

PLANNING RATIONALE REPORT

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

“Daytona Avenue Apartment Development”

2230-2240 Daytona Avenue

Windsor, Ontario

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1.0 INTRODUCTION

I have been retained by Castle Gate Towers (herein the “Applicant”), to provide a land use Planning Rationale Report (PRR) in support of a proposed development located at 2230-2240 Daytona Avenue (herein the “Site”) in the City of Windsor, Province of Ontario.

The proposed development is called the “Daytona Avenue Apartment Development”.

The Site is located in Ward 10 in the South Cameron Planning District.

The Site is currently vacant and was previously intended for residential use.

It is proposed to construct one new 4-storey multiple dwelling containing a total of 20 residential units.

The units are proposed to be rental as the tenure.

A total of 25 on-site parking spaces are proposed, with access from Daytona Avenue.

The Site will provide for a new housing choice in an existing built-up area, which is an example of missing middle development.

An application for an Official Plan Amendment (OPA) and an application for a Zoning By-law Amendment (ZBA) are required.

Once the OPA and ZBA have been approved, the Applicant will proceed with a Site Plan Control (SPC) application in order to complete the detailed design requirements. A building permit will also be required prior to any construction or site alterations.

Pre-consultation (stage 1) was completed (City File #PS-067-2), and pre-submission (stage 2) was completed (City File #PC-20/23) by the Applicant. Comments 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 suitable intensification of residential 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 Description of Site and Ownership

The Site is owned by William Beneteau and Josephine Marie Beneteau.

Castle Gate Towers Inc. has an accepted purchase and sale agreement to buy the Site. The purchase has yet to close.

The Site is made up of one (1) corner lot located on the east side of Daytona Avenue and the south side of Northwood Street (see the area in red with the pin on Figure 1 – Site Location).



Figure 1 – Site Location (Source: City of Windsor GIS)

The Site is located in Ward 10 in the South Cameron Planning District.

The Site is under two (2) ownerships, is locally known and is legally described as follows:

Address	Legal Description	PIN	ARN	Ownership	Purchase Date
2230-2240 Dayton Avenue	LT 76 PL 1015 SANDWICH WEST; LT 77 PL 1015 SANDWICH WEST; LT 78 PL 1015 SANDWICH WEST; LT 79 PL 1015 SANDWICH WEST ;S/T DEBTS IN R952535; WINDSOR	01581-0309 (LT)	080-490-04510	BENETEAU, WILLIAM	1990
2230-2240 Dayton Avenue	LT 75 PL 1015 SANDWICH WEST EXCEPT R984908; S/T DEBTS IN R952535; WINDSOR	01581-0308 (LT)	080-490-04510	BENETEAU, JOSEPHINE MARIE	1990

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 1,818.26 m² (0.18 ha), with 37.18 m of lot width along Northwood Street and 48.61 m of lot depth along Daytona Avenue.

2.2.2 Existing Buildings and Structures and Previous Use

The Site is currently vacant and was previously intended for residential use.

All existing buildings and structures have been removed.

2.2.3 Vegetation and Soil

The Site has an open grassed area and scattered trees.

The soil is made up of Berrien Sand (Bes).

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 impacted by Source Water Protection and is with an Event Based Area (EBA)

The Site is part of the Turkey Creek drainage area.

2.2.5 Other Physical Features

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

There are no other physical features to be noted.

2.2.6 Municipal Services

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

Daytona Avenue (Local Road) and Northwood Street (Class II Collector Road) are two-way, 2-lane roadways with no on-street parking.

There are no streetlights and or sidewalks in the immediate area.

The closest fire hydrant is located in front of the Site, along Daytona Avenue.

The Site has access to transit with the closest bus stop located on Industrial Drive at Windsor ABPC (700 m), Stop ID: #1640 (Bus #3).

The Site is in close proximity to major transportation corridors, including Huron Church Road (Class 1 Arterial Road), Hwy 401 and EC Row Expressway.

2.2.7 Nearby Amenities

There are several schools nearby, including St. James Catholic Elementary, Bellewood Public School and Marlborough Public School.

There are many parks and recreation opportunities in close proximity to the Site, including Malden Park, Treehouse Park, Ojibway Street/South Cameron Park And Malden Hill.

The nearest library location is Budimir Public Library.

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

2.3 Surrounding Land Uses

Overall, the Site is located in an existing built up area. The neighbourhood characteristics include institutional, commercial and residential uses. A site visit was undertaken on June 10, 2023.

North – The lands directly north of the Site are used for institutional (Windsor Fire Station 5) with access from Daytona Ave and Northwood St (see Photo 1 - North).



Photo 1 – North (Source: Pillon Abbs Inc.)

South – The lands directly south of the Site are used for residential with access from Daytona Ave (see Photo 2 - South).



Photo 2 – South (Source: Pillon Abbs Inc.)

East – The lands directly east of the Site are used for residential (rear of the Site) with access from Northway Ave (see Photo 3 - East).



Photo 3 – East (Source: Pillon Abbs Inc.)

West – The lands directly west of the Site are used for residential and commercial (plaza, motel) with access from Daytona Avenue, Huron Church Road and Northwood Street (see Photos 4 - West).





Photos 4 – West (Source: Pillon Abbs Inc.)

3.0 PROPOSAL AND CONSULTATION

3.1 Development Proposal

The Site is located in Ward 10 in the South Cameron Planning District.

