

RICHMOND & ST LUKE PLAN OF SUBDIVISION

URBAN DESIGN STUDY

CITY OF WINDSOR MAY 2026 (REV 1)



SOUTH WEST PERSPECTIVE (ST LUKE & RICHMOND CORNER)



SOUTH EAST PERSPECTIVE FROM SWM POND TO STREET A

INTRODUCTION

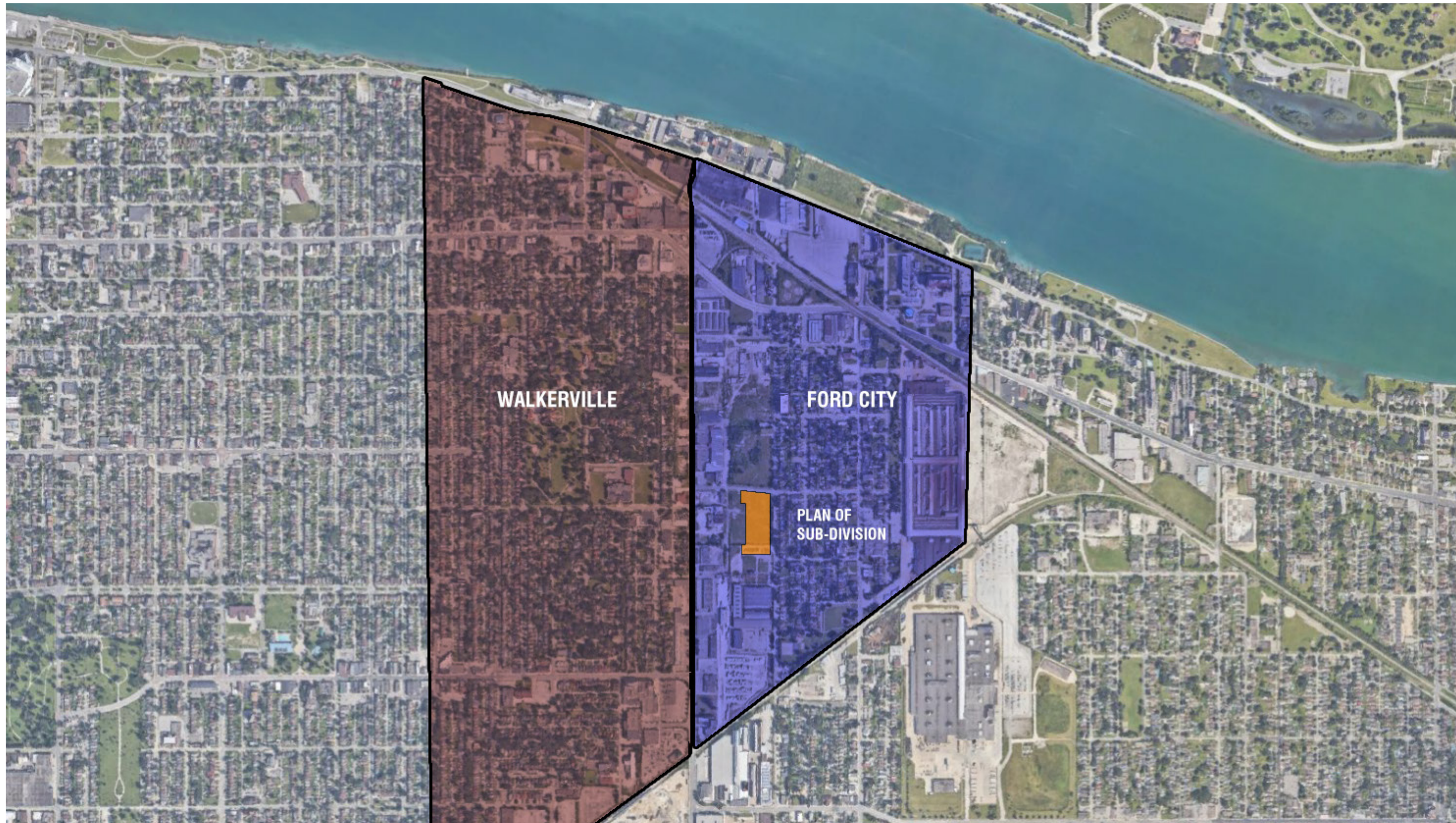
BAIRD AE HAS BEEN RETAINED BY AVANI HOMES TO PREPARE AN URBAN DESIGN STUDY FOR A PROPOSED PLAN OF SUBDIVISION AT THE INTERSECTION OF RICHMOND STREET AND ST. LUKE ROAD IN WINDSOR, ONTARIO.

THIS STUDY OUTLINES A VISION FOR A WELL-PLANNED, LIVABLE COMMUNITY THAT ALIGNS WITH THE CITY OF WINDSOR’S GOALS FOR SUSTAINABLE GROWTH. THE DEVELOPMENT FEATURES A RANGE OF RESIDENTIAL HOUSING TYPES TO ACCOMMODATE VARIOUS DEMOGRAPHICS AND FOSTER AN INCLUSIVE, VIBRANT NEIGHBORHOOD.

A KEY OBJECTIVE IS TO CREATE A SEAMLESS CONNECTION BETWEEN THE ADJACENT COMMUNITIES OF FORD CITY AND WALKERVILLE THROUGH A THOUGHTFULLY DESIGNED ROAD NETWORK, PEDESTRIAN PATHWAYS, AND GREEN SPACES THAT ENHANCE ACCESSIBILITY AND SOCIAL INTERACTION.

THE DESIGN ALSO INCORPORATES SUSTAINABLE PRACTICES, INCLUDING STORMWATER MANAGEMENT, TREE PRESERVATION, AND ENERGY-EFFICIENT DESIGN. INTEGRATION WITH SURROUNDING INFRASTRUCTURE AND AMENITIES ENSURES THE NEW SUBDIVISION CONNECTS COHESIVELY WITH THE EXISTING URBAN FABRIC.

THROUGH CAREFUL PLANNING AND DESIGN, THE PROJECT AIMS TO ESTABLISH A COHESIVE, ATTRACTIVE, AND FUNCTIONAL RESIDENTIAL ENVIRONMENT THAT SERVES THE NEEDS OF BOTH CURRENT AND FUTURE RESIDENTS.



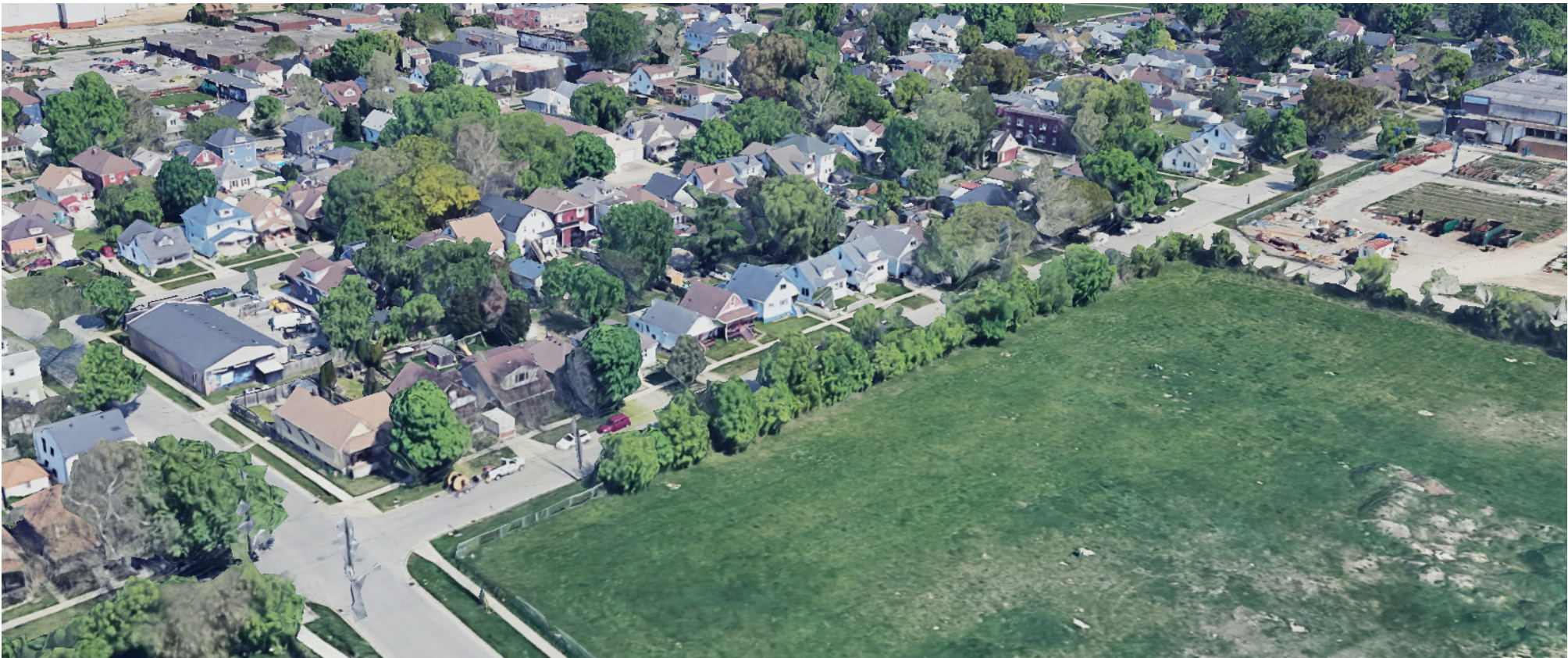


SITE CONTEXT

THE SITE FOR THIS URBAN DESIGN STUDY IS SITUATED IN THE FORD CITY AREA OF WINDSOR, ONTARIO, A HISTORICALLY RICH AND EVOLVING COMMUNITY KNOWN FOR ITS INDUSTRIAL HERITAGE AND VIBRANT CULTURAL IDENTITY. ONCE A BOOMING MANUFACTURING HUB, FORD CITY HAS SEEN SIGNIFICANT TRANSFORMATION OVER THE YEARS, WITH REVITALIZATION EFFORTS AIMING TO RESTORE ITS CHARACTER WHILE ENCOURAGING NEW DEVELOPMENT. THE AREA IS HOME TO A MIX OF RESIDENTIAL, COMMERCIAL, AND INDUSTRIAL PROPERTIES, FEATURING NOTABLE LANDMARKS SUCH AS HISTORIC MURALS AND HERITAGE BUILDINGS THAT REFLECT ITS WORKING-CLASS ROOTS. THIS EVOLVING URBAN LANDSCAPE PRESENTS OPPORTUNITIES TO ENHANCE THE COMMUNITY’S LIVABILITY THROUGH THOUGHTFUL DESIGN STRATEGIES THAT CELEBRATE ITS UNIQUE IDENTITY.

THE SITE’S PROXIMITY TO WALKERVILLE, A WELL-ESTABLISHED AND HISTORICALLY SIGNIFICANT NEIGHBORHOOD, PROVIDES A VALUABLE OPPORTUNITY TO CREATE STRONGER CONNECTIONS BETWEEN THE TWO COMMUNITIES. WALKERVILLE IS RENOWNED FOR ITS WELL-PRESERVED ARCHITECTURE, TREE-LINED STREETS, AND THRIVING LOCAL BUSINESSES, OFFERING A DISTINCT CONTRAST TO THE INDUSTRIAL NATURE OF FORD CITY. BY STRATEGICALLY LINKING THESE TWO AREAS, THE PROPOSED DEVELOPMENT CAN FOSTER SOCIAL AND ECONOMIC INTERACTION WHILE ENHANCING PEDESTRIAN CONNECTIVITY. IMPROVED PATHWAYS, ENHANCED STREETSCAPES, AND INTEGRATED GREEN SPACES CAN CREATE A SEAMLESS TRANSITION BETWEEN FORD CITY AND WALKERVILLE, STRENGTHENING THE OVERALL URBAN FABRIC.

