

PLANNING RATIONALE REPORT

ZONING BY-LAW AMENDMENT FOR PROPOSED RESIDENTIAL DEVELOPMENT

1920 Grove Avenue
Windsor, Ontario

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Prepared by:



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1.0 INTRODUCTION

I have been retained by Olivia Construction Homes Ltd. (herein the "Applicant"), to provide a land use Planning Rationale Report (PRR) in support of a proposed residential development for property located at 1920 Grove Avenue (herein the "Site") in the City of Windsor, Province of Ontario.

The Site is presently vacant and is within the Riverwest Planning District (Ward 2), west of Crawford Avenue and midway between College Avenue and Tecumseh Road.

The previous use of the Site was for institutional (St. John's Catholic Elementary School), which has since been demolished (2018).

The Site was subject to a previous zoning change from institutional to residential zone.

The Applicant is proposing to construct a total of 43 residential units in the form of 2-storey townhome dwellings with on-site parking for 56 vehicles and amenity space.

The tenure of the units will be individually owned.

The proposed development will provide more housing choices in an existing built-up neighbourhood.

An application for a Zoning By-law Amendment (ZBA) is required in order to permit the proposed development. Council for the City of Windsor is the approval authority.

The development will also be subject to Site Plan Control (SPC) approval prior to any building permit being issued. The individual units and common elements will be created by Draft Plan of Condominium (CONDO) approval.

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

Pre-consultation (stage 1) was completed by the Applicant (City File PS-070/22), and pre-submission (stage 2) was completed by the Applicant (City File PC-021/24). Comments were received and have been incorporated into the proposed application.

This PRR will show 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.

2.0 SITE AND SURROUNDING LAND USES

2.1 Legal Description and Ownership

The Site has been owned by Olivia Construction Homes Ltd., the Applicant, since 2017.

The Site is made up of one (1) irregularly shaped parcel of land located within the Riverwest Planning District (Ward 2) on the north side of Grove Avenue and the south side of Bridge Avenue (see Figure 1a – Key Map).

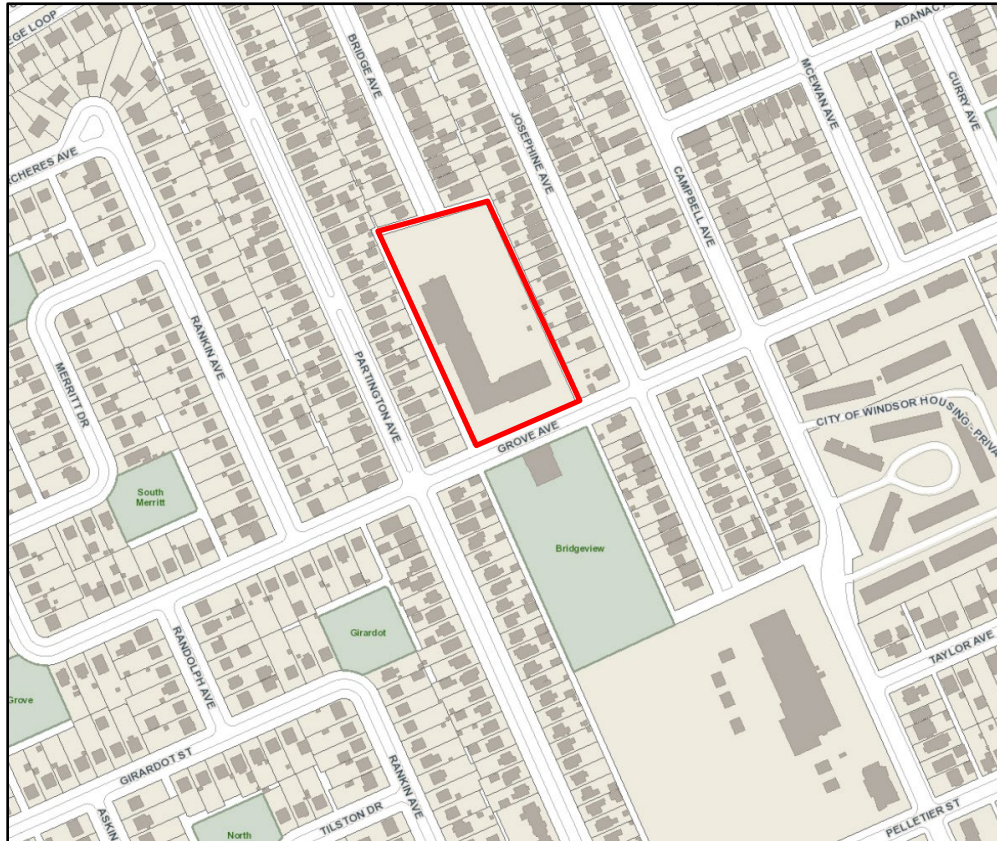


Figure 1a – Key Map (Source: City of Windsor, Map My City)

The Site is located west of Crawford Avenue and midway between College Avenue and Tecumseh Road. It is legally described and locally known as follows:

Address	ARN	Legal	PIN
1920 Grove Avenue	050-330-16300-0000	CON 1; PT LOT 68; SANDWICH WEST AS IN R141457; WINDSOR	01219-0447 LT

The Site is currently vacant.

The previous use of the Site was for institutional (St. John's Catholic Elementary School), which was built in 1957, closed in 2016 and demolished in 2018.

2.2 Physical Features of the Site

2.2.1 Size and Site Dimension

The Site consists of a total lot area of 12,079 m² (see Figure 1b – Street View).