The Site is currently vacant and was previously intended for residential use.

It is proposed to construct one new 4-storey multiple dwelling containing a total of 20 residential units.

The proposed development is called the “Daytona Avenue Apartment Development”.

It is anticipated that the development will be completed by 2027.

A Concept Plan has been prepared (see Figure 2a – Concept Plan).

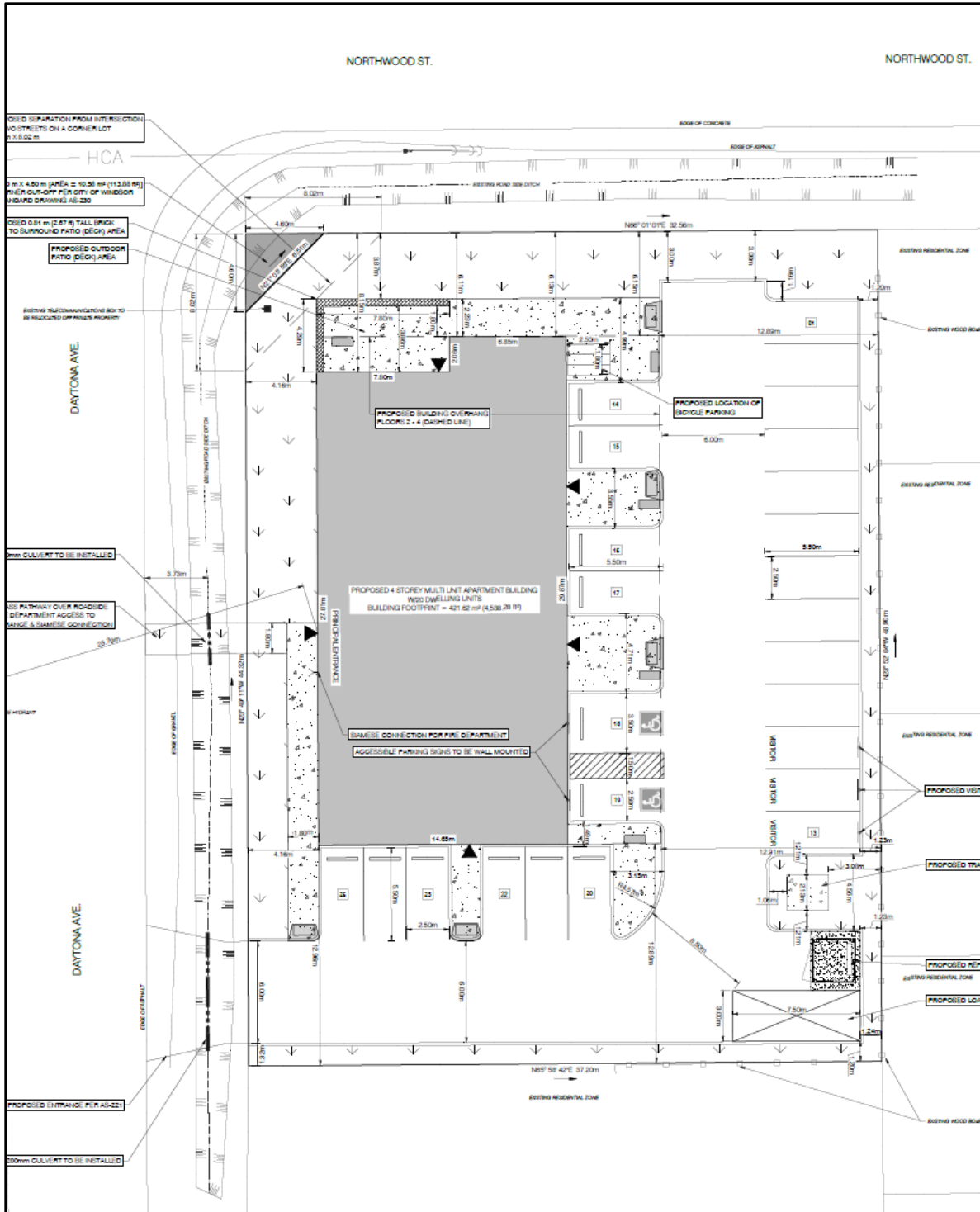


Figure 2a – Concept Plan

The Concept Plan is a preliminary illustration of the Site.

The total building area is proposed to be 421.62 m² in size.

The proposed height of the 4-storey building will be 14.63 m tall.

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





Figure 2a – Elevations

The Elevations are a preliminary illustration of the Site.

The building will face the roadways.

Based on the size of the Site (0.18 ha) and the number of units (20), the proposed total gross density will be 111.11 units per hectare (uph).

The tenure of the units is proposed to be rental.

1-2 bedroom units are proposed.

A total of 25 on-site parking spaces are proposed, with access from Daytona Avenue.

Parking will be available for residents and visitors and will be marked with signage.

The parking area will have appropriate lighting. The Site includes a fire route.

A total of 2 barrier free parking spaces are provided, located close to the main entrance of the proposed building.

A total of 3 bicycle parking spaces are provided. A total of 1 loading space is provided.

The Site will be professionally landscaped with greenspace located around the perimeter of the proposed building and the parking area. The total landscaped area will be 19.76% of the total lot area.

Existing fencing will remain around the Site.

The Site will have sidewalks connecting the parking area to the entrances as well as a connection to municipal roadways.

There is a proposed corner lot conveyance to the City of Windsor.