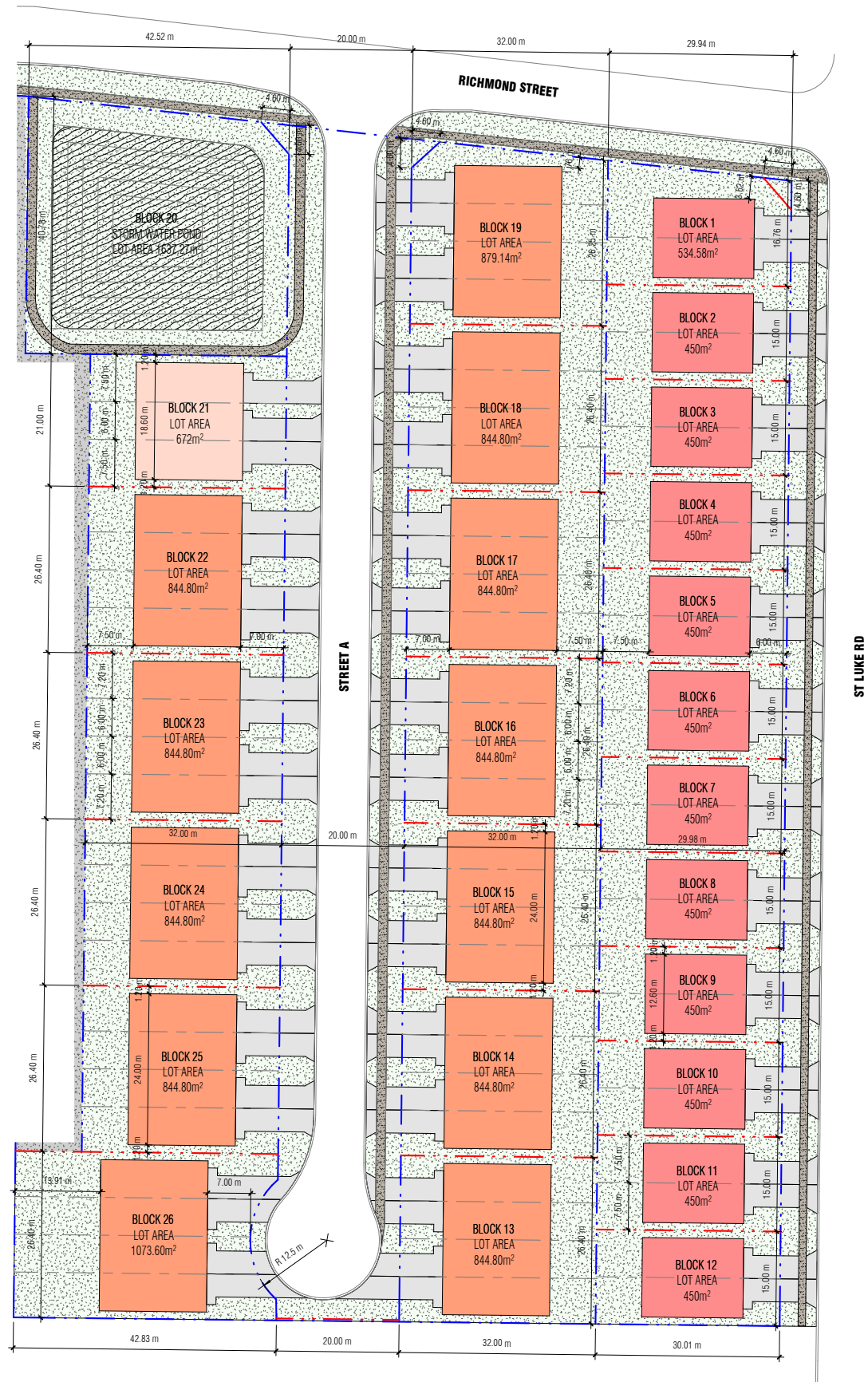
THIS URBAN DESIGN STUDY CONSIDERS THE SITE’S STRATEGIC LOCATION AS A BRIDGE BETWEEN THESE TWO DISTINCT NEIGHBORHOODS, AIMING TO CREATE A COHESIVE AND INCLUSIVE ENVIRONMENT THAT ENCOURAGES COMMUNITY INTERACTION. THE DESIGN APPROACH EMPHASIZES WALKABILITY, IMPROVED PUBLIC SPACES, AND STREETScape ENHANCEMENTS TO FOSTER A SENSE OF PLACE WHILE RESPECTING THE HISTORICAL CHARACTER OF BOTH FORD CITY AND WALKERVILLE. BY PROMOTING CONNECTIVITY AND THOUGHTFUL INTEGRATION WITH THE SURROUNDING CONTEXT, THE DEVELOPMENT WILL CONTRIBUTE TO THE ONGOING REVITALIZATION OF WINDSOR’S URBAN CORE.



EXISTING SITE PERSPECTIVE



ADJACENT RESIDENTIAL ALONG ST LUKE



SCHEDULE OF LAND USE				
LAND USE	LOTS/BLOCKS	RESIDENTIAL UNITS	AREA	PERCENTAGE AREA
SEMI DETACHED DWELLING	12 BLOCKS	24	5,491.47m ²	24.90%
3 PLEX TOWNHOUSE DWELLING	1 BLOCKS	3	672m ²	3.05%
4 PLEX TOWNHOUSE DWELLING	12 BLOCK	48	10,401.37m ²	47.17%
SWM POND	BLOCK 23	N/A	1637.27m ²	7.42%
STREET A	---	N/A	3845.73m ²	17.44%
0.3m ROAD RESERVE	---	N/A	6m ²	>1%
TOTAL	---	75	22,052.55m ²	100%

SITE DATA - PLAN OF SUBDIVISION - SEMI DETACHED BLOCK 1-12			
2 STOREY SEMI-DETACHED DWELLING (24 UNITS)			
PROPOSED ZONING - RD 2.5	REQUIRED (min/max)	PROVIDED	COMPLIANCE
LOT WIDTH	15.0 m/18.0 m	15.0 m	COMPLIES
LOT AREA	450 m ² /630 m ²	450 m ²	COMPLIES
MAX LOT COVERAGE	50% (max)	46%	COMPLIES
BUILDING HEIGHT	7.0 m/14.0 m	< 10.5m	COMPLIES
MIN FRONT YARD	6 m/7 m	6 m	COMPLIES
MIN REAR YARD	7.5 m (min)	7.5 m	COMPLIES
MIN SIDE YARD	1.2 m (min)	1.2 m	COMPLIES

SITE DATA - PLAN OF SUBDIVISION - TOWNHOME BLOCK 21			
2 STOREY TOWNHOME DWELLING (3 UNITS)			
PROPOSED ZONING - RD 2.5	REQUIRED (min/max)	PROVIDED	COMPLIANCE
LOT WIDTH	20m (min)	26.4 m	COMPLIES
LOT AREA (PER DWELLING UNIT)	190.0 m ² (min)	672.0 m ²	COMPLIES
MAX LOT COVERAGE	50% (max)	48%	COMPLIES
BUILDING HEIGHT	14.0 m (max)	< 10.5m	COMPLIES
MIN FRONT YARD	6 m/7 m	7 m	COMPLIES
MIN REAR YARD	7.5 m (min)	7.5 m	COMPLIES
MIN SIDE YARD	1.2 m (min)	1.2 m	COMPLIES

SITE DATA - PLAN OF SUBDIVISION - TOWNHOME BLOCK 13-19, 22-25			
2 STOREY TOWNHOME DWELLING (44 UNITS)			
PROPOSED ZONING - RD 2.5	REQUIRED (min/max)	PROVIDED	COMPLIANCE
LOT WIDTH	20m (min)	26.4 m	COMPLIES
LOT AREA	190.0 m ² (min)	844.80 m ²	COMPLIES
MAX LOT COVERAGE	50% (max)	50%	COMPLIES
BUILDING HEIGHT	14.0 m (max)	< 10.5m	COMPLIES
MIN FRONT YARD	6 m/7 m	7 m	COMPLIES
MIN REAR YARD	7.5 m (min)	7.5 m	COMPLIES
MIN SIDE YARD	1.2 m (min)	1.2 m	COMPLIES

SITE DATA - PLAN OF SUBDIVISION - TOWNHOME BLOCK 26			
2 STOREY TOWNHOME DWELLING (4 UNITS)			
PROPOSED ZONING - RD 2.5	REQUIRED (min/max)	PROVIDED	COMPLIANCE
LOT WIDTH	20m (min)	26.4 m	COMPLIES
LOT AREA	190.0 m ² (min)	1073.89 m ²	COMPLIES
MAX LOT COVERAGE	50% (max)	39%	COMPLIES
BUILDING HEIGHT	14.0 m (max)	< 10.5m	COMPLIES
MIN FRONT YARD	6 m/7 m	7 m	COMPLIES
MIN REAR YARD	7.5 m (min)	13.9 m	COMPLIES
MIN SIDE YARD	1.2 m (min)	1.2 m	COMPLIES



