

PLANNING RATIONALE REPORT

ZONING BY-LAW AMENDMENT PROPOSED RESIDENTIAL DEVELOPMENT

1350 Pelletier Street
Windsor, Ontario

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Prepared by:



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1.0 INTRODUCTION

I have been retained by Sital Singh Garha (herein the "Applicant") to provide a land use Planning Rationale Report (PRR) in support of a proposed development located at 1350 Pelletier Street (herein the "Site") in the City of Windsor, Province of Ontario.

The Site is currently one parcel of land in Ward 2, in the Riverwest Planning District and is used for residential and commercial with an existing single detached dwelling and attached restaurant.

It is proposed to sever the Site and construct a new multiple dwelling with four (4) residential dwelling units with associated parking.

The tenure of the dwelling units is proposed to be rentals.

The Site has access to full municipal services.

An application for a Zoning By-law Amendment (ZBA) is required in order to permit the proposed use.

Once the ZBA has been approved, the Applicant will proceed with Consent (CON) approval in order to sever the land.

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 #PS-028/23) in order to confirm the required applications and support studies. Comments dated July 24, 2023, were received and have been incorporated into this PRR.

Pre-submission (Stage 2) was completed by the Applicant (City File #PS-051/23) in order to obtain comment from the City on the submission.

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

This PRR will show that the proposed development is suitable for residential use, 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 Sital Singh Garha since 2021 and is made up of one (1) rectangularly shaped parcel of land located on the north side of Pelletier Street, east of McKay Avenue (see the area in blue on Figure 1a – Site Location).

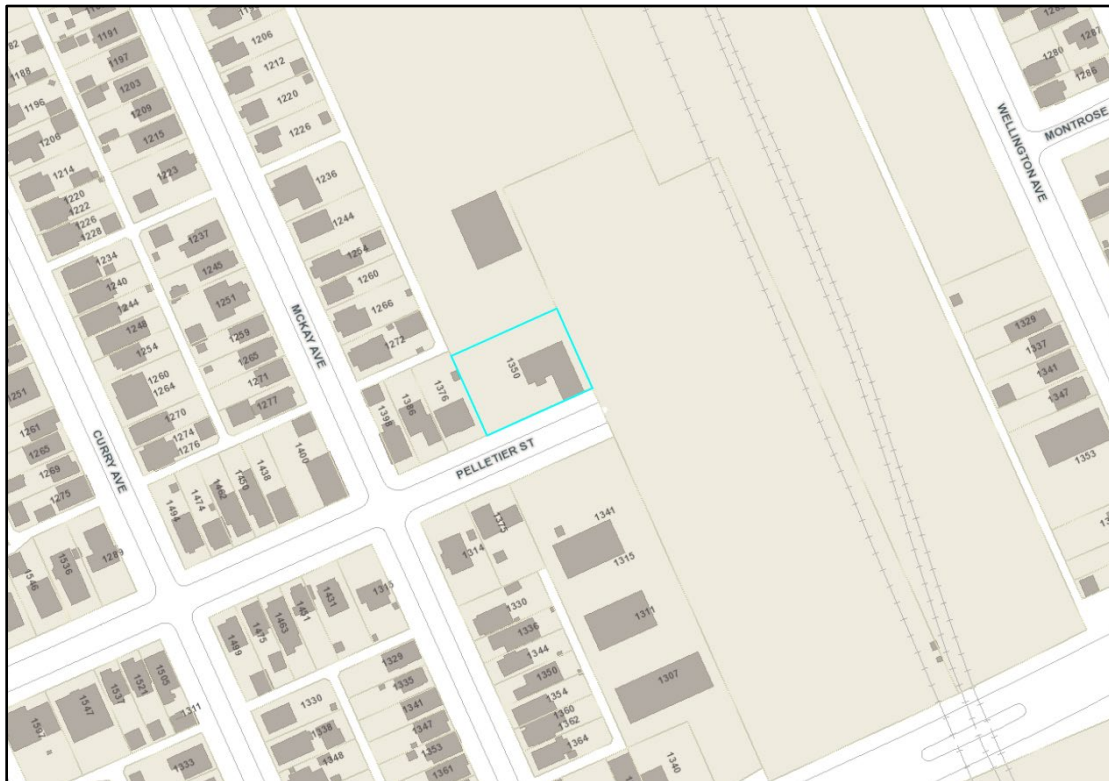


Figure 1a – Site Location (Source: City of Windsor GIS)

The Site is locally known as 1350 Pelletier Street and is legally described as Part Lot 72, Concession 1, Sandwich West, as in R288931; WINDSOR (ARN 37-39-040-430-04150-0000).

2.2 Physical Features of the Site

2.2.1 Size and Site Dimension

The entire Site consists of a total area of 1,438.9 m², with a lot width of 43.71 m along Pelletier Avenue and a lot depth of 32.92 m.

2.2.2 Existing Structures and Previous Use

The Site is currently used for residential and commercial with and existing single detached dwelling and attached restaurant (see Figure 1b – Site Street View).



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

The previous use of the Site, prior to residential, is unknown.

2.2.3 Vegetation

The Site has an open grassed area and landscaping.

There are some mature trees located on the Site.

2.2.4 Topography, Drainage and Soil

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

The Site is part of the Windsor Area Drainage.

The Site is not impacted by Source Water Protection.

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

2.2.5 Other Physical Features

There is no driveway on the Site.

Parking is located to the east of the Site on an abutting parcel of land with a parking agreement with the Detroit River Tunnel Partnership.