Garage and Recycling will be stored in a proposed fenced refuse area.

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 electronic public open house was held with area residents (120 m radius) and property owners on Monday, February 26, 2024, from 6:00 pm to 7:00 pm.

A total of 87 notices were mailed out.

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 7 people registered and attended.

Emails were also received.

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

Topic Item	Comments and Questions	Response
Site Plan and Zoning	<p>The property should be developed consistent with the block, which would be two fourplexes.</p> <p>Stick with the current zoning (for a 4 plex).</p>	<p>If developed with 4-plexes, a total of 12 to 16 units could be built. The proposed development consolidates the units into one structure with 20 units, which is 4 more units.</p>
Location, Design, Fit and Compatibility	<p>This building would be more appropriately located immediately north of the fire hall (or near Freds Farm Fresh) as it wouldn't impact the reasonable enjoyment of the home owners to their back yards, especially the last two to five homes on the north west side of Northway Avenue.</p> <p>The proposed development is not compatible and is not the same as what currently exists in the area.</p> <p>This should be in the downtown (20 units).</p>	<p>The proposed development will act as a buffer from the fire hall, commercial buildings and traffic from Huron Church Rd.</p> <p>Compatible does not need to be the same. It has to live in harmony.</p> <p>A larger apartment is being proposed near Freds Farm Fresh.</p> <p>Design to match the fire hall.</p>
Privacy, loss of enjoyment, mental health impacts and reduced family time	<p>It would be unfair to the most north & west 4-5 homeowners on this stretch of Northway.</p> <p>There are too many windows on the proposed building.</p> <p>Lack of sunlight will impact mood, routine, efficiency, impacts on professional life, and stress.</p> <p>Backyards need to be protected (pools, sunrooms, etc).</p>	<p>This is a small scale development.</p> <p>It is set back from the backyards as far as possible.</p> <p>All lighting will be dark sky approved.</p>
Shadow	<p>The building will cast a shadow on the rear lots abutting the Site.</p>	<p>A shadow study is not required.</p>

Topic Item	Comments and Questions	Response
	This will impact on the growth of trees.	Shadow can be addressed with the setback. The building is pushed as close to the corner as possible. There is a large setback from the east side of the building to the lot line.
Tenure	There will be too many random people living in this dwelling.	The City OP supports a mix of housing tenures. There are similar buildings in the area. 1-2 bedrooms only. Fully accessible units. Perfect for someone who wants to start out or someone who wants to downsize.
Financial risk, loss of property value and marketing of home same	There will be a negative impact	This is not a planning issue.
Safety, garbage and security	It will impact the entire community.	Behaviour can be addressed with policing. Garbage will be better managed.
Traffic	There are too many cars and buses in the area.	A TIS was completed. No impact is expected. Daytona Road improvements will be a result of this development.
Fire Hall	Fire Station safety of trucks leaving will be impacted	There is no access on Northwood Street proposed.
Trust	Trust issues with council, staff and builder (rights will not be protected). Mayor's noted that people do not want to live beside a 4 plex (let along a 20 plex)	Not a planning issue.

Topic Item	Comments and Questions	Response
	Rights of homeowners need to be protected	
Environment	<p>Biology is an issue, SARS assessment should be completed.</p> <p>The environment will be affected.</p>	<p>SARS was not required for this Site.</p> <p>There are no trees or natural heritage features nearby.</p> <p>Could do bee and bird houses.</p> <p>Tree plantings can be native, subject to SPC approval.</p>

4.0 APPLICATIONS AND STUDIES

Pre-consultation (stage 1) was completed (City File #PS-067-2), and pre-submission (stage 2) was completed (City File #PC-20/23) by the Applicant. Comments were received and have been incorporated into this PRR.

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

The following explains the purpose of the applications and other required approvals as well as a summary of the required support studies.

4.1 Official Plan Amendment

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

The Site is currently designated “Residential” on Schedule D: Land Use and is subject to Volume II – South Cameron Secondary Plan - Schedule SC1: Development Concept, which designates the Site as “Residential - Low Profile”.

It is proposed to further amend the existing land use designation to permit a medium profile 4-storey multiple dwelling with 20 units.

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 Site is currently zoned Residential District 2.2 (RD2.2) category as shown on Map 4 of the City of Windsor Zoning By-Law (ZBL).

It is proposed to change the zoning to a site-specific Residential District 2.5 (RD2.5 - S.20(1)(XXX)) category in order to permit a multiple dwelling with 5 or more dwelling units.

In addition to the change in zoning for the permitted use, site specific relief of various zoning provisions is also 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 ZBA has been approved, the Applicant will proceed with a Site Plan Control (SPC) application in order to complete the detailed design requirements.

A building permit will also be required prior to any construction or site alterations.

4.4 Supporting Studies

The following studies have been prepared to support the proposed development.

4.4.1 Traffic

A Traffic Impact Statement (TIS) was prepared by BairdAE Architecture and Engineering, dated December 12, 2023.

The report was prepared to determine the intersection's existing and future operating conditions and individual turning movements. This included sight line and traffic volume.

It was determined that the development is predicted to produce 132 daily vehicles, 9 morning vehicles and 12 evening peak vehicles.

It was concluded that the proposed development is expected to have a minimal impact on the conditions at the intersections of Northwood Street with Huron Church Road and Daytona Avenue.