SOUTH WEST PERSPECTIVE



SOUTH EAST PERSPECTIVE

FORD CITY



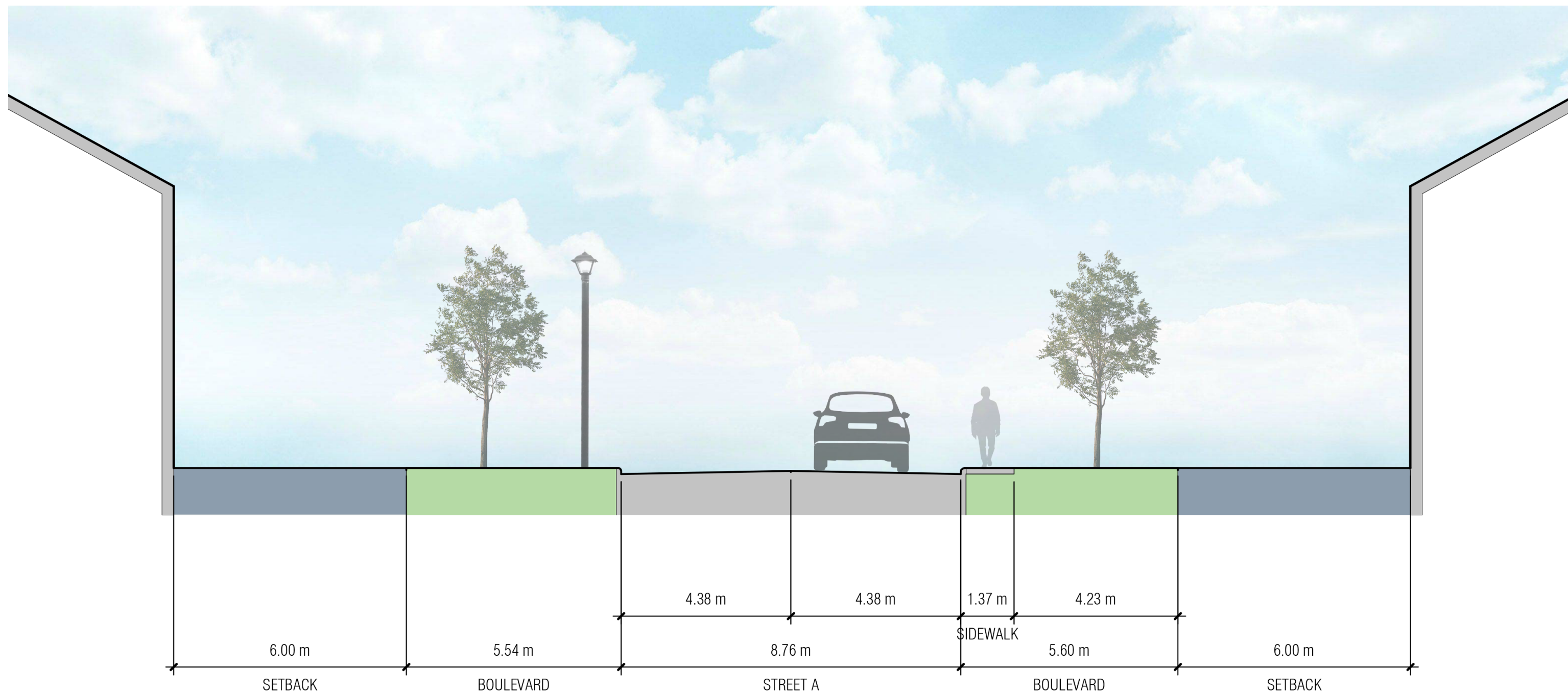
WALKERVILLE

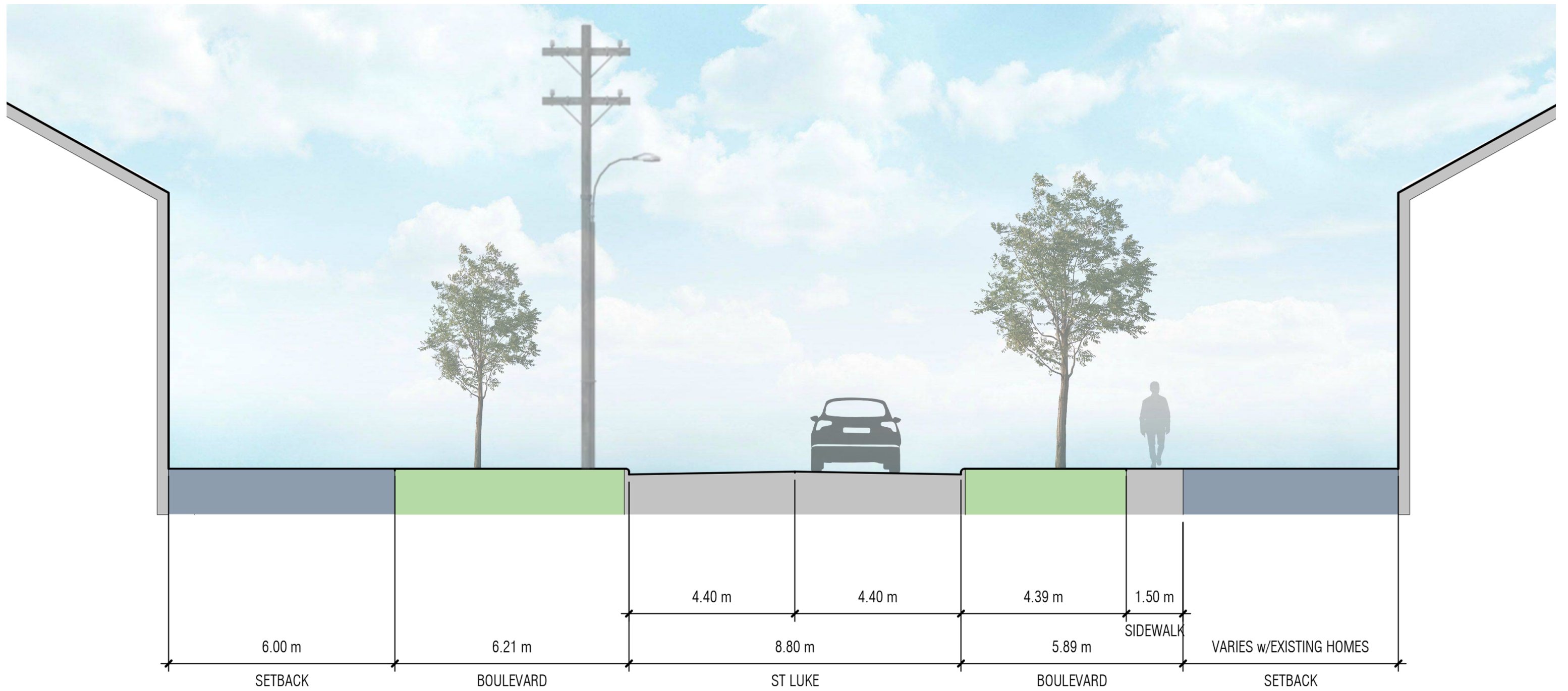


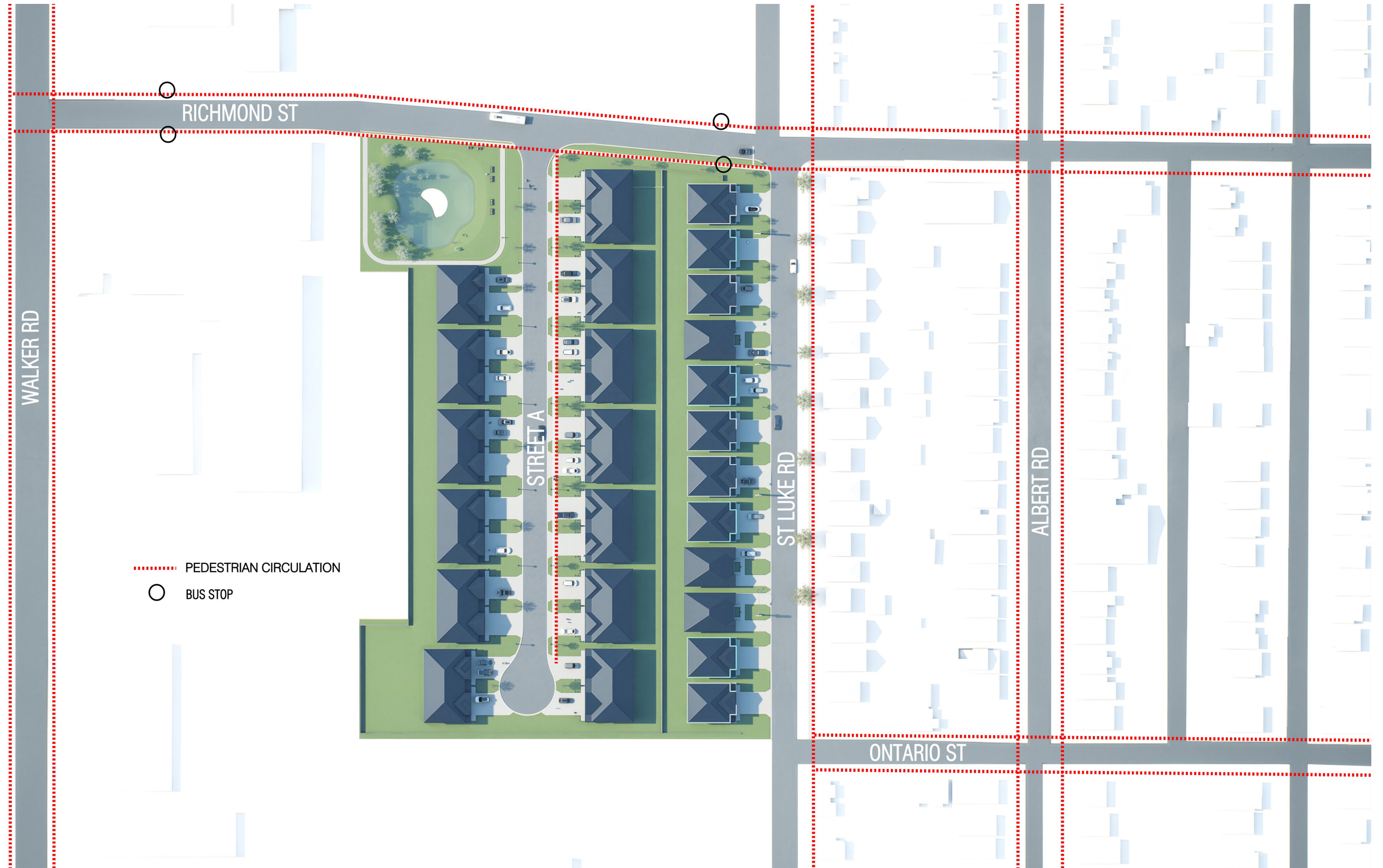
COMMUNITY DESIGN VISION

THE COMMUNITY DESIGN VISION FOR THIS DEVELOPMENT IS GUIDED BY THE PRINCIPLES OUTLINED IN THE CITY OF WINDSOR'S OFFICIAL PLAN, EMPHASIZING SUSTAINABLE GROWTH, ENHANCED CONNECTIVITY, AND VIBRANT PUBLIC SPACES. THE VISION AIMS TO CREATE A COMPLETE COMMUNITY THAT SUPPORTS AFFORDABLE HOUSING OPTIONS, PROMOTES WALKABILITY, AND INTEGRATES GREEN SPACES TO FOSTER SOCIAL INTERACTION. A KEY FOCUS IS THE PRESERVATION AND PROMOTION OF FORD CITY'S DISTINCTIVE BUILT FORM, ENSURING THAT NEW DEVELOPMENT RESPECTS THE AREA'S RICH ARCHITECTURAL CHARACTER AND INDUSTRIAL HERITAGE. THE DESIGN WILL ALSO PRIORITIZE THE PROTECTION AND ENHANCEMENT OF FORD CITY'S OPEN SPACE NETWORK AND NATURAL ENVIRONMENT, REINFORCING THE AREA'S IDENTITY. BY ALIGNING WITH THE OFFICIAL PLAN'S OBJECTIVES, THE DESIGN WILL PRIORITIZE HUMAN-SCALED STREETSCAPES, ACTIVE TRANSPORTATION ROUTES, AND PUBLIC REALM ENHANCEMENTS THAT CONTRIBUTE TO A SAFE, INCLUSIVE, AND ACCESSIBLE ENVIRONMENT.

A CENTRAL ELEMENT OF THIS VISION IS TO ESTABLISH A SEAMLESS CONNECTION BETWEEN FORD CITY AND WALKERVILLE, STRENGTHENING SOCIAL AND ECONOMIC TIES BETWEEN THESE TWO DISTINCT NEIGHBORHOODS. THE DESIGN WILL ENHANCE PEDESTRIAN CONNECTIONS TO FORD CITY'S COMMERCIAL AND COMMUNITY CORE, IMPROVING ACCESS TO LOCAL BUSINESSES, CULTURAL LANDMARKS, AND PUBLIC AMENITIES. THIS WILL BE ACHIEVED THROUGH ENHANCED PATHWAYS, IMPROVED STREETSCAPES, AND INVITING PUBLIC SPACES THAT ENCOURAGE MOVEMENT AND INTERACTION ACROSS THE COMMUNITY. THOUGHTFULLY DESIGNED LIGHTING, AND LANDSCAPING, WILL FURTHER ENHANCE THESE CONNECTIONS, CREATING A VIBRANT AND ENGAGING URBAN EXPERIENCE. BY FOSTERING THESE LINKS, THE DEVELOPMENT AIMS TO BRIDGE THE GAP BETWEEN FORD CITY'S INDUSTRIAL HERITAGE AND WALKERVILLE'S ESTABLISHED CHARM, CONTRIBUTING TO A MORE COHESIVE, AND RESILIENT URBAN ENVIRONMENT.









ARCHITECTURAL DESIGN VISION

A HIGH-QUALITY BUILT FORM CHARACTER WILL BE CAREFULLY IDENTIFIED AND ESTABLISHED FOR THE RICHMOND AND ST. LUKE SUBDIVISION, ENSURING A VISUALLY APPEALING AND COHESIVE ARCHITECTURAL IDENTITY. THE SELECTED ARCHITECTURAL STYLE AND TREATMENT WILL EMPHASIZE VISUAL INTEREST WHILE FOSTERING A DISTINCT SENSE OF PLACE THAT IS DEEPLY ROOTED IN THE HISTORY AND CHARACTER OF FORD CITY.

DRAWING INSPIRATION FROM THE AREA'S HISTORIC VERNACULAR, THE ARCHITECTURAL DESIGN WILL INCORPORATE KEY ELEMENTS SUCH AS TRADITIONAL ROOFLINES, HIGH-QUALITY MATERIALS, AND REFINED DETAILING. THESE FEATURES WILL HELP CREATE A STRONG CONNECTION TO THE SURROUNDING COMMUNITY WHILE ENSURING THAT NEW DEVELOPMENTS BLEND HARMONIOUSLY WITH THE EXISING URBAN FABRIC.



GUIDANCE

CITY OF WINDSOR OFFICIAL PLAN

POLICY 8.3.2.2

COUNCIL WILL ENCOURAGE BUILDINGS AND SPACES THAT ESTABLISH A PEDESTRIAN SCALE BY PROMOTING:

- (A) THE PLACEMENT OF CONTINUOUS HORIZONTAL FEATURES ON THE FRST 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.