The Site is an irregularly shaped parcel of land with an approximate frontage of 24.29 m along Grove Avenue.

The Site also has an irregularly shaped frontage at the end of Bridge Avenue (cul-de-sac).



Figure 1b – Street View (Source: Pillon Abbs Inc.)

2.2.2 Vegetation and Soil

The Site is currently vacant and primarily has a maintained lawn and some trees.

There are no significant natural heritage features located on the Site.

2.2.3 Topography and Drainage

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

The Site is part of the Windsor Area Drainage area.

Soil is made up of Brookston Clay Loam (Bcl).

The Site is not impacted by source water protection areas.

2.2.4 Other Physical Features

There is fencing around a portion of the perimeter of the Site, owned by others.

2.2.5 Municipal Services

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

The closest fire hydrant is located along the frontage of the Site along Grove Avenue.

Streetlights and sidewalks are located along the north side of Grove Avenue.

The Site has access to transit, with the nearest bus stops located at the corner of Campbell Ave and Grove Ave (Stop ID: 1682 and 1683).

Grove Avenue is a 2-way local road and leads to major transportation networks, including College Ave and Tecumseh Rd W.

2.2.6 Nearby Amenities

There are several schools close to the Site, including West Gate Public School.

There are many parks and recreation opportunities in proximity to the Site, including North Merritt Park and Bridgeview Park.

Bridgeview Public Library is located close by.

There are nearby commercial uses, such as food service, personal service shops, and retail. There are also nearby employment lands, places of worship, and local/regional amenities.

2.3 Surrounding Land Uses

Overall, the Site is located in an existing built-up neighbourhood.

There is low profile residential made up of 1 to 1 ½ storey homes in addition to recreation / open space (Bridgeview Park) surrounding the Site (see red pin on Figure 1c – Air Photo).



Figure 1c – Air Photo (Source: Google Maps)

The following is a summary of the abutting land uses.

Direction for the Site	Existing Land Use
North	Residential uses (low profile), with frontage along Bridge Ave.
South	Recreation (open space) with frontage along Grove Ave.
East	Residential uses (low profile) with frontage along Josephine Ave.
West	Residential uses (low profile) with frontage along Partington Ave.

A site visit was conducted on June 10, 2023. Photos were taken by Pillon Abbs Inc. (see Photos)



Photo – South



Photo - East



Photo - West





Photo - North

3.0 PROPOSAL AND CONSULTATION

3.1 Development Proposal

The Site is presently vacant and is within the Riverwest Planning District (City of Windsor - Ward 2).

The previous use of the Site was for institutional (St. John's Catholic Elementary School).

The Applicant is proposing to construct a total of 43 residential units in the form of 2-storey townhome dwellings with on-site parking and amenity space.

The tenure of the units will be individually owned.

A concept plan has been prepared by Studio g+G Inc., Architect (see Figure 2a – Concept Plan).

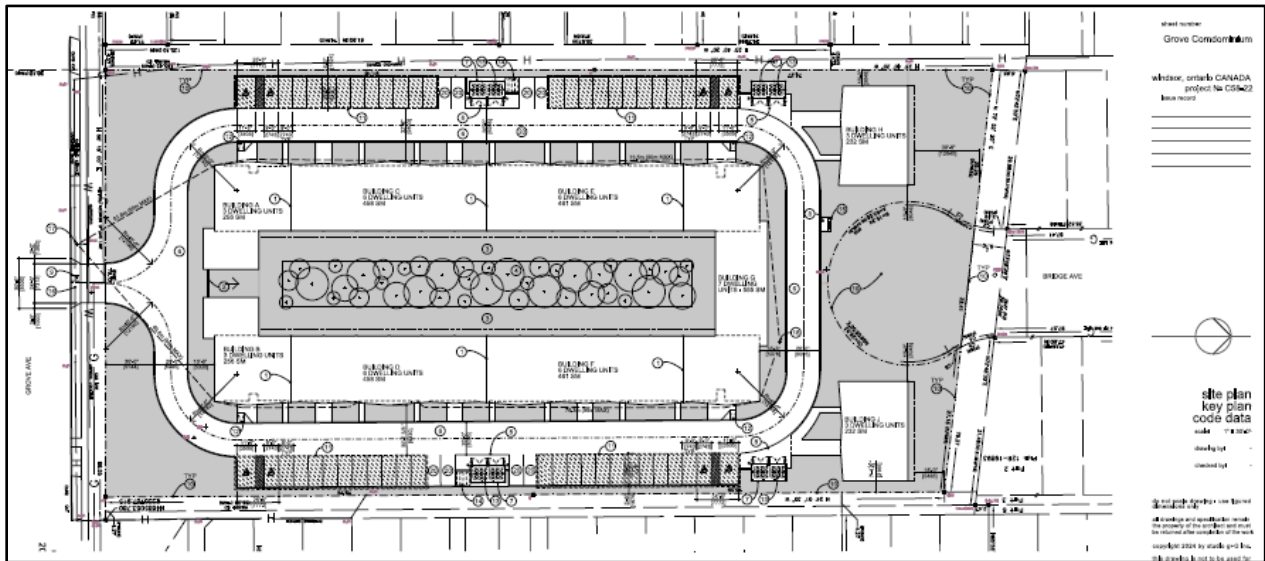


Figure 2a – Concept Plan

The Concept Plan illustrates the proposed development layout.

