

PLANNING RATIONALE REPORT

ZONING BY-LAW AMENDMENT PROPOSED RESIDENTIAL DEVELOPMENT

**3161 Jefferson Boulevard
Windsor, Ontario**

December 6, 2024

Prepared by:



Tracey Pillon-Abbs, RPP
Principal Planner
Chatham, ON
226-340-1232
tracey@pillonabbs.ca
www.pillonabbs.ca

Table of Content

1.0	INTRODUCTION	3
2.0	SITE AND SURROUNDING LAND USES	4
2.1	Description of Site and Ownership	4
2.2	Physical Features of the Site	5
2.2.1	Size and Site Dimension	5
2.2.2	Existing Buildings and Structures and Previous Use	5
2.2.3	Vegetation and Soil	6
2.2.4	Topography and Drainage	6
2.2.5	Other Physical Features	6
2.2.6	Municipal Services	6
2.2.7	Nearby Amenities	6
2.3	Surrounding Land Uses	7
3.0	PROPOSAL AND CONSULTATION	10
3.1	Development Proposal	10
3.2	Public Consultation Strategy	12
4.0	APPLICATIONS AND STUDIES	14
4.1	Zoning By-Law Amendment	14
4.2	Other Application	14
4.3	Supporting Studies	14
4.3.1	Noise and Vibration	15
4.3.2	Waste Disposal	15
5.0	PLANNING ANALYSIS	16
5.1	Policy and Regulatory Overview	16
5.1.1	Provincial Planning Statement	16
5.1.2	Official Plan	21
5.1.3	Zoning By-law	30
6.0	SUMMARY AND CONCLUSION	35
6.1	Context and Site Suitability Summary	35

6.1.1 Site Suitability	35
6.1.2 Compatibility of Design	35
6.1.3 Good Planning	35
6.1.4 Natural and/or Cultural Heritage Impacts	36
6.1.5 Municipal Services Impacts	36
6.1.6 Social, Cultural and/or Economic Conditions	36
6.2 Conclusion	36

1.0 INTRODUCTION

I have been retained by Home Discovery Group Inc. (herein the “Applicant”), to provide a land use Planning Rationale Report (PRR) in support of a proposed development located at 3161 Jefferson Boulevard (herein the “Site”) in the City of Windsor, Province of Ontario.

The Site is made up of one (1) parcel of land located in Ward 8 in the Fountaineblue Planning District.

The Site currently has a single detached dwelling, which will be demolished.

It is proposed to construct three (3) new residential dwellings (multiple dwellings), each containing 9 units for a total of 27 dwelling units.

The design of the buildings will be a stacked townhome; however, it is considered a multiple dwelling, as set out in the ZBL definition.

The units are proposed to be rental as the tenure.

A total of 40 parking spaces is proposed, including visitor and accessible parking spaces in a single parking area with access to Jefferson Boulevard at the north end of the Site.

The Site has access to full municipal services.

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 a Zoning By-law Amendment (ZBA) is required.

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.

Pre-consultation (stage 1) was completed by the Applicant (City File #PC-028/24). Comments dated April 18, 2024, were received and have been incorporated into this PRR.

Pre-submission (stage 2) was completed by the Applicant (City File #PC-110/24). Comments dated December 3, 2024, 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 Planning Statement 2024 (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 has been owned by Home Discovery Group Inc. since 2023.

The Site is made up of one (1) parcel of land located in Ward 8 located on the west side of Jefferson Boulevard, north of the North Service Rd E and Quality Ct and south of the Queen Elizabeth Dr (see the area in red on Figure 1a – Site Location).