POLICY 8.7.1.1

TO ACHIEVE A VARIED DEVELOPMENT PATTERN WHICH SUPPORTS AND ENHANCES THE URBAN EXPERIENCE.

POLICY 8.7.1.2

TO ACHIEVE A COMPLEMENTARY DESIGN RELATIONSHIP BETWEEN NEW AND EXISTING DEVELOPMENT, WHILE ACCOMMODATING AN EVOLUTION OF URBAN DESIGN STYLES.

POLICY 8.7.1.3

TO MAXIMIZE THE VARIETY AND VISUAL APPEAL OF BUILDING ARCHITECTURE.

POLICY 8.7.1.4

TO INTEGRATE ART AND LANDSCAPING WITH THE BUILT FORM.

POLICY 8.7.1.5

TO ENHANCE THE UNIQUE CHARACTER OF A DISTRICT, NEIGHBOURHOOD, PROMINENT BUILDING OR GROUPING OF BUILDINGS.

POLICY 8.7.1.6

TO ENSURE THAT SIGNS RESPECT AND ENHANCE THE CHARACTER OF THE AREA IN WHICH THEY ARE LOCATED.

POLICY 8.7.1.7

TO ACHIEVE EXTERNAL BUILDING DESIGNS THAT REFECT HIGH STANDARDS OF CHARACTER, APPEARANCE, DESIGN AND SUSTAINABLE DESIGN FEATURES.

POLICY 8.7.2.1

COUNCIL WILL ENSURE THAT THE DESIGN OF NEW DEVELOPMENT:

(A) IS COMPLEMENTARY TO ADJACENT DEVELOPMENT IN TERMS OF ITS OVERALL MASSING, ORIENTATION, SETBACK AND EXTERIOR DESIGN, PARTICULARLY CHARACTER, SCALE AND APPEARANCE;

(B) PROVIDES LINKS WITH PEDESTRIAN, CYCLE, PUBLIC TRANSPORTATION AND ROAD NETWORKS.

(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.

POLICY 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.

POLICY 8.7.2.3

COUNCIL WILL ENSURE A TRANSITION AMONG VERY HIGH, HIGH, MEDIUM AND LOW PROFLE DEVELOPMENTS THROUGH THE APPLICATION OF SUCH URBAN DESIGN MEASURES AS INCREMENTAL CHANGES IN BUILDING HEIGHT, MASSING, SPACE SEPARATION OR LANDSCAPE BUFFER.

POLICY 8.7.2.4

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 DEFNED 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.
- (I) EXTERIOR BUILDING APPEARANCE

POLICY 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.

POLICY 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.

POLICY 8.7.2.7

COUNCIL SHALL ENCOURAGE ALL MEDIUM, HIGH AND VERY HIGH PROFLE 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.

POLICY 8.7.2.8

COUNCIL WILL ENSURE THAT MAIN ENTRANCES TO BUILDINGS ARE STREET ORIENTED AND CLEARLY VISIBLE FROM PRINCIPAL PEDESTRIAN APPROACHES.

POLICY 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.

POLICY 8.7.2.10

COUNCIL WILL CONSIDER THE PREPARATION OF EXTERIOR BUILDING DESIGN GUIDELINES AS PART OF NEW DEVELOPMENT OR REDEVELOPMENT INVOLVING:

- (A) CIVIC WAYS;
- (B) MAINSTREETS;
- (C) HERITAGE AREAS;
- (D) BUSINESS IMPROVEMENT AREAS;
- (E) GATEWAYS;
- (F) COMMUNITY IMPROVEMENT AREAS; AND,
- (G) SPECIAL POLICY AREAS.

POLICY 8.7.2.11

COUNCIL WILL ENCOURAGE THE HEIGHT, FORM, MASSING AND ARTICULATION OF NEW BUILDINGS AT PROMINENT LOCATIONS TO REFECT 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.

RESPONSE

THE PROPOSED PLAN OF SUBDIVISION, CONSISTING OF TOWN-HOMES, ALIGNS WELL WITH THE CITY OF WINDSOR’S OFFICIAL PLAN, WHICH EMPHASIZE COMPACT, EFFICIENT LAND USE AND SUPPORT A RANGE OF HOUSING TYPES TO ACCOMMODATE DIVERSE COMMUNITY NEEDS. THE DEVELOPMENT PROMOTES RESIDENTIAL INTENSIFICATION IN A MANNER THAT RESPECTS THE SURROUNDING URBAN CONTEXT, CONTRIBUTES TO A BALANCED HOUSING SUPPLY, AND UTILIZES EXISTING INFRASTRUC-TURE EFFICIENTLY. BY INCORPORATING PEDESTRIAN-FRIENDLY DESIGN, INTEGRATED GREEN SPACE, AND A STORMWATER MANAGEMENT SOLUTION, THE PLAN ADDRESSES KEY POLICY OBJECTIVES RELATED TO SUSTAINABLE DEVELOPMENT, ENVI- RONMENTAL STEWARDSHIP, AND NEIGHBORHOOD CONNECTIV- ITY. THIS PROPOSAL HELPS ACHIEVE THE CITY’S VISION FOR COMPLETE COMMUNITIES WHILE ENHANCING THE LIVABILITY AND RESILIENCE OF THE AREA.

GUIDANCE

CITY OF WINDSOR INTENSIFICATION GUIDELINES

1.7 COMPATATIBLE DEVELOPMENT

ALL COMMUNITIES EVOLVE OVER TIME, AND ONE OF THE MOST IMPORTANT CHALLENGES FOR DECISION MAKERS IS TO ESTABLISH AN APPROACH TO DEVELOPMENT APPROVAL THAT ENSURES THAT CHANGE IS UNDERSTOOD ON THE BASIS OF “COMPATIBLE DEVELOPMENT”.

THE INTENT FOR INTENSIFICATION IN WINDSOR IS TO ENCOURAGE COMPATIBLE DESIGN THAT DOES NOT DEVIATE SUBSTANTIALLY FROM AN ESTABLISHED PATTERN, WITHOUT REQUIRING AN IDENTICAL DESIGN, ARCHITECTURAL STYLE, OR MATERIAL PALETTE FOR EVERY DWELLING OR BUILDING IN A NEIGHBOURHOOD. IT IS IMPORTANT THAT INTENSIFICATION INTEGRATES WITH THE EXISTING CONTEXT AND CO-EXISTS IN HARMONY WITH NO UNDUE PHYSICAL OR FUNCTIONAL ADVERSE IMPACT ON EXISTING OR PROPOSED DEVELOPMENT IN THE AREA.

THE CONCEPT AND DEFINITION OF COMPATIBLE DEVELOPMENT IS INTENDED TO ENSURE THAT ALL NEW DEVELOPMENT WITHIN THE CITY IS APPROPRIATELY INTEGRATED INTO THE EXISTING BUILT FORM AND LANDSCAPE AND ENHANCES THE IMAGE, LIVABILITY, AND CHARACTER OF THE ENTIRE CITY.

THE STARTING POINT IS TO CONSIDER THE TESTED DEFINITION OF “COMPATIBLE DEVELOPMENT”, AS FOLLOWS: “*COMPATIBLE DEVELOPMENT MEANS DEVELOPMENT THAT MAY NOT NECESSARILY BE THE SAME OR SIMILAR TO THE EXISTING BUILDINGS IN THE VICINITY, BUT, NONETHELESS, ENHANCES AN ESTABLISHED COMMUNITY AND COEXISTS WITH EXISTING DEVELOPMENT WITHOUT CAUSING ANY UNDUE ADVERSE IMPACT ON SURROUNDING PROPERTIES.*”

“COMPATIBLE DEVELOPMENT” IS AN OVERARCHING PRINCIPLE OF GOOD PLANNING, APPLICABLE THROUGHOUT THE CITY OF WINDSOR, AND ITS DEFINITION NEEDS TO BE CLEARLY UNDERSTOOD, AND APPLIED IN DIFFERENT WAYS, IN DIFFERENT CONTEXTS THROUGHOUT THE CITY.

2.1 UNDERSTANDING NEIGHBORHOOD CHARACTER

THE STABLE AND MATURE NEIGHBOURHOODS DESIGN GUIDELINES ARE INTENDED TO ADDRESS THE CHANGES OCCURRING IN THESE NEIGHBOURHOODS SO THAT COMPATIBILITY AND CONSISTENCY CAN BE ACHIEVED WITHIN THE EXISTING CONTEXT AND NEIGHBOURHOOD CHARACTER.

STABLE NEIGHBOURHOODS

ACHIEVING COMPATIBILITY IN STABLE NEIGHBOURHOODS IS NOT ABOUT REPLICATING THE EXISTING FORM OR REPRODUCING ARCHITECTURAL STYLES OR DETAILS OF NEARBY BUILDINGS. RATHER, THE FOCUS IS TO DIRECT HOW NEW DEVELOPMENT CAN BE DESIGNED TO MAINTAIN AND PRESERVE NEIGHBOURHOOD CHARACTER.

NEW DEVELOPMENT IN STABLE NEIGHBOURHOODS SHOULD BE DESIGNED TO RESPOND TO THE BASIC NEIGHBOURHOOD PATTERNS AND REOCCURRING CHARACTERISTICS, SUCH AS LOT PATTERNS; PLACEMENT AND ORIENTATION; SCALE, HEIGHT, AND MASSING OF DWELLINGS; EXISTING VEGETATION; TOPOGRAPHY; AND OTHER COMMON OR DISTINCTIVE ELEMENTS.

MATURE NEIGHBOURHOODS

NEW DEVELOPMENT IN MATURE NEIGHBOURHOODS SHOULD ALSO ACHIEVE COMPATIBILITY SIMILAR TO STABLE NEIGHBOURHOODS, BUT THE FOCUS IN THESE AREAS IS TO BE CONSISTENT WITH THE ARCHITECTURAL STYLE, BUILDING ELEMENTS, AND MATERIALS OF EXISTING DWELLINGS IN THE SURROUNDING NEIGHBOURHOOD.

THE INTENT IS TO MAINTAIN AND PROTECT THE EXISTING HISTORIC AND CULTURALLY SIGNIFICANT CHARACTER OF THESE NEIGHBOURHOODS. COLOUR SCHEMES AND MATERIALS SHOULD BE INSPIRED BY, AND CAREFULLY COORDINATED, WITH SURROUNDING BUILDINGS FOR VISUAL HARMONY AND CONSISTENCY WITH THE ARCHITECTURAL STYLE OF THE BUILDINGS, AS WELL AS THE NEIGHBOURHOOD.

MATERIALS AND COLOURS OF SURROUNDING BUILDINGS NEED NOT BE SIMPLY COPIED BUT USED AS A POINT OF REFERENECE. MODERN MATERIALS CAN BE USED IF THEIR PROPORTIONS AND DETAILS ARE HARMONIUS WITHIN THE SURROUNDING HISTORIC CONTEXT. COLOUR, TEXTURE, AND TONAL CONTRAST CAN BE UNIFYING ELEMENTS.

NEIGHBOURHOOD CHARACTER

CHARACTER MEANS THE COLLECTIVE QUALITIES AND CHARACTERISTICS THAT DISTINGUISH A PARTICULAR AREA OR NEIGHBOURHOOD. IN A GENERAL SENSE, THE CHARACTER OF THE CITY’S STABLE AND MATURE NEIGHBOURHOODS IS DEFINED BY THE COMFORTABLE SCALE OF THE BUILDINGS AND THE STREETS, THE STREET TREES AND LANDSCAPE FEATURES, AND THE FEELING OF HISTORY INVOKED BY THE INVENTO- RY OF PERIOD APPROPRIATE AND HISTORIC HOMES.

IN MANY OF WINDSOR’S NEIGHBOURHOODS THERE IS A DIVERSITY OF BUILDING FORMS, HOUSING TYPES, STREETSCAPES, AND LANDSCAPE FEATURES. DIVERSITY IS ANELEMENT TO BE CELEBRATED AS A DEFNING FACTOR WITHIN EACH OF THESE NEIGHBOURHOODS.