Based on the size of the Site (1.208 ha) and the number of units (43), the proposed development will result in a gross density of 35.596 units per hectare.

The proposed total building footprint is 3,369 m².

Each townhome dwelling will be divided by a common wall.

Access to the units will be from both the exterior and interior of the units.

A mix of one, two, three and four-bedroom units are proposed.

One new internal (private) roadway is proposed with access from Grove Avenue. The roadway acts as a ring road in order to access the entire Site.

A total of 7 building sections are connected together to form a singular complex and will face a courtyard with greenspace, and 2 building sections will be placed separately on the Site and located to the north of the Site. A total of 9 building sections are proposed (see Figure 2b – Elevations).

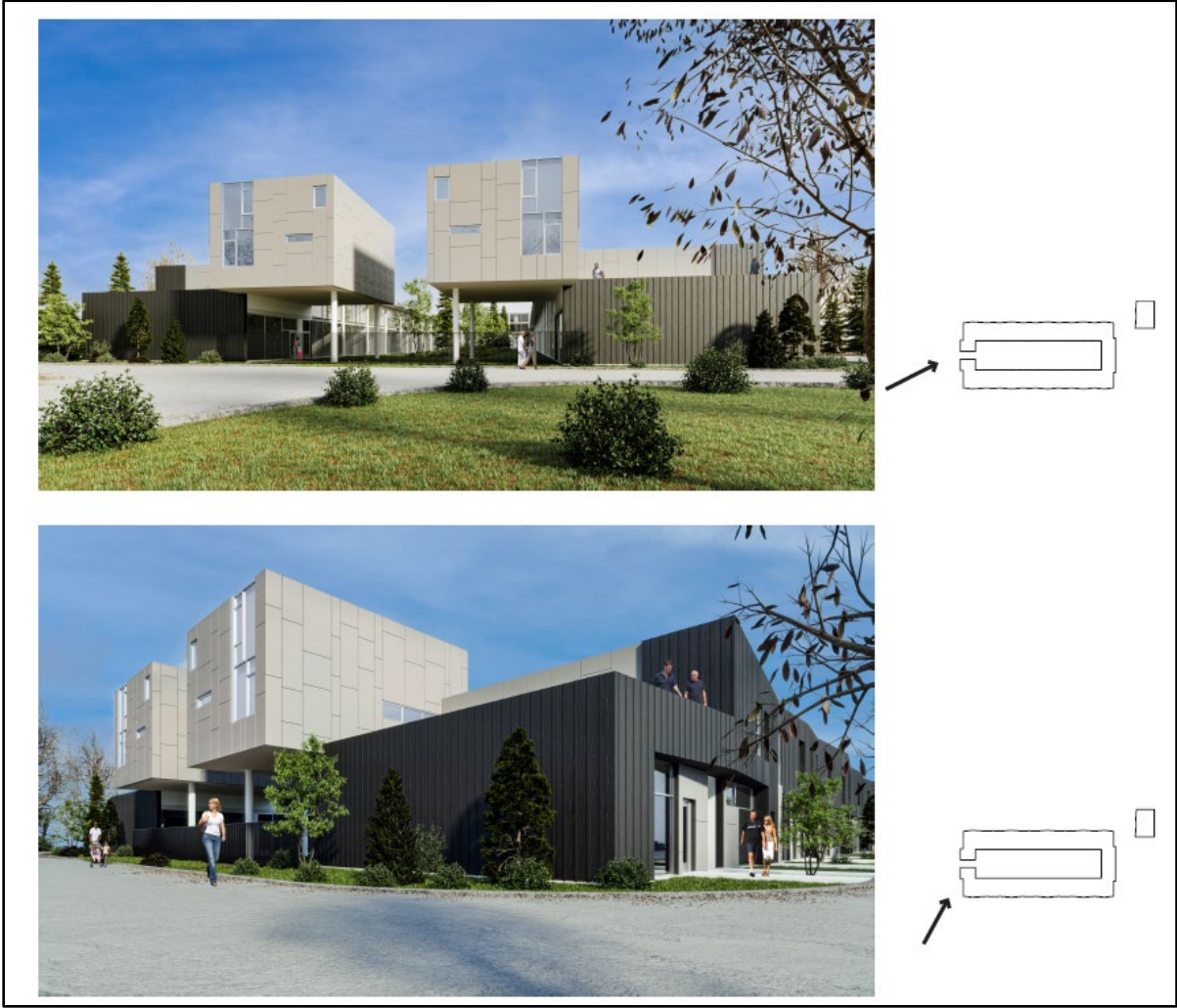




Figure 2b – Elevations

The elevations do provide material type; however, they are conceptual only.

The buildings will be linked together with firewalls.

The majority of the dwelling units are designed with grade-level entrances.

Parking of 56 spaces will be located along the east and west sides of the Site and will include 8 barrier free and visitor parking.

Bicycle parking for 8 spaces will also be provided.

Parking areas are located at grade adjacent to each building entrance and in covered carports.

All pavement markings and signage will be provided as part of SPC approval.

The refuse is proposed to be located in the parking areas within enclosed storage bins.

Sidewalks are proposed to connect the parking area to the dwelling units.

Amenity areas include private terraces, outdoor seating, a courtyard located in the centre of the buildings, a naturalized buffer area and landscaped open space.

The Site will be professionally landscaped with street lighting.

The proposed development will be serviced by full municipal infrastructure, including water, storm and sanitary sewer.

A land conveyance is required to purchase the cul-de-sac off Bridge Ave.

