

COUNTERPOINT
LAND DEVELOPMENT BY

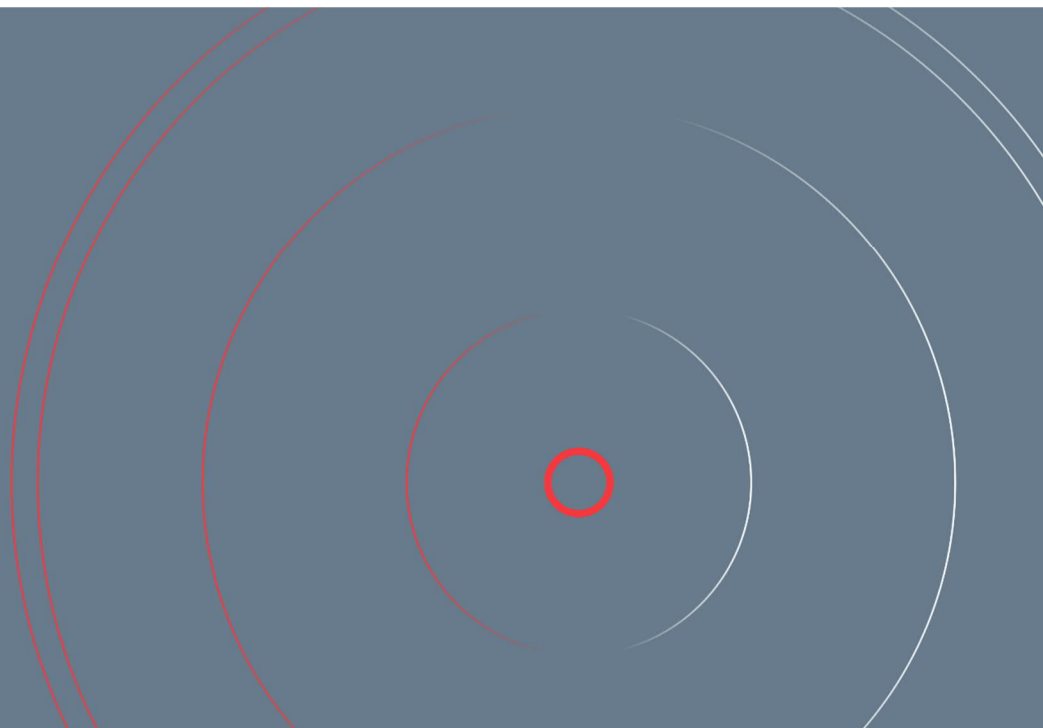
DILLON
CONSULTING

FARHI HOLDINGS CORPORATION

PLANNING JUSTIFICATION REPORT

0 Spitfire Way
Zoning By-law Amendment

July 2025 – 23-6213



EXECUTIVE SUMMARY

This Planning Justification Report ('PJR') has been prepared to support a site-specific Zoning By-law Amendment ('ZBA') application for the site municipally known as 0 Spitfire Way at the intersection of Spitfire Way and Lauzon Road (referred to as the 'Subject Site'). The report has been prepared on behalf of the applicant, Farhi Holdings Corporation (or 'applicant'). The requested site-specific Zoning By-law Amendment would add the following site-specific regulations to its existing Commercial District 2.2 (CD2.2) zone in the City of Windsor Zoning By-law 8600:

- A maximum height of 28 m;
- Notwithstanding Section 15.2.5.15 of Zoning By-law 8600, dwelling units on a ground floor in a combined use building shall be an additional permitted use; and,
- A multiple dwelling as an additional permitted use.

This property was a former brownfield site that has since been rehabilitated and has received a record of site condition (RSC #227723). It exists in the broader context of the Rosewater Estates Subdivision which has been planned concurrently under separate applications. This planning application intends to support two (2) six (6)-storey mixed use buildings to the south of the developing subdivision, totaling 122 residential dwelling units, 180 m² of ground-floor commercial space, and 373 parking spaces. Of the available parking, 184 parking spaces support the two proposed mixed-use buildings, and 181 have been reserved for satellite parking for the neighbouring residential development at 1530 and 1624 Lauzon Road. Reciprocal parking and access agreements will be in place for the satellite parking area, with two driveways proposed off of Spitfire Way.

This report demonstrates that the site-specific zone is suitable, will not negatively impact the surrounding residential and commercial uses, is consistent with the PPS, conforms to the intent and purpose of the City of Windsor Official Plan, and represents good planning. As such, it is our professional opinion that it would be appropriate for the support of City Council.

TABLE OF CONTENTS

EXECUTIVE SUMMARY	I
1.0 INTRODUCTION	1
1.1 Purpose	1
1.2 Description of Site	3
1.3 Proposed Development	3
1.3.1 Vehicular Transportation and Access	3
1.3.2 Pedestrian Transportation and Access	4
1.3.3 Policy Context	4
2.0 EXISTING LAND USE	6
2.1 Subject Site	6
2.2 Surrounding Land Use	6
2.3 Transportation Facilities	7
3.0 PLANNING EVALUATION	8
3.1 Provincial Planning Statement	8
3.2 City of Windsor Official Plan	9
3.3 City of Windsor Zoning By-law 8600	10
3.4 City of Windsor Brownfield Redevelopment Community Improvement Plan	11
3.5 Planning Analysis and Considerations	11
3.5.1 Location	11
3.5.2 Land Use	12
3.5.3 Surrounding Area	14
3.5.4 Housing	15
3.5.5 Transportation System	15
3.5.6 Infrastructure	15
3.5.7 Urban Design	16
3.5.8 Site Plan Control	16
3.5.9 Energy Conservation, Air Quality and Climate Change	16
3.6 Background Studies	17
3.6.1 Public Information Centre	17

3.6.2	Functional Servicing Report.....	17
3.6.3	Noise and Vibration Study.....	17
3.6.4	Transportation Impact Study Addendum.....	17
4.0	CONCLUSIONS	19

TABLES

Table 1-1 – Proposed Development Parking Details	3
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FIGURES

Figure 1-1 – Location Map	1
Figure 1-2 – City of Windsor Existing Official Plan Designation	2
Figure 1-3 – Existing Township of Sandwich South Zoning By-law Designations.....	2
Figure 1-4 - Lauzon Road and Spitfire Way Conceptual Development Plan	5
Figure 2-1 – Surrounding Land Uses	7

APPENDICES

Appendix A – Engagement Summary	
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1.0 INTRODUCTION

1.1 PURPOSE

Dillon Consulting Limited (Dillon) has been retained by Farhi Holdings Corporation, herein referred to as the 'Applicant', to assist in obtaining the necessary planning approvals associated with a proposed mixed use development located at 0 Spitfire Way, on the southeast corner of Lauzon Road and Spitfire Way, herein referred to as the "Subject Site". The Subject Site is located within the City of Windsor and has been included through Figure 1-1.

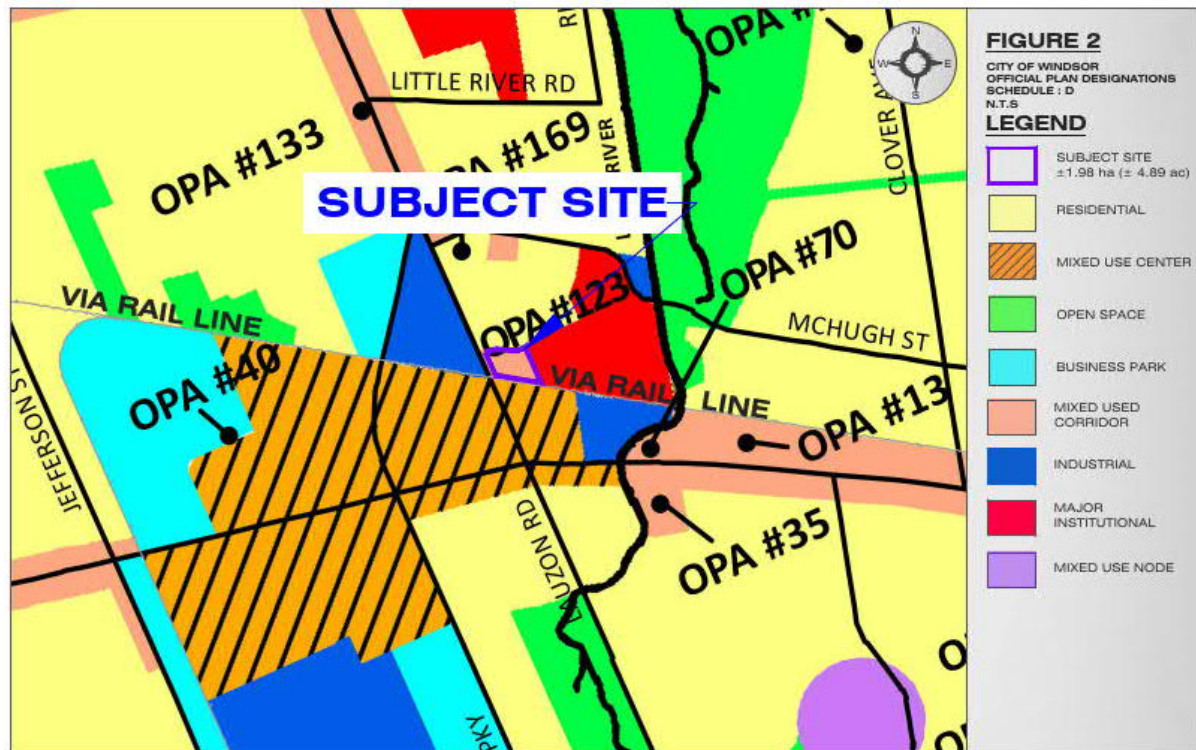
Figure 1-1 – Location Map



Source: County of Essex Online Mapping (2023), Prepared by Dillon Consulting Limited.

The Subject Site is 1.98 ha (4.87 ac) with a frontage of 94.18 m (308.99 ft) onto Lauzon Road. This development is referred to as Building(s) 'G' and 'H' within the Rosewater Estates development. The proposed development includes two (2) six (6) -storey buildings, totalling 122 dwelling units. Shared, these buildings will introduce approximately 180 sq m (1,900 sq ft) of ground floor commercial to the surrounding area. The Subject Site is designated as a Mixed Use Corridor on Schedule "D" of the City of Windsor Official Plan, as shown in Figure 1-2.

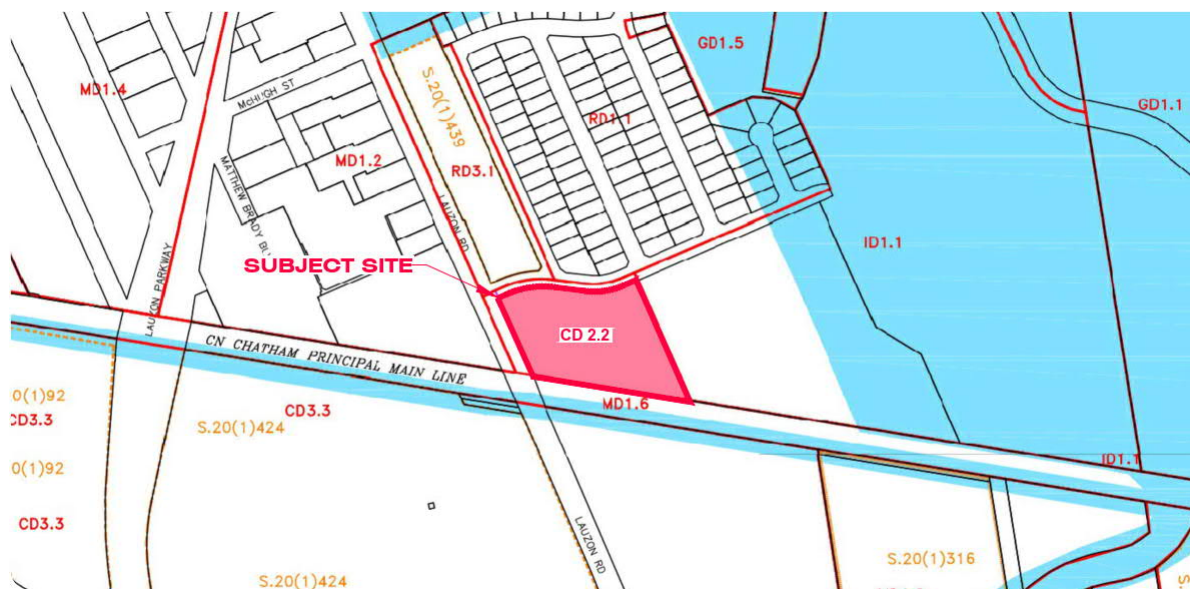
Figure 1-2 – City of Windsor Existing Official Plan Designation



Source: City of Windsor Official Plan, Schedule "D" Land Use, Prepared by Dillon Consulting Limited.

The Subject Site is zoned Commercial District 2.2 in Zoning By-law 8600, illustrated by Figure 1-3.

Figure 1-3 – Existing City of in Windsor Zoning By-law Designations



Source: City of Windsor Zoning By-law 8600, Prepared by Dillon Consulting Limited.

The Applicant is requesting that Council approve a minor Zoning By-law Amendment to the City of Windsor Zoning By-law 8600 to permit the proposed mixed use. This will require a site specific Zoning By-law Amendment to the Commercial District 2.2 (CD2.2) zone to include a maximum height of 28.0 m dwelling units on a ground floor in a combined use building, and a multiple dwelling as permitted uses. Following approval of the Zoning By-law Amendment, Site Plan Control Approval will be required to facilitate the proposed development. That application will be submitted under separate cover at the appropriate time.

1.2 DESCRIPTION OF SITE

The Subject Site is located at 0 Spitfire Way. It is located on the southeast corner of Lauzon Road and Spitfire Way, north of the VIA Rail Line (refer to [Figure 1-1 – Location Map](#)).

These lands are legally described as:

- Plan 12M678; Block 43

The total area of the Subject Site is approximately 1.98 ha (4.87 ac) with a frontage of 94.18 m (308.99 ft) on Lauzon Road. The Subject Site is currently vacant.