There is fencing along a portion of the Site.

2.2.6 Municipal Services

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

Pelletier Street is a east/west local residential road. There is on-site parking on one side of the roadway.

There are streetlights and sidewalks along Pelletier Street.

The closest fire hydrant is located in front of the Site.

The Site has access to transit with the closest bus stop located along Tecumseh Road West at Curry Avenue, Stop ID: 1410 (Bus #3).

The Site is in close proximity to major transportation corridors, including Tecumseh Road West and Huron Church Road.

2.2.7 Nearby Amenities

There are several schools nearby, including West Gate Public School, Westview Freedom Academy and École Élémentaire Catholique Saint-Edmond.

There are many parks and recreation opportunities in close proximity to the Site, including Bridgeview Park, Superior Park, Wilson Park and Girardot Park.

The nearest library is Bridgeview Public Library.

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

2.3 Surrounding Land Uses

Overall, the Site is located in an existing settlement area in Ward 2 and within the Riverwest Planning District.

The surrounding area consists of residential uses with a mix of housing densities as well as industrial uses.

A site visit was undertaken on August 19, 2023. Photos were taken by Pillon Abbs Inc.

North – The lands directly north of the Site are used for industrial (Verspeeten Cartage) with access from College Ave (see Photo 1 - North).



Photo 1 – North

South – The lands directly south of the Site are used for residential with a multiple dwelling (The Sonnet Apartments) with access from Pelletier St (see Photo 2 - South).



Photo 2 – South

East – The lands directly west of the Site are vacant (see Photo 3 - East).



Photo 3 – East

West – The lands directly west of the Site are used for low profile residential with access from Pelletier St (see Photo 4 - West).



Photo 4 – West

3.0 PROPOSAL AND CONSULTATION

3.1 Development Proposal

It is proposed to develop the Site for residential.

The existing single detached dwelling with attached commercial will remain.

It is proposed to sever the Site and construct a new multiple dwelling with four residential dwelling units with associated parking.

The tenure of the dwelling units is proposed to be rentals.

A Concept Plan for the severed parcel of land has been prepared to illustrate how the proposed dwelling could be located on the Site (see Figure 2a – Concept Plan).

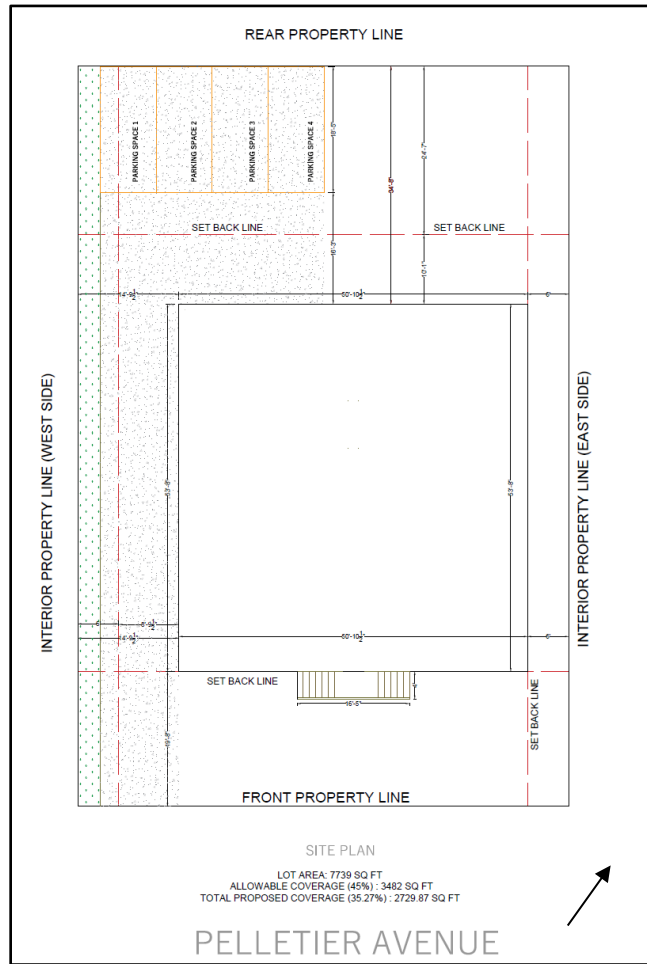


Figure 2a – Concept Plan

The concept plan for the severed parcel is a preliminary proposal.

A Draft Reference Plan has been prepared to illustrate how the proposed lots will be severed (see Figure 2b – Draft Reference Plan).