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

The Site is locally known and is legally described as follows:

Address	Legal Description	PIN	ARN
3161 Jefferson Boulevard, City of Windsor,	LT 221 PL 1153 Sandwich East; PT LT 222 PL 1153 Sandwich East; PT Block B PL 1153 Sandwich East (PT Jefferson Blvd Closed by R141838) as in R328466 Except PT 2,	01562-0703 LT	3739-070-590- 16300-0000

Address	Legal Description	PIN	ARN
Province of Ontario	12R5307; S/T Vendor's Lien in R328466; Windsor		

2.2 Physical Features of the Site

2.2.1 Size and Site Dimension

The Site, subject to the proposed development, consists of a total area of 4,420.0 m² (0.442 ha), with 41.57 m of irregular lot width along Jefferson Blvd and 106.20 m of irregular lot depth.

The overall lot share is rectangular (see the Site on Figure 1b – Street View).



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

2.2.2 Existing Buildings and Structures and Previous Use

The Site currently has a single detached dwelling, which will be demolished.

The previous use is unknown.

2.2.3 Vegetation and Soil

The Site has an open grassed area and scattered trees.

The soil is made up of Brookston Clay (Bc).

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 not impacted by Source Water Protection and is outside of any Event Based Area (EBA)

The Site is part of the Little River drainage area.

2.2.5 Other Physical Features

There is no fencing along the boundary of the Site

There is an existing driveway access to the Site from Jefferson Blvd.

There is a rail corridor abutting the south side of the Site.

2.2.6 Municipal Services

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

Jefferson Blvd is a Class II arterial road, which runs north and south.

There are streetlights on both sides of Jefferson Blvd and sidewalks on the west side.

The closest fire hydrant is located across the road from the Site, along Jefferson Blvd.

The Site has access to transit with the closest bus stop located on North Service Road E at Jefferson Blvd (240 m), Stop ID: #1519 (Bus #3).

The Site is in close proximity to major transportation corridors, including EC Row Expressway.

2.2.7 Nearby Amenities

There are several schools nearby, including W. J. Langlois Catholic Elementary School and William G. Davis Public School.

There are many parks and recreation opportunities in close proximity to the Site, including Fountaineblue Park, Shawnee Park and Coletta Park.

The nearest library location is the Fountaineblue 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 of the City of Windsor.

The characteristics of the area include commercial uses to the south and east and residential uses to the west and north.

A site visit was undertaken on March 26, 2024.

North – The lands directly north of the Site are used for residential (see Photo 1 - North).



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

South – The lands directly south of the Site are used for rail, and beyond the area is the EC ROW Expressway (see Photo 2 - South).



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

East – The lands directly east of the Site are used for commercial including a gas station, Tim Hortons, and the EMS Station 1 (see Photos 3 - East).





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

West – The lands directly west of the Site are used for residential with frontage along Lloyd George Blvd (see Photos 4 - West).



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

3.0 PROPOSAL AND CONSULTATION

3.1 Development Proposal

The Site currently has a single detached dwelling, which will be demolished.

It is proposed to develop the Site for residential use.