1.3 PROPOSED DEVELOPMENT

The proposed development will include two (2) six (6)-storey combined use buildings, herein referred to as Building G and Building H. Buildings G and H each feature 61 dwelling units, totaling 122 dwelling units proposed on the Subject Site. Buildings G and H offer 90 m² of ground floor commercial space, each fronting on Spitfire Way. This totals 180 m² of commercial space on the Subject Site. These development details have been illustrated on the Conceptual Development Plan prepared by Baird AE (Refer to [Figure 1-4](#)).

1.3.1 Vehicular Transportation and Access

The development features two driveways off of Spitfire Way, with no vehicular access proposed from Lauzon Road. These access points are located by each building entrance, and lead to building-specific parking areas. Building G's parking area is located to the west of the site and features 96 parking spaces. Building H's parking area is located to the east of the site, also with 96 parking spaces. Forty of the parking spaces adjacent to VIA Rail Line are covered through an enclosed berm parking garage. A satellite parking area is proposed central to the site to support an adjacent development located at 1530 and 1624 Lauzon Road (known as Buildings E and F). The satellite parking area features 181 spaces and is separated from the surrounding parking area through access card entry points. Reciprocal access and parking agreements will be in place to support the satellite use of the parking area. Parking details have been summarized in [Table 1-1](#).

Table 1-1 – Proposed Development Parking Details

TYPE	USE	PARKING TYPE	QUANTITY	RATIO
Building G	Residential	Surface Parking	72	1.5
Building G	Residential	Enclosed Berm Parking Garage	20	1.5
Building G	Commercial	Surface Parking	4	22.5m ² per space

TYPE	USE	PARKING TYPE	QUANTITY	RATIO
Building H	Residential	Surface Parking	72	1.5
Building H	Residential	Enclosed Berm Parking Garage	20	1.5
Building H	Commercial	Surface Parking	4	22.5m ² per space
Total Parking (Buildings G and H)	Mixed Use	Surface and Enclosed Parking	192	
Satellite Parking (Building E)	Residential	Surface Parking	89	1.5
Satellite Parking (Building F)	Residential	Surface Parking	92	1.5
Total Satellite Parking (Buildings E and F)	Residential	Surface Parking	181	1.5
Total Parking*	Mixed Use	Surface and Enclosed Parking	373	

1.3.2 Pedestrian Transportation and Access

Additions to the existing active transportation network are proposed. These intend to connect Buildings G and H to the multi-use path to the north on Spitfire Way, and the sidewalk to the west on Lauzon Road. The area surrounding the Subject Site has been identified as an area of moderate active transportation potential in the Active Transportation Master Plan (City of Windsor, 2019). There are improvements planned for the existing sidewalk, as described in both the Active Transportation Master Plan, which will increase the sites' accessibility and functionality for future residents.

1.3.3 Policy Context

As demonstrated in [Section 3.0](#) of this report, the intensification of these lands for residential and commercial uses is in keeping with pertinent local policies, provisions and guidelines of the Provincial Planning Statement, City of Windsor Official Plan, and the City of Windsor Zoning By-law 8600.

2.0 EXISTING LAND USE

2.1 SUBJECT SITE

The physical attributes of the Subject Site are as follows:

- A total site area of 1.98 hectares (4.87 acres);
- Irregular shape with frontage on Spitfire Way and Lauzon Road;
- Vacant lands;
- Environmental hazards addressed as per Record of Site Condition (RSC) #227723; and
- Access to municipal services.

2.2 SURROUNDING LAND USE

The surrounding land uses are as shown in [Figure 2-1 – Surrounding Land Uses](#) and are described as follows:

North

- **Existing Uses:** Single detached dwellings and multiple dwelling residential;
- **Official Plan Designation(s):** Residential, Industrial, Mixed Use Corridor; and
- **Zone(s):** Residential District 3.1 (RD3.1), Residential District 1.1 (RD1.1), Commercial District 2.2 (CD2.2), Manufacturing District 1.2 (H) (HMD1.2), Green District 1.5 (GD1.5).

East

- **Existing Uses:** WFCU Centre, and Little River Corridor;
- **Official Plan Designation(s):** Major Institutional, Industrial, Open Space; and
- **Zone(s):** Institutional District 1.1 (ID1.1), Manufacturing District 1.2 (H) (HMD1.2), Institutional District 1.1 (ID1.1), Green District 1.1 (GD1.1).

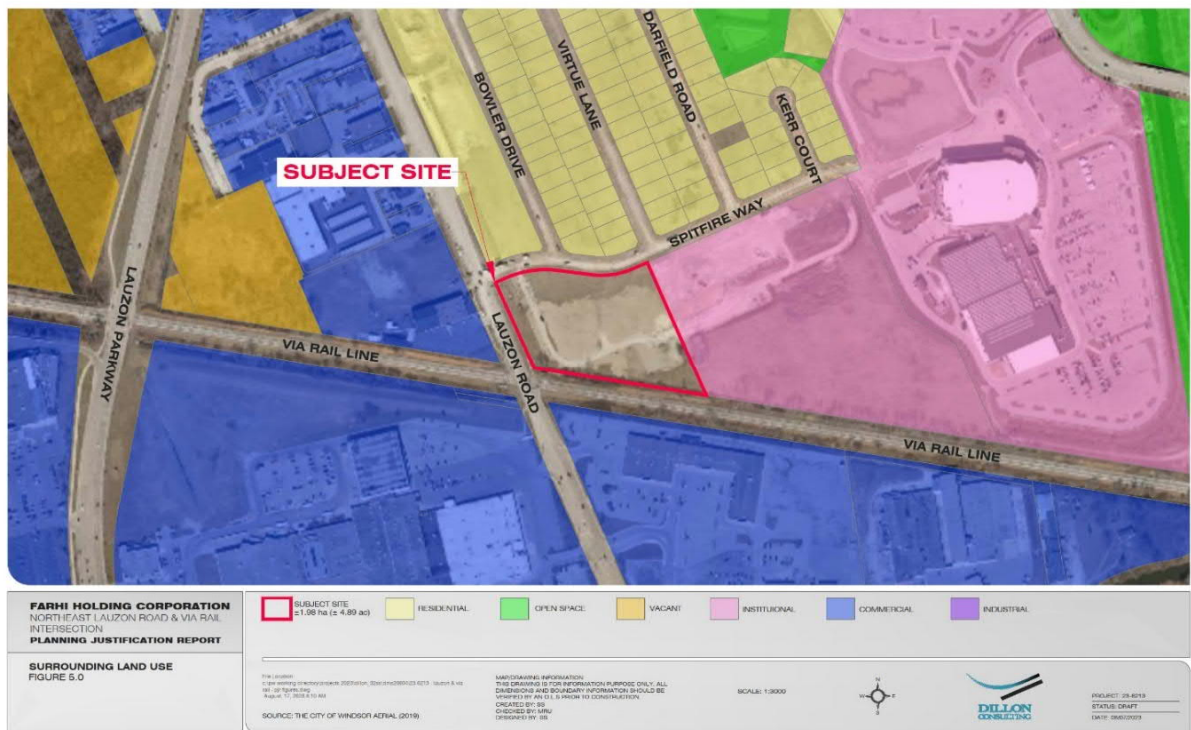
South

- **Existing Uses:** CN Rail, Grocery Store, Restaurants, and Retail Stores;
- **Official Plan Designation(s):** Mixed Use Centre, Mixed Use Corridor, Residential; and
- **Zone(s):** Manufacturing District 1.6 (MD1.6), Commercial District 3.3 [(CD3.3) (S.20(1)424)], Manufacturing District 1.2 (MD1.2), Residential District 2.4 (RD2.4).

West

- **Existing Uses:** Zap Zone Fun Center, CN Rail, Tecumseh Mall;
- **Official Plan Designation(s):** Industrial, Mixed Use Centre, Business Park; and
- **Zones(s):** Manufacturing District 1.2 (MD1.2), Manufacturing District 1.4 (MD1.4), Residential District 1.1 (RD1.1).

Figure 2-1 – Surrounding Land Uses



Source: County of Essex Online Mapping (2023), Prepared by Dillon Consulting Limited.

2.3 TRANSPORTATION FACILITIES

The Subject Site is located on the Service line for the Lauzon 10 Bus Route, with two (2) stops directly accessible in both directions. In addition, the site has access to an adjacent bus stop at Lauzon at Spitfire Way through normal bus operation hours. The Subject Site is also 200 m away from Tecumseh Mall. As a major transportation node, Tecumseh Mall services six (6) different bus routes including the 1C, 2, 4, 10, the 418X, and the 518X. The proposed development is in an opportune location with convenient transit access to amenities throughout Windsor including the Downtown Windsor Terminal, Devonshire Mall, the University of Windsor and St. Clair College.

3.0 PLANNING EVALUATION

To determine the feasibility and appropriateness of the proposed development, a comprehensive evaluation of the potential planning issues and impacts has been undertaken. The scope and level of detail of the planning evaluation has been based on:

- Provincial Planning Statement 2024;
- City of Windsor Official Plan policies and criteria;
- City of Windsor Zoning By-Law 8600 regulations; and
- Visual inspections of the site and surrounding lands.

Recognizing that overlaps exist between the various policies and criteria in the Official Plan, the approach used attempts to consolidate the relevant policies and criteria and identify and evaluate the potential planning and land use related issues associated with the proposed mixed use development.

3.1 PROVINCIAL PLANNING STATEMENT

The Provincial Planning Statement provides 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 was updated on October 20, 2024. All decisions affecting planning matters shall be consistent with the updated Provincial Planning Statement.

The proposed uses must be “consistent with” the Provincial Planning Statement and as a broad and general document, the Applicant must, through analysis of the policies, determine how the proposed use is appropriate and advances the Province’s interests. There are several sections of the PPS that apply to the proposed mixed use development.

Our analysis suggests that the following policies of the Provincial Planning Statement are supportive of the Zoning By-law Amendment application:

- Policy 2.1.3, relating to land availability;
- Policy 2.1.4, relating to housing;
- Policy 2.2.1, relating to the appropriate range and mix of housing options;
- Policy 2.3.1, relating to settlement areas;
- Policy 2.3.2, relating to land use patterns;
- Policy 2.8.1.1, relating to economic development;
- Policy 2.9.1, relating to energy conservation, air quality and climate change.
- Policy 3.1.2, relating to infrastructure;
- Policy 3.1.4, relating to cost-effective development;

Policy 3.2.1, relating to transportation systems;

Policy 3.2.3, relating to transportation connectivity;

Policy 3.3.3, relating to transportation and infrastructure corridors;

Policy 3.6.1, relating to sewage, water, and stormwater;

Policy 3.9.1, relating to public spaces, recreation, parks, trails and open space; and

Policy 5.1.1, relating to health and safety.

These policies will be referenced throughout the remainder of this report. Our analysis concludes that the proposed development is consistent with the above policies of the Provincial Planning Statement.

3.2 CITY OF WINDSOR OFFICIAL PLAN

The City of Windsor Official Plan sets general directions for the future pattern of development envisioned for the municipality during the planning period. The Official Plan includes general development policies within the Primary Plan – Chapter 6, Section 6.5.2 with respect to new development designated as a Mixed Use Corridor. Development along a Mixed Use Corridors is intended to:

- be for vehicle oriented Mixed Use uses;
- accommodate higher density/intensity development; and
- maintain a broad mix of land uses that support investment in transit and the achievement of complete communities.

The Mixed-Use Corridor land use designation does not typically permit building height above four (4)-storeys, however, may be permitted at the discretion of Council and established through a site-specific Zoning By-law Amendment (OP, 6.5.3.3). Our analysis suggests that the following policies found in the Official Plan are supportive of the site-specific Zoning By-law Amendment application:

Section 3.2, relating to growth and efficient land use;

Section 3.2.1.2, relating to neighbourhood housing variety;

Section 3.3.2, relating to vibrant economy;

Section 4.2.1.2, relating to active lifestyle;

Section 4.2.1.5, relating to aging in place;

Section 4.2.3.4, relating to housing mix;

Section 4.2.4.1, relating to sense of community;

Section 5.1.1, relating to healthy and sustainable development;

Section 5.1.4, relating to compatible development;

Section 6.2.1.3, relating to Mixed Use Corridor types of development pattern;

Section 6.5.3, relating to Mixed Use Corridor;

Section 6.9.2.3, relating to locational criteria of mixed use development;

Section 6.9.2.5, relating to design guidelines of mixed use development;

Section 7.1.3, relating to community transportation;

Section 7.2.1.2, relating to efficient use;

Section 7.2.1.4, relating to interconnected transportation system;

Section 7.2.1.5, relating to land use, density and mix;

Section 7.2.2.5, relating to alternative development patterns;

Section 7.2.2.25, relating to transit supportive design;

Section 7.2.3.1, relating to pedestrian movement;

Section 7.2.6.5, relating to Class II Arterial Roads;

Section 7.2.6.18, relating to road network policies for residential areas;

Section 7.3.1.1, relating to coordinated, efficient and cost-effective infrastructure;

Section 7.3.2.3, relating to new development;

Section 8.3, relating to designing for people;

Section 8.4.1.1, relating to integrated pedestrian access;

Section 8.7.1.2, relating to complementary design;

Section 8.7.2.1, relating to new development;

Section 8.7.2.3, relating to infill development;

Section 8.11.2.19, relating to partial screening of parking lots; AND

Section 11.7, relating to Site Plan Control.

These policies will be referenced throughout the remainder of this report.

3.3 CITY OF WINDSOR ZONING BY-LAW 8600

The City of Windsor Zoning By-law 8600 provides specific standards and regulations for all developments within the City. The Zoning By-law implements the policies of the City of Windsor Official Plan by regulating built form and land uses throughout the Municipality.

The Subject Site is currently zoned Commercial District 2.2 (CD2.2) (refer to [Figure 4.0 - Existing City of Windsor Zoning By-law 8600 Designations](#)). The CD2.2 Zone permits the proposed residential and commercial uses; however, a Zoning By-law Amendment will be required to facilitate the following site-specific reliefs:

- A maximum height of 28 m;
- Notwithstanding Section 15.2.5.15 of Zoning By-law 8600, dwelling units on a ground floor in a combined use building shall be an additional permitted use;
- A multiple dwelling as an additional permitted use; and

- A public parking area as a permitted use.