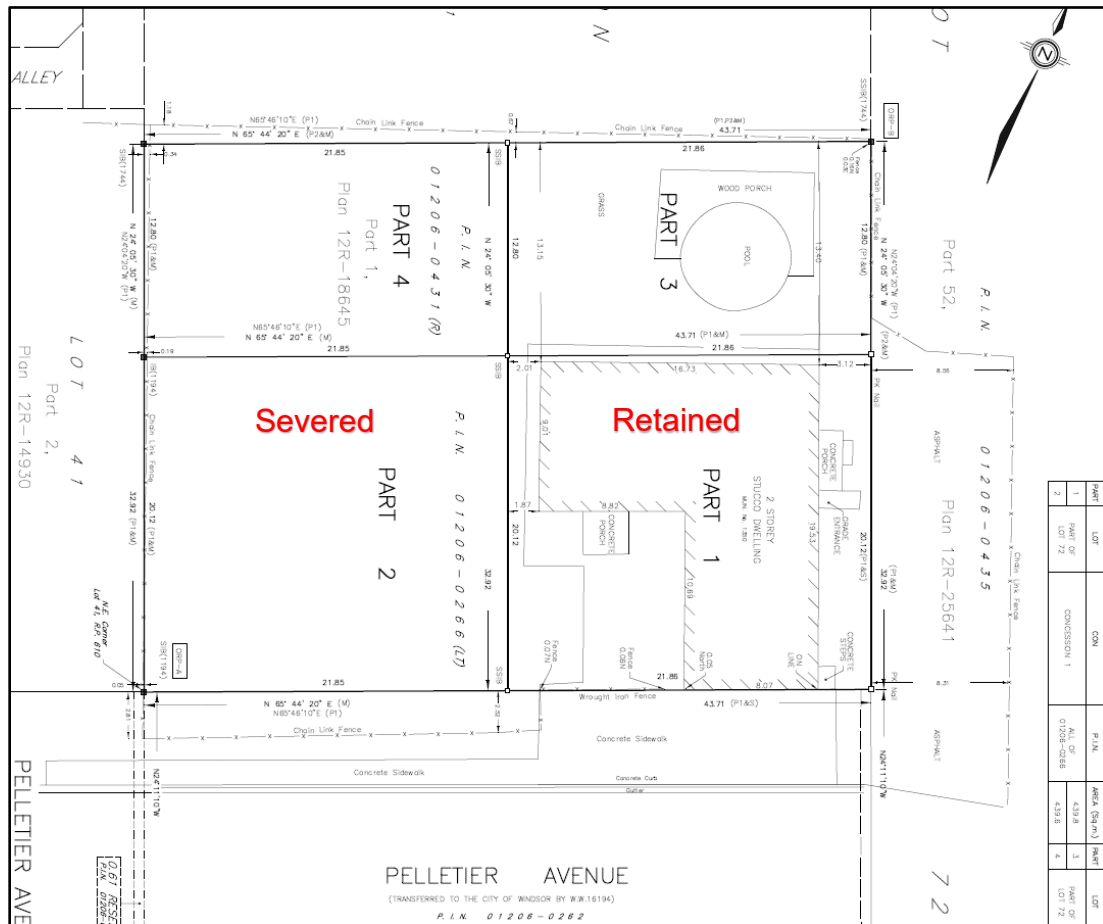


Figure 2b – Draft Reference Plan

The reference plan is a draft and will be finalized at the time of the consent approval.

The proposed severed parcel (Parts 2 and 4) will have a total area of 719.3 m², frontage of 21.85 m along Pelletier Avenue and a depth of 32.92 m.

The proposed retained parcel (Parts 1 and 3) will have a total area of 719.6 m², frontage of 21.86 m along Pelletier Avenue and a depth of 32.92 m.

The proposed multiple dwelling will face Pelletier Street and will be 9.0 m in height, maximum (2 storeys).

Conceptual elevations have been prepared to illustrate how the building could be designed (see Figure 2c – Elevations).



Figure 2c - Elevations

The elevations are preliminary.

The building will have a front porch and a rear entrance.

The total building area is proposed to be approximately 253.61 m² in size.

Based on the size of the Site (0.0719 ha), and a total of 4 residential dwelling units proposed, the gross density will be 55.63 units per hectare (uph).

The proposed multiple dwelling will have 2 units on each floor with an unfinished basement.

Dwelling units will be constructed with 2-3 bedrooms each.

Amenity space is proposed on-site.

Professional landscaping will be provided, including a buffer strip along the west side of the Site.

Garbage and recycling pick-up will be curbside.

Parking will be located in the rear of the building. A total of 4 parking spaces are proposed.

Access to the parking area will be from Pelletier Street along the west side of the proposed dwelling.

Electric Vehicle (EV) charging stations may be installed.

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.

No informal public open house is proposed.

4.0 APPLICATIONS AND STUDIES

Pre-consultation (Stage 1) was completed by the Applicant (City File #PS-028/23) in order to confirm the required applications and support studies. Comments dated July 24, 2023, were received and have been incorporated into this PRR.

Pre-submission (Stage 2) was completed by the Applicant (City File #PS-051/23) in order to obtain comment from the City on the submission.

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 to permit the proposed development.

The current zoning for the Site is Manufacturing District 2.13 (MD2.13) category, as shown on Map 4 of the City of Windsor Zoning By-Law (ZBL).

It is proposed to change the zoning category of the severed parcel (parts 2 and 4 on the draft reference plan) to a site specific Residential District 2.2 (RD2.2) zone category in order to permit the proposed multiple dwelling with a maximum of four dwelling units.

The proposed development will comply with all zone provisions set out in the RD2.2 Zone, and no site specific relief will be required.

It is proposed to keep the zoning category of the retained lands (parts 1 and 3 on the draft reference plan) in the current Manufacturing District 2.13 (MD2.13) zone category, as the existing uses will not change.

The proposed development will comply with all zone provisions set out in the MD2.13 Zone, and no site specific relief will be required.

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 Consent (CON) approval in order to sever the land.

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 application.

4.3.1 Noise Study

A Noise Study was prepared by akoustik engineering limited, dated October 26, 2023.

The purpose of the report was to assess the adjacent noise associated with the rail corridor and rail yard.

A study concluded that noise levels did not exceed the limits set by the Ministry. It was also concluded from the evaluation of the on-site measured noise levels that there are no hourly or impulsive noise levels from the CP rail yard operations that exceed limits at the proposed development.