The report also noted that the existing intersection of Huron Church Road and Northwood Street is not performing well under background traffic volumes. This condition is not the result of, nor is it made any worse by, the proposed development.

4.4.2 Servicing

A Functional Servicing Report (FSR) was prepared by BairdAE Architecture and Engineering, dated August 23, 2023 and further revised on December 12, 2023.

The report was prepared to ensure compliance with local design standards and development regulations.

The report summarized existing conditions, storm and sanitary servicing provisions, and potable water servicing provisions to support the proposed development.

It was concluded that there would be no negative impacts on the existing infrastructure.

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.....	Windsor has directed growth where the Site is located, which will contribute positively to promoting efficient land use and development patterns.
1.1.1	Healthy, liveable and safe communities are sustained by: a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term; b) accommodating an appropriate affordable and market-based range and mix	The proposed development is consistent with the policy to build strong, healthy, and livable communities as it provides for a development where people can live, work and play. The proposed development offers a new housing choice.

PPS Policy #	Policy	Response
	<p>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>There are no anticipated environmental or public health and safety concerns.</p> <p>The development pattern does not require expansion of the settlement area as it is considered infilling and intensification.</p> <p>The proposed development will not change lotting or street patterns in the area.</p> <p>The Site has access to full municipal services and is close to nearby amenities.</p> <p>Accessibility of units will be addressed at the time of the building permit.</p> <p>Public service facilities are available.</p> <p>The development pattern is proposed to be an efficient use of the vacant land.</p>
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</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 within an existing settlement area.</p>

PPS Policy #	Policy	Response
	necessary, designated growth areas.	
1.1.3.1	Settlement areas shall be the focus of growth and development.	The proposal enhances the vitality of the City, as the Site is within an existing built-up 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 change, and promote energy efficiency; d) prepare for the impacts of a changing climate; e) support active transportation; f) are transit-supportive, where transit is planned, exists or may be developed; and g) are freight-supportive. 	<p>The density of the proposed development is considered appropriate.</p> <p>The Site provides for an infilling opportunity.</p> <p>The Site offers an opportunity for intensification by creating a new housing choice using the vacant property.</p> <p>Residents will have immediate access to local amenities, shopping, employment, recreational areas, and institutional uses.</p> <p>Transit is available for the area.</p> <p>The Site is located close to major transportation corridors.</p>

PPS Policy #	Policy	Response
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 proposed development is located on a Site that is physically suitable.</p> <p>The Site is flat, which is conducive to easy vehicular movements.</p> <p>The Site is a corner lot providing vehicle access to the proposed development.</p> <p>The intensification can be accommodated for the proposed development as it is an appropriate use of a vacant parcel of land.</p> <p>Parking will be provided on-site, including space for tenants and visitors.</p> <p>Bicycle parking and refuse storage are also provided.</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 proposed multiple dwelling 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> <p>The Site is outside of the ERCA regulated area.</p>
1.1.3.5	<p>Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up</p>	<p>The City has established targets for intensification and redevelopment. The proposed development will assist in meeting those</p>

PPS Policy #	Policy	Response
	areas, based on local conditions.	targets as the Site is located in an existing built-up area.
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 proposed development does have a compact built form.</p> <p>The proposed building size and location on the Site 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 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 to facilitate residential intensification and redevelopment, and land in</p>	<p>The proposed development will provide for an infill opportunity in the existing built-up area.</p> <p>The Site offers an opportunity for intensification in an area with a mix of uses.</p> <p>Municipal services are available, as set out in the support studies.</p>

PPS Policy #	Policy	Response
	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 density is compatible with the surrounding area and will provide an appropriate transition between existing uses.</p> <p>The building will provide a buffer between existing uses.</p> <p>The proposed density will have a positive impact on the area as it will blend well with the existing built form and provide for a new housing choice.</p> <p>The Site is close to local amenities.</p> <p>There is suitable infrastructure, including transit.</p>
1.6.1 - Infrastructure	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>The development can proceed on full municipal services as identified in the required support studies.</p> <p>Electrical distribution will be determined through detailed design.</p> <p>Access to public transit is available.</p>
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	The proposed development will be serviced by municipal sewer, water and storm, which is the preferred form of

PPS Policy #	Policy	Response
	<p>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>	<p>servicing for settlement areas.</p>
<p>1.6.6.7 - Stormwater</p>	<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 f) promote stormwater management best practices, 	<p>There will be no anticipated 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>

PPS Policy #	Policy	Response
	including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.	
1.6.7.1 - Transportation	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 in close proximity to major transportation corridors 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.	The proposed development contributes to the City's requirements for development within a built-up area.
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.	There will be no anticipated impacts on traffic. The subject property is in close proximity to major transportation corridors and has access to transit.
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.
2.2.1 - Water	Planning authorities shall protect, improve or restore the quality and quantity of water.	The Site will comply with any source water protection area requirements.
2.6.1 - Heritage	Significant built heritage resources and significant cultural heritage landscapes shall be conserved.	There are no heritage resources that impact the Site.
3.0 - Health and Safety	Development shall be directed away from areas of natural or	There are no natural or human-made hazards.

PPS Policy #	Policy	Response
	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.	The Site is outside the regulated area of ERCA.

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. The 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 3a – City of Windsor OP, Schedule “D”).



Figure 3a – City of Windsor OP, Schedule “D”

The lands are also designated “Residential - Low Profile” according to Volume II – South Cameron Secondary Plan - Schedule SC1: Development Concept attached to the OP for the City of Windsor (see Figure 3b – City of Windsor OP, Schedule “SC1”).