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

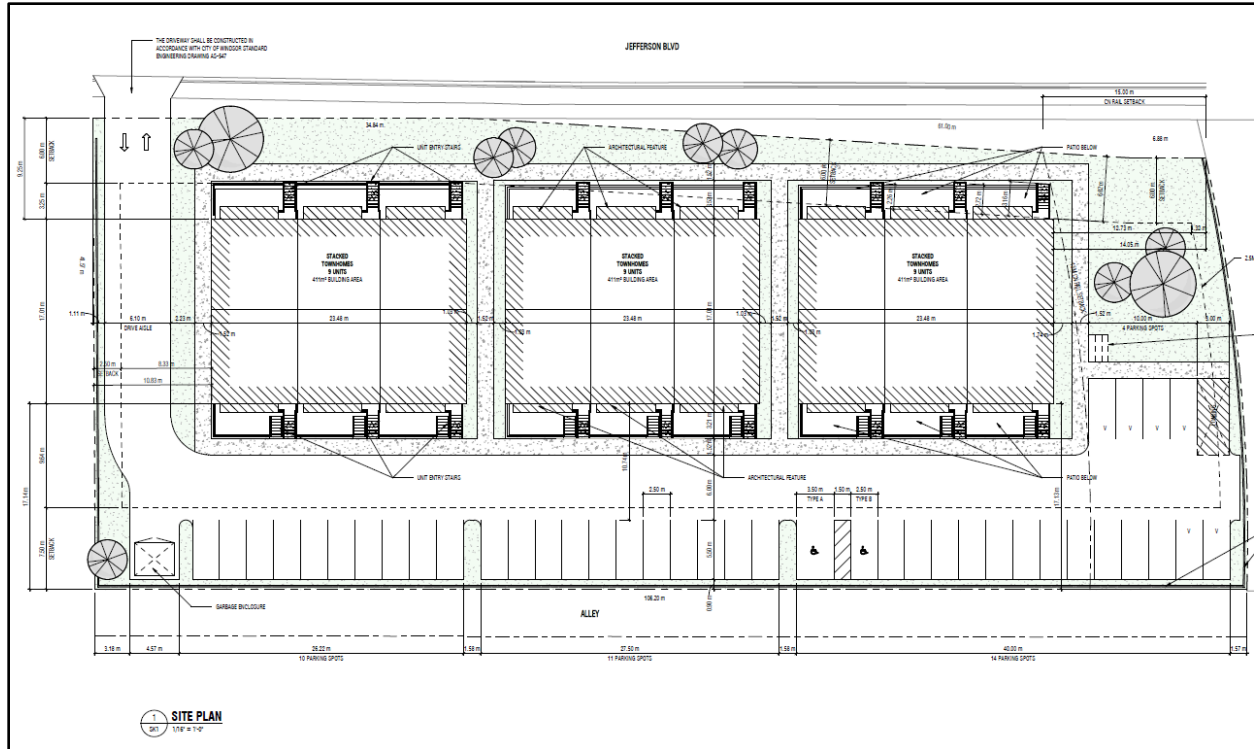


Figure 2a – Concept Plan

The Concept Plan is a preliminary illustration of how the Site could be developed.

It is proposed to construct three (3) new residential dwellings (multiple dwellings), each containing 9 units for a total of 27 dwelling units.

The units are proposed to be rental as the tenure.

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



Figure 2b – Elevations

The Elevations are a preliminary illustration of the Site.

The main entrances to the buildings will face east and west.

The design of the buildings will be a stacked townhome; however, it is considered a multiple dwelling, as set out in the ZBL definition. Dwellings will have access to private patio areas.

Each building will be 411 m² in size. The total building area on the Site is proposed to be 1,233 m² in size.

The proposed height of the buildings will be 9 m tall. The buildings are proposed to be 3 storeys.

Based on the size of the Site (0.442 ha) and the number of units (27), the proposed total gross density will be 61.086 units per hectare (uph).

The proposed buildings will have 2 bedroom units.

A total of 40 parking spaces are proposed, including 2 accessible parking spaces in a single parking area with access to Jefferson Boulevard at the north end of the Site.

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

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

A total of 3 bicycle parking spaces will be 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.

Fencing is proposed around the Site, subject to SPC approval.

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

Garage and Recycling will be stored in a proposed enclosed 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, May 14, 2024, from 6:00 pm to 7:00 pm.

A total of 53 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, and the Applicant's representatives, a total of 1 person registered.

Emails were also received.

The following is a summary of the comments and responses from the consultation:

Topic Item	Comments and Questions	Response
Safety	Concerns about children playing, and walking along the sidewalk in front of the Site.	The proposed development will be designed to address safety. Signage could be posted on the Site to warn residents to be cautious when crossing the sidewalk with vehicles when exiting the Site.
Traffic	The traffic in the area is busy. It is difficult to cross the street to get to the commercial area. Will the proposed development cause congestion?	Jefferson Blvd is a Class II arterial road, which is meant for traffic. Crosswalks should be used to cross the road.
Building setback	What is the distance between the building and the sidewalk?	The building will be setback 10 ft from the sidewalk.
Timelines	What are the timelines for this project to get started? But when is construction planning to take place?	TBD, subject to approval.
Sightlines	How will drivers be entering and exiting the parking lot? Are there sightlines issues entering and exiting into the Site?	Sightlines will be respected from Jefferson Blvd. The entrance into the Site will be kept as far from the rail as possible.
Proposal	Overall, happy with new residential development.	Noted.
Sidewalks	There are no sidewalks on the east side of the road.	Subject to the City to plan for sidewalks on the east side.