It is recommended that a rail warning clause is implemented in all development agreements, offers to purchase, and agreements of purchase, sale or lease of each dwelling unit.

4.3.2 Storm

A Stormwater Management Report (SWM) was prepared by Haddad Morgan & Associates Ltd., Consulting Engineers, dated October 3, 2023, and further revised on December 8, 2023.

The purpose of the report was to provide the proposed storm servicing and stormwater management for the proposed development.

The report included requirements in accordance with the stormwater management guidelines set out in the Windsor/Essex Region Stormwater Management Standards Manual.

A study concluded that the minor system and major system proposed for this Site will be able to accommodate the proposed development of the Site.

Moreover, based on the design and analysis provided herein, stormwater management strategies will be employed to ensure no excess release from the Site.

5.0 PLANNING ANALYSIS

5.1 Policy and Regulatory Overview

5.1.1 Provincial Policy Statement

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

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

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

The Site is within an existing “Settlement Area” as set out in the PPS.

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

PPS Policy #	Policy	Response
1.0Ontario's long-term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns.....	Windsor has directed growth where the Site is located, which will contribute positively to promoting efficient land use and development patterns. Residential use on the Site represents an efficient use of land.
1.1.1	Healthy, liveable and safe communities are sustained by: a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;	The proposed development is consistent with the policy to build strong, healthy, and livable communities as it provides for a development where people can live, work and play. The proposed development offers a new housing choice.

PPS Policy #	Policy	Response
	<p>b) accommodating an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreation, park and open space, and other uses to meet long-term needs;</p> <p>c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;</p> <p>d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;</p> <p>e) promoting.....cost-effective development patterns and standards to minimize land consumption and servicing costs;</p> <p>f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;</p> <p>h) promoting development and land use patterns that conserve biodiversity.</p>	<p>There are no anticipated environmental or public health and safety concerns as the area is established.</p> <p>The development pattern does not require expansion of the settlement area as it is considered infilling within an existing neighbourhood.</p> <p>The proposed development will not change lotting or street patterns in the area.</p> <p>The Site has access to full municipal services and is close to existing local parks, libraries, places of worship, and schools.</p> <p>Accessibility of units will be addressed at the time of the building permit.</p> <p>Public service facilities are available in the area.</p> <p>The proposed development is an efficient use of the Site.</p>
1.1.2	Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected	The proposed development will help the City meet the full range of current and future residential needs through intensification.

PPS Policy #	Policy	Response
	<p>needs for a time horizon of up to 25 years.</p> <p>Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.</p>	<p>The Site will provide for residential infilling within an existing settlement area.</p>
1.1.3.1	<p>Settlement areas shall be the focus of growth and development.</p>	<p>The proposal enhances the vitality of the City, as the proposal is within an existing settlement area.</p>
1.1.3.2	<p>Land use patterns within settlement areas shall be based on densities and a mix of land uses which:</p> <ul style="list-style-type: none"> a) efficiently use land and resources; b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; c) minimize negative impacts to air quality and climate change, and promote energy efficiency; d) prepare for the impacts of a changing climate; e) support active transportation; 	<p>The Site will provide for a new housing choice in an existing built-up area.</p> <p>There is a mix of housing densities in the area.</p> <p>The Site provides for an infilling opportunity within the existing neighbourhood.</p> <p>The Site offers an opportunity for intensification by creating a new housing choice.</p> <p>The design and style of the building will blend well with the scale and massing of the existing surrounding neighbourhood.</p> <p>Residents will have immediate access to local amenities, shopping, employment, recreational areas, and institutional uses.</p>

PPS Policy #	Policy	Response
	<p>f) are transit-supportive, where transit is planned, exists or may be developed; and</p> <p>g) are freight-supportive.</p>	<p>Transit is available for the area.</p> <p>The Site is located close to major transportation corridors.</p>
1.1.3.3	<p>Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.</p>	<p>The proposed development is located on a Site that is physically suitable.</p> <p>The Site is generally level, which is conducive to easy pedestrian access and vehicular movements.</p> <p>The intensification can be accommodated for the proposed development as it is an appropriate use of the Site.</p> <p>Parking will be provided on-site for the proposed multiple dwelling.</p>
1.1.3.4	<p>Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.</p>	<p>The proposed residential dwelling will be built with a high standard of construction, allowing a seamless integration with the existing neighbourhood.</p> <p>There will be no risks to the public, as identified in the support studies.</p> <p>The Site is outside of the ERCA regulated area.</p> <p>A Noise Study was prepared, and no concerns were identified.</p>

PPS Policy #	Policy	Response
1.1.3.5	Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.	<p>The City has established targets for intensification and redevelopment.</p> <p>The proposed development will assist in meeting targets as the Site is located in an existing settlement area.</p>
1.1.3.6	New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.	<p>The proposed development does have a compact built form.</p> <p>Amenity space is provided.</p> <p>The proposed building size will allow for the efficient use of land and infrastructure.</p> <p>The proposed development can comply with the zone requirements, and no relief is required.</p>
1.4.1 - Housing	<p>To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:</p> <p>a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and</p>	<p>The proposed development will provide for an infill opportunity in the existing built-up area.</p> <p>The Site offers an opportunity for intensification.</p> <p>Municipal services are available.</p>