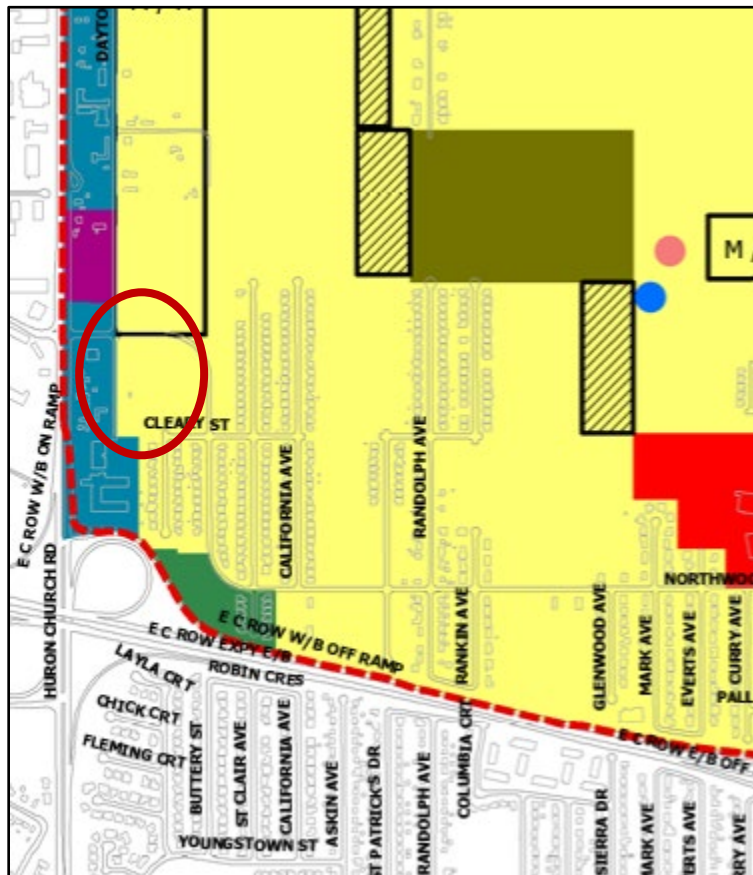


Figure 3b – City of Windsor OP, Schedule “SC1”

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	The planning of Windsor’s future is guided by the following vision taken from Dream Dare Do – The City of Windsor Community Strategic Plan.	The proposed development will support the City’s vision by providing residential in an existing built-up area where citizens can live, work and play.
3.2.1.2 – Growth Concept, Neighbourhood Housing Variety	Encouraging a range of housing types will ensure that people have an opportunity to	The proposed development supports one of the City’s overall development

OP Policy #	Policy	Response
	live in their neighbourhoods as they pass through the various stages of their lives.	strategies of providing for a range of housing types. The Site will provide for a new housing choice in an existing built-up area, which is an example of a missing middle development.
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.	The proposed development will support the City's goal of promoting a healthy community. The proposed development is close to nearby transit, employment, shopping, local/regional amenities and parks.
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 residential needs of the City.
6.1 - Goals	In keeping with the Strategic Directions, Council's land use goals are to achieve: 6.1.1 Safe, caring and diverse neighbourhoods. 6.1.3 Housing suited to the needs of Windsor's residents. 6.1.10 Pedestrian oriented clusters of residential,	The proposed development supports the goals set out in the OP as it provides for the intensification of residential offering a new housing choice. Care in the design of the proposed multiple dwelling has taken into consideration the built form of the area.

OP Policy #	Policy	Response
	commercial, employment and institutional uses.	<p>The building will provide a buffer between existing uses.</p> <p>The Site provides for an infilling opportunity, allowing a transition between an existing established neighbourhood and the commercial uses.</p>
6.2.1.2 – General Policies, Type 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>	<p>The proposed development is considered a medium profile development as it is proposed to have a maximum height of 4-storeys.</p> <p>The buildings are considered small in scale and will provide a transition and buffer from existing abutting land uses.</p>
6.3.1.1 – Range of Forms & Tenures	To support a complementary range of housing forms and tenures in all neighbourhoods	<p>It is proposed to construct a multiple dwelling with a total of 20 residential dwelling units.</p> <p>The proposed development will offer a new housing choice which will complement the existing built-up area.</p> <p>Tenure will be rental.</p>

OP Policy #	Policy	Response
6.3.1.2 - Neighbourhoods	To promote compact neighbourhoods which encourage a balanced transportation system.	<p>The proposed development takes advantage of the entire Site.</p> <p>The Site will be pedestrian friendly with sidewalks connections to the roadway and parking area.</p> <p>The Site has access to transit and is in close proximity to major transportation corridors.</p>
6.3.1.3 – Intensification, Infill & Redevelopment	To promote residential redevelopment, infill and intensification initiatives in locations in accordance with this plan.	<p>The proposed development is considered infill and intensification.</p> <p>The parcel of land is vacant and appropriate for redevelopment.</p> <p>There is a mix of land uses in the area.</p>
6.3.2.1 – Permitted Uses	<p>Uses permitted in the Residential land use designation identified on Schedule D: Land Use include Low Profile, and Medium Profile dwelling units.</p> <p>High Profile Residential Buildings shall be directed to locate in the City Centre, Mixed Use Centres and Mixed Use Corridors.</p>	The proposed development is a permitted use in the OP as it is considered a medium profile development.
6.3.2.4 – Location Criteria	Residential intensification shall be directed to the Mixed Use Nodes and areas in proximity to those Nodes. Within these areas Medium Profile buildings, up 4 storeys in height shall be permitted. These taller buildings shall be designed to provide a transition in height and	The Site has access to major transportation corridors, municipal infrastructure and public amenities.