3.2 Public Consultation Strategy

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, the Applicant proposes that the required public meeting will be sufficient as the size of the development is small scale.

At this time, no informal public open house is proposed to be held by the Applicant.

4.0 APPLICATIONS AND STUDIES

Pre-consultation (stage 1) was completed by the Applicant (City File PS-070/22), and pre-submission (stage 2) was completed by the Applicant (City File PC-021/24). Comments were received and have been incorporated into the proposed application.

The following is a summary of the purpose of the required applications and studies in support of the proposed development.

4.1 Zoning By-law Amendment

A site specific application for Zoning By-law Amendment (ZBA) is required in order to permit the proposed development.

The Site was subject to a previous zoning change from institutional to residential zone.

The Site is currently zoned "Holding Residential District 2.1 (HRD2.1)" on Map 4 of the City of Windsor Zoning By-Law 8600.

It is proposed to change the zoning to "Residential District 2.5 (RD2.5)" to permit the proposed townhome dwellings.

The holding provision is requested to be removed.

Relief is also requested from RD2.5 zone provisions for front yard setback, rear yard setback, building material and loading space.

Further analysis and additional information are provided in Section 5.1.3 of this PRR.

4.2 Other Applications

The development will also be subject to Site Plan Control (SPC) approval prior to any building permit being issued.

The individual units and common elements will be created by way of Draft Plan of Condominium (CONDO) approval.

4.3 Supporting Studies

The following supporting studies have been completed as part of this PRR in support of the application for the zoning amendment.

4.3.1 Stormwater

A Stormwater Management and Storm Release Study was prepared by Haddad Morgan & Associates Ltd, Consulting Engineers, dated March 27, 2023, and further revised on January 17, 2024.

The purpose of the report is to provide the proposed site servicing for the proposed development as it pertains to the stormwater storage requirements.

It was concluded that services could be provided.

4.3.2 Sanitary

A Sanitary Study was prepared by Haddad Morgan & Associates Ltd, Consulting Engineers, dated June 12, 2023.

The purpose of the report is to provide the proposed site servicing for the proposed development as it pertains to sanitary servicing requirements.

It was concluded that the design as proposed for the Site is to meet the City's standards.

4.3.3 Urban Design

An Urban Design Brief (UDB) was prepared by Studio g+G Inc., Architect, on April 15, 2023.

The purpose of the report is to provide an analysis of the design of the proposed development and how it fits with the surrounding area.

The City of Windsor Intensification Guideline, June 2022, has been considered as part of the report.

The overall design concept is to maintain the low profile massing to remain consistent with the historic fabric of the neighbourhood, retaining the character of the previous school.

The dominant feature of the concept plan is the open central courtyard promoting ecological amenities and open views and vistas.

Other key design features include the following:

- Pedestrian scaled façade with a horizontal character of the buildings,
- Low profile massing,
- Centralized greenspace as a visual anchor,
- Development connects human activities with natural systems, and
- Contemporary design with light-coloured buff grey utilized for exterior materials.

It should be noted that the elevation drawings do provide materials which are also depicted in the renderings. However, they are conceptual only.

It was concluded that the proposed development supports the policies of the City of Windsor.

5.0 PLANNING ANALYSIS

5.1 Policy and Regulatory Overview

5.1.1 Provincial Policy Statement

The Provincial Policy Statement (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 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.....	The proposed development will wisely manage change. The surrounding area has existing residential uses, and the proposed development provides more housing choices.
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. The well-being of the municipality can be sustained in the long term. The ZBA application is intended to encourage the

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.....cost-effective development patterns 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>g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;</p> <p>h) promoting development and land use patterns that conserve biodiversity; and</p> <p>i) preparing for the regional and local impacts of a changing climate.</p>	<p>efficient use of the Site for residential purposes.</p> <p>The proposed development provides for new housing in an existing settlement area.</p> <p>The development and land use pattern does not cause any environmental or public health and safety concerns as the area is well established.</p> <p>The development does not require expansion of the settlement area as it is a use of an existing vacant parcel of land.</p> <p>The proposed development represents the efficient use of available resources within the settlement area of Windsor and</p> <p>Accessibility of dwelling units will be addressed at the time of the building permit application.</p> <p>The Site has access to full municipal services and public service facilities are available in the area. This will help to meet current and projected needs.</p> <p>The development is proposed to be an efficient use of the vacant Site, which is underutilized and does not cause any impacts on biodiversity.</p>

PPS Policy #	Policy	Response
		No impacts on climate change in anticipated.
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 redevelopment and, if necessary, designated growth areas.</p>	<p>The proposed development will help the City of Windsor meet the full range of current and future residential needs.</p> <p>The Site will provide for residential infilling within an existing settlement area.</p> <p>Implementation of this proposal would diversify the range and mix of housing available in the area.</p>
1.1.3.1	Settlement areas shall be the focus of growth and development.	<p>The proposal development is within the City's settlement area and uses existing infrastructure.</p> <p>The Site will provide for more housing to accommodate growth.</p>
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 change, and promote energy efficiency; 	<p>This proposal would help promote the efficient use of land and resources by developing vacant lands.</p> <p>Preliminary servicing reviews have been carried out to confirm that adequate servicing is available to accommodate the intended development.</p> <p>There are no impacts on air quality and climate change. The proposed development will be constructed to promote energy efficiency.</p> <p>To help promote active transportation, the proposed</p>