THE CHARACTER OF THE CITY’S STABLE AND MATURE NEIGHBOURHOODS IS DEFEND GENERALLY BY THE FOLLOWING ELEMENTS:

ARCHITECTURE - ARCHITECTURAL STYLES, IN SOME CASES VARY DRAMATICALLY, WHILE IN OTHER NEIGHBOURHOODS, CONVEY CONSISTENCY. WHILE A RIGOROUS ADHERENCE TO A PARTICULAR FORM OR STYLE IS NEITHER DESIRABLE NOR REALISTIC THERE ARE KEY ELEMENTS OF ALL BUILDING DESIGNS THAT CAN BE USED TO ENSURE THAT DIFERENT FORMS AND STYLES CAN CO-EXIST ALONGSIDE ONE ANOTHER IN A COMPATIBLE AND COMPLEMENTARY MANNER;

HERITAGE - THE INVENTORY OF HERITAGE BUILDINGS WITHIN THE STABLE AND MATURE NEIGHBOURHOODS IS A KEY CONTRIBUTOR TO THE CHARACTER OF THE NEIGHBOURHOODS. TO MAINTAIN THE HISTORIC CHARACTER OF THESE AREAS, THE DESIGN OF BOTH NEW DEVELOPMENT AND ADDITIONS MUST COMPLEMENT THE HERITAGE CHARACTER AND BE CONTEXT-SPECIFIC TO AVOID DETRACTING FROM THE EXISTING BUILT FABRIC.

LOT SIZE/FRONTAGE - STREETS THAT DISPLAY THE MOST DIVERSITY IN TERMS OF LOT SIZE AND STREET FRONTAGE ARE NOT NECESSARILY NEGATIVE IN TERMS OF COMMUNITY CHARACTER. VARYING LOT SIZES AND FRONTAGES CAN ACCOMMODATE A DIVERSITY OF HOUSING TYPES AND BUILT FORMS. TO SUPPORT THIS VARIETY AND DIVERSITY AS A POSITIVE ATTRIBUTE, IT IS IMPORTANT TO ENSURE THAT THE DEVELOPMENT IS APPROPRIATE FOR THE SITE AND WITHIN THE CONTEXT OF THE SURROUNDING BUILT FORM;

SETBACKS - FRONT AND SIDE YARD SETBACKS ARE CHARACTER GIVING ELEMENTS WITHIN THESE NEIGHBOURHOODS THAT ESTABLISH BOTH THE BUILDING’S RELATIONSHIP WITH THE STREET, AND THE VISUAL SEPARATION BETWEEN BUILDINGS. CONSISTENCY IN BUILDING SETBACKS, REGARDLESS OF BUILT-FORM, IS A KEY CHARACTER GIVING ELEMENT OF ANY STREET;

STREETS - ON A STREET BY STREET BASIS, RIGHT-OF-WAY AND PAVEMENT WIDTHS ARE CONSIDERED IMPORTANT TO THE IMAGE OF A STABLE AND MATURE NEIGHBOURHOOD AND ARE DIRECTLY RELATED TO THE ADJACENT SCALE OF DEVELOPMENT, WITH A DESIRE TO MAINTAIN EXISTING RELATIONSHIPS AMONG PAVEMENT WIDTH, BOULEVARD TREATMENT, AND THE INTERFACE BETWEEN THE STREET AND THE ADJACENT BUILDINGS

STREET TREES AND LANDSCAPING - THE PROTECTION OF MATURE STREET TREES AND THE ENHANCEMENT AND MAINTENANCE OF FRONT YARD LANDSCAPES IN ALL STABLE AND MATURE NEIGHBOURHOODS IS A CRUCIAL OBJECTIVE IN MAINTAINING ITS POSITIVE CHARACTER; AND,

PARKING - DEALING WITH THE ISSUE OF PARKING IS OFTEN A FLASHPOINT IN THE CONVERSATION ABOUT RESIDENTIAL INTENSIFCATION. PARKING MUST BE APPROPRIATELY ACCOMMODATED ON THE SITE OF ANY SPECIFC RESIDENTIAL DEVELOPMENT, AND THAT PARKING SUPPLY MAY BE AUGMENTED BY ON-STREET PARKING, OR IN PARKING SPACES PROVIDED IN COMMUNAL FACILITIES. A LACK OF PARKING SUPPLY, WITH TOO MUCH RELIANCE ON ON-STREET PARKING HAS A SIGNIFICANT NEGATIVE IMPACT ON COMMUNITY CHARACTER AND MAY IMPACT THE FUNCTIONAL OPERATION OF THE STREET NETWORK.

RESPONSE:

THE CITY OF WINDSOR’S INTENSIFICATION GUIDELINES SECTION 2.1, UNDERSTANDING NEIGHBORHOOD CHARACTER, EMPHASIZES DESIGNING NEW DEVELOPMENTS THAT COMPLETE THE EXISTING BUILT ENVIRONMENT. KEY FACTORS SUCH AS ARCHITECTURAL STYLE, BUILDING HEIGHT, SETBACKS, AND LANDSCAPING ENSURE THAT INTENSIFICATION ALIGNS WITH THE EXISTING NEIGHBORHOOD’S IDENTITY. DEVELOPERS ARE ENCOURAGED TO ASSESS SURROUNDING STRUCTURES AND STREETSCAPES TO CREATE CONTEXT-SENSITIVE DESIGNS THAT INTEGRATE SEAMLESSLY.

THE GUIDELINES ALSO STRESSES MAINTAINING PRIVACY, LIVABILITY, AND SMOOTH TRANSITIONS IN SCALE TO MINIMIZE CONFLICTS WITH EXISTING RESIDENCES. THOUGHTFUL PLACEMENT OF WINDOWS, BALCONIES, AND GREENERY HAVE BEEN TAKEN INTO CONSIDERATION, WHILE PUBLIC ENGAGEMENT ENSURES COMMUNITY CONCERNS ARE ADDRESSED. BY FOLLOWING THESE PRINCIPLES, THIS PROJECT PROMOTES RESPONSIBLE INTENSIFICATION THAT ENHANCES HOUSING DIVERSITY AND URBAN VIBRANCY.

GUIDANCE

CITY OF WINDSOR INTENSIFICATION GUIDELINES

2.2 GENERAL GUIDLINES FOR ALL DEVELOPMENT

THE INTENT FOR DEVELOPMENT WITHIN WINDSOR’S STABLE AND MATURE NEIGHBOURHOODS IS TO MAINTAIN THE LOW PROFLE BUILT FORM CHARACTER OF THE AREA AND ENSURE A SENSITIVE INTEGRATION OF NEW DEVELOPMENT, ADDITIONS, OR RENOVATIONS TO ADJACENT PROPERTIES. LOW PROFLE DEVELOP- MENT IN THE STABLE AND MATURE NEIGHBOURHOODS INCLUDES SINGLE-DETACHED, SEMI-DETACHED, DUPLEX, TOWNHOUSES, AND APARTMENTS THAT ARE GENERALLY NO GREATER THAN THREE (3) STOREYS IN HEIGHT.

2.2.1 SITE ORIENTATION

THE RELATIONSHIP BETWEEN BUILDINGS THROUGH PLACEMENT ON THE LOT IS IMPORTANT TO ENSURE A CONSISTENT NEIGHBOURHOOD ‘FEEL’ AND TO DEFNE AND FRAME THE STREET WHILE IMPARTING THE SENSE OF OPENNESS AND ENCLOSURE.

THE ZONING BY-LAW ESTABLISHES CLEAR REGULATIONS FOR FRONT YARD SETBACKS AND INTERIOR/EXTERIOR SIDE YARD SETBACKS. THE OBJECTIVES OF THE URBAN DESIGN GUIDELINES IN DIRECTING THE RELATIONSHIP OF THE BUILDING TO LOT LINES ARE TO MAINTAIN CONSISTENT SPACING BETWEEN DWELLINGS; AND ALLOW A MEASURE OF PRIVACY BETWEEN NEIGHBOURS BY PROVIDING SPACE FOR LIGHT AND LANDSCAPING.

CONSIDER BUILDING PLACEMENT AND SITING ON A PROPERTY IN RELATION TO THE STREET AND THE PROPERTY’S NEIGHBOURS TO REINFORCE THE POSITIVE CHARACTERISTICS OF THE EXISTING STREETScape.

1.CONSIDER BUILDING PLACEMENT AND SITING ON A PROPERTY IN RELATION TO THE STREET AND THE PROPERTY’S NEIGHBOURS TO REINFORCE THE POSITIVE CHARACTERISTICS OF THE EXISTING STREETScape.

2.ENSURE THE SCALE OF LOW PROFLE BUILDINGS IS COMPATIBLE AND SENSITIVELY INTEGRATED WITH RESIDENTIAL BUILDINGS IN THE IMMEDIATE VICINITY IN TERMS OF BUILDING MASS, HEIGHT, SETBACKS, ORIENTATION, PRIVACY, LANDSCAPING, SHADOW CASTING, ACCESSIBILITY, AND VISUAL IMPACT.

3.LOCATE DWELLINGS CLOSE TO THE STREET EDGE TO FRAME THE STREETSCAPES, HOWEVER, THIS WILL DEPEND ON THE SET- BACKS TO HOUSES ON EITHER SIDE OF THE SITE.

4.MAINTAIN CONSISTENT FRONT YARD SETBACKS ALONG THE STREET. NEW DEVELOPMENT SHOULD HAVE A SET BACK EQUAL TO THE PREDOMINANT SETBACK (70%+) ON THE STREET (+/-1.0M), OR A DISTANCE THAT IS THE AVERAGE OF THOSE ON EITHER SIDE OF THE DEVELOPMENT SITE (+/-1.0M).

5.PROVIDE SIDE YARD SETBACKS THAT REFECT THOSE OF ADJACENT HOMES, OR ARE THE AVERAGE DISTANCE OF THOSE ON EITHER SIDE OF THE DEVELOPMENT, IN ACCORDANCE WITH EXISTING ZONING STANDARDS, TO A MINIMUM OF 1.2 METRES.

6.CONSIDER REAR YARD PRIVACY ISSUES WHEN EXTENDING A HOME TOWARDS THE REAR PROPERTY LINE OR BUILDING A NEW DWELLING BY: MINIMIZING EXTENSIONS BEYOND THE ADJACENT DWELLINGS REAR WALL, LIMIT DIRECT CONFLICT WITHNEW WINDOWS ON THE SIDE ELEVATIONS WITH EXISTING WINDOWS ON THE ABUTTING BUILDING, PROVIDING FENCING THAT EFECTIVELY SCREENS THE REAR AMENITY AND MINIMIZES ITS EXPOSURE TO/ FROM ADJACENT PROPERTIES, WHERE APPROPRIATE.

7.LIMIT BLOCKS OF STREET TOWNHOUSES TO A MAXIMUM OF 8 UNITS, WITH 6 UNITS PREFERRED. THE LENGTH OF THE TOWNHOUSE BLOCKS SHOULD NOT EXCEED 50 METRES, UNLESS IT IS ESSENTIAL TO THE ARCHITECTURAL STYLE OF THE TOWNHOUSE BLOCK.

8.ORIENT BLOCKS OF ATTACHED TOWNHOUSE UNITS TO THE STREET WITH INTEGRATED FRONT GARAGES ACCESSED FROM THE STREET. FOR REAR LANE TOWNHOUSES AN ATTACHED OR DETACHED GARAGE WILL BE LOCATED AT THE REAR OF THE BLOCK AND ACCESSED FROM A LANE.

2.2.2 DEVELOPMENTS WITHIN HERITAGE CONTEXTS

1. LOCATE AND DESIGN BUILDINGS TO RESPECT AND COMPLE- MENT THE SCALE, CHARACTER, FORM, AND SITING OF ON-SITE AND SURROUNDING CULTURAL HERITAGE RESOURCES.

2. ENSURE THAT CONCEPTUAL DESIGN AND MASSING OF DEVEL- OPMENT OR REDEVELOPMENT PROJECTS ARE COMPATIBLE WITH ADJACENT LISTED HERITAGE BUILDINGS AND/OR SITES.

