

PLANNING RATIONALE REPORT

OFFICIAL PLAN AMENDMENT AND ZONING BY-LAW AMENDMENT PROPOSED RESIDENTIAL DEVELOPMENT

**835 Tecumseh Road East, 2148 Marentette Ave
and 2175 Parent Avenue
City of Windsor, Ontario**

**February 22, 2023
As Revised**

Prepared by:



Tracey Pillon-Abbs, RPP
Principal Planner
23669 Prince Albert Road
Chatham, ON N7M 5J7
226-340-1232
tracey@pillonabbs.ca
www.pillonabbs.ca

Table of Content

1.0	INTRODUCTION	3
2.0	SITE AND SURROUNDING LAND USES	4
2.1	Legal Description and Ownership	4
2.2	Physical Features of the Site	5
2.2.1	Size and Site Dimension	5
2.2.2	Existing Structures and Previous Use	5
2.2.3	Vegetation and Soils	5
2.2.4	Topography and Drainage	5
2.2.5	Other Physical Features	6
2.2.6	Municipal Services	6
2.2.7	Nearby Amenities	6
2.3	Surrounding Land Uses	6
3.0	DEVELOPMENT PROPOSAL	11
3.1	Proposal	11
3.2	Public Consultation Strategy	14
4.0	PURPOSE OF APPLICATIONS	16
4.1	Official Plan Amendment	16
4.2	Zoning By-Law Amendment	16
4.3	Other Application	16
4.4	Supporting Studies	17
4.4.1	Servicing	17
4.4.2	Noise	17
4.4.3	Trees	18
5.0	PLANNING ANALYSIS	19
5.1	Policy and Regulatory Overview	19
5.1.1	Provincial Policy Statement	19
5.1.2	Official Plan	27
5.1.3	Zoning By-law	37

6.0	SUMMARY AND CONCLUSION	42
6.1	Context and Site Suitability Summary	42
6.1.1	Site Suitability	42
6.1.2	Compatibility of Design	42
6.1.3	Good Planning	42
6.1.4	Environment Impacts	42
6.1.5	Municipal Services Impacts	43
6.1.6	Social and/or Economic Conditions	43
6.2	Conclusion	43

1.0 INTRODUCTION

I have been retained by Sfera Architectural Associates Inc., on behalf of Giovanni Caboto Club (herein the "Applicant"), to provide a land use Planning Rationale Report (PRR) in support of a proposed development to be located at 835 Tecumseh Road East, 2148 Marentette Avenue and 2175 Parent Avenue (herein the "Site") in the City of Windsor, Province of Ontario.

The Site, in Ward 4 (Walkerville Planning District), is made up of one (1) legal parcel of land with three (3) roll numbers and three (2) municipal addresses, of which two (2) are currently being used for commercial and the other is vacant.

The Site subject to the development will be severed.

Some existing buildings and structures will be demolished. The existing Caboto Club building and parking area will remain.

It is proposed to construct one 6 storey (24 m) multiple dwelling consisting of a total of 54 residential dwelling units.

The building will include 1 and 2 bedroom units. Tenure will be rental.

A total of 70 parking spaces are to be located on-site with access to the new development from Marentette Avenue.

A site-specific Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) are required in support of the proposed development.

Once the OPA and ZBA applications have been approved, the Applicant will proceed with a Site Plan Control (SPC) application prior to the issuance of a building permit.

Pre-consultation (Stage 1) was completed by the Applicant (City File #PS 016/23). Comments dated May 23, 2023, were received and have been incorporated into this PRR.

The purpose of this report is to review the relevant land use documents, including the Provincial Policy Statement 2020 (PPS), the City of Windsor Official Plan (OP) and the City of Windsor Zoning By-law (ZBL).

This PRR will show that the proposed development is a suitable development, is consistent with the PPS, conforms to the intent and purpose of the OP and ZBL and represents good planning.

2.0 SITE AND SURROUNDING LAND USES

2.1 Legal Description and Ownership

The Site, in Ward 4 (Walkerville Planning District), is made up of one (1) legal parcel of land with three (3) roll numbers and three (3) municipal addresses, located on the south side of Tecumseh Road East and the east side of Marentette Ave (see area subject to development in red on Figure 1 – Site Location).

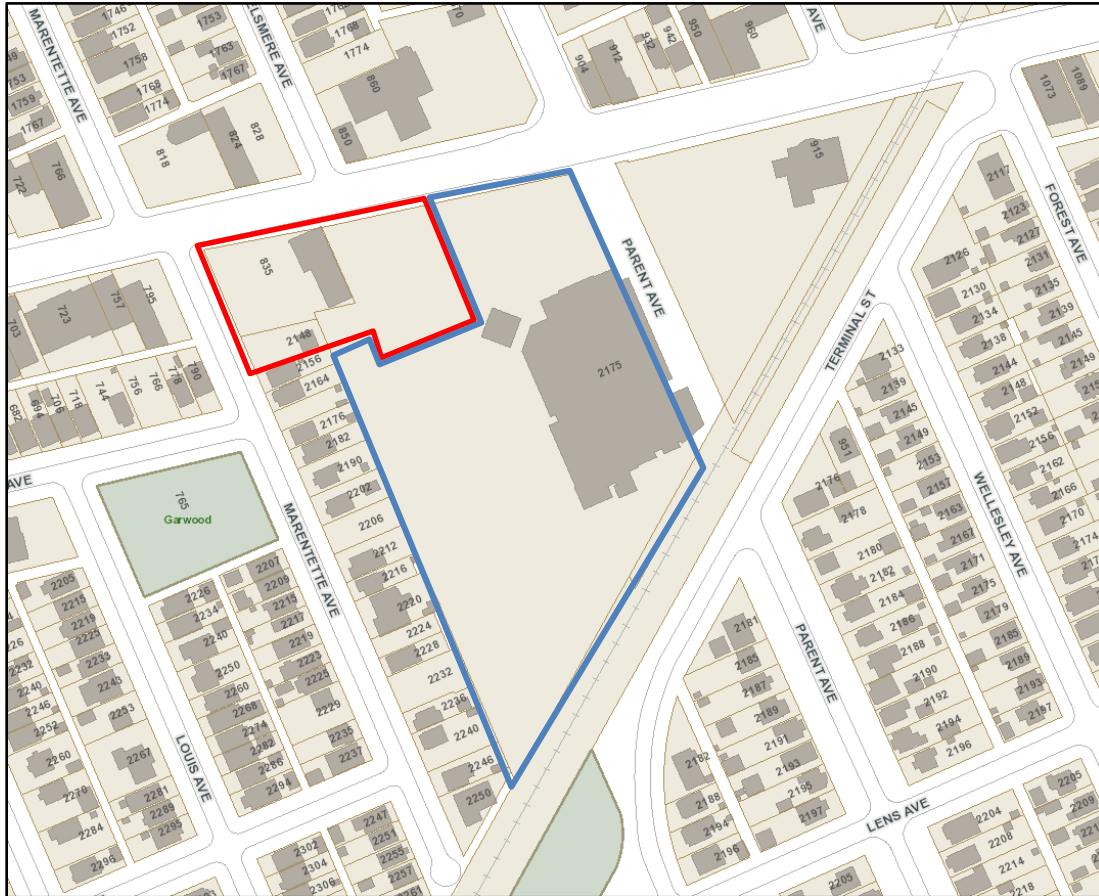


Figure 1 – Site Location (Source: Windsor GIS)

The Site subject to the development will be severed.