PPS Policy #	Policy	Response
	<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>development includes walkways that provide connectivity to on- and off-sidewalks and pathway systems.</p> <p>Transit is available for the area.</p> <p>Residents will have immediate access to shopping, employment, transit, active transportation, recreational areas and institutional uses.</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 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.</p>	<p>The Site is well-served by public transit.</p> <p>The proposed development will accommodate an infill opportunity on a vacant parcel of land which is underutilized.</p> <p>The Site is large enough for intensification.</p> <p>The Site has access to full municipal services and public service facilities to accommodate the needs of the residents.</p>
1.1.3.4	<p>Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.</p>	<p>The Site is subject to SPC, which will ensure appropriate development standards.</p> <p>Intensification is appropriate for the Site.</p> <p>The proposed development is in keeping with a compact form.</p>

PPS Policy #	Policy	Response
		There will be no health and safety risks to the public.
1.1.3.5	Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.	The City has established targets. The proposed development will assist in meeting those targets as the Site is located in an existing built-up area and will add new residential housing.
1.1.3.6	New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.	<p>The Site is located in a built up area.</p> <p>The proposed development does have a compact form.</p> <p>The low-profile density will allow for the efficient use of land, infrastructure and public services.</p>
1.4.1	<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 redevelopment and, if necessary, lands which are 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</p>	<p>The proposed development will support the need to provide an appropriate range and mix of housing options and densities in the area. There is currently a need for more housing in the City.</p> <p>The proposed development will provide for new housing in the existing built-up neighbourhood.</p> <p>The area has access to nearby amenities, such as public spaces, commercial nodes, and recreational activities.</p> <p>The proposed density offers an opportunity to efficiently use municipal infrastructure.</p> <p>Full municipal services are available.</p>

PPS Policy #	Policy	Response
	to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.	
1.4.3	Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area.	<p>The proposed low-profile density is compatible with the surrounding area and will provide infilling through the efficient use of the Site.</p> <p>The development will broaden the range and mix of housing available in the area.</p> <p>The development would utilize existing land and servicing resources in an efficient manner and would be supported by the road transportation system, the active transportation network, and transit services.</p> <p>The proposal also supports a compact land use pattern that is compatible with, and complementary to, the local development context.</p>
1.6.1	Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.	<p>Preliminary servicing reviews have been carried out to confirm that the development can proceed in a cost effective manner, and to ensure that the necessary infrastructure is available to meet projected needs.</p> <p>Access to public transit is available with bus stops located nearby.</p> <p>It is also anticipated that the development can be accommodated by existing</p>

PPS Policy #	Policy	Response
		public service facilities, such as police and fire protection.
1.6.6.2	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 redevelopment 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 is the preferred form of servicing for settlement areas.</p> <p>There will be no anticipated impacts on the municipal system, and it will not add to the capacity in a significant way.</p>
1.6.6.7	<p>Planning for stormwater management shall:</p> <ul style="list-style-type: none"> a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term; b) minimize, or, where possible, prevent increases in contaminant loads; c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure; d) mitigate risks to human health, safety, property and the environment; e) maximize the extent and function of vegetative and pervious surfaces; and 	<p>The proposed development has been planned for appropriate stormwater management.</p> <p>There will be no risk to health and safety.</p> <p>The Site is outside of the ERCA regulated area.</p>

PPS Policy #	Policy	Response
	f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.	
1.6.7.1	Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.	The subject property is near major roadways and has access to transit.
1.6.7.2	Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.	<p>The proposed development contributes to the City's requirements for development within a built-up area.</p> <p>The efficient use of infrastructure has been included in the proposed development.</p> <p>The area is serviced by transit.</p>
1.6.7.4	A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.	<p>The proposed development contributes to the City's requirement for infilling within a built-up area.</p> <p>The land use pattern of the area is not impacted.</p> <p>The proposed density offers an opportunity to efficiently use municipal infrastructure.</p> <p>The proposed development provides for a new housing choice.</p> <p>The Site has access to transit.</p>

PPS Policy #	Policy	Response
		The area has access to nearby amenities, such as public spaces, commercial nodes, and recreational activities.
1.8	Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns.	<p>The proposed development uses a vacant parcel of land that is considered underutilized.</p> <p>The Site has access to transit and local amenities.</p> <p>Climate change is considered through the design of the proposed development.</p> <p>The development pattern is appropriate.</p>
2.1.1	Natural features and areas shall be protected for the long term.	There are no natural features that apply to this Site.
2.2.1	Planning authorities shall protect, improve or restore the quality and quantity of water.	Full municipal services are available.
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	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.	<p>There are no natural or human-made hazards that apply to this Site.</p> <p>The Site is outside the ERCA regulated area.</p>

Therefore, the proposed development is consistent with the PPS.

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 lands are designated "Residential" according to Schedule "D – "Land Use" attached to the OP for the City of Windsor (see Figure 4 –OP).

