

Development & Heritage Standing Committee Meeting Agenda

Date: Tuesday, August 5, 2025

Time: 4:30 o'clock p.m.

Location: Council Chambers, 1st Floor, Windsor City Hall

All members will have the option of participating in person in Council Chambers or electronically and will be counted towards quorum in accordance with Procedure By-law 98-2011 as amended, which allows for electronic meetings. The minutes will reflect this accordingly. Any delegations have the option to participate in person or electronically.

MEMBERS:

Ward 1 – Councillor Fred Francis

Ward 4 - Councillor Mark McKenzie

Ward 7 - Councillor Angelo Marignani

Ward 9 - Councillor Kieran McKenzie

Ward 10 - Councillor Jim Morrison (Chairperson)

Member Anthony Arbour

Member Joseph Fratangeli

Member Daniel Grenier

Member John Miller

Member Charles Pidgeon

Member Robert Polewski

Member Khassan Saka

Member William Tape

ORDER OF BUSINESS

Item #	Item Description
1.	CALL TO ORDER

READING OF LAND ACKNOWLEDGMENT

We [I] would like to begin by acknowledging that the land on which we gather is the traditional territory of the Three Fires Confederacy of First Nations, which includes the Ojibwa, the Odawa, and the Potawatomi. The City of Windsor honours all First Nations, Inuit and Métis peoples and their valuable past and present contributions to this land.

2.	DISCLOSURES OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF
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3.	REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS
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4.	COMMUNICATIONS
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5.	ADOPTION OF THE <i>PLANNING ACT</i> MINUTES
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5.1.	Adoption of the Development & Heritage Standing Committee minutes (<i>Planning Act</i>) of its meeting held July 7, 2025 (SCM 234/2025)
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6.	PRESENTATION DELEGATIONS (<i>PLANNING ACT</i> MATTERS)
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7.	<i>PLANNING ACT</i> MATTERS
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7.1.	ZBA - Z 014-2025 [ZNG-7308] - 2121 Riverside Drive W- Ward 2 (S 89/2025)
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Clerk's Note: Appendices D & J available at www.citywindsor.ca due to size.

7.2.	Zoning By-Law Amendment – Z015-25 (ZNG/7309) - 726 Josephine Avenue - Ward 2 (S 91/2025)
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7.3.	Official Plan Amendment 196 - Residential Corridors (S 90/2025)
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8. ADOPTION OF THE MINUTES

9. PRESENTATIONS AND DELEGATIONS (COMMITTEE ADMINISTRATIVE MATTERS)

10. *HERITAGE ACT* MATTERS

11. ADMINISTRATIVE ITEMS

11.1. Response to CQ32-2020: Regarding Tree Protection and Replacement Policies - City Wide (S 88/2025)

Clerk's Note: Appendices B & C available at www.citywindsor.ca due to size.

12. COMMITTEE MATTERS

12.1. Minutes of the International Relations Committee of its meeting held May 21, 2025 (SCM 237/2025)

13. QUESTION PERIOD

14. ADJOURNMENT



Committee Matters: SCM 234/2025

**Subject: Adoption of the Development & Heritage Standing Committee minutes
(*Planning Act*) of its meeting held July 7, 2025**

**Development & Heritage Standing Committee Meeting
(*Planning Act* Matters)**

Date: Monday, July 7, 2025

Time: 4:30 o'clock p.m.

Members Present:

Councillors

Ward 1 - Councillor Fred Francis

Ward 7 - Councillor Angelo Marignani

Ward 9 - Councillor Kieran McKenzie

Ward 10 - Councillor Jim Morrison (Chairperson)

Councillor Regrets

Ward 4 - Councillor Mark McKenzie

Members

Member Joseph Fratangeli

Member Daniel Grenier

Member Charles Pidgeon

Member William Tape

Members Regrets

Member Anthony Arbour

Member John Miller

Member Robert Polewski

Member Khassan Saka

**PARTICIPATING VIA VIDEO CONFERENCE ARE THE FOLLOWING FROM
ADMINISTRATION:**

Diana Radulescu, Planner II – Development Review

Kevin Alexander, Planner III – Special Projects

Sandra Gebauer, Council Assistant

**ALSO PARTICIPATING IN COUNCIL CHAMBERS ARE THE FOLLOWING FROM
ADMINISTRATION:**

Jelena Payne, Commissioner, Economic Development / Deputy Chief Administrative Officer

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Neil Robertson, City Planner
Greg Atkinson, Deputy City Planner
Emilie Dunnigan, Manager Development Revenue & Financial Administration
Sahar Jamshidi, Manager, Road Safety
Patrick Winters, Manager, Development
James Abbs, Manager, Land Information and Special Projects
Laura Strahl, Manager, Development Applications
Adam Szymczak, Planner III – Development
Simona Simion, Planner III – Economic Development
Brian Nagata, Planner III – Development
Tracy Tang, Planner III – Heritage
Elara Mehrilou, Transportation Planner I
Natasha McMullin, Secretary
Anna Ciacelli, Deputy City Clerk

Delegations—participating via video conference

Item 7.1 & 7.3 - Tracey Pillon-Abbs, Principal Planner, Pillon Abbs Inc.
Item 7.2 - Robert Brown, Consultant for the property owner, Oakview Land Use Planning
Item 7.3 - Keenan O'Brien, Area Resident
Item 11.1 - David Anstett, Property Owner
Item 11.1 - Tim Mullings, Senior Environmental Consultant, WSP Canada Inc.

Delegations—participating in person

Item 7.1 - Jackie Ng, Designer, Avant Group Inc.
Item 7.3 - Andi Shallvari, Property Owner
Item 7.3 - Cindy Pastorius, Area Resident
Item 7.3 - Louise Mayville, Area Resident
Item 10.1 - John Krizan, On behalf of the owner
Item 10.1 - Kylene Dupuis, Intern Architect AIBC, Felix Culpa Architecture
Item 11.1 - Jeremiah Davies on behalf of 2579105 Ontario Inc.

1. CALL TO ORDER

The Chairperson calls the meeting of the Development & Heritage Standing Committee to order at 4:49 o'clock p.m.

2. DISCLOSURES OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

Heritage Act Matters

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Member William Tape discloses an interest and abstains from voting on Item 10.1 being “Notice of Intent to Partially Demolish a Heritage Listed Property – 711 Riverside Drive East, Commercial Building (Ward 4),” as the proponent used a 2021 report that Member William Tape authored.

Planning Act Matters

Member Daniel Grenier discloses an interest and abstains from voting on Item 7.1 being “Rezoning – 3880 Matchett Road - Z-007/25 ZNG/7292 - Ward 2,” as his company has hired the planner on record for the application for one of their projects.

Member Daniel Grenier discloses an interest and abstains from voting on Item 7.3 being “ZBA - 0 Randolph Ave - Z-008/25 [ZNG/7297] – Andi Shallvari - Ward 1,” as his company has hired the planner on record for the application for one of their projects.

3. REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS

None requested.

4. COMMUNICATIONS

None presented.

5. ADOPTION OF THE *PLANNING ACT* MINUTES

5.1. Adoption of the Development & Heritage Standing Committee minutes (*Planning Act*) of its meeting held May 5, 2025

Moved by: Councillor Angelo Marignani

Seconded by: Member Daniel Grenier

THAT the *Planning Act* minutes of the Development & Heritage Standing Committee meeting held May 5, 2025 **BE ADOPTED** as presented.

Carried.

7. *PLANNING ACT* MATTERS

7.1. Rezoning – 3880 Matchett Road - Z-007/25 ZNG/7292 - Ward 2

Adam Szymczak, Senior Planner – Development (author) presents application.

Tracey Pillon-Abbs (agent) and Jackie Ng (designer) is available for questions.

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Councillor Francis inquires for clarification for onsite parking. Mr. Adam Szymczak states that based on the revised concept plan it shows an attached garage and parking spaces for a total of four parking spaces.

Councillor Francis clarifies if no additional dwelling units (ADUs) are currently proposed and inquires whether ADUs could be added in the future. Mr. Szymczak states that there are no ADUs proposed currently but does not preclude units to be added in the future. Mr. Szymczak states that the applicant is asking for a regular semi-detached dwelling with no mention of ADUs now or in the future.

Councillor Francis inquires if there are future plans for ADUs for the development. Ms. Tracey Pillon-Abbs states that the applicant has not proposed any future plans for ADUs in the concept plan for the proposed one storey semi-detached dwelling. Ms. Pillon-Abbs states that in the future the development is eligible for two ADUs on an urban parcel of land.

Chair Morrison inquires about one of the exceptions to make one of the units larger and if that would that make it difficult to add an ADU due to maximum allowable space. Mr. Szymczak states that it would not have an effect and would better utilize the parcel of land.

Councillor Marignani inquires if there would be a garage unit and if that would take up a driveway space. Mr. Szymczak states that the revised concept plan shows a garage with a parking space inside and one in front of the garage.

Moved by: Councillor Angelo Marignani

Seconded by: Councillor Fred Francis

Decision Number: **DHSC 746**

1. THAT Zoning By-law 8600 **BE AMENDED** by adding the following zoning exception to Section 91.10:

3. WEST SIDE OF MATCHETT ROAD, NORTH OF CHAPPELL AVENUE

For the land comprising PLAN 656 LOT 53 N PT LOT 54 (PIN 01259-0411), the following additional provisions shall apply:

- a) *Gross Floor Area: maximum 480 m²*
- b) *Gross Floor Area* of more than 480 m² is prohibited
- c) Notwithstanding Section 11.1.5.5 and Section 5.65.1, the *maximum front yard* depth shall be 6.0 m.
(ZDM 4; ZNG/7292); and,

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2. THAT Zoning By-law 8600 **BE FURTHER AMENDED** by changing the zoning of PLAN 656 LOT 53 N PT LOT 54, (PIN 01259-0411), situated on the west side of Matchett Road, north of Chappell Avenue (3880 Matchett Road; Roll No. 050-480-04200) from RD1.2 to RD2.2x3.

Carried.

Member Daniel Grenier discloses an interest and abstains from voting on this matter.

Report Number: S 75/2025

Clerk's File: Z/14570

7.2. ZBA Application for 4641 Malden Road, Z-010/25 [ZNG-7301], Ward 1

Brian Nagata, Planner II – Development Review (author) – presents application.

Robert Brown (agent) states that his client is primarily in agreement with the recommendations. Mr. Brown states that his client has submitted a Slender Paspalum Relocation and Monitoring Plan ("Relocation Plan") and Erosion & Sediment Control Plans ("Erosion Plans") to satisfy the conditions of the Holding provision requested by administration through the recommendations. Mr. Brown states that the inclusion of a noise mitigation condition under the Holding provision was not originally discussed. Mr. Brown states that they are prepared to undertake the installation of a central air conditioning system within each single unit dwelling to satisfy the noise mitigation condition, however inquires how it can be accomplished with the Holding provision in place.

Councillor Francis inquires with administration on how to proceed with the installation of a central air conditioning system within each single unit dwelling with a Holding provision in place. Brian Nagata states that the central air conditioning system just needs to be shown on the drawings submitted with the respective Building Permit applications in order to satisfy the provision.

Councillor Francis inquires with Mr. Brown if that would be satisfactory. Mr. Brown states that it is and it could be shown on drawings prior to presenting the application to Council for final approval.

Councillor Francis inquires if it is that simple. Mr. Nagata states that the noise mitigation provision is being recommended as a site-specific provision and not part of the Holding provision.

Councillor Francis states that the property is within the Malden Planning District and asks if it is on a septic system. Mr. Nagata states that the property is connected to the municipal sanitary sewer within the Malden Road right-of-way.

Chair Morrison inquires how far the sanitary sewer extends south on Malden Road. Patrick Winters states that the sanitary sewer runs as far south as Kent Street.

Councillor Francis inquires if the area is not to be developed. Mr. Winters states that until there are sanitary sewers in place the area does not qualify for development.

Councillor Francis inquires if administration is satisfied with the negligible environmental impact of the development. Mr. Nagata states that the Relocation Plan and Erosion Plans have been

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approved by the City's Naturalist. Mr. Nagata notes that the Holding provision is still necessary for the Erosion Plans to ensure that they are submitted with the Building Permit applications. Mr. Nagata states that alternative means to ensure that the Erosion Plans are submitted with the Building Permit applications are being investigated, which could result in the removal of the Holding provision when the amending by-law is presented to Council for approval.

Councillor Francis inquires if the three single unit dwellings fit on the property. Mr. Brown concurs.

Councillor Kieran McKenzie inquires whether someone within the approval process had the credentials to review the Environmental Evaluation Report (EER). Mr. Nagata states that the City's Naturalist, Karen Alexander, reviewed and approved the EER through Stage 2 of the Planning Consultation process. Mr. Nagata states that review and approval of required studies are completed through Stage 2 in lieu of the formal Zoning By-law Amendment application process. Mr. Nagata concludes that Planning will not sign off on Stage 2 until all required reports are deemed to be satisfactory by the appropriate City department.

Member Daniel Grenier inquires what devices through the Building Permit process will ensure that these recommendations are followed, as this development is in an environmentally sensitive area. Mr. Nagata states that the recommendations are followed through by use of the Holding provision requiring the submission and approval of Erosion Plans as a prerequisite to the issuance of a Building Permit.

Member Grenier inquires if all recommendations need to be satisfied prior to the removal of the Holding provision or if only some items can be satisfied and is concerned that all recommendations are satisfied. Mr. Nagata states that only the Relocation Report condition has been cleared by the City's Naturalist and the onus is on the owner to fulfill recommendations therein. Neil Robertson states that this application will not go through the Site Plan Control process and the Holding provision will ensure that the Erosion Plans requirement is satisfied during the Building Permit process.

Councillor Marignani inquires about the rural cross section and notes that there are no storm sewers in place. Mr. Nagata agrees and states there are only roadside ditches.

Councillor Marignani inquires if a local improvement policy could be employed if they wanted a storm sewer in the future. Mr. Winters states that it is not a requirement and currently there are roadside ditches servicing the area. As part of the development they would be required to connect to the roadside ditch as per City standards. Mr. Winters states that in the future the community can apply for a local improvement, or the City can initiate construction of a storm sewer.

Councillor Marignani inquires about other tools for noise mitigation such as acoustic glass or building materials facing E.C. Row Expressway. Mr. Nagata states that the inclusion of central air conditioning systems was the only structural recommendation provided by the Noise Assessment completed for the proposed development.

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Chair Morrison inquires about Halliday Avenue and whether it could be expanded and lengthened for future development. Mr. Winters states that all existing right-of-ways are technically opened but not improved and Halliday Avenue is an open road allowance.

Moved by: Councillor Fred Francis

Seconded by: Councillor Angelo Marignani

Decision Number: **DHSC 747**

- I. THAT Zoning By-law 8600 **BE AMENDED** by adding the following zoning exception to Section 91.10:

- 1. NORTHEAST CORNER OF HALLIDAY AVENUE AND MALDEN ROAD**

For the lands comprising of Lots 88 to 92, Plan 972 (PIN 01262-1355 LT), the following additional provision shall apply:

a) For a *Single Unit Dwelling*, a central air conditioning system shall be provided.
[ZDM 5; ZNG/7301]; and,

- II. THAT Zoning By-law 8600 **BE FURTHER AMENDED** by adding the following clause to Section 95.20:

- (14) a) Submission of an Erosion and Sediment Control Plan and a Relocation and Monitoring Plan in accordance with the Environmental Evaluation Report prepared by Terrastory Environmental Consulting Inc., dated January 2, 2025, to the satisfaction of the City Planner.
[ZNG/7301]; and,

- III. THAT Zoning By-law 8600 **BE FURTHER AMENDED** by changing the zoning of Lots 88 to 92, Plan 972 (PIN 01262-1355 LT), situated at the northeast corner of Halliday Avenue and Malden Road from DRD1.1 to H(14)RD1.3x(1).

Carried.

Report Number: S 80/2025

Clerk's File: Z/14980

7.3. ZBA - 0 Randolph Ave - Z-008/25 ZNG/7297 - Ward 1

Diana Radulescu, Planner II – Development (author) – presents application.

Tracey Pillon-Abbs (agent), and Andi Shallvari (owner) available for questions.

Cindy Pastorius (area resident) presents a slideshow and states that the community is in opposition to the development. Ms. Pastorius states concerns of inaccurate building size calculations, a developer who does not live in the community, the large size of the development, loss of mature trees, flooding/ drainage, black outs, lack of parking for current residents, garbage, fire and

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emergency services access, traffic congestion, loss of sunlight and privacy, damage to existing wildlife, spacing between homes and noise. Ms. Pastorius has concerns that the development will not remain a semi-detached dwelling and become a four-plex and rented out to students. Ms. Pastorius states that the development goes against the City's Official Plan and outlined Mixed-Corridor for the City.

Keenan O'Brien (area resident) states concerns of preserving the livability and character of the community, of the proposed units turning into student housing or rentals, potential for additional dwelling units (ADU), limited on-street parking, traffic congestion, safety for children, adults, disabled residents and pets, the decline in property maintenance and garbage mismanagement. Mr. O'Brien inquires if there are stipulations that can be put into place that would prevent future ADUs and maintain that the development stay single-family homes.

Louise Mayville (area resident) concurs with prior resident concerns.

Councillor Fred Francis inquires with Ms. Pastorius how this development would change the characteristics of the neighbourhood and the opposition to the development. Ms. Pastorius states that the area is a small, quiet neighbourhood with older families and numerous children and that she is opposed to a semi-detached dwelling that overtakes the entire property and is not opposed to a single-family home.

Councillor Kieran McKenzie inquires with Andi Shallvari about his intention to sell to certain markets. Mr. Shallvari states the development provides homes that working families can afford and has no intention of creating an ADU within the dwelling.

Councillor Francis inquires about the process of the historical severance and measurements of the lot. Ms. Radulescu states that she suspects that the creation of the lot was through a severance from a previous larger lot. Ms. Radulescu notes that the site plan measurements are verified by a zoning review (which did not identify any concerns) and are also checked again at the building permit stage. Ms. Radulescu states that no other minor variances were applied for in this application and only a rezoning for an additional permitted use was requested which meets planning policy as stated in the planning report.

Councillor Francis inquires how much the neighbourhood characteristics are factored when reviewing a development proposal. Ms. Radulescu states that Planning staff generally look at the type of housing, that the scale and massing of the proposed development matches and is compatible with the block face and neighbourhood. Ms. Radulescu states that a semi-detached dwelling is permitted in this area as per our Official Plan.

Councillor Marignani inquires if there are plans to continue Randolph Ave through the South Cameron woodlot. Chair Morrison states that there are no plans to continue the avenue.

Councillor Marignani inquires if there are two-storey buildings on the cul-de-sac and what the current maximum heights of these dwellings. Mr. Robertson states that we do not know the height of the existing dwellings and the zoning by-law permits the height of nine metres.

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Councillor Marignani inquires if this proposed building would exceed the nine metres currently permitted within the zoning by-law. Mr. Robertson states that it would not exceed nine metres.

Councillor Kieran McKenzie inquires about whether the sewer capacity would support the development and whether storm water management is required. Patrick Winters states that the development is small and the property is serviced and would not require a storm water management report.

Councillor Kieran McKenzie inquires if Enwin has been consulted and sufficient energy supply and capacity without risks of blackouts. Ms. Radulescu states that Enwin was consulted as part of the application and have not identified any concerns with this development.

Councillor Kieran McKenzie inquires if there are any requirements to replace any affected trees. Ms. Radulescu states one city tree will be affected with the installation of a driveway, and the Forestry Department has communicated the removal and compensation costs to the applicant.

Councillor Kieran McKenzie inquires if an ADU could be included in these proposed units. Ms. Radulescu states that an ADU would be most realistically achievable within the proposed building footprint as it would be difficult to add a detached ADU at the back of the property without a site redesign.

Councillor Kieran McKenzie inquires if this proposal would require a variance and be presented to Council if the applicant were to add an ADU in the future. Ms. Radulescu states that since the development proposal over-provides for parking on the subject parcel itself, the parking requirement would be met for a future ADU. Ms. Radulescu notes that a building permit would be required and any variances can be pursued through the Committee of Adjustment.

Chair Morrison states that the current proposal does not include an ADU and that the development would have to meet all building requirements.

Councillor Kieran McKenzie supports the motion and states that these side-by-side duplexes are not a vastly different form of housing coming into the neighbourhood with buildings already similar in size. Councillor Kieran McKenzie states that if the Standing Committee denies the application, the owner can appeal to the Ontario Land Tribunal and may be successful.

Councillor Francis noted that he will not be supporting the motion to in order to stay consistent with the characteristics of the neighbourhood.

Moved by: Councillor Kieran McKenzie

Seconded by: Councillor Angelo Marignani

Decision Number: **DHSC 748**

- I. THAT Zoning By-law 8600 **BE AMENDED** by adding the following zoning exception to Section 91.10:

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2. EAST SIDE OF RANDOLPH AVENUE BETWEEN WEST GRAND BOULEVARD AND GRAND MARAIS ROAD WEST

For the lands comprising Lots 406 and 407, Plan 1295 and Part 1, Plan 12R29574, one *Semi-Detached Dwelling* shall be an additional permitted *main use*.
[ZDM 8; ZNG/7297]; and,

- II. THAT Zoning By-law 8600 **BE FURTHER AMENDED** by changing the zoning of Lots 406 and 407, Plan 1295 and Part 1, Plan 12R29574, situated on the east side of Randolph Ave, south of Grand Marais Road West, known municipally as 0 Randolph Avenue, from RD1.4 to RD1.4x(2).

Carried.

Member Daniel Grenier discloses an interest and abstains from voting on this matter.

Councillor Fred Francis voting nay.

Report Number: S 78/2025

Clerk's File: Z/14979

8. ADJOURNMENT

There being no further business the meeting of the Development & Heritage Standing Committee (*Planning Act* Matters) portion is adjourned at 5:58 o'clock p.m.

Ward 10 – Councillor Jim Morrison
(Chairperson)

Deputy City Clerk / Supervisor of Council
Services

Council Report: S 89/2025

Subject: Zoning Amendment - 2014-2025 [ZNG-7308] - 2121 Riverside Drive W- Ward 2

Reference:

Date to Council: August 5, 2025
Author: Frank Garardo
Planner III - Policy & Special Studies
519-255-6543 (ext. 6446)
Planning & Building Services
fgarardo@citywindsor.ca
Planning & Building Services
Report Date: July 7, 2025
Clerk's File #: Z/14993

To: Mayor and Members of City Council

Recommendation:

THAT the application to amend the City of Windsor Zoning by-law 8600 by changing the zoning on the lands of Part of Lot 1, Registered Plan 1163, Town of Sandwich as in R940402; City of Windsor, known municipally as 2121 Riverside Drive West from "Residential RD2.2 zone" to a site specific "Residential RD2.2 zone" to permit a multiple dwelling with 46 dwelling units **BE DENIED**.

Executive Summary:

N/A

Background:**Application Information**

Location: 2121 Riverside Drive West	Ward: 2
Planning District: Riverwest	Zoning District Map: 4
Applicant/Owner: Marko Agbaba	Agent: Jackie Lasalline

Submitted Documents

Application Form, Conceptual Site Plan and Elevations, Topographic Survey, Sanitary and Stormwater Management Report, Planning Rationale Report, Traffic and Parking Impact Statement, Urban Design and Shadow Study. The complete submissions can be found at the following link: <https://www.citywindsor.ca/residents/planning/land->

Proposal:

The applicant is requesting an amendment to Zoning By-law 8600 to change the zoning from Residential District 2.2 (RD2.2) to a site-specific Residential District 2.2 (RD2.2) to construct a three and half storey (3.5) multiple dwelling with forty six (46) dwelling units and twelve (12) on-site parking spaces.

The proposal includes several exemptions to the general provisions of the zoning by-law, including, an increase in residential density from a maximum of four (4) dwelling units to forty-six (46) dwelling units; an increase in building height from 9.0 metres to 11.7 metres (14 metres including mechanical equipment); a reduction in required parking spaces from 57 to 12; the elimination of loading spaces (from 1 to 0); rooftop amenity spaces; bicycle parking spaces located in a required yard, and relief from various parking area setback requirements. Vehicle access is proposed from Rankin Avenue.

The subject parcel is designated Residential on Schedule D: Land Use in the Official Plan and zoned RD2.2 under Zoning By-law 8600. The parcel has an area of 1247 m², with a frontage of 22.5 m and a depth of 59 m. It is currently occupied by a single dwelling unit that is proposed to be demolished.

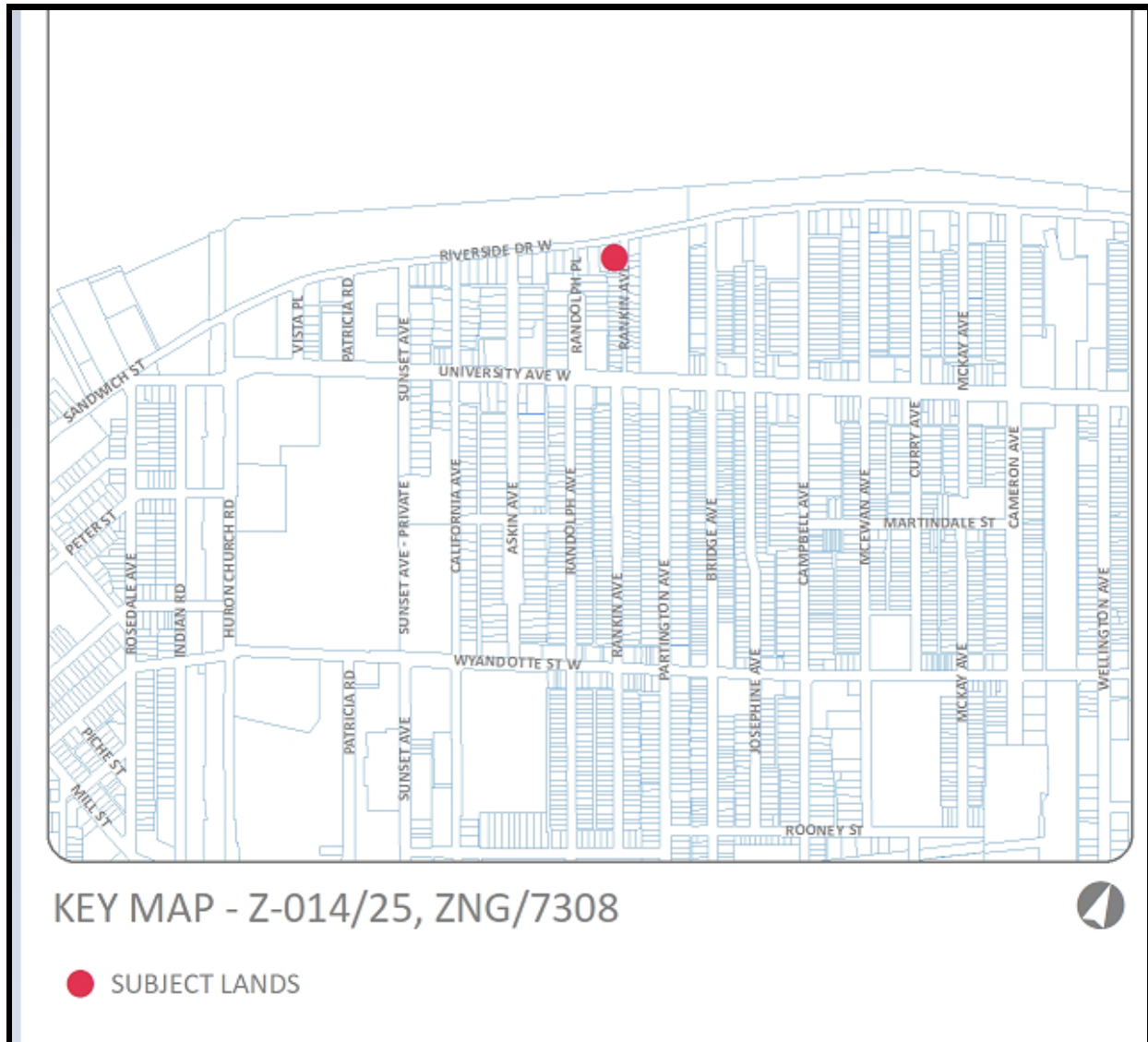
The current residential (RD2.2) zone permits detached, semi-detached, townhomes, and a multiple dwelling containing a maximum of four dwelling units.

The proposed development as presented is subject to site plan control.

Site Information

OFFICIAL PLAN	ZONING	CURRENT USE	PREVIOUS USE
Residential	Residential District 2.2 (RD2.2)	Existing Dwelling	Unknown
LOT FRONTAGE	LOT DEPTH	LOT AREA	LOT SHAPE
22.56 m	59 m	1247 m²	Irregular
74 ft	190 ft	13422.6 sq. ft	
All measurements are provided by the applicant and are approximate.			

Figure 1: Key Map



Neighbourhood Description:

The subject parcel is located on the south side of Riverside Drive West, between Rankin Avenue and Askin Avenue. Site images are attached as Appendix B. The Planning Rational Report (PRR) attached as Appendix C contains further site images.

SURROUNDING LAND USE:

North: Riverside Drive West, Riverfront Parks, Riverfront Trail, and further north, the Detroit River.

East: Residential uses – low profile residential buildings, Park (Atkinson Pool), 3-storey multiple dwelling at 1933 Riverside Drive West

West: Residential uses-low profile

South: Residential uses- low profile

Riverside Drive West in this neighbourhood serves as the dividing line between the Central Riverfront park system on the north side and the developed area to the south.

Riverside Drive West is a two lane cross-section which travels east-west and has sidewalks on both sides of the street. There is no on street parking on Riverside Drive West.

The Riverwest planning area consist of mainly low-profile residential uses with some medium density multiple dwellings. The University of Windsor is located 750 m to the West. Ernest Atkinson Park is located 25 m to the East.

MUNICIPAL INFRASTRUCTURE:

- The City's records show that there are municipal storm and sanitary sewers within the abutting roadways, available to service the subject land.
- The closest fire hydrant is located on Rankin Avenue approximately 5 m to the East.
- Street lights are located on the south side of Riverside Drive West.
- There are sidewalks on the south side of Riverside Drive West.
- The nearest bicycle network facilities are located on the Riverfront Trail System.
- There are multi-use trails along the north side of Riverside Dr. W. and within the waterfront parks.
- ENWIN has overhead power distribution wires in the subject area. ENWIN has provided further information and requirements for site plan control and construction phases of the proposal.
- The closest existing transit route to this property is located at the northwest corner of University Ave. W and Randolph Place. This bus stop is approximately 320 metres from this property falling within Transit Windsor's 400 metre walking distance guidelines to a bus stop. This will be maintained with Transit Windsor's City Council approved Transit Master Plan and the 2023 service plan.

Figure 2: Subject Parcel - Rezoning

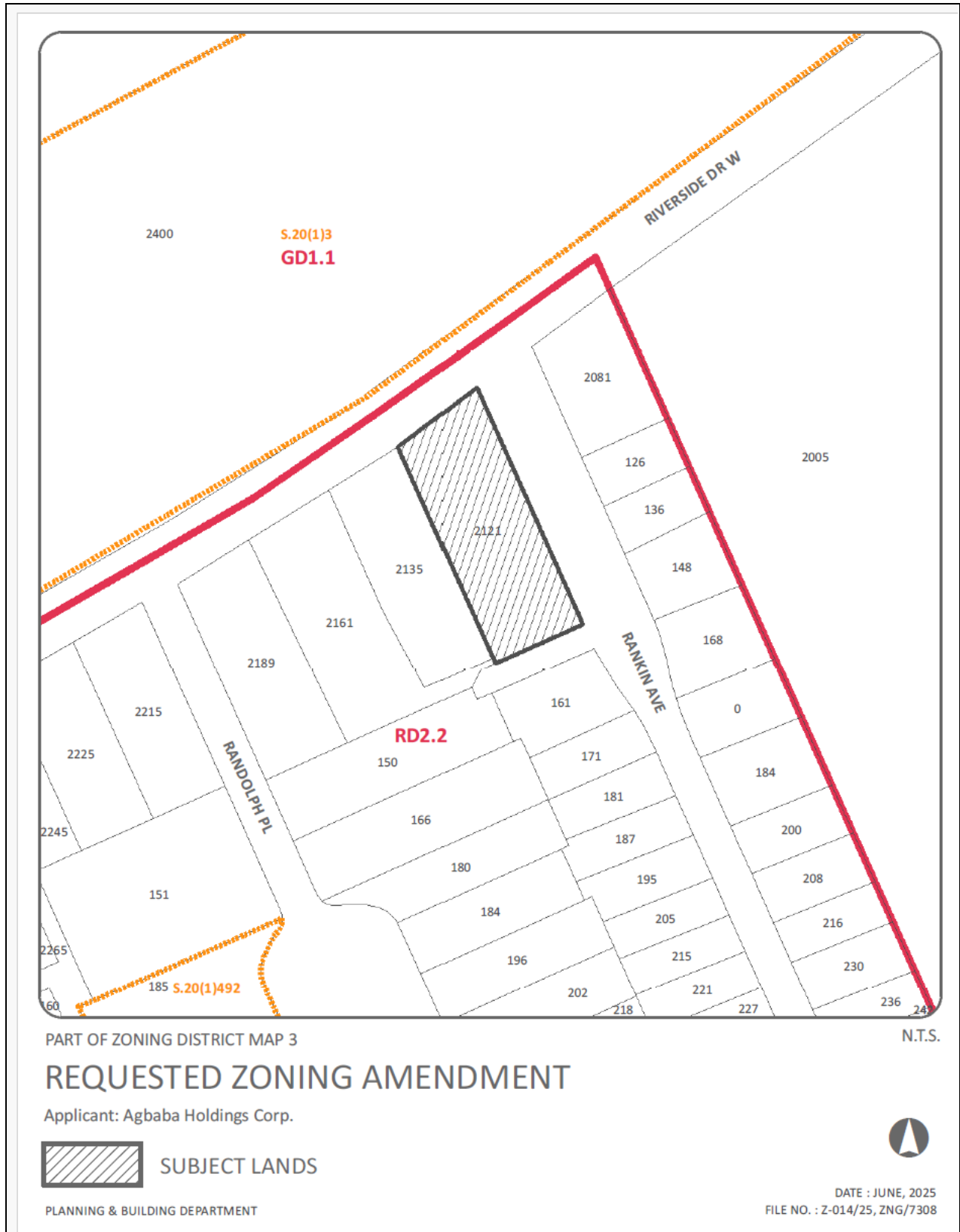


Figure 3: Neighbourhood Map



Discussion:

Planning Rationale Report

The Applicant submitted a Planning Rationale Report (PRR) (attached as Appendix C) prepared by a Registered Professional Planner as part of the complete Zoning By-law Amendment applications. While this report provided opinion that the proposed development was appropriate for the site, it focused on gentle intensification and the current provisions for low density residential.

The PRR did not fully discuss the impacts that the proposed high density multiple unit residential development and requested site exemptions would have on the current and future neighbourhood. For this reason, the Planning Department disagrees with the conclusion made in the Applicant's PRR.

Administration has provided suggestions for alternative forms of intensification on the subject parcel including townhomes with additional residential units or an alternative zoning category more contextually suitable for the site. The as-of-right RD 2.2 zoning framework would permit intensification through additional dwelling units, however not at the density and scale proposed in the PRR.

Provincial Planning Statement (PPS) 2024

The Provincial Planning Statement (PPS) provides direction on matters of provincial interest related to land use planning and development and sets the policy foundation for regulating the development and use of land in Ontario.

The vision of the PPS focuses growth and development within urban settlement areas, that land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns. Planning authorities are encouraged to permit and facilitate a range of housing options, including residential intensification, to respond to current and future needs. Land use patterns should promote a mix of housing, including opportunities for infill and intensification that support a broad range of housing options. Specific Provincial Planning Statement that applies to housing and growth are summarized below.

2.2 Housing

Policy 2.2.1 states:

Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

Policy 2.2.1(b)(2) states that: *all types of residential intensification, including the, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*

2.3 Settlement Areas and Settlement Area Boundary Expansions

2.3.1 General Policies for Settlement Areas

2.3.1.1 - *Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*

2.3.1.2 - *Land use patterns within settlement areas should be based on densities and a mix of land uses which:*

- a) efficiently use land and resources,*
- b) optimize existing and planned infrastructure and public service facilities,*
- c) support active transportation,*
- d) are transit-supportive, as appropriate*

2.3.1.3 - *Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*

Official Plan policies continue to guide intensification to areas which optimize the existing municipal infrastructure and public service facilities, and avoid unnecessary land consumption.

A proposal to facilitate intensification and net increase in residential units is supported in principle, however the applicant's proposed zoning by-law amendment does not take into consideration the policy direction of the City of Windsor Official Plan and Zoning by-law provisions.

OFFICIAL PLAN (OP)

Municipal Official Plans are the most important vehicle for implementation of the Provincial Planning Statement and for achieving comprehensive, integrated and long-term planning objectives. The City of Windsor Official Plan provides policy direction and guidelines for land use and development within the City of Windsor. In reviewing the development proposal the following excerpts were taken into consideration. Relevant excerpts of the Official Plan has been attached as Appendix G.

A ***safe, caring and diverse community*** s3.2.1 encourages a range of housing types to ensure that people have an opportunity to live in their neighbourhoods as they pass through the various stages of their lives. "As the city grows, more housing opportunities will mean less sprawl onto agricultural and natural lands."

Land Use Designation: The site is designated "Residential" in Schedule D of City of Windsor Official Plan. The objectives and policies of the Residential land use

designation establish the framework for development decisions in Residential areas within the City of Windsor.

Permitted Uses: s. 6.3.2.1, OP Vol. 1. “Uses permitted in the Residential land use designation identified on Schedule D: Land Use include Low Profile and Medium Profile dwelling units.”

Residential Land Use (chapter 6, OP Vol): The following objectives and policies establish the framework for development decisions in Residential areas.

Objective 6.3.1.1 supports a complementary range of housing forms and tenures in all neighbourhoods. Objective 6.3.1.2 seeks to promote compact neighbourhoods and balanced transportation systems. Objective 6.3.1.3 seeks to promote residential redevelopment, infill and intensification initiatives in appropriate locations in the City.

Objective 6.3.2.4 of the Official Plan outlines the locational criteria for residential development to be located in areas with access to collector or arterials roads, full municipal services can be provided, adequate community services and open spaces are available or are planned for, and public transportation service can be provided.

Objective 6.3.2.5 of the Official Plan outlines the evaluation criteria for zoning amendments in existing neighbourhood development patterns - to be i) compatible with the surrounding area, (ii) provided with adequate off street parking; (iii) capable of being provided with full municipal physical services and emergency services; and facilitating a gradual transition from Low Profile residential development to Medium and/or High profile development and vice versa, where appropriate.

Infill Development, s.8.7.2.3 of OP Vol. 1: The proposed infill residential development on the subject land is capable of being designed to function as an integral and complementary part of the existing residential development pattern.

Civic Way (Chapter 8 OP Vol 1), The City of Windsor Official Plan designates Riverside Drive East as “Civic Way” on Schedule G- Civic Image. Chapter 8 of the City of Windsor Official Plan provides design goals and objectives to “promote and present an attractive and unifying image of Windsor”

New Development s 8.7.2.1 Council will ensure that the design of new development:

- a. is complementary to adjacent development in terms of its overall massing, orientation, setback and exterior design, particularly character, scale and appearance;
- b. provides links with pedestrian, cycle, public transportation and road networks; and
- c. maintains and enhances valued heritage resources and natural area features and functions.
- d. Encourages the creation of attractive residential streetscapes through architectural design that reduces the visual dominance of front drive garages, consideration of rear lanes where appropriate, planting of street trees and incorporation of pedestrian scale amenities.

Redevelopments s.8.7.2.2 outlines the redevelopment goals of providing design which complementary to adjacent development, provides links with pedestrian, cycle, public transportation and road networks.

Infill Development s.8.7.2.3 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: (a) massing; (b) building height; (c) architectural proportion; (d) volumes of defined space; (e) lot size; (f) position relative to the road; (g) building area to site area ratios; (h) the pattern, scale and character of existing development; and, (i) exterior building appearance.

City of Windsor Intensification Guidelines (Section 2.2.1 Site Orientation): The Urban Design Guidelines for intensification in Windsor are a set of recommendations intended to guide development to achieve a desired level of prescribed quality for intensification.

"The relationship between buildings through placement on the lot is important to ensure a consistent neighbourhood 'feel' and to define and frame the street while imparting the sense of openness and enclosure". The objectives of the Urban Design Guidelines in directing the relationship of the building to lot lines are to:

- *Maintain consistent spacing between dwellings; and, Allow a measure of privacy between neighbours by providing space for light and landscaping.*
- *Consider building placement and siting on a property in relation to the street and the property's neighbours to reinforce the positive characteristics of the existing streetscape.*
- *Ensure the scale of Low Profile buildings is compatible and sensitively integrated with residential buildings in the immediate vicinity in terms of building mass, height, setbacks, orientation, privacy, landscaping, shadow casting, accessibility, and visual impact.*
- *Locate dwellings close to the street edge to frame the streetscapes, however, this will depend on the setbacks to houses on either side of the site.*
- *Maintain consistent front yard setbacks along the street. New development should have a set back equal to the predominant setback (70%+) on the street (+/- 1.0m), or a distance that is the average of those on either side of the development site (+/- 1.0m).*
- *Provide side yard setbacks that reflect those of adjacent homes, or are the average distance of those on either side of the development, in accordance with existing zoning standards, to a minimum of 1.2 metres. Front yard setback approaches.*
- *Consider rear yard privacy issues when extending a home towards the rear property line or building a new dwelling by:*
 - *Minimizing extensions beyond the adjacent dwellings rear wall;*
 - *Limit direct conflict with new windows on the side elevations with existing windows on the abutting building;*

- *Minimizing the location of second floor balconies on rear and side elevations or providing privacy screening on the side of the balcony; and,*
- *Providing fencing that effectively screens the rear amenity and minimizes its exposure to/from adjacent properties, where appropriate.*

Amendments Must Conform, s. 11.6.3.1 of OP Vol. 1: *“All amendments to the Zoning By-law(s) shall conform with this Plan”.*

The proposal as presented is not consistent with the policy direction of the City of Windsor Official Plan and the City of Windsor Intensification Guidelines as it relates to massing, building ratios, pattern, scale and character of existing development. Council adopted the City of Windsor intensification guidelines to provide recommendations to guide development to achieve a desired level of prescribed quality for intensification. Urban Design Guidelines address the relative height, massing and articulation of elements (buildings and landscapes), and their relationship to one another and to their surroundings. These ‘qualitative’ aspects of physical form work in combination with zoning parameters to lend shape and ‘character’ to a neighbourhood. More specifically, the proposed development does not provide adequate separations or take into context adjacent parcels. Furthermore the proposal is not consistent with the zoning provisions as it relates to proper site planning in regards to functionality, maneuverability, and pedestrian and vehicular standards.