The Site has been owned by Giovanni Caboto Club since 1986 and is legally described as LT 59 PL 908 WINDSOR; LT 60 PL 908 WINDSOR; LT 1 PL 908 WINDSOR EXCEPT WE38878; PT ALLEY PL 908 WINDSOR CLOSED BY R875835, R1294508 AS IN R1332673; PT LT 23 PL 140 WINDSOR; PT LT 24 PL 140 WINDSOR; PT LT 90 CON 2 SANDWICH EAST AS IN R970660, R1332673; S/T R1061997, R1300489E; WINDSOR (01322-0389 (LT)).

The 3 roll numbers and 3 municipal addresses are as follows:

Address	ARN
835 Tecumseh Road East	3739020290001000000
2148 Marentette Avenue	3739020290004000000
2175 Parent Ave	3739020300051000000

2.2 Physical Features of the Site

2.2.1 Size and Site Dimension

The Site, subject to the proposed development, consists of a total area of 4,857.08 m² (0.486 ha), with 93.88 m of depth along Tecumseh Road East and 60.16 m of width (frontage) along Marentette Avenue.

2.2.2 Existing Structures and Previous Use

The Site is currently being used for commercial on two portions of the Site with an existing 1 storey building to be removed and 1 to 2 storey building to remain (Caboto Club) and vacant on the other portion of the Site with an existing accessory structure (garage) to be removed.

The commercial portion has always been used for commercial uses.

The vacant portion was used for residential. A single detached dwelling was demolished in 2014.

2.2.3 Vegetation and Soils

The property currently has a mown lawn and trees.

There is an existing garden area along Tecumseh Road East.

The soil of the Site is made up of Brookston Clay Loam (Bcl).

2.2.4 Topography and Drainage

The Site is flat and is outside the regulated area of the Essex Region Conservation Authority (ERCA).

The Site is part of the Windsor Area Drainage.

The Site is not part of any Source Water Protection area.

2.2.5 Other Physical Features

There are existing access driveways onto the Site from Tecumseh Road East, Parent Avenue and Marentette Avenue.

There is a pedestrian trail that runs along Tecumseh Road East.

There is some outdoor seating and a water fountain outside the area being developed.

There are no other physical features on the Site.

2.2.6 Municipal Services

The property has access to municipal water, storm, and sanitary services.

Tecumseh Road East is classified as a class 2 arterial road, and Marentette Ave is classified as a local road.

Streetlights and sidewalks are located on both Tecumseh Road East and Marentette Ave.

The Site has access to transit with the closest bus stop located on the north side of the Site along Tecumseh Road East (Stop ID #1109, Bus 1C).

2.2.7 Nearby Amenities

There are many parks and recreation opportunities in close proximity to the Site, including John Campbell Public School, Catholic Central High School and Kennedy Collegiate North Campus.

The closest library is W. F. Chisholm Public Library, which is located on Ypres Ave.

There is nearby shopping in the form of plazas and malls, as well as employment, health care, places of worship, libraries and local/regional amenities.

2.3 Surrounding Land Uses

Overall, the Site is in a mixed use area with commercial, institutional, and residential uses.

A site visit was conducted, and photos were taken on November 5, 2023. Photos taken by Pillon Abbs Inc.

North – The lands north of the Site, are used for commercial uses (see Photos 1 – North).





Photos 1 – North

South – The lands south of the Site are used for rail and beyond that residential uses (see Photo 2 - South).



Photo 2 – South

East – The lands east of the Site are used for commercial uses (Caboto Club) (see Photo 3 - East).



Photo 3 – East

West – The lands west of the Site are used for commercial and residential uses (see Photos 4 - West).





Photos 4 – West

3.0 DEVELOPMENT PROPOSAL

3.1 Proposal

The Site, in Ward 4 (Walkerville Planning District), is made up of three (3) parcels of land with three (3) municipal addresses, of which two (2) are currently being used for commercial and the other is vacant.

The Site of the proposed development consists of properties at 835 Tecumseh Road East, 2148 Marentette Avenue, and a portion of the northwest corner parking lot of 2175 Parent Avenue.

The Site subject to the development will be severed.

Some existing buildings and structures will be demolished. The existing Caboto Club building and parking area will remain.

It is proposed to construct one standalone 6 storey multiple dwelling consisting of a total of 54 residential dwelling units.

A concept plan was prepared by Sfera Architectural Associates Inc., dated December 30, 2022, illustrating how the Site can be developed (see Figure 2a –Concept Plan).

