacking spaces shall be provided on the following basis:
- .1 Automatic Car Wash – A minimum of 10 stacking spaces in advance of and a minimum of 1 stacking space at the terminus of each wash line.
 - .2 Coin-operated Car Wash – a minimum of 2 stacking spaces in advance of and a Minimum of 1 stacking space at the terminus of each wash stall.
 - .3 Drive-through Restaurant or a Drive-through Food Outlet – a minimum of 12 Stacking spaces in advance of the pick-up window.