4.0 APPLICATIONS AND STUDIES

Pre-consultation (stage 1) was completed by the Applicant (City File #PC-028/24). Comments dated April 18, 2024, were received and have been incorporated into this PRR.

Pre-submission (stage 2) was completed by the Applicant (City File #PC-110/24). Comments dated December 3, 2024, were received and have been incorporated into this PRR.

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

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

4.1 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 Commercial District 1.4 (CD1.4) category as shown on Map 11 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 three multiple dwellings 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.

4.2 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.

SPC will provide a technical review, which includes lot grading, fencing, landscaping, lighting, signage, etc.

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

4.3 Supporting Studies

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

4.3.1 Noise and Vibration

An Environmental Noise and Vibration Assessment was prepared by Akoustik Engineering Limited, dated October 15, 2024.

The report was prepared to assess the noise and vibration impacts caused by the nearby road and railway line.

It was concluded that the noise impact on the proposed development had been shown to exceed the limits set by the Ministry. The measured vibration levels were not found to exceed the recommended limit.

It was recommended that the noise impacts can be mitigated through the following:

- appropriate building material design
- the installation of central air conditioning
- warning clauses

4.3.2 Waste Disposal

A Waste Disposal Letter was prepared by CT Soils & Materials Engineering Inc., Consulting Engineer, dated September 2, 2024.

The report was prepared to address any potential impacts from waste disposal sites located within a 500-meter radius of the site.

The report concluded that due to the inferred direction of groundwater flow, regional geology, distance of the waste disposal property from the site and underground utilities, there is a very low probability of adverse environmental impact to the Site arising from the Ford Motor Co. Essex Engine Plant waste disposal site.

5.0 PLANNING ANALYSIS

5.1 Policy and Regulatory Overview

5.1.1 Provincial Planning Statement

The Provincial Planning Statement, 2024 (PPS) provides policy direction on matters of provincial interest related to land use planning and development.

The PPS was issued under Section 3 of the *Planning Act* and came into effect on October 20, 2024.

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

PPS Policy #	Policy	Response
Chapter 1 - Vision	Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come.	The proposed development provides more housing.
Chapter 2.1.4 – Buildings Homes, Sustaining Strong and Competitive Communities	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: a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated	The proposed development will help provide for a mix of housing options and densities to meet the needs of the City. Full municipal services are available.

PPS Policy #	Policy	Response
	<p>and available for residential development; and 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, including units in draft approved or registered plans.</p>	
2.1.6	<p>Planning authorities should support the achievement of complete communities by:</p> <p>a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated childcare facilities, longterm care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;</p> <p>b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society;</p>	<p>The proposed development is consistent with the policy to achieve complete communities.</p> <p>The proposed development will provide for a range and mix of housing options.</p> <p>The Site has access to transportation options, public service facilities, other institutional uses, and parks.</p> <p>Accessibility will be addressed at the time of a building permit.</p>
2.2.1 - Housing	<p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:</p> <p>a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income</p>	<p>The proposed development is a new housing option for the area.</p> <p>The proposed development supports the City's targets for more housing.</p> <p>The needs of the residents can be accommodated as the Site is located near local</p>

PPS Policy #	Policy	Response
	<p>households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;</p> <p>b) permitting and facilitating:</p> <ol style="list-style-type: none"> 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3; <p>c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and</p> <p>d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to</p>	<p>amenities which supports live, work and play.</p> <p>The Site is underutilized and offers an opportunity for intensification and infilling.</p> <p>The proposed development will connect to existing neighbourhoods.</p> <p>The proposed density is appropriate for the Site.</p> <p>Residents will have access to nearby transit.</p>