Evaluation of Proposed Concept Plan

In consideration of the relevant Provincial Planning Statement, Official Plan policies and the City of Windsor Intensification Guidelines, the proposed concept plan features a 3.5-storey multi-unit residential building with a density of 375 units per net hectare. The proposed density and massing of the building, combined with the proximity to lower-density dwellings, warrant careful review to ensure appropriate transition, functionality, and compatibility with the surrounding neighbourhood.

Zoning By-Law:

The subject site is currently zoned Residential (RD2.2) in the City of Windsor Zoning By-law 8600. The current zoning permits detached, semi-detached, townhomes, and multiple dwellings up to a maximum of four units, as such the proposed development requires a Major Zoning By-law amendment to permit a multiple dwelling with 46 dwelling units as an additional permitted use. Relevant excerpts from Zoning By-law 8600 are attached as Appendix I.

The proposed development concept applies zoning provisions intended for low density, while simultaneously proposing a high-intensity land use that is inconsistent with those provisions. The multiple requested exemptions, while individually may appear supportable, cumulatively pose significant concerns regarding the overall functionality and compatibility of the site. Therefore, proposing a high density development in a low density residential zoning district would not be appropriate for the subject property. The proposed concept plan and associated zoning by-law amendment should include

appropriately tailored zoning regulations and a site configuration that reflects the characteristics and limitations of the subject lot. Planning staff do not support the requested site-specific regulations, as the collective impact of the proposed exemptions would result in an over-intensification of the lands.

Zoning Provision Analysis Table

Proposed Variances from the RD2.2 and City of Windsor Zoning by-law Provisions.

Provision	RD2.2 Requirements	Proposed	Comments
Permitted Building Type	One multiple dwelling containing a maximum of 4 dwelling units	One multiple dwelling containing 46 dwelling units	Exceeds permitted use under RD2.2. Administration does not concur with the Planning Rationale Report identifying a site specific RD2.2 low density zoning category, while increasing the use to a high density impact.
Building Height (max) (Sec. 11.2.5.4.4)	9.0 m	11.7 metres (habitable), 14.0 metres (including mechanical)	Exceeds height limit. Consider transition guidelines. The City of Windsor Zoning by-law permits heights in excess of three storeys in certain scenarios; however setbacks are tailored to meet adequate separations, amenity spaces, and site configurations.
Dwelling Unit Density	Max. 4 dwelling units	46 dwelling units	The proposed development, comprised of 46 dwelling units on site yields a density of 375 units per net hectare, significantly exceeds the City of Windsor Official Plans framework for residential intensification. This density level far surpasses not only the current RD2.2 zoning allowance of 25-35 units per net hectare, but also the thresholds typically associated with high-density residential development supported in the City Centre or Mixed Use Centres. High-density developments of this scale are generally located on substantially larger parcels of land. The proposed rezoning to a site-specific high-density designation introduces a level of intensification that is inconsistent with the

Provision	RD2.2 Requirements	Proposed	Comments
			existing planning framework and out of scale with the surrounding context. As such, the application represents a form of overdevelopment that conflicts with the City's Official Plan objectives and established zoning provisions.
Lot Size	540.0 square meters	1247 square meters	The RD2.2 lot size requirements are tailored to a maximum of four dwelling units. Comparable multi unit developments with similar lot sizes include 1933 Riverside Drive West, 1805 Riverside Drive West, 2220 University Ave W, with units ranging from 10-15 or just over 100 units per net hectare. Multiple-unit developments with over 200 units per net hectare include 275 Askin Ave, 260 Randolph Place, 140 Bridge Avenue, however each of these have characteristics of a lot size which is significantly larger than the subject parcel.
Front Yard Depth (min)	6.0 m	7.4 m	<p>Although the proposal meets the front yard depth for low density development. The proposal includes an increase in built form which will be located much closer to the front yard then abutting properties.</p> <p>The City of Windsor Intensification Guidelines encourage a minimum front yard depth which represents the lot averaging between the adjacent buildings. The proposed front yard depth is not consistent with the guiding principles of the City of Windsor Intensification guidelines.</p>
Side Yard Depth (min) (Sec. 11.2.5.4.7)	1.2 m	1.8 m	This setback applies to low density single, semis, and townhomes. Increased setbacks are typically required in the City of Windsor Zoning by-law for dwellings with four or more units. In this case the applicant has applied minimal setbacks which apply to low density zoning.

Provision	RD2.2 Requirements	Proposed	Comments
Parking Requirement (Sec. 24.20.5)	1.25 spaces/unit = 57 spaces	12 spaces	Deficient by 43 spaces. Not supported by Transportation Planning. The proposed number of parking is not adequate for the proposed development. Therefore, Transportation Planning is not in support of the proposed dramatic reduction in required parking.
Bike Parking	2 spaces	43 spaces	Any reduction to bicycle parking space size and locations are not supported. The bicycle parking spaces are located in a required side yard which create accessibility concerns and is not permitted by the Zoning By-law.
Loading Space (Sec. 24.40.1.5)	1 space	0 spaces	Loading spaces are required for multiple dwellings. The proposal identifies an increase of units, while removing loading spaces. This contributes to inadequate site accessibility.
Parking Space Setback (habitable window) (Sec. 25.5.20.1.6)	4.5 m	1.5 m	Not Supported. The proposal will include a significant increase in vehicular and pedestrian traffic while reducing separation between entrances, habitable windows and parking areas. This is a concern for site configuration and accessibility.
Parking Space Setback (alley)	0.9 m	0.0 m	The development includes an increase in vehicular movements. A parking area with more than 5 spots requires improvement to turning radii. A 0.9 m alley setback improves turning radii into parking areas.

City of Windsor Zoning Provisions and Site Context Comparison

The subject property is designated **"Residential"** in the Official Plan. While the inclusion of multi-unit dwellings may appear to align with intensification goals, the proposed development diverges significantly from the development standards typically applied to low density RD2.2 zoning provisions.

Neighbourhood Characteristics

Comparable multi-unit residential developments within the Riverwest Planning District are designated as RD3.1 under the Zoning By-law. The RD3.1 zone permits multiple dwellings subject to density calculations based on lot size and increase in separations. For example, the RD3.1 district would require a minimum lot area of 3,287 m² to accommodate a multiple dwelling with 46 units (the subject site is 1,247 m²).

In general, multiple-unit dwellings outside the City Centre or Mixed Use Corridors are expected to provide greater setbacks to account for:

- Increased height,
- Amenity areas, refuse bin areas, and privacy concerns,
- Adequate separations and setbacks,
- Building mass and enhanced articulation to reduce the perception of bulk,
- Landscape buffering between lots,
- Streetscaping – design principles would encourage following established building lines,
- Designated parking areas and loading spaces,
- Pedestrian and vehicular movement, and
- Accessibility standards.

Summary of Key Planning Concerns

The proposal includes several zoning exemptions, including, an increase in residential density from a maximum of four (4) dwelling units to forty-six (46) dwelling units; an increase in building height from 9.0 metres to 11.7 metres (14 metres including mechanical equipment); a reduction in parking spaces from 57 to 12; the elimination of loading spaces (from 1 to 0); rooftop amenity spaces; and relief from various parking area setback requirements.

The combination of the proposed density and requested exemptions from the Zoning by-law results in a development that is over-intensified and inconsistent with transition to surrounding low-profile built forms. Despite the increased scale, and massing, the proposal does not sufficiently account for potential adverse impacts including:

- Parking Reduction is significant and not supported by Transportation Planning,
- Limited building maneuverability due to reduced setbacks,
- Conflicts with pedestrian access and bicycle movement,
- Lack of appropriate bicycle parking,
- Reduced separation distances between parking areas and habitable room windows,
- Neighbourhood Compatibility: While the project supports infill and intensification goals, it introduces a level of density (375 units per hectare) significantly exceeding typical neighbourhood ranges on an undersized parcel,

- Design and Massing: Proposing increased height and reduced setbacks may result in over intensification without adequate design mitigations. (i.e. established building lines),
- Parking Areas: The proposal situates parking adjacent to the alley, places bicycle parking near interior lot lines, and reduces the separation between habitable windows and parking areas. Given the increased density, this will contribute to land use conflicts due to strain on site functionality, including pedestrian safety and waste collection,
- The proposed density represents a substantial intensification beyond what is typically supported in neighbourhoods outside the City Centre. While intensification is supported in principle, the proposal should be revised to better reflect the lot patterns,
- Planning staff are not satisfied with the justification provided for the requested reductions in these regulations,
- The proposal includes forty six (46) self contained units, with minimal parking areas, lot line separations, and pedestrian maneuverability. The proposed built form would have impacts on current and future residents. The built form regulations are a critical component of building a healthy, safe environment for current and future residents.
- The proposal is not compatible as it would not coexist harmoniously with the surrounding area in terms of scale, massing, siting, orientation, setbacks, parking, and amenity areas. Compatible is most often referred to in Motisi v. Bernardi, 1987 CarswellOnt3719, (1987) O.M.B.D. No 2, 20 O.M.B.R. 129: *“Being compatible with is not the same thing as being the same as. Being compatible with is not even the same thing as being similar to. Being similar to implies having a resemblance to another thing; they are like one another, but not completely identical. Being Compatible with implies nothing more than being capable of existing together in harmony”.*

Consultations:

Comments received from City departments, external agencies and members of the public on this application were taken into consideration when preparing this report. A record of the comments is included as Appendix K.

The applicant hosted an in-person public open house on July 31, 2024, at the Subject Parcel located at 2121 Riverside Drive West. Notice of the open house was issued to owners of properties within 200.0 metres of the subject property. The open house was attended by over (25) residents.

The Public Open House section of the Planning Justification Report summarizes the comments and questions raised at the open house.

Public Notice: Statutory notice was advertised in the Windsor Star, a local daily newspaper. A courtesy notice was mailed to property owners and residents within 200 metres of the subject property.

Risk Analysis:

N/A

Climate Change Risks

Climate Change Mitigation:

In general, residential intensification minimizes the impact on the Community greenhouse gas emissions as these developments create complete communities and neighbourhoods while using currently available infrastructure such as sewers, sidewalks, and public transit.

Climate Change Adaptation:

The development proposal incorporates landscaping and building design elements to improve energy efficiency and increase resiliency of the development and surrounding area.

Financial Matters:

N/A

Planner's Opinion:

Based on the information presented in this report, the proposed Zoning By-law amendment is not consistent with the Provincial Planning Statement 2024 and does not conform to the policy direction of the City of Windsor Official Plan and Intensification Guidelines.

The proposed Multiple Dwelling represents a built form which is not consistent with the context of the lot characteristics of the subject site. Furthermore, the proposed zoning amendment includes a series of exemptions from the City of Windsor Zoning By-law, which when considered cumulatively, represent a significant departure from established planning standards.

Conclusion:

In principle, Planning staff are supportive of residential intensification on the subject lands. However such support would be contingent upon significant revisions to the proposed development, including a meaningful reduction in the overall density and massing.

As currently proposed, the development does not conform with the City of Windsor Official Plan, the City's Intensification Guidelines, or the applicable provisions of the Zoning By-Law 8600. The proposed development introduces a substantial increase in density and requests numerous exemptions from the Zoning By-law, that cumulatively would hinder the site functionality, reduce accessibility, and adversely impact current and future residents.

Planning staff are not satisfied with the rationale provided to justify the extent of relief requested from the Zoning By-law regulations. In Planning staff's opinion—much of the relief requested, if not all, would be unnecessary should the applicant redesign the proposed development (as suggested by Planning staff) to reduce the density and

massing of the building—and/or acquire additional lot area via consolidation with abutting lots.

Based on the above, Planning staff recommend that the application for Zoning By-Law Amendment be Denied.

Planning Act Matters:

I concur with the above comments and opinion of the Registered Professional Planner.

Greg Atkinson, MCIP, RPP
Deputy City Planner - Development

Neil Robertson, MCIP, RPP
City Planner

I am not a registered Planner and have reviewed as a Corporate Team Leader

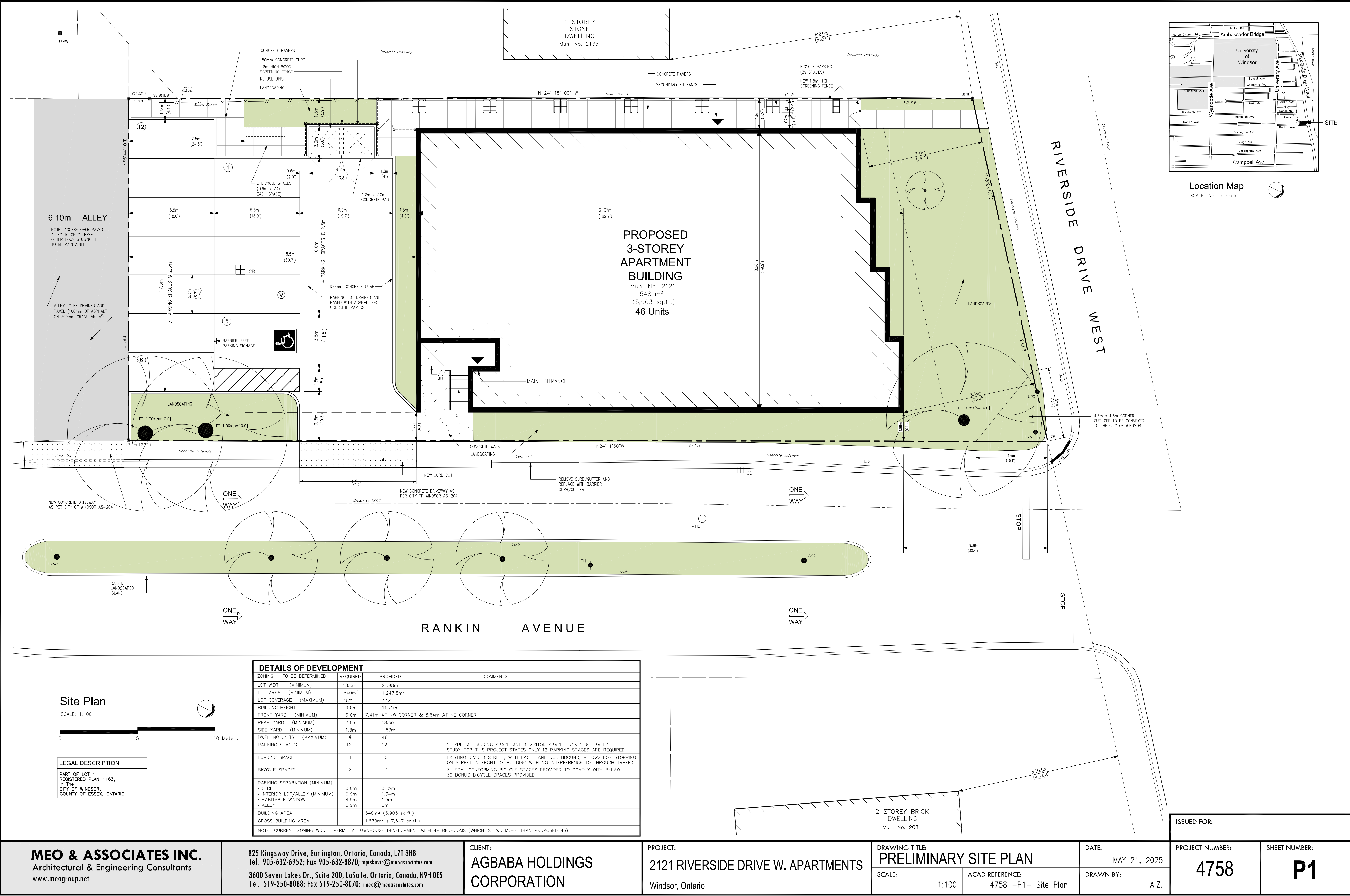
JP RM

Approvals:

Name	Title
Jim Abbs	Manager – Planning (Land Info & Special Projects) (A)
Jason Campigotto	Deputy City Planner – Growth (A)
Greg Atkinson	Deputy City Planner - Development
Wira Vendrasco	City Solicitor
Neil Robertson	City Planner
Matthew Johnson acting for Jelena Payne	Deputy CAO/Commissioner, Economic Development
Ray Mensour	Chief Administrative Officer

Appendices:

1. Appendix A – Site Plan, Floor Plans and Elevations
2. Appendix A-1 – Conceptual Renderings
3. Appendix B – Site Images
4. Appendix C – Planning Rationale Report (PRR)
5. Appendix D – Traffic and Parking Impact Study—available at www.citywindsor.ca due to size
6. Appendix E – Storm Water Management (SWM) Functional Study
7. Appendix F – Sanitary Sewer Study
8. Appendix G – Excerpts from the Official Plan
9. Appendix H – Excerpts from the PPS2024
10. Appendix I – Excerpts from Zoning By-Law 8600
11. Appendix J - Urban Design and Heritage Study--available at www.citywindsor.ca due to size
12. Appendix K – Consultations



DETAILS OF DEVELOPMENT			
ZONING – TO BE DETERMINED	REQUIRED	PROVIDED	COMMENTS
LOT WIDTH (MINIMUM)	18.0m	21.98m	
LOT AREA (MINIMUM)	540m ²	1,247.8m ²	
LOT COVERAGE (MAXIMUM)	45%	44%	
BUILDING HEIGHT	9.0m	11.71m	
FRONT YARD (MINIMUM)	6.0m	7.41m AT NW CORNER & 8.64m AT NE CORNER	
REAR YARD (MINIMUM)	7.5m	18.5m	
SIDE YARD (MINIMUM)	1.8m	1.83m	
DWELLING UNITS (MAXIMUM)	4	46	
PARKING SPACES	12	12	
LOADING SPACE	1	0	1 TYPE 'A' PARKING SPACE AND 1 VISITOR SPACE PROVIDED; TRAFFIC STUDY FOR THIS PROJECT STATES ONLY 12 PARKING SPACES ARE REQUIRED
BICYCLE SPACES	2	3	EXISTING DIVIDED STREET, WITH EACH LANE NORTHBOUND, ALLOWS FOR STOPPING ON STREET IN FRONT OF BUILDING WITH NO INTERFERENCE TO THROUGH TRAFFIC
PARKING SEPARATION (MINIMUM)			3 LEGAL CONFORMING BICYCLE SPACES PROVIDED TO COMPLY WITH BYLAW 39 BONUS BICYCLE SPACES PROVIDED
• STREET	3.0m	3.15m	
• INTERIOR LOT/ALLEY (MINIMUM)	0.9m	1.34m	
• HABITABLE WINDOW	4.5m	1.5m	
• ALLEY	0.9m	0m	
BUILDING AREA	–	548m ² (5,903 sq.ft.)	
GROSS BUILDING AREA	–	1,639m ² (17,647 sq.ft.)	
NOTE: CURRENT ZONING WOULD PERMIT A TOWNHOUSE DEVELOPMENT WITH 48 BEDROOMS (WHICH IS TWO MORE THAN PROPOSED 46)			

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CLIENT:
AGBABA HOLDINGS CORPORATION

PROJECT:
2121 RIVERSIDE DRIVE W. APARTMENTS
Windsor, Ontario

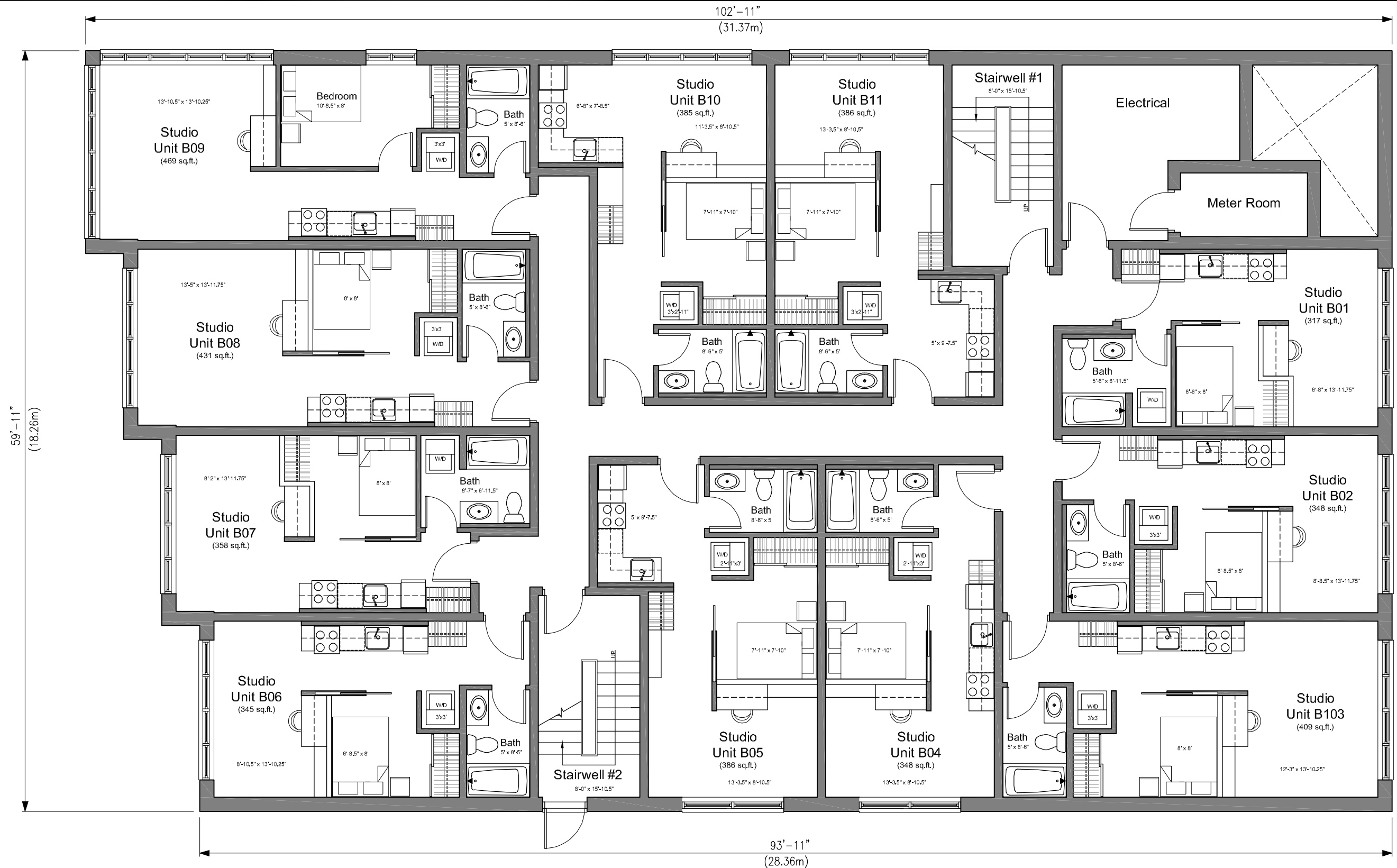
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PRELIMINARY SITE PLAN
SCALE: 1:100
ACAD REFERENCE: 4758 –P1– Site Plan

DATE: MAY 21, 2025
DRAWN BY: I.A.Z.

ISSUED FOR:

PROJECT NUMBER:
4758

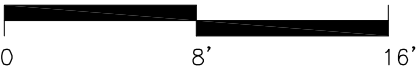
SHEET NUMBER:
P1



Basement Plan

SCALE: 1/8"=1'-0"

Basement = 11 Units
AREA = 5,713 sq.ft. (531m²)



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CLIENT:
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PROJECT:
2121 RIVERSIDE DRIVE W. APARTMENTS
Windsor, Ontario

DRAWING TITLE:
BASEMENT PLAN
SCALE: **1/8" = 1'-0"**

DATE:
FEBRUARY 24, 2025
DRAWN BY:
I.A.Z.

ISSUED FOR:
PROJECT NUMBER:
4758

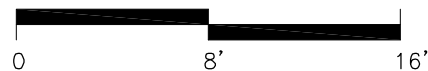
SHEET NUMBER:
P2



1st Floor Plan

SCALE: 1/8"=1'-0"

1st Floor = 11 Units
AREA = 5,841 sq.ft. (543m²)



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CLIENT:
**AGBABA HOLDINGS
CORPORATION**

PROJECT:
2121 RIVERSIDE DRIVE W. APARTMENTS

Windsor, Ontario

DRAWING TITLE:
1st FLOOR PLAN

SCALE:
1/8" = 1'-0"

ACAD REFERENCE:
4758 -P2- FI Plan

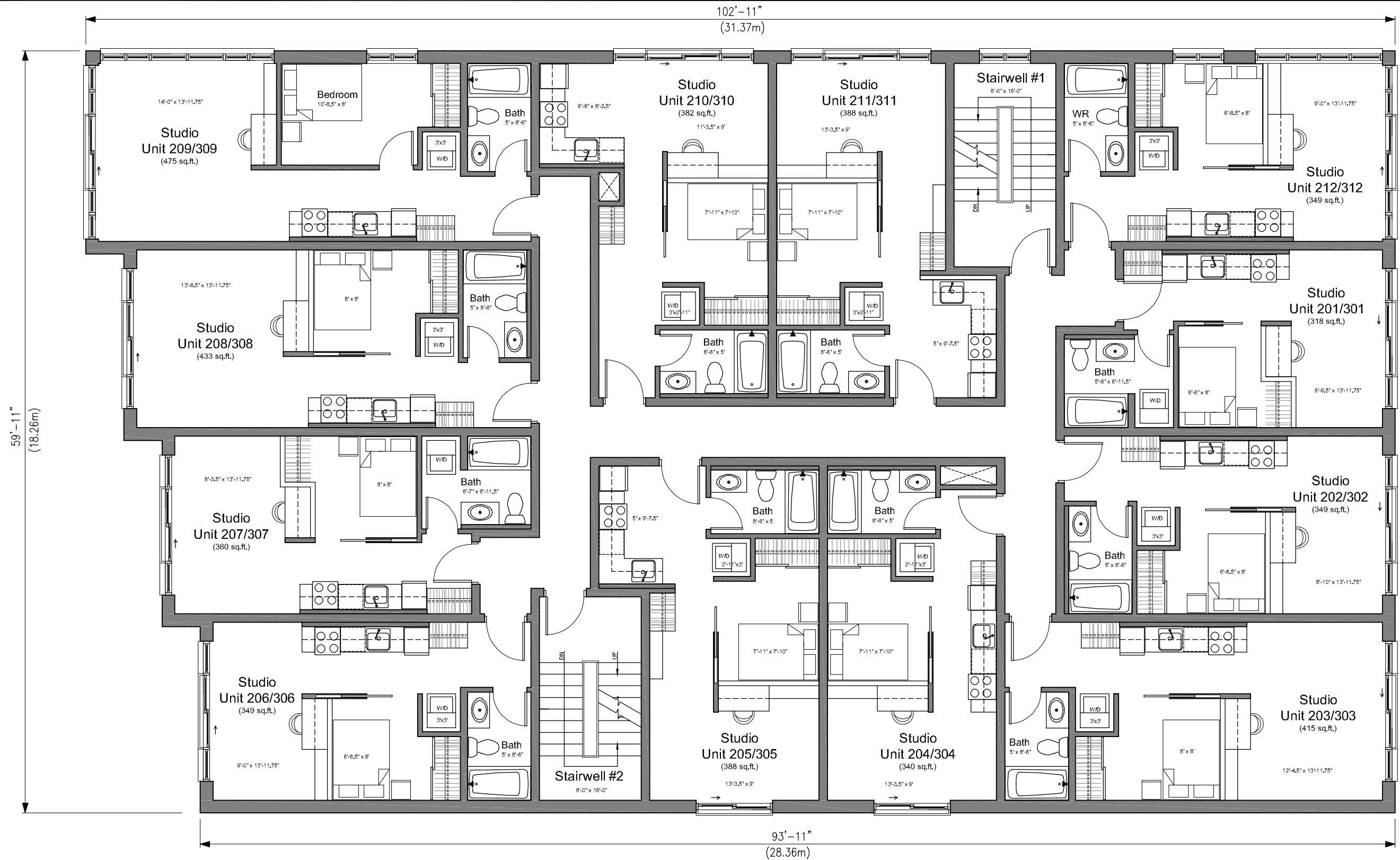
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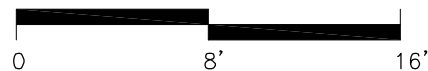
PROJECT NUMBER:
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SHEET NUMBER:
P3



2nd & 3rd Floor Plan

SCALE: 1/8"=1'-0"



2nd Floor = 12 Units
3rd Floor = 12 Units
AREA = 5,903 sq.ft. (548m²)



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CLIENT:
**AGBABA HOLDINGS
CORPORATION**

PROJECT:
2121 RIVERSIDE DRIVE W. APARTMENTS

Windsor, Ontario
Development & Heritage Standing Committee Meeting Agenda - Tuesday, August 5, 2025
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DRAWING TITLE:
2nd & 3rd FLOOR PLAN

SCALE:
1/8" = 1'-0"

ACAD REFERENCE:
4758 -P2- FI Plan

DATE:
FEBRUARY 24, 2025

DRAWN BY:
I.A.Z.

ISSUED FOR:

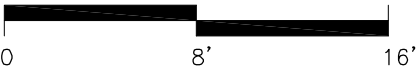
PROJECT NUMBER:
4758

SHEET NUMBER:
P4



Roof Plan

SCALE: 1/8"=1'-0" TERRACE ROOFTOP AREA = 1,287 sq.ft. (120m²)



MEO & ASSOCIATES INC. Architectural & Engineering Consultants www.meogroup.net	825 Kingsway Drive, Burlington, Ontario, Canada, L7T 3H8 Tel. 905-632-6952; Fax 905-632-8870; mpiskovk@meoassociates.com 3600 Seven Lakes Dr., Suite 200, LaSalle, Ontario, Canada, N9H 0E5 Tel. 519-250-8088; Fax 519-250-8070; rmeo@meoassociates.com	CLIENT: AGBABA HOLDINGS CORPORATION Development & Heritage Standing Committee Meeting Agenda - Tuesday, August 5, 2025	PROJECT: 2121 RIVERSIDE DRIVE W. APARTMENTS Windsor, Ontario	DRAWING TITLE: ROOF PLAN		DATE: FEBRUARY 24, 2025	ISSUED FOR:	
				SCALE: 1/8" = 1'-0"	ACAD REFERENCE: 4758 -P2- Fl Plan	DRAWN BY: I.A.Z.	PROJECT NUMBER: 4758	SHEET NUMBER: P5

4758 -P2- Fl Plan.dwg, (Roof Plan) Feb 24, 2025 - 3:34pm



East Elevation

SCALE: 1/8"=1'-0"

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CLIENT:
AGBABA HOLDINGS CORPORATION

PROJECT:
2121 RIVERSIDE DRIVE W. APARTMENTS
Windsor, Ontario

DRAWING TITLE:
EAST ELEVATION
SCALE: 1/8" = 1'-0"

DATE:
FEBRUARY 24, 2025
DRAWN BY:
I.A.Z.

ISSUED FOR:

PROJECT NUMBER:
4758

SHEET NUMBER:
P6



North Elevation

SCALE: 1/8"=1'-0"

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CLIENT:
**AGBABA HOLDINGS
CORPORATION**

PROJECT:
2121 RIVERSIDE DRIVE W. APARTMENTS
Windsor, Ontario

DRAWING TITLE:
NORTH ELEVATION
SCALE:
1/8" = 1'-0"

DATE:
FEBRUARY 24, 2025
DRAWN BY:
I.A.Z.

ISSUED FOR:

PROJECT NUMBER:
4758

SHEET NUMBER:
P7



West Elevation

SCALE: 1/8"=1'-0"

Feb 24, 2025 — 3:55pm
4758 -P6- Elevs.dwg, (West Elevation)

					ISSUED FOR:		
<div>MEO & ASSOCIATES INC.</div> <div>Architectural & Engineering Consultants</div> <div>www.meogroup.net</div>	<div>825 Kingsway Drive, Burlington, Ontario, Canada, L7T 3H8</div> <div>Tel. 905-632-4952; Fax 905-632-8870; mpiskovk@meoassociates.com</div> <div>3600 Seven Lakes Dr., Suite 200, LaSalle, Ontario, Canada, N9H 0E5</div> <div>Tel. 519-250-8088; Fax 519-250-8070; rmeo@meoassociates.com</div>	<div>CLIENT:</div> <div>AGBABA HOLDINGS CORPORATION</div> <div>Development & Heritage Standing Committee Meeting Agenda - Tuesday, August 5, 2025</div>	<div>PROJECT:</div> <div>2121 RIVERSIDE DRIVE W. APARTMENTS</div> <div>Windsor, Ontario</div>	<div>DRAWING TITLE:</div> <div>WEST ELEVATION</div>	<div>DATE:</div> <div>FEBRUARY 24, 2025</div>	<div>PROJECT NUMBER:</div> <div>4758</div>	<div>SHEET NUMBER:</div> <div>P8</div>
				<div>SCALE:</div> <div>1/8" = 1'-0"</div>	<div>ACAD REFERENCE:</div> <div>4758 -P6- Elevs</div>		



South Elevation

SCALE: 1/8"=1'-0"

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Architectural & Engineering Consultants
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Tel. 519-250-8088; Fax 519-250-8070; rmeo@meoassociates.com

CLIENT:
AGBABA HOLDINGS CORPORATION

PROJECT:
2121 RIVERSIDE DRIVE W. APARTMENTS
Windsor, Ontario

DRAWING TITLE:
SOUTH ELEVATION
SCALE: 1/8" = 1'-0"
ACAD REFERENCE: 4758 -P6- Elevs

DATE:
FEBRUARY 24, 2025
DRAWN BY:
I.A.Z.

ISSUED FOR:

PROJECT NUMBER:
4758

SHEET NUMBER:
P9

APPENDIX "L"
Conceptual Renderings



Rankin Elevation



Riverside and Rankin Side Entrance

APPENDIX "L"
Conceptual Renderings



Riverside Drive West Elevation

APPENDIX "B"

Site Images



Image 1- Subject Parcel - 2121 Riverside Drive West



Image 2- Subject Parcel - 2121 Riverside Drive West (looking West from Riverside Dr W)



REPORT: **PLANNING RATIONALE REPORT (PRR)**

MUNICIPALITY: **CITY OF WINDSOR**

MUNICIPAL ADDRESS: 2121 RIVERSIDE DRIVE

DEVELOPMENT: ZONING BYLAW AMENDMENT (ZBA)

DATE: May 27, 2025

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APPENDIX B – LETTER FROM THE UNIVERSITY OF WINDSOR

1.0 INTRODUCTION

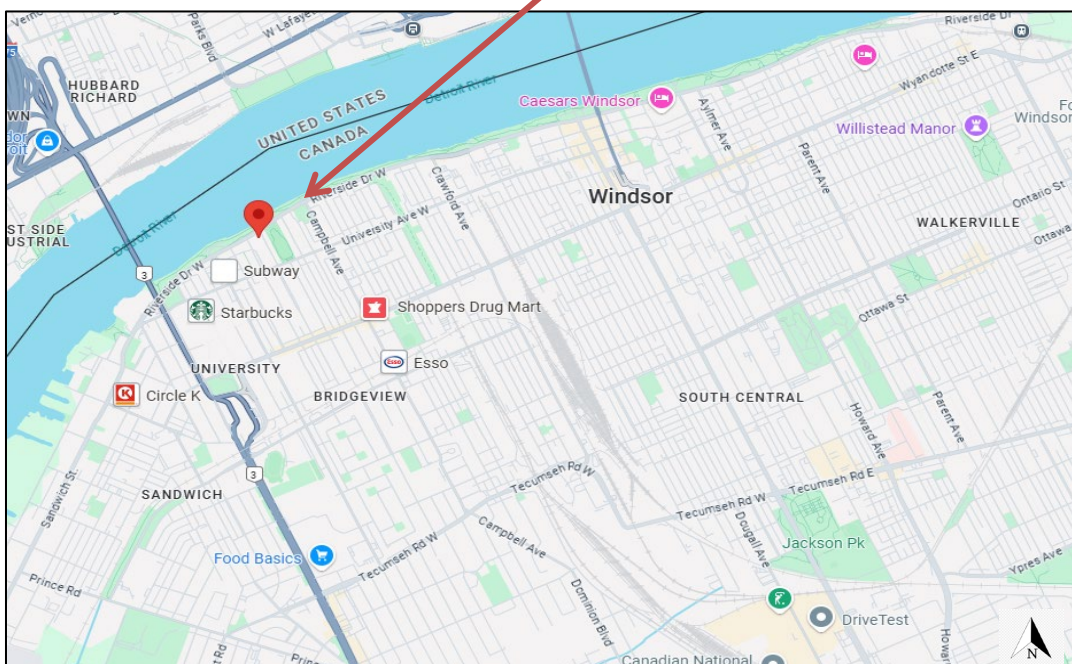
Lassaline Planning Consultants (LPC) has been retained to undertake a Planning Rationale Report (PRR) regarding the feasibility of a site specific Zoning By-law Amendment (ZBA) to support the development of the subject site for a new, low profile, 3 storey residential development.

Proposed is the redevelopment of the site known as 2121 RIVERSIDE DRIVE with a 3 storey 11.7 m (38 ft) height building, 46 residential units in a multi-unit dwelling and 12 parking spaces. The subject site is presently the site of one single, detached residence.

A pre-consultation was completed with the City of Windsor providing a Pre-consultation letter PC-050/23 dated January 31, 2024. Meo and Associates Inc have provided the design and architectural plans for the proposed development. The attached Planning Rationale Report (PRR) addresses the planning questions and provides rationale and support for the requested ZBA required to authorize the proposed development.

Jackie Lassaline, BA MCIP RPP, Lassaline Planning Consultants has prepared this planning rationale report to support, explain and justify the proposed development.

FIGURE 1 – LOCATIONAL MAP – 2121 RIVERSIDE DRIVE



2121 RIVERSIDE DR
MAY 27, 2025

1.1 PURPOSE OF THE ZBA

The subject lands are designated 'Residential' on Schedule D of the Official Plan. Comprehensive Zoning Bylaw 8600 zones the subject lands as 'Residential District 2.2 (RD2.2)' for the subject lands.

To facilitate the proposed residential development, a site specific Zoning Bylaw Amendment (ZBA) is requested for the proposed 3 storey multiple unit residential building with 46 residential apartment units and 12 parking spaces.

With the neighbourhood zoned 'Residential District 2.2 (RD2.2)', a zone that permits a multiple dwelling, it is recommended that the property remain under the (RD2.2) zone and site specific provisions be applied to allow for the 46 residential units.

1.2 PROPOSED ZBA APPLICATIONS

The Zoning Bylaw Amendment purports to address and provide special provisions under 'Residential District 2.2 (RD2.2)' zone for the following issues:

PERMITTED BUILDING AND DENSITY: One multiple dwelling with 46 dwelling units

BUILDING HEIGHT: 11.71 m

LOADING SPACES: 0 spaces

PARKING SPACE SETBACK WINDOW: 1.5 m

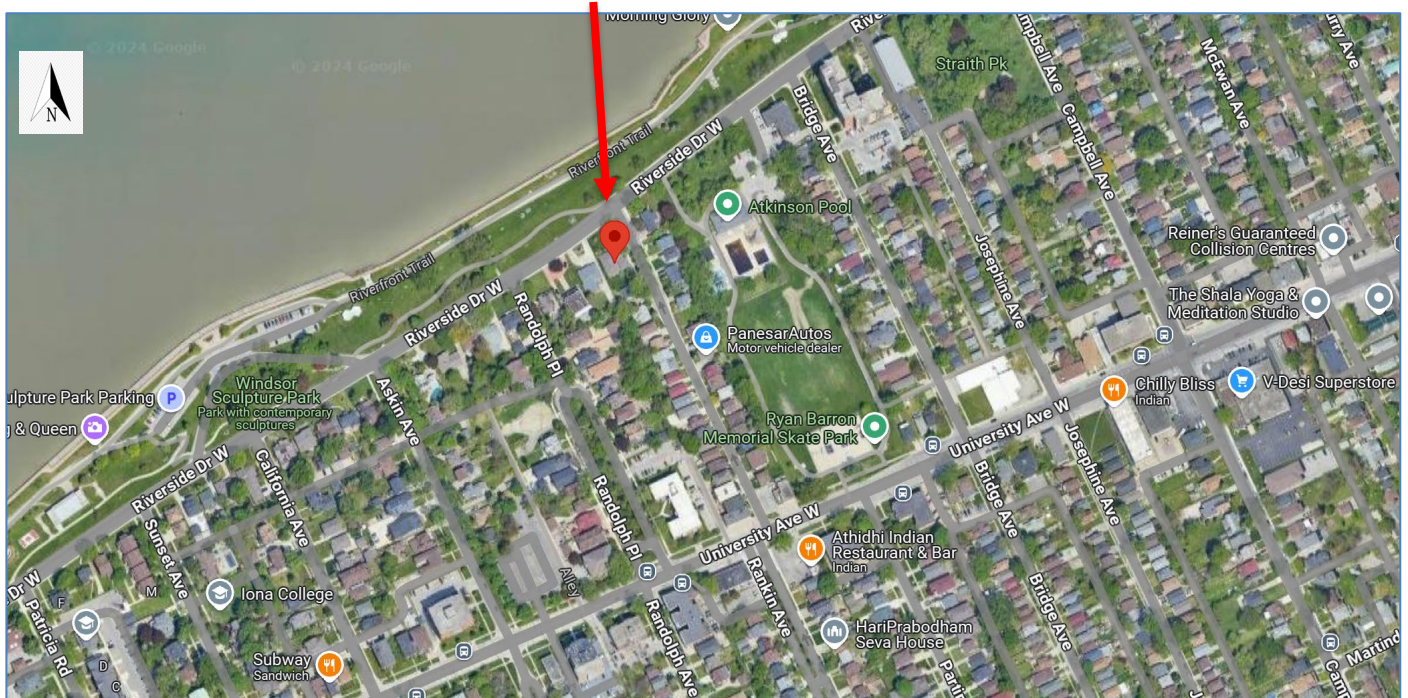
PARKING SPACE SETBACK ALLEY: 0.0m

Following approval by Council of the Zoning Bylaw Amendment (ZBA) application for Site Plan Approval will be required to authorize and facilitate the proposed development.

