

TO: 2863167 Ontario Inc.
c/o Pawan Khichi
1436 Helsinki Court
Windsor, ON N9G 0B4

FROM: David French, BA, CPT, Storey Samways Planning Ltd.

DATE: March 18, 2024 (REVISED)

SUBJECT: Planning Rationale Report Regarding Proposed Zoning By-law
Amendment & Draft Plan of Subdivision, 4170 & 4190 Sixth Concession
Road, City of Windsor

1.0 GENERAL FILE INFORMATION

Application: Applications for Zoning By-law Amendment & Draft Plan of
Subdivision

Owner: 2863167 Ontario Inc., o/a Avani Homes & Construction

Subject Property: 4170 & 4190 Sixth Concession Road
Part of Lot 13, Concession 6, Sandwich East
City of Windsor

2.0 INTRODUCTION

The purpose of this report is to determine the appropriateness of a zoning by-law amendment to support the development of five townhouse dwellings, containing a total of 27 dwelling units with frontage provided a new local street, on two existing lots of record totaling 8,422.52 sq. m (90,662.22 sq. ft.), in the City of Windsor. **Please refer to Appendix A.**

Through the City of Windsor's required pre-consultation process for the current application, the owner was informed that a required component of the Complete Application Package was the provision of a Planning Rationale Report to support the development. This document is intended to serve that purpose, and as such, the proposal will be reviewed against the applicable Provincial and City of Windsor policies to determine whether the proposed residential development is consistent with the

Provincial Policy Statement (PPS), in conformity with the City of Windsor Official Plan (OP), and ultimately represents good planning.

Current Proposal

The current proposal calls for the development of five, two-storey, townhouse dwellings, containing a total of 27 dwelling units, along with a new local road (cul-de-sac) connecting to Spago Crescent, on two existing lots of record. It is noted that currently each of the two lots contain a single detached dwelling and accessory structures, which, to facilitate this proposed development, will be demolished or removed from the site.

It is also noted, that although the subject parcels driveway accesses are currently provided from Sixth Concession Road, no access / egress points serving the proposed residential development are either proposed, or permitted by the City to Sixth Concession Road. **Please refer to the development concept attached as Appendix "B".**

In order to facilitate the proposed development, the following Planning Act applications are required:

1. Zoning By-Law Amendment – to permit the proposed townhouse dwelling types (discussed in detail later in this report under Zoning By-Law Amendment);
2. Draft Plan of Subdivision Approval – to confirm proposed layout complies with applicable zone standards, and to establish an orderly and technically-appropriate buildout.

3.0 BACKGROUND

The site subject of this report is located on the east side of Sixth Concession Road, between Holburn Street to the north, and Dougall Parkway to the south. Please refer to Appendix "A".

Schedule NR2-7, North Roseland Planning Area, of the Windsor Official Plan designates the subject lands as Low Profile Residential (**please refer to Appendix "C"**), which permits the proposed townhouse dwellings.

The Windsor Zoning By-law classifies the parcel as Residential District 1.2 (RD1.2) (**please refer to Appendix "D"**), which does not permit the proposed townhouse dwellings as-of-right. Discussions on the OP and ZBL appear in sections 6.2, and 6.3, respectively, below, in this document.

4.0 NEIGHBOURHOOD CONTEXT

As indicated above, the subject site, located on the east side of Sixth Concession Road, between Holburn Street and Dougall Parkway, is comprised of two existing lots of record, with each lot containing a single detached dwelling and accessory structures. The topography of the site is generally flat, and an open municipal drain runs along the frontage of the site within the municipal right-of-way.

Abutting the subject site to the north, east and south are single detached dwellings, with additional built-out residential subdivisions beyond that; and directly to the west is Sixth Concession Road, with built-out residential subdivisions beyond that.

Please refer to Appendix "A".

In a review of the area, and style of dwellings, it appears that this general residential area was built-out between the 1990's and early 2000's. The dwellings on the subject parcels pre-date the surrounding development by quite some time.

5.0 CONSULTATION ACTIVITIES

In the course of preparing this report, the following activities were undertaken by various members of the development team:

- Participation in required City of Windsor Pre-Submission process and review/consideration of administration and agency comments
- Discussions and email exchanges with City of Windsor planning staff
- Meetings, phone calls and email exchanges with Baird AE design and engineering staff regarding preparation of required application submission components
- Review of the Provincial Policy Statement (PPS), City of Windsor Official Plan, and the City of Windsor Zoning By-law
- Developer-led Public Information Centre (PIC) – November 9, 2022

Public Information Centre

As required by the City's Pre-Submission response, dated January 25, 2022, File No. PS-116/21, the proponent, Pawan Khichi (Avani Homes Inc.), held a Public Information Centre on November 9, 2022 to advise the public of Mr. Khichi's proposed rezoning and draft plan of subdivision applications affecting 4170 & 4190 Sixth Concession Road.