PPS Policy #	Policy	Response
	transit, including corridors and stations.	
2.3.1.1 – Settlement Area	Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.	The Site is located in an existing settlement area of the City of Windsor.
2.3.1.2	Land use patterns within settlement areas should be based on densities and a mix of land uses which: a) efficiently use land and resources; b) optimize existing and planned infrastructure and public service facilities; c) support active transportation; d) are transit-supportive, as appropriate.	<p>The total density of the proposed development is considered appropriate.</p> <p>The Site offers an opportunity for infilling by creating new residential dwelling units on an underutilized parcel of land.</p> <p>The proposed height and massing of the dwellings will blend with the existing residential uses in the area.</p> <p>Residents will have immediate access to shopping, employment, transit, recreational areas and institutional uses.</p> <p>Transit is available for the area.</p> <p>Currently, there is no active transportation close to the Site. This could be addressed by the City in the future.</p>
2.3.1.3	Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of	The proposed development provides an infill opportunity for an underutilized parcel of land.

PPS Policy #	Policy	Response
	housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.	<p>The Site was always intended for residential development as it is designated 'Residential' in the City OP.</p> <p>The design of the proposed development has provided a compact form. The final design of the building will be addressed at the time of SPC approval and will follow the City of Windsor Intensification Guidelines.</p>
2.3.1.4	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 for housing. 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.
2.3.1.6	Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.	The Site has access to existing infrastructure and nearby public service facilities.
Chapter 3.1.1 – Infrastructure and Facilities	Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.	<p>The proposed development has access to full municipal services.</p> <p>There are nearby public service facilities.</p>
3.3.3 - Transportation	Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.	The proposed development will not have a negative impact on nearby transportation and infrastructure corridors.

PPS Policy #	Policy	Response
3.6.2	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. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.	The proposed development will be serviced by municipal sewer, water and storm, which is the preferred form of servicing for settlement areas. The design of the services will be addressed at the SPC approval stage.
4.1.1 – Natural Heritage	Natural features and areas shall be protected for the long term.	There are no natural heritage features that impact the Site.
4.2 - Water	Planning authorities shall protect, improve or restore the quality and quantity of water by: b) minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts;	The Site is outside of any ERCA regulated area.
Chapter 5.1.1 – Protecting Public Health and Safety	Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.	There are no natural or human-made hazards that apply to this Site. There is no risk to the public.

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. 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”).