2.0 SITE AND SURROUNDING LAND USES

The subject lands are located at the corner of Riverside Drive West and Rankin Avenue in the City of Windsor. The lot is a large residential lot with one single, detached residence located on the property.

FIGURE 2 – SUBJECT SITE – 2121 RIVERSIDE DRIVE WEST



2.1 SURROUNDING LAND USES

The subject site is located within a neighbourhood with a mix of residential housing ages, mix of building tenure, mix of heights and densities. The neighbourhood is comprised of a mix of uses that include multiple unit dwelling buildings, commercial uses, major recreational uses, institutional uses, and single detached residences.

Across Riverside Drive is the City of Windsor Waterfront Trail with the Sculpture Park. To the west of the property is a municipal pool, soccer pitch and parkland.

Within the block are commercial restaurants and stores geared for the neighbourhood. There are

The proposed development is situated in an already existing predominately residential neighbourhood with a mix of residential densities. There are also neighbourhood commercial (restaurants, commercial, etc) uses and the Riverside Trail that will facilitate active transportation by foot or bicycle along the municipal trail to the downtown core only a few blocks to the east and the university a few blocks to the west.

There are significant recreation, and active transportation uses within the neighbourhood including the riverfront trails along Detroit River directly across the street with a direct link to the University of Windsor only a few blocks to the west and the CBD a few blocks to the east. The waterfront trail provides for safe and quick access to the university for any students.

FIGURE 3 – NEIGHBOURHOOD MAP – 2121 RIVERSIDE DR.

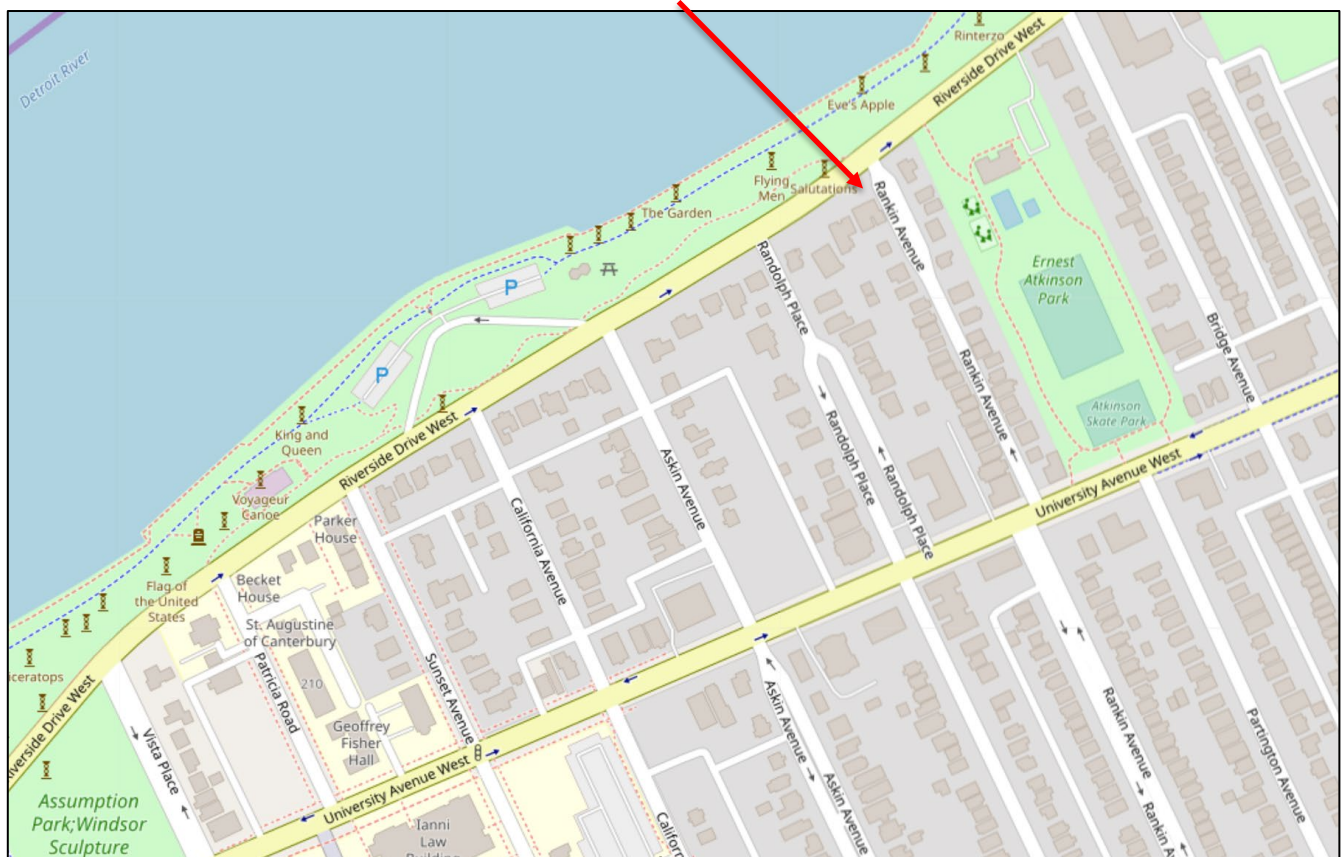
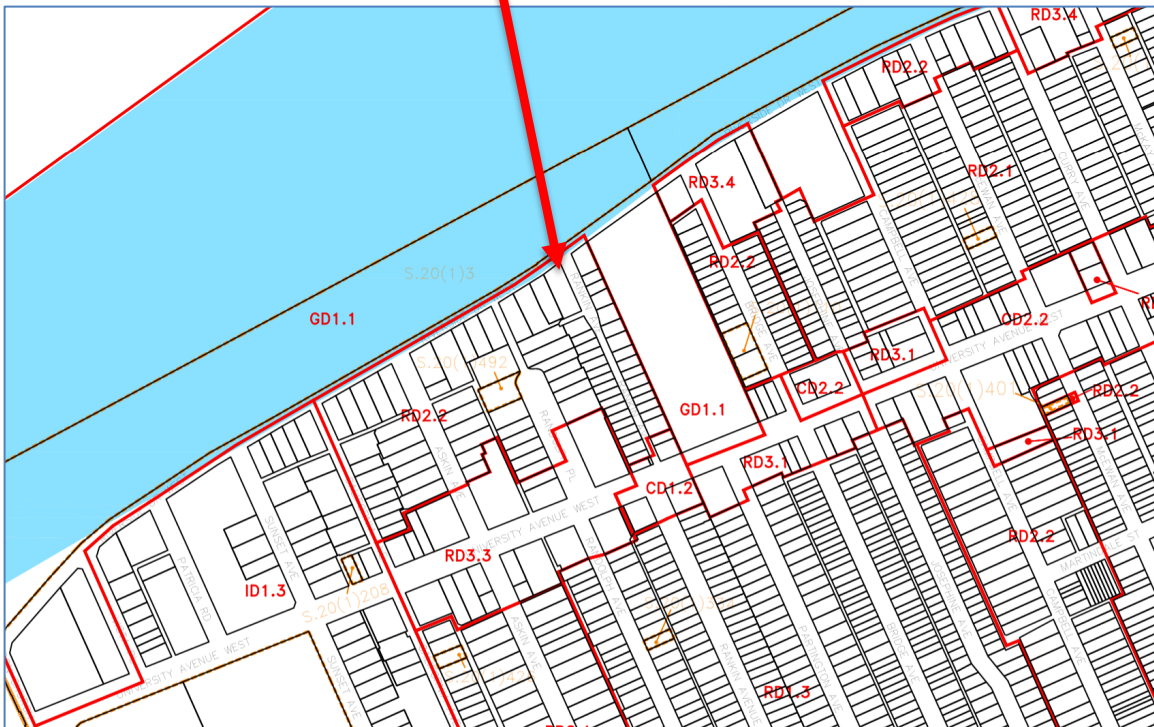


FIGURE 4 – ZONING MAP – 2121 RIVERSIDE DR



The majority of the neighbourhood is zoned ‘Residential District (RD2.2)’

- a) **North** - ‘Riverfront Trail’ and Sculpture Park
- b) **East** - immediately adjacent are existing residential uses that include low, medium and high profile residential multi-unit apartments and condos;
 - Atkinson Park with a pool, soccer pitches and skating park;
- c) **South** - existing uses that include low and medium profile residential multi-unit apartments and condos,
- d) **West** - existing uses that include low and medium profile residential multi-unit apartments and condos,

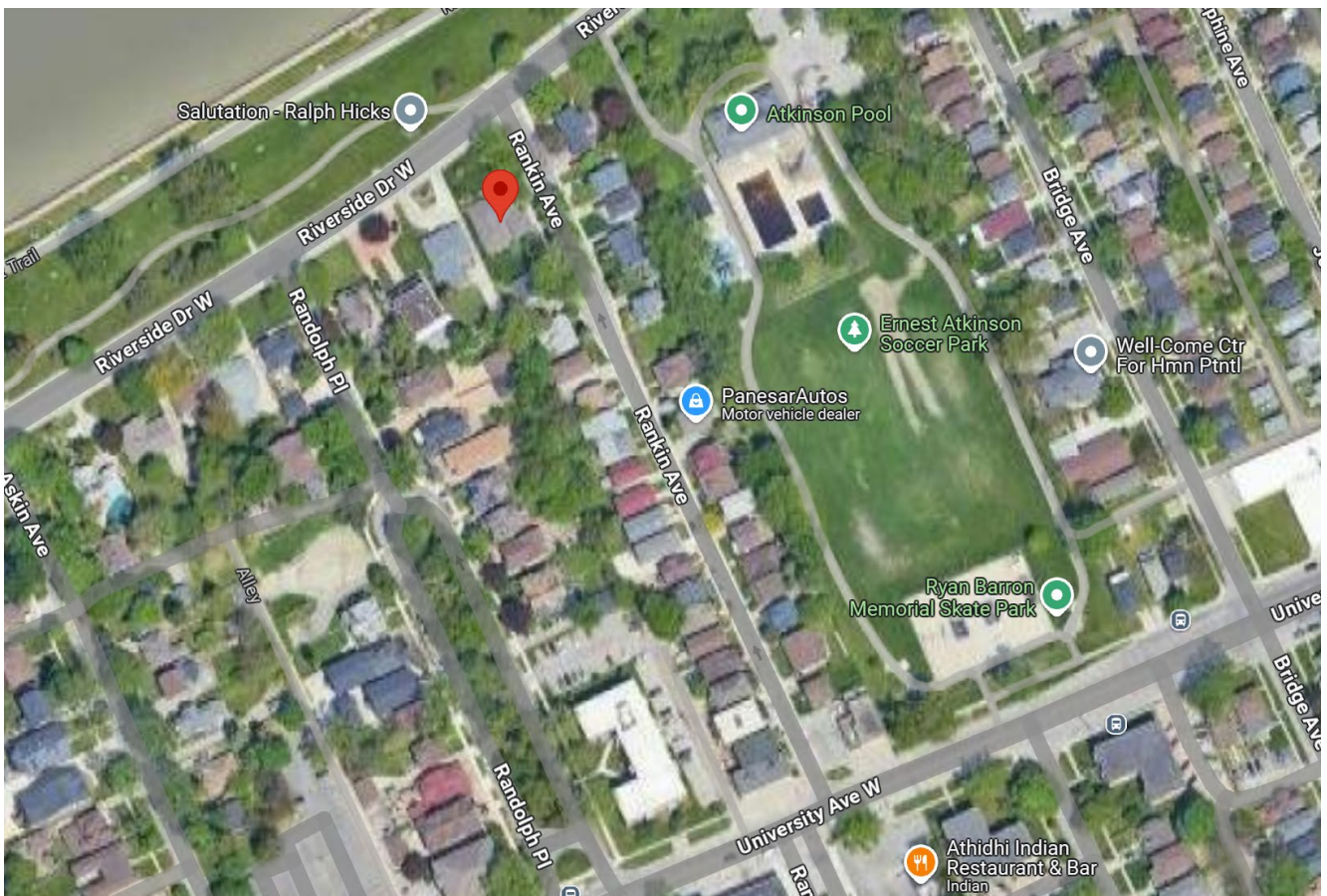
From a planning perspective, it is my professional opinion that the proposed 3 storey, low profile multi-unit residential building is comparable to existing low, medium and high profile residential buildings within the neighbourhood and can be considered a compatible use and density with this neighbourhood mix of densities, heights and uses as a healthy community.

2.2 NEARBY AMENITIES

The Riverside trail and the Atkinson Park provide for significant parkland amenities in close proximity to the site for a healthy community. The trail provides quick and easy access to the downtown and to the university.

There is local, neighbourhood commercial available within the close proximity. The downtown CBD is located within a couple blocks and within walking distance. Within the neighbourhood are some restaurants and diners within walking distance from the site.

FIGURE 5 – SITE AERIAL 2121 RIVERSIDE DRIVE



2.3 LEGAL DESCRIPTION AND OWNERSHIP

The legal owners name is: Agbaba Holdings Corporation

Legal Description is: Part of Lot 1, Registered Plan 1163, Town of Sandwich as in R940402; City of Windsor. PIN SHEETS: 01230-0216 (LT)

2.4 SIZE AND SITE DIMENSION

The subject lands are a rectangular shape as a corner lot fronting on Riverside Drive West and an exterior side yard on Rankin Avenue. The lot has a frontage of approximately 22.5 m on Riverside Drive West and an area of 1,247.8 m².

2.5 TOPOGRAPHY, VEGETATION, AND PHYSICAL FEATURES OF THE SITE

The subject lands are generally flat with an existing residence and residential trees and shrubs on the property. Landscaping will be designed to provide screening and positive accentuate the new residential building.

There is an opened alley at the rear of the property providing access to parking for the subject lands as well as access to rear area parking for other properties. The alley provides for access from Rankin to a number of residential properties adjacent the alley, supporting the heritage character of the neighbourhood with parking to the rear of the residences. A request for closure of the alley is not supported since the alley is an integral access for the subject property as well as other residential properties and will support the heritage principal of parking in the rear of the heritage building.

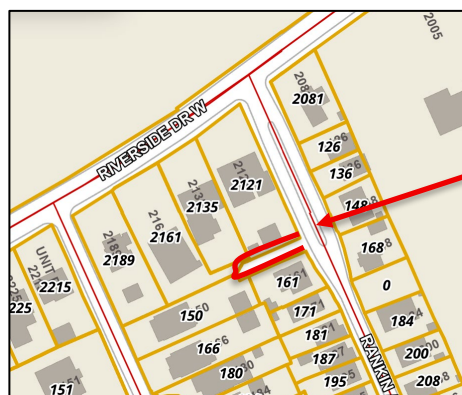


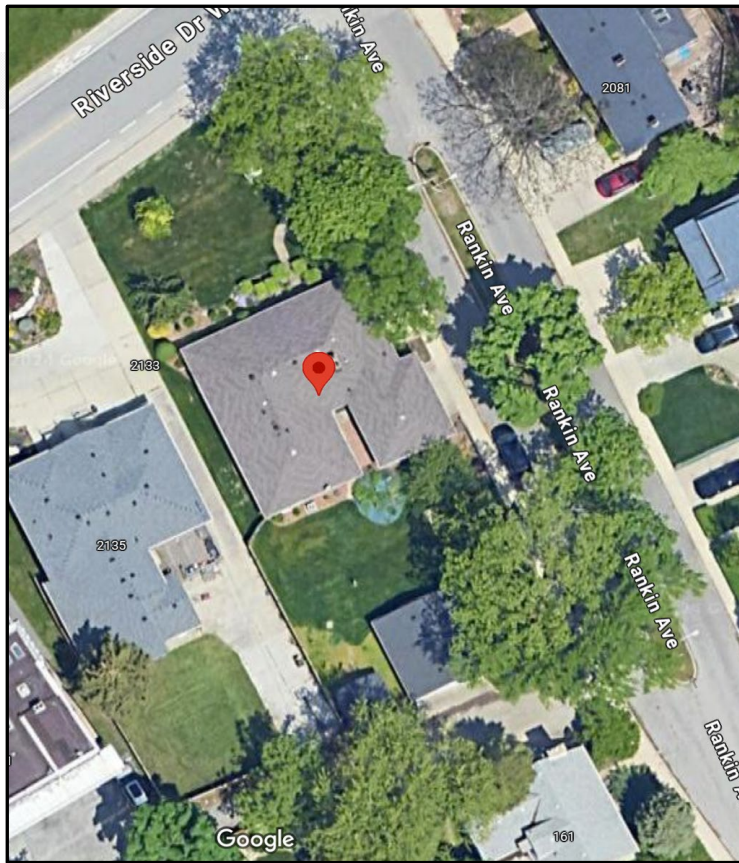
FIGURE 6

ALLEYWAY



2121 RIVERSIDE DR
MAY 27, 2025

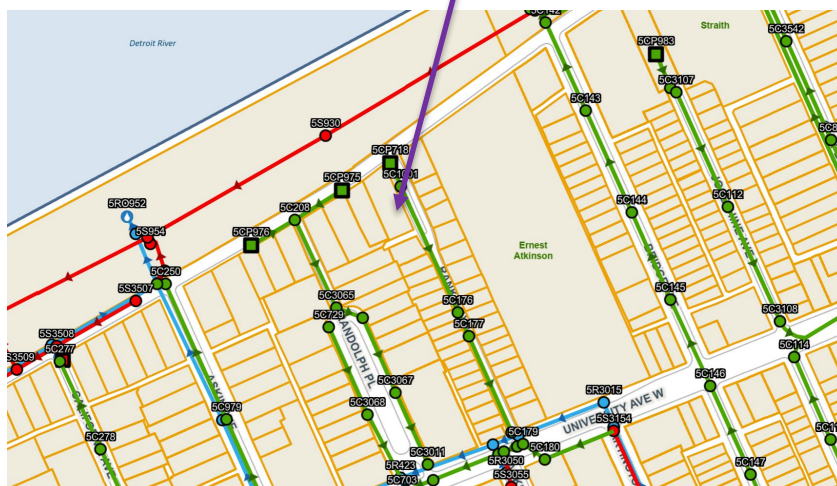
FIGURE 7 – SITE AERIAL 2121 RIVERSIDE DRIVE



2.6 MUNICIPAL SERVICES

The subject lands are serviced by combined municipal sanitary and stormwater sewers along Rankin Avenue.

FIGURE 8 – 2121 RIVERSIDE DRIVE WEST – SANITARY SEWER LINE



2121 RIVERSIDE DR
MAY 27, 2025

2.7 EXISTING ZONING AND PERMITTED USES:

The property is presently zoned 'Residential District (RD2.2)'. Alternatives permitted housing styles are provided in the (RD2.2) bylaw and specifically under 11.2.1 Permitted Uses of the (RD2.2) district.

City staff have recommended that the site be development for student housing with a **regulatory permitted** 4 unit townhouse. Through configuration of 3 units per townhouse, the regulations permit 12 residential units in total for the townhouses. Each unit will have 4 bedrooms in each unit for a total of 48 residential occupancy as permitted under the bylaw.

As an alternative, city staff recommended the site be developed for student housing with a regulatory permitted 4 dwelling units with 48 residential occupancy as **regulatory permitted** under the bylaw.

The townhouse style of housing is a permitted use in the RD2.2 district:

11.2.1 RD2.2 PERMITTED USES:

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

11.2.1.5 RD2.2 TOWNHOUSE REGULATIONS:

.1 Lot Width – minimum 20.0 m

.2 Lot Area – per dwelling unit – minimum 200.0 m²

.3 Lot Coverage – maximum 45.0%

.4 Main Building Height – maximum 9.0 m 11

.5 Front Yard Depth – minimum 6.0 m

.6 Rear Yard Depth – minimum 7.50 m

.7 Side Yard Width – minimum 1.20 m"

“TOWNHOME DWELLING means one dwelling vertically divided into a row of three or more dwelling units attached by common interior walls, each wall having a minimum area above grade of 10.0 sq. m., and may include, where permitted by Section 5.99.80, additional dwelling units. A semi-detached dwelling is not a townhome dwelling.”

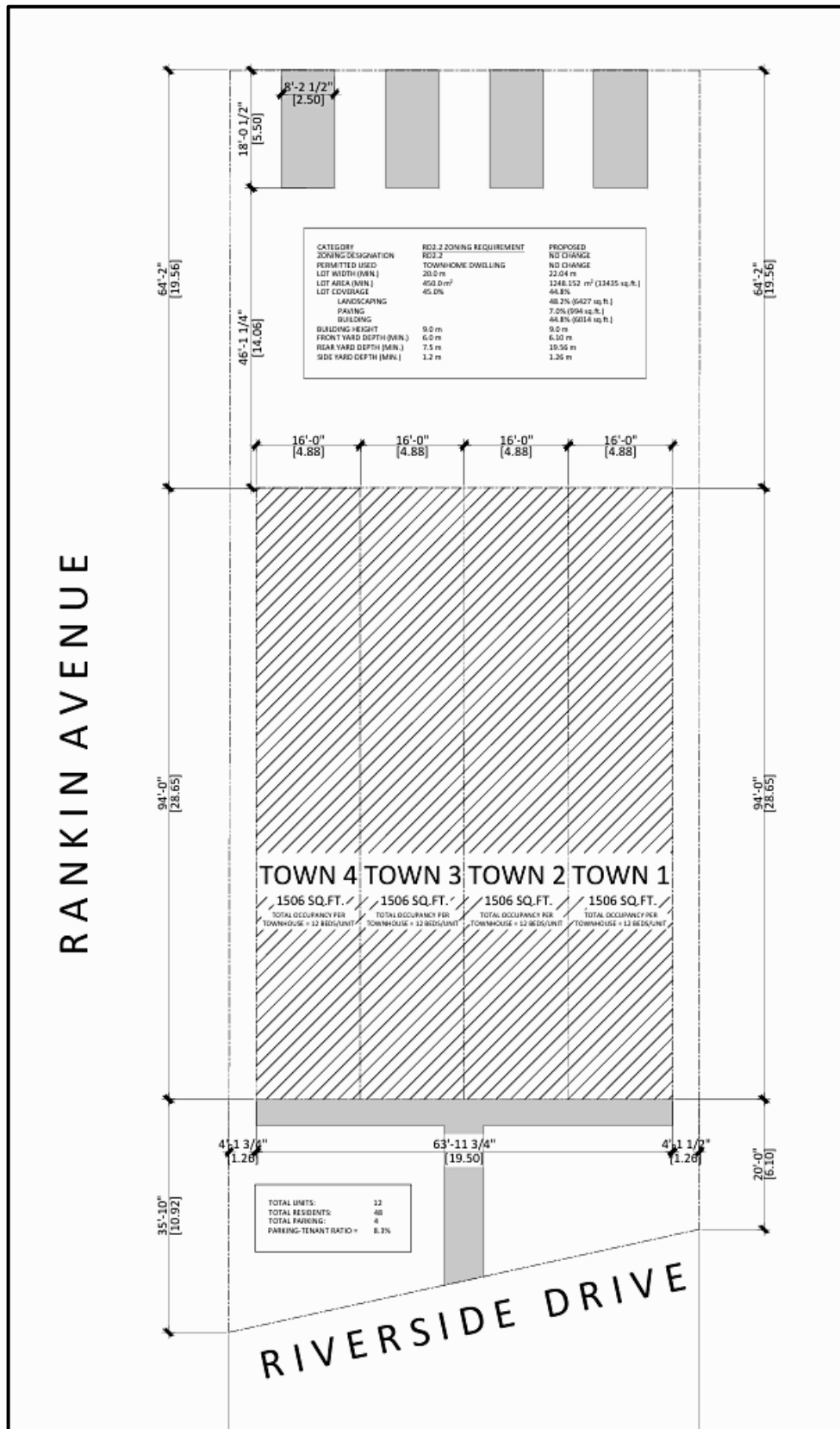
“5.99.80 SECOND UNITS / ADDITIONAL DWELLING UNITS

.1 **For any** zoning district that permits a single unit dwelling, semi-detached dwelling, duplex dwelling, or **townhome dwelling**, the following additional provisions shall apply:

.1 **Additional Permitted Uses**

- a) Two additional dwelling units shall be permitted on a parcel of urban residential land. This may be either:
 - i) **Two additional dwelling units within the primary dwelling unit located in the main building”**

FIGURE 9: DRAFT SITE PLAN FOR DEMONSTRATION PURPOSES ONLY



TOWNHOUSE BYLAW REVIEW			
REGULATIONS:	RD2.2	SITE	COMPLIES
LOT WIDTH (min)	20 m	22.04 m	YES
LOT AREA (min)	200 m ² /unit 800 m min	1,248 m ²	YES
LOT COVERAGE (max)	50% with ADU	44.8 %	YES
BLDG HEIGHT (max)	9 m	9 m	YES
FRONT YARD (min)	6 m	6.1 m	YES
REAR YARD (min)	7.5 m	7.5 m	YES
SIDE YARD (min)	1.2 m	1.2 m	YES
PARKING SPACES	4 (1 space per townhouse lot)	4 spaces	YES

TOWNHOUSE VS MULTIPLE BUILDING COMPARISON		
REGULATIONS:	MULTI-UNIT BLDG	TOWNHOUSE (x4)
OCCUPANCY (density)	46 Residents in individual Studio Apartments	4 residents in each unit 3 units in each townhouse unit 4 townhouse units 48 Residents Total
Bathrooms	46 bathrooms	48 bathrooms
LOT COVERAGE (max)	44%	44.8 %
BLDG HEIGHT (max)	11.71 m (2.7 m variance)	9 m
FRONT YARD (min)	7.41 m (established bldg. line)	6.1 m (minimum setback)
REAR YARD (min)	18.5 m	7.5 m
SIDE YARD (min)	1.83 m	1.2 m
LOADING SPACES	0	0
PARKING SPACES	12 spaces on site	4 spaces (1 space on each lot)
BIKE PARKING	3 legal (+39 bonus = 42)	0
REZONING OR VARIANCE	YES	NO
SITE PLAN CONTROL	YES	NO
OPEN HOUSE REQUIRED	YES	NO

PERMITTED TOWNHOUSE OPTION:

- (1) As permitted by regulations of the (RD2.2) district, four townhouse buildings that will result in 4 single, attached units and 8 ADU's for a total of 12 units constructed for 4 students in each unit. This would result in a total of 12 units, 48 bedrooms, and 48 bathrooms—a **greater residential density for the permitted townhouse development** than the proposed multiple dwelling, which houses 46 residents.
- (2) Although unit count is lower, the permitted townhouse form accommodates **more residents**, and therefore, a higher **density of occupancy**. As noted above, the 4 townhouse units, each with 2 ADU's in each unit, for a total of 12 residential units will result in a larger footprint with 45% lot coverage (50% max with ADU's) of the 4 townhouse units and with more residents (48 beds) than the multiple unit building.
- (3) The townhouse buildings are permitted up to 50% lot coverage, when including accessory dwelling units, which is higher than the proposed multiple dwelling's lot coverage of 44%. This results in a larger overall building envelope under the permitted townhouse scenario. The multi-unit building with 44.6% lot coverage will have a smaller footprint than the townhouse proposal.
- (4) The townhouse built form allows for 1.2 m side yard setbacks and a 6 m front yard setback. In contrast, the proposed multiple unit dwelling provides more generous setbacks, with 1.83 metres on the sides (50% larger) and 7.5 metres in the front (25% larger), offering more green space and separation from Riverside Drive.
- (5) The permitted townhouse will have to be set at the minimum front yard setback of 6 m to accommodate width for each unit while the new multiple unit building will respect the established building line at 7.41 m front yard setback, making the multiple unit building consistent with the neighbourhood.

- (6) The townhouse units, under the regulatory bylaw, do not require any bicycle parking, whereas the proposed multiple dwelling includes 3 legal bike parking spaces and an additional 39 informal ones, providing a total of 42 spaces to support active transportation.
- (7) The permitted **townhouse development** requires only one parking space per building, for a total of **4 parking spaces serving 48 residents at a ratio of 1 parking space for 12 tenants** or 8.3% parking-to-resident ratio. The proposed **multiple unit dwelling** building provides for **12 parking spaces serving 46 tenants**, including two with EV charging stations, resulting in a ratio of **1 parking space for 4 tenants** with a 26% parking-to-resident ratio.
- (8) Additionally, under the permitted townhouse scenario, the City would be required to issue up to 24 on-street parking permits, whereas the proposed multi unit development is granted no on-street parking. This means the townhouse alternative would create a significant burden on neighbourhood parking, while the proposed multiple dwelling will have no such impact. A parking study prepared by Dillon Consulting has confirmed that 12 spaces are sufficient for the proposed student housing use.
- (9) From a built form context there are no townhouse units within the neighbourhood of 2121 Riverside Dr: the built form of the 2.5 storey townhouse will be unique for the neighbourhood.

The townhouses will create an anomaly in the neighbourhood with the different massing and housing style than existing built form in the neighbourhood.

- (10) A 2.5-storey townhouse form would introduce a built form that does not align with existing residential built form, massing or character within the neighbourhood.

- (11) To the east, existing building forms transition from a duplex followed by a park, and then a **mix of low-rise and high-rise multiple unit buildings**. The proposed multiple dwelling building is more consistent with the evolving built form along within this neighbourhood of Riverside Drive.
- (12) 2161 Riverside Drive (art deco building to the west) is a multi-unit building consistent in height with the proposed multiple unit building and are comparable in height, massing and footprint.
- (13) The permitted townhouse option would not be subject to Site Plan Control. As such, the design could proceed with minimal municipal oversight and would be entirely at the discretion of the developer. By contrast, the proposed multiple unit dwelling is subject to full Site Plan Control and has been carefully designed to integrate with the surrounding heritage building context with features like parking sympathetic and compatible with the existing heritage buildings in the neighbourhood.
- (14) As an example, the multi unit building's lower brick band mirrors the detailing of 2081 Riverside Drive, while the upper cladding and color palette reflect the materials used at 2135 Riverside Drive. This architectural approach has been positively received by nearby residents, with many describing the design as "breathtaking" and "a huge win for the street."

It is my professional opinion that the proposed multiple unit building is significantly more compatible and sympathetic to the existing built heritage environment and will be a positive infilling development.

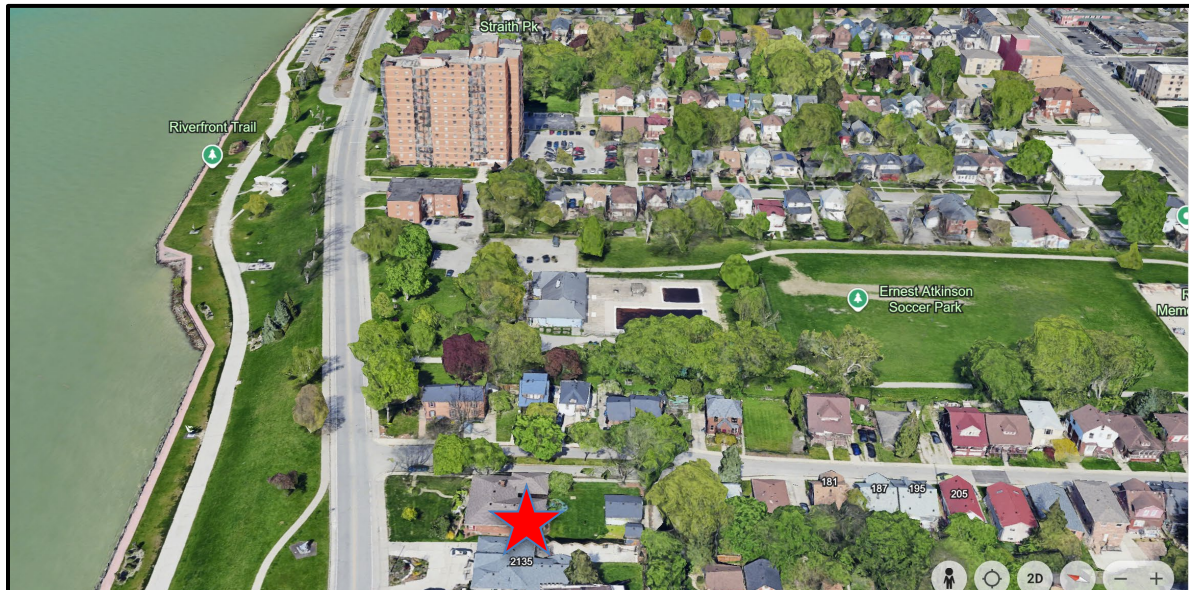
3.0 DEVELOPMENT PROPOSAL

The subject lands known as 2121 Riverside Dr. West is presently designated as 'Residential' on the City of Windsor Official Plan, Schedule 'D' and is zoned as 'Residential District 2.2 (RD2.2)' in the Comprehensive Zoning Bylaw 8600 (CZB) for the City of Windsor.

FIGURE 10 – LOOKING NORTH AT RIVERSIDE PARK AND TRAIL



FIGURE 11 – LOOKING EAST ALONG RIVERSIDE DRIVE

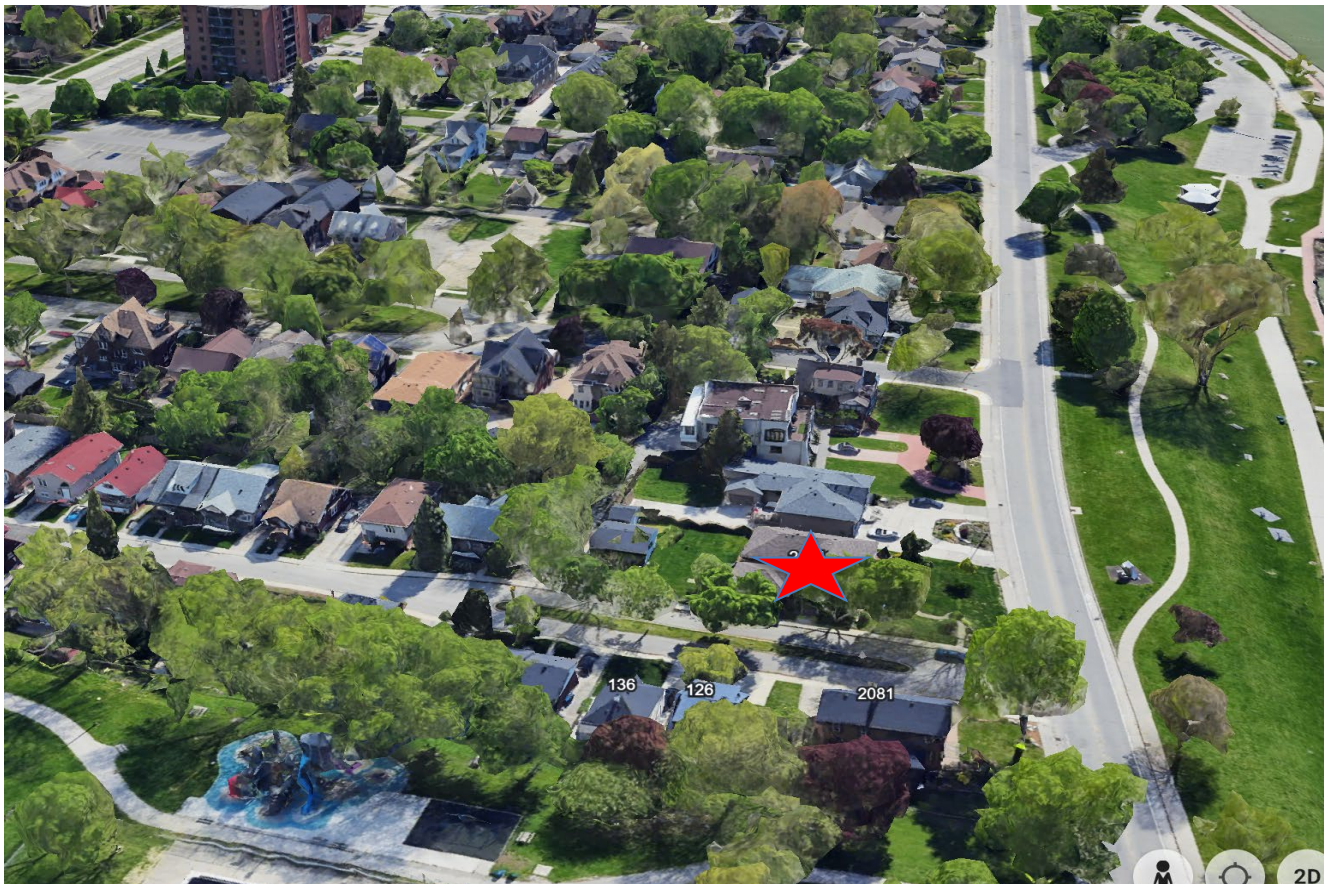


2121 RIVERSIDE DR
MAY 27, 2025

FIGURE 12 – LOOKING SOUTH ON RIVERSIDE



FIGURE 13 – LOOKING WEST ON RIVERSIDE



The OP allows for a Low or Medium Profile Residential building on the site. The Zoning Bylaw Amendment purports to maintain the existing 'Residential District 2.2 (RD2.2)' while applying new provisions to create a site specific 'Residential District 2.2-# (RD2.2#)' with following regulations:

PERMITTED BUILDING AND DENSITY: One multiple dwelling with 46 dwelling units
BUILDING HEIGHT: 11.71 m
LOADING SPACES: 0 spaces
PARKING SPACE SETBACK WINDOW: 1.5 m
PARKING SPACE SETBACK ALLEY: 0.0m

The above provisions being added to the (RD2.2) zone as site specific provisions will allow for the maintenance of a zone that exists for the neighbourhood while making minor adjustments through a ZBA to permit the residential development of a low storey multiple unit dwelling.

The main floor of the building will have a subtle entrance fronting on Rankin Ave with the entrance facing the street and not the interior side yards. There will be fencing between the new building and the adjacent land owner. Bike parking will be located between the residence and the privacy fence. On the top floor is a garden terrace including landscaping with a gathering place and amenity space available for all the tenants.

Each of the 46 residential units will be rental of studio apartment accommodation with unit areas of 29.5 m² (317 ft²) to 40 m² (431 ft²). The units are called studio apartments because of the small scale of the units as efficient suites. The studio units are perfect for one person but do not facilitate two people inhabiting the units therefore 46 units refers to 46 residents. These small units are geared towards university grad students who need privacy, quiet and affordable units. The building is considered Purpose Built Student Accommodations (PBSA) and the size of the units reflect the intended units.

As discussed in the urban design subsection below, the 46 units are defined as small units intended to support senior university students or young professionals with quick and easy access to downtown and the university utilizing the Riverfront Trail.

The provision of high quality, rental accommodation will provide alternative housing tenure and style while supporting young professionals or senior university students to afford reasonable, modern accommodations.

The building has been designed by Meo and Associates with a heritage sensitive profile building characteristics that is architecturally appealing, enhancing the vitality of the existing neighbourhood. Colours and materials have been duplicated from existing heritage buildings in the neighbourhood to provide for a compatible and heritage sensitive development. Please refer to elevations below.

The proposed buildings will have a compact residential form that will reduce the consumption of land and make efficient use of energy resources and existing municipal services while providing for modest intensification. The proposed 3 storey low profile building will be clustered with other low and medium profile residences buildings located in neighbourhood.

There are like and similar buildings with multiple storeys and other low and medium profile residential buildings within the immediate neighbourhood making the proposed building comparable and compatible with the neighbourhood.

The building is located adjacent to other 3 storey profile buildings and two storey buildings, like and similar building profiles providing for compatibility of the proposed building with the neighbourhood. The proposed 3 storey residential multiple dwelling will provide for a mix of housing styles and tenures required for a healthy community.

In accordance with Section 24.20.5 of the CZB, the provision of 12 parking spaces on site for students complies with the requirement for 12 parking spaces for student housing such as the proposed multiple unit building. The parking will support the use of municipal transit, the local trails and the walkable healthy community.

The subject site is located just 550m (6-7 minute walk) from the University of Windsor Campus to the west utilizing the multiple trail system of the Riverside Waterfront Trail. As well, the downtown core is located within a 7-10 minute walk to the east.

The housing proposed is considered student housing but will be in private ownership rather than student housing owned by the university. The student housing will provide small, studio apartments for single tenants in new, efficient, affordable accommodation. The housing will provide for alternative, affordable tenure and style to provide for student housing.

The building has been designed for university students and young professionals who do not have a car and want a nice, small apartment in close proximity to municipal transit; trails; the university and the downtown core. The style of housing is considered 'Purpose Built Student Accommodation (PBSA)' as small studio apartments with approximately 29 m² to 40 m² floor area with tenants who typically do not have cars.