The meeting, held November 9, 2022 at Signature Tributes Event Centre, 3310 Dougall Avenue, Windsor, began at 7 pm and finished at 9 pm, and was attended by 15 members of the public (neighbours). It is noted that 135 invitations were mailed to those land

owners within a 120 m buffer, the notification list provided by the City of Windsor. I also note that an invitation was extended to the appropriate ward Councilor. A copy of the invitation shall be submitted with the rezoning application package. Further, it is noted that a representative of the City's planning department attended the meeting in an observatory capacity.

At the meeting, I (David French, Storey Samways Planning Ltd.) provided an overview of the project, the reason for the PIC, and an explanation of the planning approval process. Following my presentation, I opened up the floor to questions and comments from the public.

Below is a summary of the questions and comments received, both verbally at the meeting, and following the meeting by way of a completed comment sheet or email. A copy of all received written comments (comment sheets and email) shall be provided to the city as part of our rezoning and draft plan of subdivision approval application package. It is further noted that many of those in attendance shared similar comments, and as such, similar comments are grouped together as appropriate, below:

Public Comment: *the proposed number (density) of dwelling units (27) is too great a number to be accommodated on the subject lands, and within the context of the existing subdivision.*

Developer Response: *Various Provincial and local (Windsor) policies support, and promote, residential intensification by way of infill development and making use of under-utilized parcels. The proposed subdivision assists in implementing the important housing policies at both the Provincial and local level. In addition, engineering studies commissioned by the developer confirm there is adequate servicing capacity available, that any traffic increase resulting from the additional dwelling units can be accommodated, and that stormwater drainage can be accommodated.*

Public Comment: *the existing neighbourhood already has a traffic problem – traffic volume, traffic speed, on-street parking – and the addition of the proposed 27 dwelling units will only exacerbate the existing problems.*

Developer Response: *a Traffic Impact Study, prepared by a qualified professional, indicates that the proposed development will have a negligible impact on the existing traffic patterns, and that no improvements that can be attributed to the proposed subdivision are warranted. It was suggested that the local residents contact the City and/or local police regarding their perceived existing traffic issues.*

Public Comment: *existing on-street parking is already at a premium – adding additional dwellings in the neighbourhood will reduce availability of on-street parking currently in use by existing residents on Spago Crescent.*

Developer Comment: *although the actual design on the townhouse dwellings is still to be confirmed, at the time of the meeting, it was the intention of the developer to provide two parking spaces – one within an attached garage, and one outside in front - per dwelling unit. It was also noted that the Windsor Zoning By-law requires a minimum of one (1) parking space per dwelling unit – a number which the proposed development exceeds.*

Public Comment: *the proposed townhouse dwellings will infringe on the backyard privacy of the abutting existing dwellings.*

Developer Comment: *the zone performance standards regarding building height and rear yard setback will be met for the proposed new townhouse dwellings. As well, it is the intention of the developer to provide privacy fencing along rear lot lines, to mitigate any perceived privacy issues – for both the abutting dwellings and for the proposed new townhouse dwellings.*

It is noted that one resident, located on the west side of Sixth Concession Road (Barton Street address) shared concerns with his loss of privacy. While I do not discount this resident's concerns, I do note that a solid privacy fence is currently in place which separates the resident's back yard from the Sixth Concession Road right-of-way. Further to this, it is my opinion that this fence, the actual right-of-way, the traffic, and the eventual erection of a solid privacy fence on the subject lands, will mitigate the perceived privacy issue of the Barton Crescent resident.

Public Comment: *street access to the subject lands should be provided from Sixth Concession Road, and not via the Zurich and Spago road network.*

Developer Comment: *existing Windsor Official Plan policies prohibit a connection point onto Sixth Concession Road.*

Public Comment: *the increased density will reduce property values in the neighbourhood.*

Developer Comment: *property (de)valuation is attributed to many factors, however in the long term, dwelling density and types have not proven to quantifiably reduce property values.*

Public Comment: *the existing stormwater and sanitary sewer infrastructure can not accommodate the additional dwellings.*

Developer Comment: reports, prepared by a qualified engineer, confirm that the existing servicing infrastructure can accommodate the proposed additional dwellings, and shall be submitted to the City as part of our rezoning application package.

In closing, I submit the above provides an accurate summary of the meeting, comments received, and responses provided. It is my opinion that the proposed new subdivision can be accommodated within the context of the existing local and regional neighbourhoods, and clearly implements policies regarding housing, and intensification, and offends none others.