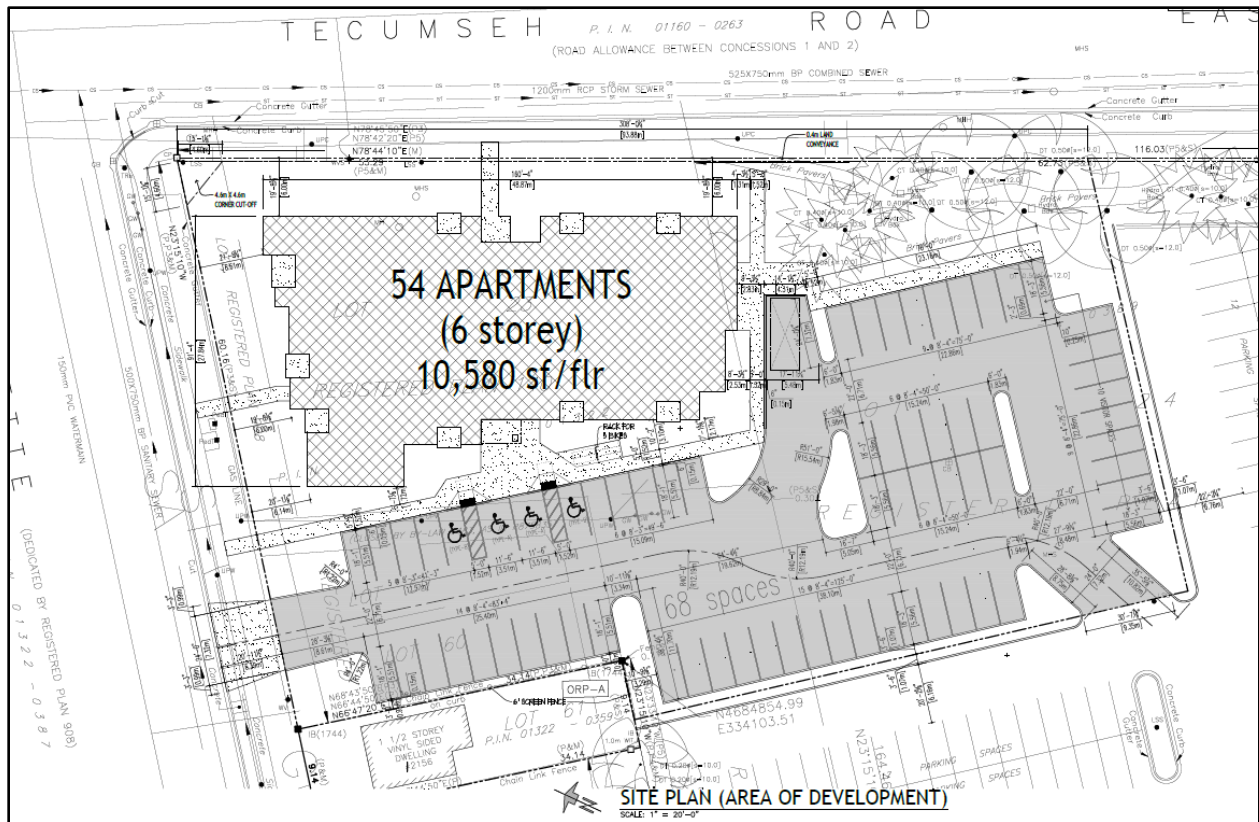


Figure 2a –Concept Plan

The proposed building will be located at the northwest corner of the Site. The main entrance into the proposed buildings will be from the south side.

Elevations have been prepared (see Figure 2b – Elevation).



NORTH ELEVATION - FACING TECUMSEH ROAD



Figure 2b – Elevation

Based on the lot area of 0.485 ha and the number of proposed units (54), the total residential density of 111.34 units per hectare (uph).

The proposed building will be 982.94 m² in size and will be 24.0 m in height.

There will be private balconies.

The building will include 1 and 2 bedroom units. Tenure will be rental.

The building will include a foyer, mail room, laundry, storage and maintenance room. There will be elevators.

Parking is proposed to be located on-site on the south and east sides of the building.

A total of 68 parking spaces are proposed. Parking spaces will be provided for tenants and visitors, including barrier free spaces.

Bicycle spaces are proposed, as well as loading spaces.

Landscaping will be provided on the Site. The existing garden will be kept along Tecumseh Road East.

Sidewalks and fire routes are also provided.

Refuse (garbage and recycling) will be located inside the proposed building.

The chain link fencing along the south side of the Site, abutting a residential use, will be kept. New fencing can be addressed at the time of SPC.

A 4.6 metre by 4.6 metre corner cut-off at the intersection of Marentette Avenue and Tecumseh Road East and a 6.0 metre by 6.0 metre corner cut-off at the intersection of Parent Avenue and Tecumseh Road East have been included.

EnWin Utilities Ltd. has been contacted regarding the minimum building setback from their overhead hydro lines within the Tecumseh Road East right-of-way.

3.2 Public Consultation Strategy

In addition to the statutory public meeting, the *Planning Act* requires that the Applicant submit a proposed strategy for public consultation with respect to an application as part of the complete application requirements.

As part of a public consultation strategy, in addition to the statutory public meeting, an informal in-person public open house was held with area residents and property owners on Wednesday, October 18, 2023, from 6:00 pm to 8:00 pm at the Giovanni Caboto Club (Caboto Hall) located at 2174 Parent Ave, Windsor.

The open house provided members of the public with opportunities to review and comment on the proposed development.

In addition to City of Windsor Staff, Ward Councillor and the Applicant Team, a total of 14 people attended the open house.

Emails, letters and phone calls were also received.

The following is a summary of the comments and responses from the public open houses:

Topic Item	Comment and Questions	Response
Traffic	There is too much traffic in the area already.	Tecumseh Road East is classified as a class 2 arterial road, and Marentette Ave is classified as a local road, both of which are designed for traffic. 795 Tecumseh Road East appears to be at the root of many of the existing traffic issues on the stretch of Marentette Avenue between Tecumseh Road East and Irvine Avenue.
Flooding	How can we be assured that basements of existing dwellings will not get flooded?	A FSR will be completed.

Topic Item	Comment and Questions	Response
Parking	Concerns about parking on Marentette Ave.	Overflow parking can use the Caboto Club parking spaces. The automobiles for lease or sale occupying parking spaces within the Caboto Club's parking area will not continue.
Train Noise	The whistle from the ETR will make a noise.	A Noise Study will be completed.
Access	Need more than one exit from the parking lot so they don't have to exit to Marentette Ave.	They can go through the Caboto Club parking lot to the lights at Parent Ave, if required.
Construction Traffic	Traffic through the neighborhood during construction is a concern.	Construction traffic would have to use Tecumseh Road.
Construction Parking	Concerns with parking in the neighborhood during construction.	Overflow parking can use the Caboto Club parking spaces.

4.0 PURPOSE OF APPLICATIONS

Pre-consultation (Stage 1) was completed by the Applicant (City File #PS 016/23). Comments dated May 23, 2023, were received and have been incorporated into this PRR.

The proposed development requires an application for an Official Plan Amendment (OPA) and a Zoning By-law Amendment (ZBA).

Support studies are also required.

The following explains the purpose of the applications and required support studies.

4.1 Official Plan Amendment

A site-specific Official Plan Amendment (OPA) is required in support of the proposed development.

The lands are currently designated "Mixed Use Corridor" according to Schedule D: Land Use attached to the OP for the City of Windsor.

The OPA proposes to amend the "Mixed Use Corridor" land use designation to permit an increase in height for the proposed multiple dwelling to six (6) storeys.