All other building requirements for the proposed development will be in accordance with the Commercial District 2.2 (CD2.2) Zone.

3.4 CITY OF WINDSOR BROWNFIELD REDEVELOPMENT COMMUNITY IMPROVEMENT PLAN

In addition to regulations and policies outlined in the City of Windsor Official Plan and Zoning By-law 8600, the City of Windsor has implemented a Community Improvement Plan (CIP) to facilitate incentives for Brownfield Redevelopment. The purpose of the Brownfield Redevelopment CIP is to outline a framework of general actions and incentive programs to promote brownfield redevelopment in the City of Windsor.

The Subject Site held a former manufacturing plant for Lear Corporation for the construction of automotive parts. The former plant closed in 2007 and was demolished in 2009. The proposal intends to redevelop the Subject Site from a brownfield to a mix of residential and commercial uses.

3.5 PLANNING ANALYSIS AND CONSIDERATIONS

Municipalities in Ontario are required under Section 3 of the Planning Act to ensure that planning matters and decisions are consistent with the Provincial Planning Statement (PPS). The Provincial Planning Statement includes policies designed to build strong and healthy communities and are intended to direct efficient and resilient development and land use patterns. According to the Provincial Planning Statement, healthy, livable and safe communities are sustained by: promoting efficient development and land use patterns, accommodating a range and mix of housing, avoiding development and land use patterns which cause environmental or public health and safety concerns, and promoting cost effective development patterns to minimize land consumption and servicing costs (PPS, 2.3.2; PPS, 2.1.4; PPS, 5.1.1; PPS, 3.1.4)).

The proposed mixed use development will support the future growth of the community and provide a greater diversity of built form in the area. The proposed development is compatible with the surrounding land uses and provides an opportunity for the use of underutilized lands, within an already built-up area, in a manner that is supportive of good land use principles. The development is in keeping with Provincial Planning Statement and Official Plan policies which support residential densification that integrates compatible land uses within settlement areas (OP, 3.2; OP, 4.2.3.4).

3.5.1 Location

The Subject Site is located along the east side of Lauzon Road and on the south side of Spitfire Way (refer to Figure 1.0 - Location Map). According to the PPS, settlement areas should be the focus of growth and development and that their regeneration shall be promoted (PPS, 2.3.1). Settlement areas are directed to be developed based on a range of land uses with opportunities for intensification and redevelopment. Intensification and redevelopment are supported by transit-supportive developments which accommodate a significant supply and range of housing options and should be considered where the availability of infrastructure and public service facilities exist or are planned to accommodate projected needs (PPS, 2.3.1). The site is conveniently accessible via frequent public transit services, as highlighted in Section 2.3 of

this report. This allows future residents to access a variety of commercial and retail opportunities, as well as to public facilities with reduced reliance on private automobiles.

The location of the proposed development is appropriate based on the locational criteria and desired street presence for residential and mixed use development as outlined in the Official Plan. The proposed development will be located where there is access to a Class II Arterial Road (Lauzon Road) (OP, 6.3.2.4; OP, 6.5.3.3), will have access to full municipal services, will be located where public transportation service is available, and will have a development pattern that is compatible with a mix of uses (PPS, 2.1.4; PPS, 3.1.4; OP, 6.3.2.4; OP, 6.9.2.3). Several community services and open spaces are readily available including the WFCU Center, Riverside Skating Club, and Little River Park.

3.5.1.1 Density

The proposed development provides an opportunity to supply a range and mix of housing options as well density to the area to meet the projected requirements of current and future residents (PPS, 2.1.4). The introduction of High-Density development may encourage residents of the area to remain in their neighbourhood as they age given the mix of housing available. This may boost the long-term health and livability of the surrounding area by adapting to the changing needs of residents (OP, 4.2.1.5; OP, 4.2.4.1).

3.5.2 Land Use

The Subject Site is located on lands designated as Mixed Use Corridor.

3.5.2.1 Previous Planning Applications

In November 2019, Council approved an Official Plan Amendment and Zoning By-law Amendment (OPA No. 123 [OPA/5773] & Z-004/19 [ZNG/5772]) for a collection of properties including and adjacent to the Subject Site, located south of McHugh Street and north of the VIA Rail Line. These properties were formerly Industrial, with a proposed land use change to allow development including a plan of subdivision, and an additional 2 blocks for multiple unit dwellings adjacent to McHugh Street at Darfield Road. As referenced in the City's report, the proposal was supported, and the Official Plan was amended to allow for residential and commercial development for roughly 24.73 ha (61.11 ac).

As a part of the Rosewater Estates subdivision, 1530 and 1624 Lauzon Road were subject to a supplementary planning application to sever the two properties. A minor variance was triggered from the application to address the front yard depth and lot area deficiencies that would result from the severance (A-058-23 and B-039-23). These applications were approved in August 2023. These two properties are planned to share a reciprocal parking and access agreement with the Subject Site, provided through the satellite parking area described through Section 1.3 of this report.

3.5.2.2 Brownfield Redevelopment

As the Subject Site had previous Industrial uses, the site, including surrounding sites, were subject to contamination. The applicant sought and received a record of site condition (RSC #227723) through site remediation to ensure it was suitable for the proposed residential use. The City of Windsor introduced a Brownfield Redevelopment and Community Improvement Plan (CIP), citing economic, environmental, and social benefits including but not limited to the following:

- Improvements in environmental quality (soil, air and ground water);
- Improvements to human health;
- Protection of groundwater resources, wetlands and wildlife habitats;
- Utilization of existing sewer, water and road infrastructure, resulting in the reduction of urban sprawl and its associated costs;
- Economic growth, including the retention and creation of local jobs;
- Increased property tax revenues;
- Revitalization of neighbourhoods and employment areas; and,
- Increased affordable housing opportunities.

The proposed development strives to take advantage of the locational benefits, while creating a healthy and sustainable natural environment for the Windsor-Essex community through promoting efficient development and land use patterns and avoiding development and land use patterns which may cause environmental or public health and safety concerns (OP, 5.1.1; PPS, 2.3.2; PPS, 5.1.1). Additionally, it serves as an investment within Windsor by mitigating urban sprawl, promoting economic growth, and increasing housing options in an area with sufficient commercial, servicing, and interest for lands which were previously underutilized.

3.5.2.3 Site Compatibility

Permitted uses in the Mixed Use Corridor designation include retail, wholesale store, and service oriented uses, office uses, and residential units of up to four (4)-storeys in height (OP, 6.5.3.1; OP, 6.5.3.3). Given the height of the proposed development, a site-specific Zoning By-law Amendment will be required as outlined in the Official Plan (6.5.3.3) to establish permissions for taller buildings.

Through RSC #227723, the development is compatible with the Subject Site's environmental functions and features (OP, 5.1.4). The surrounding land uses are compatible with the proposed land use and do not present any potential adverse effects from odour, noise and other contaminants, as further demonstrated in the Noise and Vibration Study that is currently underway (PPS, 1.2.6.1.). The results of the Noise and Vibration Assessment confirmed that the transportation noise impacts on the proposed development can be sufficiently controlled through building materials. In terms of stationary noise and vibration, the ongoing assessment will determine the mitigation measures deemed necessary to meet the applicable MECP criterion.

3.5.2.4 Building Height

The applicant is seeking a site-specific relief to permit a maximum height of 28 m on the subject site. The height is appropriate to buffer the single-detached dwelling neighbourhood from the existing VIA Rail Line and is compatible with the massing of other developments within the subdivision including 3565 McHugh Street, 1530 Lauzon Road and 1624 Lauzon Road.

3.5.2.5 Multiple Dwellings

Additional relief is being sought for flexibility with the residential use in the site. Namely, the applicant is seeking:

- Notwithstanding Section 15.2.5.15 of Zoning By-law 8600, dwelling units on a ground floor in a combined use building shall be an additional permitted use; and,
- A multiple dwelling as an additional permitted use.

Additional relief is being sought to permit a multiple dwelling as a permitted use to provide flexibility with market demand in the event that commercial interest does not materialize. There is extensive commercial activity to the south, with Tecumseh Mall and additional commercial plazas. It is uncertain if there is a demand to extend commercial uses northeast towards the WFCU Centre. However, feedback from residents, gathered during the Public Information Centre, indicated an interest in commercial uses on the site (refer to Section 3.6.1). The applicant is prepared to develop the subject site to accommodate commercial uses in conjunction with the proposed residential uses.

3.5.3 Surrounding Area

The Subject Site is situated on underutilized parcels of land, surrounded by abundant amenities, entertainment venues, commercial centres, and educational institutions. This location is ideal for introducing alternative, higher density housing options. Encouraging developments that promote increased housing density will lead to more efficient use of land, resources, infrastructure, and public services, while also supporting the use of active transportation and transit (PPS, 2.2.1 (d)).

The proposed development is near a number of recreational amenities. The Little River Corridor is a Regional Park (OP Vol II, Schedule ER1-3) within 600 m of the Subject Site and is approximately 84.80 ha (209.56 ac). The Ganatchio Trail and Little River Extension runs through the corridor, connecting the Subject Site to Riverside Drive and the Detroit River. These multi-use trails and pedestrian networks are designed to encourage an active lifestyle for future residents, enhance community health, and strengthen neighbourhood connectivity (OP, 4.2.1.2; OP, 8.4.1.1). Little River Park and McHugh Park are also within 900 m of the Subject Site, with 4.28 ha (10.59 ac) of open space and a public playground, and four (4) public soccer fields. These thoughtfully designed amenities support higher density development, promoting healthy and active communities. They enable the Subject Site to leverage existing infrastructure to accommodate new, higher-density projects effectively (PPS, 3.9.1; OP, 7.3.1).

The WFCU centre, a major institution and multi-purpose entertainment complex, is located within 400m of the Subject Site. The facility features a range of programming for all ages through the community centre, community arenas, and a partnership with *Life After Fifty*. These inclusive community entertainment options provide an opportunity for the proposed development to facilitate aging in place (OP, 4.2.1.5), while enabling residents to engage in programs that cater to a wide array of interests.

Located within 200 m of the Subject Site is Tecumseh Mall and the surrounding commercial plazas. As a Regional Commercial Centre (OP, Schedule J) these amenities complement higher-density development and would mutually enhance quality of life and long-term economic prosperity, supporting the intensification goals of the proposed development (OP, 8.7.1.2; PPS, 2.8.1.1).

3.5.4 Housing

The PPS speaks to providing an appropriate range and mix of housing types and densities required to meet the projected needs of current and future residents within the regional market (PPS, 2.1.4). The proposed mixed use development, which will include 122 dwelling units, will continue to diversify the housing stock of the Riverside area. The proposed residential development will add to the existing medium density residential landscape along Lauzon Road and McHugh Street (OP, 7.2.2.25(a)) and will introduce additional attainable housing units for the surrounding neighbourhood. Encouraging a range and mix of housing types will provide residents with an opportunity to live in their neighbourhoods through the various stages of their lives (OP, 3.2.1.2; PPS, 2.2.1).

3.5.5 Transportation System

The proposed development is strategically situated on Lauzon Road, a Class II Arterial Road, near Lauzon Parkway and Tecumseh Road East. Medium and high-density residential developments are encouraged to be located along Collector or Arterial roads throughout the City (OP, 6.9.2.3; OP, 7.2.6.18 (c)), making this location ideal for a Mixed Use Corridor development (OP, 6.5.3.6).

According to the PPS, prioritizing intensification is essential to fostering transit-supportive development (PPS, 2.2.1 (d)). This can be achieved through the proposed development as it utilizes a compact land use pattern, which may have the impact of reducing reliance on vehicle trips, encouraging active transportation and the use of public transit (OP, 7.2.1.5). This can create a symbiotic relationship between intensification, transit, and active transportation and outcomes for improved community health (OP, 7.2.1.2; OP, 4.2.1.2; OP, 3.3.2; OP, 7.2.6.18). The multimodal transportation options will also provide connectivity within the neighbourhood (PPS, 3.2.3; OP, 8.4.1.1). The proposed development is keeping with the City's desire to promote development patterns that support the increase in walking, cycling and public transportation (OP, 7.2.2.5).

3.5.5.1 Parking

A total of 373 parking spaces have been provided on site, as detailed in [Section 1.3](#) of this report. These spaces intend to support the mix of uses at Building G, Building H, and provide overflow parking options as recommended by the Transportation Impact Study Addendum prepared December 2023 (Refer to [Section 3.6.4](#)). In total, 184 parking spaces service buildings G and H, offering a parking ratio of 1.5 parking spaces per residential dwelling. This exceeds the required minimum of 1.25 parking spaces for combined use building dwellings through City of Windsor Zoning By-law 8600. Eight (8) accessible parking spaces and two (2) loading spaces have been provided for these sites in accordance with the current Zoning By-law provisions. Eight (8) commercial parking spaces have been provided at a ratio of one parking space per 22.5 m². The satellite parking area holds 181 parking spaces and intend to service Buildings E and F support the adjacent development with a ratio of 1.5 spaces per unit.

3.5.6 Infrastructure

The proposed development aims to efficiently use and optimize the existing municipal sewage and water services, ensuring compliance with all regulatory requirements and safeguard human health and the natural environment (PPS, 3.6.1 (a) (b); OP, 7.3.1.1). As demonstrated in the Functional Servicing Report prepared by Dillon Consulting Limited (under separate cover), the proposed residential, infill development will take

advantage of existing servicing connections and will not require an extension of municipally owned or operated infrastructure (PPS, 3.1.2; OP, 7.3.3.1; OP, 7.3.2.3).

3.5.7 Urban Design

The Official Plan includes policies directed towards supporting the projected growth of the City through efficient land use management strategies that promote a good pattern of development (OP, 3.2). The proposed development represents a compact pattern of development that will provide additional housing stock to the area to meet the projected needs over the long term. Within settlement areas, sufficient land to accommodate the projected needs is to be made available through intensification and redevelopment (PPS, 2.1.3).