Other Studies / Documents

Any correspondence and/or permits received to this point from consulting agencies have been, or will be, provided to the City as stand-alone documents, filed in conjunction with these Planning Act applications. Further, the following supporting studies / documents, identified to be required through the Pre-Submission process, have been submitted to the City:

- Copy of Deed
- Sketch of subject parcel
- Conceptual Site Plan (SP)
- Transportation Impact Study (TIS)
- Noise Study (NS)
- Vibration Study
- Sanitary and Storm Sewer Study (SSS)
- Storm Water Retention Scheme (SWRS)
- Planning Justification Report
- Energy Strategy
- Tree Inventory

Noise Study (February 20, 2024) – Summary

Mitigation measures required:

- Recommendation # 1 – central air conditioning
- Recommendation # 2 – 1.8 m high acoustical fence
- Recommendation # 3 –

Window requirements: All windows leading to sensitive living areas must have a minimum sound transmission class (STC) as per Sheet 4 in order to meet the MOECC indoor noise level criteria.

Wall requirements: All walls leading to sensitive living areas are to have a minimum sound transmission class (STC) as per Sheet 4. Also, acoustic privacy between units in a multi-tenant building, the inter-unit wall, should meet or exceed STC-50. Wall separation between noisy spaces, such as refuse chutes or elevator shafts, and suites should meet or exceed STC-55.

- Recommendation # 4 – Prior to the issuance of building permits, it is recommended that an acoustic consultant review the sound transmission class (STC) for the proposed development's walls, windows and doors to ensure they conform to the recommendations outlined in the Baird AE acoustical report, revision dated February 20, 2024

Vibration Study (February 20, 2024) – Summary

- *"...Based on the interpolation results, vibration from road may be felt at sensitive receiver location A. The levels are not considered high enough to cause damage to buildings but are likely to complain of home owners.*

Following statement to be included in the agreement:

"Purchasers/tenants are advised that due to the proximity of the adjacent roadway, vibration from the roadway may be felt."

Further, based on acoustical report prepared by Baird AE dated December 2022, an acoustical fence of 1.8m high will be installed along the westerly limit of development. This acoustical fence will also help reduce vibration amplitudes.

We conclude that this vibration effect from surrounding roadway will be minimum effects and the development can be carried out safely."

Traffic Impact Assessment (February 20, 2024) – Summary

- *Under future conditions, the intersections of Holburn Street with 6th Concession Road operates at an overall acceptable level of service during 2025, 2030 and 2035 morning and evening peak hours. However, westbound turning traffic operates at LOS F during 2030 evening conditions. Hence, improvement is required.*

- *Under future conditions, the intersections of 6th Concession Rd with Zuric Avenue operates at an overall acceptable level of service during 2025, 2030 and 2035 morning and evening peak hours.*
- *An exclusive right-turn lane is required for the 2025 condition.*
- *A traffic signal is warranted for the intersection of 6th Concession Road with Holburn Street under 2025 background and total traffic conditions.*
- *The improved Holburn Street with 6th Concession Road operates at an acceptable level of service.*
- *An adequate sight line distance is provided for a safe departure from the development.*
- *In conclusion, upgrades are required for the existing intersection of 6th Concession Road with Holburn Street infrastructure in 2030 and 2035 background conditions. These upgrades are not due to the proposed development as the development's traffic will have minimum impact on the operation of existing intersections.*

6.0 ANALYSIS

6.1 Provincial Policy Statement, 2020 (PPS)

"The Provincial Policy Statement provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the Provincial Policy Statement sets the policy foundation for regulating the development and use of land. It also supports the provincial goal to enhance the quality of life for all Ontarians.

The Provincial Policy Statement provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The Provincial Policy Statement supports improved land use planning and management, which contributes to a more effective and efficient land use planning system..."

As such, when considering and promoting a change in land use it is both important and required to consider the Provincial Policy Statement (PPS) to ensure that both the long-term interests of the Province, and municipal interests, are met.

In this case there are multiple sections of the PPS which are relevant and these are identified below, along with comment.

Part IV: Vision for Ontario's Land Use Planning System

"...The Provincial Policy Statement focuses growth and development within urban and rural settlement areas while supporting the viability of rural areas. It recognizes that the wise management of land use change may involve directing, promoting or sustaining development. Land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns and avoiding significant or sensitive resources and areas which may pose a risk to public health and safety. Planning authorities are encouraged to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs.

Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel..."

Comment: The proposed townhouse dwellings will make efficient use of two under-utilized parcels of land without requiring the need of public investment or tax-payer funded upgrades to existing infrastructure and service facilities.

1.0 Building Strong Healthy Communities

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;*

Comment: use of existing, under-utilized land inventory promotes efficient development, and in this case, due to the existing servicing infrastructure being able to accommodate the proposed development, the financial well-being of the Province and the City is not negatively impacted.

- b) accommodating an appropriate range and mix of residential (including second units, 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;*

Comment: this project proposes the development of five townhouse dwellings containing a total of 27 dwelling units, which are regarded as an in-demand housing option in today's real estate market.

- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*

Comment: as accepted best practices are followed for the design, it is not anticipated that the proposed townhouse dwelling development will cause environmental or public health and safety concerns.

- 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;*

Comment: development on the subject parcels is a clear example of infill and intensification-type development, in that it is existing parcels of record serviced by an existing road network, and existing services at the road. As such, the proposed development provides for a cost-effective and efficient use of land and municipal roadways and other infrastructure.

1.1.3 Settlement Areas

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

Comment: the proposed development is located in the City of Windsor, which is an identified settlement area.

- 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.

Comment: as evidenced by the discussion throughout this section on PPS, it can be said that the proposed development meets the above criteria.

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.

Comment: no publicly funded upgrades to either the transit or servicing systems are anticipated or required.

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.

Comment: as indicated above, the proposal calls to develop existing under-utilized urban parcels for multiple dwelling units for residential purposes without requiring upgrades to the existing public service facilities. It is an excellent example of intensification and avoids risks to public health and safety.

1.4 Housing

1.4.3(b) permitting and facilitating:

- 1. all forms of housing required to meet the social, health and well-being requirements of current and future residents,...*
- 2. all forms of residential intensification,..., and redevelopment in accordance with policy 1.1.3.3;*

1.4.3(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;

1.4.3 (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, ...

Comment: the proposed townhouse development both promotes and implements the important housing policies found in the PPS through the efficient use of an underutilized parcel with access to full municipal servicing and other public service facilities.

1.7 Long-Term Economic Prosperity

1.7.1(a) promoting opportunities for economic development and community investment readiness;

1.7.1(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;

1.7.1(c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;

1.7.1(d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;

Comment: by making use of an existing underutilized parcel, and the servicing infrastructure already present, the project assists in keeping the settlement area boundary as compact as possible ensuring that availability of land and resources is not compromised for the long-term benefit of both the City of Windsor and Province of Ontario. The subject lands are located nearby to main transportation corridors, as well as being in close proximity to shopping and restaurant services, and to public transportation and park systems, thus providing easy and efficient access to the services provided in the immediate area.

In consideration of the above PPS policy discussion, it is my opinion that the proposed townhouse dwelling development is consistent with, and implements, the relevant policies of the Provincial Policy Statement. Further to this, the proposed development does not offend the remaining policies and directions of the Provincial Policy Statement.

6.2 City of Windsor Official Plan (OP)

While the entire Official Plan is applicable, there are certain sections which contain policies that it is prudent to provide reference and comments. These sections are:

Volume 1

- Section 3, Development Strategy
- Section 4, Healthy Communities
- Section 6.3, Residential

Section 3, Development Strategy

Section 3.2, Growth Concept

3.2.1.2, Neighbourhood Housing Variety

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.

Comment: the proposed townhouse dwellings will offer a different product than the common single-detached dwellings found in the area, allowing for a less expensive entry point into home ownership, and at the same time offer a lower-maintenance alternative. This type of dwelling is attractive to new home-buyers, and those downsizing from single detached dwellings. As well, this development is viewed as infill / intensification on existing urban lots of record, thereby reducing the urban sprawl pressures into the agricultural and natural areas.

Section 3.2, Urban Structure Plan

3.3.3 Neighbourhoods

Neighbourhoods are the most basic component of Windsor's urban structure and occupy the greatest proportion of the City. Neighbourhoods are stable, low-to-medium-density residential areas and are comprised of local streets, parks, open spaces, schools, minor institutions and neighbourhood and convenience scale retail services.

The three dominant types of dwellings in Windsor's neighbourhoods are single detached, semi-detached and townhouses. The density range for Windsor's neighbourhoods is between 20 to 35 units per net hectare. This density range provides for low and some medium-density intensification to occur in existing neighbourhoods. Multiple dwelling buildings with medium and high-densities are encouraged at nodes identified in the Urban Structure Plan.

Comment: this intensification proposal calls for the construction of five townhouse dwellings, providing a total of 27 dwelling units, with an overall density of 32 units per hectare.

Section 4, Healthy Communities

4.1 Goals

In keeping with..., Council's healthy community goals are to achieve:

4.1.1 Windsor's full potential as a healthy and liveable city.

4.1.3 A high quality of life in Windsor.

4.1.6 Economic opportunities throughout Windsor.

4.1.7 A safe environment throughout Windsor.

4.2 Objectives

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

4.2.1.6 To provide for pedestrian scale neighbourhood centres that serve the day-to-day needs of the local residents.

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

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

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

4.2.2.5 To reduce environmental impacts.

4.2.3.1 To encourage a mix of uses.

4.2.3.2 To encourage the location of basic goods and services close to where people live and work.

4.2.3.4 To accommodate the appropriate range and mix of housing.

4.2.4.1 To encourage development which fosters social interactions.

4.2.4.2 To encourage development that fosters the integration of all residents into the community.

4.2.4.3 To encourage developments that adapt to changing resident needs.

4.2.6.1 To provide for a wide range of employment opportunities at appropriate locations throughout Windsor.

4.2.6.2 To encourage a range of economic development opportunities to reach full employment.

Comment: In my opinion, the proposed development meets the above objectives and will assist the City of Windsor in providing a visibly-needed boost to the City's housing stock, on two under-developed, contiguous lots in an area that is ideal for its development due to its strategic location near the 401 and Dougall Parkway corridors, and due to its close proximity to commercial, recreational and educational facilities and amenities.