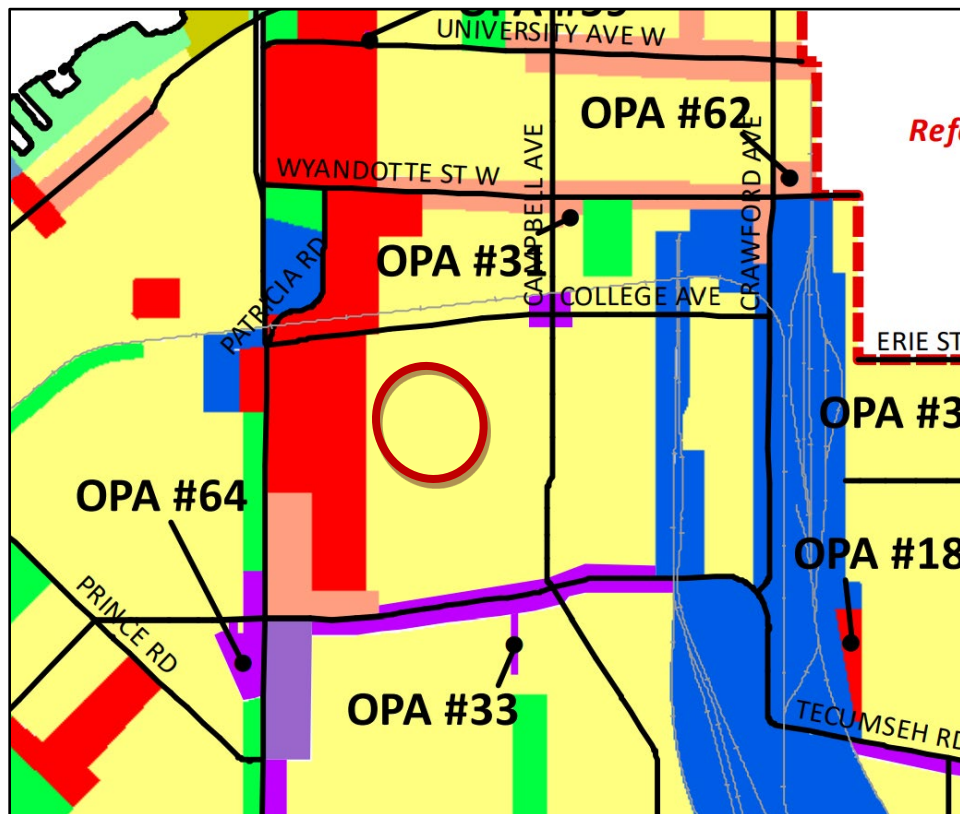


Figure 4 –OP

The Site is also subject to the following:

- Schedule 'C-1' – Development Constraint Areas: Archaeological Potential – Designated within "Low Archaeological Potential"
- Schedule 'F' - Roads & Bikeways – Grove Ave is designated as a L/R

- Schedule 'F-1' – Railways/Rail Corridors and Railyards – (+/-300m)

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

OP Policy #	Policy	Response
3.2.1.2	Encouraging a range of housing types will ensure that people have an opportunity to live in their neighbourhoods as they pass through the various stages of their lives.	<p>The proposed residential development supports one of the City's overall development strategies of providing for a range of housing types.</p> <p>The proposed development is close to transit and local amenities.</p>
3.3.3	<p>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.</p> <p>The three dominant types of dwellings in Windsor's neighbourhoods are single detached, semi-detached and townhouses.</p> <p>The density range for Windsor's neighbourhoods is between 20 to 35 units per net hectare.</p> <p>This density range provides for low and some medium-density intensification to occur in existing neighbourhoods. Multiple dwelling buildings with medium and high-</p>	<p>The proposed residential development is in an existing built-up area of the City.</p> <p>The proposed buildings will blend with the surrounding area.</p> <p>The Site offers appropriate infilling within the existing settlement area.</p> <p>The area has access to nearby amenities, such as public spaces, commercial nodes, and recreational activities.</p> <p>The proposed density offers an opportunity to efficiently use municipal infrastructure.</p> <p>The Site will provide for more housing in an existing built-up area.</p>

OP Policy #	Policy	Response
	densities are encouraged at nodes identified in the Urban Structure Plan.	
4.0	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 (live, work and play).</p> <p>The proposed development is close to nearby transit, employment, shopping, local/regional amenities, and parks.</p>
5.0	A healthy and sustainable environment represents a balance between human activities and natural features and functions. In order to attain this balance, Council will enhance the quality of Windsor's natural environment and manage development in a manner that recognizes the environment as the basis of a safe, caring and diverse community and a vibrant economy.	<p>The proposed development will support the City's goal of a healthy and sustainable environment.</p> <p>The Site is flat, which is conducive to easy vehicular movements.</p> <p>The Site will include new sidewalks.</p> <p>There are no anticipated traffic concerns, no environmental concerns, and no expected hazards.</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.	<p>The proposed development supports the policy set out in the OP as it is suited for the residential needs of the City.</p> <p>The Site will provide for more housing in an existing neighbourhood.</p>

OP Policy #	Policy	Response
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>The proposed development supports the goals set out in the OP as it provides for housing that is suited to residents in this area of the City of Windsor and is close to employment and schooling opportunities.</p>
6.2.1.2 – General Policies	<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>	<p>The proposed development of the townhome dwellings is considered low profile building.</p> <p>The proposed height is 2-storeys.</p>
6.3.1.1 (Residential)	<p>To support a complementary range of housing forms and tenures in all neighbourhoods.</p>	<p>The proposed development provides for a new housing choice in an existing built-up area.</p>