Under Provision 24.20.5 in Bylaw 8600 provides for 1 parking space for each 4 beds within student housing. The building has 46 units that are small, studio units (no bedroom but open space) intended for 1 bed and 1 tenant each room. The recommended 12 parking spaces recommended by the bylaw for student housing is an appropriate direction for parking by students. The 11 parking spaces have been provided with 1 additional parking spaces for visitor parking.

Dillon Consulting, Traffic Engineer has provided positive support for the amount of student parking:

"The minimum number of parking spaces required for the site as per the City's Zoning By-law is 11 spaces. The subject site proposes 12 parking spaces, which meets the ZBL requirements."

In support of the provision of reduced parking, should a tenant want additional parking, there is municipal parking lot available for permit parking within close proximity.

Provisions of the (RD2.2) zone front yard regulations allow for a minimum 6 m setback for the new building. This setback however will bring the building forward of the established building line of the existing residences. The front yard has therefore been set at 7.41 m to respect the front yard setback of the established building line.

There will be 12 parking spaces on site with access from the alley and Rankin Avenue while supporting the moderate intensification allowed by the comprehensive development of the site. Tenants will be provided with 42 bike parking spaces with the intent that the residents will use the available trail for transport to the university or to the downtown.

Should a tenant want a parking space, they can access the municipal parking lots within close proximity to the building.

The building can be considered compatible with other similar low and medium profile residential multi unit buildings within the neighbourhood.

In my professional opinion, the proposed development will be an attractive, pedestrian oriented building that will be an asset to the neighbourhood while providing for needed alternative housing for students or young professionals.

The University of Windsor has provided a letter, attached as Appendix A, with support for the housing. The University has identified a significant need for student housing with location of the building is optimum:

'The University of Windsor strongly believes that the city would benefit from additional housing inventory, especially those that bring a level of diversity, accessibility and affordability to the post secondary students who wish to reside in close proximity to the University's main campus.'

The proposed multi-unit residential complex will promote active, healthy community with the excellent access to active transportation. The site is in close proximity to municipal transit and municipal trail system.

3.1 SITE PLAN PREPARED BY MEO AND ASSOCIATES:

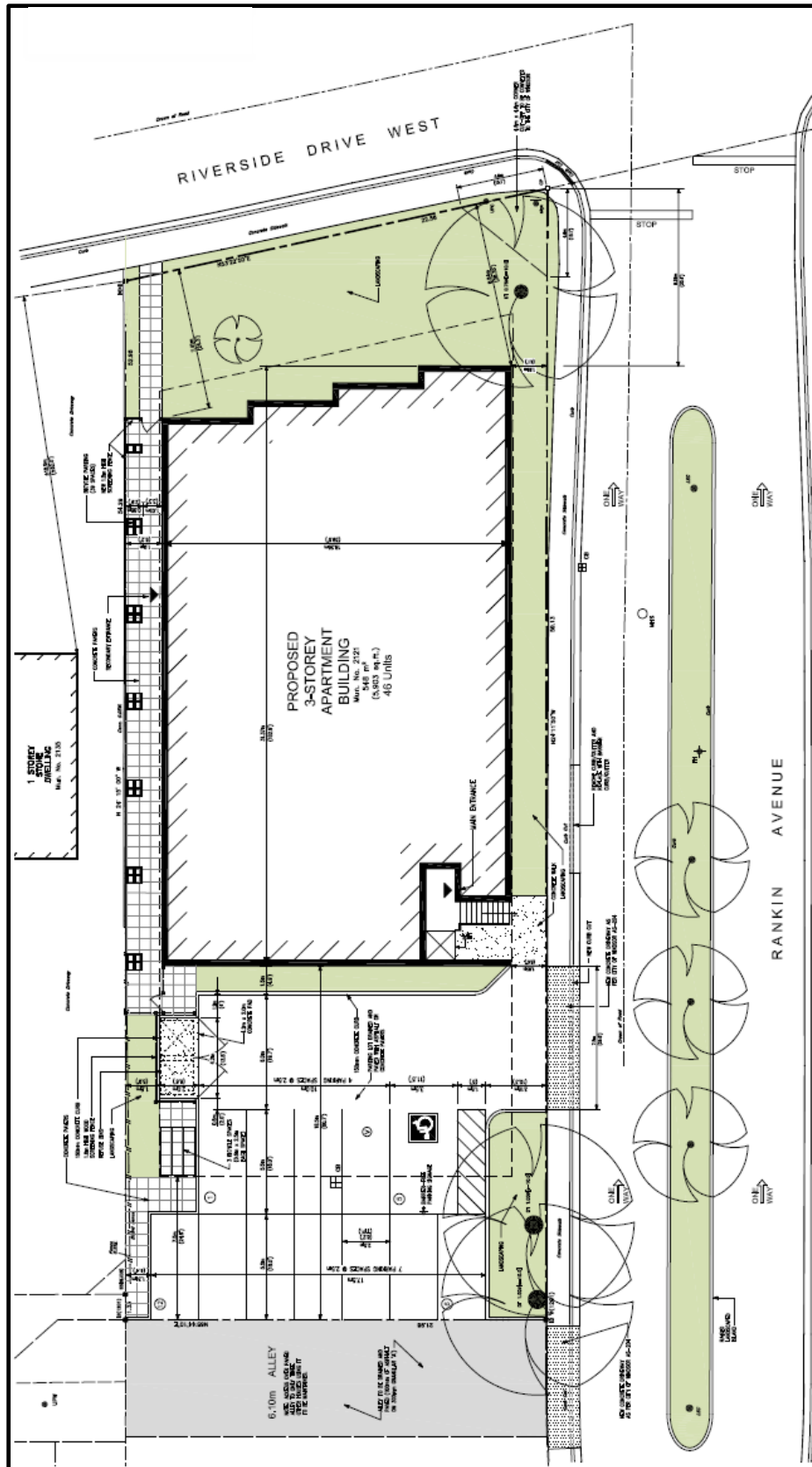


FIGURE 14:

2121 RIVERSIDE DR W.
SITE PLAN

2121 RIVERSIDE DR
MAY 27, 2025

3.2 BUILDING RENDERINGS

FIGURE 15 – NORTH EAST IMAGE



FIGURE 16 – NORTH ELEVATION IMAGE



FIGURE 17 – EAST IMAGE



3.3 LANDSCAPING

Greenspace is provided in the front yard and exterior side yard to ensure the building appears as residential and is compatible with the neighbourhood. The interior side yard will be comprised of decorative interlocking bricks to provide for hard surface landscaping. The roof will be provided as an amenity space with outdoor furniture to provide for use by the tenants.

Parking in the rear has been reduced by two spaces to save the two mature trees fronting on Rankin Blvd. This will ensure mature trees are preserved and maintain the viewscape along Rankin Blvd.

There is significant parkland across Riverside Drive and within the block to the east is a significant municipal park with Atkinson Park that includes a pool, a skating rink, soccer pitch and green space.

3.4 PARKING

As indicated by Dillon Consulting in their Transportation Impact Study, university students and young professionals and as identified in the Purpose Built Student Accommodation (PBSA), tenants will typically not have cars.

Parking provisions of CZB 8600 for PBSA's requires 1 space for each 4 beds within the building of a PBSA which would result in 11 parking spaces as noted by Dillon. In this circumstance, the rooms have been designed as small studio units to accommodate 1 tenant (bed) per unit. As a one bed studio unit with 46 units in the building, the amount of parking required for the site is 11 spaces.

Dillon Consulting's Transportation Impact Study for the site at 2121 Riverside Drive and based on the floor plan and the intended tenants, provided positive support for 12 parking spaces. The site plan originally had 12 parking spaces proposed and has been revised to now accommodate a **proposed 12 parking spaces** provided to accommodate the CZB.

"The proposed development consists of a three (3) storey residential building featuring 46 units and a surface parking lot with 12 parking spaces. One vehicular access is proposed on Rankin Avenue for the site. It is located approximately 45 metres south of Riverside Drive West. Two entrances to the building are proposed, with one entrance proposed along Rankin Avenue (main building entrance) and another on the west side of the building (secondary building entrance), accessed via a concrete pathway that connects to Riverside Drive West.

The proposed development is anticipated to generate 8 total person trips during the AM peak hour (3 inbound and 5 outbound) and 14 total person trips during the PM peak hour (8 inbound and 6 outbound). These forecasts reflect an estimated non-auto modal split of 22% for mature neighbourhoods, which is based on 2041 targets outlined in the City of Windsor's 2019 Active Transportation Master Plan.

All study area intersections are projected to have acceptable levels of vehicular delay and queuing. All individual vehicle movements operate at LOS C or better. No critical movements have been identified. The proposed site driveway is projected to operate at an excellent level of service (LOS A), during both the AM and PM peak hours through to the 2031 horizon year.

There are existing sidewalks and bicycle lanes on Riverside Drive West along the sites north frontage, which will not be modified as a result of the proposed development. The site plan proposes the introduction of a concrete walkway that would connect the western edge of the proposed building to the existing pedestrian sidewalk on Riverside Drive West. This would link pedestrians to the building's secondary entrance. Along Rankin Avenue, a sidewalk currently exists along the site's east frontage.

The minimum number of parking spaces required for the site as per the City's Zoning By-law is 11 spaces. The subject site proposes 12 parking spaces, which meets the ZBL requirements."

3.5 FLOOR PLANS

FIGURE 18 – 2nd and 3rd FLOOR PLAN



FIGURE 21 ROOF TOP TERRACE PLAN

3.6 FUNCTIONING SERVICING REPORT

Ralph Meo P.Eng. from Meo and Associates a local engineering firm completed a Functional Servicing Report dated September 25, 2024 with the following summary:

“3.0 Conclusions and Recommendations:

The existing 300 mm sanitary sewers have sufficient capacity to serve the proposed 46-unit apartment building at 2121 Riverside Drive, as well as the rest of the residences that drain into it.

The plumbing system for the proposed building should be installed and maintained as detailed herein, including backup power.

The allowable release rate for the Storm Water Management plan should be reduced by the sanitary flow emanating from the proposed apartment building (1.76 l/s reduction).”

3.7 STORMWATER MANAGEMENT REPORT

Ralph Meo P.Eng. from Meo and Associates a local engineering firm completed a Storm Water Management Report dated August 27, 2024 with the following summary

“Conclusion:

The proposed 46-unit apartment building at 2121 Riverside Drive can be provided with sufficient storm water detention storage, on site, and limit its discharge rate to the current 10.5 l/s.

It is my opinion that, if the proposed project is developed as proposed and described herein, it will not have a negative impact on the storm water drainage in this neighbourhood.”

3.8 SHADOW STUDY

A Shadow Study was completed to visualize the new building and determine if there are any impacts on the neighbourhood. According to Michael Piskovic OAA, Meo and Associates, **letter dated April 10, 2024:**

“These drawings depict the annual range of shadows, with the longest shadows occurring in December and the shortest in June. Typically, March and September represent average conditions in terms of shadow length.

Regarding the impact on the surrounding single-family houses’ rear yards (outdoor living spaces), the following observations can be made:

- **March 21 (Vernal Equinox)**

- 2135 Riverside Dr. W.: Minimal shadow is observed at the southeast corner of the house adjacent to the east property line between the hours of 8:00-10:00
- 2081 Riverside Dr. W.: Shadow is cast in the rear yard during the late afternoon at 18:00 hours

- **June 21 (Summer Solstice)**

- 2135 Riverside Dr. W.: Minimal shadow is observed at the southeast corner of the house adjacent to the east property line during the early morning hours

- **September 21 (Autumnal Equinox)**

- 2135 Riverside Dr. W.: Minimal shadow is observed at the southeast corner of the house adjacent to the east property line during the early morning hours

- 2081 Riverside Dr. W.: Shadow is cast in the rear yard during the late afternoon at 18:00 hours
- 126 and 136 Rankin Ave.: Shadow is cast in the rear yards during the late afternoon at 18:00 hours

• **December 21 (Winter Solstice)**

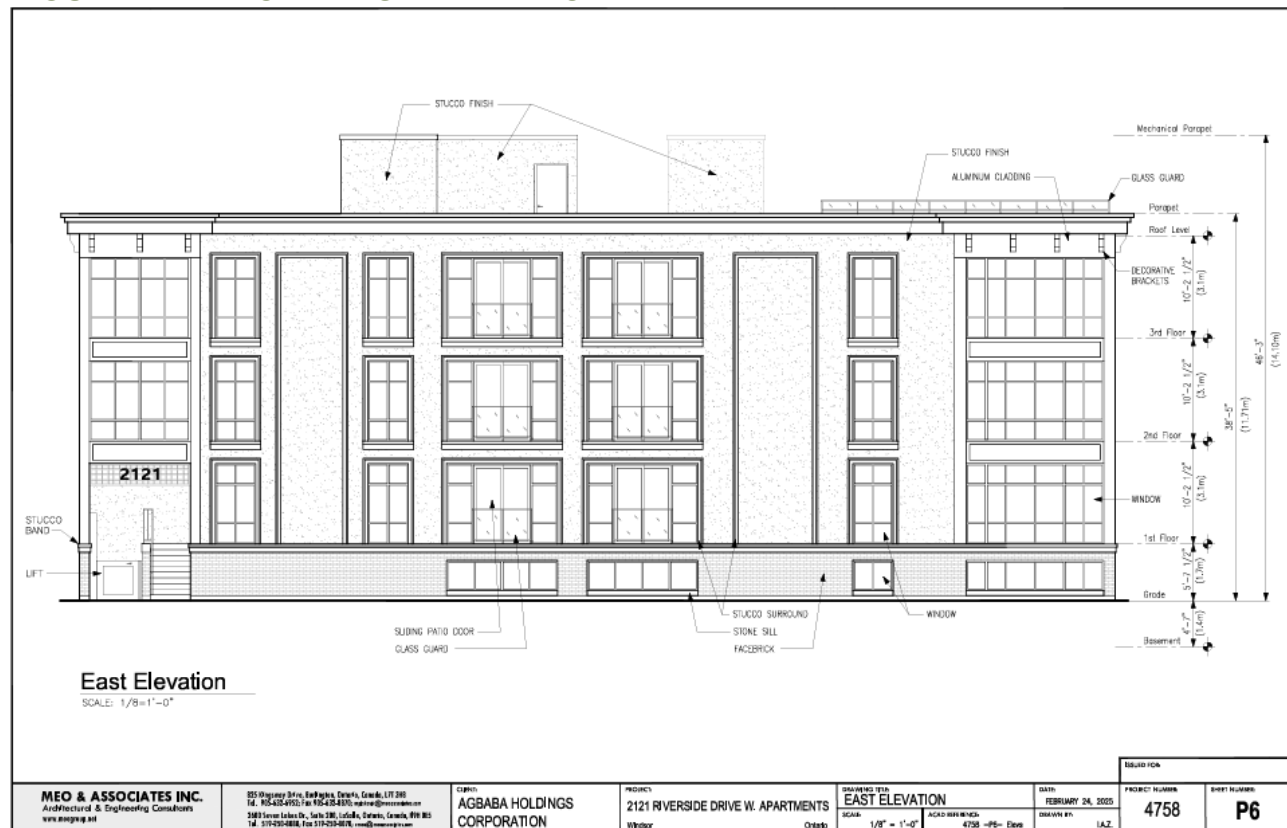
- 2081 Riverside Dr. W.: Shadow is cast in the rear yard after 15:00 hours
- 126 Rankin Ave.: Shadow is cast in the rear yard after 14:30 hours.

Overall, the shadows generated by the proposed development are anticipated to have minimal impact on the neighbours' rear yards."

3.9 HERITAGE REVIEW

The building has been designed by Meo and Associates with a heritage sensitive profile building characteristics that is architecturally appealing, enhancing the vitality of the existing neighbourhood. Colours and materials have been duplicated from existing heritage buildings in the neighbourhood to provide for a compatible and heritage sensitive development. Please refer to elevations below.

FIGURE 22 – FRONT/EAST ELEVATION



The immediate neighbourhood is comprised of a mix of periods and age of existing housing and styles: arts and craft, 4 square, art deco, mansard dutch barn, Ontario cottages (modest homes), 1960's bungalow.

There were some Heritage features such as the following that are found in the neighbourhood that have been duplicated for this multiple residence building (see below);

- 1) banding around each floor;
- 2) Complex lights with multiple mutons and mullions;
- 3) Colour palette was used from the two existing residences adjacent to the property
- 4) Corbels and decorative roof features.

FIGURE 23 – BUILDING DESIGNATED UNDER HERITAGE ACT



In my professional opinion, the architect has provided a compatible and heritage sensitive building that will be well suited in the mix of heritage styles and periods of the neighbourhood.

3.10 OPEN HOUSE

An Open House was held on site with well over 25 people in attendance. There were a number of rendering perspectives; a floor plan for each floor; entrance and coloured drawings showing the height of the building relative to the neighbourhood residences on display for discussion and questions by attendees.

The Open House lasted for 2 hours with Ralph Meo, P. Eng from Meo and Associates; Michael Piskovic, Architect from Meo and Associates; the owner Marko Agbaba; myself; immediate neighbours, Frank Garardo, Senior Planner with the City of Windsor and Council Member Sleiman attending.

The 22 people from the neighbourhood who attended the Open House had a very positive response and discussion with the hosts. Once the plans were examined and discussed with the neighbours, there were no negative comments, and all the neighbours were excited for the development.

Please refer to attached Appendix A showing Open House notice and all comments received at the Open House and afterwards.

4.0 URBAN DESIGN REVIEW

The following is a design review based on Section 8.0 of the Official Plan policies that direct and govern how the built form and public space are complimentary:

Section 8.2 Image of Windsor

As discussed throughout this report, the proposed building has been designed to be heritage sympathetic and in height that is compatible and complimentary to neighbourhood buildings.

The building has been designed extensively for a bright and welcoming building for both the residents and for the viewscape and as a gateway building to Rankin Avenue. The new building has been designed to be a visual asset along the significant Riverside Drive.

Architectural design has been emphasized to provide for an aesthetic quality for the new units with the use of soft tones, complimentary lines and contrasting colours, and windows that provide a vibrancy for the building.

Section 8.3 Design for People

The entrance to the new building is from Rankin Avenue to minimize noise and impact on adjacent neighbour and the units do not have balconies allowing for privacy of units with the existing residents.

The building has been setback in compliance with the established building line to compliment the streetscape and view line of Riverside Drive.

Section 8.4 Pedestrian Access

There is sidewalk access to the west side of the building where there is 39 bike racks hidden behind the proposed privacy fence. The bike racks will provide for 3 in the rear yard adjacent an access door while an additional 39 spaces will be provided in the interior side yard with significant space remaining for a sidewalk access from Riverside Dr to the rear door of the building.

Services such as significant bike racks, pedestrian walkway and bike trail will provide for quick and easy access to the Riverside Trail system leading to the downtown core or to the University of Windsor.

The building has been brought closer to the side yard to allow for an emphasis on pedestrian access.

The entrance off of Rankin Avenue is highly visible from an aesthetics perspective as well as from a safety perspective

Section 8.5 Ecological Design

The rental units are small, efficient units that with the modest intensification provides for a high level of energy efficiency.

Parking is provided in compliance with the bylaw for the proposed student accommodation. The rentals will be focused to senior university students with an emphasis is on the walkability and the use of the Riverside Trail to move between the downtown and the University of Windsor.

Section 8.6 Micro-climate

A shadow study was completed showing that there is very little impact on the neighbourhood due to the 3 storey building. This shows that there will be minimal climate impact on the neighbours with the construction.

Section 8.7 Built Form

The proposed building is sympathetic to the heritage built form of the neighbourhood. The proposed building displays heritage aspects that supports the infilling of the building within the mix of ages and built forms within the neighbourhood.

The design of the building has extensively used windows that establishes a bright built form that will provide for a bright vibrant unit for each of the tenants. The windows help to display the beautiful and complimentary colours, bright, built form of the building.

Section 8.8 Public Space

The roof top amenity space will provide for a quiet gathering space for the tenants.

The amenity space has been incorporated into the design of the building to create a positive outdoor experience for the tenants and to not impose on the neighbours. The elevation of the space is comparable with the arts and craft building to the west and the building immediately to the west is extensively tree covered and will have privacy with the wood board fence on the property line.

Section 8.9 Views and Vistas

The rooftop amenity space has been integrated into the building design to emphasise the vista and view of the Detroit River and the Waterfront Riverside.

Section 8.10 Art in Public Spaces

There are no opportunities for art in public spaces however, landscaping and site amenities will ensure a high level of visual aesthetics.

Section 8.11 Streetscape

As noted in this report, the building has been staggered in setback at 8m, consistent with the established building line of the existing buildings. Maintaining the established building line ensures that the 1960's bungalow, the arts and craft residence and the opposite corner 4 square are not hidden and that the heritage elements are complimented and not screened. The established building line ensures a complimentary and vibrant viewscape while the positive designed building supports the streetscape without detracting from the existing buildings.

Section 8.12 Safety

The design has taken into consideration safe ingress and egress with open entrances and other site characteristics such as eliminating hiding places on the property has used Crime Prevention through Environmental Design principles (CPTED) as a consideration.

Section 8.13 Lighting

Lighting will be provided to ensure the property is well lit for the pedestrian and the biker to ensure safety. Lighting treatments will be integrated at Site Plan Control to ensure compliance with Dark Sky policies. A photometric plan will be provided to ensure compliance during site plan review.

The proposed development will provide for a new, 3 storey multiple dwelling with 46 units along Riverside Drive. Based on the architectural drawings and the thoughtful proposal that has regard for significant architectural features that respect public space, the pedestrian, the neighbourhood, heritage aspects, it is my professional opinion that this Urban Design Brief demonstrates the conformity and compliance of the proposal with the urban design policies of the Official Plan for the City of Windsor. The conformity supports the ZBA and the ability to bring the high level designed proposal into fruition.

5.0 PROVINCIAL POLICY STATEMENT (PPS 2024)

The *Planning Act*, R.S.O. 1990, c.P. 13, as amended, requires that the Council of a local Municipality shall make decisions on development applications which are consistent with the Provincial Policy Statement (PPS 2024).

The PPS was issued by the Ministry of Municipal Affairs and Housing under the *Planning Act* and provides direction on matters of provincial interest primarily related to land use planning and development. The policies within the PPS apply province-wide and are an integral part of the Ontario's policy led planning system.

The PPS aims to encourage the wise use and management of land and other resources, promote the development of healthy and prosperous communities, protect public health and safety, and protect the natural environment. Specifically, the primary directives of the PPS include:

“Section 2.1 Planning for People and Homes:

1. *Planning authorities should support the achievement of complete communities by:*
 - a) *accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated childcare facilities, long term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
 - b) *improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*

COMMENT:

In my professional opinion, the requested ZBA will authorize the proposed development of the 46 studio multiple dwelling building that provides for alternative tenure and style. The development is consistent with providing for affordable, studio efficient apartment units for older university students and young professionals.

This development will create an efficient and effective, and appropriate land use suited and compatible with the existing mixed of tenure and style residential neighbourhood while providing for moderate intensification that in my professional opinion is consistent with the principal PPS policy.

- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

COMMENT:

The proposed multi-unit building will provide for an alternative style and tenure of housing than the standard single detached residence. The ZBA will facilitate the provision of a variety and diversity of housing needed within a community to support a diversity of range for a viable, healthy community. The residential building will be developed with 46 studio units geared to students while providing for an alternative housing style and tenure than typically found within the City and is unique for the neighbourhood. The units have been designed as small studio apartments to allow for the senior university student that needs quiet and space without roommates while providing affordability as a single unit.

“Section 2.2 Housing policies:

- 1. Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*
 - a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
 - b) permitting and facilitating:*
 - 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
 - 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*
 - c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.”*

COMMENT:

The subject lands are located within the urban area of the settlement area within the City of Windsor. The ZBA authorizes an infilling residential development on site within a mixed of residential building ages, densities, and profiles within the neighbourhood. In my professional opinion, the proposed development will not result in the unnecessary expansion of the urban settlement area while supporting gentle intensification within the urban area adjacent to the CBD and within a few blocks of the university.

COMMENT:

The building is located within a neighbourhood providing services, significant recreational opportunities, on the Riverfront Trail and commodities within walking distance supporting alternative transportation than the use of the car.

There is a bus stop within a block to the building and fronts on the Riverside Trail, in my professional opinion, identifying the location as a walkable, biking area of the municipality. Supporting the use of the transit system and trail system supports the reduction of parking that in my professional opinion, makes the development consistent with the PPS.

There are employment opportunities within walking distance to the site, supporting the work/live initiative. There is bus service and trail service that will reduce the dependence on the vehicle while supporting walking, biking and healthy community initiatives of the Municipality and Province.

COMMENT:

In my professional opinion, the proposed development is an efficient and effective use of land, public service infrastructure and public transit and municipal trail infrastructure. The development is transit supportive and positive reduction of dependence on the personal vehicle.

The proposed development provides for alternative housing with a neighbourhood of comparable building height and density. The new development provides for alternative transportation and promotes active transportation. The multi-unit building design will promote energy efficiency in heating and cooling.

COMMENT:

The development of the subject lands supports, promotes and facilitates an appropriate land use for the neighbourhood while allowing for an intensification of land use and providing needed small residential apartment units as alternative tenure and style of housing within that supports gentle intensification.

COMMENT:

In my professional opinion, the proposed ZBA will support the development of the site for an appropriate and effective use of residential use. The height is comparable and compatible with adjacent buildings and other buildings within the neighbourhood.

The parking has been established consistent with the Bylaw and under direction of the Dillon Parking Study for student housing. With close transit and the riverside trail, the new development will support the use of municipal transit and the trail system, providing for the efficient and effective use of the lands for gentle intensification. There is an EV charging station and significant bike parking with 42 spaces supporting a clean and energy efficient development.

In my professional opinion, the residential use is the most appropriate use for the site; is consistent with the neighbourhood; will provide for needed housing; supports energy efficiencies to reduce impact on a changing climate and is an effective and efficient use of an infilling lot.

COMMENT:

The proposal will allow for an appropriate level of intensification that is compatible and consistent with the existing neighbourhood.

In my professional opinion, the proposed ZBA will authorize the suitable and compatible residential development that will provide for alternative housing tenure and style while supporting appropriate and compatible intensification.

COMMENT:

In my professional opinion, the requested ZBA is consistent with the 2024 PPS by supporting the sound and efficient managed intensification and growth associated with the residential development of the land use for the subject site within the downtown core area of the City.

Providing for an ZBA policy and regulatory framework that support the development of these lands for a low profile residential multiple unit building as an infilling development compatible with the existing neighbourhood, that in my professional opinion supports the Healthy Community initiatives and is therefore consistent with the Provincial Policy Statements (PPS 2024).

6.0 CITY OF WINDSOR OFFICIAL PLAN

The subject lands are designated 'Residential: Low and Medium profile' in the City of Windsor Official Plan Schedule D and are zoned 'Residential District 2.2 (RD2.2)' in the City of Windsor Comprehensive Zoning By-Law (CZB) 8600. The lands are located at 2121 Riverside Drive at the corner of Rankin Avenue.

The owners are requesting a site-specific ZBA to facilitate the infill redevelopment of the subject lands as a low profile multiple unit dwelling with 3 storeys, 46 residential units, 11.71 m in height and with 12 parking spaces and 42 bike spaces. The following policies relate to the proposed development:

“3.2.1 Safe, Caring and Diverse Community

- 3.2.1.1 *Windsorites want to be a part of neighbourhoods that meet their needs as places to live, shop and play. Each neighbourhood will have a central area that provides a focus for activities and is within a convenient walking distance. Here, people will find shops, jobs, neighbourhood based services, public places that are safe and inviting, and a place to meet with neighbours and join in community life. The neighbourhood centre will provide a variety of housing types for all ages and incomes.*
- 3.2.1.2 *Encouraging a range of housing types will ensure that people have an opportunity to live in their neighbourhoods as they pass through the various stages of their lives. Residents will have a voice in how this new housing fits within their neighbourhood. As the city grows, more housing opportunities will mean less sprawl onto agricultural and natural lands.*
- 3.2.1.3 *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. Newly developing areas will be planned to foster their own unique neighbourhood identities with a mixture of homes, amenities and services.*

- 3.2.1.4 *The design of buildings and spaces will respect and enhance the character of their surroundings, incorporating natural features and creating interesting and comfortable places. Streets, open spaces and the greenway system will serve as public amenities connecting and defining neighbourhoods and contributing to Windsor's image. New development in Windsor will accommodate the needs of pedestrians, cyclists and other recreational activities."*

COMMENT:

The proposed development has been designed by architects with a high aesthetical standard; will be constructed of high-quality materials to a high standard of design that will contribute positively to the visual amenity and 'sense of place' in the neighbourhood; the site will be extensively landscaped; is located as a gateway into the neighbourhood; provides parking in compliance with the bylaw, provides for gentle intensification in the provision of 46 studio units, supports walkability connectivity and use of municipal transit and trail system, and in my professional opinion, conforms with the relevant policies of the Official Plan.

"3.3.2 Vibrant Economy

- 3.2.2.3 *Revitalizing areas in need of improvement will improve Windsor, while protecting the community's investment in infrastructure and other services. Community improvement initiatives will strengthen neighbourhoods by providing new businesses, homes and public spaces and by creating unique opportunities for reinvestment in the community."*

COMMENT:

The proposed ZBA will support the revitalization and rejuvenation of the neighbourhood by redeveloping the property with a new building that can be considered compatible with the neighbourhood while being sympathetic in design with the heritage neighbourhood, that in my professional opinion, conforms with the relevant OP policy.

The new residential multiple unit building will provide for 46 small units, providing for senior student and young professionals housing that is compact and alternative style and tenure than is efficient.

“3.2.3 Sustainable, Healthy Environment

- 3.2.3.1 *Windsor will work toward achieving a sustainable transportation system where all modes of transportation can play a more balanced role. The creation of mixed use and employment centres will allow businesses and services to be closer to homes and allow greater opportunities for walking, cycling and transit.*
- 3.2.3.5 *Windsor will encourage the design and construction of energy efficient buildings and landscapes to reduce air, water and land pollution and environmental impacts of energy production and consumption.”*

COMMENT:

In my professional opinion, the proposed development being adjacent to a significant trail system and within close proximity to transit supports the use of available public transit by increasing ridership along an existing main bus route and the use of the trail for a healthy community.

The proposal will support active transportation by increasing the residential density and by its design incorporating bike parking and sidewalks.

The gentle intensification of the building as single unit studios and parking reduction based on student accomodation, in my professional opinion, reduces land consumption and supports energy efficiency. Providing surplus bike parking encourages the use of the trails and the bus for the students and the young professionals conforms with the policies of the Official Plan encouraging energy conservation.

“4.1 Goals

In keeping with the Vision and Mission Statements and the Principles set out in the Development Strategy, Council’s healthy community goals are to achieve:

- 4.1.1 *Windsor’s full potential as a healthy and liveable city.*
- 4.1.2 *Harmony between human activities and natural systems.*
- 4.1.3 *A high quality of life in Windsor.*

- 4.1.4 *A strong sense of community throughout Windsor.*
- 4.1.5 *Community empowerment in municipal decision making.*
- 4.1.6 *Economic opportunities throughout Windsor.*
- 4.1.7 *A safe environment throughout Windsor.*
- 4.1.8 *A decision making process that balances environmental, economic and social considerations.”*

COMMENT:

In my professional opinion, the proposed ZBA successfully balances environmental, economic, and social considerations to add to the health and vitality of the City of Windsor.

With the building fronting Riverside Drive at the corner of Rankin Avenue, the building will be brought forward to the street and will have a street presence on a major arterial road in the area adjacent to the downtown area and within a few blocks to the university.

The ZBA will provide for a new building with alternative tenure and style with gentle intensification for alternative housing. The new housing provides for small units affordable by senior students and young professionals that want to access public transit and the Riverside Trail as alternative transportation.

The new architecturally designed building that is heritage supportive and compatible with the existing neighbourhood, economical for the students, supports public transit, provides for a positive addition to the neighbourhood, in my professional opinion conforms with relevant policies of the OP policies.

“4.2 Objectives

- 4.2.1.1 *To consider community health in the planning and design of Windsor and its neighbourhoods.*
- 4.2.1.2 *To provide for activities and facilities which will foster an active lifestyle to improve community health.*

- 4.2.1.3 *To regularly monitor community health.*
- 4.2.1.4 *To protect against climate change and its possible adverse effects on human health, the physical environment, economy and quality of life.*
- 4.2.1.5 *To encourage a mix of housing types and services to allow people to remain in their neighbourhoods as they age.*
- 4.2.1.6 *To provide for pedestrian scale neighbourhood centres that serve the day-to-day needs of the local residents.”*

COMMENT:

The building has provided for pedestrian walkways, definition of amenity space on the roof, heritage sensitive, landscaping and other visually appealing aspects of the site resulting in high quality aesthetically appealing buildings and site.

The proposed development will provide for alternative housing and tenure by supporting diversification of the housing and providing a gentle intensification as a wise use of the lands. The development will support managed appropriate moderate intensification of residential land use.

The proposed development will support senior students and young professionals as a small unit with a focus on public transit and supportive of the trail system. The use of alternative and public transit will reduce the use of the personal car and will assist with the impact on climate change.

The proposed building will be designed to be visually appealing and landscaped extensively and can be considered compatible with the existing residential neighbourhood.

In my professional opinion, the proposed ZBA conforms with relevant policies of the Official Plan supporting residential development.

“4.2.1 Healthy and Liveable City – Planning & Design

- 4.2.1.1 *To consider community health in the planning and design of Windsor and its neighbourhoods.*
- 4.2.1.2 *To provide for activities and facilities which will foster an active lifestyle to improve community health.*

- 4.2.1.4 To protect against climate change and its possible adverse effects on human health, the physical environment, economy and quality of life.*
- 4.2.1.5 To encourage a mix of housing types and services to allow people to remain in their neighbourhoods as they age.*
- 4.2.1.6 To provide for pedestrian scale neighbourhood centres that serve the day-to-day needs of the local residents.”*

COMMENT:

In my professional opinion, the proposed ZBA supports a healthy and active lifestyle for its residents by supporting the walking, biking trail system and the transit system of the municipality.

The proposed development will provide for alternative housing and tenure by supporting diversification of the housing market with support of the ZBA that will accommodate alternative style and tenure.

COMMENT:

The requested ZBA will support a healthy lifestyle for residents by encouraging walking and cycling with its proximity to the University, the downtown core with goods and services that residents will need on a regular basis; near a bus transit system; adjacent to the Riverside Drive Trail system; and near the Atkinson Park.

The 46 residential units offers an alternative housing style and tenure that addresses the current housing crisis occurring in Windsor, evidenced by the historically low rental vacancy rate. The proposed development will provide needed stock of alternative housing and needed student housing in the form of small, efficient studio units.

In my professional opinion, the proposed development conforms with the healthy community initiative of the City of Windsor Official Plan policies.

“4.2.3 Quality of Life

- 4.2.3.1 To encourage a mix of uses.*
- 4.2.3.2 To encourage the location of basic goods and services close to where people live and work.*
- 4.2.3.3 To recognize the needs of the community in terms of shelter, support services, accessibility and mobility.*

COMMENT:

The proposed development is located in short distance to a municipal transit route and will support the use of the municipal bike trail system being so close to Riverside Dr. The residential apartment will provide for alternative housing style and tenure in a low profile, 3 storey building that is compatible in height and massing with the neighbourhood while being sensitive to the heritage of the neighbourhood. The multi-unit building will provide for small residential units that are supportive of senior university students who can afford a single rental unit but require privacy and quiet.

In my professional opinion the requested site-specific ZBA will conform with the ability to provide the neighbourhood and City alternative residential tenure and style of housing.

4.2.3.4 *To accommodate the appropriate range and mix of housing.”*

“5.3.7.2 Atmospheric Air Quality Policies

Council will contribute to the reduction of air pollution by using the following land use planning approaches:

- (a) increasing opportunities for non-automotive transportation modes including walking, cycling and public transportation in accordance with the Infrastructure chapter of this Plan;*
- (b) regulating development which has the potential to increase atmospheric pollution in accordance with the Land Use chapter of this Plan;*
- (c) improving energy conservation in accordance with the Urban Design chapter of this Plan;*
- (d) locating compatible residential, commercial and employment uses in a manner that reduces distance and vehicle trips as outlined in the Land Use chapter of this Plan.”*

COMMENT:

The location of the proposed residential building in close proximity to the downtown core, located in close proximity to a municipal bus route, is in close proximity to the trail system, and supports alternative methods of transportation. There are 42 bike racks and there is an EV Charging station, all supporting alternative transportation and providing for energy efficiencies in a changing climate.

With the provision of alternative housing style and tenure, there is parking for students who will be occupying the units and using municipal transit or using the municipal trails. In my professional opinion, the location and design of a proposed development that will provide for energy efficiencies, reduce carbon emissions by reducing the dependence on the vehicle and conforms with OP policies.

“6.1.14 Residential Intensification

To direct residential intensification to those areas of the City where transportation, municipal services, community facilities and goods and services are readily available.”

COMMENT:

The proposed 3 storey building with 46 residential units provides for alternative housing style and tenure in close proximity to municipal transit and will be on full municipal services. The site has excellent access to transit and active transportation routes and many commercial amenities are available in the neighbourhood.

In my professional opinion, the proposed ZBA will allow for development as an appropriate addition of residential intensification to this mixed density residential neighbourhood and conforms with relevant policies of the OP for Windsor.

“6.2.1.2 Types of Development Profile

For the purpose of this Plan, Development Profile refers to the height of a building or structure. Accordingly, the following Development Profiles apply to all land use designations on Schedule D: Land Use unless specifically provided elsewhere in this Plan:

- (a) Low Profile developments are buildings or structures generally no greater than three (3) storeys in height;*

- (b) *Medium Profile developments are buildings or structures generally no greater than six (6) storeys in height, and;*
- (c) *High Profile developments are buildings or structures generally no greater than fourteen (14) storeys in height.”*

COMMENT:

In my professional opinion, the proposed 3 storey residential building with 46 residential units is considered a low profile building, consistent and compatible with the mix of heights and tenures within the neighbourhood in my professional opinion.

“6.3.1 Residential: Range of Forms & Tenures

6.3.1.1 To support a complementary range of housing forms and tenures in all neighbourhoods.

6.3.1.2 To promote compact neighbourhoods which encourage a balanced transportation system.

6.3.1.3 To promote residential redevelopment, infill and intensification initiatives in locations in accordance with this plan.

6.3.1.5 To provide for complementary services and amenities which enhance the quality of residential areas.”

COMMENT:

The proposal is a residential intensification and infill on a lot in a predominately residential neighbourhood. The construction of 46 high quality residential apartment units provides for an alternative style and tenure of housing that is needed within the City. The new building is an efficient and effective use of a small footprint of land. The units are considered small bachelor units that will be appealing to the senior university student that is looking for quiet and privacy or the young professional that works in the downtown area.

In my professional opinion, the proposed ZBA provides for a compact and efficient development that is well suited to the existing mixed-height and density neighbourhood, in conformity with the OP.

“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.”

“6.3.2.4 Locational Criteria

Residential intensification shall be directed to the Mixed Use Nodes and areas in proximity to those Nodes. Within these areas Medium Profile buildings, up 4 storeys in height shall be permitted. These taller buildings shall be designed to provide a transition in height and massing from low-profile areas. New residential development and intensification shall be located where:

- 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 placed;*
- and*
- d) public transportation service can be provided.”*

COMMENT:

The neighbourhood is comprised of a mix of densities, height and height profiles. The height of the proposed building is 3 storeys making the profile low consistent with the adjacent neighbours.

The building fronts an arterial road of Riverside Drive with high connectivity to other neighbourhoods and to the City Centre and the University of Windsor. The building is located on a corner lot providing for transition from the high profile buildings on Riverside Drive, the 3 storey residence at 2081; the 2 storey residence at 2135; and the 3 storey building at 2135 and 2161 Riverside Drive.

Water and sanitary services are available to the site without need for extension. The proposed development, with the ZBA, in my opinion will conform with the relevant policy of the Official Plan. There is significant parkland across Riverside Dr. with the Windsor Riverfront trail and the statue park as well as the Atkinson Park with a pool, soccer pitch and skating rink to the east of the property.

In my professional opinion, the new building meets the locational criteria of the OP for the establishment of residential intensification within an existing neighbourhood.

“6.3.2.5 Evaluation Criteria for a Neighbourhood Development Pattern

At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed residential development within an area having a Neighbourhood development pattern is:

- (a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses:
 - (i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan;*
 - (ii) adjacent to sources of nuisance, such as noise, odour, vibration and dust;*
 - (iii) within a site of potential or known contamination;*
 - (iv) where traffic generation and distribution is a provincial or municipal concern; and*
 - (v) adjacent to heritage resources.**
- (b) In keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area;*
- (c) 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;*
- (d) provided with adequate off street parking;*
- (e) capable of being provided with full municipal physical services and emergency services; and*
- (f) facilitating a gradual transition from Low Profile residential development to Medium and/or High-Profile development and vice versa, where appropriate, in accordance with Design Guidelines approved by Council.”*

COMMENT:

The subject site, as discussed above, is an appropriate location for the inclusion of a new low profile residential building:

- The subject lands are not within a development constraint area or within a natural heritage area;
- The 46 residential rental apartments will provide for needed alternative housing with access to nearby university, commercial, restaurants, and businesses.
- The proposed development is compatible in size, scale and massing with the existing buildings in the neighbourhood.
- The Traffic Study has determined that the parking is in compliance with the CZB 8600 and sufficient for the site, supporting and encouraging the use of the trail for walking and biking.
- The site is serviced by municipal water and sewer and there is existing capacity available for the proposed development.

With the ZBA, the development, in my professional opinion, conforms with the policy of the OP.

“6.5.1.8 Objectives: Residential Intensification

To promote residential intensification with Medium and High-Profile buildings to meet the housing needs of the City in appropriate areas in proximity to municipal services, transit and employment areas.”