The OPA is detailed, and the justification is set out in Section 5.1.2 of this PRR.

4.2 Zoning By-Law Amendment

A site-specific Zoning By-law Amendment (ZBA) is required in support of the proposed development.

The ZBA proposes to change the zoning from Commercial District 3.3 (CD3.3) and Residential District 1.3 (RD1.3) category to a site-specific Residential District 3.3 (RD3.3 - S.20(1)(XXX)) category, as shown on Map 7 of the City of Windsor Zoning By-law (ZBL) 8600 in order to permit the proposed multiple dwelling.

No relief of the RD3..3 zone regulations are being requested.

The ZBA is detailed, and the justification is set out in Section 5.1.3 of this PRR.

4.3 Other Application

Once the OPA and ZBA applications have been approved, the Applicant will proceed with a Consent application and a Site Plan Control (SPC) application prior to the issuance of a building permit.

The proposed development will be subject to a development agreement, which will include any required fees or securities, lighting, buffering, landscaping, signage, etc.

4.4 Supporting Studies

The following supporting studies have been prepared as part of the application submission.

4.4.1 Servicing

A Sanitary Sewer Study was prepared by Aleo Associates Inc., Consulting Engineers, dated September 1, 2023.

The report provided an assessment of the impact of the proposed residential development on the existing sewer system.

The report concluded that the proposed development results in a very small increase in the peak sewage flow.

Further, the proposed re-development will relieve the municipal sanitary sewer system as the overall flow to this sewer will be less than in the existing condition.

It was recommended that a new 200 mm diameter sanitary connection be required for the multi-storey residential development.

4.4.2 Noise

An Environmental Noise Assessment Report was prepared by Akoustik Engineering Limited, dated August 24, 2023.

The report provided an assessment of the proposed development from transportation noise, including road and rail.

It was concluded that the noise impacts on the proposed development are found to exceed the limits set by the Ministry; however, noise impacts can be mitigated.

The following recommendations were provided:

- the installation or provision for the future installation of central air conditioning
- warning clauses
- appropriate building material design

The development could be given approval with the understanding that the stated noise control measures are implemented. It should also be noted that there shall be no designated outdoor living area within the defined development area.

4.4.3 Trees

A Tree Inventory and Preservation Plan (TIPP) was prepared by Bezaire Partners, dated June 2023.

The report provided an assessment of existing trees and a preservation plan.

5.0 PLANNING ANALYSIS

5.1 Policy and Regulatory Overview

5.1.1 Provincial Policy Statement

The Provincial Policy Statement, 2020 (PPS) provides policy direction on matters of provincial interest related to land use planning and development, providing for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environments.

The PPS is issued under Section 3 of the Planning Act and came into effect on May 1, 2020. It applies to all land use planning matters considered after this date.

The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.

The Site is within an existing "Settlement Area", as defined by the PPS.

The following provides a summary of the key policy considerations of the PPS as it relates to the proposed development.

PPS Policy #	Policy	Response
1.0Ontario's long-term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns.....	This is an urban area with a mix of uses and densities. There is infrastructure in place to support this type of development, and it would not put a burden on existing infrastructure.
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;	The proposed development is consistent with the policy to build strong, healthy and livable communities as it provides for more housing in an existing settlement area. There are no environmental or public health and safety concerns as the area is established.

PPS Policy #	Policy	Response
	<p>b) accommodating an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreation, park and open space, and other uses to meet long-term needs;</p> <p>c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;</p> <p>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;</p> <p>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;</p> <p>f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;</p>	<p>The development pattern does not require the expansion of the existing settlement area.</p> <p>The Site has access to full municipal services and is close to local amenities.</p> <p>Accessibility of units will be addressed at the time of the building permit.</p> <p>Public service facilities are available, such as local schools, places of worship and libraries.</p> <p>The development pattern is proposed to be an efficient development of land.</p> <p>This development would not disturb any natural lands. A tree inventory has been completed.</p>

PPS Policy #	Policy	Response
	h) promoting development and land use patterns that conserve biodiversity.	
1.1.2	<p>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.</p> <p>Within settlement areas, sufficient land shall be made available through intensification and re-development and, if necessary, designated growth areas.</p>	<p>The proposed development will help the City meet the full range of current and future residential needs through intensification.</p> <p>The Site will provide for residential infilling and intensification within an existing settlement area in the form of residential.</p>
1.1.3.1	Settlement areas shall be the focus of growth and development.	The proposed development enhances the vitality of the Municipality, as the Site is within an existing settlement area.
1.1.3.2	<p>Land use patterns within settlement areas shall be based on densities and a mix of land uses which:</p> <ul style="list-style-type: none"> 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 	<p>The total density of the proposed development is considered appropriate as most of the existing area is a mix of uses.</p> <p>The Site offers an opportunity for infill and intensification by developing a parcel of land with more housing.</p> <p>The design and style of the proposed building will blend well with the scale and massing of the existing surrounding area.</p>

PPS Policy #	Policy	Response
	<p>change, and promote energy efficiency;</p> <p>d) prepare for the impacts of a changing climate;</p> <p>e) support active transportation;</p> <p>f) are transit-supportive, where transit is planned, exists or may be developed; and</p> <p>g) are freight-supportive.</p>	<p>Residents will have immediate access to local amenities.</p> <p>Transit is available for the area.</p> <p>The Site is located close to major roadways.</p>
1.1.3.3	<p>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 re-development 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.</p>	<p>The proposed development is located on a Site that is physically suitable.</p> <p>The Site is generally level, which is conducive to easy vehicular movements.</p> <p>The intensification can be accommodated for the proposed development as it is an appropriate development of land.</p> <p>Parking will be provided on-site, including space for tenants and visitors.</p> <p>Bicycle parking is also provided.</p>
1.1.3.4	<p>Appropriate development standards should be promoted which facilitate intensification, re-development and compact form, while avoiding or mitigating risks to public health and safety.</p>	<p>The proposed building will be built with a high standard of construction, allowing a seamless integration with the existing area.</p> <p>There will be no risks to the public.</p>

PPS Policy #	Policy	Response
		<p>The Site is outside of the ERCA regulated area.</p> <p>Noise assessment has been completed, and mitigation is recommended to be built into the design of the proposed development.</p>
1.1.3.5	<p>Planning authorities shall establish and implement minimum targets for intensification and re-development within built-up areas, based on local conditions.</p>	<p>The City has established targets for intensification and development. The proposed development will assist in meeting those targets as the Site is located in an existing built-up area.</p>
1.1.3.6	<p>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.</p>	<p>The proposed development does have a compact built form.</p> <p>The proposed building size will allow for the efficient use of land, pedestrian and vehicle access, infrastructure and public services.</p>
1.4.1- Housing	<p>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:</p> <p>a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and re-development and, if necessary, lands which are</p>	<p>The proposed land use encourages active transportation and promotes the utilization of existing transit connections proximate to the Site to meet the health and well-being of future residents.</p> <p>The proposed development will provide for an infill and intensification opportunity in the existing built-up area.</p> <p>The Site offers an opportunity for more housing.</p>