The Official Plan defines a neighbourhood development pattern as a neighbourhood which exhibits a characteristic lotting and/or development profile (OP, 6.2.1.3). The proposed mixed use development aligns well with the surrounding land uses in the area and aims to make a positive contribution to the neighbourhood by offering an additional housing option (PPS, 2.1.4). It will be designed to promote high-quality, cohesive, compact urban design, fostering an attractive, safe, and pedestrian-friendly community (OP, 6.9.2.5 (b)). The development seeks to establish a harmonious design relationship between the existing low density development and the proposed higher density development by utilizing urban design styles that complement the neighbourhood's existing character (OP, 6.9.2.5 (j) and 8.7.1.2). Massing, architectural proportion, amenity spaces, and exterior building appearance will be further refined through the Site Plan Control process to ensure this cohesive design is achieved (OP, 6.9.2.5 (b); OP, 8.7.2.3).

The design of the proposed development will incorporate pedestrian connections on Spitfire Way and Lauzon Road with active transportation facilities and public transit services, preserve existing natural features and functions, and promote attractive streetscapes that prioritize pedestrian scale amenities (OP, 6.9.2.5 (g); 8.7.2.1 (b, c, d)).

The proposed development considers elements of design such as site circulation, landscaping elements, and architectural elements to enhance the pedestrian scale and provide user comfort (OP, 6.9.2.5 (d); OP, 8.3.1.1; OP, 8.3.1.2). Surface parking areas are positioned at the rear of each proposed building, with no mid-block vehicular access driveways planned from Lauzon Road, helping to enhance pedestrian circulation. Barrier-free, convenient, and direct pedestrian routes are available within the Subject Site that connect to existing pedestrian networks (OP, 8.4.1.1). Partial screening of the surface parking lot may be implemented to maintain an attractive streetscape, as determined through the Site Plan Control process (OP, 8.11.2.19).

3.5.8 Site Plan Control

The proposed development will require Site Plan Control Approval (OP, 6.5.3.9). The application for this approval will be submitted after the Zoning By-law Amendment is approved (OP, 11.7). Design guidelines will be adhered to and thoroughly reviewed throughout the Site Plan Control process.

3.5.9 Energy Conservation, Air Quality and Climate Change

The development benefits from its proximity to a variety of amenities within walking distance. Sidewalks along Lauzon Road and Spitfire Way, as well as access to the Ganatchio Trail, will enable residents' to easily reach neighboring communities and amenities. Combined with the access to public transit, this can lead to

reduces vehicular usage, and ultimately lower greenhouse gas emissions (PPS, 2.9.1 (e)). The proposed development promotes energy conservation and efficiency by adopting a compact form, encouraging multi-modal transportation options, and prioritizing energy-efficient design and orientation (PPS, 2.9.1 (a, c, d)).

3.6 BACKGROUND STUDIES

As identified through the Pre-Submission response from the City of Windsor, a number of supporting background studies were identified as required for the Official Plan Amendment and Zoning By-law Amendment. Key findings of the required studies are summarized in the following sections.

3.6.1 Public Information Centre

In addition to the requirements of the Planning Act, a joint Public Information Centre (PIC) was organized on behalf of the applicant, Farhi Holdings Corporation and held on September 8th, 2023, from 6:00pm to 8:00 pm at the Windsor Family Credit Union (WFCU) Centre. The PIC was held for both the proposed development, as well as the Rosewater Estates development proposed at the intersection of McHugh Street and Darfield Road (3656 McHugh St). It invited landowners and residents within 120 m of the proposed development to review conceptual plans, provide initial comments, and obtain stakeholder input on the planning and design process.

The PIC was conducted in a drop-in format, with presentation boards displaying the Conceptual Development Plan, Site Renderings, Zoning and Official Plan designations, and floor plan. The comments received by the public have impacted the current direction of this proposed development by introducing commercial on the ground floor. The Engagement Summary has been provided in [Appendix A](#).

3.6.2 Functional Servicing Report

A Functional Servicing Report, dated July 2025, has been completed by Dillon Consulting Limited and provided under separate cover. This report outlines the preliminary grading, stormwater management, sanitary, water, hydro, gas and communication relating to the Subject Site. The report confirms the availability of the adjacent services.

3.6.3 Noise and Vibration Study

A Noise and Vibration study is currently underway by Dillon Consulting Limited and will be submitted during the Site Plan Control Approval process for Buildings G and H.

3.6.4 Transportation Impact Studies and Addendums

A Transportation Impact Study was completed by Dillon Consulting Limited, dated August 2021, to support the overall Rosewater Estates Draft Plan of Subdivision. An addendum was prepared in December 2023 to review the number of vehicles that would be generated by the adjacent Buildings E and F, located at 1530 and 1624 Lauzon Road, and to provide a commentary on parking. As noted in the addendum, the Subject Site would be a suitable location for additional/satellite parking for Buildings "E" and "F". Refer to [Table 1-1](#) of this report for the specific parking ratios.

An updated Transportation Impact Study was prepared by Dillon Consulting Limited for Buildings G and H, dated July 2025, and is provided under separate cover. As indicated in the report, the proposed development is anticipated to generate 128 vehicle trips (58 inbound, 70 outbound) during the AM peak hour, 96 vehicle trips (54 inbound, 42 outbound) during the PM peak hour, 111 vehicle trips (56 inbound, 55 outbound) during the Saturday peak hour, and 116 (63 inbound, 53 outbound) during the Sunday peak hour. The Lauzon Road and Spitfire Way intersection is expected to continue to operate at a good overall level of service (LOS A–B) during all peak hours, with no critical movements, or queuing concerns.

The study also concluded that the northbound stop-controlled movements at both proposed site accesses along Spitfire Way are expected to operate well (LOS A–B) during the weekday and Sunday peak hours. During the Saturday peak hour, the northbound approach is projected to operate reasonably at LOS C. Minimal delays and queues are expected for both site accesses.

4.0 CONCLUSIONS

After reviewing relevant policies and guidelines, it is my professional opinion that the proposed mixed-use development is consistent with the intent of the Provincial Planning Statement and the City of Windsor's Official Plan. The proposed development offers residential infill in a high-quality, compact form within an already established area, conveniently located close to major public facilities and resources. The proposed residential development will make efficient use of existing services and provide an alternative form of housing to the area. It will also create opportunities for an aging population to remain in their community within an area envisioned to accommodate a mix of compatible uses. Based on an extensive review of the technical planning and policy related issues, the proposed mixed use development is appropriate for the site and consistent with good planning principles.

The Subject Site is currently zoned as Commercial District 2.2 (CD2.2) in the City of Windsor Zoning By-law 8600. The current CD2.2 zone does not permit the development as proposed. As such, the applicant is seeking a site-specific Zoning By-law Amendment to allow a site-specific Commercial District 2.2 (CD2.2) zone where:

- The maximum height permitted is increased from 14 m to 28 m;
- Notwithstanding Section 15.2.5.15 of Zoning By-law 8600, dwelling units on a ground floor in a combined use building shall be an additional permitted use;
- A multiple dwelling shall be an additional permitted use; and
- A public parking area as an additional permitted use.

We recommend that the Zoning By-law Amendment application as submitted, be approved for the following reasons:

1. The proposed use is consistent with the Provincial Planning Statement for reasons outlined in [Section 3.1](#);
2. The proposed Zoning By-law Amendment respects the land use compatibility and site suitability directives of the Official Plan, supporting healthy, complete neighbourhoods;
3. The proposed development will add to the vitality of the area while supporting the efficient use of land and existing infrastructure. The proposed development takes advantage of existing infrastructure and community facilities;
4. The proposed infill development promotes compact form and intensification. Nearby amenities will encourage residents to use active transportation and transit, minimizing the number and length of vehicle trips;
5. The site is physically suitable and strategically located at the intersection of a Class II Arterial Road;
6. The proposed density will provide much needed housing stock and new employment opportunities to the area, contributing to the growth and vitality of the neighbourhood;

7. The proposed mixed-use development supports public transportation as it is located along an existing transit route;
8. The proposed development is compatible with the surrounding land uses and is consistent with the mix of land uses evident in the surrounding area; and,
9. The Applicant will proceed with Site Plan Control Approval following adoption of the Zoning By-law Amendment.



Amy Farkas, MCIP RPP
Associate

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APPENDIX A

Engagement Summary



FARHI HOLDINGS CORPORATION

Public Information Centre Engagement Summary

Rosewater Estates (Buildings G & H)
Multiple Dwelling Residential Developments

Table of Contents

1.0	The Public Information Centre	1
1.1	Format	1
1.2	Attendance.....	2
2.0	Comments Received	3
3.0	Next Steps	5

Appendices

A	Figure 1.0 – Location Map
B	Figure 4.0 – Conceptual Development Plan
C	Notice of Resident’s Meeting
D	PIC Presentation Boards
E	Resident’s Comments
F	Record of Attendance and Location Map

1.0 The Public Information Centre

A Public Information Centre (PIC) was held on September 28, 2023 on behalf of our client Farhi Holdings Corporation, by Dillon Consulting Limited in support of two planning applications for proposed multiple dwelling residential developments located within the Riverside Planning Area in the City of Windsor, Ontario. The proposed multiple dwelling residential developments include two (2) multiple dwelling buildings with 120 dwelling units each. This totals 240 proposed dwelling units on the subject sites (refer to [Appendix A: Notice of PIC](#)).

The proposed multiple unit residential developments (refer to [Appendix B: Conceptual Development Plans](#)) include the following:

- Building 'G' – Lauzon Road at Spitfire Way
 - One (1), six (6)-storey multiple dwelling building;
 - 120 units proposed; and,
 - 368 parking spaces provided (181 to be shared with Buildings E and F located on the adjacent property).
- Building 'H' – 3565 McHugh Street
 - One (1), six (6)-storey multiple dwelling building;
 - 120 units proposed; and,
 - 180 parking spaces provided.

The proposed multiple dwelling residential developments require a Zoning By-law Amendment to rezone the sites from Commercial District 2.2 (CD2.2) to Residential District 3.1 (RD3.1) to permit a residential use on the ground floor. The purpose of the Public Information Centre was to provide additional information to residents on the proposed developments, provide information about the planning process, and discuss/collect comments and questions relating to the proposed development.

1.1 Format

The Public Information Centre (PIC) was held in-person at the Windsor Family Credit Union (WFCU Centre) in the City of Windsor on September 28th, 2023 from 6:00pm – 8:00pm. The Public Information Centre was conducted in a drop-in format, with presentation boards displaying the following information (refer to [Appendix C](#)):

- Introduction Board;
- Welcome Board;
- Figure 1.0 – Location Map;
- Figure 2.0 – City of Windsor: Official Plan Designations;
- Figure 3.0 – City of Windsor: Zoning By-law 8600;

- Figure 4.0 – Conceptual Development Plan – Building ‘G’ - Lauzon at Spitfire Way;
- Figure 5.0 – Conceptual Development Plan – Building ‘H’ – 3565 McHugh Street;
- Figure 6.0 – Ground Floor Plan; and,
- Figure 7.0 – Second Floor Plan.

Resident feedback was obtained in the following ways:

- Individual discussions – conducted throughout the evening between residents and the representatives from Dillon Consulting Limited;
- Comment forms – collected in-person at the Public Information Centre, with the option for comments to be mailed or emailed to Dillon Consulting Limited at a later date and accepted up until 11:59pm on May 3, 2023; and
- A project specific email address was provided.

1.2 Attendance

There were approximately 35 residents in attendance for the PIC on September 28th, 2023. While a total of approximate 35 residents was observed by Dillon Consulting Limited, it is noted that only one (1) member per household was asked to provide information for sign-in. As such, the total number of residents reflected on the record of attendance is twenty-one (21).

A copy of the comments received has been included in Appendix D. A copy of the redacted record of attendance has been included in this summary as Appendix E.

Comments Received

A total of twenty-four (24) comment forms were collected by receipt through the in-person drop-box. Questions and concerns received during the meeting, through email, and through phone calls have been noted. Responses to the comments received are provided in this engagement summary.

The following table provides an approximate overview of the content of the comments received, broken down by category:

Category	Response Rates
Youth and Child Engagement	36 %
Health and Wellbeing	9 %
Commercial Space	9 %
Transportation and Traffic	13 %
Density	25 %
Other	8 %

As indicated by the above table, most comments that were received were about youth and child engagement, density, transportation and traffic, health and wellbeing, and commercial opportunity.

The table below outlines the frequent topics observed through the comments received and the development team's response to each. Land Use planning matters have been considered below. Other comments not related to land use planning principles have been noted.

COMMENTS RECEIVED	RESPONSES
Amenities for Children and Youth	
<ol style="list-style-type: none"> 1. The community needs child care facilities; 2. There are no public parks accessible for new families; and 3. Schools are too far away from the community. 	<ul style="list-style-type: none"> • The subject area is within 600m of an existing child care facility. Prior to the PIC the client has not contemplated a child care facility within either of the proposed developments. • Little River Park and McHugh Park are two public parks within 900 m of the proposed developments, with public play structures and four (4) soccer fields open for public use. In addition, the proposed developments and its surrounding area are within 600m of Little River Corridor, which is considered to be a Regional Park in the City of Windsor Official Plan Volume II. • The surrounding community has access to a range of educational spaces for various ages, levels, and languages.