COMMENT:

In my professional opinion the proposed 3 storey residential building satisfies the OP objective of residential intensification in an appropriate area with proximity to municipal services, transit, and employment opportunities.

“6.5.3.1 Permitted Uses

Uses permitted in the Mixed-Use Corridor land use designation are primarily retail, wholesale store (added by OPA 58, 24 07 2006) and service oriented uses and, to a lesser extent, office uses. Medium and High Profile residential uses either as stand-alone buildings or part of a commercial-residential mixed use buildings shall be throughout the Corridors.”

COMMENT:

In my professional opinion, the proposed 3 storey, 46 unit residential building conforms to the permitted uses of the OP.

6.5.3.3 Street Presence

Council will encourage Mixed-Use Corridor development to provide a continuous street frontage and presence. Accordingly, development along a Mixed-Use Corridor shall be:

- (a) no more than four storeys in height, except on lands at an intersection of any combination of the following roads: Class I Arterial Road, Class II Arterial Road, Class I Collector, or Class II Collector Road. The height of buildings shall generally not exceed the width of the road right-of-way abutting the development site; and*
- (b) Notwithstanding the identified maximum building height, the Council may consider additional height, where the Council is satisfied that the proposed height achieves compatible development, and where appropriate transitions to abutting lower scale development are established. Appropriate transitions may be achieved through the implementation of regulatory techniques including, but not limited to new height limitations, enhanced building setbacks and step backs, enhanced landscape buffers and planting requirements and/or the implementation of an angular plane. Permissions for taller buildings may be established through a site-specific Zoning By-law Amendment.*
- (c) encouraged to locate the buildings at the street frontage lot line with parking accommodated at the rear of the site.”*

COMMENT:

The proposed building will be located at the established building line along Riverside Drive and with a reduced street line to Rankin Avenue, creating a street presence and welcoming residential building. The building is low profile and compatible and consistent with the neighbourhood. The new building is sensitive and profiles heritage features that provides for compatibility with heritage buildings within the neighbourhood.

There are existing buildings in the neighbourhood of a similar size, scale, and massing to the proposed development. There are also other buildings in the neighbourhood with high profile, medium profile and low profiles. In my professional opinion, the requested 3 storey building is proposed for the appropriate location and will be compatible with the existing neighbourhood.

The site will be extensively landscaped and will have a roof top terrace providing amenity space for the building and for tenants.

In my professional opinion, the new building will be an attractive and appropriate addition to a pedestrian oriented, mixed-density neighbourhood.

“6.5.3.8 Design Guidelines

The following guidelines shall be considered when evaluating the proposed design of a Mixed-Use Corridor development:

- (a) the ability to achieve the associated policies as outlined in the Urban Design chapter of this Plan;*
- (b) the provision of appropriate landscaping or other buffers to enhance:*
 - (i) all parking lots, and outdoor loading and service areas; and*
 - (ii) the separation between the use and adjacent sensitive uses, where appropriate;*
- (c) as a general rule, the height of buildings are consistent with the height of buildings which characterize the Mixed-Use Corridor. Where Council deems it desirable that higher profile development be permitted in an existing Mixed-Use Corridor, the development should be built at a human scale by utilizing one or both of the following measures:*
 - (i) treatment of the lower floors of building(s) to provide continuity; and/or*

- (ii) setting back the upper floors of building(s) from the street to avoid overpowering effects at-grade;*
- (d) where possible, parking is located in the rear of the property to encourage continuous building facades adjacent to the street; and*
- (e) measures are taken in site design which provide for ease of access for pedestrians between the public sidewalk and building main entrances in a manner which is distinguishable from access provided for vehicles.*
- (f) Council will adopt Design Guidelines that will assist in the design and review of development applications in a manner that will ensure implementation of these policies.”*

COMMENT:

The 3 storey building will be of a similar size and massing to buildings already existing within the neighbourhood. The building will be extensively landscaped to create an attractive street presence. Pedestrian entrances will be located at both the east and west sides of the building with the main access from Rankin Avenue.

In my professional opinion, the proposed development will be an attractive, pedestrian oriented building that will be an asset to the neighbourhood while providing for needed alternative housing and provide for a healthy mix of housing.

The proposed ZBA in my professional opinion, will conform with the intent of the Official Plan policies by providing for new residential building that is compatible to the existing neighbourhood.

“10.2.20.2 The Urban Design Brief should provide an analysis of the design rationale for the building, landscape, and site design elements of the proposed development and explain why the proposed development represents the optimum design solution. Discussion should consider the following:

- i) How the design of the proposed development meets the intent of the City’s applicable urban design guidelines and policies;*
- ii) How the design addresses existing site conditions and constraints such as lot size, grading, or natural heritage features;*
- iii) How the design of the proposed development integrates with the existing neighbourhood and enhances its function and aesthetics; and,*

- iv) *How the design of the proposed development will influence and integrate with future development in the neighbourhood.”*

COMMENT:

The design of the proposed building is pedestrian oriented, with 2 pedestrian entrances on both the sides of the building. There will be 12 parking spaces, 42 bike parking spaces to encourage the use of bikes and the trail system directly across the street from the building. The proposed development will encourage future development with a pedestrian orientation by increasing the density of the neighbourhood in a manner that is supported and sustainable.

The orientation of the building provides for a positive streetscape and minimizes impact on the neighbourhood. There are no balconies and there will be a board fence separating the building from the neighbour.

In my professional opinion, the orientation provides for compatibility and sensitivity to the existing neighbourhood uses while providing for a pedestrian oriented, positive addition to the neighbourhood of an infill development, conforming with the principals of design.

“10.2.20.3 The Urban Design Brief should include a written description, plans, elevations, diagrams, and/or photographs to illustrate the design choices of the proposed development and site design. Depending on the scale of the development proposal explain how the applicable design considerations have been addressed:

- i) *Street and block pattern (e.g., connectivity, pedestrian access);*
- ii) *Lot sizes;*
- iii) *Building orientation and site layout;*
- iv) *Built form, height, scale, and massing;*
- v) *Building articulation and detailing;*
- vi) *Building materials;*
- vii) *Setbacks from adjacent properties and the street;*
- viii) *Building step back (if applicable);*
- ix) *Building transition to adjacent neighbourhoods;*
- x) *Heritage considerations (if applicable);*
- xi) *Location of parking (surface or underground), driveways, ramps, drop-off areas;*
- xii) *Access to transit;*
- xiii) *Bicycle parking/storage;*

- xiv) *Location of servicing, garbage, organics, and recycling storage and collection, and loading areas;*
- xv) *Streetscape elements (e.g., boulevard design, landscaping, street furniture, public art, signage, lighting, etc.); and,*
- xvi) *On-site landscaping and buffering.”*

COMMENT:

The proposed low profile, 3 storey building will be located at the established building line along Riverside Dr and near the streetline at Rankin. There are pedestrian entrances on both the west and east sides of the building, which will connect with the paved sidewalks along Rankin Ave and Riverside Dr. A bike rack with 42 spaces along the interior of the building will promote cycling and a reduction of parking supports the student housing while ensuring the site is maintains tidiness.

The building is located across the street from the Riverside trail, is in close walking distance to municipal bus stops and to a major arterial road. The building will be compatible in size, scale, and massing with the existing neighbourhood.

In my professional opinion, the proposed multi-unit building is an attractive and environmentally responsible design that is compatible with its neighbourhood.

COMMENT:

The ZBA will support, in my professional opinion, needed alternative housing tenure and style as an infilling development within a mixed residential neighbourhood. **In my professional opinion, the requested ZBA will provide a regulatory framework for the proposed building and conforms with the relevant OP policies.**

COMMENT:

In my professional opinion, the requested site-specific ZBA conforms with the relevant policies of the Official Plan for the City of Windsor and based on the evaluation noted above, the new building and development conforms with relevant policies of the Official Plan for Windsor. The proposed development is consistent with the intent of the OP policies in the support of the establishment of sound, alternative housing in the city.

7.0 CITY OF WINDSOR ZONING BYLAW

The subject lands are zoned 'Residential District 2.2 (RD2.2)' in the City of Windsor CZB 8600. In order to use the lands for low profile residential purposes, a Zoning By-law Amendment (ZBA) is required to rezone the subject lands from 'Residential District 2.2 (RD2.2)' to 'Residential District 2.2-# (RD2.2-#)' under the City of Windsor Comprehensive Zoning By-law 8600 (CZB).

PROVISION	(RD2.2) PROVISIONS	PROPOSED
PERMITTED BUILDINGS	One Multiple Dwelling containing a maximum of four dwelling units	One Multiple Dwelling containing a maximum of 46 dwelling units
Lot frontage (min)	18 m	21.9 m
Lot area (min)	540 m ²	1,247 m ²
Building height (max) (11.2.5.4.4)	9.0 m	11.71 m
Lot Coverage (max)	45%	44%
Dwelling Unit Density (max)	4 UNITS	46 UNITS
Front yard depth (min)	6 m	7.41 m
Side yard width (min) (11.2.5.4.7)	1.8 m	1.83 m (east side yard)
Rear yard width (min)	7.5 m	18.5 m
Parking – Section 24.20.5 (University Student accomodation)	12 spaces	12 spaces
Bike Parking	2	3 spaces as required 39 bonus spaces
Loading Spaces (24.40.1.5)	1 space	0 space
Bike Parking Setback - Interior Side Yard (24.30.20.3.2)	1.8 m	1.8 m
Parking Space Setback - Interior Side Yard (25.5.20.1.3)	0.9 m	1.3 m
Parking Space Setback - Streetline (25.5.20.1.2)	3.0 m	3.15 m
Parking Space Setback - Habitable window (25.5.20.1.6)	4.5 m	1.5 m

Parking Space Setback - Alley (25.5.29.1.3)	0.9 m	0.0 m
Access Lane Width into Parking Area (min)	3.5 m	3.75 m
Number of visitor Parking (24.22.1.1)	1	1
Refuse Bin not permitted in interior side yard (5.2.20.20)	1.8 m	1.8 m

The Zoning Bylaw Amendment purports to maintain the existing 'Residential District 2.2 (RD2.2)' while applying new provisions to create a site specific 'Residential District 2.2-# (RD2.2#)' with following minor adjustments for site specific regulations:

PERMITTED BUILDING AND DENSITY: One multiple dwelling with 46 dwelling units

BUILDING HEIGHT: 11.71 m

LOADING SPACES: 0 spaces

PARKING SPACE SETBACK WINDOW: 1.5 m

PARKING SPACE SETBACK ALLEY: 0.0m

The above provisions being added to the (RD2.2) zone as site specific provisions will allow for the maintenance of a zone that exists for the neighbourhood while making minor adjustments through a ZBA to permit the residential development of a low storey multiple unit dwelling.

The property is located within a mix of densities from low to very high residential density: there are also low profile, medium profile and high profile residential apartments within the neighbourhood. The building is located adjacent to other 3 storey profile buildings and two storey buildings, like and similar building profiles providing for compatibility of the proposed building with the neighbourhood.

The proposed 3 storey residential multiple dwelling with small, efficient studio units will provide for a mix of housing styles and tenures required for a healthy community.

As discussed in the urban design subsection above, the 46 units are defined as small studio units intended to support senior university students with quick and easy access to downtown and the university utilizing the Riverfront Trail.

“STUDENT RESIDENCE means a dwelling operated and maintained by a college or a university and may include a common area, cooking facility or dining facility. A college student residence or university student residence is a student residence.” (Bylaw 8600 Definition)

Parking has been provided consistent with the intent of the Student Housing provision of the Bylaw. compliance with the CZB and supports the use of municipal transit and the walkable healthy community. University students typically do not have cars. There are municipal parking lots within close proximity should the residents acquire a car and need parking. The front yard allows for a minimum 6 m setback for the new building. This building will be setback 7.41 m to respect the established front yard setback of the existing building line.

COMMENT:

After review and evaluation of the CZB for the City of Windsor, the proposed ZBA will allow the site development to comply with the ‘Residential District 2.2 (RD2.2-#)’ site specific zone as student accomodation.

It is therefore my professional opinion that the requested ZBA to establish the (RD2.2-#) regulatory framework for the subject lands meets the intent of the CZB for the City of Windsor and the development will comply with the Bylaw 8600 once the ZBA is passed.

8.0 SUMMARY AND CONCLUSIONS

In my professional opinion, a Zoning Bylaw Amendment (ZBA) is required to change the permissible land use on the site to allow for a low profile residential multi-unit building at 3 storeys with 46 residential units.

The Zoning Bylaw Amendment purports to change the regulatory framework applied to the property from 'Residential District 2.2 (RD2.2)' to a new 'Residential District 2.2-# (RD2.2-#)' site specific zone.

The proposed building will provide for needed, alternative rental housing within walking distance to the downtown core area and to the University of Windsor accessing a municipal trail located in close proximity. The units are small studio units that support the senior university student looking for a separate residential unit while providing for affordability. The proposed building will have a compact residential form that will reduce the consumption of land and make efficient use of energy resources and existing municipal services while providing for modest intensification.

The proposed building height and density is compatible with the neighbourhood and will create a building style, design and height that is comparable and consistent with both existing and proposed residential apartment buildings in the neighbourhood.

The proposed residential apartment building will promote active, healthy community with the excellent access to commercial uses, institutional uses, numerous sports facilities, outdoor parks, and restaurants. The site is in close proximity to municipal transit and municipal trail system.

The proposed residential multi-unit dwelling building will provide for needed alternative housing supporting diversity in housing in the City. The ZBA will support the City's residential policy initiatives by establishing a 46 unit residential apartment building that will provide alternative housing in Windsor. The ZBA will support the province and municipality's initiative to provide for a residential development promoting a healthy, walkable community.

8.1 GOOD PLANNING

The new development is intended as a low profile residential development providing alternative housing tenure and style for a diverse housing option as an alternative to the single detached residence to the typical single detached residences found in Windsor.

The bylaw exceptions can be considered adjustments to facilitate mainly parking as determined consistent with the bylaw for student housing with 1 visitor parking space. The bylaw exceptions are looked at for their impact to the neighbourhood and in my professional opinion, can be considered minor and a positive addition and will not have a negative impact on the neighbourhood as examined through this report.

The proposed low profile, 3 storey (11.7 m) building with gentle density in my professional opinion, is compatible with the mixed residential profiles of the neighbourhood while providing for new, affordable housing for students. The development, in my professional opinion, will result in a positive addition in the established neighbourhood. The proposed new residential building will provide for a compatible development to other high and medium profile residential buildings on adjacent lands; will provide an aesthetically pleasing development; will assist with rejuvenating the neighbourhood; will provide for university students for small unit housing; and will provide for needed alternative residential housing tenure supporting the healthy diversification of housing accommodation in the City of Windsor.

In my professional opinion, the requested ZBA makes sound planning and the necessary amendment is supportable.

8.2 CONCLUSIONS

Given the foregoing assessment and my evaluation of the proposal in relation to the PPS 2020, the City of Windsor Official Plan and the Comprehensive Zoning By-law, in my professional opinion the proposed Zoning By-law Amendment (ZBA) is consistent with policies of the PPS, OP, and regulations found in the Zoning By-law.

In addition, it is my professional opinion that the proposed Zoning By-law Amendment (ZBA) is appropriate and desirable within this policy framework as it will facilitate development of the site while also implementing the proposals included in this Planning Justification Report dated November 28, 2024.

The proposal will comply with the Zoning Bylaw Amendment (ZBA) with the passing of the site specific ZBA by establishing a regulatory framework under the 'Residential District (RD2.2-#) zone. The ZBA provides a compatible residential rental apartment building and needed residential accommodation supporting a diversity of housing tenures and styles within the municipality and the neighbourhood.

In my professional opinion the requested ZBA:

- 1) is consistent with the policies of the 2024 Provincial Policy Statements;
- 2) conforms with the intent of the relevant policies of the City of Windsor Official Plan;
- 3) maintains the intent of City of Windsor CZB 8600 and when the ZBA is passed, it will establish the regulatory framework required for the development to comply with the CZB;
- 4) makes sound planning.

I hereby certify that this report was prepared by Jackie Lassaline RPP MCIP, a Registered Professional Planner within the meaning of the Ontario Professional Planners Institute Act, 1994.

Lassaline Planning Consultants Inc.

Jacqueline Lassaline

Jackie Lassaline BA MCIP RPP
Principal Planner

APPENDIX A – OPEN HOUSE COMMENTS

OPEN HOUSE NOTICE:

July 15 2024

**RE: PUBLIC CONSULTATION MEETING
PROPOSED DEVELOPMENT – 2121 RIVERSIDE DRIVE**

Dear Neighbouring Resident:

I am the owner of the property located at 2121 Riverside Drive (more specifically shown by the attached map). I am looking to develop this property with a beautifully designed 3 storey residential apartment building with 46 single, studio apartments within the building,

I am in the process of completing a Zoning Bylaw Amendment (ZBA) application, but prior to applying to the City of Windsor Planning Department, I would like to take the opportunity to meet with you to discuss the application. This meeting will give you the opportunity to review the proposal with my professionals and to address any questions you may have regarding the ZBA and share with me any feedback you may have regarding the planned development. My planner and I will gather your comments for consideration and incorporate them into the development where possible, feasible and appropriate.

WHEN: Wednesday, July 31st between 5:00PM to 7:00PM
WHERE: 2121 Riverside Drive, Windsor

We encourage you to walk to the meeting being held in my home. If you require parking, please let me know in advance so we can ensure there are spaces available.

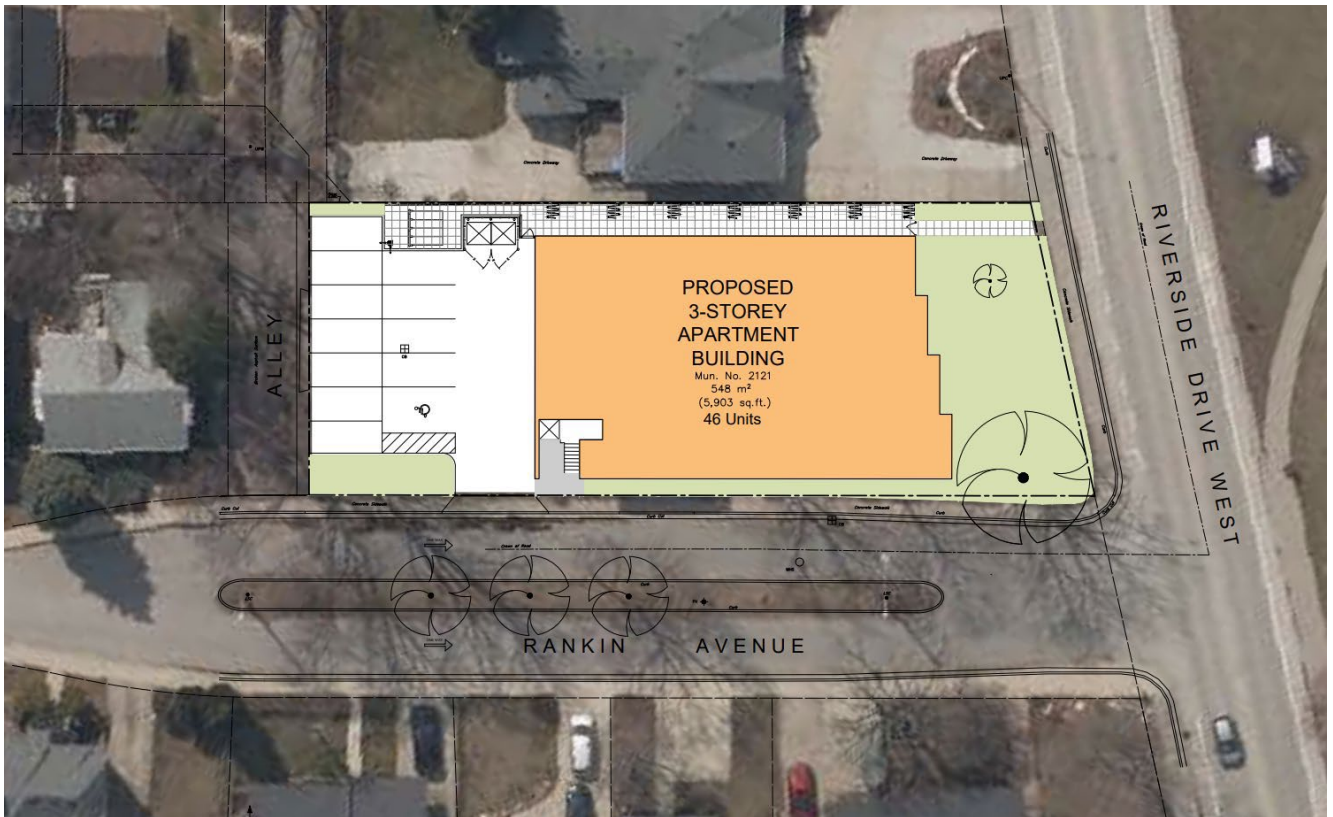
Please note this meeting is an informational meeting based on preliminary development plans, which may be altered prior to final submittal of the application to the City. However, these plans were developed to give you an understanding of the look and scale of this development. I look forward to discussing this proposal with you in detail.

If you are unable to attend the meeting in person, you may reach out to my **Planning Consultant, Jackie Lassaline: 519-563-8814** or jackie@lassalineplan.ca

Sincerely,

Marko Agbaba

519-999-9425 or aqbabaholdings@gmail.com



APPENDIX B – SHADOW STUDY

MEO & ASSOCIATES INC.

Architectural & Engineering Consultants, Project Managers

825 Kingsway Drive | Burlington, Ontario, Canada L7T 3H8 | tel 905-632-6952
web www.meogroup.net | e-mail mpiskovic@meoassociates.com | fax 905-632-8870

April 10, 2024

RE: SHADOW IMPACT STUDY
PROPOSED MULTI-FAMILY RESIDENTIAL BUILDING
2121 RIVERSIDE DR. W., WINDSOR, ONTARIO

Attention: Mr. Marko Agbaba

I am writing to provide further clarity regarding the potential shadow impact of the proposed development. For your reference, please consult our shadow study drawings which illustrate the projected shadow extents at various times throughout the day on the 21st of March, June, September and December.

These drawings depict the annual range of shadows, with the longest shadows occurring in December and the shortest in June. Typically, March and September represent average conditions in terms of shadow length.

Regarding the impact on the surrounding single-family houses' rear yards (outdoor living spaces), the following observations can be made:

- March 21
 - 2135 Riverside Dr. W.: Minimal shadow is observed at the southeast corner of the house adjacent to the east property line between the hours of 8:00-10:00
 - 2081 Riverside Dr. W.: Shadow is cast in the rear yard during the late afternoon at 18:00 hours
- June 21
 - 2135 Riverside Dr. W.: Minimal shadow is observed at the southeast corner of the house adjacent to the east property line during the early morning hours
- September 21
 - 2135 Riverside Dr. W.: Minimal shadow is observed at the southeast corner of the house adjacent to the east property line during the early morning hours
 - 2081 Riverside Dr. W.: Shadow is cast in the rear yard during the late afternoon at 18:00 hours
 - 126 and 136 Rankin Ave.: Shadow is cast in the rear yards during the late afternoon at 18:00 hours
- December 21
 - 2081 Riverside Dr. W.: Shadow is cast in the rear yard after 15:00 hours
 - 126 Rankin Ave.: Shadow is cast in the rear yard after 14:30 hours

Overall, the shadows generated by the proposed development are anticipated to have minimal impact on the neighbours' rear yards.

If you have any questions or require any additional information, please call or email me.

Yours Truly,

MEO & ASSOCIATES INC.

A handwritten signature in dark ink, appearing to read 'M. Piskovic', is positioned below the company name.

PER: Michael J. Piskovic, Architect, OAA



9:00



11:00



13:00



15:00



16:00

Shadow Study – 2121 Riverside Drive West

Meo & Associates Inc.



DECEMBER 21



8:00



10:00



12:00



14:00



16:00



18:00

Shadow Study – 2121 Riverside Drive West

Meo & Associates Inc.



JUNE 21



8:00



10:00



12:00



14:00



16:00



18:00

Shadow Study – 2121 Riverside Drive West

Meo & Associates Inc.



MARCH 21



8:00



10:00



12:00



14:00



16:00



18:00

Shadow Study – 2121 Riverside Drive West

Meo & Associates Inc.



SEPTEMBER 21

APPENDIX C - LETTER FROM THE UNIVERSITY OF WINDSOR



Vice-President, Finance & Operations

Assumption Hall, Room 128
400 Huron Church Road
Windsor, Ontario N9C 2J9
T 519-253-3000 (x 2092)

March 6, 2025

City of Windsor
Development & Heritage Standing Committee
350 City Hall Square West
Windsor, Ontario N9A 6S1

Re: Proposed River Vista Project , 2121 Riverside Dr

Dear Sir/Madam:

We are pleased to learn of the intentions of the River Vista project regarding a proposed new housing construction on Riverside Drive.

The University of Windsor strongly believes that the city would benefit from additional housing inventory, especially those that bring a level of diversity, accessibility and affordability to the post-secondary students who wish to reside in close proximity to the University's main campus. Being a comprehensive University with student populations from Undergraduate to PhD, and drawing students from both locally and abroad, we have seen that students are demanding a wider variety of housing options, sizes and models that suit their particular needs. The University of Windsor is firmly committed to the continued increase of affordable housing in Windsor.

Undeniably, having quality, diverse and accessible housing inventory plays a key role in our community, and we would certainly be delighted to see these types of plans take shape to the benefit of both the University and broader Windsor-Essex communities.

Sincerely,

A handwritten signature in black ink, appearing to read 'Gillian Heisz'.

Gillian Heisz
Vice-President, Finance & Operations

CC: Charlie Simpkins, Director, Strategic Initiatives & Business Enterprise

MEO & ASSOCIATES INC.

Architectural & Engineering Consultants, Project Managers

3600 Seven Lakes Dr., Suite 200 | Lasalle, Ontario, Canada N9H 0E5 | tel 519-250-8088 | fax 519-250-8070
web www.meogroup.com | e-mail rmeo@meoassociates.com



**RE: Proposed Apartment Building at 2121 Riverside Drive at Rankin Avenue,
Windsor, Ontario**

STORM WATER MANAGEMENT CONSIDERATIONS

Agbaba Holdings Corporation

2024-08-27

Via email only: agbabaholdings@gmail.com

4758 Agbaba 21

Attention: Marko Agbaba, president

Marko,

Further to your instructions, we have undertaken a functional review of storm water drainage and runoff management for the new 46-unit apartment building being proposed on the south side of Riverside Drive, west side of Rankin Avenue, with present municipal address of 2121 Riverside Drive, Windsor, Ontario.

1. Background

A 3-storey apartment building is proposed at 2121 Riverside Drive, generally as shown in Figure 1 – Proposed Enlarged Site Plan. As part of the rezoning development process, a functional review of storm water drainage and runoff management has been requested.

Mr. Juan Paramo, P.Eng., Development Engineer for the City of Windsor, has confirmed (via email of July 29, 2024) that the outlet for this new building is the existing 300 mm sewer on Rankin Avenue, in front of the site.

The only data available for the subject sewer is from the City's records, specifically Sheet F5 of the Sewer Atlas, which shows a 300 mm diameter sewer at 0.49% slope, resulting in a capacity of about 68 l/s. The sewer material is vitrified clay pipe; therefore, it is several decades old.

The type of land use in this neighbourhood is residential, with mostly single-family homes. Although there are no specific design records available from the City, it is reasonable to

assume that these sewers were designed according to the historical City of Windsor 1:5-Year IDF curve and a runoff coefficient of $C=0.40$.

2. Existing Conditions

Figure 2 shows the various surface areas of the existing site. Using the WERSMS runoff coefficients results in a composite $C=0.42$, which is very close to the historical assumed $C=0.40$.

Based on the City's historical 1:5-Year IDF curve, a time of concentration of 22 minutes and the $C=0.40$, the runoff from this site is calculated to be 10.5 l/s, which will be used as the allowable release rate, even for the 1:100-Year storm.

3. Post Development Conditions

Figure 3 shows the various surface areas after the site is developed. Using the WERSMS runoff coefficients results in a composite $C=0.78$.

This C will be reduced if the paved walkway and/or the parking lot will be surfaced with permeable pavers, however, until this is confirmed, we are considering the worst-case scenario.

Using the WERSMS 1:100-Year equation, a time of concentration of 22 minutes and the $C=0.78$, the developed runoff from this site is calculated to be 31.7 l/s.

Since the proposed project will result in an increase in impervious area and runoff, excess storm water emanating from this site will have to be detained, and released at a rate not to exceed 10.5 l/s.

Our preliminary estimate is that for a 1:100-Year storm, a storage volume of 47 cubic metres would be required.

4. Detention Storage Options

Figure 4 illustrates two options that could be employed, individually or jointly, to provide all of the required detention storage volume, and more:

Option 1 can store up to 48 cubic metres on the surface of the parking lot, with the water depth above the catch basin limited to 300 mm maximum.

Option 2 can store up to 48 cubic metres in the landscaped area at the front of the building, with the shallow depressed area limited to 0.61 m. This is envisioned as a terraced and

attractive green space that would be drained of all water after a storm, and thus normally be a “dry” area.

Which option (or combinations) is selected will be determined at the final design stage and prior to applying for a building permit. It is also noted that the project is subject to Site Plan Control.

Once the final Site Plan is confirmed, even if the storage volume ends up being larger than the 47 cubic metres estimated in this review, these two area would still be able to provide (and exceed) the increased detention volume.

Conclusion

The proposed 46-unit apartment building at 2121 Riverside Drive can be provided with sufficient storm water detention storage, on site, and limit its discharge rate to the current 10.5 l/s.

It is my opinion that, if the proposed project is developed as proposed and described herein, it will not have a negative impact on the storm water drainage in this neighbourhood.

If you have any questions, or require any further information, please let us know.

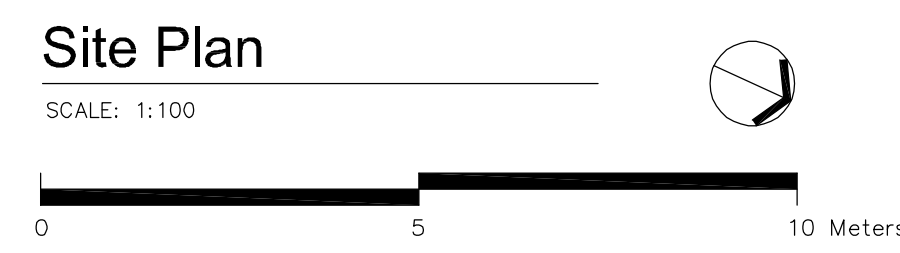
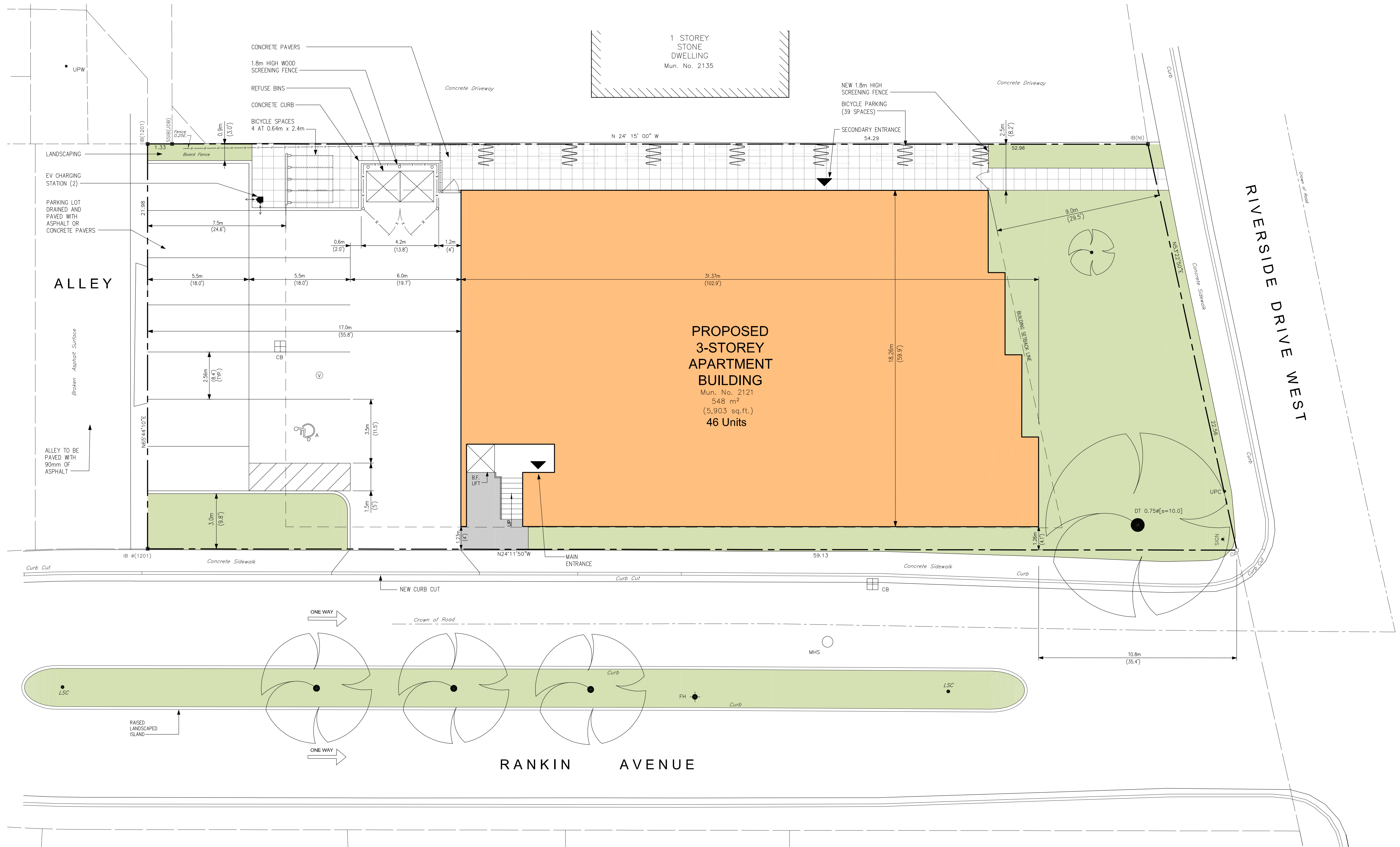
Yours Truly,

MEO & ASSOCIATES INC.



PER: Raffaele Meo, P.Eng., P.E.

Enclosures: Figure 1 – Proposed Enlarged Site Plan
 Figure 2 – Existing Conditions
 Figure 3 – Proposed Conditions
 Figure 4 – Proposed Conditions Storm Water Detention Storage



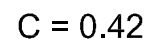
MEO & ASSOCIATES INC.
Architectural & Engineering Consultants
www.meogroup.net

DEVELOPER: **AGBABA HOLDINGS CORPORATION**

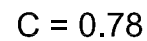
PROJECT: **2121 RIVERSIDE DRIVE W. APARTMENTS**
Windsor, Ontario

DRAWING TITLE: **Enlarged Site Plan**

SHEET NUMBER: **P2**



Total % Impervious = 29.7% (370.45sq.m.)
(Roof Area = 315.38 sq.m.)
(Concrete Area = 55.07 sq.m.)



Total % Impervious = 77.8% (971.32sq.m.)
(Roof Area = 547.91 sq.m.)
(Asphalt/Concrete Area = 314.15 sq.m.)
(Pavers Area = 109.26 sq.m.)

MEO & ASSOCIATES INC.

Architectural & Engineering Consultants, Project Managers



3600 Seven Lakes Dr., Suite 200 | Lasalle, Ontario, Canada N9H 0E5 | tel 519-250-8088 | fax 519-250-8070
web www.meogroup.com | e-mail rmeo@meoassociates.com

**RE: Proposed Apartment Building at 2121 Riverside Drive at Rankin Avenue,
Windsor, Ontario**

SANITARY SEWER CAPACITY CHECK

Agbaba Holdings Corporation

2024-09-25

Via email only: agbabaholdings@gmail.com

4758 Agbaba 21

Attention: Marko Agbaba, president

Marko,

Further to your instructions, we have undertaken a review to confirm that sanitary sewer capacity exists for the new 46-unit apartment building being proposed on the south side of Riverside Drive, west side of Rankin Avenue, with present municipal address of 2121 Riverside Drive, Windsor, Ontario. This is our revised letter, to incorporate comments received from the City of Windsor

1.0 Sanitary Sewers Capacity Check

Mr. Juan Paramo, P.Eng., Development Engineer for the City of Windsor, has confirmed (email of July 29, 2024) that this new building will connect to the 300 mm sanitary sewer on Rankin Avenue, and that the infrastructure to be analysed is the 300 mm sewer on Rankin Avenue, from Riverside Drive to University Avenue.

The extend of the affected sanitary sewer drainage area is shown in attached Figure 1. It covers an overall area of 1.45 hectares.

The data available for the subject sewers is from the City's records, specifically Sheet F5 of the Sewer Atlas, partially reproduced in Figure 2. There are three relevant sewer runs in this block, from north to south:

Section 1 – 300 mm diameter sewer at 0.49% slope,

Section 2 - 300 mm diameter sewer at 0.27% slope,

Section 3 - 300 mm diameter sewer at 0.47% slope.

The type of land use is all residential, with single-family homes being predominant. A site review has resulted in the following dwelling count: 30 single homes; 3 semi-detached houses; one quadplex; for a total of 40 dwelling units (exclusive of the lot at 2121 Riverside Drive).

The Population Density is conservatively determined based on the following:

Single-family home	4 persons per house
Semi-detached home	4 persons per house
Quadplex apartment unit	2.5 persons per unit
2121 Riverside Drive	1.5 persons per unit

The proposed 46 new apartment units are studio units, geared to a single occupant. However, conservatively, we have allowed 1.5 persons per unit, to total 69.

This results in a total population of 223 persons in the study area.

The detailed calculations are summarized in the attached Table 1, using the standard City of Windsor criteria. The total sanitary flow from the proposed 46 apartments is 1.76 l/s.

With the proposed 46 apartment units contributing wastewater, the largest flow generated will be at the downstream end of the block, in Section 3, at about **6 litres/second**.

The three sections studied have capacity that varies from **50 to 68 litres/second**. This means that only about 9% of the pipe's capacity is utilized, therefore there is sufficient capacity available.

2.0 Wet Weather Flows Considerations

The existing 300 mm pipe is a combined sewer, draining both sanitary wastewater and rainfall runoff. The City of Windsor has provided the data in Table 2, which indicates that the maximum elevation of the Hydraulic Grade Line (HGL) is 184.15, for the 1:100-year storm, at 5RJ3682 (the junction where the subject 300 mm sewer on Rankin Avenue enters the 1200 mm storm sewer on University Avenue).

The attached Figure 3 shows how the new building's plumbing system will connect to the 300 mm sewer on Rankin, in front of the site. The plumbing from the first floor and above floors will flow by gravity directly to the sanitary sewer, with backflow valve installed. Obviously, no sewage can back up to the first floor (and above) elevations.

The basement floor elevation of 181.60 is 1.45 m above the 184.15 HGL elevation at 5RJ3682. The HGL is not likely to rise 1.45 m along Rankin, however, to be extra safe, the wastewater from the basement will not drain by direct gravity connection to the 300 mm sewer in the street, but it will be pumped up, to about 1.07 m above the street level, and then

continue by gravity to the 300 mm sewer. The sewage ejector pump will “lift” the wastewater only about 3 m, and it will have backup power.

The HGL would have to rise from 180.15 at 5RJ3682 to 183.70 (3.55 m) before the basement drainage would be negatively affected. However, since this is 1.07 m above the street level, it cannot happen: the water on the street would spill out overland to the Detroit River, even before it could reach the 183.00 grade around the proposed building.

Therefore, adequate provisions will be in place for the sanitary wastewater drainage from the building, even during heavy rainfall events.

The sanitary flow of 1.76 l/s is to be deducted from the allowable release rate when calculating the storage volume required by the Storm Water Management plan, which will be undertaken as part of the Site Plan Control for the proposed development.

3.0 Conclusions and Recommendations

The existing 300 mm sanitary sewers have sufficient capacity to serve the proposed 46-unit apartment building at 2121 Riverside Drive, as well as the rest of the residences that drain into it.

The plumbing system for the proposed building should be installed and maintained as detailed herein, including backup power.

The allowable release rate for the Storm Water Management plan should be reduced by the sanitary flow emanating from the proposed apartment building (1.76 l/s reduction).

If you have any questions, or require any further information, please let us know.

Yours Truly,

MEO & ASSOCIATES INC.



PER: Raffaele Meo, P.Eng., P.E.

Enclosures: Figure 1 – Study Area
 Figure 2 – Sanitary Sewer Capacity
 Figure 3 – Sewage Ejector Pump Discharge Above HGL
 Table 1 – Sanitary Sewer Design Sheet
 Table 2 – Hydraulic Grade Line at 5RJ3682



STUDY AREA (1.452 HA)

Development & Heritage Standing Committee Meeting Agenda - Tuesday, August 5, 2025
Page 132 of 273



FIGURE 2
SANITARY SEWER CAPACITY

PROJECT No:

4758

AUTOCAD REF.:

4758 - SSC - Figure 2.dwg

DATE:

AUGUST 15, 2024

SCALE:

N.T.S.

MEO & ASSOCIATES INC.
Architectural & Engineering Consultants

4758

PROJECT No: 4758
 AUTOCAD REF: 4758 - Cross section.dwg
 DATE: SEPTEMBER 13, 2024

SCALE:

N.T.S.