3. NEW BUILDINGS LOCATED ADJACENT TO BUILT CULTURAL HERITAGE RESOURCES WILL BE COMPATIBLE WITH EXISTING HIS- TORICAL BUILDING TYPES, COLOURS, AND MATERIAL PALETTES HAVING REGARD FOR MODERN BUILDING DESIGNS, TECHNIQUES, AND MATERIALS.

2.2.3 ACCESS & PARKING

GARAGES AND DRIVEWAYS SHOULD BE LOCATED AND SIZED BASED ON THE ESTABLISHED PATTERN OF THE NEIGHBOURHOOD. THE OBJECTIVES OF THE URBAN DESIGN GUIDELINES IN DIRECTING THE LOCATION AND WIDTH OF GARAGES AND DRIVEWAYS ARE TO:

- PRIORITIZE THE LOCATION OF A GARAGE OF AN OPEN AND TRAV- ELLED ALLEY
- ENSURE THAT GARAGE DOORS DO NOT DOMINATE THE FRONT FACADE OF THE HOUSE
- MINIMIZE THE GARAGE AND DRIVEWAY PRESENCE ON THE STREETSCAPE
- DIRECT PARKING TO THE SIDE OR REAR OF A BUILDING TO ENSURE THE FRONT YARD CAN BE LANDSCAPED; AND,
- MAINTAIN A CONSISTENT GARAGE TYPE AND DRIVEWAY WIDTH ALONG THE STREET.

1. PLACE GARAGES BEHIND THE FRONT WALL OF THE DWELLING OR AT THE SIDE OR REAR OF THE LOT, UNLESS THE PREDOM- INANT LOCATION OF THE GARAGE ON OTHER HOUSES ON THE STREETSCAPE ARE AT THE FRONT OF THE HOUSE OR NOT AT THE SIDE OR REAR.

2. TOWNHOUSES SHOULD BE SERVICED WITH ACCESS TO THE GARAGE OR PARKING FROM THE REAR OF THE UNIT. THE FRONT YARD IS BEST FULLY LANDSCAPED, WITH A SINGLE WIDTH DRIVE- WAY LEADING TO THE PARKING OR GARAGE AREA AT THE REAR.

3. ENSURE REAR LANE ACCESSED GARAGES ARE COMPLEMEN- TARY IN DESIGN AND BUILDING MATERIAL WITH THE PRINCIPAL DWELLING.

4. WHERE THERE IS NO OPTION FOR REAR ACCESS PARKING, THE GARAGE ON THE FRONT FACE OF THE DWELLING UNIT SHOULD NOT DOMINATE THE STREETSCAPE.

5. SET BACK DETACHED GARAGES FROM THE MAIN FRONT WALL OF THE DWELLING. ENSURE DETACHED GARAGES ARE SIMILAR IN MATERIAL AND ARCHITECTURAL CHARACTER TO THE DWELLING.

6. **ENSURE FRONT-FACING GARAGES ATTACHED TO THE MAIN DWELLING DO NOT OCCUPY MORE THAN 50% OF THE BUILDING’S WIDTH. FOR SEMI-DETACHED, DUPLEX, AND TOWN- HOUSE UNITS, PAIR GARAGES TO ALLOW FOR MORE SUBSTAN- TIAL FRONT YARD GREEN SPACE.**

7. LOCATE AND SPACE DRIVEWAYS TO REINFORCE THE RHYTHM ALONG A STREET AND TO ALLOW FOR STREET TREES TO BE PLANTED IN THE BOULEVARD.

8. ENSURE THE GARAGE DOOR DOES NOT PROTRUDE BEYOND THE FRONT WALL OF THE TOWNHOUSE. BUILDING DESIGN SHOULD INCLUDE ELEMENTS TO REDUCE THE DOMINANCE OF THE GARAGE DOORS BY, FOR EXAMPLE:

- A.SINGLE CAR GARAGES ONLY (2.7M DOOR WIDTH);
- B. INCLUDING A HABITABLE ROOM OVER THE GARAGE;
- C. ARTICULATING THE FRONT DOOR WITH A PORCH; AND,
- D. INTEGRATING THE DESIGN OF THE ROOF OVER THE GARAGE WITH THAT OF THE TOWNHOUSE UNITS.

9.PARKING FOR DETACHED, SEMI-DETACHED, AND TOWNHOUSE DWELLINGS IS ONLY PERMITTED IN THE FRONT OR EXTERIOR SIDE YARD AND ONLY ON A DRIVEWAY OR A PARKING PAD.

2.2.4 LANDSCAPING

THE OBJECTIVES OF THE URBAN DESIGN GUIDELINES WITH RESPECT TO LANDSCAPE ARE TO:

- MAINTAIN THE GREEN LANDSCAPE CHARACTER OF THE NEIGHBOURHOOD;
- PLAN FOR THE URBAN CANOPY;
- SCREEN VIEWS TO REAR YARD PARKING; AND,
- PRESERVE MATURE TREES.

1.PRESERVE EXISTING MATURE TREES WHERE POSSIBLE. THE PLANTING OF NEW TREES IS ENCOURAGED TO PROVIDE A CONTINUOUS CANOPY OVER THE STREET AND TO REPLACE ANY CANOPY LOST TO NEW DEVELOPMENT.

2. ENHANCE THE BIO-RESILIENCY OF THE AREA THROUGH PLANTING OF NATIVE, NON-INVASIVE TREES AND SHRUBS.

3.INCLUDE LANDSCAPED AREAS IN FRONT OF BUILDINGS THAT PROVIDE A TRANSITION FROM PRIVATE TO PUBLIC AREAS. A MINIMUM OF 50% OF THE FRONT YARD ZONE SHOULD INCLUDE SOFT LANDSCAPING AREAS (NON-PAVED AREAS SUPPORTING GRASS, GROUNDCOVERS, TREES AND/OR SHRUBS).

GUIDANCE

CITY OF WINDSOR INTENSIFICATION GUIDELINES (CONT)

2.2.4 LANDSCAPING (CONT)

4. ENCOURAGE PERMEABLE PAVING FOR NEW WALKWAYS AND DRIVEWAYS TO REDUCE RUN-OF TO STORM SEWERS AND SOFTEN THE STREETScape APPEARANCE.
5. WHERE THE PREDOMINANT (70%+) EXISTING STREETScape CHARACTER HAS DESIGN ELEMENTS SUCH AS LOW STONE WALLS, LOW PERMEABLE FENCES, PLANTING AND/OR OTHER LANDSCAPING AT THE FRONT OF THE LOT, ENSURE NEW DEVELOPMENT PROVIDES SIMILAR ELEMENTS.
6. MAINTAIN THE GREEN CHARACTER OF THE FRONT YARDS AND AVOID MONOTONY OF TREATMENT OVER LARGE EXTENTS OF DEVELOPMENT. THE FRONT YARDS OF UNITS IN A NEW TOWNHOUSE DEVELOPMENT SHOULD HAVE A COORDINATED LANDSCAPE DESIGN THAT SHOULD INCLUDE FENCES/HEDGES, AND STREET TREES IN THE BOULEVARD.
7. ENSURE FRONT YARD HEDGES OR FENCING THAT ARE USED TO DEFNE THE EDGE OF PRIVATE PROPERTY ARE NO MORE THAN 1.2 METRES HIGH TO MAINTAIN VISIBILITY TO THE STREET.
9. CONSIDER OUTDOOR AMENITY AREAS IN THE FORM OF SECOND FOOR DECKS OR ROOFTOP PATIOS FOR TOWNHOUSES WITH AN ATTACHED GARAGE IN THE REAR AS AN ALTERNATIVE TO TRADITIONAL REAR YARD AMENITY AREAS.
- 2.2.5 MATERIALS
- THE VARIETY OF BUILDING MATERIALS CONTRIBUTES TO THE INTEREST ALONG THE STREET AND TO THE VARIED ARCHITECTURAL CHARACTER OF THE NEIGHBOURHOOD. THE OBJECTIVES OF THE URBAN DESIGN GUIDELINES FOR RENOVATIONS, ADDITIONS, AND NEW CONSTRUCTION ARE TO:
- ENSURE HIGH QUALITY MATERIALS ARE USED;
 - PRESERVE THE VARIETY OF DESIGN, COLOUR AND BUILDING MATERIALS WITHIN A RANGE THAT ENHANCES THE CHARACTER OF THE NEIGHBOURHOOD; AND,
 - ENSURE THAT WHILE BUILDINGS WILL INEVITABLY CHANGE OVER TIME, THEY WILL MAINTAIN THE COHESIVE VISUAL CHARACTER OF THE STREET.
1. ENSURE BUILDING MATERIALS REFECT AND COMPLEMENT THE EXISTING MATERIALS IN THE AREA AND ARE HIGH QUALITY, DURABLE, AND EASILY MAINTAINED.

2. ENSURE THE MATERIALS SELECTED ARE CONSISTENT FOR A BUILDING’S FACADE AND ANY WALLS THAT ARE PUBLICLY VISI-BLE.
3. RECOMMENDED BUILDING MATERIALS INCLUDE BRICK MASONRY, STONE MASONRY, WOOD, OR STUCCO; ONE OR TWO OF THESE MATERIALS SHOULD BE SELECTED AS BASE MATERIALS AND MAY BE COMPLEMENTED BY A WIDER RANGE OF ACCENT MATERIALS.
5. ENSURE MATERIAL CHANGES ON EXPOSED ELEVATIONS OCCUR AT TRANSITION POINTS, SUCH AS A CHANGE OF PLANE.
6. ENSURE REAR AND SIDE WALLS EXPOSED TO PUBLIC VIEW ARE OF A SIMILAR COMPOSITION TO THE FRONT WALL.
7. COLOUR SHOULD BE SELECTED FROM THE HERITAGE PALETTE. IN MOST CASES THE PREDOMINANT COLOURS THROUGHOUT THE CITY’S HISTORIC NEIGHBOURHOODS ARE SUBDUED. THE PRE-FERRED COLOURS ARE THOSE WITHIN A TRADITIONAL PALETTE.
8. TRADITIONAL HIGH QUALITY BUILDING MATERIALS ARE ENCOURAGED. THE TRADITIONAL BUILDING MATERIALS UTILIZED WITHIN EACH HISTORIC NEIGHBOURHOOD SHOULD BE IDENTIFIED AND ARE TO BE ENCOURAGED FOR NEW DEVELOPMENT.
- 2.4 TOWNHOUSE DEVELOPMENT
- TOWNHOUSES IN WINDSOR’S STABLE AND MATURE NEIGHBOURHOODS ARE CONSIDERED A POPULAR CHOICE FOR THEIR ABILITY TO PROVIDE HOUSING AT GREATER DENSITIES THAN TRADITIONAL SINGLE DETACHED DWELLINGS. IN THESE NEIGHBOURHOODS, THE GENERAL APPEARANCE AND PLACEMENT OF TOWNHOUSES IS CHARACTERISTICALLY DIFERENT FROM THE EXISTING FORMS OF DEVELOPMENT. OF SPECIAL CONCERN FOR TOWNHOUSE DEVELOPMENT IS THE DOMINANCE OF FRONT FACING GARAGES. THE ARCHITECTURAL CHARACTER OF NEW TOWNHOUSE UNITS HAS THE POTENTIAL TO EXERT A GREATER IMPACT ON STABLE AND MATURE NEIGHBOURHOODS THAN THAT OF SINGLE-DETACHED OR SEMI-DETACHED DWELLING UNITS. TOWNHOUSE DEVELOPMENTS TYPICAL- LY PRESENT A LARGE UNIFED EXTENT OF BUILDING FACE EXPOSED TO THE STREET. THEIR MASSING CHARACTERISTICS COULD EASILY HAVE AN OVERWHELMING Efect THAT MAY BE OUT OF CHARACTER WITH THE NEIGHBOURHOOD. THE INTENT OF THESE GUIDELINES IS TO TRANSLATE THE CHARACTERISTICS OF MORE HISTORIC BUILDINGS FOUND IN THE STABLE AND MATURES NEIGHBOURHOODS TO THE TOWNHOUSE FORM. THE OBJECTIVES OF THE URBAN DESIGN GUIDELINES WITH RESPECT TO TOWN- HOUSES ARE TO:

- ENSURE A FORM AND CHARACTER THAT IS COMPATIBLE WITH THE DOMINANT SINGLE DETACHED HOUSING IN THE NEIGHBOURHOODS;
- ENSURE THAT NEW DEVELOPMENTS DO NOT IMPACT ADJACENT RESIDENTS DUE TO, E.G., LOSS OF PRIVACY OR SUNLIGHT;
- ENSURE THAT THE LANDSCAPE TREATMENT OF THE FRONT YARDS CONTRIBUTES TO SUSTAINING THE LUSH AND GREEN LANDSCAPE CHARACTER OF THE NEIGHBOURHOOD; AND,
- ENSURE THAT THE STREET VIEW IS NOT DOMINATED BY GARAGES.