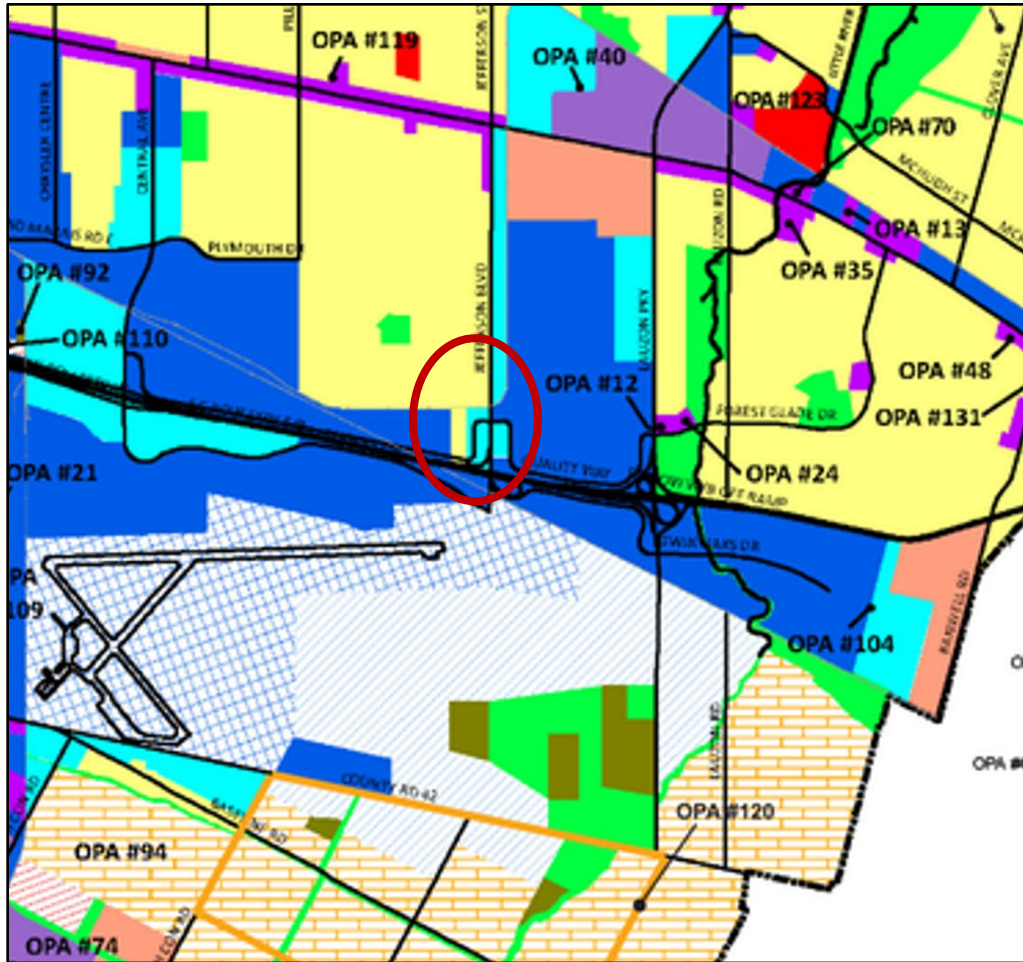


Figure 3a – City of Windsor OP, Schedule “D”

The lands are also designated subject to the following:

- Schedule B – Greenway System: Jefferson Blvd is designated as a Proposed Recreationways
- Schedule C – Development Constraint Areas - Known or Suspected Waste Disposal Sites; Raily Yard
- Schedule C-1 – Development Constraint Areas: Low Archaeological Potential

- Schedule F – Roads & Bikeways: Jefferson Boulevard is a Class II Arterial
- Schedule F-1 – Railways: Rail Corridor to the south and east; Rail Yard to the east

It is proposed that the land use designation remain as Residential.

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.
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.
5.4.5.1 – Noise and Vibration	Council shall require the proponent of development in proximity to existing or proposed sources of noise and vibration, or the proponent of development that may be a source of noise or vibration, to evaluate the potential negative impacts of such noise and vibration on the proposed future land use.	The Site is located within the 75.0 m rail corridor. The required support study has been prepared and summarized in section 4.3.1 of this PRR. Mitigation measures are recommended.
5.4.9.2 – Waste Disposal Site	Council shall require proponents of development within 500 metres of a Known or Suspected Waste Disposal Site to prepare a report in accordance with provincial legislation, policy and appropriate guidelines to	Portion of the Site is located with 500 m of a Known or Suspected Waste Disposal Site. The required support study has been prepared and

OP Policy #	Policy	Response
	demonstrate the site is suitable for development.	summarized in section 4.3.2 of this PRR. No concerns were identified.
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	<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 the intensification of residential offering a new housing choice.</p> <p>Care in the design of the proposed multiple dwellings has taken into consideration the built form of the area.</p> <p>The proposed buildings will provide a buffer between existing uses including residential to the north and the rail corridor to the south.</p> <p>The Site provides for an infilling opportunity.</p>
6.2.1.2 – General Policies, Type of Development Profile	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	<p>The proposed development is considered a low profile development as it is proposed to have a maximum height of 3-storeys.</p> <p>The proposed buildings will provide a buffer between existing uses including</p>