Further, while this development will not ultimately provide a fixed employment resource, its construction-phase will provide for a sizable number of high-paying local construction and skilled-trades jobs, and from a longer-term economic perspective, will eventually contribute to the City's tax assessment base.

Section 6.3, Residential

6.3.1, Objectives

6.3.1.1 To support a complementary range of housing forms and tenures in all neighbourhoods.

6.3.1.2 To promote compact neighbourhoods which encourage a balanced transportation system.

6.3.1.3 To promote residential redevelopment, infill and intensification initiatives in locations in accordance with this plan.

6.3.2, Policies

6.3.2.1 Uses permitted in the Residential land use designation identified on Schedule D: Land Use include Low Profile, and Medium Profile dwelling units. High Profile Residential Buildings shall be directed to locate in the City Centre, Mixed Use Centres and Mixed Use Corridors.

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.

6.3.2.4 Residential intensification shall be directed to the Mixed Use Nodes and areas in proximity to those Nodes. Within these areas Medium Profile buildings, up to four (4) storeys in height shall be permitted. These taller buildings shall be designed to provide a transition in height and massing from low-profile areas.

New residential development and intensification shall be located where: (a) There is access to a collector or arterial road; (b) Full municipal physical services can be provided; (c) Adequate community services and open spaces are available or are planned; and (d) Public transportation service can be provided.

Comment: the five proposed townhouse (row) dwellings will contain a total of 27 dwelling units, with the unit/dwelling breakdown as follows:

- Seven units
- Six units
- Six units
- Five units
- Three units

As per the policies above, and what is being proposed, this development falls under Low Profile housing development and is permitted. Further, the proposed development has access to nearby arterial and collector roads, full municipal services, adequate community services and open spaces, as well as public transportation.

Volume 2

- Section 3, North Roseland Planning Area – Phase 2

Volume II

Section 3.7, Policies

3.7.1.2 A noise and vibration study(s) shall be required for residential developments and subdivision plans within 300 meters of railway tracks, Sixth Concession Road, Highway #401 and Walker Road. Such noise/vibration study(s) shall identify all noise sources and their impact on residential development. It shall recommend noise/vibration control measures for implementation. The noise/vibration study(s) shall be subject to guidelines of the Ministry of Environment & Energy. These studies shall require approvals from the Director of Development Review (Planning Department) and the Ministry of Environment.

Comment: As required by this policy, a noise and vibration study has been prepared by a qualified professional engineer. In summary, appropriate noise and vibration mitigation measures can, and will be, implemented in the site and building design. A copy of the noise and vibration study shall be submitted as a stand-alone document concurrently with the application.

3.7.2 Low Profile Residential

Low Profile Residential development will be the predominant land use within the planning area.

3.7.2.1 For the purposes of this plan, Low Profile Residential development comprises the following types of dwelling:

- (a) single detached;*
- (b) semi-detached;*
- (c) on-street townhouses.*

3.7.2.2 On-street townhouses shall only be permitted along Local Roads.

Comment: the proposal calls for the development of on-street townhouses on a local road.

6.3 City of Windsor Zoning By-law 8600

As described earlier in this report, the subject lands are currently zoned Residential District 1.2 (RD1.2), which does not permit the proposed on-street townhouse dwellings. Therefore, a zoning by-law amendment is required to permit the townhouse dwellings.

Zoning By-law Amendment Application

In order to permit the proposed development, it is proposed that the site be rezoned to the Residential District 2.3 zone, which will permit the townhouse dwellings, and, provide appropriate zone performance standards for the build-out. In that, it is noted that all RD2.3 Zone performance standards are met or exceeded, and in that, no special site-specific standards are required.

This intensification on the site, and the rezoning request, is supported by the various supporting studies submitted in conjunction with this report.