PPS Policy #	Policy	Response
	b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.	
1.4.3	Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area.	<p>The proposed density is compatible with the surrounding area and will blend well with the neighbourhood.</p> <p>The Site is close to local amenities.</p> <p>There is suitable infrastructure.</p> <p>The Site has access to transit.</p>
1.6.1 - Infrastructure	Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.	<p>The proposed development can proceed on full municipal services.</p> <p>Electrical distribution will be determined through detailed design.</p> <p>Access to public transit is available.</p>
1.6.6.2 - Sewage, Water and Stormwater	Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the	The proposed development will be serviced by municipal sewer, water and storm, which is the preferred form of

PPS Policy #	Policy	Response
	<p>environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.</p>	<p>servicing for settlement areas.</p> <p>The required SWM study has been prepared and concluded that there are no negative impacts.</p>
<p>1.6.6.7 - Stormwater</p>	<p>Planning for stormwater management shall:</p> <ul style="list-style-type: none"> a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term; b) minimize, or, where possible, prevent increases in contaminant loads; c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure; d) mitigate risks to human health, safety, property and the environment; e) maximize the extent and function of vegetative and pervious surfaces; and f) promote stormwater management best practices, 	<p>The required SWM study has been prepared.</p> <p>There are no anticipated impacts on the municipal system, and the proposed development will not add to the capacity in a significant way.</p> <p>There will be no risk to health and safety.</p>

PPS Policy #	Policy	Response
	including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.	
1.6.7.1 - Transportation	Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.	The Site is in close proximity to major transportation corridors and has access to nearby transit.
1.6.7.2	Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.	The proposed development is supported by the City's requirements for development within an existing built-up area.
1.6.7.4	A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.	<p>The proposed development contributes to the City's requirement for infilling and intensification within an existing settlement area.</p> <p>The proposed density, scale, and building height will blend with the existing land use pattern.</p> <p>The height of the proposed development is keeping in context with the surrounding area.</p>
2.1.1 - Natural Heritage	Natural features and areas shall be protected for the long term.	<p>There are no natural features that apply to this Site.</p> <p>Any existing trees located within the City Right of Way will not be impacted.</p>

PPS Policy #	Policy	Response
3.0 - Health and Safety	Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.	There are no natural or human-made hazards. The Site is outside the regulated area of ERCA.

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

5.1.2 Official Plan

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

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

The lands are designated "Residential" according to Schedule "D" Land Use attached to the OP for the City of Windsor (see Figure 3 –OP).

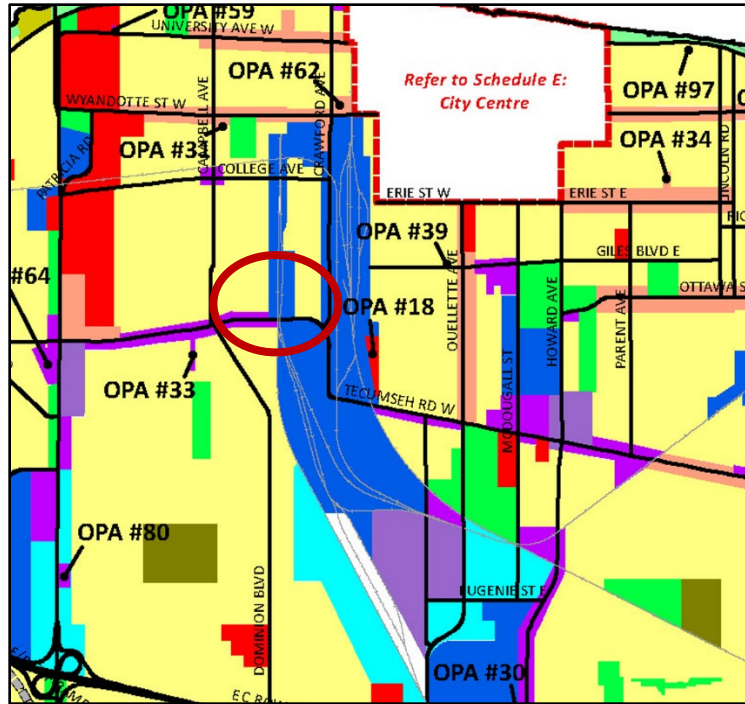


Figure 3 –OP

The proposed residential use is permitted in the existing land use designation.

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 people can live, work and play.
3.2.1.2 – Growth Concept, Neighbourhood Housing Variety	Encouraging a range of housing types will ensure that people have an opportunity to live in their neighbourhoods as they pass through the various stages of their lives.	The proposed development supports one of the City's overall development strategies of providing for a range of housing types. The Site will provide for new housing in an existing built-up area.

OP Policy #	Policy	Response
3.2.1.3 – Growth Concept, Distinctive Neighbourhood Character	Windsor will keep much of what gives its existing neighbourhoods their character – trees and greenery, heritage structures and spaces, distinctive area identities, parks, and generally low profile development outside the City Centre. Around the neighbourhood centres, the existing character of the neighbourhood will be retained and enhanced.	<p>The Site will provide for a new housing choice in an existing built-up area.</p> <p>There is a mix of housing densities in the area.</p> <p>The proposed multiple dwelling will provide for an opportunity for residents to downsize or to start new in an existing neighbourhood.</p>
4.0 - Healthy Community	The implementing healthy community policies are interwoven throughout the remainder of the Plan, particularly within the Environment, Land Use, Infrastructure and Urban Design chapters, to ensure their consideration and application as a part of the planning process.	<p>The proposed development will support the City's goal of promoting a healthy community.</p> <p>The proposed development is close to nearby transit, employment, institutional uses, shopping, local/regional amenities and parks.</p>
6.0 - Preamble	A healthy and livable city is one in which people can enjoy a vibrant economy and a sustainable healthy environment in safe, caring and diverse neighbourhoods. In order to ensure that Windsor is such a city, Council will manage development through an approach which balances environmental, social and economic considerations.	The proposed development supports the policy set out in the OP as it is suited for the 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>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>The Site provides for an infilling opportunity, allowing</p>