OP Policy #	Policy	Response
		<p>The tenure of the units will be individually owned.</p> <p>The proposed development will blend with the built form of the neighbourhood.</p>
6.3.1.2 - Neighbourhoods	To promote compact neighbourhoods which encourage a balanced transportation system.	The existing neighbourhood has access to transportation options, including transit.
6.3.2.3 – Type of Low Profile Housing	<p>For the purposes of this Plan, Low Profile housing development is further classified as follows:</p> <p>(a) small scale forms: single detached, semi-detached, duplex and row and multiplexes with up to 8 units; and</p> <p>(b) large scale forms: buildings with more than 8 units.</p>	The proposed development is considered large scale, low profile development as it is greater than 8 units in total.
6.3.2.4 – Locational Criteria	<p>Residential development shall be located where:</p> <p>(a) there is access to a collector or arterial road;</p> <p>(b) full municipal physical services can be provided;</p> <p>(c) adequate community services and open spaces are available or are planned; and</p> <p>(d) public transportation service can be provided.</p>	<p>The Site has access to major roadways.</p> <p>Full municipal services are available.</p> <p>Access to transit is available with bus stops nearby.</p>
6.3.2.5 – Evaluation Criteria for a Neighbourhood Development Pattern	At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed residential development within an area having a Neighbourhood development pattern is:	<p>This PRR has addressed PPS (provincial policies) in Section 5.1.1.</p> <p>There are no constraint areas that impact the Site.</p>

OP Policy #	Policy	Response
	<p>(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 described in the Environment chapter of this Plan; (ii) adjacent to sources of nuisance, such as noise, odour, vibration and dust; (iii) within a site of potential or known contamination; (iv) where traffic generation and distribution is a provincial or municipal concern; and (v) adjacent to heritage resources. (b) in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area; (c) compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and amenity areas; (d) provided with adequate off street parking; (e) capable of being provided with full municipal physical services and emergency services; and (f) facilitating a gradual transition from Low Profile residential development to Medium and/or High profile development and vice versa, where appropriate.</p>	<p>There are no noise, odour, vibration and dust sources in the area.</p> <p>There are no known contaminants that impact the Site, based on Applicant knowledge.</p> <p>There are no anticipated traffic issues.</p> <p>There are no heritage features that impact the Site.</p> <p>There are no secondary plans that impact the Site.</p> <p>The proposed development is compatible in terms of scale, massing, height, siting, orientation, setbacks, parking and amenity areas. The proposed development is low profile, which is similar to the surrounding area. Further analysis is provided in the UDB.</p> <p>Parking is provided on-site.</p> <p>The Site provides for an infill opportunity on a vacant parcel of land, which is underutilized.</p> <p>Full municipal physical services and emergency services are available.</p> <p>The proposed development addresses transition. It will offer a similar setback and open space relationship with the existing neighbourhood.</p>

OP Policy #	Policy	Response
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.	<p>The Site is close to nearby transit, has access to major roadways and can be serviced with full municipal services.</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>
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.	<p>An UDB has been completed.</p> <p>The final design of the proposed buildings will be addressed as part of SPC approval and will include materials and design.</p> <p>The City's Intensification Guidelines have been reviewed.</p>
8.7.2.3 – Built Form, infill development	<p>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:</p> <ul style="list-style-type: none"> (a) massing; (b) building height; (c) architectural proportion; (d) volumes of defined space; (e) lot size; (f) position relative to the road; 	<p>The proposed development will be a natural integration of the established area.</p> <p>The final design of the buildings will incorporate a transition between properties.</p> <p>Massing – the proposed buildings will be limited low profile, which will blend well with the low profile scale and massing of the existing surrounding area.</p>

	<p>(g) building area to site area ratios;</p> <p>(h) the pattern, scale and character of existing development;</p> <p>(i) exterior building appearance; and</p> <p>(j) Council adopted Design Guidelines that will assist in the design and review of applications for development in accordance with the policies noted above</p>	<p>Building height – there are no impacts on privacy or shadowing on abutting properties based on the proposed building height. This is similar to the height of a single detached dwelling.</p> <p>Architectural proportion – the proposed visual effect of the relationship of the proposed development will blend well with the immediate area.</p> <p>Volume of defined space – the proposed design and layout of the development includes appropriate setbacks and lot coverage.</p> <p>The parking area will be constructed according to City standards and provide appropriate parking separations.</p> <p>The proposed amenity area provides a visual anchor for the entrance of the development.</p> <p>Lot size – the existing parcel is appropriate for the development. It allows for on-site parking, fire routes, sidewalks, amenity space, and landscaping.</p> <p>Building area – the majority of the building area is placed centrally on the property, providing maximum side yard setbacks.</p>
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		<p>Pattern, scale, and character – the style of development will blend well with the scale and massing of the existing low profile surrounding area.</p> <p>The design proposed developing the infill property, reminiscent of the former school building with similar setbacks and open space relationship with the existing area.</p> <p>The proposed development is scaled to be developed as a low profile development.</p> <p>The character of the development provides an open space buffer to adjacent properties, and a low profile building mass.</p> <p>Exterior building appearance – the proposed buildings will be designed professionally and aesthetically pleasing and reviewed as part of SPC approval.</p> <p>The final design and materials will be addressed at the time of SPC approval.</p>
<p>City of Windsor Intensification Guidelines, June 2022</p>	<p>The design guidelines are intended as a framework that outlines the salient characteristics of various design concepts and principles. The intent is to guide new development to become distinctive, while relating harmoniously to the use, scale, architecture,</p>	<p>City of Windsor intensification guidelines have been reviewed as part of the proposed development.</p> <p>Transition, height, scale and massing have been considered as part of the concept plan.</p>

	streetscapes, and neighbourhoods of Windsor, as well as meeting the needs of its citizens and visitors. The Urban Design Guidelines will provide predictability for applicants, the City, and stakeholders, by providing consistent direction about the criteria for the design of proposed development in Intensification Areas.	Compatibility can be achieved through buffering that will include landscaping where the transition is most sensitive. The final design of the building will be addressed as part of SPC approval.
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Therefore, the proposed development conforms to the City of Windsor OP and no amendment is required.