MEO & ASSOCIATES INC.
 Architectural & Engineering Consultants

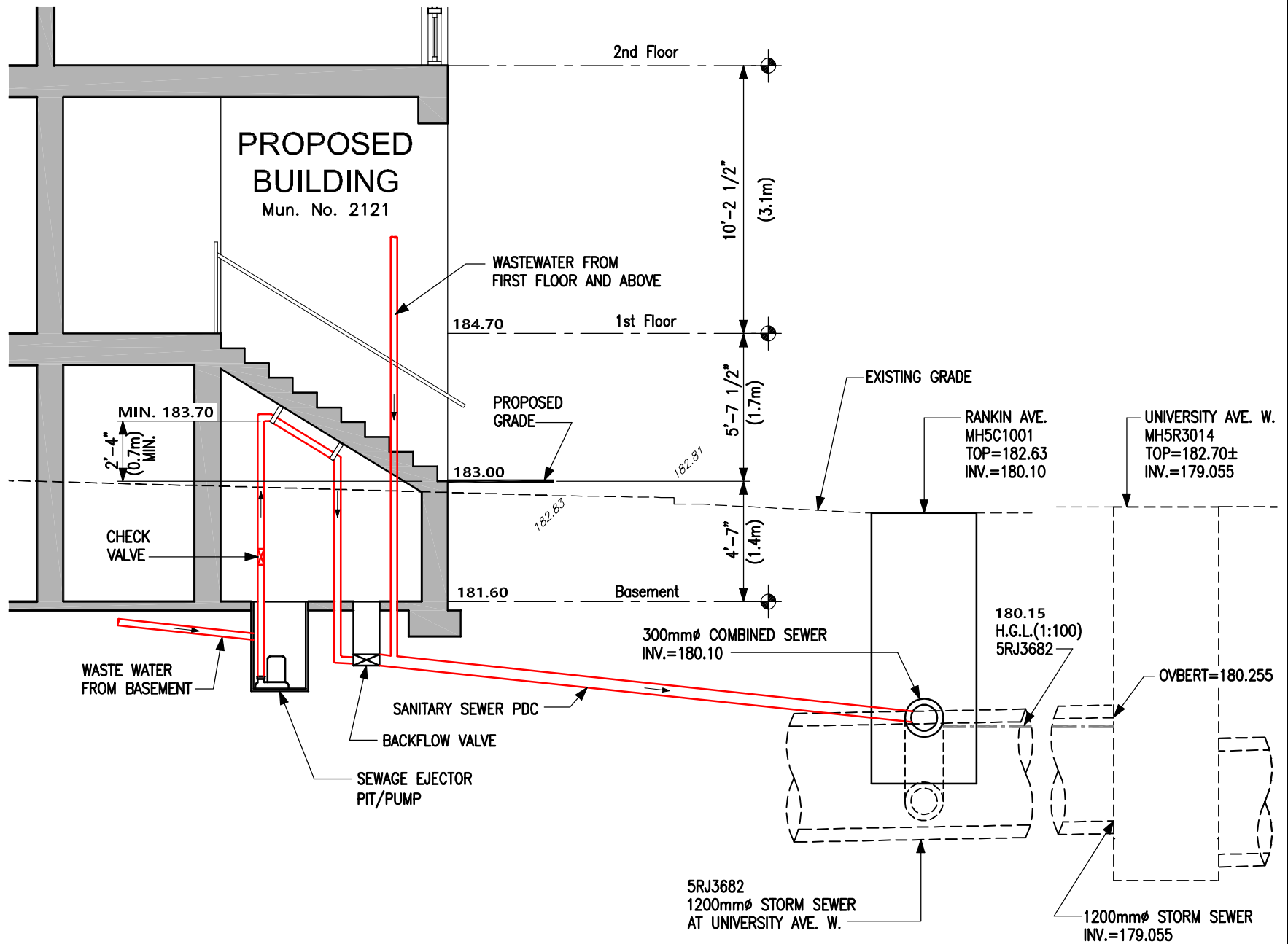
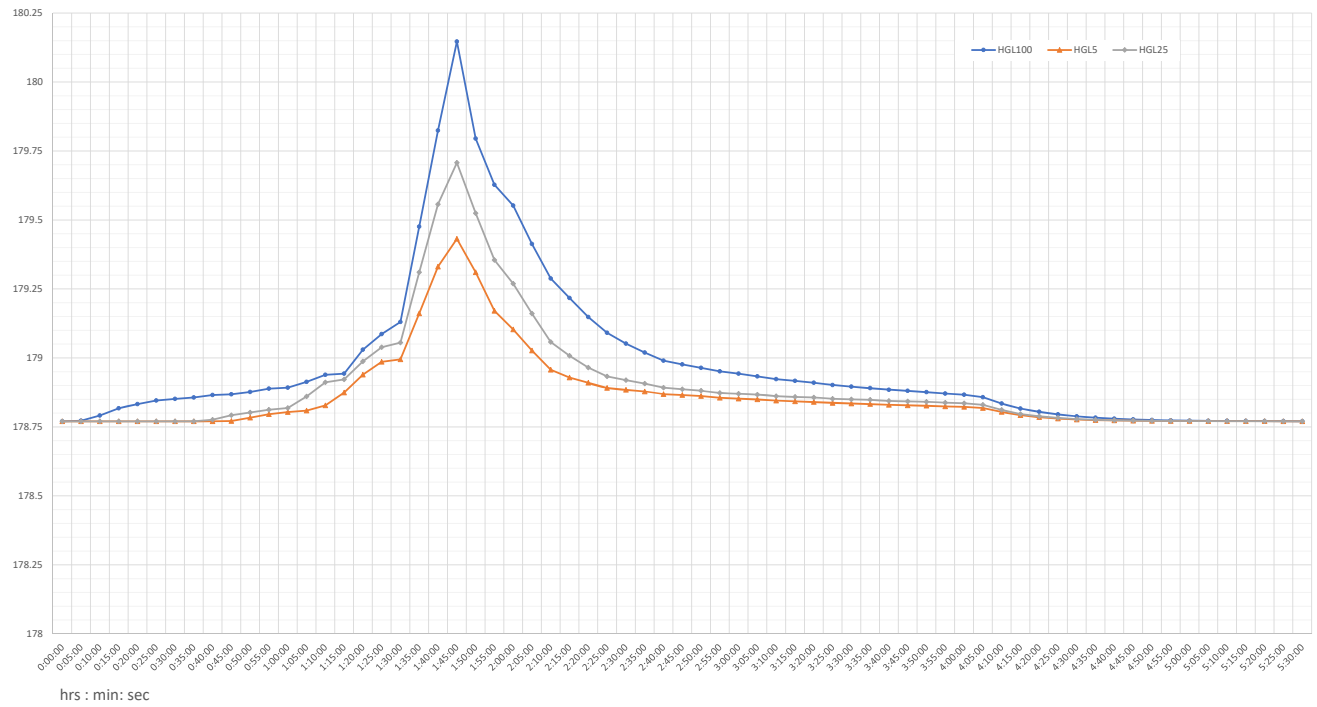


FIGURE 3
SEWAGE EJECTOR PUMP DISCHARGE ABOVE H.G.L.

(VIEW LOOKING NORTH - N.T.S.)

Designed by: R. Meo																
Checked by:																
Filename: 4758 Sanitary Sewer Outlet Capacity.xls																
Project Name: Apartment Buildings at 2121 Riverside Drive, Windsor ON																
Project Number: 4758																
Manning's n= 0.013																
Date is 2024-08-15																
Location	From	To	Area	Density	Popul.	Cummu.	Cummu.	Peak	Sewage	Infilt.	Total	Slope	Pipe	Capacity	Vel.	Capacity
	M.H.	M.H.	Hectare	per/Ha.		Area(Ha.)	Popul.	Factor	FI(L/s)	FI(L/s)	FI(L/s)	(%)	D(mm)	(L/s)	(m/s)	Used, %
Section 1	5C1001	5C176				0.00		6.00	0.00	0.00	0.00	0.49%	300	67.69	0.96	
Section 2	5C176	5C177				0.00		6.00	0.00	0.00	0.00	0.27%	300	50.25	0.71	
Section 3	5C177	5C3013			223	1.45	223	6.00	5.63	0.23	5.86	0.47%	300	66.29	0.94	9%
THE 69 PERSONS FROM THE PROPOSED 46 APARTMENT UNITS ARE INCLUDED IN THE 223 POPULATION ABOVE																
<div>NOTES:</div> <div>1) Average Daily Flow/capita = 0.0042 Litres/second</div> <div>2) Infiltration Flow/hectare = 0.1560 Litres/second</div> <div>3) Ultimate Flow Factor = 6.0 varies, Sec. 9.1.2.d) City of Windsor Development Manual</div> <div>4) Desirable Minimum Velocity = 0.75 m/s</div> <div>5) <u>Population Density has been calculated using Figure 1 and based on occupancy of:</u></div> <div>Per single family or semi-detached house= 4 persons / house</div> <div>Per standard apartment unit= 2.5 persons / apartment</div> <div>Per studio apartment unit= 1.5 persons / unit</div>																

TABLE 2 HYDRAULIC GRADE LINE (WATER LEVELS) AT MH 5RJ3682



APPENDIX “G”

Excerpts from Official Plan

6 Residential

The lands designated as “Residential” on Schedule D: Land Use provide the main locations for housing in Windsor . In order to develop safe, caring and diverse neighbourhoods, opportunities for a broad range of housing types and complementary services and amenities are provided.

PERMITTED USES 6.3.2.1 Uses permitted in the Residential land use designation identified on Schedule D: Land Use include Low Profile and Medium Profile dwelling units.

6.1 Goals

In keeping with the Strategic Directions, Council’s land use goals are to achieve:

NEIGHBOURHOODS 6.1.1 Safe, caring and diverse neighbourhoods.

*ENVIRONMENTALLY
SUSTAINABLE* 6.1.2 Environmentally sustainable urban development.

RESIDENTIAL 6.1.3 Housing suited to the needs of Windsor’s residents.

6.3.1 Objectives

*RANGE OF
FORMS &
TENURES* 6.3.1.1 To support a complementary range of housing forms and tenures in all neighbourhoods.

NEIGHBOURHOODS 6.3.1.2 To promote compact neighbourhoods which encourage a balanced transportation system.

*INTENSIFICATION,
INFILL &
REDEVELOPMENT* 6.3.1.3 To promote residential redevelopment, infill and intensification initiatives in locations in accordance with this plan. **(Added by OPA159 - APPROVED July 11, 2022, B/L#100-2022)**

*MAINTENANCE &
REHABILITATION* 6.3.1.4 To ensure that the existing housing stock is maintained and rehabilitated.

*SERVICE &
AMENITIES* 6.3.1.5 To provide for complementary services and amenities which enhance the quality of residential areas.

*HOME BASED
OCCUPATIONS* 6.3.1.6 To accommodate home based occupations.

*SUFFICIENT
LAND SUPPLY* 6.3.1.7 To ensure that a sufficient land supply for residential and ancillary land uses is available to accommodate market demands over the 20 year period of this Plan.

LOCATIONAL CRITERIA 6.3.2.4 Residential development shall be located where:

- 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.

8.7.1 Objectives

<i>VARIED DEVELOPMENT PATTERN</i>	8.7.1.1	To achieve a varied development pattern which supports and enhances the urban experience.
<i>COMPLEMENTARY DESIGN</i>	8.7.1.2	To achieve a complementary design relationship between new and existing development, while accommodating an evolution of urban design styles.
<i>VISUAL INTEREST</i>	8.7.1.3	To maximize the variety and visual appeal of building architecture.
<i>ART AND LANDSCAPING</i>	8.7.1.4	To integrate art and landscaping with the built form.
<i>UNIQUE CHARACTER</i>	8.7.1.5	To enhance the unique character of a district, neighbourhood, prominent building or grouping of buildings.
<i>SIGNS</i>	8.7.1.6	To ensure that signs respect and enhance the character of the area in which they are located.
	8.7.1.7	To achieve external building designs that reflect high standards of character, appearance, design and sustainable design features. (Added by OPA #66–11/05/07-B/L209-2007)

8.7.2 Policies

<i>NEW DEVELOPMENT</i>	8.7.2.1	Council will ensure that the design of new development: (Added by OPA #66–11/05/07-B/L209-2007) <ul style="list-style-type: none"> (a) is complementary to adjacent development in terms of its overall massing, orientation, setback and exterior design, particularly character, scale and appearance; (Added by OPA #66–11/05/07-B/L209-2007) (b) provides links with pedestrian, cycle, public transportation and road networks; and (c) maintains and enhances valued heritage resources and natural area features and functions.
----------------------------	---------	--

- (d) Encourages the creation of attractive residential streetscapes through architectural design that reduces the visual dominance of front drive garages, consideration of rear lanes where appropriate, planting of street trees and incorporation of pedestrian scale amenities. **(added by OPA #60–05/07/07-B/L85-2007–OMB Decision/Order No.2667, 10/05/2007)**

*REDEVELOPMENT
AREAS* 8.7.2.2

Council will ensure that the design of extensive areas of redevelopment achieves the following:

- (a) provides a development pattern that support a range of uses and profiles;
- (b) defines the perimeter of such an area by a distinct edge which may be formed by roads, elements of the Greenway System or other linear elements;
- (c) contains activity centres or nodes which are designed to serve the area and which may be identified by one or more landmarks;
- (d) provides transportation links to adjacent areas; and
- (e) maintains and enhances valued historic development patterns or heritage resources.
- (f) is complementary to adjacent development in terms of overall massing, orientation, setback and exterior design, particularly character, scale and appearance.

(Added by OPA #66–11/05/07-B/L209-2007)

*INFILL
DEVELOPMENT* 8.7.2.3

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:

- (a) massing;
- (b) building height;
- (c) architectural proportion;
- (d) volumes of defined space;
- (e) lot size;
- (f) position relative to the road; and
- (g) building area to site area ratios.
- (h) the pattern, scale and character of existing development; and, **(Added by OPA #66–11/05/07-B/L209-2007)**
- (i) exterior building appearance **(Added by OPA #66–11/05/07-B/L209-2007)**

(j) Council adopted Design Guidelines that will assist in the design and review of applications for development in accordance with the policies noted above

TRANSITION IN BUILDING HEIGHTS 8.7.2.4 Council will ensure a transition among Very High, High, Medium and Low Profile developments through the application of such urban design measures as incremental changes in building height, massing, space separation or landscape buffer.

CONTINUOUS BUILDING FACADES 8.7.2.5 Council will require new development to support the creation of continuous building facades along Mainstreets through the street level presence of:

- (a) community facilities, retail shops, and other frequently visited uses; and
- (b) architectural features and elements which can be experienced by pedestrians.

APPEALING STREET FACADES 8.7.2.6 Council will encourage the buildings facades to be visually interesting through extensive use of street level entrances and windows. Functions which do not directly serve the public, such as loading bays and blank walls, should not be located directly facing the street.

11.6.3 Zoning By-law Amendment Policies

AMENDMENTS MUST CONFORM 11.6.3.1 All amendments to the Zoning By-law(s) shall conform with this Plan. The Municipality will, on each occasion of approval of a change to the zoning by-law(s), specify that conformity with the Official Plan is maintained or that the change will be in conformity upon the coming into effect of an amendment to the Official Plan.

Appendix “H”

Excerpts from the Provincial Planning Statement (PPS) 2024

Settlement areas are urban areas and rural settlement areas, and include cities, towns, villages and hamlets. Ontario’s settlement areas vary significantly in terms of size, density, population, economic activity, diversity and intensity of land uses, service levels, and types of infrastructure available.

The vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities. Development pressures and land use change will vary across Ontario. It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.

2.2 Housing

Policy 2.2.1 states:

Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

Official Plan policies will continue to guide intensification to areas which optimize the existing municipal infrastructure and public service facilities, and avoid unnecessary land consumption.

Policy 2.2.1(b)(2) states that: *all types of residential intensification, including the, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*

A supportive zoning amendment would focus on providing a range of housing and opportunities for net increase in residential units.

The proposed zoning by-law amendment would facilitate a net increase in residential units and provide a form of housing that is appropriate in terms of range and mix. In terms of supporting active transportation and transit, the site of the proposed zoning amendment is directly served by Transit Windsor.

2.3 Settlement Areas and Settlement Area Boundary Expansions

2.3.1 General Policies for Settlement Areas

2.3.1.1 - *Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*

2.3.1.2 - *Land use patterns within settlement areas should be based on densities and a mix of land uses which:*

- a) efficiently use land and resources,*
- b) optimize existing and planned infrastructure and public service facilities,*
- c) support active transportation,*
- d) are transit-supportive, as appropriate*

2.3.1.3 - *Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*

APPENDIX “I”
Excerpts from Zoning By-law 8600

11.2 RESIDENTIAL DISTRICT 2.2 (RD2.2)

11.2.1 PERMITTED USES

- 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

11.2.5 Provisions

- .1 Duplex Dwelling
 - .1 Lot Width – minimum 12.0 m
 - .2 Lot Area – minimum 360.0 m²
 - .3 Lot Coverage – maximum 45.0%
 - .4 Main Building Height – maximum 9.0 m
 - .5 Front Yard Depth – minimum 6.0 m
 - .6 Rear Yard Depth – minimum 7.50 m
 - .7 Side Yard Width – minimum 1.20 m
 - .10 Gross Floor Area – Main Building – maximum 400 m²
- .2 Semi-Detached Dwelling
 - .1 Lot Width – minimum 15.0 m
 - .2 Lot Area – minimum 450.0 m²
 - .3 Lot Coverage – maximum 45.0%
 - .4 Main Building Height – maximum 9.0 m
 - .5 Front Yard Depth – minimum 6.0 m
 - .6 Rear Yard Depth – minimum 7.50 m
 - .7 Side Yard Width – minimum 1.20 m
 - .10 Gross Floor Area – Main Building– maximum 400 m²
- .3 Single Unit Dwelling
 - .1 Lot Width – minimum 9.0 m
 - .2 Lot Area – minimum 270.0 m²
 - .3 Lot Coverage – maximum 45.0%
 - .4 Main Building Height – maximum 9.0 m
 - .5 Front Yard Depth – minimum 6.0 m
 - .6 Rear Yard Depth – minimum 7.50 m
 - .7 Side Yard Width – minimum 1.20 m
 - .10 Gross Floor Area – Main Building– maximum 400 m²
- .4 Double Duplex Dwelling or Multiple Dwelling
 - .1 Lot Width – minimum 18.0 m
 - .2 Lot Area – minimum 540.0 m²
 - .3 Lot Coverage – maximum 45.0%
 - .4 Main Building Height – maximum 9.0 m
 - .5 Front Yard Depth – minimum 6.0 m

- .6 Rear Yard Depth – minimum 7.50 m
- .7 Side Yard Width – minimum 1.80 m

.5 Townhome Dwelling

- .1 Lot Width – minimum 20.0 m
- .2 Lot Area – per *dwelling unit* – minimum 200.0 m²
- .3 Lot Coverage – maximum 45.0%
- .4 Main Building Height – maximum 9.0 m
- .5 Front Yard Depth – minimum 6.0 m
- .6 Rear Yard Depth – minimum 7.50 m
- .7 Side Yard Width – minimum 1.50 m

(AMENDED by B/L 101-2022, July 11, 2022)

APPENDIX “K”

Consultations

BUILDING ENGINEERING – MIRELLA ALLISON

The windows on the east elevation will need to meet 9.10.14.1. OBC. The maximum aggregate area of unprotected openings is 7.6% of the wall area.

The proposed setback and wall area on the east and west elevations triggers 1h non-combustible construction and non-combustible cladding.

TRANSIT WINDSOR – JASON SCOTT

Transit Windsor has no objections to this development. The closest existing transit route to this property is with the Transway 1C. The Transway 1C has a peak weekday frequency of 10 minutes. Transit Windsor's City Council approved 2023 service plan has the Transway 1C being replaced by a new primary route known as Route 110. Route 110 will be implemented in conjunction with the completion of Transit Windsor's new east end terminal. This is proposed to be completed sometime in 2026. Route 110 will also have a peak weekday frequency of 10 minutes. The closest existing transit route to this property is located on University at Randolph Northwest corner. This bus stop is approximately 320 metres from this property falling within Transit Windsor's 400 metre walking distance guidelines to a bus stop. This will be maintained with Transit Windsor's City Council approved Transit Master Plan and the 2023 service plan.

HERITAGE PLANNING – TRACY TANG

Heritage:

There is no apparent built heritage concern with this property.

Archaeology:

The subject property is located within the Archaeological Potential Zone (APZ) and Archaeologically Sensitive Area (ASA) (as per the recently adopted Windsor Archaeological Management Plan, 2024; OPA 181; and updated 2024 archaeological potential model OP Volume I Schedule C-1). A Stage 1 archaeological assessment and any further recommended assessments are required to be entered into the Ontario Public Register of Archaeological Reports to the satisfaction of the City of Windsor and the Ontario Ministry of Citizenship and Multiculturalism, prior to any additional land disturbances. A final copy of these relevant archaeological reports and GIS study area must be submitted to the City of Windsor.

WINDSOR FIRE – JOHN SMITH

At this stage, WFRS had no objections to proposed project located at 2121 Riverside Drive West.

ZONING COORDINATOR – CONNER O'ROURKE

Below is the zoning review summary for the above-mentioned property:

- **Current Zoning Designation:** Residential District 2.2
- **Proposed Zoning Designation:** Residential District 2.2 with site specific provisions
- **Existing Use**
 - o Single unit dwelling – to be demolished

- **Proposed Use**
 - Multiple Dwelling with 46 Dwelling Units
 - Not permitted in current zoning district
- **Section 5 – General Provisions**
 - Complies
- **Section 11.2 – Residential District 2.2**
 - Minimum Lot Width:
 - 18.0m (Required)
 - 22.0m (Provided)
 - Minimum Lot Area:
 - 540.0m² (Required)
 - 1250.0m² (Provided)
 - Maximum Lot Coverage:
 - 45.0% (Required)
 - 44.0% (Provided)
 - Maximum Main Building Height: [11.2.5.4.4]
 - 9.0m (Required)
 - 11.7m (Provided)
 - Minimum Front Yard Depth:
 - 6.0m (Required)
 - 7.4m (Provided)
 - Minimum Rear Yard Depth:
 - 7.50m (Required)
 - 18.5m (Provided)
 - Minimum Side Yard Width:
 - 1.20m (Required)
 - 1.90m (Provided)
- **Section 24 – Parking, Loading and Stacking Provisions**
 - Required Number of Parking Spaces: [24.20.5.1]
 - 57 (Required)
 - 12 (Provided)
 - Minimum Size of Bicycle Parking Spaces: [24.30.10]
 - 0.6 metres by 2.5 metres (Required)
 - 0.3 metres by 0.4 metres (Provided)
 - Location of Bicycle Parking Spaces:
 - Each bicycle parking space shall be located in a manner which will not hamper the movement of persons or vehicles: [24.30.20.3]
 - When located on a walkway or sidewalk, each bicycle parking space shall be located a minimum of 2 m from a building entrance [24.30.20.3.1]
 - A bicycle parking space is prohibited within a required yard [24.30.20.3.2]
 - Required Number of Loading Spaces: [24.40.1.5]
 - 1 (Required)
 - 0 (Provided)
- **Section 25 – Parking Area Provisions**
 - Construction and Maintenance of Parking Area
 - A curb shall bound the perimeter of a parking area and shall separate a landscaped open space yard, landscaped open space island or parking area

separation from the parking area. [25.5.10.3] Any curb shall be constructed of poured in place concrete, shall be continuous and shall have a minimum width and height of 15.0 centimetres. [25.5.10.5]

- Parking area separation from a building wall containing a habitable room window and a habitable room window facing the parking area: [25.5.20.1.6]
 - 4.50m (Required)
 - 1.35m (Provided)

SITE PLAN CONTROL

The development proposal is subject to Site Plan Control pursuant to the Planning Act and City of Windsor By-law 1-2004. Where preceding development applications are required, inclusive of Official Plan and Zoning By-law Amendments, request for Site Plan Control Pre-Consultation Stage 1 may be made following completion of the requisite Development and Heritage Standing Committee meeting at <https://ca.cloudpermit.com/login>.

CANADA POST – BRUNO DESANDO

This development, as described, falls within our centralized mail policy.

I will specify the condition which I request to be added for Canada Post Corporation's purposes.

- a) Canada Post's multi-unit policy, which requires that the owner/developer provide the centralized mail facility (front loading lockbox assembly or rear-loading mailroom [mandatory for 100 units or more]), at their own expense, will be in effect for buildings and complexes with a common lobby, common indoor or sheltered space.

Should the description of the project change, I would appreciate an update in order to assess the impact of the change on mail service.

If you have any questions or concerns regarding these conditions, please contact me. I appreciate the opportunity to comment on this project.

Lock-Box Assembly Requirements

The complete Canada Post Standards Manual for Builders & Developers can be downloaded at: https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf

Compartments Size

- Horizontal lock-box models used in mailrooms must have the following minimums:
 - Residential compartments must be at least 12.5 x 13.5 cm
 - Commercial compartments at least 13.5 x 30.5 cm
 - Parcel compartments at least 30.5 x 30.5 cm
- Vertical lock-box models must have min comp size of 25 x 12.5 cm. (Most models are 40 x 12.7 cm)

Heights

- All lock-box assemblies must be installed in a manner that will not require the delivery employee to reach higher than 170cm or lower than 45cm when delivering to the equipment. With respect to horizontal lock-boxes, the limits above will likely mean that maximum number of compartments that can be included in each column of residential compartments would be eight

Rear-loading Lock-boxes

- Projects with more than 100 units are required to be serviced via a rear-loading lock-box assembly.

- There must be a width of at least 100cm of working space from the back of the boxes to the wall.
- A ledge under the bottom row of boxes is also recommended in rear-loading designs. This ledge is to be directly under the bottom row of boxes (no space between ledge and bottom of boxes) and must stick out at least 20cm from the back of the boxes.
- Mailroom door is required to provide a minimum 81cm opening
- Lighting should be at least 100 lux (measured 75 cm from floor)

Access

- All buildings where the lock-boxes are required to be serviced from inside the building are required to install a Canada Post Crown lock in the building intercom. The intercom is pre-fabricated with an internal housing for the lock. The lock can be obtained from the local deliver supervisor.
- If the building has more than 100 units, a rear-loading lock-box assembly will be installed. The door to the Canada Post delivery area must be fitted with a specific model of deadbolt. This is because Canada Post will supply a key cylinder made specifically for the Canada Post key that will fit inside the deadbolt purchased by the developer.

Numbering

- Compartments should be numbered vertically and left to right on the delivery side of the boxes

Grade-level Components

- If the development includes grade level retail or residential units, please take note that door-to-door delivery will not be provided to these units. Canada Post is happy to install a Community Mailbox to provide service to these units. Please coordinate a location with the Canada Post Delivery Planner for the area. If there is no room on the property for the Community Mailbox, service can be provided via another Community Mailbox in the area. Options to service the units from the tower (lobby) lock-boxes or via a front-loading lock box erected on the outside of the building can also be discussed with the Delivery Planner.

FORESTRY – MARC EDWARDS

The most recent Tree Inventory submitted by the developer claims the Silver Maple and Black Walnut trees are private. The Forestry Department still disputes this and has deemed them shared. Please read the Stage 2 review submitted April 17, 2025.

The Tree Canopy Recovery Cost for the Silver Maple and Black Walnut tree was estimated at \$27,315.60 and will need to be paid by the developer.

ENBRIDGE – SANDRO AVERSA

After reviewing the provided information, and consulting our mapping system, please note that Enbridge Gas has active infrastructure within the proposed area. A PDF drawing have been attached for reference.

Please Note:

1. The shown piping locations are approximate and for information purposes only
2. The drawings are not to scale
3. This drawing does not replace field locates. Please contact Ontario One Call for onsite locates prior to excavating, digging, etc

Enbridge Gas requires a minimum separation of 0.6m horizontal and 0.3m vertical from all our plant less than NPS 16 and a minimum separation 1.0m horizontal and 0.6m vertical between any CER-regulated and vital pipelines. For all pipelines (including vital pipelines), when drilling parallel

- The proposed development is for a “MULTIPLE DWELLING” structure (see City of Windsor’s Zoning By-law 8600 definitions), containing 46 self-contained/individual Dwelling units. The proposed development does not fall under the “STUDENT RESIDENCE” definition of City of Windsor’s Zoning By-law 8600. Therefore, in accordance with the Zoning By-law 8600 (TABLE 24.20.5.1 – REQUIRED PARKING SPACES), the minimum parking requirement is 1.25 per dwelling unit (57 parking spaces.)
- Regardless of being on the proximity to the University of Windsor, the intention/assumption the development will be used/occupied by students, cannot be relied upon and/or regulated. Therefore, parking requirement 1 per 4 bed is in contravention of Zoning By-law 8600.
- Proponent must be aware the subject property is **not** eligible for residential parking permits on Rankin Ave. Furthermore, on-street parking is not allowed on Riverside Dr. W.
- The proposed number of parking is not adequate for the proposed development.

Therefore, Transportation Planning is not in support of the proposed dramatic reduction in required parking.

Transportation Impact Study

Transportation Planning received and reviewed the Transportation impact Study, conducted by Dillon Consulting, file No. 24-8291 dated July 2024.

Please note that the trip generation analysis should be based on **ITE Land Use Code 221 “Multifamily Housing (Mid-Rise)”**. ITE Land Use Code 225 “Off-Campus Student Apartment (Low-Rise)” is used in the Transportation Impact Study, conducted by Dillon Consulting. Please refer to parking section (above) for the comments regarding the section 6 - Parking of this study.

Access

All accesses shall conform to the TAC Geometric Design Guide for Canadian Roads and the City of Windsor Standard Engineering Drawings.

Exterior Path

All new exterior paths of travel must meet the requirements of the Accessibility for Ontarians with Disabilities Act (AODA).

Other Comments

It is recommended the applicant apply for the alley closure.

Should you have any further questions or concerns, please contact Ellie MehriLou, of this department at EMehrilou@citywindsor.ca.

RIGHT-OF-WAY – MARK SCHAFFHAUSER

Required Drawing Revisions:

1. **Sewer Connections** – All existing and proposed storm, sanitary and water services must be identified on the drawings, as well as the associated mainline sewers/water mains.
 - Modify drawings to include all sewer connections and water services.
 - Identify any redundant connections to be abandoned in accordance with Engineering Best Practice BP1.3.3.

Note that the proposed site plan included the removal of City owned trees. Please contact Forestry for removal fee's at forestry@citywindsor.ca

Special Provisions (to be included in Site Plan Control Agreement)

The following special provisions will be required prior to submitting a building permit application:

Site Plan Control Agreement – The applicant enter into an agreement with the City of Windsor for all requirements under the General Provisions of the Site Plan Control Agreement for the Engineering Department.

Alley Paving – The owner shall agree to drain and pave at his entire expense, the alley abutting the subject lands. The minimum acceptable cross-section will be 300 mm Granular "A" and 100 mm base and surface course asphalt in accordance with Standard City of Windsor Specifications, Selected Granular Base Course (S4) and Hot Mix, Hot Laid Asphaltic Concrete (S-10). The geometrics of the pavement shall comply with City of Windsor Standard Drawing AS-201. All work shall be to the satisfaction of the City Engineer.

Encroachment Agreement – The owner agrees to submit application for and execute an agreement with the Corporation for the proposed encroachments into the right-of-way (Alley Paving]) to the satisfaction of the City Engineer.

If you have any further questions or concerns, please contact Thomas Huynh, of this department at thuynh@citywindsor.ca

LANDSCAPE ARCHITECT – RYAN UPTON

As requested, the materials for the file titled above have been reviewed.

1. The applicant is required to provide a minimum 0.9m soft landscape buffer along the entire west and south property lines.
2. There are CPTED concerns on the west side of the building as there are minimal windows and doors on this side of the building. There are no sight lines into the bike parking area from the street or parking lot and further obstruction of sight created from the privacy fence to the west, gates and refuse enclosure. The area behind the refuse enclosure is also hidden from sight.
3. Please ensure that a 3m setback from the property line along Rankin Ave to the inside curb of the parking spaces is provided, per zoning by-law.
4. There is a concern with the Urban Design Study's suggestion that tenants can use the public parking across Riverside Dr, as this will take away available parking spaces for the general public to use visiting the park.
5. There is concern for adequate protection of the existing trees along the perimeter of the property. Efforts shall be made to protect these trees by providing an appropriate landscape buffer to protect the root zones and canopy. Given that the building has an expansive use of glass windows, trees will assist greatly in keeping building temperatures lower, creating less strain on utilities.

6. The applicant should be aware that trees that are removed will be required to be replaced at a diameter-for-diameter ratio. Given that the site does not provide adequate space for additional tree planting, cash-in-lieu may be accepted for potential tree planting in the public park located north of Riverside Dr W (subject to Parks and Forestry approval).
7. There may be an opportunity to explore a communal vegetable planting initiative for tenants on the rooftop amenity space.
8. Please ensure that the rooftop amenity has barrier free access.

If you have any questions or concerns, please feel free to contact me.

ENWIN

HYDRO ENGINEERING: Nillavon Balachandran

No Objection

Please be advised the current property is serviced overhead with 120/240 Volt service conductor from the southern limit

Please be advised on the southern limit of the East-West alley behind said property, ENWIN has overhead secondary distribution at 120/240 Volts.

Prior to working in these areas, we suggest notifying your contractor and referring to the Occupational Health and Safety Act and Regulations for Construction Projects to confirm clearance requirements during construction and demolition. Also, we suggest referring to the Ontario Building Code for required clearances for New Building Construction.

WATER ENGINEERING: Bruce Ogg

ENWIN Water has no objections. The existing water service may have to be replaced to accommodate the proposed development.

URBAN DESIGN – SOPHIA DIBLASI

Pursuant to the application for a zoning by-law amendment (**Z14/2025 [ZNG7308]**), please note the following Urban Design comments:

Further refinement is necessary to ensure better alignment with Chapter 8 - Urban Design of the Official Plan. The proposal is not supported. A more deliberate integration of built form and massing is necessary to ensure compatibility with the surrounding neighbourhood.

From a public realm perspective, building frontages facing public roads should be designed as active, human-scaled façades. This includes the use of architectural detailing, fenestration, awnings, and other weather-protective elements that contribute to a walkable and engaging streetscape.

To promote environmental sustainability and compliance with Official Plan policies, the development should provide a minimum of 40% open green space.

Below is a reference to specific policies from the City of Windsor Intensification Guidelines and the City of Windsor Official Plan that have been highlighted for this proposal. This is not be a complete list. The tables below represent specific policies that are to be taken into account, and were the

guiding policies for the above recommendations.

The City of Windsor's Official Plan, Chapter 8 - Urban Design:

8.2.2.7 Development or Infrastructure Evaluation	<p>Council will ensure that a proposed development or infrastructure undertaking enhances the image of Windsor, its districts and/or its neighbourhoods by complementing and contributing to: (a) the activity and character of the area; (Deleted by OPA #66–11/05/07-B/L209-2007)</p> <ul style="list-style-type: none"> a. the activity of the area together with the character, scale, appearance and design features of existing buildings (Added by OPA #66–11/05/07-B/L209-2007) b. the landmarks in the area; c. the consistency and continuity of the area with its surroundings; d. the edges of the area; and
8.6.2.6 Skylight for Public Spaces	<p>Council will maintain access to skylight in public spaces by controlling the height, setback and massing of a proposed development or infrastructure undertaking.</p>
8.7.2.1 New Development	<p>Council will ensure that the design of new development:</p> <ul style="list-style-type: none"> a. is complementary to adjacent development in terms of its overall massing, orientation, setback and exterior design, particularly character, scale and appearance; b. provides links with pedestrian, cycle, public transportation and road networks; and c. maintains and enhances valued heritage resources and natural area features and functions. d. Encourages the creation of attractive residential streetscapes through architectural design that reduces the visual dominance of front drive garages, consideration of rear lanes where appropriate, planting of street trees and incorporation of pedestrian scale amenities.
8.7.2.3 Infill Development	<p>Council will ensure that proposed development within an established neighbourhood is designed to function as an integral and complementary part of that area's existing development pattern by having regard for:</p> <ul style="list-style-type: none"> (a) massing; (b) building height; (c) architectural proportion; (d) volumes of defined space; (e) lot size; (f) position relative to the road; and (g) building area to site area ratios. (h) the pattern, scale and character of existing development; and, (i) exterior building appearance
8.7.2.4 Transition in Building Height	<p>Council will ensure a transition among Very High, High, Medium and Low Profile developments through the application of such urban design measures as incremental changes in building height, massing, space separation or landscape buffer</p>
8.9.2.2 Protect Views & Vistas	<p>Council will protect views and vistas of unique landmarks and features, particularly the City Centre skyline, Detroit River,</p>

	Ambassador Bridge and Detroit skyline, to facilitate orientation and enhance the image of Windsor.
8.9.2.10 Views Along Roads	Council will protect significant views and vistas as seen from public rights-of-way and will ensure that significant views and vistas at the ends of roads and at “T” intersections are protected and enhanced.

The City of Windsor’s Intensification Guidelines:

2.2.4 Landscaping	<ol style="list-style-type: none"> 1. Preserve existing mature trees where possible. The planting of new trees is encouraged to provide a continuous canopy over the street and to replace any canopy lost to new development. 2. Enhance the bio-resiliency of the area through planting of native, non-invasive trees and shrubs. 3. Include landscaped areas in front of buildings that provide a transition from private to public areas. A minimum of 50% of the front yard zone should include soft landscaping areas (nonpaved areas supporting grass, groundcovers, trees and/ or shrubs) 6. Maintain the green character of the front yards and avoid monotony of treatment over large extents of development. The front yards of units in a new townhouse development should have a coordinated landscape design that should include fences/hedges, and street trees in the boulevard
2.2.5 Materials	<ol style="list-style-type: none"> 1. Ensure building materials reflect and complement the existing materials in the area and are high quality, durable, and easily maintained. 8. Traditional high quality building materials are encouraged. The traditional building materials utilized within each historic neighbourhood should be identified and are to be encouraged for new development.
2.3.2.1 Massing & Elevation Articulation	<ol style="list-style-type: none"> 1. Design dwellings to have articulated elevations, especially those exposed to streets and open spaces. Articulated elevations might include changes in plane, projections, enhanced fenestration, highlighted entrances, complementary materials, among other architectural elements
2.4.1.1 Massing & Elevation Articulation	<ol style="list-style-type: none"> 1. Building mass should be compatible with buildings in the immediate vicinity of the development. Generally, the building foot print should not exceed 35% of the lot area. In addition, 40% of the lot area should be dedicated to landscaped open space exclusive of parking facilities and driveways.
3.4.2 Low Profile Buildings	<ol style="list-style-type: none"> 1. All Low Profile buildings shall demonstrate design excellence and compatibility with the surrounding context. Ensure architectural detailing, landscape treatments, colour, and building materials are representative of the highest quality possible.

Council Report: S 91/2025

Subject: Zoning By-Law Amendment – 2015-25 (ZNG/7309) – 726 Josephine Avenue, Ward 2

Reference:

Date to Council: August 5, 2025
Author: Diana Radulescu
Planner II - Development Review
519-255-6543 x6918
dradulescu@citywindsor.ca

Averil Parent
Planner II - Development Review
519-255-6543 x6397
aparent@citywindsor.ca

Planning & Building Services
Report Date: 7/9/2025
Clerk's File #: Z/14992

To: Mayor and Members of City Council

Recommendation:

- I. THAT Zoning By-law 8600 **BE AMENDED** by adding the following zoning exception to Section 91.10:

- 4. EAST SIDE OF JOSEPHINE AVENUE, BETWEEN WYANDOTTE STREET WEST AND ROONEY STREET**

For the lands comprising of the north Part Lot 18 and the south Part Lot 17, Registered Plan 1042, one *Semi-Detached Dwelling* shall be an additional permitted *main use*, and the following additional provisions shall apply to a *Semi-Detached Dwelling*:

- a) *Lot Width: minimum 12.5 m*
- b) *Lot Area: minimum 410 m²*
- c) *Lot Coverage: maximum 48.0%*
- d) *Rear Yard Depth: minimum 7.20 m*
- e) *Gross Floor Area: maximum 460 m²*

[ZDM 3; ZNG/7309]

- II. THAT Zoning By-law 8600 **BE FURTHER AMENDED** by changing the zoning of the north Part Lot 18 and the south Part Lot 17, Registered Plan 1042, situated on the east side of Josephine Ave between Wyandotte Street West and Rooney Street, from RD1.3 to RD1.3x(4).

Executive Summary:

N/A

Background:

Application Information:

Municipal Address: 726 Josephine Avenue **Roll Number:** 050-300-01400

Ward: 2 **Planning District:** Riverwest **Zoning District Map:** 3

Applicant/Agent: Tracey Pilon-Abbs (Pilon-Abbs Inc.)