OP Policy #	Policy	Response
	<p>massing from low-profile areas.</p> <p>New residential development and intensification shall be located where:</p> <p>a) there is access to a collector or arterial road; b) full municipal physical services can be provided; c) adequate community services and open spaces are available or are planned; and d) public transportation service can be provided.</p>	
6.3.2.5 – Evaluation for a Neighbourhood	<p>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> <p>(a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses:</p> <p>(i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan;</p> <p>(ii) adjacent to sources of nuisance, such as noise, odour, vibration and dust;</p> <p>(iii) within a site of potential or known contamination;</p> <p>(iv) where traffic generation and distribution is a provincial or municipal concern; and</p>	<p>This PRR has undertaken the required evaluation, including a review of the PPS.</p> <p>There are no development constraints that impact the Site.</p> <p>There are no anticipated traffic issues.</p> <p>There are no heritage resources that impact the Site.</p> <p>The intent of the South Cameron Secondary Plan can be maintained.</p> <p>The Site is compatible with its surroundings and will act as a buffer between land uses.</p> <p>Parking is provided on-site.</p> <p>Infrastructure is available.</p> <p>The Site includes a fire route.</p>

OP Policy #	Policy	Response
	<p>(v) adjacent to heritage resources.</p> <p>(b) in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area;</p> <p>(c) in existing neighbourhoods, compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and amenity areas. In Mature Neighbourhoods as shown on Schedule A-1, compatible with the surrounding area, as noted above, and consistent with the streetscape, architectural style and materials, landscape character and setback between the buildings and streets;</p> <p>(e) capable of being provided with full municipal physical services and emergency services; and</p> <p>(f) facilitating a gradual transition from Low Profile residential development to Medium and/or High Profile development and vice versa, where appropriate, in accordance with Design Guidelines approved by Council.</p>	<p>The Site is not located in a mature neighbourhood.</p> <p>The Site provides for an infilling opportunity, allowing a transition between an existing established neighbourhood and existing commercial uses.</p>
7.0 - Infrastructure	<p>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,</p>	<p>The proposed development is close to nearby transit, off a major transportation corridor and has access to full municipal services.</p>

OP Policy #	Policy	Response
	orderly and coordinated fashion.	
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; (g) building area to site area ratios; (h) the pattern, scale and character of existing development; (i) exterior building appearance; and (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>The Site provides for an infilling opportunity, allowing a transition between existing land uses.</p> <p>Massing – the proposed size of the dwelling is appropriate. The Site is a corner lot. The building has been brought to the corner of the lot, as close as possible.</p> <p>Building height – the proposed building height of the proposed multiple dwelling will be limited to 4-storeys.</p> <p>Architectural proportion – the inspiration for the design of the building will be taken from the established character of the area. Detailed design will be provided at the time of SPC.</p> <p>Volume of defined space – the proposed design and layout of the development includes appropriate setbacks and lot coverage. No relief from zoning provisions is being requested, except for a requested reduction in minimum lot area.</p> <p>Lot size – the existing Site is appropriate for the development. It allows for on-site parking, access, fire routes, amenity, space, sidewalks and landscaping.</p>

OP Policy #	Policy	Response
		<p>Building area – appropriate lot coverage is proposed. The proposed building will not negatively impact the private use and enjoyment of area residents. The proposed building is 4-storeys and is not anticipated to create shadows or obstructions that would negatively impact the area.</p> <p>Pattern, scale and character – the proposed development will not change lotting or street patterns in the area. The scale of the proposed development is appropriate for a corner lot.</p> <p>Exterior building appearance – a mix of materials will be used for the proposed building. The final design of the building will be addressed as part of SPC approval.</p>
4.4 - South Cameron Planning Area Development Concept	The South Cameron Planning District is proposed to be a largely residential community distinguished by natural environmental features and environmentally friendly infrastructure. The District is proposed to be focused on a visible and centrally located community park/woodland and a major east/west road. Local Roads will follow a traditional grid system.	Residential is a permitted use in the secondary plan.
4.5.1	Promote land use patterns, residential densities and building forms that make efficient use of existing resources, services and infrastructure.	The proposed development offers a new housing choice in an existing built up area. Existing services can be used.