OP Policy #	Policy	Response
	<p>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>residential to the north and the rail corridor to the south.</p>
6.3.1.1 – Range of Forms & Tenures (Residential)	To support a complementary range of housing forms and tenures in all neighbourhoods	<p>It is proposed to construct three (3) multiple dwellings with a total of 27 residential dwelling units.</p> <p>The design of the buildings will be a stacked townhome; however, it is considered a multiple dwelling.</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>
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 underutilized and appropriate for redevelopment.</p> <p>There is a mix of land uses in the area.</p>

OP Policy #	Policy	Response
6.3.2.1 – Permitted Uses	Uses permitted in the Residential land use designation identified on Schedule D: Land Use include Low Profile , and Medium Profile dwelling units.	The proposed development is a permitted use in the OP as it is considered a low profile development.
6.3.2.3 – Types of Low Profile	<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 will have 9 units in each multiple dwelling, which is considered large scale.
6.3.2.4 – Location Criteria	<p>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 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</p>	<p>The Site has access to major transportation corridors.</p> <p>Full municipal services are available.</p> <p>The Site is located near community services, parks and local/regional amenities.</p> <p>There is transit close to the Site.</p>

OP Policy #	Policy	Response
	transportation service can be provided.	
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>(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</p>	<p>This PRR has undertaken the required evaluation, including a review of the PPS in section 5.1.1.</p> <p>The City of Windsor Intensification Guidelines will be followed when the final design of the proposed development is reviewed as part of SPC approval.</p> <p>There are no development constraints that negatively impact the Site.</p> <p>There are no anticipated traffic issues.</p> <p>There are no heritage resources that impact the Site.</p> <p>There are no secondary plans.</p> <p>The Site is compatible with its surroundings and will act as a buffer between land uses (south and north).</p> <p>Parking is provided on-site.</p> <p>Infrastructure is available.</p> <p>The Site includes a fire route.</p> <p>The Site is not located in a mature neighbourhood.</p> <p>The Site provides for an infilling opportunity.</p>

OP Policy #	Policy	Response
	<p>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 and/or High Profile development and vice versa, where appropriate, in accordance with Design Guidelines approved by Council.</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, orderly and coordinated fashion.</p>	<p>The proposed development is close to nearby transit, off a major transportation corridor and has access to full municipal services.</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> <p>(a) massing;</p> <p>(b) building height;</p> <p>(c) architectural proportion;</p>	<p>The City of Windsor Intensification Guidelines will be followed when the final design of the proposed development is reviewed as part of SPC approval.</p> <p>Massing – the proposed size of the dwellings is appropriate. The buildings have been brought to the front of the lot, as close as possible.</p>

OP Policy #	Policy	Response
	<p>(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>	<p>Building height – the proposed building height of the proposed multiple dwellings will be limited to 3-storeys, similar to the height of a single detached dwelling.</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.</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> <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 3-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</p>

OP Policy #	Policy	Response
		<p>development is appropriate for the Site.</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>
City of Windsor Intensification Guidelines, dated June 2022 – Purpose of the Design Guidelines, Section 1.2	Guided by the community vision articulated in the Official Plan (OP), and building on the principles of ‘compatible’ development, the objective of the Urban Design Guidelines is to provide direction for the design of future uses that respect the unique character of Windsor’s neighbourhoods.	The City of Windsor Intensification Guidelines will be followed when the final design of the proposed development is reviewed as part of SPC approval.

Therefore, the proposed development will conform with the intent of the City of Windsor OP.

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 Commercial District 1.4 (CD1.4) category as shown on Map 11 of the City of Windsor Zoning By-Law (ZBL) (see Figures 4 – City of Windsor Zoning).