OP Policy #	Policy	Response
	<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 to blend well with the area.</p>
<p>6.1.14 – Residential Intensification</p>	<p>To direct residential intensification to those areas of the City where transportation, municipal services, community facilities and goods and services are readily available.</p>	<p>The Site has access to transportation, full municipal services and local amenities.</p>
<p>6.2.1.2 – General Policies, Type of Development Profile</p>	<p>For the purpose of this Plan, Development Profile refers to the height of a building or structure. Accordingly, the following Development Profiles apply to all land use designations on Schedule D: Land Use unless specifically provided elsewhere in this Plan:</p> <p>(a) Low Profile developments are buildings or structures generally no greater than three (3) storeys in height;</p> <p>(b) Medium Profile developments are buildings or structures generally no greater than six (6) storeys in height; and</p> <p>(c) High Profile developments are buildings or structures generally no greater than fourteen (14) storeys in height.</p>	<p>The proposed development is considered a low profile development as it is proposed to have a maximum of 2 storeys constructed on the Site.</p> <p>The building is considered small in scale.</p> <p>The proposed development is in keeping with the neighbouring heights.</p> <p>Many of the residential dwellings along Pelletier Street have similar setbacks and heights.</p>
<p>6.3.1.1 – Range of Forms & Tenures</p>	<p>To support a complementary range of housing forms and tenures in all neighbourhoods.</p>	<p>The proposed development will offer a new housing choice which will complement the existing neighbourhood.</p>

OP Policy #	Policy	Response
		Tenure will be rental.
6.3.1.2 - Neighbourhoods	To promote compact neighbourhoods which encourage a balanced transportation system.	<p>The proposed development takes advantage of the entire Site.</p> <p>The Site will have paved sidewalk connections.</p> <p>The Site has access to transit and is in close proximity to major transportation corridors.</p>
6.3.1.3 – Intensification, Infill & Redevelopment	To promote residential redevelopment, infill and intensification initiatives in locations in accordance with this plan.	<p>The proposed development is considered infill and intensification.</p> <p>The parcel of land is appropriate for development.</p>
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. High Profile Residential Buildings shall be directed to locate in the City Centre, Mixed Use Centres and Mixed Use Corridors.	The proposed development is a permitted use in the OP as it is considered a low profile residential use.
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>The Site is located near major transportation corridors.</p> <p>Full services are available.</p> <p>Local amenities are close by.</p> <p>The proposed development is located close to transit.</p>

OP Policy #	Policy	Response
	<p>a) there is access to a collector or arterial road; b) full municipal physical services can be provided; c) adequate community services and open spaces are available or are planned; and d) public transportation service can be provided.</p>	
<p>6.3.2.5 – Evaluation for a Neighbourhood</p>	<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</p>	<p>This PRR has undertaken the required evaluation of provincial legislation.</p> <p>There are no constraint areas that impact this Site.</p> <p>A Noise Study has been completed.</p> <p>The Site will provide for a new housing choice in an existing built-up area.</p> <p>No anticipated traffic concerns.</p> <p>The proposed development will be strategically located to provide efficient ease of the proposed new driveways.</p> <p>The Site is capable of accommodating the proposed development in terms of scale, massing, height and siting.</p> <p>Full municipal services can be provided.</p> <p>The required support study has been prepared regarding noise.</p>

OP Policy #	Policy	Response
	<p>area;</p> <p>(c) in existing neighbourhoods, compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and amenity areas. In Mature Neighbourhoods as shown on Schedule A-1, compatible with the surrounding area, as noted above, and consistent with the streetscape, architectural style and materials, landscape character and setback between the buildings and streets;</p> <p>(e) capable of being provided with full municipal physical services and emergency services; and</p> <p>(f) facilitating a gradual transition from Low Profile residential development to Medium and/or High Profile development and vice versa, where appropriate, in accordance with Design Guidelines approved by Council.</p>	<p>The setbacks and the design features of the proposed development will blend with the area.</p> <p>Parking will be located at the rear of the proposed building.</p> <p>The Site is not within a Mature Neighborhood, as shown on Schedule A-1.</p>
7.0 - Infrastructure	The provision of proper infrastructure provides a safe, healthy and efficient living environment. In order to accommodate transportation and physical service needs in Windsor, Council is committed to ensuring that infrastructure is provided in a sustainable, orderly and coordinated fashion.	The proposed development is close to nearby transit, off a major transportation corridor and has access to full municipal services.
7.2.8.8 - Rail	Council shall evaluate a proposed development adjacent to a Rail Corridor, in accordance with the following:	A Noise Study has been prepared, and no concerns were identified.