OP Policy #	Policy	Response
4.5.8 – Compatible Scale and Use	Provide for a pattern of development in keeping with the scale and use of existing development in this district.	<p>The design and style of the buildings will blend well with the scale and massing of the existing surrounding area.</p> <p>The City of Windsor Intensification Guidelines have been considered as part of the design of the concept plan, including the transition between uses.</p> <p>Further design will be included as part of SPC approval.</p>
4.6.2 - Objective	Locate medium /high profile residential uses adjacent to commercial areas.	The buildings are considered small in scale and will provide a transition and buffer from existing abutting land uses.
4.7.1.1 – Permitted Residential Uses	In areas designated Low Profile Residential and Medium/High Profile Residential on Schedule SC-1, minor institutional uses such as elementary schools, day nurseries and places of worship, and neighbourhood commercial uses such as minor retail, service and office facilities are permitted subject to the following: (a) such uses are intended to serve the needs of the residents; (b) they are permitted only where there is a demonstrated need; (c) the amenities of adjoining residential areas are preserved through adequate separation and landscaping, adequate off-street parking and properly located vehicular access; (d) they are permitted only on sites fronting collector roads; (e) the site shall be regular in shape and buildings shall be of comparable height	<p>The Site is located in a low profile area of the plan.</p> <p>It is proposed to change the land use designation to medium profile.</p> <p>The Site is unique as it is a corner parcel of land, which allows the building to be moved close to the municipal roadways.</p>

OP Policy #	Policy	Response
	and shape to adjacent development; and (f) such uses shall require site plan approval pursuant to the Planning Act.	
4.7.1.5 - MEDIUM/HIGH PROFILE DEFINED	For the purpose of this secondary plan, Medium/High Profile Residential development comprise townhouses, stacked townhouses and apartments.	It is proposed to construct one new 4-storey multiple dwelling containing a total of 20 residential units.
4.7.1.7 – Scale Transition	The layout and design of any site for Medium/High Profile Residential uses shall not create an abrupt change in the scale and/or form of existing residential development and shall not jeopardize the potential for Low Profile Residential development on adjacent lands.	<p>The proposed development will provide for an appropriate transition between uses.</p> <p>The building will buffering the existing low profile residential use from the existing commercial uses.</p> <p>The City of Windsor Intensification Guidelines have been considered as part of the design of the concept plan, including the transition between uses.</p> <p>Further design will be included as part of SPC approval.</p>

Therefore, the proposed development will conform with the intent of to the City of Windsor OP, however, needs an amendment to the South Cameron Secondary Plan to permit a medium profile 4-storey multiple dwelling with 20 units.

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.

The Site is currently zoned Residential District 2.2 (RD2.2) category as shown on Map 4 of the City of Windsor Zoning By-Law (ZBL) (see Figures 4 – City of Windsor Zoning).

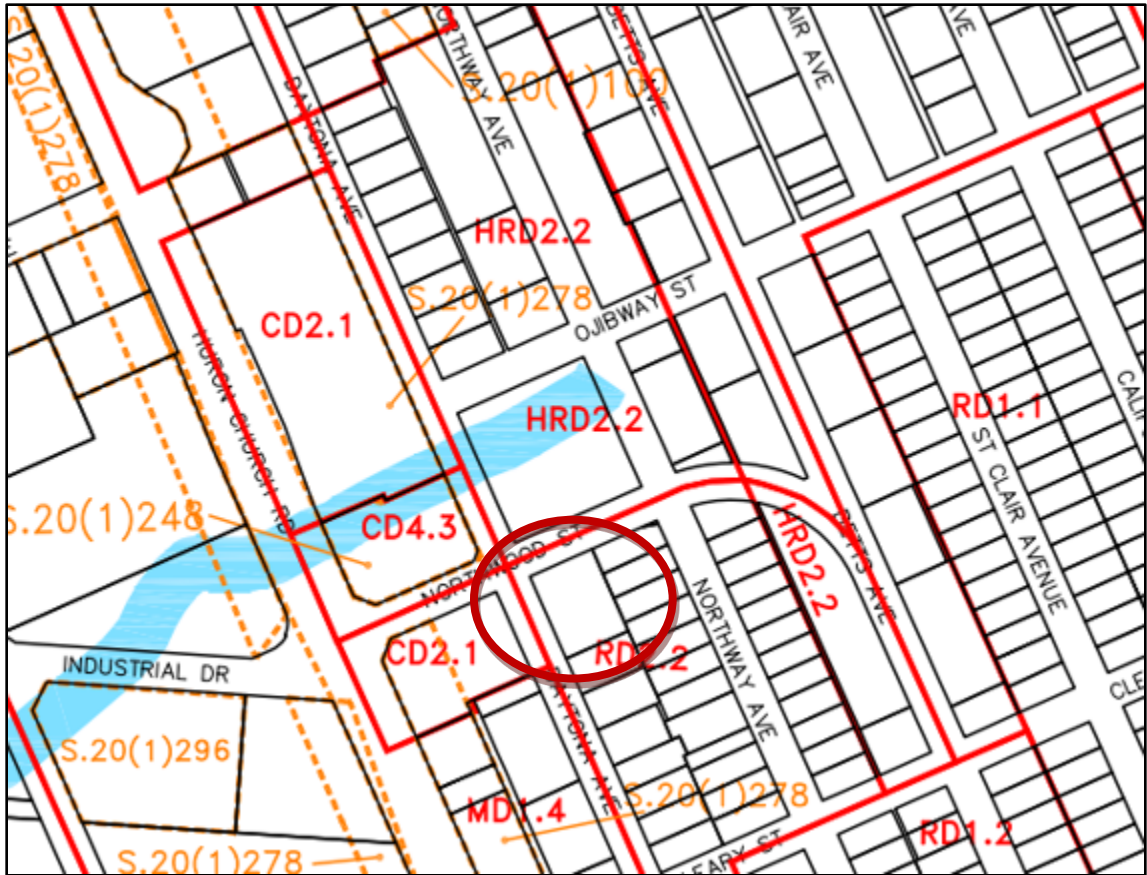


Figure 4 – City of Windsor Zoning

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

It is proposed to change the zoning to a site-specific Residential District 2.5 (RD2.5 - S.20(1)(XXX)) category in order to permit a multiple dwelling with 5 or more dwelling units.