2.4.1 BUILDING DESIGN

2.4.1.1 MASSING & ELEVATION ARTICULATION

1. BUILDING MASS SHOULD BE COMPATIBLE WITH BUILDINGS IN THE IMMEDIATE VICINITY OF THE DEVELOPMENT. GENERALLY, THE BUILDING FOOT PRINT SHOULD NOT EXCEED 35% OF THE LOT AREA. IN ADDITION, 40% OF THE LOT AREA SHOULD BE DEDI- CATED TO LANDSCAPED OPEN SPACE EXCLUSIVE OF PARKING FACILITIES AND DRIVEWAYS.
2. MAINTAIN THE TRADITIONAL RANGE OF BUILDING HEIGHTS. TOWNHOUSES SHOULD NOT EXCEED THREE STOREYS. CONSID- ERATION OF HEIGHT WILL DEPEND ON THE HEIGHT OF HOUSING IN THE IMMEDIATE VICINITY OF THE DEVELOPMENT.
3. ARTICULATE THE ELEVATION OF THE TOWNHOUSE BLOCK IN A MANNER THAT PROVIDES VARIATION BETWEEN UNITS WITH COM- MON CHARACTERISTICS THAT VISUALLY UNITES THE BLOCK.
4. THE MAIN ENTRANCE SHOULD FACE THE STREET, WITH THE DOOR IN A PROMINENT POSITION. THE FRONT DOOR SHOULD BE CLEARLY VISIBLE AND APPROACHABLE FROM THE STREET.
5. FOR UNITS FANKING A WINDOW STREET, THE MAIN FRONT DOOR SHOULD BE VISIBLE FROM, AND ORIENTED TO, THE EXTE- RIOR SIDE ELEVATION OF THE DWELLING WITH ACCESS TO THE SIDEWALK. ENSURE THE ENTRIES ARE ARTICULATED THROUGH THE USE OF ENTRY FEATURES SUCH AS PROJECTING PORCHES FACING THE STREET.
6. THE ROOFINE SHOULD FEATURE MODULATION OF ROOF PLANES AND USE OF DORMER WINDOWS TO AVOID MONOTONY.
7. UTILIZE VARIETY IN THE DESIGN OF ROOFS THROUGH THE USE OF TRADITIONAL GABLES AND DORMERS, OR MORE CONTEMPORARY DESIGNS THAT INCLUDE CANTILEVERS

- AND PARAPET DETAILS TO BREAK UP THE MASSING OF UNITS WITHIN A BLOCK. THE MAIN ROOF SHOULD APPEAR AS ONE ROOF WHERE POSSIBLE AND REFECT THE ARCHITECTURAL STYLE OF THE UNIT BLOCK.
- 2.4.1.2 PORCHES AND ENTRY FEATURES
1. FRONT PORCHES ARE ENCOURAGED AS FEATURES THAT IN- CREASE THE PROMINENCE OF THE FRONT ENTRANCE. THE COM- POSITION OF WALL ELEMENTS SHOULD SUPPORT THE LOCATION AND DEFNITION OF THE MAIN ENTRANCE.
2. HOUSING IN THE STABLE AND MATURE NEIGHBOURHOODS IS CHARACTERIZED BY FRONT DOORS THAT HAVE A DIRECT RELA- TIONSHIP TO THE STREET GRADE. TO SUPPORT THIS NEIGHBOUR- HOOD CHARACTER, AVOID A FINISHED FLOOR ELEVATION OF THE FIRST FLOOR AND THE FRONT DOOR AT A SECOND FLOOR HEIGHT UP A FULL SET OF STAIRS.
3. THE ELEVATION OF THE FRONT DOOR SHOULD BE NO MORE THAN 1.5 M ABOVE GRADE.
- 2.4.1.3 UTILITY METERS AND MECHANICAL EQUIPMENT
1. WHERE POSSIBLE, LOCATE UTILITIES AND METERS IN INTERIOR SIDE OR REAR YARDS, AWAY FROM PUBLIC VIEW.
2. LOCATE UTILITY AND SERVICE METERS DISCREETLY BY:
- A. INTEGRATING INTO THE DESIGN OF THE BUILDING;
 - B. SCREENING THROUGH LANDSCAPING;
 - C. RECESSING OR ENCLOSING IN THE PORCH ENTRY OR LANDING;
 - D. INSTALLING BELOW PORCH SLABS AND PORCH STEPS;
 - E. GROUPING IN ONE LOCATION IN A WALL RECESS, ENCLOSURE OR, WHERE APPROPRIATE, A SMALL ROOF OVERHANG; AND,
 - F. SCREENING METERS ON EXPOSED ELEVATIONS BY INTEGRATING THEM INTO A WALL OR BELOW PORCHES AND STEPS, PROVIDING COMPLEMENTARY LANDSCAPING, OR PLACING THEM BEHIND A CHANGE IN PLANE TOWARDS THE REAR OF THE ELEVATION



SOUTH PERSPECTIVE (STREET A)

CONCLUSION:

IN CONCLUSION, THE PROPOSED 70-UNIT SUBDIVISION AT RICHMOND STREET AND ST. LUKE ROAD OFFERS A WELL-PLANNED RESIDENTIAL COMMUNITY THAT FITS WITHIN THE VISION SET OUT BY THE CITY OF WINDSOR'S OFFICIAL PLAN AND INTENSIFICATION GUIDELINES. THE LAYOUT MAKES GOOD USE OF THE AVAILABLE LAND WHILE INTRODUCING NEW HOUSING THAT SUPPORTS THE CITY'S GOALS FOR SMART GROWTH. IT BRINGS A MIX OF UNIT TYPES AND A THOUGHTFULLY DESIGNED STREET NETWORK THAT HELPS CREATE A CONNECTED, WALKABLE NEIGHBORHOOD WITHIN THE EXISTING URBAN FABRIC.

A KEY FEATURE OF THE PLAN IS THE INCLUSION OF A STORMWATER MANAGEMENT POND, WHICH PLAYS AN IMPORTANT ROLE IN HANDLING RUNOFF AND PROTECTING THE LOCAL ENVIRONMENT. BEYOND ITS FUNCTIONAL PURPOSE, THE POND ALSO ADDS GREEN SPACE TO THE COMMUNITY, OFFERING A NATURAL ELEMENT THAT CAN BE ENJOYED BY RESIDENTS. COMBINED WITH SIDEWALKS, LANDSCAPING, AND OPEN AREAS, THE DESIGN ENCOURAGES WALKING, OUTDOOR ACTIVITY, AND A STRONGER SENSE OF COMMUNITY.

OVERALL, THIS SUBDIVISION STRIKES A SOLID BALANCE BETWEEN GROWTH AND LIVABILITY. IT SUPPORTS WINDSOR'S INTENSIFICATION GOALS BY PROVIDING NEW HOMES IN AN ESTABLISHED AREA, WHILE ALSO INVESTING IN INFRASTRUCTURE AND PUBLIC SPACES THAT IMPROVE THE QUALITY OF LIFE. THE PLAN REFLECTS A PRACTICAL, PEOPLE-FOCUSED APPROACH TO DEVELOPMENT THAT BUILDS ON LOCAL PLANNING PRINCIPLES AND SETS THE STAGE FOR A VIBRANT, SUSTAINABLE NEIGHBORHOOD.

GUIDANCE

FORD CITY COMMUNITY IMPROVMENT PLAN

3.1 APPROACH

ON MARCH 29, 2016 WINDSOR CITY COUNCIL DIRECTED THE PLANNING AND BUILDING DEPARTMENT TO DEVELOP A CIP FOR THE FORD CITY NEIGHBOURHOOD. THE STUDY APPROACH IS BASED ON RESEARCH IDENTIFIED THROUGH ‘GRASSROOTS’ EFFORTS CONDUCTED THROUGH THE UNITED WAY, NEIGHBOURHOOD GROUPS AND RESIDENT BUSINESS INVOLVEMENT AS DESCRIBED IN SECTION 1.2. THE GOALS, OBJECTIVES, AND VISIONING EXERCISES FROM NEIGHBOURHOOD SURVEYS WILL FORM THE FOUNDATION FOR THE APPROACH AND VISION FOR THIS CIP, AS WELL AS PROVIDE A STRATEGY LEADING TOWARDS THE REVITALIZATION OF THE NEIGHBOURHOOD.

3.2 VISION

FORD CITY WILL BE A DISTINCT, ATTRACTIVE, AND PEDESTRIAN-CENTERED NEIGHBOURHOOD WHERE RESIDENTS AND VISITORS FEEL SAFE AND HAVE A SENSE OF OWNERSHIP. THIS ETHNICALLY DIVERSE COMMUNITY BUILDS ON ITS CULTURE AND HISTORY AS THE BIRTH PLACE OF THE AUTOMOBILE INDUSTRY IN CANADA AND ENCOURAGES THE ARTS, CRAFTS AND SKILLS FOUND IN THE NEIGHBOURHOOD AND GREATER COMMUNITY

UNDERUTILIZED INDUSTRIAL

THIS AREA SEPARATES FORD CITY FROM WALKERVILLE BY A ROW OF FACTORIES OR UNDERUTILIZED FACTORY/WAREHOUSE BUILDINGS, VACANT LAND WITH SOME COMMERCIAL ESTABLISHMENTS ALONG WALKER ROAD TO THE WEST. THIS PROPERTY IS A REMNANT OF THE EARLY AUTOMOTIVE INDUSTRIAL COMPLEX IN FORD CITY.

DEVELOPMENT OPPORTUNITY

THROUGH THE FORD CITY CIP INCENTIVES MAY BE PROVIDED TO ENCOURAGE EXISTING OWNERS TO IMPROVE AND RESTORE SOME OFTHE FACADES WHICH APPEAR TO BE THE OFFICES OF SOME OF THE INDUSTRIAL USES LOCATED IN THIS AREA. OTHER INCENTIVES COULD BE PROVIDED TO ENCOURAGE THE REPURPOSING OF VACANT OR UNDERUTILIZED PROPERTIES. IMPROVEMENTS TO SEMINOLE STREET, THE PUBLIC REALM AND BUILDINGS COULD HELP CREATE A GATEWAY INTO FORD CITY FROM THE WEST AT WALKER ROAD AND SEMINOLE STREET AND FROM THE SOUTH AT THE INTERSECTION OF SEMINOLE STREET AND DROUILLARD ROAD.

4.1 THE PUBLIC REALM

FOCUSING ON THE PUBLIC REALM FOR COMMUNITY BUILDING AND PLACEMAKING IS CONSISTENT WITH THE VISION OF A WALKABLE OR PEDESTRIAN ORIENTED “URBAN OR ARTISAN VILLAGE” THAT HAS BEEN ESTABLISHED FOR THE FORD CITY NEIGHBOURHOOD THROUGH NUMEROUS PUBLIC CONSULTATION EFFORTS ORGANIZED THROUGHOUT THE YEARS. TO FURTHER THIS VISION, THE EXISTING STREETS, STREETScape ELEMENTS, MURALS AND ART, COMMUNITY GARDEN, ALLEYS, AND BOTH PUBLIC (GINO AND LIZ MARCUS COMMUNITY COMPLEX) AND PRIVATE PARKS AND SPACES (CULTURAL HALLS) WILL FORM THE FRAMEWORK FOR THE PUBLIC REALM IN FORD CITY

4.1.1 GREAT STREETS

RECOMMENDATIONS

ADOPT THE PRINCIPLES IDENTIFIED IN SECTION 4, PUBLIC REALM FOR CREATING STREETS THAT FUNCTION AS QUALITY PUBLIC SPACES THAT DRAW PEOPLE, AND ARE PEDESTRIAN-CENTERED.