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 providing for its day-to-day administration.

The Site is currently zoned "Holding Residential District 2.1 (HRD2.1)" on Map 4 of the City of Windsor Zoning By-Law 8600 (see Figure 5 – ZBL).

	accessory to the above uses		<i>TOWNHOME DWELLING means one dwelling vertically divided into a row of three or more dwelling units attached by common interior walls, each wall having a minimum area above grade of 10.0 sq. m., and may include, where permitted by Section 5.99.80, additional dwelling units. A semi-detached dwelling is not a townhome dwelling.</i>
Minimum Lot Width	20.0 m	24.29 m (Grove Ave)	Complies
Minimum Lot Area	190.0 m ² per dwelling unit 166 x 43 = 8,170 m ²	12,079 m ²	Complies
Maximum Lot Coverage	50.0 %	28 %	Complies
Min/Max Main Building Height	14.0 m	10.4 m	Complies
Min/Max Front Yard Depth	6.0 m / 7.0 m	20.26 m (Grove Ave)	Relief is requested to allow the proposed buildings to be located 20.26 m from Grove Ave. Relief will allow the placement of the buildings to be reminiscent of the former use of the Site and the

			relationship with the surrounding area.
Minimum Rear Yard Depth	7.50 m	5.48 m	Relief required. Relief is considered minor. There is sufficient space to access the building. The reduction in the rear yard does not impact the abutting property.
Minimum Side Yard Width	2.50 m	> 2.50 m	Complies
Other	Notwithstanding Section 24, for a townhome dwelling unit that fronts a street, the required number of parking spaces shall be one parking space for each dwelling unit.	N/A	Complies
	For all dwellings, except a Multiple Dwelling with five or more dwelling units, the exterior walls shall be entirely finished in brick.	The exterior wall shall NOT be entirely finished in brick.	Relief requested. The design of the building would not be compatible with brick. And UDB has been prepared. The elevation drawings provide materials, which are also depicted in the renderings. The final design of the development will be

			reviewed as part of SPC approval.
	Where a garage forms part of the main building, no exterior wall enclosing the garage shall project more than 1.0 m beyond the front wall or side wall of the dwelling.	N/A	Complies
Parking Requirements 24.20.5.1	Townhome Dwelling without an attached garage or carport 1.25 spaces per dwelling – 43 x 1.25 Total required = 50	56 spaces provided	Complies
Accessible Parking Spaces 24.24.1	Type A (2%) – 1 Type B (2%) – 1 Total required = 2	8 spaces provided	Complies
Bicycle Parking Spaces 24.30.1.1	20 or more - 2 for the first 19 paces plus 1 for each additional 20 parking spaces 2 + 1 = 3	8 spaces provided	Complies
Loading Space 24.40.1.5	Over 1,000 m ² to 7,500 m ² = 1 (based on 3,369 m ² total building area)	0	Relief required. Each building will have parking located close to the main entrance, which will allow for each loading and unloading from the units.

Parking Area Separation - minimum 25.5.20.2	A Street – 3.0 m	>3.0 m	Complies
Parking Area Separation - minimum 25.5.20.3	An interior lot line or alley - 0.90 m	1.67 m	Complies
Parking Area Separation - minimum 25.5.20.5	Building Wall (Main Entrance) – 2.0 m	>2.0 m	Complies
Parking Area Separation - minimum 25.5.20.6	Building Wall (habitable room window) – 4.50 m	>4.50m	Complies

Therefore, all RD2.5 zone provisions shall comply for townhomes with the exception of the following:

- to increase the maximum front yard setback from the required 7.0 m to 20.26 m (Grove Ave),
- to decrease the minimum rear yard setback from the required 7.5 m to 5.48 m,
- that the exterior wall shall not be entirely finishing in brick, and
- to decrease the minimum loading spaces from the required 1 to 0.

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,
- The Site is flat, which is conducive to easy vehicular movement,
- The Site has access to full municipal water, storm and sewer systems,
- There are no anticipated traffic concerns,
- There are no environmental concerns, and
- There are no hazards.

6.1.2 Compatibility of Design

The proposed development is compatible with the surrounding area in terms of scale, massing, height and siting.

The proposed development does have a similar low-profile design as the surrounding neighbourhood.

The elevation drawings provide materials, which are also depicted in the renderings. The final design of the development will be reviewed as part of SPC approval.

6.1.3 Good Planning

The proposal represents good planning as it addresses the need for the City to provide housing.

The proposed townhome dwellings will contribute toward infilling requirements.

Residential use on the Site represents an efficient development that optimizes the use of the underutilized vacant parcel of land in an existing built-up area that has residential uses surrounding the Site.

The additional residential units will not put any additional stress on municipal infrastructure or the current Site.

6.1.4 Natural Environment Impacts

The proposal does not have any negative natural environmental impacts, as there are no natural heritage features on the Site.

6.1.5 Municipal Services Impacts

There will be no negative impacts on the municipal system as the residential development is limited to low profile and 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, transit, parks, places of worship and community amenities.

The proposed development does not cause any public health and safety concerns.

The proposal represents a cost-effective development 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 development opportunity.

6.2 Conclusion

The proposed residential development on the Site is appropriate and should be approved by the City of Windsor.

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**