Permitted uses in the RD2.5 include Multiple Dwellings.

MULTIPLE DWELLING means one dwelling containing a minimum of three dwelling units. A double duplex dwelling, semi-detached dwelling, stacked dwelling, or townhome dwelling is not a multiple dwelling

A review of the RD2.5 zone provisions, as set out in Section 11.5.5.6 of the ZBL is as follows:

Zone Regulations	Required RD 2.5 Zone (Multiple Dwelling with 5 or more dwelling units)	Proposed	Compliance and/or Relief Requested with Justification
Min Lot Width	20.0 m	37.18 m Along Northwood Street (shortest frontage)	Complies
Min Lot Area	Lot Area – per dwelling unit – minimum 166.0 m ² 166.0 x 20 = 3,320 m²	1,818.26 m² (90.38 m² per unit) (1,807.68 m² with the corner cut off removed)	Relief required. Relief is considered minor. The proposed building size and location on the Site will allow for the efficient use of land, pedestrian and vehicle access, infrastructure and public services.
Max Lot Coverage	50.0 %	32.72%	Complies
Min/Max Building Height	7.0 m / 18.0 m	14.63 m	Complies
Min/Max Front Yard Depth	6.0 m / 7.0 m	6.11 m (taken from Northwood Street)	Complies
Min Rear Yard Depth	7.50 m	12.89 m	Complies
Min Side Yard (interior and exterior)	2.5 m	East – 12.89 m West – 4.16 m	Complies
Parking Spaces Required (Table 24.20.20.5.1)	Multiple Dwelling containing a minimum of 5 dwelling units: 1.25 parking spaces required for each dwelling unit 20 x 1.25	25	Complies

Zone Regulations	Required RD 2.5 Zone (Multiple Dwelling with 5 or more dwelling units)	Proposed	Compliance and/or Relief Requested with Justification
	= 25 space		
Visitor Parking (24.22.1)	15 percent of parking spaces marked 26 x 15% = 3.9 spaces (4 rounded up)	3 (to be marked)	Complies
Accessible Parking Spaces Required (Table 24.24.1)	For 26-100 total number of Parking Spaces Type A – 2 % parking spaces Total B - 2 % parking spaces 0.8 + 0.8 = 1.6 parking spaces (2 rounded up)	2 spaces 1 Type “A” Space 1 Type “B” Space	Complies
Bicycle Parking (24.30.1)	20 or more parking spaces in parking area: 2 for the first 19 spaces plus 1 for each additional 20 parking spaces: 2 + 1 = 3	3 spaces	Complies
Loading (Table 24.40.1.5)	Over 1,000 m ² to 7,500 m ² = 1 required	1 space	Complies
Parking Area Separation (Table 25.5.20.2)	Any other Street – 3.00 m	>3.00 m	Complies

Zone Regulations	Required RD 2.5 Zone (Multiple Dwelling with 5 or more dwelling units)	Proposed	Compliance and/or Relief Requested with Justification
Parking Area Separation (Table 25.5.20.3)	An interior lot line or alley – 0.90 m	>0.90 m	Complies
Parking Area Separation (Table 25.5.20.5)	A building wall in which is located a main pedestrian entrance facing the parking area – 2.00 m	>2.00 m	Complies
Parking Area Separation (Table 25.5.20.6)	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	>4.50 m	Complies
Site Visibility Triangle	6.00 m	8.02 m	Complies

Therefore, in addition to the change in zoning for the permitted use of a multiple dwelling with 5 or more dwelling units, the proposed development will comply with all zone provisions set out in the RD2.5 Zone except for the following, which requires site specific relief:

1. *to reduce the minimum lot area from 3,320 m² (166.0 m² per unit) to 1,807.68 m² (90.38 m² per unit).*

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 flat,
- The Site will be able to accommodate municipal infrastructure,
- There are no anticipated traffic concerns,
- There are no natural heritage concerns,
- There are no cultural heritage concerns, and
- There are no hazards or constraints.

6.1.2 Compatibility of Design

The proposed development has been designed to be compatible with the existing built-up area.

The proposed development is a medium profile form of development which incorporates sufficient setbacks to allow for appropriate landscaping and buffering.

The proposed development will be strategically located to provide efficient ease of the proposed new accesses into the parking area.

The proposed building will create a new buffer between existing land uses.

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

6.1.3 Good Planning

The proposal represents good planning as it addresses the need for the City to provide infilling, which contributes to a new housing choice and intensification requirements.

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

The proposed development will not change lotting or street patterns in the area.

6.1.4 Natural and/or Cultural Heritage Impacts

The proposal does not have any negative natural environment impacts or cultural heritage resource impacts.

6.1.5 Municipal Services Impacts

Full municipal services are available, which is the preferred form for development. This includes water, sewer and storm services.

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, open space and community 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 patterns, which sustains the financial well-being of the City of Windsor.

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 Council for the City of Windsor to approve the OPA and ZBA to permit the proposed development on the Site as it is appropriate for infilling and will offer residential in an area of mixed uses.

The Site will provide for a new housing choice in an existing built-up area, which is an example of missing middle.

This PRR has shown that the proposed development is consistent with the PPS, conforms with the intent and purpose of the 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**