COMMENTS RECEIVED	RESPONSES
	This includes the WFCU Centre, Forest Glade Public School, Riverside Secondary school, Roseville Public School, St. Joseph's Catholic Highschool, LA Desmarais Catholic Elementary School, and École Élémentaire Catholique Georges-P.-Vanier.
Health and Well-being	
<p>4. Can a Medical Office be included in the development?</p> <p>5. The development should include and improve tree species in the area;</p> <p>6. An environmentally-friendly land use would be preferred on the subject sites; and,</p> <p>7. Consider senior safe design practice in the new developments.</p>	<ul style="list-style-type: none"> Both of the proposed developments are located within 1200 m of the nearest walk-in clinic. The developer is not aware of any direct interests for medical offices wishing to locate on either of the subject sites. Trees and landscaping will be considered through the Site Plan Control (SPC) process, which will be initiated following Zoning By-law Amendment approval. The subject sites were previously brownfield areas, and were restored to an appropriate ecological health to support residential development. Additional considerations for pedestrian and senior circulation will be made through the Site Plan Control (SPC) phase.
Commercial Uses	
<p>8. Can a convenience store or commercial use be considered on the subject site?</p>	<ul style="list-style-type: none"> Previous plans for the subject sites included commercial uses for both developments and there are opportunities to reintroduce commercial uses for the ZBA submission.
Transportation & Traffic	
<p>9. Concerns about existing traffic levels; and,</p> <p>10. Lack of signage and speed regulators.</p> <p>11. No benches are available at the surrounding bus stops.</p>	<ul style="list-style-type: none"> A Traffic Impact Study was prepared by Dillon Consulting Limited, and completed with an addendum July 10th, 2019 to support the original Draft Plan of Subdivision. A Traffic Impact Memo was also prepared by Dillon Consulting Limited for 8565 McHugh Street which concluded that the original TIS and 2019 addendum can now be considered to be more conservative due to the notable reduction in the number of trips that would be generated for a residential use. The Municipality is responsible for infrastructure maintenance and improvement, including the addition of public benches and bus shelters. Requests for municipal benches can be made to the City of Windsor and Transit Windsor.

COMMENTS RECEIVED	RESPONSES
Density	
<p>12. Discontent with an increasing density of the area; and,</p> <p>13. Concerns for privacy from being surrounded by multi-dwelling buildings.</p> <p>14. Residents were not made aware of the original draft plan of subdivision intent when they invested in their properties.</p>	<ul style="list-style-type: none"> The Official Plan amendment and Zoning By-law amendment for the current designations of the area to support the Draft Plan of Subdivision was approved through a Council Meeting held on November 28, 2019. During this meeting, the proposal was open for public discussion. This decision is currently available for public viewing through the City of Windsor's website. Since then, there has been an increased demand at a municipal and provincial level to provide increased density and mixed forms of housing. The plan of subdivision was intended and to be adjacent to the proposed multiple dwelling unit buildings.

A copy of the provided comments has been included in Appendix D.

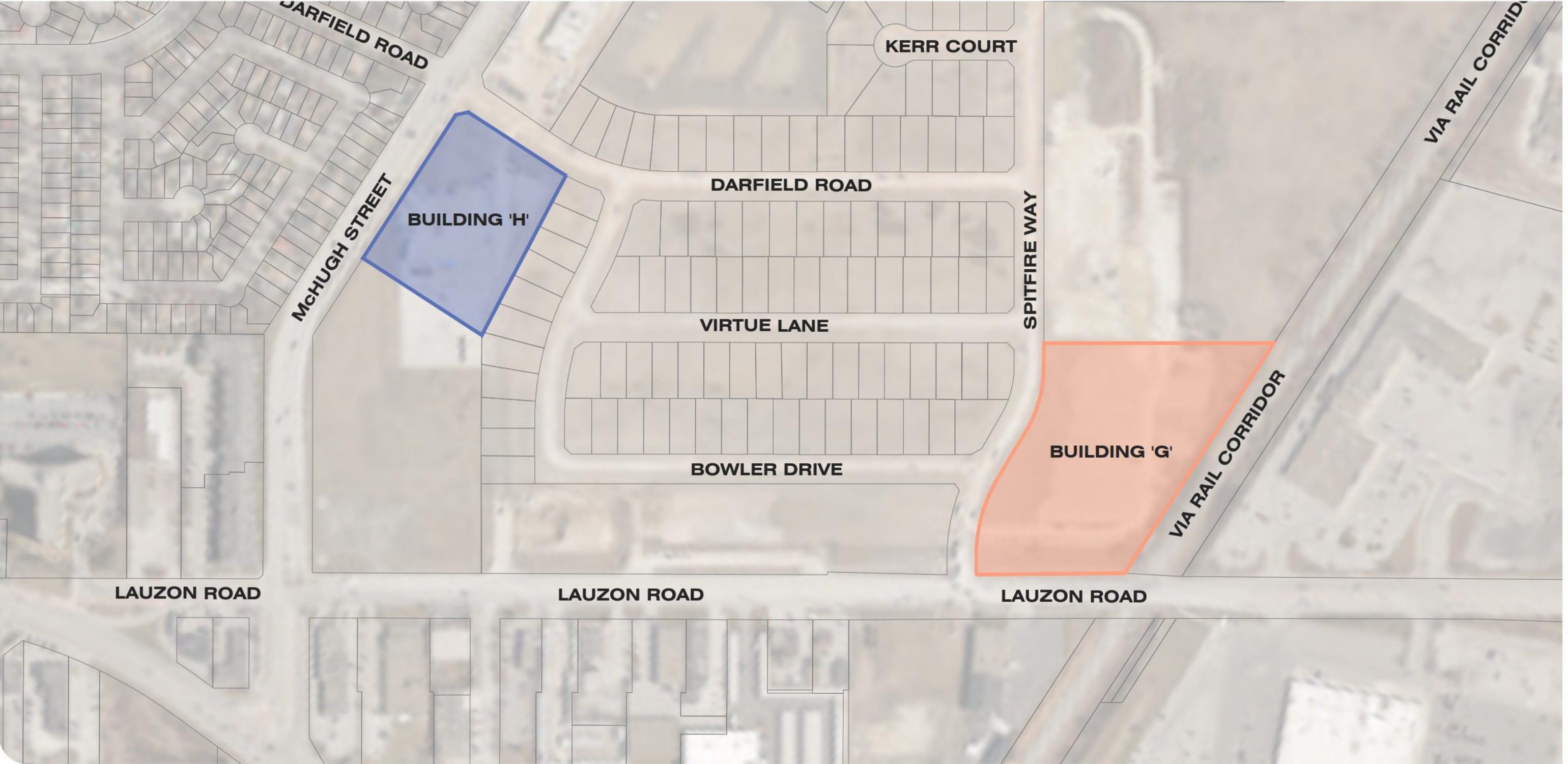
3.0

Next Steps

Additional opportunities for the surrounding land owners to provide comments and concerns will be present at the time when the application is subject to a Council decision, which is a statutory requirement under the *Planning Act*. These meetings will offer the public, local residents and interested stakeholders the opportunity to review the project and continue to offer feedback.

Appendix A

Figure 1.0 – Location Map



FARHI HOLDINGS INC
ROSEWATER ESTATES -
BUILDINGS G & H
PUBLIC INFORMATION CENTRE

LOCATION MAP
FIGURE 1.0

BUILDING 'G'
(± 1.99ha / 4.91ac)

BUILDING 'H'
(± 1.09ha / 2.69ac)

File Location:
c:\pw working directory\projects 2023\dillon_32ss\dms20804\23-6213 - lauzon & via
rail - pic notice - location map.dwg
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SOURCE: THE COUNTY OF ESSEX INTERACTIVE MAPPING (2022)

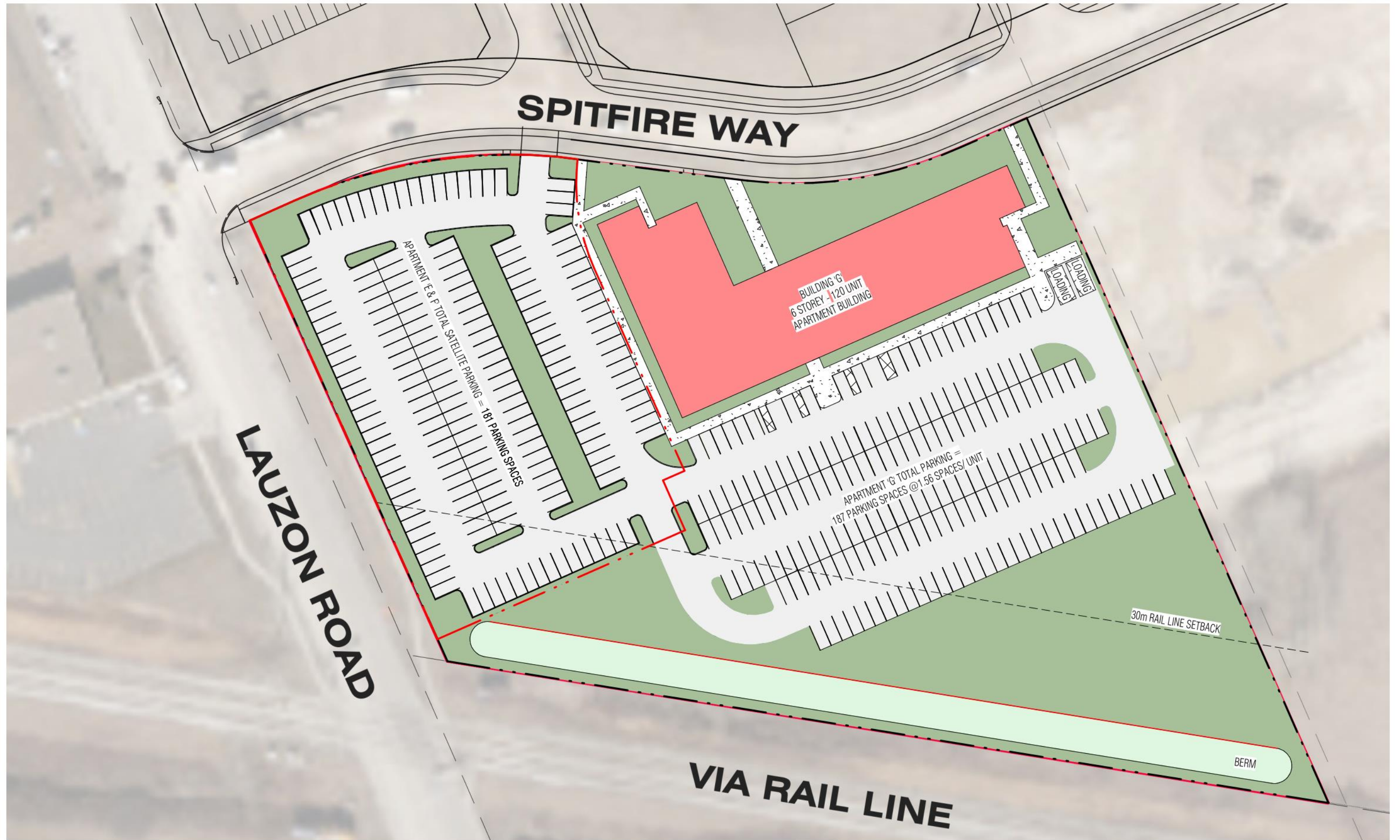
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VERIFIED BY AN O.L.S PRIOR TO CONSTRUCTION.
CREATED BY: SS
CHECKED BY: AMF
DESIGNED BY: SS

SCALE: N.T.S.

PROJECT: 23-6213 & 23-6227
STATUS: FINAL
DATE: 09/25/2023

Appendix B

Figure 4.0 – Conceptual Development Plan



LAUZON RD & SPITFIRE WAY - SITE PLAN CONCEPT

SCALE: 1" = 60'-0"

McHUGH STREET

DARFIELD ROAD

BUILDING 'H'
6 STOREY 120 UNIT
APARTMENT BUILDING

A A B B B B

180 TOTAL PARKING SPACES
@ 1.50 SPACES/ UNIT

LOADING
LOADING



McHUGH ST & DARFIELD RD - SITE PLAN CONCEPT

SCALE: 1" = 40'-0"

Appendix C

Notice of Resident's Meeting

Public Information Centre

Rosewater Estates

Proposed Residential Development
3565 McHugh Street and Lauzon Road at Spitfire Way

On behalf of our client, Farhi Holdings Corporation, Dillon Consulting Limited is hosting a Public Information Centre to introduce two (2) multiple dwelling residential developments in the City of Windsor. During this session, guests will be able to:

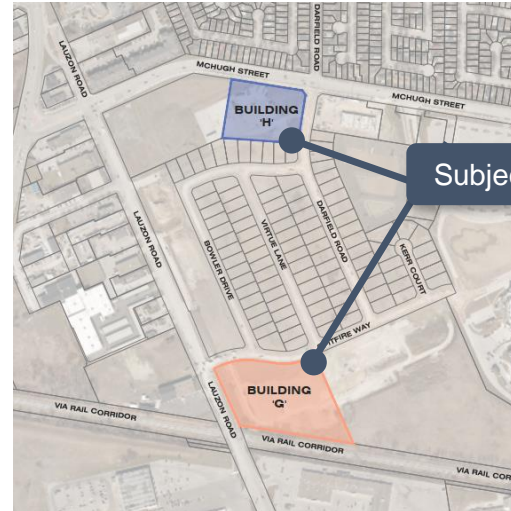
- Meet the project team;
- Become informed about the planning process; and
- Discuss comments and questions relating to the proposed developments.

This meeting is the next step in the planning process to permit development of these lands for the proposed:

- **Building 'G' Site** – One (1), six (6)-storey multiple dwelling building with 120 dwelling units and 368 total parking spaces (181 to be shared with an adjacent development) located on Lauzon Road and Spitfire Way; and,
- **Building 'H' Site** – One (1), six (6)-storey multiple dwelling building with 120 dwelling units and 180 total parking spaces located at 3565 McHugh Street.

This meeting is being held in advance of a statutory public meeting required under the *Planning Act* to obtain approvals. The City of Windsor will be inviting all residents and landowners within 120 metres of the property limits to additional meetings in the near future.

The Public Information Centre will be a drop-in format with project materials available for viewing and representatives available to chat.



Public Information Centre

Date:

Thursday, September 28, 2023

Time:

6:00 pm to 8:00 pm

Location:

WFCU Centre – Michigan & Superior Rooms
8787 McHugh Street, N8S 0A1

Contact:

Amy Farkas, Associate

Dillon Consulting Limited

3200 Deziel Drive, Suite 608, Windsor, N8W 5K8

T – 519.948.5000 ext. 3205

Email Rosewaterestates@dillon.ca to provide a written comment by October 10th, 2023.