PPS Policy #	Policy	Response
	<p>designated and available for residential development; and</p> <p>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 re-development, and land in draft approved and registered plans.</p>	<p>Municipal services are available, as set out in the support studies.</p>
1.4.3	<p>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.</p>	<p>The proposed development provides for a new housing choice in the area and utilizes the Site in an efficient manner.</p> <p>The Site is currently under-utilized, and the development will allow for new residential use.</p> <p>The proposed density will have a positive impact on the area as it will blend well with the existing built form.</p> <p>The Site is close to nearby amenities.</p> <p>There is suitable infrastructure, including transit.</p>
1.6.1 - Infrastructure	<p>Infrastructure and public service facilities shall be provided in an efficient manner</p>	<p>The development can proceed on full municipal services as identified in the required support studies.</p>

PPS Policy #	Policy	Response
	that prepares for the impacts of a changing climate while accommodating projected needs.	Access to public transit is available.
1.6.6.2- Sewage, Water and Stormwater	Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and re-development shall be promoted wherever feasible to optimize the use of the services.	<p>The proposed development will be serviced by municipal sewer, water, and storm, which are the preferred forms of servicing for settlement areas.</p> <p>The required support studies have been provided.</p>
1.6.6.7 - Stormwater	<p>Planning for stormwater management shall:</p> <p>a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;</p> <p>b) minimize, or, where possible, prevent increases in contaminant loads;</p> <p>c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of</p>	<p>The required support studies have been completed to support the proposed development.</p> <p>There will be no negative impacts on the municipal system and it will not add to the capacity in a significant way.</p> <p>There will be no risk to health and safety.</p> <p>There are no natural heritage features located on the Site. A tree inventory has been completed.</p> <p>The noise assessment has been completed, and</p>

PPS Policy #	Policy	Response
	<p>stormwater, including the use of green infrastructure;</p> <p>d) mitigate risks to human health, safety, property and the environment;</p> <p>e) maximize the extent and function of vegetative and pervious surfaces; and</p> <p>f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.</p>	<p>mitigation measures for construction have been identified.</p>
1.6.7.1- Transportation	<p>Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.</p>	<p>The Site is in close proximity to major transportation corridors and has access to nearby transit.</p>
1.6.7.2	<p>Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.</p>	<p>The proposed development contributes to the City's requirements for development within a built-up area.</p> <p>The area is serviced by transit.</p>
1.6.7.4	<p>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.</p>	<p>The proposed development is near many local amenities; residents would not have to travel far to access necessities.</p>

PPS Policy #	Policy	Response
2.1.1- Natural Heritage	Natural features and areas shall be protected for the long term.	There are no natural features that apply to this Site. A tree inventory has been completed.
2.2.1 - Water	Planning authorities shall protect, improve or restore the quality and quantity of water.	There is no risk to water quality and quantity.
2.6.1	Significant built heritage resources and significant cultural heritage landscapes shall be conserved.	There are no heritage resources that apply to this Site.
3.0 - Health and Safety	Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.	There are no natural or human-made hazards.

Therefore, the proposed development is consistent with the PPS and the Province's vision for long-term prosperity and social well-being.

5.1.2 Official Plan

The City of Windsor Official Plan (OP) was adopted by Council on October 25, 1999, approved in part by the Ministry of Municipal Affairs and Housing (MMAH) on March 28, 2000 and the remainder approved by the Ontario Municipal Board (OMB) on November 1, 2002. Office consolidation version is dated September 7, 2012.

The OP implements the PPS and establishes a policy framework to guide land use planning decisions related to development and the provision of infrastructure and community services throughout the City.

The Site is part of the Walkerville Planning District located on Schedule A - Planning Districts & Policy Areas.

The lands are currently designated "Mixed Use Corridor" (formerly Commercial Corridor - OPA 159) according to Schedule D: Land Use attached to the OP for the City of Windsor (see Figure 3 – City of Windsor OP, Schedule D).

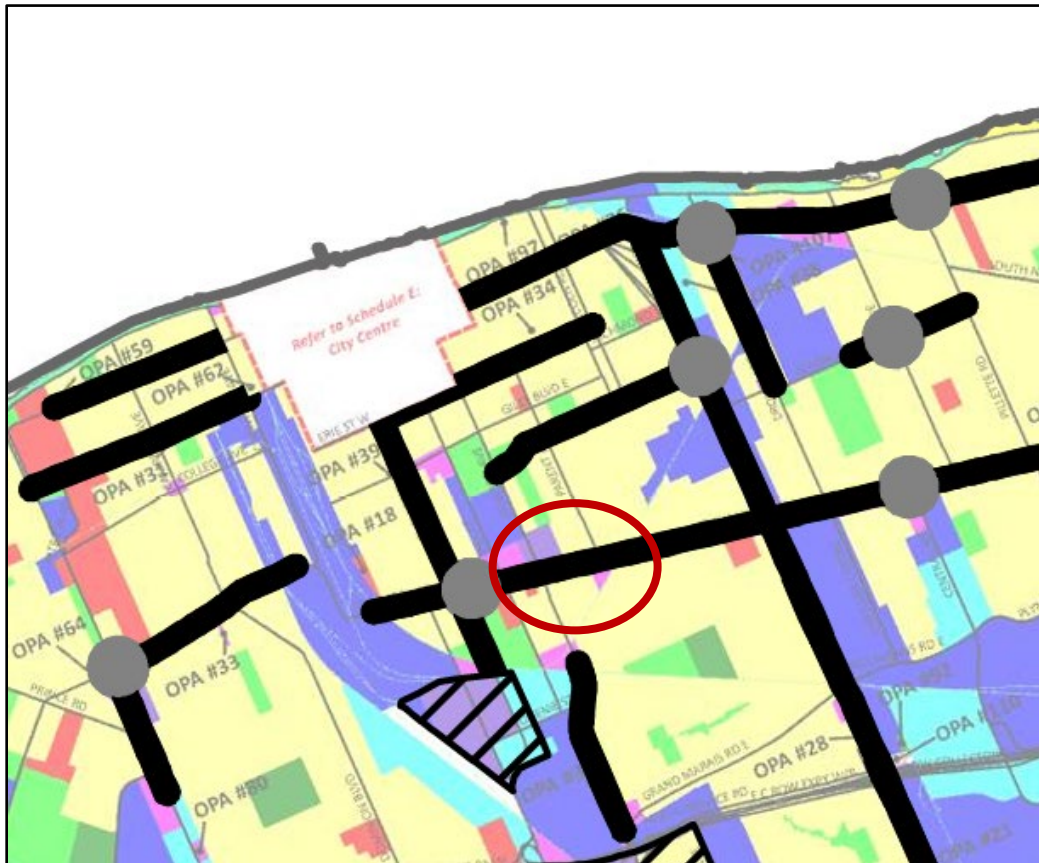


Figure 3 – City of Windsor OP, Schedule D

The Site is also subject to the following:

- adjacent to a class II - Arterial Road (namely Tecumseh Road East) on Schedule F - Roads and Bikeways,
- within 300.0 metres of a Rail Corridor (namely Essex Terminal Railway Co.) on Schedule F-1 - Railways,
- adjacent to a Civic Way (namely Tecumseh Road East) on Schedule G - Civic Image, and
- within proximity to a Regional Commercial Centre (namely Howard Avenue and Tecumseh Road East) on Schedule J -Urban Structure Plan.

The OPA proposes to amend the "Mixed Use Corridor" land use designation to permit an increase in height for the proposed multiple dwelling to six (6) storeys.

The following provides a summary of the key policy considerations of the OP as it relates to the proposed development.

OP Policy #	Policy	Response
3.1	<p>The planning of Windsor's future is guided by the following vision taken from Dream Dare Do – The City of Windsor Community Strategic Plan:</p> <p>"Windsor is a quality city full of history and potential, with a diverse culture, a durable economy, and a healthy environment where citizens share a strong sense of belonging and a collective pride of place."</p>	<p>The proposed development will support the City's economy by providing more housing in an existing built-up area.</p> <p>The surrounding area has a mix of uses and densities.</p>
3.2 – Growth Concept	<p>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.</p>	<p>The proposed development provides a use that supports pedestrian orientations and public transit due to its location in an existing built-up area.</p>
3.2.3.1	<p>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.</p>	<p>The intent is to construct a standalone multiple building in an area that has a mix of uses and densities. This allows residents to easily access nearby amenities, employment and public transit.</p>

OP Policy #	Policy	Response
4.0 – Healthy Community	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.	<p>The proposed development will support the City's goal of promoting a healthy community in order to live, work and play.</p> <p>The proposed development is close to nearby transit, employment, shopping, local/regional amenities and parks/trails.</p>
6.0 - Preamble	A healthy and livable city is one in which people can enjoy a vibrant economy and a sustainable healthy environment in safe, caring and diverse neighbourhoods. In order to ensure that Windsor is such a city, Council will manage development through an approach which balances environmental, social and economic considerations.	The proposed development supports the policy set out in the OP as it is suited for the City's residential needs.
6.1 - Goals	<p>In keeping with the Strategic Directions, Council's land use goals are to achieve:</p> <p>6.1.1 Safe, caring and diverse neighbourhoods.</p> <p>6.1.3 Housing suited to the needs of Windsor's residents.</p> <p>6.1.10 Pedestrian oriented clusters of residential, commercial, employment and institutional uses.</p> <p>6.1.14 To direct residential intensification to those areas of the City where transportation, municipal services, community facilities</p>	<p>The proposed development supports the goals set out in the OP as it provides for the development of land.</p> <p>The proposed residential use will provide a new housing and new housing choice in an existing built-up area.</p> <p>The Site has access to transportation, full municipal services and local amenities.</p>

OP Policy #	Policy	Response
	and goods and services are readily available.	
6.2.1.2 – General Policies, Types of Development Profile	<p>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:</p> <p>(a) Low Profile developments are buildings or structures generally no greater than three (3) storeys in height;</p> <p>(b) Medium Profile developments are buildings or structures generally no greater than six (6) storeys in height; and</p> <p>(c) High Profile developments are buildings or structures generally no greater than fourteen (14) storeys in height.</p>	The proposed development is considered a medium profile development as it is proposed to have 6 storeys constructed.
6.3.1.1 – Range of Forms & Tenures	To support a complementary range of housing forms and tenures in all neighbourhoods.	<p>The proposed development will offer a new housing choice which will complement the existing area.</p> <p>Tenure will be rental.</p>
6.5.1.8 – Commercial, Objectives, Residential Intensification	To promote residential intensification with Medium and High Profile buildings to meet the housing needs of the City in appropriate areas in proximity to municipal services, transit and employment areas.	The proposed development supports this objective as a medium profile building in an existing settlement area with full municipal services, near transit, amenities and employment.
6.5.3.1 – Mixed Use Corridor Policies, Permitted Uses	Uses permitted in the Mixed Use Corridor land use designation are primarily	A standalone multiple dwelling with a medium profile is

OP Policy #	Policy	Response
	<p>retail, wholesale store (added by OPA 58, 24 07 2006) and service oriented uses and, to a lesser extent, office uses.</p> <p>Medium and High Profile residential uses either as standalone buildings or part of a commercial-residential mixed use buildings shall be throughout the Corridors.</p>	<p>permitted for use in this designation.</p>
<p>6.5.3.3 – Street Presence</p>	<p>Council will encourage Mixed-Use Corridor development to provide a continuous street frontage and presence. Accordingly, development along a Mixed-Use Corridor shall be: a) no more than four storeys in height, except on lands at an intersection of any combination of the following roads: Class I Arterial Road, Class II Arterial Road, Class I Collector, or Class II Collector Road. The height of buildings shall generally not exceed the width of the road right-of-way abutting the development site; and b) Notwithstanding the identified maximum building height, the Council may consider additional height, where the Council is satisfied that the proposed height achieves compatible development, and where appropriate transitions to abutting lower scale development are established. Appropriate transitions may be achieved through the implementation of regulatory techniques including, but not</p>	<p>Tecumseh Road East is considered a class 2 road, and Marentette Ave is considered a local road.</p> <p>The proposed building is 6 storeys in height and will require an amendment to this policy.</p> <p>The policy does allow Council to consider additional height where the development is compatible.</p> <p>The proposed development will be located on a corner lot and will not impact any of the existing uses along Marentette Ave.</p> <p>Marentette Ave provides for a transition between uses.</p> <p>The proposed building will provide a buffer between the residential uses and Tecumseh Road East.</p> <p>The proposed building will be located as close to Tecumseh Road East as possible, ensuring there is appropriate setback from low profile uses.</p>