OP Policy #	Policy	Response
	<p>(a) All proponents of a new development within 300 metres of a rail corridor, may be required to complete a noise study to support the proposal, and if the need for mitigation measures is determined by such study, shall identify and recommend appropriate mitigation measures, in accordance with the Procedures chapter of this Plan; (b) All proponents of new development, located within 75 metres of a rail corridor, shall complete a vibration study to support the proposal, and if the need for mitigation measures is determined by such study, shall identify and recommend appropriate mitigation measures, in accordance with the Procedures chapter of this Plan; (c) All proponents of new development adjacent to a rail corridor will consult with the appropriate railway company prior to the finalization of any noise or vibration study required by this Plan; (d) All proponents of new development abutting a rail corridor shall incorporate appropriate safety measures such as setbacks, berms and security fencing to the satisfaction of the Municipality, in consultation with the relevant public agency and the appropriate railway company.</p>	<p>Mitigation measures included a warning clause.</p>
7.2.8.9 – Rail Yard	<p>Council shall protect designated rail yards from incompatible development. Accordingly, development</p>	<p>A Noise Study has been prepared, and no concerns were identified.</p>

OP Policy #	Policy	Response
	<p>adjacent to a Rail Yard designated on Schedule C: Development Constraint Areas will be subject to the following: (a) New residential development and other new sensitive land uses, which require a rezoning (exclusive of a zoning by-law consolidation), plan of subdivision or plan of condominium are not permitted within 300 metres of a designated Rail Yard; (b) (c) All proponents of new residential development and other new sensitive land uses, located between 300 and 1000 metres of a designated Rail Yard (exclusive of the George Avenue Rail Yard unless required by the City), which require a rezoning (exclusive of a zoning by-law consolidation), plan of subdivision or plan of condominium shall complete a noise study to support the proposal, and, if the need for mitigation measures is determined by this study, shall identify and recommend appropriate mitigation measures, in accordance with the procedural policies in this Official Plan; (d) All proponents of new development within 75 metres of a designated Rail Yard shall complete a vibration study to support the proposal, and, if the need for mitigation measures is determined by the study, shall identify and recommend appropriate</p>	<p>Mitigation measures included a warning clause.</p>

OP Policy #	Policy	Response
	<p>mitigation measures, in accordance with the procedural policies in this Official Plan; (e) All proponents of new residential development and other sensitive land uses, within 1000 metres of a designated Rail Yard, which requires a rezoning (exclusive of a zoning by-law consolidation), plan of subdivision or plan of condominium will consult with the appropriate railway company prior to the finalization of any noise and/or vibration abatement study required by this Official Plan; and (f) All proponents of new development abutting a rail yard, which require a rezoning (exclusive of a zoning by-law consolidation), plan of subdivisions, plan of condominium or site plan approval, shall incorporate appropriate safety measures such as setbacks, berms and security fencing to the satisfaction of the Municipality, in consultation with the relevant public agency and the appropriate railway company.</p>	
<p>8.7.2.3 – Built Form, Infill Development</p>	<p>Council will ensure that proposed development within an established neighbourhood is designed to function as an integral and complementary part of that area's existing development pattern by having regard for:</p> <ul style="list-style-type: none"> (a) massing; (b) building height; (c) architectural proportion; 	<p>The Site provides for an infilling opportunity which will blend with the mix of housing densities in the area.</p> <p>Massing – The proposed development will be limited to 9 m in height.</p> <p>Building height – the height of the proposed development is kept in context with the</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; and (i) exterior building appearance, (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>surrounding area and with the adjacent properties.</p> <p>The height is what is proposed if the development were a single detached dwelling.</p> <p>Architectural proportion – The proposed development will embrace the local architectural design of the surrounding area.</p> <p>Volume of defined space – The proposed multiple dwelling will maintain an active street frontage.</p> <p>Lot size – This design approach strengthens the continuity and cohesive identity of the block.</p> <p>Building area – The design considerations of the proposed development will balance between fitting into the existing context and adding a unique architectural contribution to the block.</p> <p>Pattern, scale and character – The Site is capable of accommodating the proposed development in terms of scale, massing, height and siting.</p> <p>Exterior building appearance – The proposed multiple dwelling will take inspiration from the surrounding neighbourhood for the design aesthetic.</p>

Therefore, the proposed development will conform to 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 current zoning for the Site is the Manufacturing District 2.13 (MD2.13) zone category, as shown on Map 4 of the City of Windsor ZBL (see Figure 4 – ZBL).