Application to City of Windsor

Public Information Centre

WE
ARE
HERE

Summary of Resident Comments

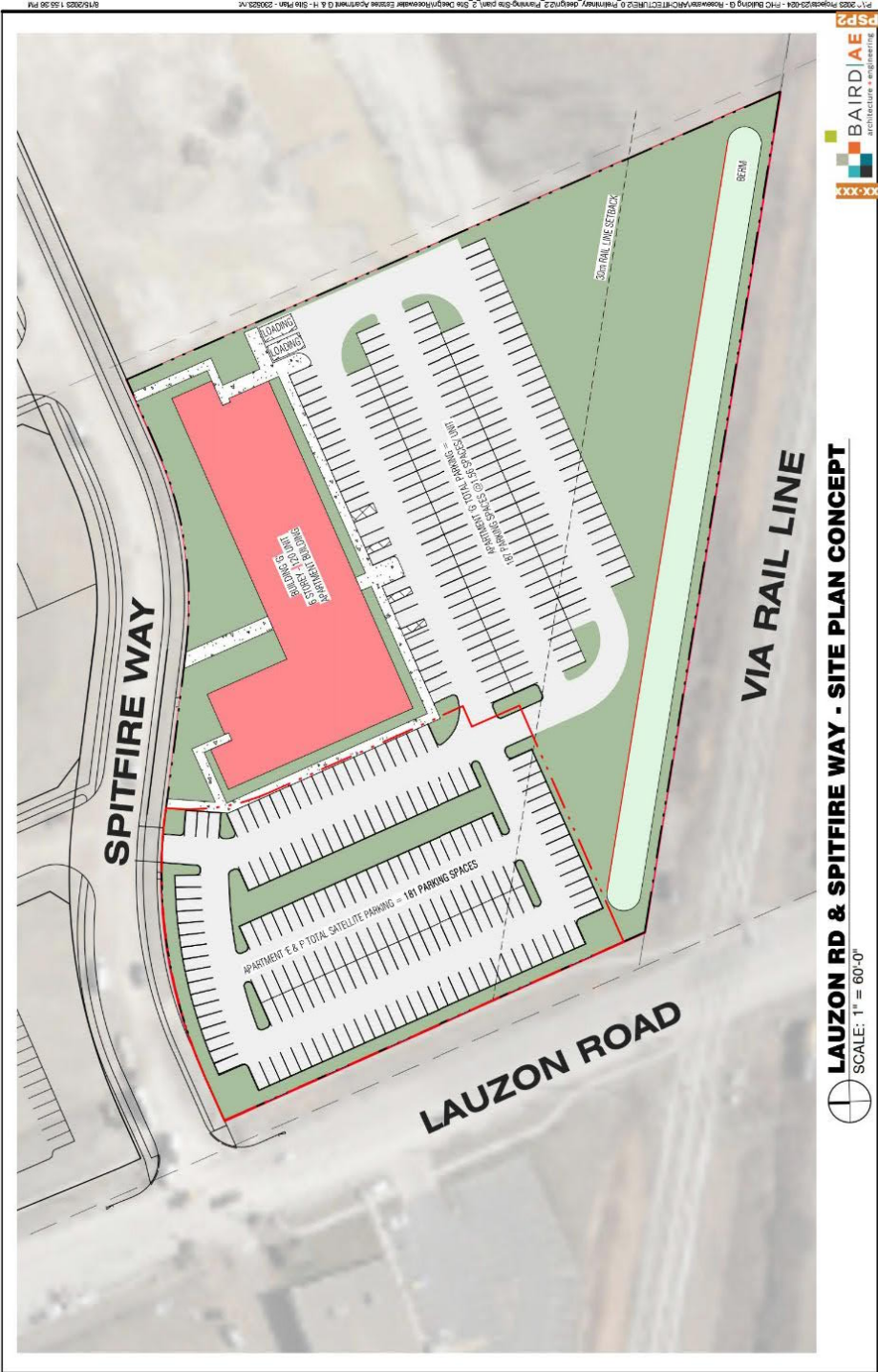
Application Review by City of Windsor

Development & Heritage Standing Committee

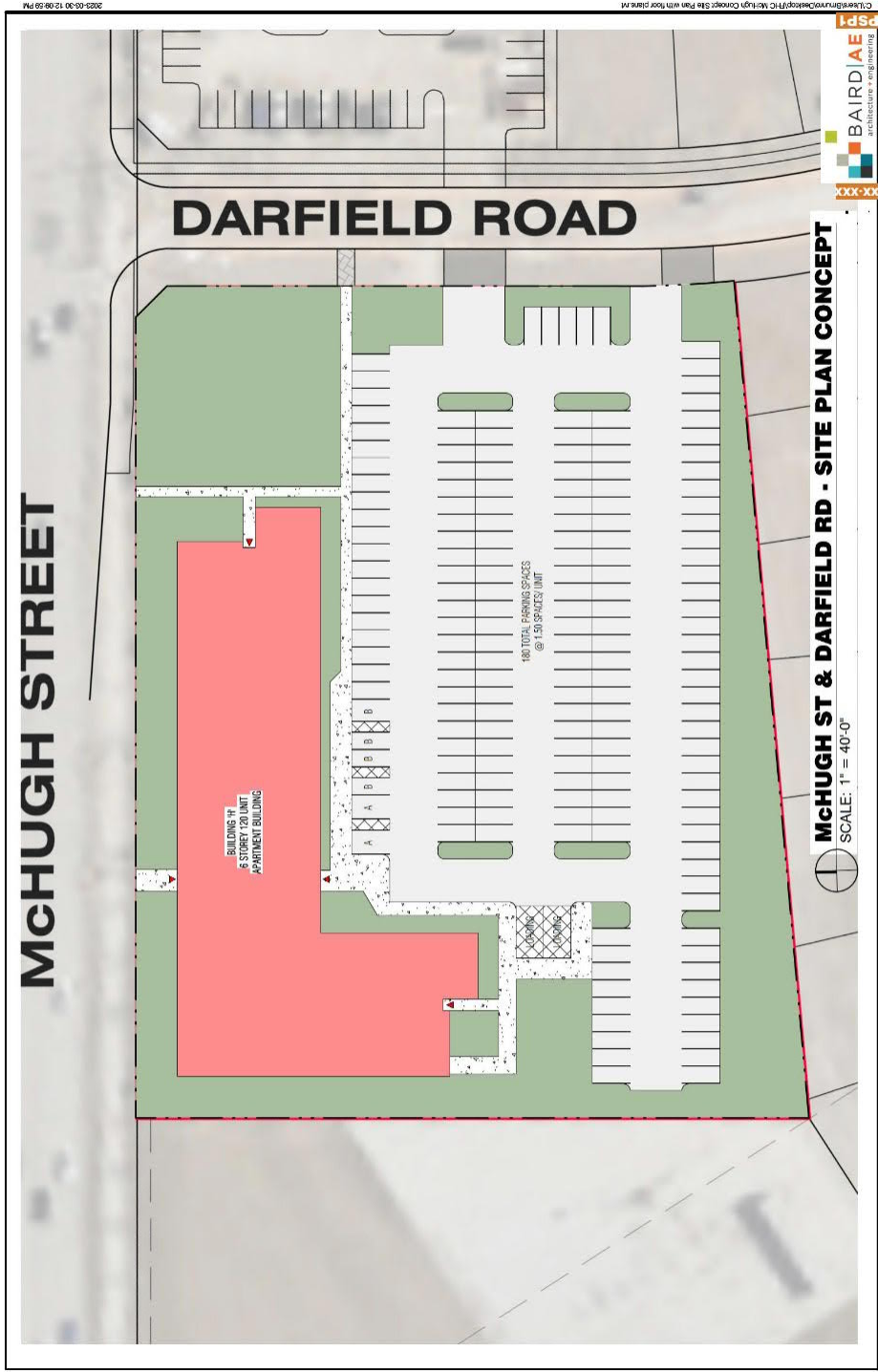
Council Meeting



Building 'G' – Lauzon Road at Spitfire Way



Building 'H' – 3565 McHugh Street



Appendix D

PIC Presentation Boards

Welcome!
Thank you for
joining us.

September 28, 2023
6:00 pm – 8:00 pm
WFCU Centre

Michigan &
Superior Rooms

**PUBLIC INFORMATION CENTRE
FOR ROSEWATER ESTATES
PROPOSED RESIDENTIAL
DEVELOPMENTS**

3565 MCHUGH STREET &
LAUZON ROAD AT SPITFIRE WAY



PUBLIC INFORMATION CENTRE

ROSEWATER ESTATES PROPOSED RESIDENTIAL DEVELOPMENT

The Public Information Centre is being hosted to introduce and provide information on two (2) proposed multiple dwelling residential developments.

The Public Information Centre is being hosted in a “drop-in” format with representatives available to take comments and answer questions.

The goals of the Public Information Centre are as follows:

1. Provide Information on the planning process and development approvals process;
2. Provide information on the proposed residential developments;
3. Provide details on anticipated timelines;
4. Collect comments and feedback from attendees to help guide the proposed developments as they continue through the development process.

Collecting Feedback:

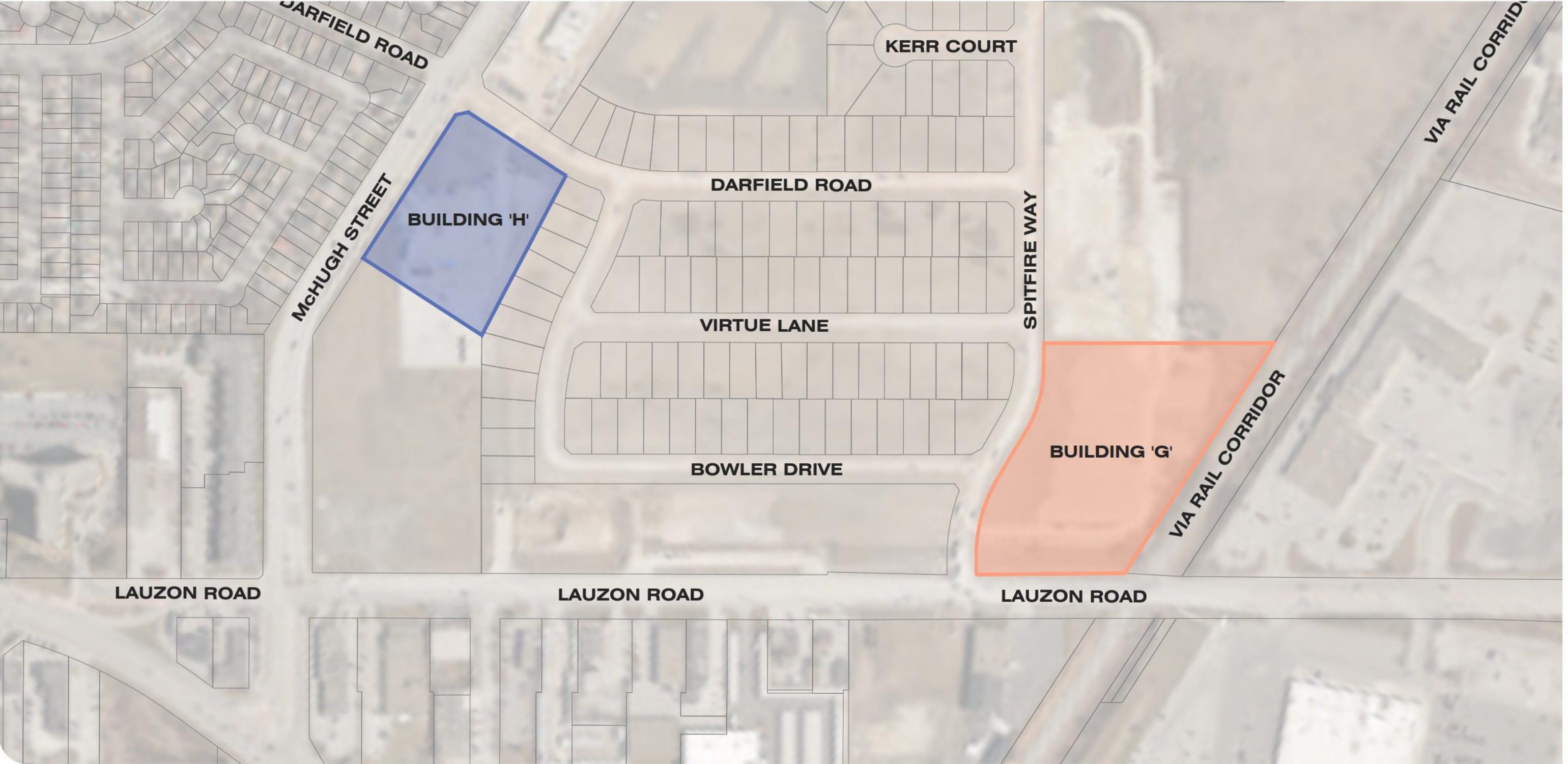
1. Comment forms are available for attendees to complete;
2. Comments may also be emailed to Rosewaterestates@dillon.ca;
3. All comments will be compiled at the end of the meeting and will be included in a report summarizing the meeting;
4. All comments will be accepted until **October 10th, 2023.**

To Submit Comments: Rosewaterestates@dillon.ca



architecture + engineering





FARHI HOLDINGS INC
ROSEWATER ESTATES -
BUILDINGS G & H
PUBLIC INFORMATION CENTRE

LOCATION MAP
FIGURE 1.0

BUILDING 'G'
(± 1.99ha / 4.91ac)

BUILDING 'H'
(± 1.09ha / 2.69ac)

File Location:
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rail - pic notice - location map.dwg
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SOURCE: THE COUNTY OF ESSEX INTERACTIVE MAPPING (2022)

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CREATED BY: SS
CHECKED BY: AMF
DESIGNED BY: SS


SCALE: N.T.S.