Owner: Ran Zhang c/o Windstar Homes Inc

Proposal:

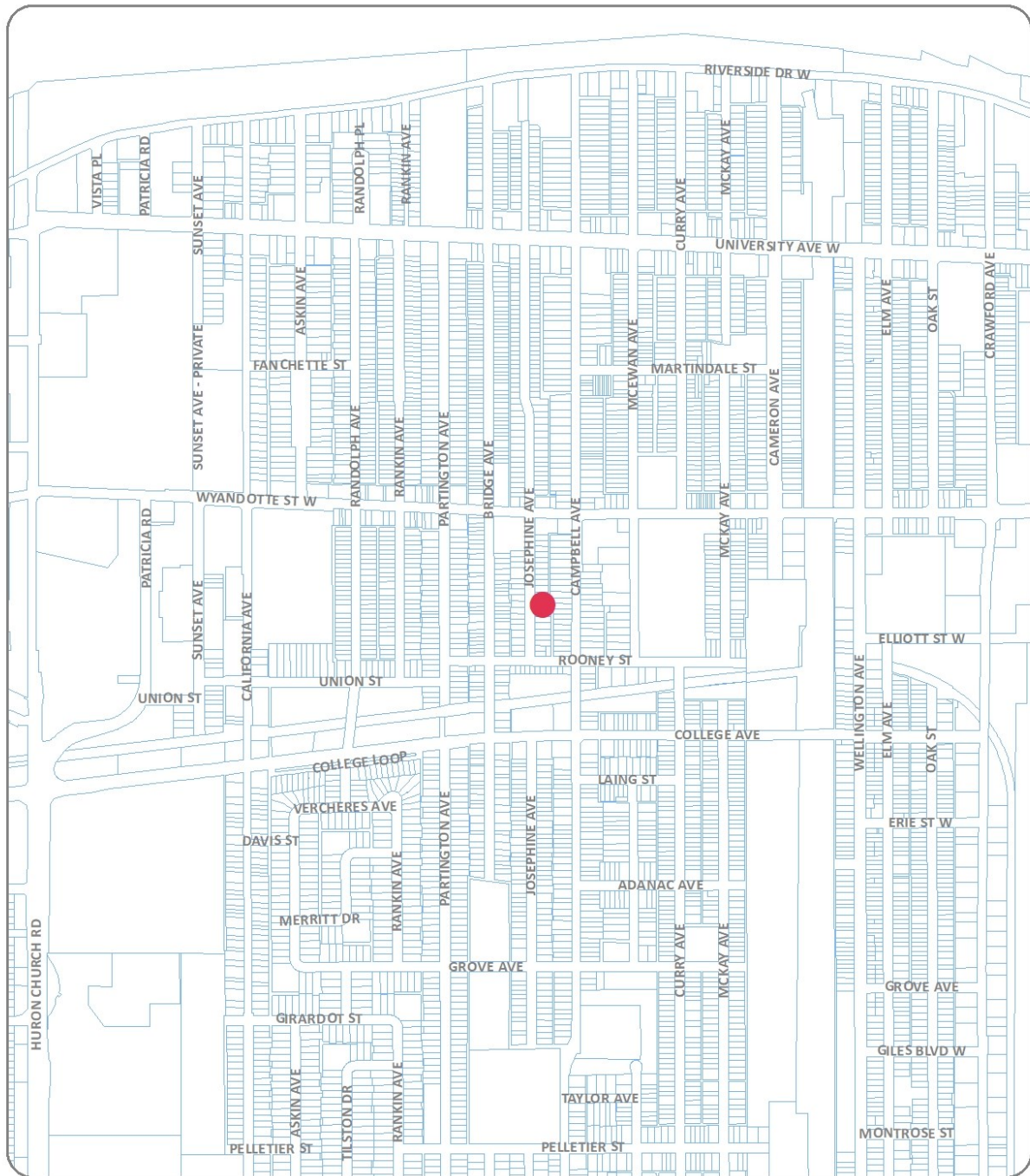
The applicant requests a site-specific exception to the existing RD1.3 zone to permit the construction of a semi-detached dwelling with reduced minimum lot width from 15 m to 12.5 m, reduced minimum lot area from 450 m² to 410.4 m², increased maximum lot coverage from 45% to 47.9%, reduced rear yard setback from 7.5 m to 7.3 m and increased maximum Gross Floor Area from 400 m² to 460 m². A total of 4 units are proposed including 2 additional dwelling units (ADUs). A total of 2 parking spaces located within the front yard with access from Josephine Avenue are proposed. The applicant intends to sever in the future. The subject parcel is currently occupied by a single detached dwelling and an accessory building (detached garage) to be demolished. The applicant has submitted a conceptual site plan, elevations drawings and floor plans (Appendix A).

The development as proposed is not subject to Site Plan Control. All plans, elevations and renderings are conceptual and subject to change.

Site Information:

OFFICIAL PLAN	ZONING	CURRENT USE	PREVIOUS USE
Residential	Residential District 1.3 (RD1.3)	Single Unit Dwelling	N/A
LOT WIDTH	LOT DEPTH	LOT AREA	LOT SHAPE
12.5 m	32.8 m	410.4 m ²	Rectangular
<i>All measurements are provided by the agent and are approximate.</i>			

Figure 1: Key Map



KEY MAP - Z-015/25, ZNG/7309

● SUBJECT LANDS



Figure 2: Neighbourhood Map



NEIGHBOURHOOD MAP - Z-015/25, ZNG/7309



SUBJECT LANDS

Neighbourhood:

The subject parcel is located in a residential area consisting of low to medium density dwellings. See Appendix B for site images. The University of Windsor and Ambassador Bridge are major uses in the nearby area. A mix of commercial uses are located along Wyandotte Street to the north. There is nearby shopping in the form of plazas and malls, medical facilities, as well as employment, places of worship, and local amenities.

Windsor Fire Station Number 4 is located on the north side of College Avenue, west of California, approximately 1.1 km to the southwest. The City of Windsor Adie Knox Herman Recreation Complex and Wilson Park are located about 400 m to the northeast/southeast. The closest schools are Canada Benson Academy (315 m to the northeast), Assumption College Catholic Middle School (1.2 km to the southwest) and West Gate Public School (1 km to the south).

The nearest library is the Windsor Public Library's Bridgeview Branch 1.1 km to the south. The Canadian Pacific Railway is located approximately 180 m to the south.

Josephine Avenue is classified as a Local Road, with sidewalks on both sides of the street and alternating side on-street parking. *Schedule F: Roads and Bikeways* classifies Wyandotte Street West as a Class II Arterial Road and College Avenue as a Class I Collector Road. Active transportation is available in the form of sharrows on Wyandotte Street West. Josephine Avenue and Wyandotte Street West are noted as "high priorities" on the Proposed Bicycle Network in the Windsor Active Transportation Master Plan.

This area is served by Transit Windsor's Route 2 (Crosstown) and Route 115, providing access to downtown, St. Clair College and other key areas. The Crosstown 2 operates along Wyandotte Street West, approximately 270 m to the north with stops at Wyandotte and Campbell and Wyandotte and Bridge. This route has a peak weekday frequency of 10-15 minutes. Route 115 operates on Campbell Avenue with stops located about 300 m away at College Avenue and Wyandotte Street. This route has a peak weekday frequency of 20 minutes, increasing to 10 minutes with Transit Windsor's City Council approved 2025 Service Plan. These bus stops fall within Transit Windsor's 400 m walking distance guidelines to a bus stop. These services will be maintained with Transit Windsor's City Council approved Transit Master Plan.

A combined sewer is available in the Josephine Avenue right-of-way.

Figure 3: Subject Parcel – Rezoning



PART OF ZONING DISTRICT MAP 3

N.T.S.

REQUESTED ZONING AMENDMENT

Applicant: Windstar Homes Inc.



SUBJECT LANDS

PLANNING & BUILDING DEPARTMENT



DATE : JUNE, 2025
FILE NO. : Z-015/25, ZNG/7309

Discussion:

Planning Rationale Report (Pillon Abbs Inc. – April 22, 2025)

The Planning Rationale Report (PRR), attached as Appendix C to S91/2025, notes that *“the proposed development will be limited to a 2 storey, low profile building, which is a compatible density for the site and the surrounding area.”* and that *“the proposal represents a cost-effective development pattern that minimizes land consumption and servicing costs.”* The PRR further notes that *“the proposal represents good planning as it addresses the need for the development of a parcel of land, which contributes to affordability and intensification requirements.”*

The PRR concludes that *“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 Planning Department generally concurs with the PRR.

Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) provides direction on matters of provincial interest related to land use planning and development and sets the policy foundation for regulating the development and use of land in Ontario.

Policy 2.1.6 states that *“complete communities”* shall be supported by *“accommodating an appropriate range and mix of land uses, housing options, ... and other uses to meet long-term needs”, “improving accessibility for people of all ages and abilities”, and “improving social equity and overall quality of life for people of all ages, abilities, and incomes”*.

The proposed semi-detached dwelling will provide a form of housing that is appropriate in terms of the range and mix of the surrounding neighbourhood context. It represents an appropriate housing option that will meet long-term needs, and improves accessibility, social equity & overall quality of life for people of all ages, abilities, & incomes. The proposed amendment is consistent with Policy 2.1.6 of the PPS.

Policy 2.2 requires that an *“appropriate range and mix of housing options and densities”* be provided by *“permitting and facilitating...all housing options required to meet the social, health, economic and well-being requirements of current and future residents...and all types of residential intensification ... development and introduction of new housing options within previously developed areas”*. The modest increase in density supports efficient use of land and infrastructure as well as the use of active transportation.

Policy 2.3.1 provides general policies for settlement areas. Growth should be focused in the settlement area. Land use patterns should be based on the efficient use of land and resources, optimizing existing and planned infrastructure, support active transportation, and be transit supportive.

The proposed semi-detached dwelling represents a housing option that will meet the various requirements of current and future residents, is a type of residential intensification, and promotes the efficient use of land, resources, and infrastructure, and supports active transportation. Transit and active transportation are available and are

planned to be enhanced in the future. The proposed amendment is consistent with Policy 2.2 and Policy 2.3.1.

Policy 2.9 requires that the impacts of a changing climate and reduction in greenhouse gas emissions shall be supported with compact, transit-supportive, and complete communities, consider stormwater management systems, and promote active transportation.

The proposed semi-detached dwelling is a residential infill and intensification project, thereby not requiring settlement area expansion. It is a compact development with access to existing transit and active transportation and is located within an area that is serviced by municipal wastewater, stormwater and water services. The proposed amendment is consistent with Policy 2.9.

The proposed development of a semi-detached dwelling with 4 units represents an efficient development and land use pattern that will have no adverse impact on the financial well-being of the City of Windsor, land consumption and servicing costs, accommodates an appropriate range of residential uses, and optimizes existing investments in transit and infrastructure. There are no anticipated environmental or public health and safety concerns with the proposed use of land.

The agent indicates that the objectives of the PPS 2024 have been considered and have informed their professional planning opinion and concept design for the project site. These objectives are discussed in the PRR. Planning & Development Services generally concurs with this and is of the opinion that the proposed amendment to Zoning Bylaw 8600 is consistent with the PPS 2024.

City of Windsor Official Plan

The subject property is located within the Riverwest Planning District in *Schedule A – Planning Districts & Policy Areas* of Volume I.

The subject parcel has a Residential land use designation in *Schedule D – Land Use Plan*. Section 6.3.2.1 stipulates that low profile and medium profile dwelling units are permitted within the Residential land use designation. The proposed development of a semi-detached dwelling is classified as a Low Profile development under Section 6.2.1.2 (a) and is compatible and complementary with the surrounding land uses (Section 6.3.2.5 (c)). The development is of a scale that is compatible with the profile and uses of the surrounding neighbourhood. No deficiencies in municipal physical and emergency services have been identified (Section 6.3.2.5 (e)). The proposed rezoning conforms to the policies in Sections 6.3.2 of the Official Plan.

The Official Plan has policies that encourage redevelopment and intensification. Objective 6.3.1.1 supports a complementary range of housing forms and tenures in all neighbourhoods. Objective 6.3.1.2 seeks to promote compact neighbourhoods and balanced transportation systems. Objective 6.3.1.3 seeks to promote selective residential redevelopment, infill and intensification initiatives. The proposed low profile semi-detached dwelling represents a complementary and compact form of housing, redevelopment, and intensification that is located near active and public transportation. The proposed rezoning satisfies the objectives set out in Section 6.3.1 of the Official Plan.

The proposed amendment to Zoning By-law 8600 will conform to the general policy direction of the Official Plan. Planning and Development Services generally concurs with the Official Plan analysis in Section 5.1.2 of the PRR submitted by the Applicant.

Zoning By-Law 8600

The subject land is zoned Residential District 1.3 (RD1.3) which only permits an existing semi-detached dwelling (along with other permitted main uses). The applicant is requesting a rezoning to permit one new semi-detached dwelling as an additional permitted use.

As per the zoning by-law, additional dwelling units located south of the Detroit River, west of Cadillac Street or Henry Ford Centre Drive, north of Tecumseh Road and east of Prince road do not require a parking space. Providing two parking spaces for this proposal complies with the Zoning By-law.

The applicant has requested site specific exceptions for: a reduction in minimum lot width from 15.0 m to 12.5 m, a reduction in minimum lot area from 450 m² to 410.4 m², an increase in maximum lot coverage from 45% to 48%, and a reduction in the minimum rear yard setback from 7.50 m to 7.30 m. The zoning review conducted by Planning Staff identified a 7.26 m rear yard setback in the conceptual site plan, which is reflected in site specific exception d). The reductions in minimum lot width and minimum lot area are for the lot are as-existing. Planning Staff are of the opinion that the reduction in the rear yard setback will have no adverse impact on the proposed development or on surrounding uses. The increase in lot coverage is considered marginal and not out of proportion to existing parcels in the blockface. The recommendation includes provisions for the requested site specific provisions.

The applicant has also requested a site specific exception for an increased maximum gross floor area (GFA) of 460 m². The zoning review conducted by Planning Staff identified an estimated GFA of 546.7 m² based on the current design of the proposed additional dwelling unit in the basement. Section 5.99.80.5(c)2 of the Zoning By-law notes that for any additional dwelling unit, the GFA “shall include that portion of the main building located within a basement or cellar.” A redesign of the layout of the proposed dwelling units prior to the building permit stage would allow for the development to meet the proposed and recommended maximum GFA. Site specific provision (e) provides for a maximum GFA of 460 m².

The Applicant’s request for a change in zoning with site-specific provisions is supported in principle. Section 5.1.3 of the PRR outlines that the proposed development complies with all other applicable zoning provisions. Planning and Development Services is of the opinion that there are no adverse impacts as a result of the proposed development.

Site Plan Control

The proposed semi-detached dwelling is not subject to Site Plan Control.

Risk Analysis:

N/A

Climate Change Risks

Climate Change Mitigation:

The subject land is located within an existing neighbourhood on existing municipal services, therefore reducing the impacts of climate change by locating within the existing built-up area. In general, residential intensification minimizes the impact on community greenhouse gas emissions as these developments create complete communities and neighbourhoods while using available infrastructure such as sewers, sidewalks, and public transit.

Climate Change Adaptation:

The new building may be affected by climate change, in particular with respect to extreme precipitation and an increase in days above 30 degrees. While not the subject of this report, any new construction would be required to meet the current provisions of the Building Code, which would be implemented through the building permit process. The proposed development of a low-profile semi-detached dwelling provides an opportunity to increase resiliency for the development and surrounding area through supporting a complementary and compact form of housing, redevelopment, and intensification that is near existing and future transit and active transportation options.

Financial Matters:

N/A

Consultations:

Aaron Farough - Senior Legal Counsel, Legal & Real Estate

An Open House was held on February 25, 2025 where members of the public could attend either in person or online. Notification of this meeting was distributed to residents and property owners within 200m of the subject site. In addition to the Applicant, applicant representatives and City Staff, 1 resident attended the open house. Details of the Open House are summarized in Section 3.2 of the PRR.

Comments received from municipal departments and external agencies are attached as Appendix D. Statutory notice was advertised in the Windsor Star. A courtesy notice was mailed to property owners within 200m of the subject lands. Submitted documents were posted on the City of Windsor [website](#).

Conclusion:

The *Planning Act* requires that a decision of Council in respect of the exercise of any authority that affects a planning matter, “*shall be consistent with*” Provincial Planning Statement 2024. Based on the supporting documents submitted by the Applicant and the analysis in this report, it is my opinion that the requested amendment to Zoning By-law 8600 is consistent with the PPS 2024 and is in conformity with the City of Windsor Official Plan.

The proposed amendment permits a semi-detached dwelling with four units which is compatible with existing uses in the surrounding neighbourhood. The proposed

development represents a modest increase in density and provides an opportunity for residential intensification, while also supporting a complementary form of housing located near multimodal transportation options.

The recommendation to amend Zoning By-law 8600 constitutes good planning. Staff recommend approval.

Planning Act Matters:

Diana Radulescu

Planner II – Development Review

Averil Parent

Planner II – Development Review

I concur with the above comments and opinion of the Professional Planner.

Greg Atkinson, MCIP, RPP

Deputy City Planner - Development

Neil Robertson, MCIP, RPP

City Planner

I am not a registered Planner and have reviewed as a Corporate Team Leader

JP RM

Approvals:

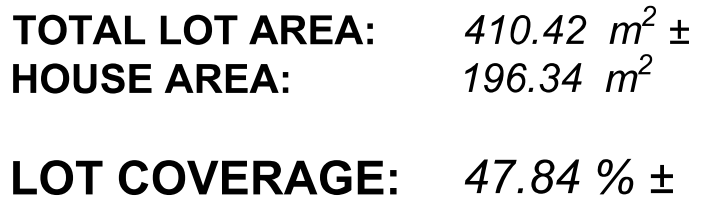
Name	Title
Greg Atkinson	Deputy City Planner - Development
Wira Vendrasco	City Solicitor
Neil Robertson	City Planner
Matthew Johnson acting for Jelena Payne	Deputy CAO/Commissioner, Economic Development
Ray Mensour	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:

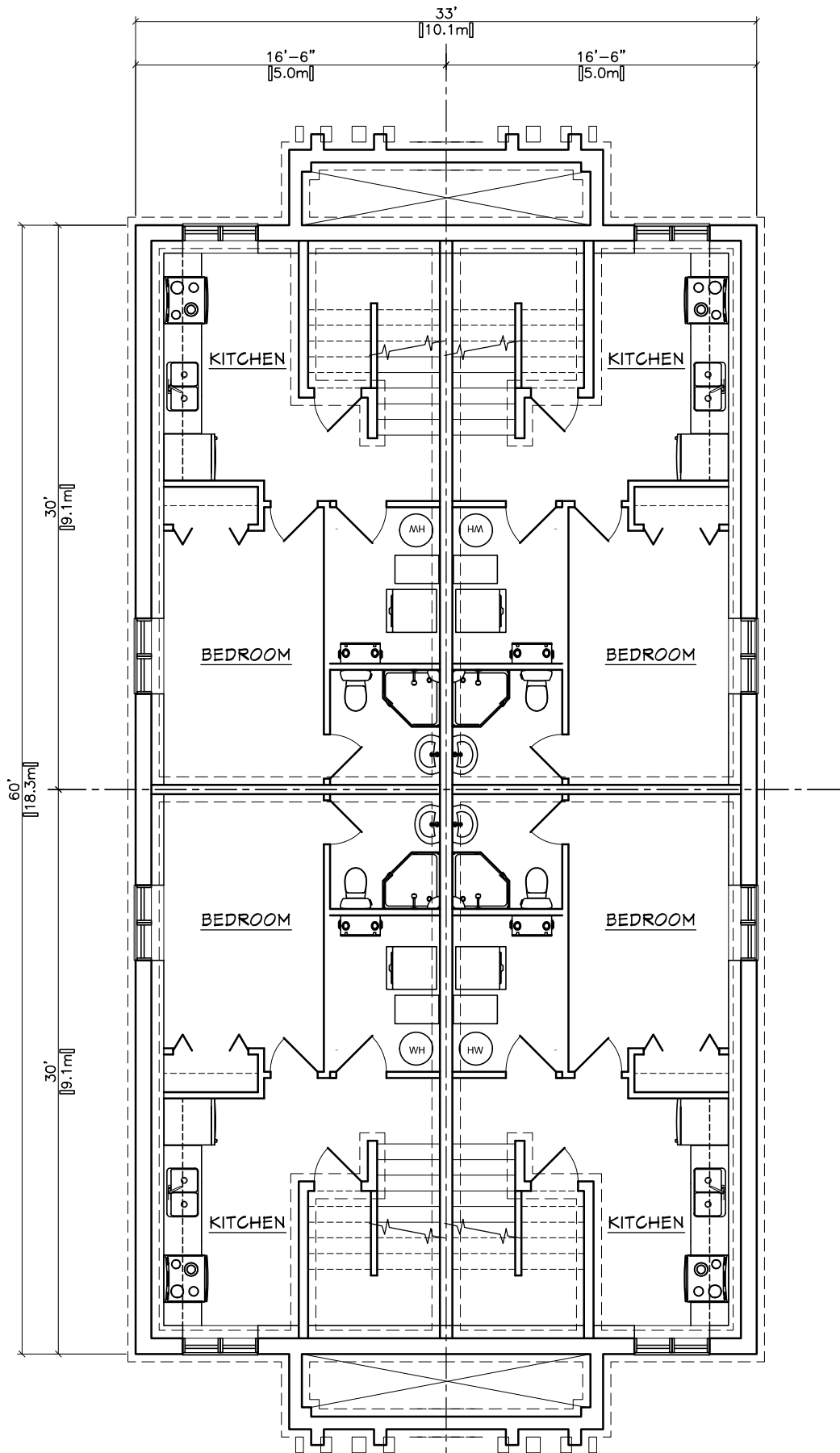
- 1 Appendix A - Conceptual Site Plan, Elevations, Floor Plans
- 2 Appendix B - Planning Rational Report
- 3 Appendix C - Site Photos
- 4 Appendix D - Consultation



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DESIGNS © C.MATTHEWS DESIGN 2023

FOR: WINSTAR HOMES
DATE: JAN. 24/ 2024



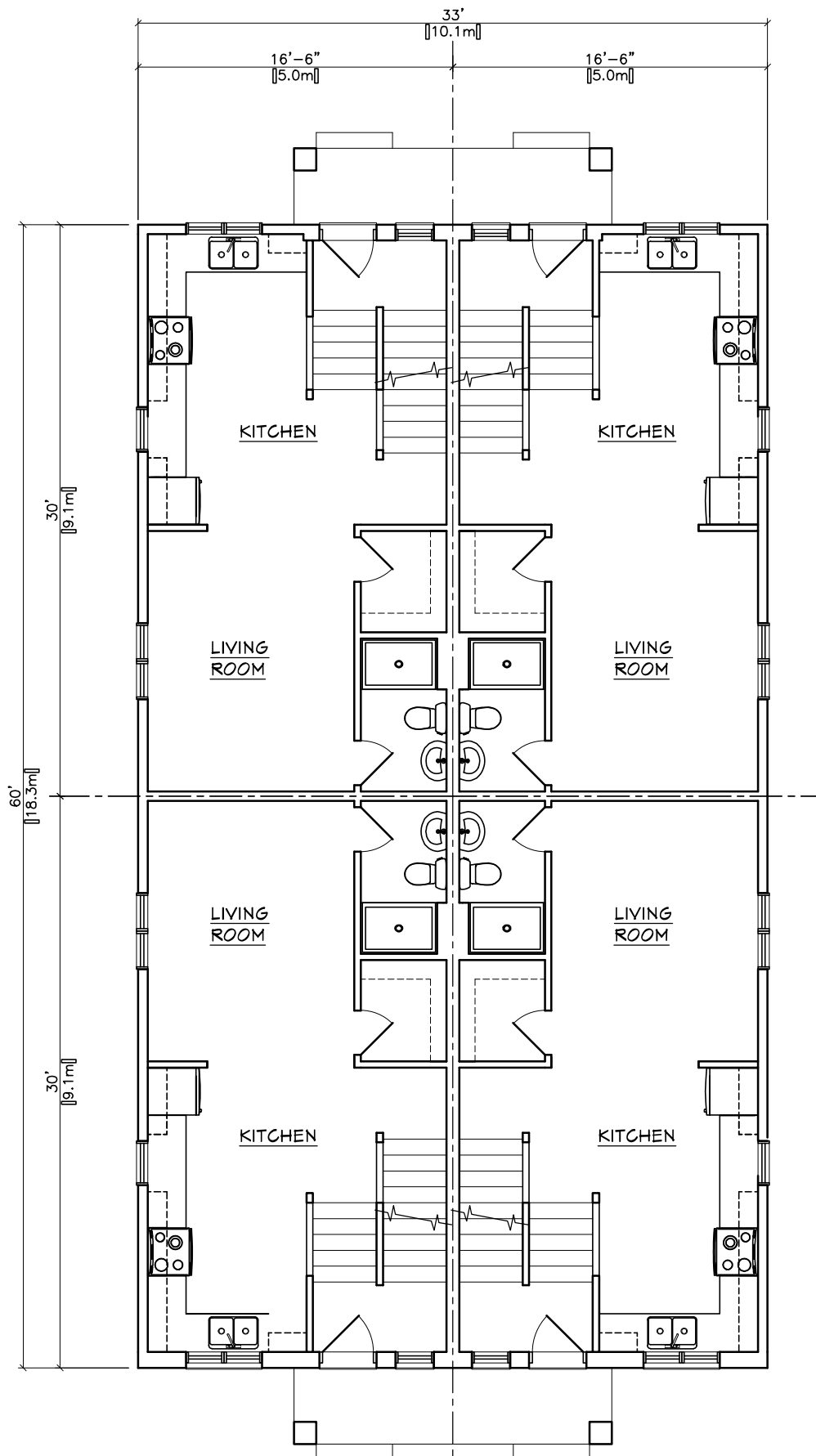
FOUNDATION PLAN

126 Josephine

Each unit: 45.98 square meter

4 units: 183.94 square meter

Winstar Homes Inc



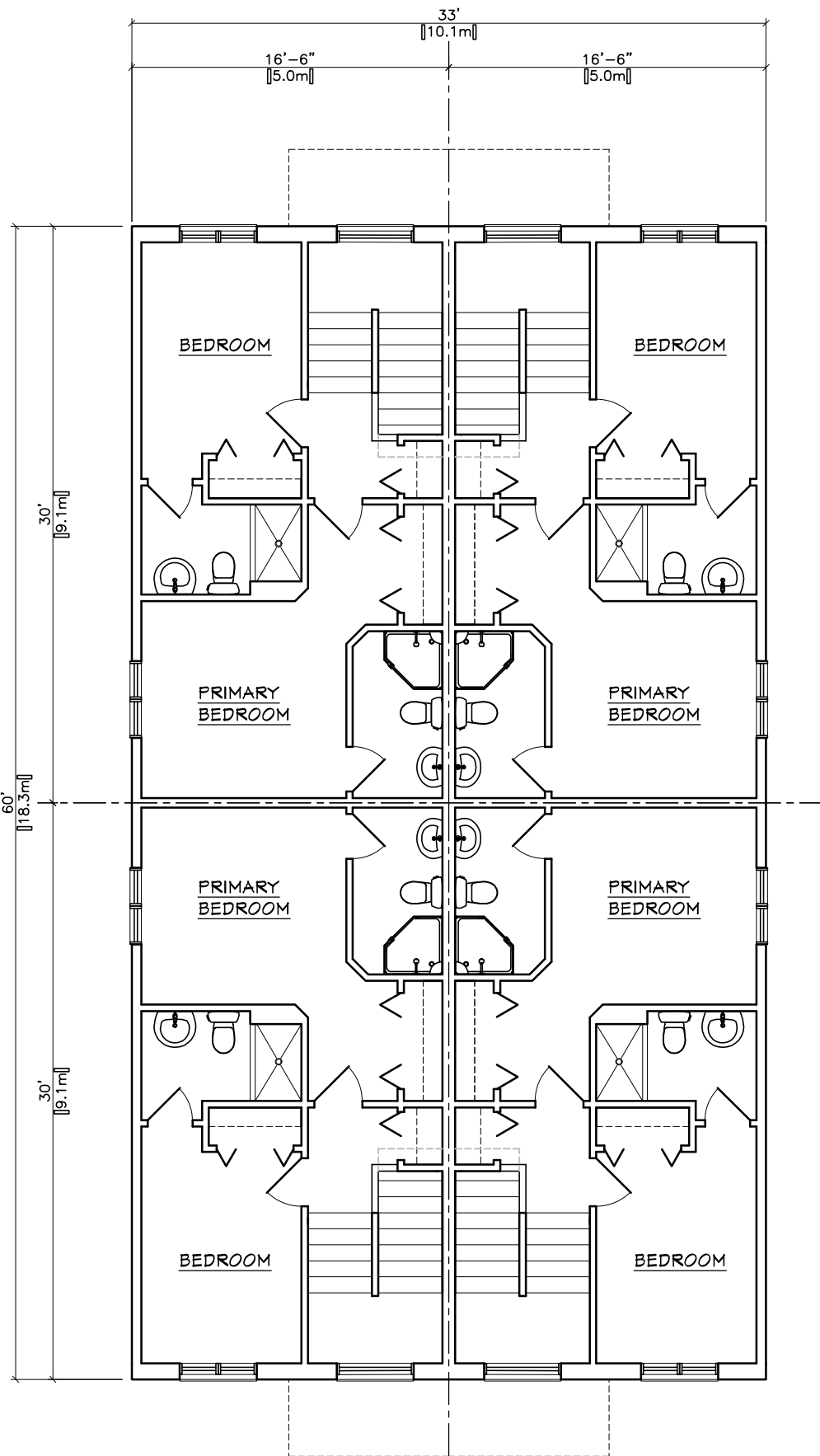
FIRST FLOOR PLAN

726 Josephine

Each unit: 45.98 square meter

4 units: 183.94 square meter

Winstar Homes Inc.



SECOND FLOOR PLAN

726 Josephine

Each unit: 45.98 square meter

4 units: 183.94 square meter

Winstar Homes Inc.



FRONT ELEVATION

726 JOSEPHINE - DRAFT 1

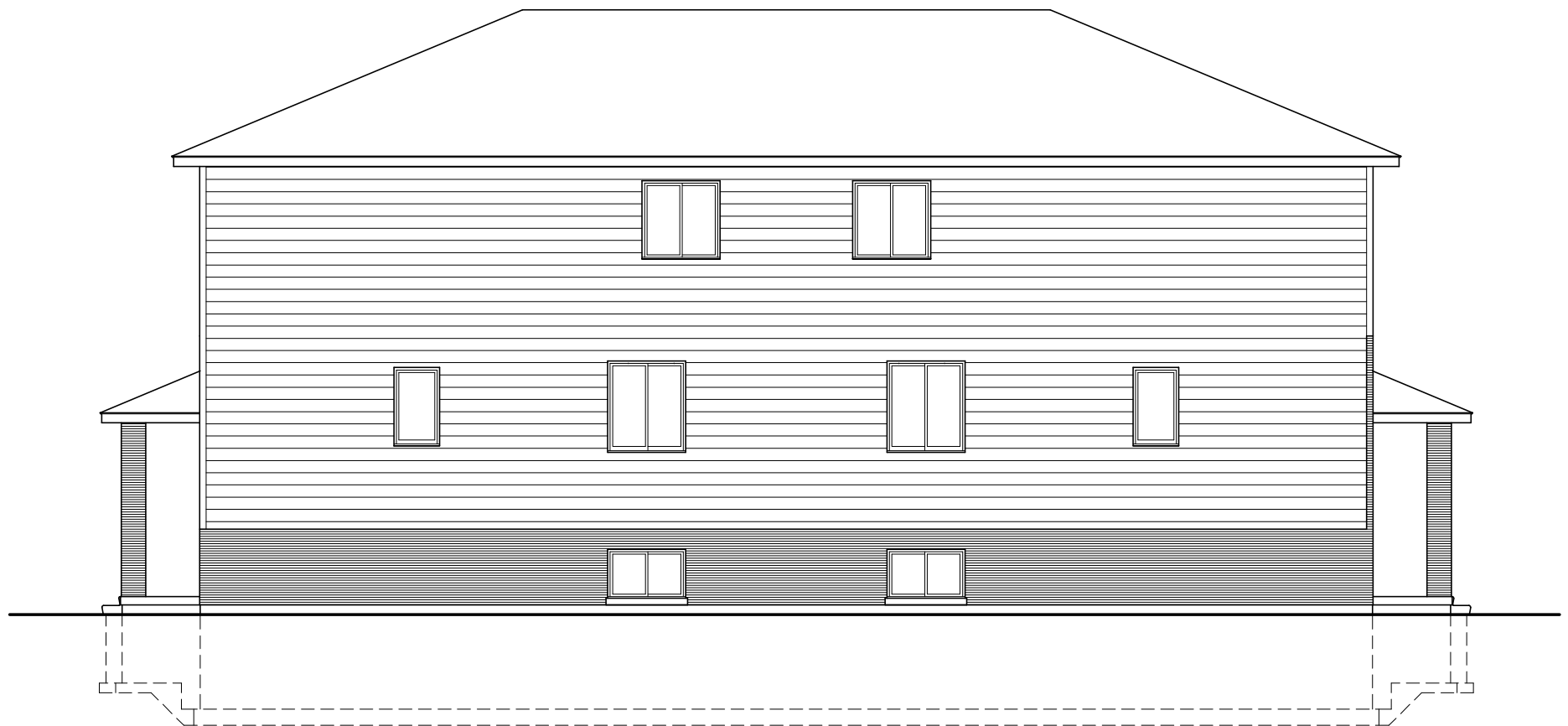
JAN. 23 / 2025



REAR ELEVATION

726 JOSEPHINE - DRAFT 1

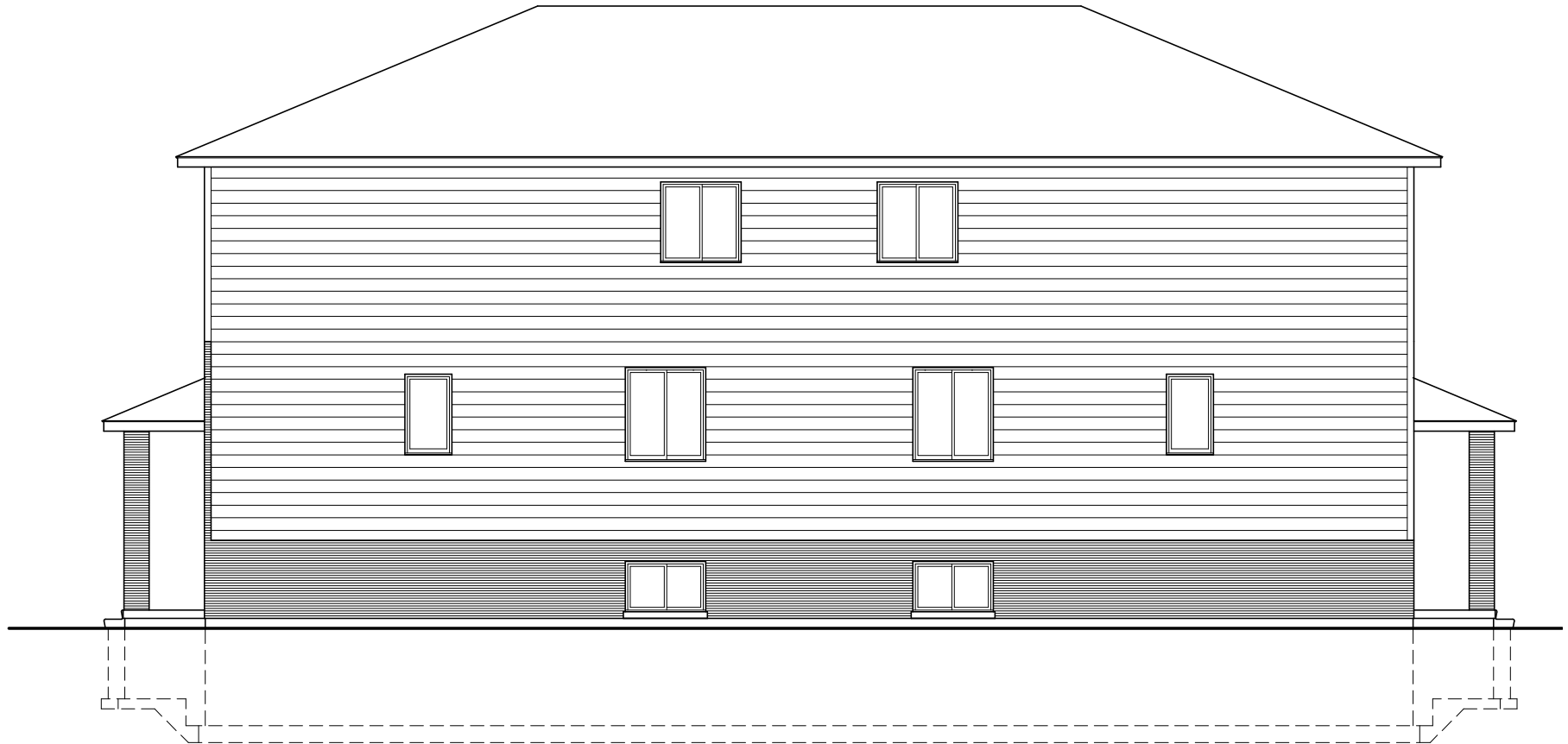
JAN. 23 / 2025



LEFT ELEVATION

726 JOSEPHINE - DRAFT 1

JAN. 23 / 2025



RIGHT ELEVATION

726 JOSEPHINE - DRAFT 1

JAN. 23 / 2025

PLANNING RATIONALE REPORT

ZONING BY-LAW AMENDMENT PROPOSED RESIDENTIAL DEVELOPMENT

**726 Josephine Avenue
Windsor, Ontario**

April 22, 2025

Prepared by:



Tracey Pillon-Abbs, RPP
Principal Planner
Chatham, ON
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1.0 INTRODUCTION

I have been retained by Windstar Homes Inc. on behalf of Ran Zhang (herein the “Applicant”) to provide a land use Planning Rationale Report (PRR) in support of a proposed residential development to be located at 726 Josephine Avenue (herein the “Site”) in the City of Windsor, Province of Ontario.

The Site, in Ward 2 (Riverwest Planning District), is made up of one interior parcel of land, which currently has a single detached dwelling and an accessory structure (to be demolished).

The Site is located on the east side of Josephine Avenue, north of Rooney Street and south of Wyandotte Street West.

It is proposed that the Site be redeveloped. Residential use is proposed to continue.

A new 2-storey semi-detached dwelling will be constructed with 2 additional dwelling units (1 in each semi-detached dwelling) for a total of 4 residential dwelling units.

A total of 2 parking spaces located within the front yard with access from Josephine Avenue are proposed.

The semi-detached dwelling will be severed along the common wall and divided into two separate lots.

The Site has access to full municipality services.

The tenure of each unit will be individually owned. The ADUs will be rented.

Pre-consultation (stage 1) was completed by the Applicant (City File #PC-118/24). Comments dated January 10, 2025, have been received and included in this PRR.

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

Once the ZBA application has been approved, the Applicant will proceed with a building permit.

Once the common wall is located, the Applicant will then proceed with an application for Consent (CON) to create the lots.

The purpose of this report is to review the relevant land use documents, including the Provincial Planning Statement 2024 (PPS), the City of Windsor Official Plan (OP), and the City of Windsor Zoning By-law (ZBL).

This PRR will show that the proposed development is a suitable development, is consistent with the PPS, conforms to the intent and purpose of the OP and ZBL, and represents good planning.

2.0 SITE AND SURROUNDING LAND USES

2.1 Legal Description and Ownership

The Site, in Ward 2 (Riverwest Planning District), is made up of one interior parcel of land.

The Site is located on the east side of Josephine Avenue, north of Rooney Street and south of Wyandotte Street West (see the area in **yellow** on Figure 1a – Site Location).

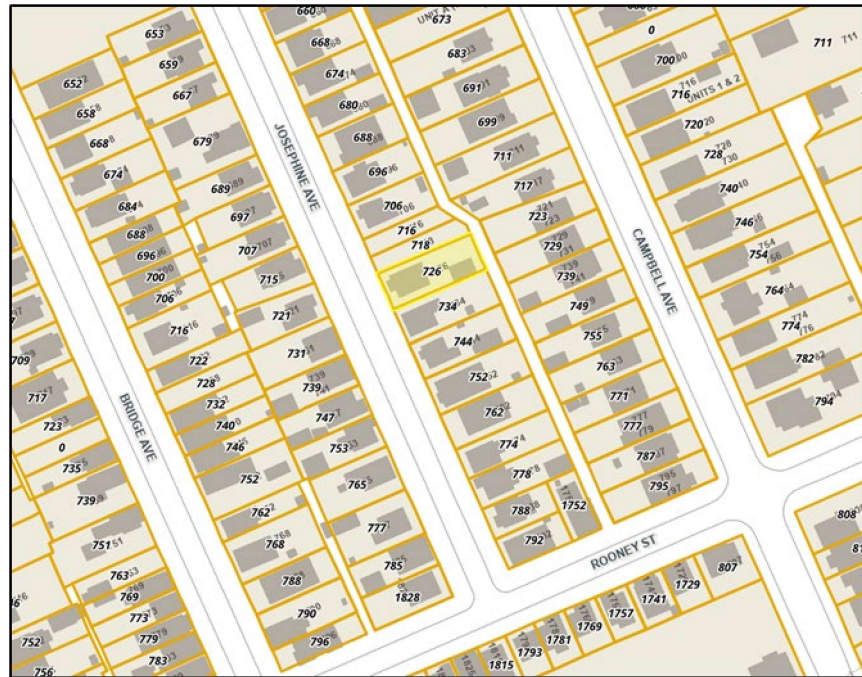


Figure 1a – Site Location (Source: Windsor GIS)

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

Address	Legal Description	PIN	ARN	Owner	Purchased Date
726 Josephine Avenue, City of Windsor, Province of Ontario	Part of Lots 17 and 18, Plan 1042, as in R317445; City of Windsor	01225-0205 (LT)	050-300-010400	Ran Zhang	2015

2.2 Physical Features of the Site

2.2.1 Size and Site Dimension

The Site, subject to the proposed development, is a rectangular-shaped lot and consists of a total area of 410.42 m² (0.041 ha), with 12.5 m along Josephine Avenue and a depth of 32.84 m (see Figure 1b – Street View).



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

2.2.2 Existing Structures and Previous Use

The Site currently has a single detached dwelling and an accessory structure (to be demolished). The previous use was residential.

2.2.3 Vegetation and Soil

The property currently has a mown lawn.

There are no trees located on the Site.

The soil is made up of Brookston Clay Loam (Bcl).

2.2.4 Topography and Drainage

The Site is generally level, and it is outside of the Essex Region Conservation Authority (ERCA) regulated area.

The Site is part of the Windsor Area drainage.

The Site is not part of any Source Water Protection Zones.

2.2.5 Other Physical Features

Fencing is located along a portion of the Site, owned by others.

2.2.6 Municipal Services

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

Josephine is considered a local roadway.

There are streetlights and sidewalks (on both sides) along Josephine Avenue.