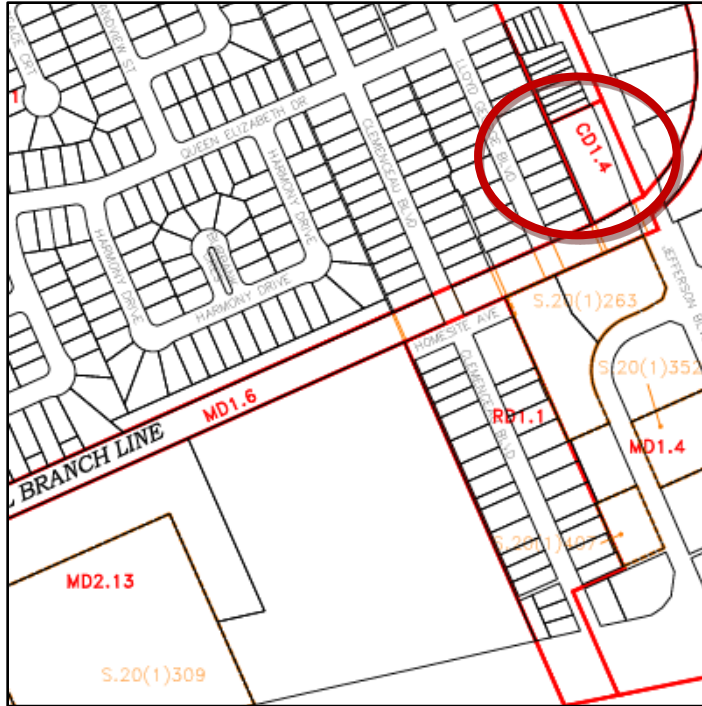


Figure 4 – City of Windsor Zoning

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 three multiple dwellings with 5 or more dwelling units.

Permitted uses in the RD2.5 include Multiple Dwellings.

The design of the buildings will be a stacked townhome; however, it is considered a multiple dwelling, as set out in the ZBL definition.

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	102.75 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
Min Lot Area	Lot Area – per dwelling unit – minimum 166.0 m ² 166.0 x 27 = 4,482 m²	4,420.0 m² (0.442 ha)	Relief required. Relief is considered minor. The lot area exists. The size of the Site is appropriate for the proposed development.
Max Lot Coverage	50.0 %	26 %	Complies
Min/Max Building Height	7.0 m / 18.0 m	9 m 3 storeys	Complies
Min/Max Front Yard Depth	6.0 m / 7.0 m	9.25 m	Relief required. An increase of 2.5 m is requested. The Site has a unique shape. Relief will allow the building to be located in an appropriate way.
Min Rear Yard Depth	7.50 m	17.13 m	Complies
Min Side Yard (interior and exterior)	2.5 m	14.05 m - south side 10.83 m – north side	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 27 x 1.25	40	Complies

Zone Regulations	Required RD 2.5 Zone (Multiple Dwelling with 5 or more dwelling units)	Proposed	Compliance and/or Relief Requested with Justification
	= 33.75 space (33 rounded down)		
Visitor Parking (24.22.1)	15 percent of parking spaces marked 27 x 15% = 4.05 spaces (4 rounded up)	6	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	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	Complies
Loading (Table 24.40.1.5)	Over 1,000 m ² to 7,500 m ² = 1 required	1	Complies
Parking Area Separation (Table 25.5.20.2)	Any other Street – 3.00 m	>3.00 m	Shall comply

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	1.6 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	>2.00m	Shall comply
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	>4.50m	Shall comply

Therefore, in addition to the change in zoning for the permitted use of three multiple dwellings 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 decrease the minimum lot area from 4,482 m² to 4,420.0 m², and
2. to increase the maximum front yard depth from 7.00 m to 9.25 m.

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 (north and south),
- 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 low 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 access to the parking area.

The proposed buildings will provide a buffer between existing uses including residential to the north and the rail corridor to the south.

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, Cultural 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.

There are no cultural heritage concerns that impact the Site.

6.2 Conclusion

In summary, it would be appropriate for Council for the City of Windsor to approve the 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.

Planner's Certificate:

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



**Tracey Pilon-Abbs, RPP
Principal Planner**