PROJECT: 23-6213 & 23-6227
STATUS: FINAL
DATE: 09/25/2023




FARHI HOLDINGS INC
ROSEWATER ESTATES -
BUILDINGS G & H
PUBLIC INFORMATION CENTRE


**OFFICIAL PLAN: EXISTING LAND USE
DESIGNATIONS**
FIGURE 2.0




SUBJECT SITES
±3.07 ha (± 7.58 ac)




OPEN SPACE




RESIDENTIAL




BUSINESS PARK




MAJOR
INSTITUTIONAL




MIXED USE



COMMERCIAL CENTRE (MIXED
USE CENTRE OPA #159)



COMMERCIAL CORRIDOR (MIXED
USE CORRIDOR OPA #159)




INDUSTRIAL


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rail - pjr figures.dwg
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SOURCE: THE CITY OF WINDSOR OFFICIAL PLAN
- SCHEDULE D: LAND USE

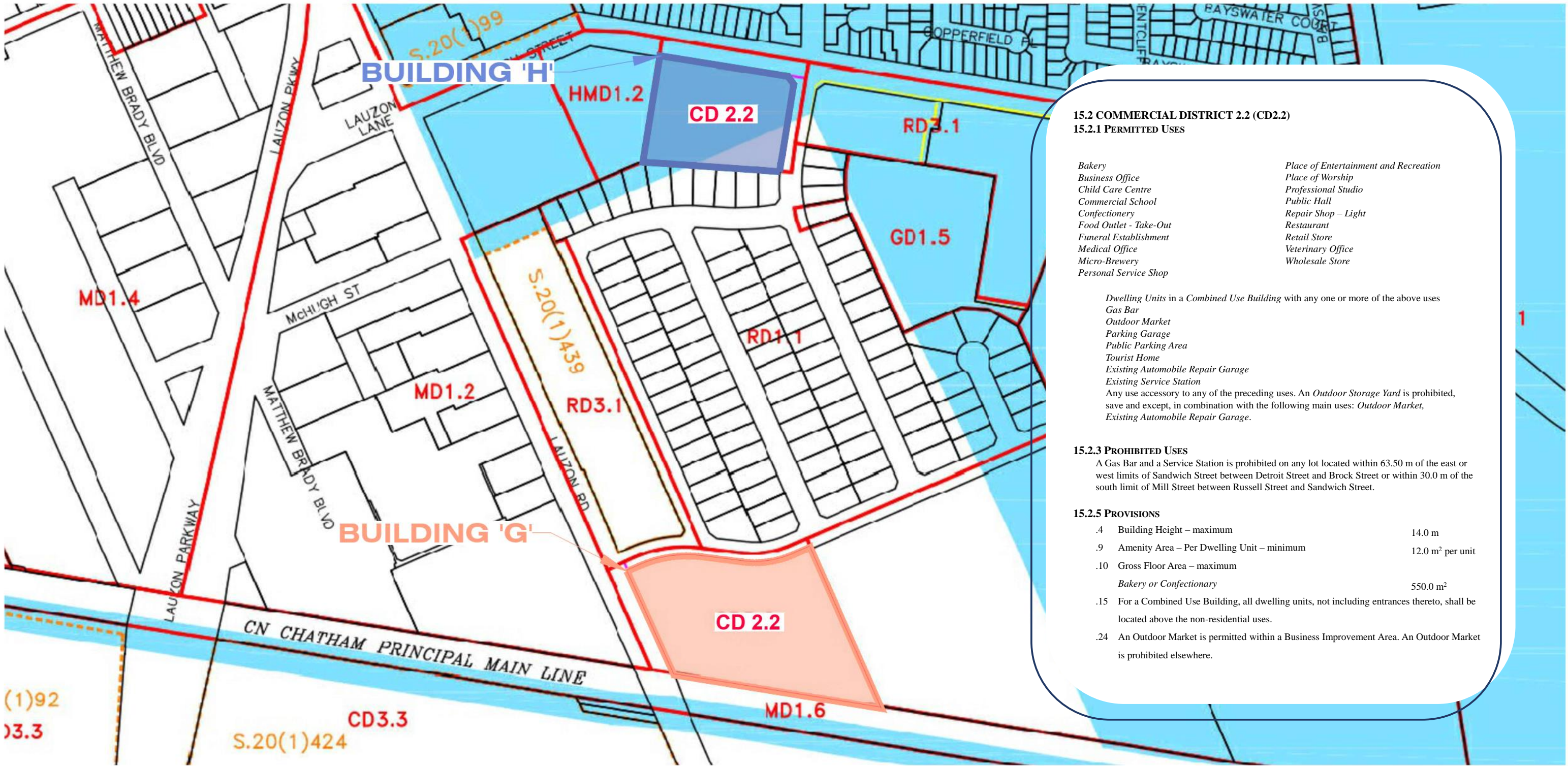
MAP/DRAWING INFORMATION
THIS DRAWING IS FOR INFORMATION PURPOSE ONLY. ALL
DIMENSIONS AND BOUNDARY INFORMATION SHOULD BE
VERIFIED BY AN O.L.S PRIOR TO CONSTRUCTION.
CREATED BY: SS
CHECKED BY: MRU
DESIGNED BY: SS

SCALE: N.T.S.





PROJECT: 23-6213
STATUS: DRAFT
DATE: 06/07/2023



15.2 COMMERCIAL DISTRICT 2.2 (CD2.2)
15.2.1 PERMITTED USES

- | | |
|------------------------|---------------------------------------|
| Bakery | Place of Entertainment and Recreation |
| Business Office | Place of Worship |
| Child Care Centre | Professional Studio |
| Commercial School | Public Hall |
| Confectionery | Repair Shop – Light |
| Food Outlet - Take-Out | Restaurant |
| Funeral Establishment | Retail Store |
| Medical Office | Veterinary Office |
| Micro-Brewery | Wholesale Store |
| Personal Service Shop | |
- Dwelling Units in a Combined Use Building with any one or more of the above uses
- Gas Bar
- Outdoor Market
- Parking Garage
- Public Parking Area
- Tourist Home
- Existing Automobile Repair Garage
- Existing Service Station
- Any use accessory to any of the preceding uses. An Outdoor Storage Yard is prohibited, save and except, in combination with the following main uses: Outdoor Market, Existing Automobile Repair Garage.

15.2.3 PROHIBITED USES

A Gas Bar and a Service Station is prohibited on any lot located within 63.50 m of the east or west limits of Sandwich Street between Detroit Street and Brock Street or within 30.0 m of the south limit of Mill Street between Russell Street and Sandwich Street.

- 15.2.5 PROVISIONS
- | | | |
|-----|--|------------------------------|
| .4 | Building Height – maximum | 14.0 m |
| .9 | Amenity Area – Per Dwelling Unit – minimum | 12.0 m ² per unit |
| .10 | Gross Floor Area – maximum | |
| | Bakery or Confectionary | 550.0 m ² |
| .15 | For a Combined Use Building, all dwelling units, not including entrances thereto, shall be located above the non-residential uses. | |
| .24 | An Outdoor Market is permitted within a Business Improvement Area. An Outdoor Market is prohibited elsewhere. | |

FARHI HOLDINGS INC
ROSEWATER ESTATES -
BUILDINGS G & H
PUBLIC INFORMATION CENTRE

**ZONING BY-LAW 8600:
EXISTING ZONING
FIGURE 3.0**

File Location:
c:\pw working directory\projects 2023\dillon_32ss\dms20804\23-6213 - lauzon & via
rail - pjr figures.dwg
September, 27, 2023 8:40 AM

SOURCE: THE CITY OF WINDSOR
- ZONING BY-LAW 8600 MAP

MAP/DRAWING INFORMATION
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VERIFIED BY AN O.L.S PRIOR TO CONSTRUCTION.
CREATED BY: SS
CHECKED BY: MRU
DESIGNED BY: SS

SCALE: N.T.S.

PROJECT: 23-6213
STATUS: DRAFT
DATE: 06/07/2023

BUILDING 'G'
±1.98 ha (± 4.89 ac)

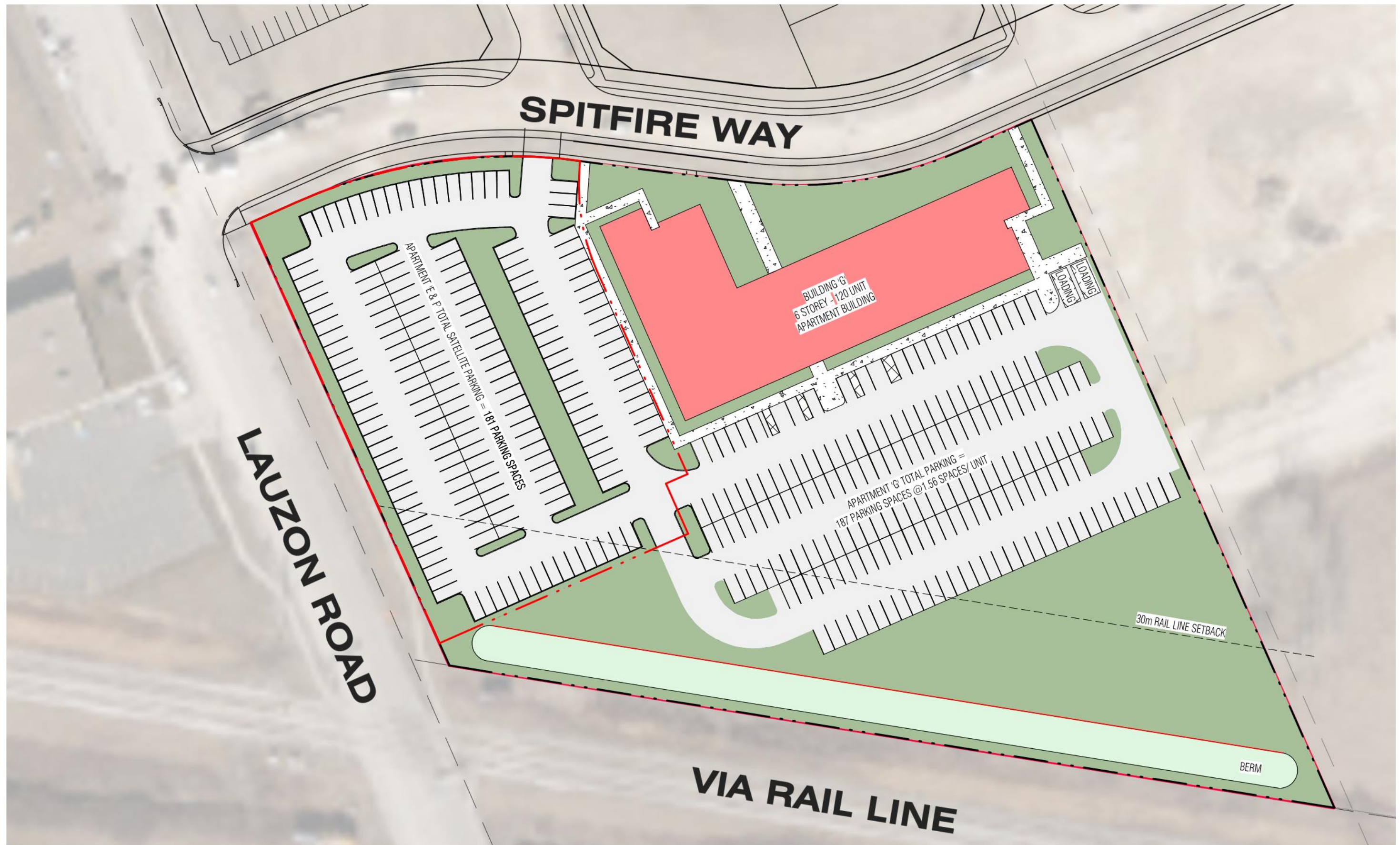
BUILDING 'H'
±1.09 ha (± 2.69 ac)

ZONE BOUNDARY

SPECIFIC ZONING
EXEMPTIONS

SPECIFIC ZONING
REGULATION

GD - Green Districts
RD - Residential Districts
ID - Institutional Districts
CD - Commercial Districts
MD - Manufacturing Districts



LAUZON RD & SPITFIRE WAY - SITE PLAN CONCEPT

SCALE: 1" = 60'-0"

McHUGH STREET

DARFIELD ROAD

BUILDING 'H'
6 STOREY 120 UNIT
APARTMENT BUILDING

A A B B B B

180 TOTAL PARKING SPACES
@ 1.50 SPACES/ UNIT

LOADING
LOADING



McHUGH ST & DARFIELD RD - SITE PLAN CONCEPT

SCALE: 1" = 40'-0"



GROUND FLOOR PLAN

ROSEWATER ESTATE - APARTMENT G & H

FHC

23-024






Let's



SECOND FLOOR PLAN

SCALE: 1" = 30'-0"

ROSEWATER ESTATES - APARTMENT G & H 6 STOREY BUILDING - 120 UNITS		
1 BEDROOMS	52	43%
1 BEDROOM + DENS	21	18%
2 BEDROOMS	47	39%
TOTAL	120	100%

LEGEND	
	1 BEDROOM SUITES
	1 BEDROOM + DEN SUITES
	2 BEDROOM SUITES

ROSEWATER ESTATE - APARTMENT G & H

FHC

23-024

 BAIRD|AE
architecture + engineering

SP2

Appendix E

Resident's Comments

Rosewater Estates – Buildings 'G' and 'H' – Residential Developments

Comment Form

Public Information Centre – September 28, 2023

General Comments and Feedback:

- Considering the number of residents living in this Area, it is becoming Riskier for our children to play alone on the road because there is no PARK for them to play.
So a PLAYGROUND/PARK for children is a MUST!
- We need a school in this area considering the population in this area.
- we need less multi-dwelling buildings.
- Due to the buildings all around the single-detached houses, we are losing the privacy of our houses.

NO MORE BUILDINGS

Dillon Consulting Limited
3200 Deziel Drive, Suite 608
Windsor, ON N8W 5K8

Tel: 519-948-5000 Ext. 3205
Email: Rosewaterestates@dillon.ca

Attention: Amy Farkas, Associate

Please deposit this form in the comment box or email comment responses.