OP Policy #	Policy	Response
	<p>limited to new height limitations, enhanced building setbacks and step backs, enhanced landscape buffers and planting requirements and/or the implementation of an angular plane. Permissions for taller buildings may be established through a site specific Zoning Bylaw Amendment. c) encouraged to locate the buildings at the street frontage lot line with parking accommodated at the rear of the site.</p>	
6.5.3.4 - Infill	Council shall promote the infilling and consolidation of existing Mixed Use Corridors.	The Site will provide for residential infilling and intensification within an existing settlement area in the form of residential.
6.5.3.6 – Location Criteria	<p>Mixed Use Corridor development shall be located where: (a) there is access to Class I or Class II Arterial Roads or Class I Collector Roads; (b) full municipal physical services can be provided; and (c) commercial related traffic can be directed away from residential areas.</p>	<p>The Site is a corner lot.</p> <p>Tecumseh Road East is classified as a class 2 Arterial Road.</p> <p>The proposed access to the parking area is from Marentette Ave, which leads to Tecumseh Road East.</p>
6.5.3.7 – Evaluation Criteria	<p>At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed commercial development is: (a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses: (i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and</p>	<p>This PRR has evaluated the PPS.</p> <p>There are no development constraints that impact the Site.</p> <p>There are no known contaminations.</p> <p>There are no anticipated traffic concerns.</p>

OP Policy #	Policy	Response
	<p>described in the Environment chapter of this Plan; (ii) within a site of potential or known contamination; (iii) where traffic generation and distribution is a provincial or municipal concern; and (iv) adjacent to sensitive land uses and/or heritage resources. (b) in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area; (c) capable of being provided with full municipal physical services and emergency services; (d) provided with adequate off-street parking; (e) compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and landscaped areas; and (f) acceptable in terms of the proposal's market impacts on other commercial areas (see Procedures chapter).</p>	<p>There are no adjacent sensitive land uses or heritage resources.</p> <p>A Noise study has been completed to address the nearby rail, and mitigation measures have been recommended.</p> <p>There are no secondary plans that impact the Site.</p> <p>Full municipal services are available.</p> <p>Off street parking is provided.</p> <p>The proposed building has an appropriate scale, massing and height for the area.</p> <p>The building will be located as close to the corner of the Site as possible.</p> <p>The parking access is away from the intersections.</p> <p>There are no sight visibility restrictions created.</p> <p>Landscaping is provided.</p> <p>There is a market for rental housing.</p>
6.5.3.8 – Design Guidelines	<p>The following guidelines shall be considered when evaluating the proposed design of a Mixed Use Corridor development: (a) the ability to achieve the associated policies as outlined in the Urban Design chapter of this Plan; (b) the provision of</p>	<p>The design of the proposed building will be addressed at the time of SPC approval.</p> <p>Landscaping and fencing will be provided.</p> <p>Parking and loading will be provided.</p>

OP Policy #	Policy	Response
	<p>appropriate landscaping or other buffers to enhance: (i) all parking lots, and outdoor loading and service areas; and (ii) the separation between the use and adjacent sensitive uses, where appropriate; (c) as a general rule, the height of buildings are consistent with the height of buildings which characterize the Mixed Use Corridor. Where Council deems it desirable that higher profile development be permitted in an existing Mixed Use Corridor, the development should be built at a human scale by utilizing one or both of the following measures: (i) treatment of the lower floors of building(s) to provide continuity; and/or (ii) setting back the upper floors of building(s) from the street to avoid overpowering effects at-grade; (d) where possible, parking is located in the rear of the property to encourage continuous building facades adjacent to the street; and (e) measures are taken in site design which provide for ease of access for pedestrians between the public sidewalk and building main entrances in a manner which is distinguishable from access provided for vehicles, (f) Council will adopt Design Guidelines that will assist in the design and review of development applications in a manner that will ensure</p>	<p>There is an appropriate separation between the abutting low profile housing.</p> <p>The height of the building will blend well with the adjacent land uses along Tecumseh Road East.</p> <p>Council has the ability to consider an increase in the height of proposed buildings.</p> <p>The Site is pedestrian friendly.</p> <p>Parking is located at the rear of the proposed building.</p> <p>The proposed building will face Tecumseh Rd E.</p> <p>Sidewalks and pedestrian connections will be provided, including the garden area to the east of the proposed building.</p> <p>The City guidelines will be followed as they relate to the design of the proposed building.</p>

OP Policy #	Policy	Response
	implementation of these policies.	
7.0 - Infrastructure	The provision of proper infrastructure provides a safe, healthy and efficient living environment. In order to accommodate transportation and physical service needs in Windsor, Council is committed to ensuring that infrastructure is provided in a sustainable, orderly and coordinated fashion.	The proposed development is close to nearby transit, off a major roadway, and has access to full municipal services.
7.2.8.8 – Development adjacent to a Rail Corridor	Council shall evaluate a proposed development adjacent to a Rail Corridor.	Noise assessment has been completed, and mitigation will be built into the design of the proposed development, as recommended.
8.1 – Urban Design	A memorable, attractive and liveable city is one where people feel comfortable and are inspired by their surroundings. The physical systems and built form of the city are also designed to protect, maintain and improve the quality of life for present and future generations by integrating the principles of sustainability and place making. In order for Windsor to be such a city, Council is committed to urban design principles that enhance the enjoyment and image of Windsor and its people.	Design details will be considered as part of the SPC process.
8.7.2.3 – infill development	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	The City design guidelines will be followed.

OP Policy #	Policy	Response
	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), j) Council adopted Design Guidelines that will assist in the design and review of applications for development in accordance with the policies noted above	

Therefore, the proposed development will conform with the intent of the City of Windsor OP and will require a site-specific amendment to permit an increase in the proposed building height to six (6) storeys.

5.1.3 Zoning By-law

The City of Windsor Zoning By-law (ZBL) #8600 was passed by Council on July 8, 2002, and then a further Ontario Municipal Board (OMB) decision was issued on January 14, 2003.

A ZBL implements the PPS and the City OP by regulating the specific use of property and provide for its day-to-day administration.

According to Map 7 attached to the ZBL, the Site subject to the proposed development, is currently zoned Commercial District 3.3 (CD3.3) and Residential District 1.3 (RD1.3) category (see Figures 6 – City of Windsor Zoning Map 7).