STREETS AND CONNECTIVITY: MAINTAIN THE WALKABLE HUMAN SCALED DESIGN CREATED THROUGH THE SMALL BLOCK, AND SMALL NARROW COMMERCIAL AND RESIDENTIAL LOTS ESTABLISHED THROUGHOUT FORD CITY.

SUPER BLOCKS AND CONNECTIONS: CREATE PHYSICAL CONNECTIONS IN THE FORM OF STREETS, SIDEWALKS, AND PATHWAYS BETWEEN WALKER ROAD AND ST. LUKE ROAD.

FLEXIBLE STREETS: EXPLORE THE OPPORTUNITY TO REDESIGN THE INTERSECTION OF DROUILLARD ROAD AND WHELPTON STREET AS A FLEXIBLE STREET.

GATEWAYS AND BARRIERS: ENCOURAGE DEVELOPMENT OF NEIGHBORHOOD GATEWAY AREAS AS IDENTIFIED IN SECTION 4, PUBLIC REALM.

CONSIDER ENHANCEMENTS TOTHESES NEIGHBOURHOOD GATEWAYS AREAS (NGA) IN THE FORM OF ECONOMIC INCENTIVES AND INFRASTRUCTURE IMPROVEMENTS.

4.3.2 URBAN DESIGN GUIDELINES AND POLICIES

SITE AND SCALE NEW BUILDINGS TO BE CONSISTENT WITH ESTABLISHED SETBACKS, BUILDING HEIGHTS, MASS, WIDTHS AND PROPORTIONS;

ORIENT BUILDINGS AND ENTRANCES TO THE STREET RIGHTS-OF-WAY AND SITE BUILDINGS ALONG THE EXTERIOR PROPERTY LINE SO THAT NEW CONSTRUCTION FRAMES AND STRENGTHENS THE STREET EDGE;

DESIGN ALL AT-GRADE ENTRANCES TO FACE AND BE ACCESSED FROM THE MAIN STREET. ENTRANCES SHOULD BE PROMINENT AND DEFINED THROUGH ARCHITECTURAL FEATURES, MATERIALS, AND SIGNAGE;

DESIGN NEW BUILDINGS WITH MATERIALS THAT ARE CONSISTENT AND PROPORTIONAL TO QUALITY AND ENDURING BUILDING MATERIAL FOUND WITHIN THE AREA;

WHEN CHOOSING MATERIALS AND SELECTING COLOURS, CHOOSE A COLOUR PALETTE THAT IS COMPATIBLE WITH EXISTING BUILDINGS IN THE AREA.

DESIGN NEW BUILDINGS WITH LARGE GROUND FLOOR DISPLAY WINDOWS AT GRADE (TO MAXIMIZE TRANSPARENCY, A TARGET OF 70% OF THE BUILDING FACADE SHOULD BE COMPLETELY TRANSPARENT AT THE STREET LEVEL);

DESIGN NEW BUILDINGS SO THAT SERVICE AREAS ARE LOCATED AT THE REAR OF THE BUILDING;

RESIDENTIAL AREA DESIGN GUIDELINES

SITE AND SCALE NEW RESIDENTIAL STRUCTURES TO BE CONSISTENT WITH ESTABLISHED SETBACKS, HEIGHTS, MASS, WIDTHS AND PROPORTIONS OF EXISTING RESIDENTIAL STRUCTURES FOUND ON THE BLOCK;

PROVIDE A TRANSITION IN BUILDING HEIGHT IF THE NEW DEVELOPMENT IS TALLER THAN EXISTING RESIDENTIAL BUILDINGS ON THE BLOCK. THIS CAN BE ACCOMPLISHED THROUGH THE MANIPULATION OF THE BUILDING MASS, SETBACKS (BEYOND THE ESTABLISHED HEIGHT OF EXISTING BUILDINGS), AND THROUGH THE INCLUSION OF FEATURES SUCH AS PORCHES; AND THE SENSITIVE USE OF MATERIALS AND COLOURS THAT ALTER PERCEPTIONS OF HEIGHT AND MASS

ORIENT PRINCIPAL BUILDING ENTRANCES SO THAT THEY FACE THE PUBLIC STREET AND ARE A PROMINENT FEATURE IN THE BUILDING ELEVATION

USE PRECEDENTS FOR ROOF PROFILES, WINDOWS, ENTRANCES AND PORCHES FROM THE EXISTING BUILT FORM AND STREETScape AS A GUIDE FOR THE DESIGN OF NEW BUILDINGS

LOCATE GARAGES IN REAR YARD OF PROPERTY WITH ACCESS FROM THE REAR OF THE PROPERTY, WHENEVER POSSIBLE; AND SELECT MATERIALS FOR NEW CONSTRUCTION BASED ON THE VARIETY OF MATERIALS FOUND WITHIN THE EXISTING NEIGHBOURHOOD

COMMERCIAL/ MIXED-USE INFILL DEVELOPMENT DESIGN GUIDELINES

SITE AND SCALE NEW BUILDINGS TO BE CONSISTENT WITH ESTABLISHED SETBACKS, BUILDING HEIGHTS, MASS, WIDTHS AND PROPORTIONS;

ORIENT BUILDINGS AND ENTRANCES TO THE STREET RIGHTS-OF-WAY AND SITE BUILDINGS ALONG THE EXTERIOR PROPERTY LINE SO THAT NEW CONSTRUCTION FRAMES AND STRENGTHENS THE STREET EDGE

DESIGN ALL AT-GRADE ENTRANCES TO FACE AND BE ACCESSED FROM THE MAIN STREET. ENTRANCES SHOULD BE PROMINENT AND DEFINED THROUGH ARCHITECTURAL FEATURES, MATERIALS,AND SIGNAGE

DESIGN NEW BUILDINGS WITH MATERIALS THAT ARE CONSISTENT AND PROPORTIONAL TO QUALITY AND ENDURING BUILDING MATERIAL FOUND WITHIN THE AREA

WHEN CHOOSING MATERIALS AND SELECTING COLOURS, CHOOSE A COLOUR PALETTE THAT IS COMPATIBLE WITH EXISTING BUILDINGS IN THE AREA

DESIGN NEW BUILDINGS WITH LARGE GROUND FLOOR DISPLAY WINDOWS AT GRADE (TO MAXIMIZE TRANSPARENCY, A TARGET OF 70% OF THE BUILDING FACADE SHOULD BE COMPLETELY TRANSPARENT AT THE STREET LEVEL)

DESIGN NEW BUILDINGS SO THAT SERVICE AREAS ARE LOCATED AT THE REAR OF THE BUILDING, MECHANICAL EQUIPMENT LOCATED ON THE ROOF, SETBACK AND SCREENED FROM THE STREET LEVEL

GUIDANCE (CONT'D)

FORD CITY COMMUNITY IMPROVMENT PLAN

5. DESIGN GUIDELINES FOR VACANT AND UNDERUTILIZED INDUSTRIAL PROPERTIES

VACANT AND UNDERUTILIZED INDUSTRIAL PROPERTIES HAVE BEEN IDENTIFIED THROUGHOUT THE FORD CITY NEIGHBOURHOOD, REMNANTS OF ITS INDUSTRIAL PAST. IN THE MANY COMMUNITY STUDIES AND SURVEYS CONDUCTED THROUGHOUT THE AREA, THE COMMUNITY DISCUSSED THEIR HOPES FOR REPURPOSING THESE LANDS. ANY NEW PROPOSAL FOR THESE PROPERTIES WOULD LIKELY INCLUDE A REZONING FOR A NEW USE OR AT THE MINIMUM BE SUBJECT TO SITE PLAN CONTROL ONCE THE PROPERTY IS REMEDIATED. IN KEEPING WITH THE VISION OF A PEDESTRIAN CENTERED NEIGHBOURHOOD, AND WHEN CONSIDERING THE EXISTING RESIDENTIAL AND COMMERCIAL/ MIXED-USE CONTEXT, AND THE POSSIBILITY OF CONNECTING THE NEIGHBOURHOOD TO THE SURROUNDING COMMUNITY (SUCH AS WALKERVILLE), IT IS IMPORTANT TO ENCOURAGE DEVELOPMENT PROPOSALS THAT ARE PEDESTRIAN ORIENTED. THROUGH THE DEVELOPMENT REVIEW PROCESS (I.E. REZONING AND SITE PLAN CONTROL) THE FOLLOWING DESIGN GUIDELINES APPLY

ORIENT BUILDINGS AND ENTRANCES TO THE STREET RIGHTS-OFWAY AND SITE BUILDINGS ALONG THE EXTERIOR PROPERTY LINE SO THAT NEW CONSTRUCTION FRAMES AND STRENGTHENS THE STREET EDGE

DESIGN ALL AT-GRADE ENTRANCES TO FACE AND BE ACCESSED FROM THE MAIN STREET. ENTRANCES SHOULD BE PROMINENT AND DEFINED THROUGH ARCHITECTURAL FEATURES, MATERIALS, AND SIGNAGE

DESIGN NEW BUILDINGS WITH MATERIALS THAT ARE CONSISTENT AND PROPORTIONAL TO QUALITY AND ENDURING BUILDING MATERIAL FOUND WITHIN THE AREA

WHEN CHOOSING MATERIALS AND SELECTING COLOURS, CHOOSE A COLOUR PALATE THAT IS COMPATIBLE WITH EXISTING BUILDINGS IN THE NEIGHBOURHOOD.

RESPONSE

IN RESPONSE TO THE FORD CITY CIP, WE WILL ADHERE TO THE GUIDLINES SET OUT BY THE CITY OF WINDSOR. THE NEW VISION WILL BE COMMUNITY FOCUSED WHILE TAKING ADVANTAGE OF THE UNDERUTILIZED LAND CREATING A GATEWAY FROM WALKERVILLE INTO FORD CITY.

THE NEW DEVELOPMENT WILL PROVIDE A PEDESTRIAN CENTERED DESIGN THAT IS FUNCTIONAL AT THE HUMAN SCALE. BUILDING ORIENTATION, MASS, AND SCALE HAVE BEEN TAKING INTO CONSIDERATION WHEN LOOKING AT THE SURROUNDING PROPOERTY'S.

BUILDING MATERIALS WILL BE SELECTED WITH EXISTING HERITAGE BUILDINGS IN MIND. BRICK, METAL PANELING WITH A HIGH LEVEL OF GLAZING AT THE STREET LEVEL TO PROMOTE PEDESTRIAN REALM. THE ARCHITECTURAL DESIGN IS CURRENTLY AT A CONCEPTUAL STAGE AND WILL BE REFINED FURTHER THROUGH SITE PLAN PROCESS.

LANDSCAPING IS CONSIDERED THROUGOUT THE SITE TO ENHANCE THE VISUAL APPERANCE OF THE SITE EDGES AND INTERIOR. THE LANDSCAPE BUFFER WILL HELP REDUCE ISSUES OF PRIVACY AS WELL AS SHADOW IMPACTS AND SCREENING THE INTERIOR PARKING AREAS. THE LANDSCAPE DESIGN IS CONCEPTUAL AND WILL BE FURTHER REFINED DURING SITE PLAN PROCESS.

CONCLUSION

BASED ON OUR REVIEW AND DESIGN, IT IS OUR OPINION THAT THE PROPOSAL ADHERES TO THE DESIGN DIRECTION AS SET OUT BY THE CITY OF WINDSOR'S OFFICIAL & INTESIFICATION PLAN.

THIS DESIGN PROPOSAL WILL ADDRESS THE SITE DESIGN, ORIENTATION, SITE CIRCULATION, ARCHITECTURAL DESIGN, PUBLIC REALM, LANDSCAPE, PARKING AND SERVICING, UTILITY, LIGHTING AND SUSTAINABILITY. WITH ADDRESSING THESE ISSUES AND ELEMENTS, THE DESIGN ARCHITECTURALLY, LANDSCAPE ALL MATERIALS WILL KEEP IN MIND THE QUALITY AND STANDARDS