6.5 Draft Plan of Subdivision

An application for Draft Plan of Subdivision shall be submitted concurrently with the zoning by-law amendment application. The draft plan, **attached as Appendix "E"**, prepared to support the zoning amendment application, details a total of eight blocks (8) blocks and one new local road (Street "A"), and more specifically:

SCHEDULE OF LAND USE				
LOTS/BLOCKS	LAND USE	UNITS	AREA	PERCENTAGE AREA
BLOCK 1-5	TOWNHOMES	27	5,926.31	70.34%
BLOCK 6	STORMWATER MANAGEMENT (TO BE DEDICATED TO THE CITY)		540.97	6.42%
BLOCK 7-8	ROAD RESERVE		34.03	0.40%
STREET A	ROAD		1,923.54	22.83%
TOTAL		27	8,424.850	100.00%

As provided earlier in this report, all studies and drawings, required by the City to support both the rezoning and draft plan applications, have been submitted as stand-alone documents with the rezoning application. It is noted that from a technical perspective, the proposed subdivision can be accommodated within the existing Windsor infrastructure network, save and except the need to construct the new local road, Street "A", which 23 on the new dwelling units will front on, with the remaining four units fronting on Spago Crescent.

It is also noted that no access / egress points shall be provided to the Sixth Concession Road right-of-way, and it is expected that a 0.3 reserve along the Sixth Concession Road frontage shall be required to be conveyed to the City. This reserve is detailed on the draft plan.

7.0 CONCLUSION

Based on the above analysis of Provincial and municipal policies, it is my opinion that the proposed zoning by-law amendment application to permit the five townhouse dwellings, 27-unit, development is consistent with, and conforms to important Provincial and municipal policies surrounding the economy, housing and intensification in identified settlement areas.

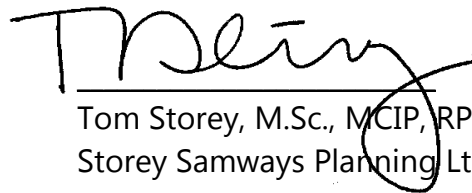
In conclusion the proposed townhouse dwellings (residential use) use at this location represents sound planning for the reasons contained within this report.

Prepared by:



David French, BA, CPT
Storey Samways Planning Ltd.

Reviewed by:



Tom Storey, M.Sc., MCIP, RPP
Storey Samways Planning Ltd.

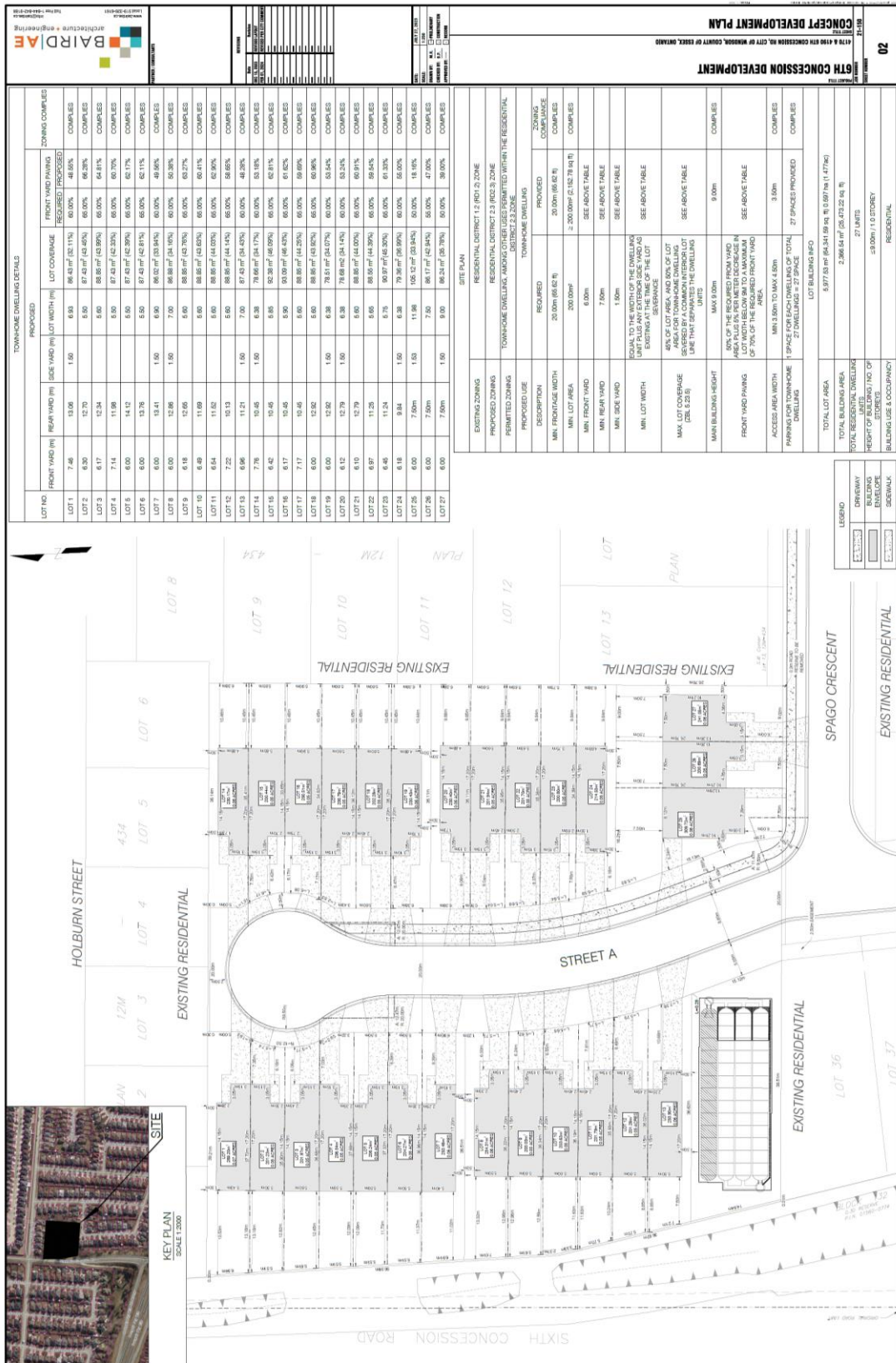
Attachments:

- Appendix "A" – Key Map
- Appendix "B" – Development Concept
- Appendix "C" – Windsor Official Plan Map Schedule E
- Appendix "D" – Windsor Zoning By-law Map Schedule Excerpt
- Appendix "E" – Draft Plan of Subdivision

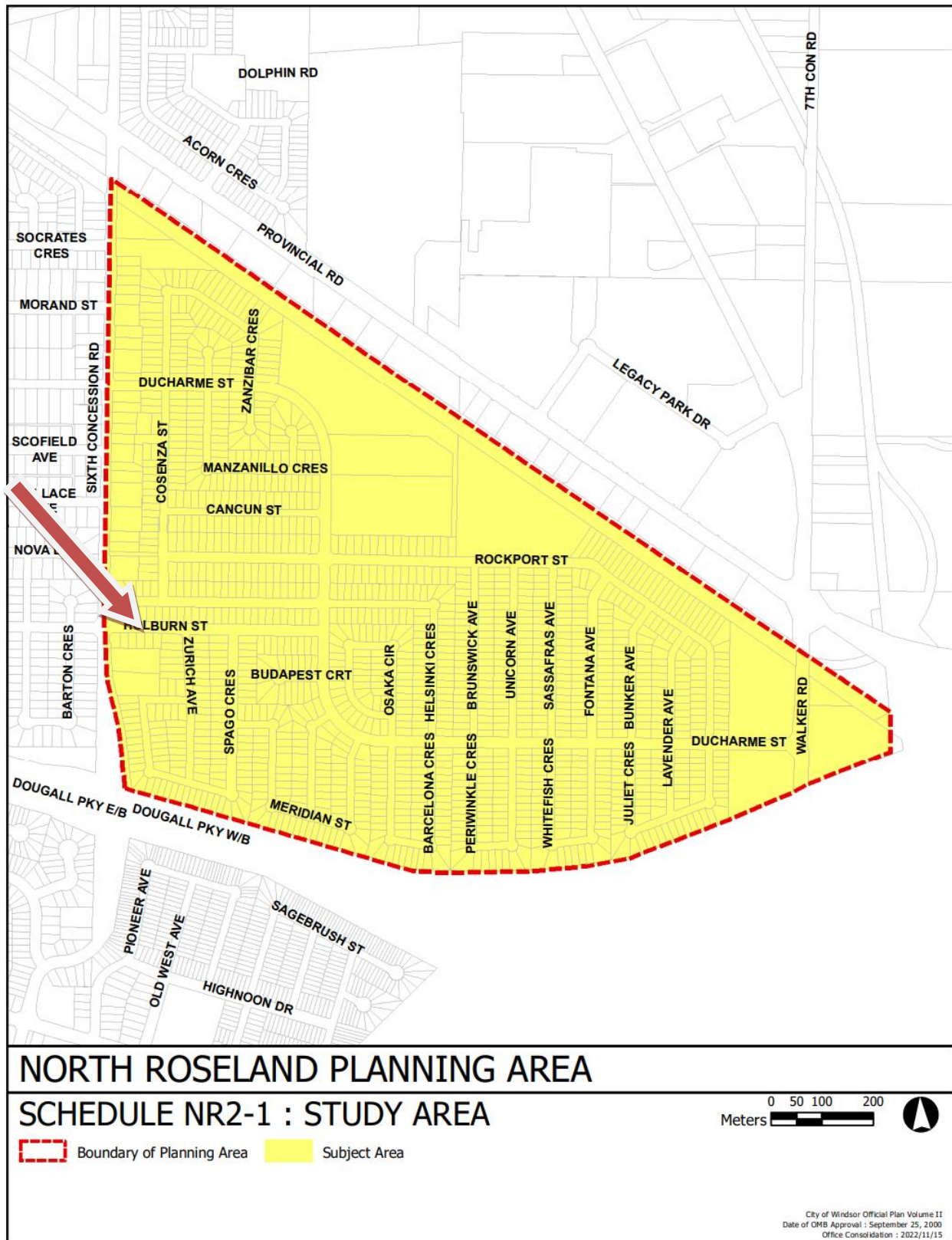
APPENDIX "A" – KEY MAP