Zone Regulations	Required RD3.3 Zone	Proposed	Compliance and/or Relief Requested with Justification
	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		Multiple dwellings are permitted under the RD3.3 zoning.
Lot Frontage - Min	45.0 m	60.16 m (along Marentette Ave)	Complies
Lot Area - Min	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 m ² b) For each additional dwelling unit 37.0 m ² per unit 35 units x 45 m ² + 1,825 m ² = 1,825 m ²	4,857.08 m ²	Complies
Lot Coverage - Max	35.0 %	20.24 %	Complies
Main Building Height - Max	Corner Lot – 30.0 m	24.0 m	Complies
Landscaped Open Space Yard - Min	35.0 % of the lot area	37.75 %	Complies
Dwelling Unit Density - Max	Dwelling Unit Density – dwelling	0.486 ha x 180 – 87 units	Complies

Zone Regulations	Required RD3.3 Zone	Proposed	Compliance and/or Relief Requested with Justification
	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 - 180 uph		
Parking Requirements 24.20.5.1 - Min	Multiple Dwelling containing a minimum of 5 dwelling units: 1.25 parking spaces required for each dwelling unit $54 \times 1.25 = 67.5 \text{ space}$ (67 rounded down)	68	Complies
Visitor Parking – minimum 24.22.1 - Min	15 percent of parking spaces shall be marked as visitor parking $15\% \text{ (of 67)} = 10.05$ (10 rounded down)	TBD	Complies
Accessible Parking Spaces 24.24.1 - Min	Type A – 1 space Type B – 1 space Total = 2 space	4	Complies
Bicycle Parking Spaces 24.30.1.1 - Min	2 for the first 19 spaces plus 1 for each additional 20 parking spaces Total = 5	5	Complies
Loading Area - Min	1	1	Complies

Zone Regulations	Required RD3.3 Zone	Proposed	Compliance and/or Relief Requested with Justification
Parking Area Separation 25.5.20 - Min	.2 any other street – 3.00 m .5 A building wall in which is located a main pedestrian entrance facing the parking area – 2.0 m .6 A building wall containing a habitable room window or containing both a main pedestrian entrance and a habitable room window facing the parking area where the building is located on the same lot as the parking area - 4.50 m	>3.00 m >2.0m 6.0 m	Complies

Therefore, the proposed development will comply with all zone provisions set out in the RD3.3 Zone, which will permit a multiple dwelling and no relief from regulations is required.

A review of the parking provisions for the balance of the lands (Caboto Club) not subject to the proposed development was also undertaken. A total of 379 parking spaces are required, and 524 spaces are provided.

The automobiles for lease or sale occupying parking spaces within the Caboto Club's parking area will not continue.

6.0 SUMMARY AND CONCLUSION

6.1 Context and Site Suitability Summary

6.1.1 Site Suitability

The Site is ideally suited for residential development for the following reasons:

- The land area is sufficient to accommodate the proposed development with adequate transition and buffering from abutting land uses,
- The Site is generally level, which is conducive to easy vehicular movements,
- The Site will be able to accommodate municipal water, storm and sewer systems,
- There are no anticipated traffic concerns,
- There are no noise concerns, and
- The location of the proposed development is appropriate.

6.1.2 Compatibility of Design

The proposed development will be limited to a 6 storey, medium profile building, which is a compatible size and density for the Site and with the surrounding area.

The design has spoken to compatibility. It has taken into consideration a transition between land uses and an appropriate amount of setbacks.

The Site is capable of accommodating the proposed development in terms of scale, massing, height and siting.

Parking, fire route, amenity area and landscaping will be provided.

All zone provisions set out in the RD3.3 zone category can be complied with.

6.1.3 Good Planning

The proposal represents good planning as it addresses the need for the development of land, which contributes to affordability and intensification requirements.

Residential uses on the Site represent an efficient development pattern that optimizes the use of land.

The proposed building will provide an appropriate transition between the surrounding land uses.

6.1.4 Environment Impacts

The proposal does not have any negative natural environmental impacts.

6.1.5 Municipal Services Impacts

There will be no negative impacts on the municipal system as the proposed use will not add to the capacity in a significant way.

6.1.6 Social and/or Economic Conditions

The proposed development does not negatively affect the social environment as the Site is in close proximity to major transportation corridors and nearby amenities.

Infilling in an existing built up area of the City contributes toward the goal of 'live, work and play' where citizens share a strong sense of belonging and a collective pride of place.

The proposed development promotes efficient development and land use pattern, which sustains the financial well-being of the Municipality.

The proposal does not cause any public health and safety concerns. The proposal represents a cost-effective development pattern that minimizes land consumption and servicing costs.

There will be no urban sprawl as the proposed development is within the existing settlement area and is an ideal infilling opportunity.

6.2 Conclusion

In summary, it would be appropriate for the City of Windsor to approve the OPA and ZBA applications to permit the proposed residential development on the Site.

The proposed development is an appropriate use of the Site and offers a new housing choice in an existing built-up area.

This PRR has shown that the proposed development is consistent with the PPS, conforms with the intent and purpose of the City of Windsor OP and ZBL, and represents good planning.

The report components for this PRR have set out the following, as required under the City of Windsor OP:

10.2.13.2 Where a Planning Rationale Report is required, such a study should:

- (a) Include a description of the proposal and the approvals required;*
- (b) Describe the site's previous development approval history;*
- (c) Describe major physical features or attributes of the site including current land uses(s) and surrounding land uses, built form and contextual considerations;*
- (d) Describe whether the proposal is consistent with the provincial policy statements issued under the Planning Act;*

- (e) Describe the way in which relevant Official Plan policies will be addressed, including both general policies and site-specific land use designations and policies;*
- (f) Describe whether the proposal addresses the Community Strategic Plan;*
- (g) Describe the suitability of the site and indicate reasons why the proposal is appropriate for this site and will function well to meet the needs of the intended future users;*
- (h) Provide an analysis of the compatibility of the design and massing of the proposed developments and land use designations;*
- (i) Provide an analysis and opinion as to why the proposal represents good planning, including the details of any methods that are used to mitigate potential negative impacts;*
- (j) Describe the impact on the natural environment;*
- (k) Describe the impact on municipal services;*
- (l) Describe how the proposal will affect the social and/or economic conditions using demographic information and current trends; and,*
- (m) Describe areas of compliance and non-compliance with the Zoning By-law.*

Planner's Certificate:

I hereby certify that this report was prepared by Tracey Pillon-Abbs, a Registered Professional Planner, within the meaning of the Ontario Professional Planners Institute Act, 1994.


Tracey Pillon-Abbs, RPP
Principal Planner