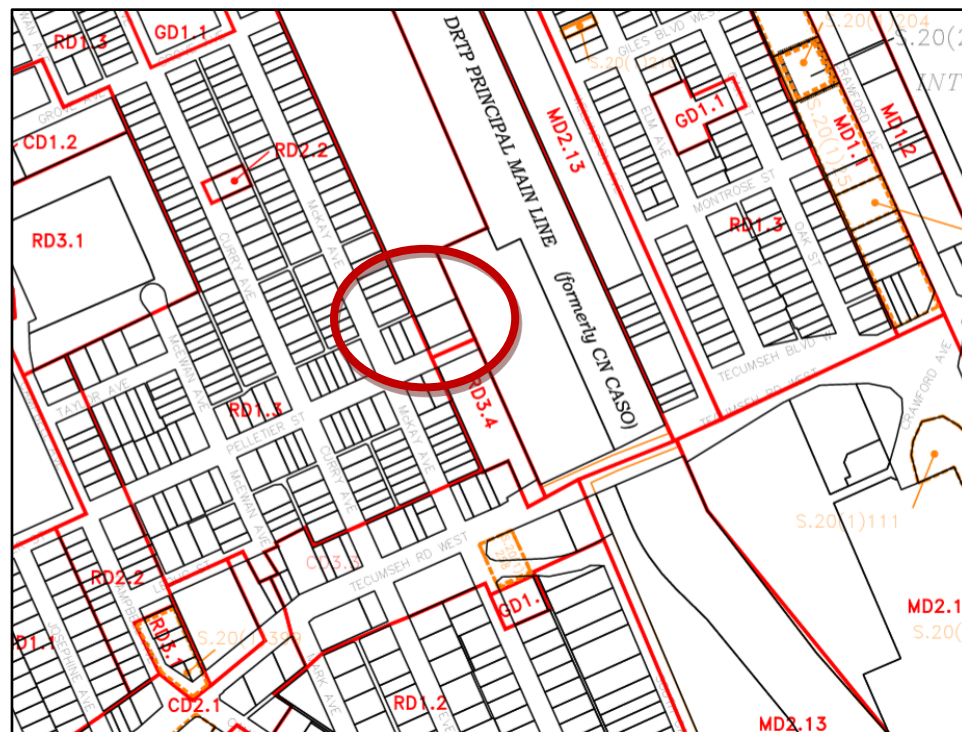


Figure 4 –ZBL

It is proposed to change the zoning category of the severed parcel (parts 2 and 4 on the draft reference plan) to a site specific Residential District 2.2 (RD2.2) zone category in order to permit the proposed multiple dwelling with a maximum of four dwelling units.

It is proposed to keep the zoning category of the retained lands (parts 1 and 3 on the draft reference plan) in the current Manufacturing District 2.13 (MD2.13) zone category, as the existing uses will not change.

According to Section 3 of the ZBL, a multiple dwelling is defined as:

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 RD2.2 zone provisions, as set out in Section 11.2.4 of the ZBL is as follows:

Zone Regulations	Required RD 2.2 Zone	Proposed Severed (Parts 2 and 4)	Compliance and/or Relief Requested with Justification
Permitted Uses (Section 11.2.1)	One Double Duplex Dwelling One Duplex Dwelling One Multiple Dwelling containing a maximum of four dwelling units One Semi-Detached Dwelling One Single Unit Dwelling Townhome Dwelling Any use accessory to any of the preceding uses	One Multiple Dwelling containing a maximum of four dwelling units – 253.61 m²	A zoning amendment is required to permit the proposed development.
Min Lot Width	18.0 m	21.85 m	Complies
Min Lot Area	540.0 m ²	719.3 m ²	Complies
Max Lot Coverage	45.0 %	35.27 %	Complies
Max Building Height	9.0 m	9.0 m max (2 storeys)	Complies
Min Front Yard Depth	6.0 m	6.0 m	Complies
Min Rear Yard Depth	7.50 m	10.57 m	Complies
Min Side Yard Width	1.80 m	1.83 (east side) 4.49 (west side)	Complies
Parking Spaces Required (Table 24.20.20.5.1)	Multiple Dwelling containing a maximum of 4 dwelling units:	4 parking spaces provided	Complies

Zone Regulations	Required RD 2.2 Zone	Proposed Severed (Parts 2 and 4)	Compliance and/or Relief Requested with Justification
	1 parking space required for each dwelling unit 4 x 1 = 4 parking space total		
Accessible Parking Spaces Required (Table 24.24.1.1)	For 1 to 25 total number of Parking Spaces Type A – 1 parking space Total B - 0 parking spaces = 1 parking spaces	1	Complies
Bicycle Parking (24.30.1.1)	1 to 9 parking spaces in parking area: = 0 spaces required	0	Complies
Loading (Table 24.40.1.5)	1,000 m ² or less = 0	0	Complies
Porch Encroachment into a Yard (Section 5.30.60)	Any front yard or Required rear yard – 2.50 m Minimum Separation From Front Lot Line- 1.20 m	1.22 m into the front yard From the front lot line 4.78 m	Complies

Therefore, the proposed development will comply with all zone provisions set out in the RD2.2 Zone and no site specific relief will be required.

A review of the MD2.13 zone provisions, as set out in Section 19.13.5.4 of the ZBL is as follows:

Zone Regulations	Required MD2.13 Zone	Proposed Retained (Parts 1 and 3)	Compliance and/or Relief Requested with Justification
Permitted Uses (Section 19.13.1)	Existing	Existing	Complies
Max Building Height	14.0 m	Existing	Complies

Therefore, the proposed development will comply with all zone provisions set out in the MD2.13 Zone, and no site specific relief will be required.

6.0 SUMMARY AND CONCLUSION

6.1 Context and Site Suitability Summary

6.1.1 Site Suitability

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

- The land area is sufficient to accommodate the proposed development,
- The Site is generally level, which is conducive to easy pedestrian access and vehicular movements,
- The Site will be able to accommodate municipal water, storm and sewer systems,
- There are no development constraints that impact the Site, and
- The location of the proposed development is appropriate for the neighbourhood.

6.1.2 Compatibility of Design

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

There is a mix of housing densities in the area.

The proposed development is a low profile form of development which incorporates sufficient setbacks.

The building has been designed to address compatibility within an existing neighbourhood.

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

There are no heritage constraints that impact the Site.

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 Environment Impacts

The proposal does not have any negative natural environmental impacts.

6.1.5 Municipal Services Impacts

Full municipal services are available, which is the preferred form for development.

6.1.6 Social, Cultural and 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.

The Site is not impacted by the nearby rail and rail yard.

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

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.

Based on the Site area, the proposed development will result in a total gross density which is appropriate for the area.

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 resources 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 residential development on the Site as it is appropriate for infilling and will offer a new housing choice in an existing neighbourhood.

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

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

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

- (a) Include a description of the proposal and the approvals required;*
- (b) Describe the site's previous development approval history;*
- (c) Describe major physical features or attributes of the site including current land uses(s) and surrounding land uses, built form and contextual considerations;*

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

Planner's Certificate:

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



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