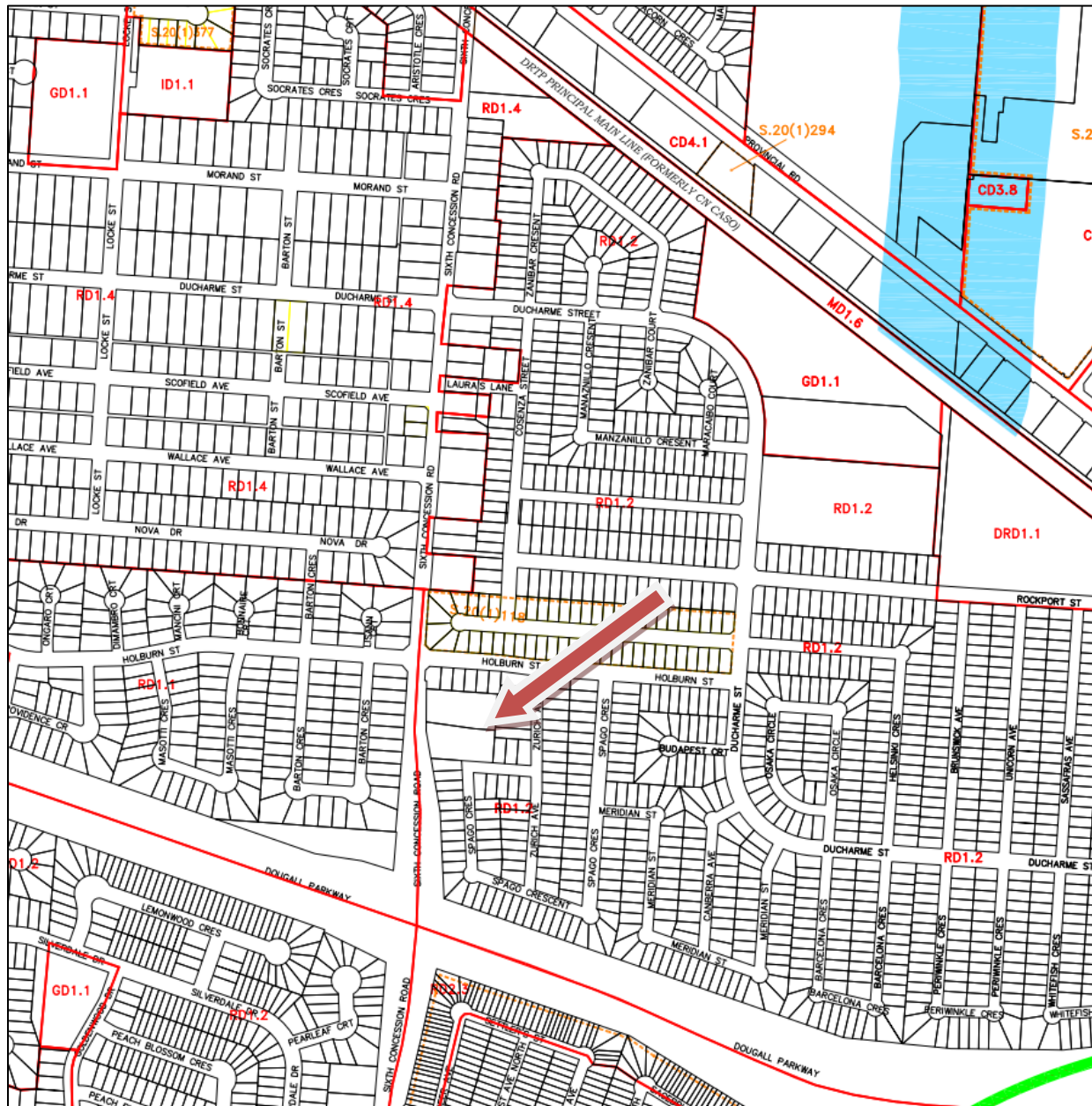
APPENDIX "B" – DEVELOPMENT CONCEPT



APPENDIX "C" – CITY OF WINDSOR OFFICIAL PLAN MAP SCHEDULE NR2-1



APPENDIX "D" – CITY OF WINDSOR ZONING BY-LAW MAP SCHEDULE EXCERPT



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