All comments will be received until October 10th, 2023

Rosewater Estates – Buildings 'G' and 'H' – Residential Developments

Comment Form

Public Information Centre – September 28, 2023

General Comments and Feedback:

- A PLAYGROUND/ PARK / PLACE FOR CHILDREN TO PLAY
- A SCHOOL / ACTIVITY AREA
- A TRAIL
- NO MORE BUILDINGS AROUND THIS AREA
- SLOW SPEED SIGNS ON ALL ROADS
- CONSIDER GARBAGE DISPOSALS
- CHOICE ON TREE TYPES

NO MORE BUILDINGS

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Rosewater Estates – Buildings ‘G’ and ‘H’ – Residential Developments

Comment Form

Public Information Centre – September 28, 2023

General Comments and Feedback:

MAKE A PARK FOR KIDS PLEASE INSTEAD OF MORE HOUSES
CONSIDER TRAFFIC – SPEED BRAKERS FOR SAFETY
CONSIDER PRIVACY
CONSIDER GARBAGE DISPOSAL
NO MORE BUILDINGS

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Rosewater Estates – Buildings 'G' and 'H' – Residential Developments

Comment Form

Public Information Centre – September 28, 2023

General Comments and Feedback:

- Please consider making a park & school for the kids.
- More building → more traffic → less safety for kids because the cars drive fast.
- Also, less privacy for the houses in the middle
- Please consider making something useful for the residents instead for more buildings.

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Rosewater Estates – Buildings 'G' and 'H' – Residential Developments

Comment Form

Public Information Centre – September 28, 2023

General Comments and Feedback:

[REDACTED]

[REDACTED]

[REDACTED]

I STRONGLY oppose the Residential buildings around the Rosewater estates. There is already six buildings around the Homes. It's already surrounded by the residential buildings. I was not told by the builder about the Residential buildings that is already built. We want the park for the kids and Institutional building not the residential buildings.

[REDACTED]

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Rosewater Estates – Buildings 'G' and 'H' – Residential Developments

Comment Form

Public Information Centre – September 28, 2023

General Comments and Feedback:

[Redacted]
[Redacted] - We just New Move and i See Apartment
Call over No Park for kids also we don't want Building (G)
and (H) any more if they Built this Building I decide to move
if u see my notes pls look at it, otherwise i go to
next step.

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Rosewater Estates – Buildings 'G' and 'H' – Residential Developments

Comment Form

Public Information Centre – September 28, 2023

General Comments and Feedback:

- We need Kids recreational park & space over here.
- No privacy for our houses so please no more apartments or buildings.
- Some kind of sitting space for seniors.
- Fast & Crowded Area.
- Full of Traffic — not safe for Kids.
 - Speed breaker is needed

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Rosewater Estates – Buildings 'G' and 'H' – Residential Developments

Comment Form

Public Information Centre – September 28, 2023

General Comments and Feedback:

By adding so many apartment building there is no privacy for our personal life as our houses are surrounded by all the building/apartments. I would love to have a children park and some kind of walking track in this area. There are so many children in this area/division so we desperately need some recreational park for our kids that is very very demanded. And also some kind of sitting space for seniors.

We are not at all happy as this area does not have anything good for the people living over here.

→ ~~Kids park~~ is an urgent need
→ Garbage disposal needed

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Rosewater Estates – Buildings ‘G’ and ‘H’ – Residential Developments

Comment Form

Public Information Centre – September 28, 2023

General Comments and Feedback:

[REDACTED]

[REDACTED]

AS PER ROSEWATER ESTATE WE HAVING PROBLEM WITH
HIGH TRAFIC IN THIS AREA. SO ALL RESIDENT ARE
NOT HAPPY WITH MORE BUILDINGS IN THIS AREA.
DUE TO KIDS WE NEED PARK HERE IN THIS AREA
NOT MORE BUILDINGS.

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Rosewater Estates – Buildings 'G' and 'H' – Residential Developments

Comment Form

Public Information Centre – September 28, 2023

General Comments and Feedback:

Name [REDACTED]
House Number [REDACTED]

The Project that they are launching is unacceptable as it increases the density of the Area. There is no community park proposed, no school proposed, no hospital is close. we deny the Build of these Buildings. Also it breaches the privacy of all the House Owner. we know what is happening under the table, it will be exposed soon, with the help of media.

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Rosewater Estates – Buildings 'G' and 'H' – Residential Developments

Comment Form

Public Information Centre – September 28, 2023

General Comments and Feedback:

[REDACTED]

[REDACTED]

I STRONGLY OPPOSE THE PROPOSED MULTIPLE DWELLING UNITS AT THIS ROSE WATER ESTATES. INSTEAD WE NEED PLAZA, SCHOOL OR PARK AT THESE AREAS. ~~WER~~ OUR BUZZER DIDN'T LET US KNOW REGARDING THESE PROPOSED BUILDINGS BEFORE HAND. ~~DISSTRONG~~ WE DO NOT HAVE ANY PLAY GROUND FOR OUR CHILDRENS AND ELDERS.

[REDACTED]

SEPT 28, 2023

Dillon Consulting Limited
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Attention: Amy Farkas, Associate

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Rosewater Estates – Buildings 'G' and 'H' – Residential Developments

Comment Form

Public Information Centre – September 28, 2023

General Comments and Feedback:

- ⇒ There is so many children in the area and there is no park around this area. PLEASE CONSIDER IT.
- ⇒ There is no sitting area for bus stops, while people are waiting for buses.
- ⇒ Consider about making less apartment buildings because of privacy of families.
- ⇒ There will be more traffic in this area and there is so many children and seniors in the area to walk.

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Rosewater Estates – Buildings 'G' and 'H' – Residential Developments

Comment Form

Public Information Centre – September 28, 2023

General Comments and Feedback:

⇒ PLEASE CONSIDER ABOUT PARK IN THE AREA.

⇒ SETTING CHAIRS FOR BUS STOPS

⇒ TOO MUCH TRAFFIC IN THE AREA WITH APARTMENT BUILDINGS.

⇒ BECAUSE OF APARTMENT BUILDINGS THERE IS NO PRIVACY.

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Rosewater Estates – Buildings 'G' and 'H' – Residential Developments

Comment Form

Public Information Centre – September 28, 2023

General Comments and Feedback:

[REDACTED]

I STRONGLY OPPOSE THE PROPOSED BUILDINGS AT 'G' & 'H' SITES AS THERE ARE ALREADY 4 ~~MULTI~~ FOUR - 6 STOREY MULTIPLE DWELLING BUILDINGS AROUND THIS ROSEWATER ESTATES. INSTEAD WE DO NOT HAVE ANY PUBLIC PARK AROUND OUR NEIGHBOURHOOD. SO WE DO NOT NEED ANY MORE MULTIPLE DWELLING UNITS IN THIS AREA AS IT WOULD BRING MORE AND MORE TRAFFIC TO THIS AREA. THE BUILDER DIDN'T LET US KNOW BEFORE HAND WHILE WE MADE A DEAL. WE WEREN'T AWARE OF THESE MULTISTOREY BUILDINGS OTHERWISE WE WOULDN'T HAVE MADE A DEAL AT THIS RESIDENCE.

[REDACTED] SEPT 28, 2023.

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Rosewater Estates – Buildings 'G' and 'H' – Residential Developments

Comment Form

Public Information Centre – September 28, 2023

General Comments and Feedback:

I [REDACTED] i live in Rose water Estate [REDACTED]
we don't want More Building in the area Please we
prefer a Play Ground for kids or a park — no one ~~told~~
told us Before we are surrounded by Building ~~our~~ our kids
Need play Ground Please Thank you

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Attention: Amy Farkas, Associate

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Rosewater Estates – Buildings ‘G’ and ‘H’ – Residential Developments

Comment Form

Public Information Centre – September 28, 2023

General Comments and Feedback:

THERE SHOULD BE PARK FOR KIDS LIVING IN OUR COMMUNITY AREA. ACCORDING TO ME, THERE ARE ALREADY COMMERCIAL OR RESIDENTIAL BUILDINGS AROUND US.

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Rosewater Estates – Buildings 'G' and 'H' – Residential Developments

Comment Form

Public Information Centre – September 28, 2023

General Comments and Feedback:

As a common view from all the neighborhood we already have six apartment buildings and 100 houses which all together is more than 700 housing units. When we looked the lots nobody was told about apartment buildings been coming which is fine with six buildings already built. With 700 units we need a park and school not more residential buildings which will block privacy and views for all the existing housing. The streets are already getting busy with the existing apartment building and views been obstructed.

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Rosewater Estates – Buildings 'G' and 'H' – Residential Developments

Comment Form

Public Information Centre – September 28, 2023

General Comments and Feedback:

I am [redacted], Resident of [redacted], Windsor.

I feel like CD22 Zoning is being misused for building tall buildings around our residential area. There are already 4 tall buildings around our residential area. We weren't informed about these tall structures when we purchased this property. I feel this is unfair to our neighborhood. We pay taxes to city. I would like to request to consider something else commercial in this area other than tall residential building. All neighborhood is really worried about this. There is no any kids park nearby. Please consider doing something Environmental friendly Green natural Area in this space.

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Rosewater Estates – Buildings ‘G’ and ‘H’ – Residential Developments

Comment Form

Public Information Centre – September 28, 2023

General Comments and Feedback:

~~Since there~~

- Already too many buildings around the houses
- Needs more local things ~~like~~ like parks.
- ~~Would~~ feel to closed off.

Dillon Consulting Limited
3200 Deziel Drive, Suite 608
Windsor, ON N8W 5K8

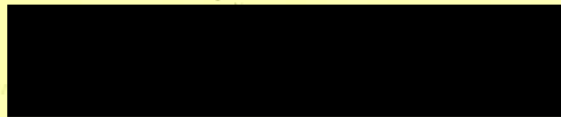
Tel: 519-948-5000 Ext. 3205
Email: Rosewaterestates@dillon.ca

Attention: Amy Farkas, Associate

Please deposit this form in the comment box or email comment responses.

All comments will be received until October 10th, 2023

Please



Consider: Child Care Centre*
Confectionary (Convenience store)
Medical office
Veterinary office



00

Needed

- Consider child care in this area
- Medical office
- Confectionary (convenient store)
- Veterinary office
- Kids Park

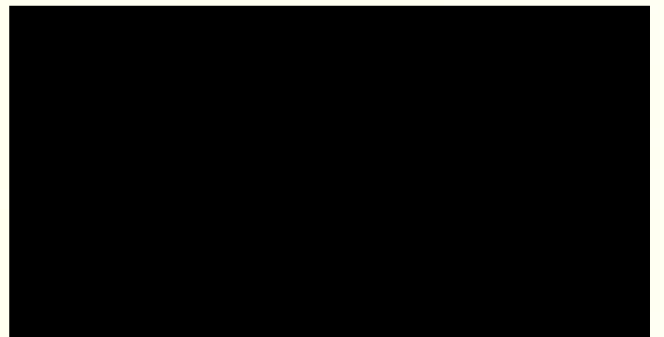
You can reach me at.

Child care centre

Place for entertainment &
Recreation

Medical office

Convenience store



[REDACTED]

WINDSOR

I DON'T WANT THE RESIDENTIAL BUILDINGS AROUND MY HOUSE. THERE ARE ALREADY 6 BUILDINGS BUILT. I NEED INSTITUTIONAL BUILDING IN THIS AREA. ROADS ALREADY BUSY BY THE TRAFFIC. I'M IN THE FAVOUR OF COMMERCIAL PLAZA. IN THIS AREA, I'M THE HIGHEST TAX PAYER IN ITH ONTARIO.

[REDACTED]

COMMENTS/FEEDBACK
FOR BUILDINGS "G" AND "H"

SEPT. 28/2023

~~DELETED~~

- ① AS SOMEONE WHO RECENTLY ~~WAS~~ MOVED TO THE CITY OF WINDSOR ~~FOR A~~ ~~TO~~ TO GET AWAY FROM A DENSELY POPULATED AREA (REGION OF PEEL) IN HOPES TO ENJOY A MORE COMFORTABLE LIFE WITHIN A SPACIOUS AREA, IN AM ONCE AGAIN ~~BEING~~ ONCE ABOUT TO ~~BE~~ BE A RESIDENT OF A HIGHLY POPULATED AREA. NOT BY 1 BUT NUMEROUS HIGH BUILDINGS TOTALING 240 UNITS!
- ② THE PROPOSED CONCEPTS PUT OUR NEWLY BOUGHT HOMES IN THE CENTER OF ATTENTION LEADING TO A NUMBER OF PROBLEMS MOST IMPORTANTLY BEING ; THE VERY REASON I MOVED HERE WITH MY FAMILY (FOR OPEN SPACE AND SOME MORE PRIVACY FROM BUILDINGS AND OTHER HIGHLY DENSE AREAS.
- ③ IN HOPES TO BE SURROUNDED BY A PARK FOR MY FAMILY TO ENJOY. THAT ALSO WILL NOT BE POSSIBLE

BY:

[REDACTED]

NEW RESIDENT TO THE CITY OF WINDSOR

EMAIL:

[REDACTED]

Appendix F

Record of Attendance and Location Map

Rosewater Estates – Buildings ‘G’ and ‘H’

Public Information Centre | Sign-in

Name	Email	I would like to receive updates about this project (Yes/No)
[REDACTED]	[REDACTED]	
[REDACTED]	[REDACTED]	YES
[REDACTED]	[REDACTED]	YES.
[REDACTED]	[REDACTED]	YES
[REDACTED]	[REDACTED]	YES
[REDACTED]	[REDACTED]	Yes
[REDACTED]	[REDACTED]	YES
[REDACTED]	[REDACTED]	YES
[REDACTED]	[REDACTED]	yes
[REDACTED]	[REDACTED]	YES
[REDACTED]	[REDACTED]	Yes

Rosewater Estates – Buildings ‘G’ and ‘H’

Name	Email	I would like to receive updates about this project (Yes/No)
[REDACTED]	[REDACTED]	yes
[REDACTED]	[REDACTED]	YES
[REDACTED]	[REDACTED]	tes
[REDACTED]	[REDACTED]	yes
[REDACTED]	[REDACTED]	Yes
[REDACTED]	[REDACTED]	yes
[REDACTED]	[REDACTED]	Yes
[REDACTED]	[REDACTED]	Yes.
[REDACTED]	[REDACTED]	on Yes
[REDACTED]	[REDACTED]	Yes