The Site has access to major roadways, including Wyandotte Street West, Huron Church Road and Tecumseh Road West.

On-street parking is permitted along Josephine Avenue, and the Site is close to nearby active transportation facilities.

The closest bus stop is located 230 m from the Site at the corner of Campbell Avenue and Rooney Street (Stop ID 1676, Bus #115).

2.2.7 Nearby Amenities

There are many schools, parks and libraries in close proximity to the Site.

The closest schools are Canada Benson Academy, Assumption College Catholic Middle School and West Gate Public School.

The closest parks are Wilson Park, Wellington Park, Curry Park and North Merritt Park.

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

2.3 Surrounding Land Uses

Overall, the Site is located in an established area with residential uses.

There are several different lot frontages and lot areas of neighbouring properties.

A site visit was conducted on February 25, 2025, by Pilon Abbs Inc.

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



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

East – The lands directly to the east of the Site are used for residential use (rear yards) with frontage along Campbell Avenue (see Photo 2 – East).



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

South – The lands directly to the south of the Site are used for residential use (see Photo 3 - South).



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

West – The lands directly to the west of the Site are used for residential use (see Photo 4 – West).

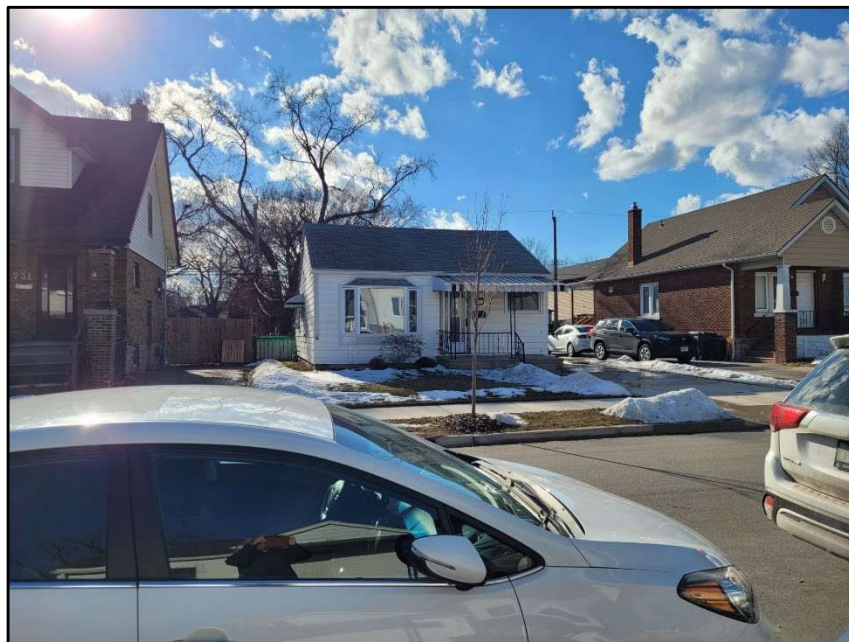


Photo 4 – West (Source: Pillon Abbs Inc.)

3.0 PROPOSAL AND CONSULTATION

3.1 Development Proposal

The Site, in Ward 2 (Riverwest Planning District), is made up of one interior parcel of land, which currently has a single detached dwelling and an accessory structure (to be demolished).

The Site is located on the east side of Josephine Avenue, north of Rooney Street and south of Wyandotte Street West.

It is proposed to redevelop the Site. Residential use will continue.

A new 2-storey semi-detached dwelling will be constructed with 2 additional dwelling units (1 in each semi-detached dwelling) for a total of 4 residential dwelling units.

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

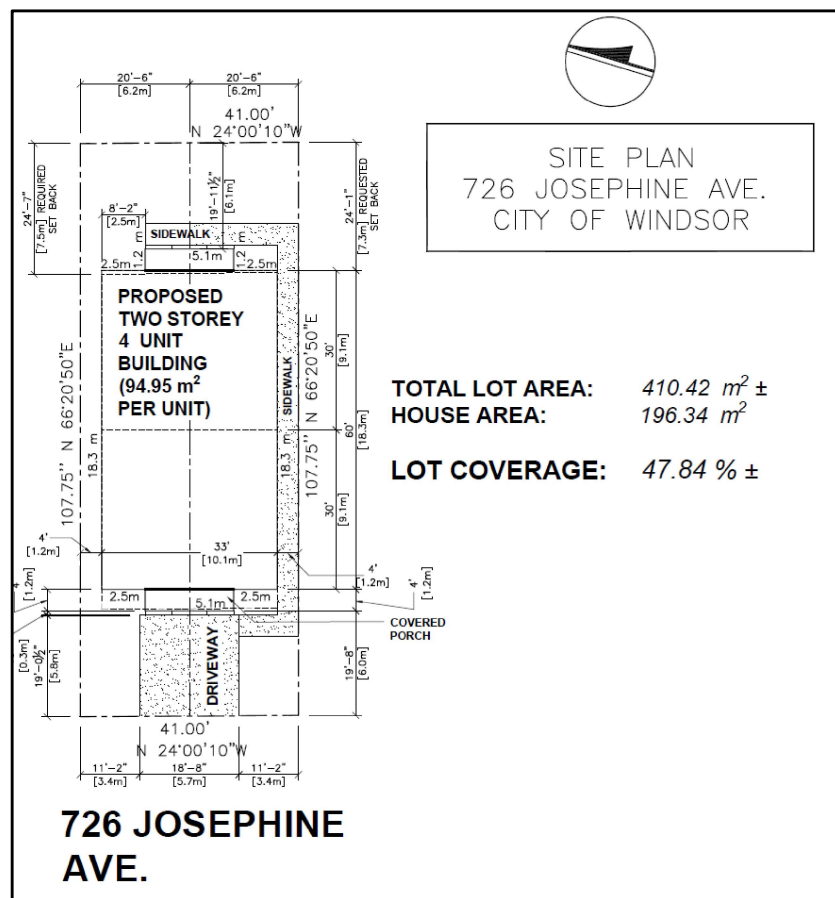


Figure 2a –Concept Plan

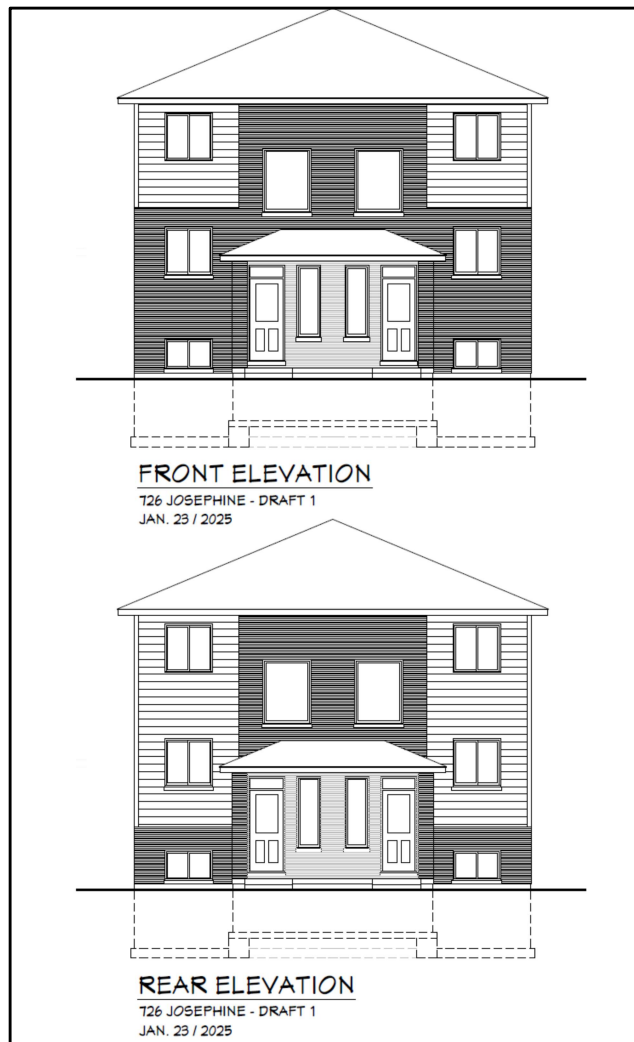
The Concept Plan is preliminary in order to illustrate how the Site can be developed.

The building will occupy a total of 196.34 m² of the Site (47.84 % lot coverage).

Based on the lot size (0.041 ha) and the number of units (4), the proposed development will result in a gross residential density of 97.56 units per hectare (uph).

The proposed dwelling will face Josephine Avenue.

Elevations of the proposed building have been prepared (see Figure 2b – Elevations).



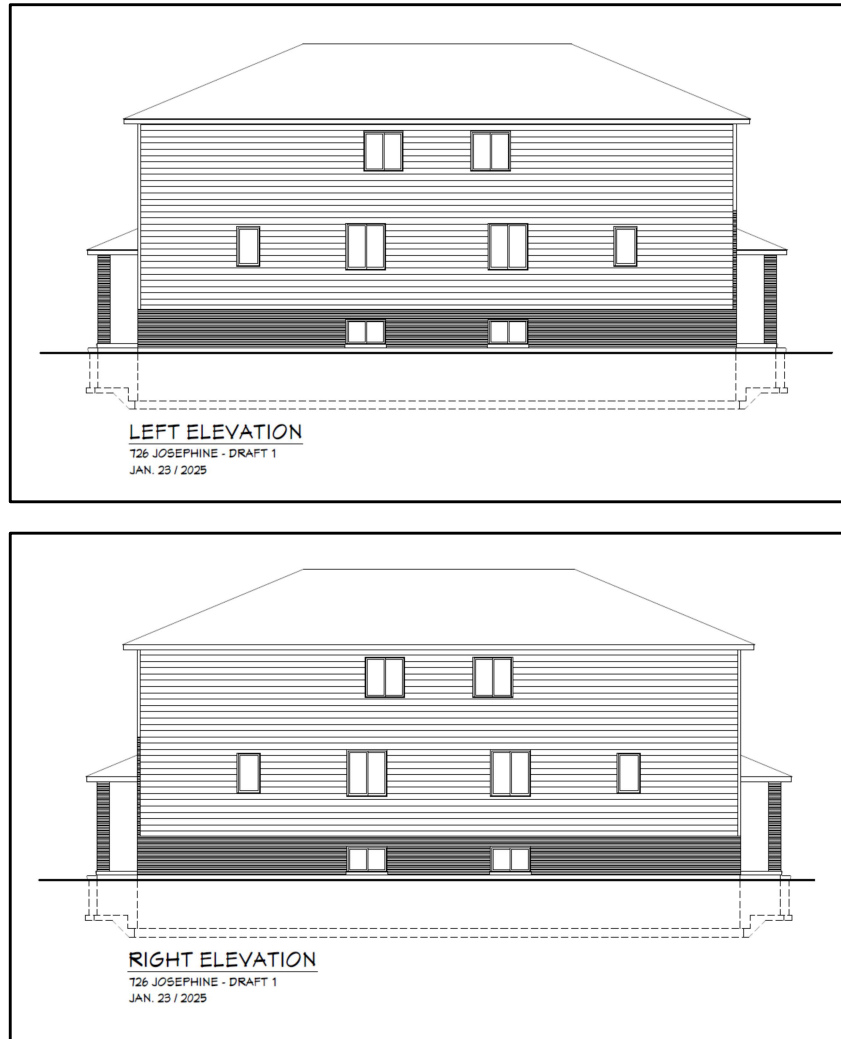


Figure 2b – Elevations

The elevations are preliminary in order to illustrate how the Site can be developed.

A total of 2 parking spaces located within the front yard with access from Josephine Avenue are proposed.

There are no garages proposed.

The proposed driveways will be paved.

The semi-detached dwelling will be severed along the common wall and divided into two separate lots.

The tenure of each unit will be individually owned. The ADUs will be rented. Each unit will have a total of 2 bedrooms.

Amenity areas, paved sidewalks and landscaping will be provided.

The Site has access to full municipality services.

3.2 Public Consultation Strategy

In addition to the statutory public meeting, the *Planning Act* requires that the Applicant submit a proposed strategy for public consultation with respect to an application as part of the complete application requirements.

As part of a public consultation strategy, in addition to the statutory public meeting, an informal hybrid (electronic and in person) public open house was held with area residents and property owners on Wednesday, February 25, 2025, from 6:00 pm to 7:00 pm at Adventure Bay Family Water Park, 401 Pitt St W, Windsor and via Zoom.

The open house provided members of the public with opportunities to review and comment on the proposed development.

A total of **300** owners and tenants were notified, which represents a **200 m** radius from the Site.

In addition to the applicant representatives and City Staff, 1 resident attended the open house in person.

The following is a summary of the comments and questions received, along with the responses provided.

Topic Item	Comments and Questions	Response
Students	There are too many student housing now. We do not need anymore housing. They should be spaced out more. They should be located on the other side of the bridge. They were told that there would only be student housing along University Ave.	The PPS has made it a goal to provide more housing. A mix of housing type is supported by the City OP policies.
Parking	Parking is bad now. This will make it worse.	On-site parking will be provided.

Topic Item	Comments and Questions	Response
Density	There are too many bedrooms. Families will not live hear.	Housing can be provided in different densities and tenures.
Alley	The alley is a mess.	This is not the responsibility of the Applicant.
Schools	Schools are closing. Families only want to live in South Windsor.	More housing would support local schools.
Construction	Too many construction trucks now. Too noisy. Just use the existing house and fix it up.	Construction will be subject to the City bylaws.
Economy	This is just to make money.	The purpose of the proposed development is to redevelop the Site and provide for more housing.
ADU	How are they permitted?	ADUs are permitted as of right, due to recent changes to the Planning Act. 6 total could be built as of right in an existing semi-detached dwelling. Only 4 total units are proposed.

4.0 APPLICATION AND STUDIES

Pre-consultation (stage 1) was completed by the Applicant (City File #PC-118/24). Comments dated January 10, 2025, have been received and included in this PRR.

The following explains the purpose of the application as well as a summary of the required support studies.

4.1 Zoning By-law Amendment

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

The current zoning of the Site, subject to development, is Residential District 1.3 (RD1.3) category, as shown on Map 4 of the City of Windsor Zoning By-law #8600.

It is proposed to further amend the existing zoning to a site specific Residential District 1.3 (RD1.3 - S.20(1)(XXX)) category to permit the proposed development of a new semi-detached dwelling.

Relief from certain regulations is also being requested.

The ZBA is detailed, and the justification is set out in Section 5.1.3 of this PRR.

4.2 Other Applications

Once the ZBA application has been approved, the Applicant will proceed with a building permit.

Once the common wall is located, the Applicant will then proceed with an application for Consent (CON) to create the lots.

The Site is not subject to Site Plan Control (SPC).

4.3 Supporting Studies

The following supporting studies have been identified as required as part of the application.

4.3.1 Archaeology

A Stage 1-2 Archaeological Assessment was prepared by AMICK Consultants Limited, dated April 4, 2025.

The purpose of the study was to determine any archaeological potential of the Site.

The study concluded that no archaeological resources were encountered and that no further assessment is warranted.

The draft report has been filed with the Ministry. A final report will be provided once Ministry clearance has been obtained.

5.0 PLANNING ANALYSIS

5.1 Policy and Regulatory Overview

5.1.1 Provincial Planning Statement

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

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

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

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

PPS Policy #	Policy	Response
	lands which are designated and available for residential development; and b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.	
2.1.6	Planning authorities should support the achievement of complete communities by: a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs; b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society;	The proposed development is consistent with the policy to achieve complete communities as the Site is located in an existing built up area. The proposed development will provide for more housing. The Site has access to transportation options, public service facilities, other institutional uses, and parks. Accessibility will be addressed at the time of the building permit.
2.2.1 - Housing	Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by: a) establishing and implementing minimum targets for the provision of	The proposed development is a new housing option for the area. The proposed development supports the City's housing targets. The needs of the residents can be accommodated as the

PPS Policy #	Policy	Response
	<p>housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;</p> <p>b) permitting and facilitating:</p> <ol style="list-style-type: none"> 1. all housing options required to meet the social, health, economic and well being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3; <p>c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and</p> <p>d) requiring transit-supportive development and prioritizing intensification, including</p>	<p>Site is located near local amenities.</p> <p>The Site offers an opportunity for intensification and infilling.</p> <p>The proposed density is appropriate for the Site.</p> <p>A total of 4 units would be permitted in the form of an existing semi-detached dwelling with additional dwelling units (ADUs) as of right.</p> <p>Residents will have access to nearby transit.</p>

PPS Policy #	Policy	Response
	potential air rights development, in proximity to transit, including corridors and stations.	
2.3.1.1 – Settlement Area	Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.	The Site is located in an existing settlement area of the City of Windsor.
2.3.1.2	Land use patterns within settlement areas should be based on densities and a mix of land uses which: a) efficiently use land and resources; b) optimize existing and planned infrastructure and public service facilities; c) support active transportation; d) are transit-supportive, as appropriate.	<p>The Site offers an opportunity for intensification.</p> <p>The total density of the proposed development is considered appropriate.</p> <p>The design and style of the proposed building will blend well with the scale and massing of the existing surrounding area.</p> <p>The proposed development is an efficient use of the Site.</p> <p>Residents will have immediate access to local amenities.</p> <p>Transit and active transportation are available in the area.</p> <p>The Site is located close to major roadways.</p>
2.3.1.3	Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of	<p>The proposed development provides an infill opportunity for an existing parcel of land.</p> <p>The Site was always intended for residential use.</p>

PPS Policy #	Policy	Response
	housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.	The design of the proposed development will provide a compact form.
2.3.1.4	Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.	The City has established targets. The proposed development will assist in meeting those targets as the Site is located in an existing built-up area and will add new residential housing.
2.3.1.6	Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.	The Site has access to existing infrastructure and nearby public service facilities.
Chapter 3.1.1 – Infrastructure and Facilities	Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.	The proposed development has access to full municipal services. There are nearby public service facilities.
3.3.3 - Transportation	Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.	The proposed development will not have a negative impact on nearby transportation and infrastructure corridors.
3.6.2	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
	environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.	servicing for settlement areas.
4.1.1 – Natural Heritage	Natural features and areas shall be protected for the long term.	There are no natural heritage features that impact the Site.
4.2 - Water	Planning authorities shall protect, improve or restore the quality and quantity of water by: b) minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts;	The Site is outside of the ERCA regulated area.
4.6.1 – Cultural Heritage and Archaeology	Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.	The required support studies have been completed and summarized in Section 4.3.1 of this PRR.
4.6.5 - Engagement	Planning authorities shall engage early with Indigenous communities and ensure their interests are considered when identifying, protecting and managing archaeological resources, built heritage resources and cultural heritage landscapes.	Engagement was included as part of the Archaeology assessment.
Chapter 5.1.1 – Protecting Public Health and Safety	Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not	There are no natural or human-made hazards that apply to this Site. There is no risk to the public.

PPS Policy #	Policy	Response
	create new or aggravate existing hazards.	

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 current land use designation of the Site, subject to development, is 'Residential', as shown on Schedule D: Land Use of the City of Windsor Official Plan (see Figure 3 –OP).

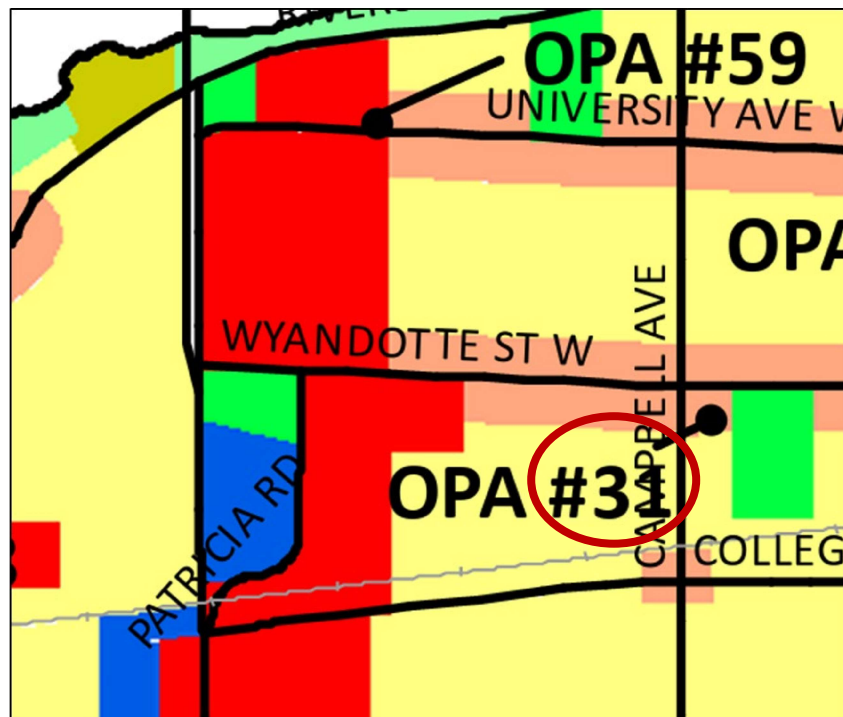


Figure 3 – OP

The Site is also subject to the following:

- Schedule C-1: Archaeological Potential – Located within an “Archaeological Potential Zone”
- Schedule F: Roads & Bikeways – located on a Local Residential road (Josephine Ave)
- Schedule F-1: Railways – located within 370 m of a railway

It is proposed that the Site be maintained under the same 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
3.2.1.2	Encouraging a range of housing types will ensure that people have an opportunity to live in their neighbourhoods as they pass through the various stages of their lives.	The proposed residential development supports one of the City's overall development strategies of providing for a range of housing types.
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 in order to live, work, and play.</p> <p>The proposed development is close to nearby transit, employment, shopping, libraries, local 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.	<p>The proposed development supports the policy set out in the OP as it is suited for addressing the residential needs of the City.</p> <p>The Site is also located in an existing built up area where people can live, work and play.</p>

OP Policy #	Policy	Response
6.1 - Goals	<p>In keeping with the Strategic Directions, Council's land use goals are to achieve:</p> <p>6.1.1 Safe, caring and diverse neighbourhoods.</p> <p>6.1.3 Housing suited to the needs of Windsor's residents.</p> <p>6.1.10 Pedestrian oriented clusters of residential, commercial, employment and institutional uses.</p> <p>6.1.14 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 proposed development supports the goals set out in the OP.</p> <p>The proposed residential use will provide a new housing choice in an existing neighbourhood.</p> <p>The Site is pedestrian friendly and close to nearby amenities.</p> <p>Municipal services, transportation and community facilities are available.</p>
6.2.1.2 - General Policies, Type of Development Profile	<p>For the purpose of this Plan, Development Profile refers to the height of a building or structure. Accordingly, the following Development Profiles apply to all land use designations on Schedule D: Land Use unless specifically provided elsewhere in this Plan: (a) Low Profile developments are buildings or structures generally no greater than three (3) storeys in height; (b) Medium Profile developments are buildings or structures generally no greater than six (6) storeys in height; and (c) High Profile developments are buildings or structures generally no greater than fourteen (14) storeys in height.</p>	<p>The proposed development is considered low profile.</p>

OP Policy #	Policy	Response
6.3.1.1 - Residential	To support a complementary range of housing forms and tenures in all neighbourhoods.	The proposed semi-detached will complement the existing neighbour. The height will be similar to a single detached dwelling.
6.3.1.2	To promote compact neighbourhoods which encourage a balanced transportation system.	The proposed development is close to major roadways.
6.3.1.3	To promote residential redevelopment, infill and intensification initiatives in locations in accordance with this plan.	The proposed development will provide for infilling and intensification.
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 considered low profile. As of right, a total of 6 residential dwelling units are permitted in an existing semi-detached dwelling on any urban parcel of land. A 2 storey semi-detached dwelling will maintain the same maximum height as a single detached dwelling, which makes it very compatible with the neighbourhood.
6.3.2.3 – Types of Low Profile Housing	For the purposes of this Plan, Low Profile housing development is further classified as follows: (a) small scale forms: single detached, semi-detached , duplex and row and multiplexes with up to 8 units; and (b) large scale forms: buildings with more than 8 units.	Semi-detached dwellings, which are considered small-scale, are permitted.
6.3.2.4 – Locational Criteria	Residential intensification shall be directed to the Mixed Use Nodes and areas in	The Site is close to major roadways, has access to full municipal services, is close to

OP Policy #	Policy	Response
	<p>proximity to those Nodes. Within these areas Medium Profile buildings, up to four (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. New residential development and intensification shall be located where: (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>nearby amenities and is close to transit.</p>
6.3.2.5 – Evaluation Criteria (existing neighbourhood)	<p>At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed residential development within an area having a Neighbourhood development pattern is: (a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses: (i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan; (ii) adjacent to sources of nuisance, such as noise, odour, vibration and dust; (iii) within a site of potential or known contamination; (iv) where traffic generation and</p>	<p>This PRR has evaluated the PPS in Section 5.1.1.</p> <p>There are no constraint areas that impact the Site. Support studies have been completed.</p> <p>There are no adjacent nuisances.</p> <p>There is no known contamination.</p> <p>Traffic generation is not expected to have any significant impact.</p> <p>There are no heritage resource concerns on or near the Site.</p> <p>There are no secondary plans that impact the Site.</p>

OP Policy #	Policy	Response
	<p>distribution is a provincial or municipal concern; and (v) adjacent to heritage resources. (b) in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area; (c) 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; (d) provided with adequate off street parking; (e) capable of being provided with full municipal physical services and emergency services; and (f) Facilitation 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 proposed development is compatible with the existing neighbourhood.</p> <p>Existing semi-detached dwellings are a permitted use. A new semi-detached dwelling is proposed.</p> <p>Minor relief from the RD1.3 is being requested.</p> <p>The Site is a large lot.</p> <p>The proposed building height will be similar to a single detached dwelling in height, massing and scale.</p> <p>The massing of the development has been carefully designed to emulate the scale of the existing structures and the surrounding context.</p> <p>The building will be oriented to face the roadway, similar to the existing built environment.</p> <p>Lot area and lot frontages in the area vary in size.</p> <p>The Site is capable of accommodating the proposed development in terms of scale, massing, height, and siting.</p> <p>The Site is not in a mature neighbourhood, as shown on Schedule A-1.</p> <p>Off-street parking is provided. On-street parking is also available, if required.</p>

OP Policy #	Policy	Response
		<p>Amenity areas and landscaping will be provided (front and rear of the Site).</p> <p>Full municipal and emergency services are available.</p> <p>No transition between uses is required as part of the building design.</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 roadway, 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) 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	<p>The Site is located within 370 m of a railway.</p> <p>There were no noise or vibration study requirements.</p>

OP Policy #	Policy	Response
	<p>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>	
9.3.4.1 – Heritage Resources	<p>Council will protect heritage resources by: (a) Requiring that development or infrastructure undertakings on lands containing potential archaeological resources avoid the destruction or alteration of these resources in Schedule C-1 Archaeological Potential; or where this is not possible, requiring the proponent to mitigate the impact to archaeological resources through documentation and removal in advance of land disturbances, in accordance with the Ontario Heritage Act and the policies contained within the Windsor Archaeological Management Plan.</p>	<p>The required support studies have been completed and summarized in Section 4.3.1 of this PRR.</p> <p>Engagement was also included.</p>

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

5.1.3 Zoning By-law

The City of Windsor Zoning By-law (ZBL) #8600 was passed by Council on July 8, 2002, and then a further Ontario Municipal Board (OMB) decision was issued on January 14, 2003.

A ZBL implements the PPS and the City OP by regulating the specific use of property and providing for its day-to-day administration.

The current zoning of the Site, subject to development, is Residential District 1.3 (RD1.3) category, as shown on Map 3 of the City of Windsor Zoning By-law #8600 (see Figures 4 – ZBL).

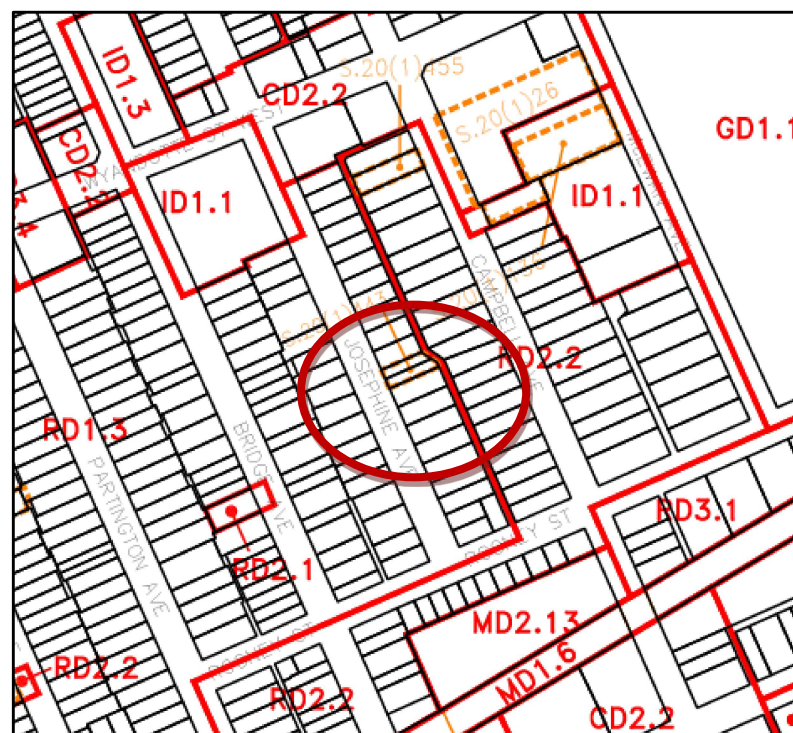


Figure 4 – ZBL

It is proposed to further amend the zoning to a site specific Residential District 1.3 (RD1.3 - S.20(1)(XXX)) category to permit the proposed development of a new semi-detached dwelling.

The proposed ADUs are as of right.

According to the ZBL, *SEMI-DETACHED DWELLING* means one dwelling divided vertically into two dwelling units by a common interior wall having a minimum area above grade of 10.0 sq. m., and may include, where permitted by Section 5.99.80, up to two additional dwelling units.

An ADDITIONAL DWELLING UNIT is a separate residential dwelling unit consisting of a separate access, kitchen, washroom, and living space that is located within a single detached, semi-detached, duplex dwelling, or rowhouse dwelling (i.e. the primary dwelling unit) or a building accessory to the primary dwelling unit located on the same lot.

A review of the RD1.3 zone provisions, as set out in Section 10.3 of the ZBL is as follows:

Zone Regulations	Required RD1.3 Zone (Semi Detached Dwelling)	Proposed RD1.3 - S.20(1)(XXX) Zone	Compliance and/or Relief Requested with Justification
Permitted Uses	Existing Duplex Dwelling Existing Semi-Detached Dwelling One Single Unit Dwelling Any use accessory to the preceding uses	New semi-detached dwelling (total 2 residential dwelling units)	Subject to the ZBA. The Site is large enough to accommodate the proposed development. The RD1.3 zone is being obtained to ensure the proposed development is compatible with the neighbourhood, as the building envelopes will be similar to the current area zoning.
Additional Dwelling Units (Section 5.99.80.1)	For any zoning district that permits a single unit dwelling, semi-detached dwelling , duplex dwelling, or townhome dwelling, the following additional provisions shall apply: .1 Additional Permitted Uses a) Two additional dwelling units shall be permitted on a parcel of urban residential land. This may be either:	2 ADUs within each semi detached dwelling (total 2 units)	Complies Permitted as of right.

Zone Regulations	Required RD1.3 Zone (Semi Detached Dwelling)	Proposed RD1.3 - S.20(1)(XXX) Zone	Compliance and/or Relief Requested with Justification
	i. Two additional dwelling units within the primary dwelling unit located in the main building, or ii. One additional dwelling unit in the primary dwelling unit located in the main building and one additional dwelling unit in a building accessory to said dwelling.		
Lot Width – minimum	15.0 m	12.5 m	Relief required. A difference of 2.5 m is requested. Appropriate setbacks will be provided.
Lot Area – minimum	450.0 m2	410.42 m2	Relief required. A difference of 35.58 m2 is requested. Relief is considered minor. Appropriate setbacks will be provided.
Lot Coverage – maximum	45.0%	47.84 % (say 48%)	Relief required. A difference of 2.84 % is requested. Relief is considered minor. Appropriate setbacks will be provided.

Zone Regulations	Required RD1.3 Zone (Semi Detached Dwelling)	Proposed RD1.3 - S.20(1)(XXX) Zone	Compliance and/or Relief Requested Justification
Main Building Height - maximum	9.0 m	9.0 m 2-storey	Complies
Front Yard Depth – minimum	6.0 m	6.0 m	Complies
Rear Yard Depth – minimum	7.50 m	7.3 m	Relief is required. A difference of 0.2 m is requested (for 1 corner of the proposed dwelling). Relief is considered minor.
Side Yard Width – minimum	1.20 m	North side – 1.2 m South side – 1.2 m	Complies
Gross Floor Area – Main Building – maximum	400 m ²	460 m ²	Relief is required. A difference of 60m ² is requested. Relief is considered minor. Relief will allow each unit to have 2 bedrooms. <i>GROSS FLOOR AREA – MAIN BUILDING means the total combined floor area in square metres of the main building on a lot, excluding the cellar of any building, measured from the outside face of the exterior walls of the main building.</i>

Zone Regulations	Required RD1.3 Zone (Semi Detached Dwelling)	Proposed RD1.3 - S.20(1)(XXX) Zone	Compliance and/or Relief Requested with Justification
Dwelling – Semi-Detached & Townhomes - Additional Provisions (Section 5.23.1)	For a dwelling unit in a semi-detached dwelling or in a townhome dwelling, a door that opens to the rear yard shall be located a minimum of 1.20 m from the centreline of the common wall between the dwelling units.	N/A – no door that opens to the rear yard	Complies
Dwelling – Semi-Detached & Townhomes - Additional Provisions (Section 5.23.5)	When a lot on which a semi-detached dwelling or townhome dwelling has been erected and is subsequently severed by a common interior lot line that separates the dwelling units, for each dwelling unit the following additional provisions shall apply: 1 Lot Width – minimum – equal to the width of the dwelling unit plus any exterior side yard as existing at the time of the lot severance 2 Lot Area – minimum – as existing at the time	TBD	Complies

Zone Regulations	Required RD1.3 Zone (Semi Detached Dwelling)	Proposed RD1.3 - S.20(1)(XXX) Zone	Compliance and/or Relief Requested with Justification
	<p>of the lot severance</p> <p>3 Lot Coverage – Total – maximum – 50% of lot area</p> <p>7 An interior side yard shall not be required along the common interior lot line for that part of the dwelling unit lawfully existing at the time of the lot severance</p>		
Parking Requirements Table 24.20.5.1 - minimum	<p>Semi-detached - 1 for each dwelling unit = 2</p> <p>ADU – exempt</p> <p>TOTAL = 2</p>	<p>2</p> <p>(1 each lot)</p>	Complies

Therefore, the proposed development will comply with the purpose and intent of the ZBL.

Further, the proposed development will comply with all zone provisions set out in the RD1.3 Zone except for the following, which require site-specific relief:

1. *Decrease the minimum lot width from 15.0 m to 12.5 m,*
2. *Decrease the minimum lot area from 450.0 m² to 410.42 m²,*
3. *Increase the maximum lot coverage from 45.0 % to 48 %,*
4. *Decrease the minimum rear yard depth from 7.50 m to 7.3 m, and*
5. *Increase the maximum gross floor area of the main building from 400 m² to 460 m².*

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,
- The Site will be able to accommodate municipal water, storm and sewer,
- There are no anticipated traffic or parking concerns, and
- The location of the proposed development is appropriate.

6.1.2 Compatibility of Design

The proposed development will be limited to a 2 storey, low profile building, which is a compatible density for the Site and with the surrounding area.

The proposed residential use will provide a new housing choice in an existing built-up area.

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

A total of 4 units would be permitted in the form of an **existing** semi-detached dwelling with additional dwelling units (ADUs) as of right.

Parking (on site), amenity areas, and landscaping will be provided.

6.1.3 Good Planning

The proposal represents good planning as it addresses the need for the development of a parcel of land, which contributes to affordability and intensification requirements.

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

6.1.4 Environment Impacts

The proposal does not have any negative impact on the natural environment.

6.1.5 Municipal Services Impacts

There will be no negative impacts on the municipal system as the proposed use will not add to the capacity in a significant way.

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 and nearby amenities.

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

The proposed development promotes efficient development and land use patterns which sustains the financial well-being of the Municipality.

The proposal does not cause any public health and safety concerns.

The proposal represents a cost-effective development pattern that minimizes land consumption and servicing costs.

There will be no urban sprawl as the proposed development is within the existing settlement area and is an ideal infilling opportunity.

There are no cultural heritage resources that impact the Site.

6.2 Conclusion

In summary, it would be appropriate for the City of Windsor to approve the ZBA application to permit the proposed development on the Site.

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

Planner's Certificate:

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

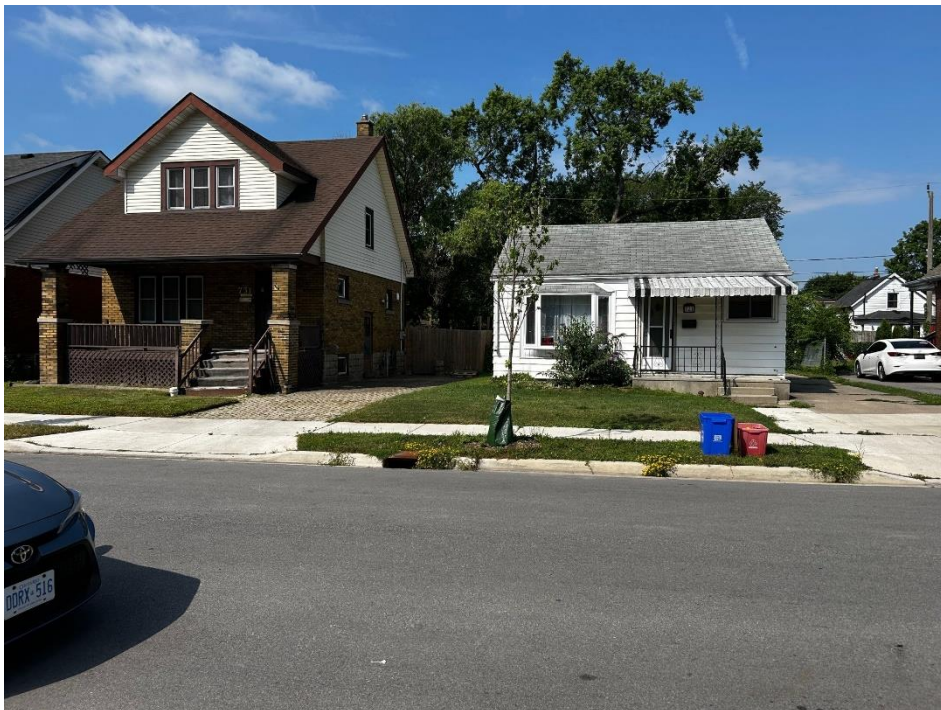

Tracey Pillon-Abbs, RPP
Principal Planner



APPENDIX C – SITE PHOTOS



View of subject land (726 Josephine Avenue)



View opposite from the subject land



View of subject land with adjacent Semi-detached



View of Josephine Avenue (looking north)



View of Josephine Avenue (looking south)

APPENDIX D – CONSULTATION

CANADA POST – BRUNO DESANDO

Canada Post has no comments for the attached application.

ENVIRONMENTAL POLICY – KAREN ALEXANDER & AVERIL PARENT

Environmental Policy has no objections to this development.

The Applicant should also be notified of the following precautions:

1. Should Species at Risk or their habitat be found at any time on or adjacent to the site, cease activity immediately and contact MECP at SAROntario@ontario.ca for recommendations on next steps to prevent contravention of the Endangered Species Act (2007). The City of Windsor SAR hotline (519-816-5352) can also be used for relevant questions and concerns.
2. For a list of Species at Risk and other provincially tracked species with potential to be around the site, use the Natural Heritage Information Centre (NHIC) Make A Map tool, found at <https://www.ontario.ca/page/make-natural-heritage-area-map>
3. If trees or other vegetation (i.e., shrubs and unmaintained grasses) on/adjacent to the site are to be removed, damaged, or disturbed during the breeding bird season (April 1 – August 31), then sweeps for nesting birds should be conducted to prevent contravention of Migratory Bird Regulations (2022), the Migratory Birds Convention Act (1992), and section 7 of the Fish and Wildlife Conservation Act (1997). Visit <https://www.canada.ca/en/environment-climate-change/services/avoiding-harm-migratory-birds/reduce-risk-migratory-birds.html> for more information.
4. Beaver dams and dens of fur-bearing mammals are protected under section 8 of the Fish and Wildlife Conservation Act (1997) and are not to be damaged or destroyed without the proper authorization and/or license.
5. The City of Windsor is a Bird Friendly City. Bird Friendly Design is encouraged, particularly window collision mitigation. Options for integrating bird friendly design can be found here: www.birdsafe.ca and bird friendly guidelines can be found here: [Bird-Friendly Guidelines – City of Toronto](#).

TRANSIT WINDSOR – JASON SCOTT

Transit Windsor has no objections to this development. The closest existing transit route to this property is with Route 115. Route 115 has an existing weekday peak frequency of 20 minutes. This will be increased to 10 minutes with Transit Windsor's City Council approved 2025 Service Plan. This change is proposed to be implemented in September 2025. The closest existing bus stop to this property is on Campbell at Rooney Northeast Corner. This bus stop is approximately 210 metres from this property falling within Transit Windsor's 400 metre walking distance guidelines to a bus stop. This will be maintained with Transit Windsor's City Council approved Transit Master Plan.

HERITAGE PLANNING – TRACY TANG

Heritage:

There is no apparent built heritage concern with this property.

Archaeology:

Archaeological Assessment Report Entitled "STAGE 1-2 ARCHAEOLOGICAL ASSESSMENT

726 Josephine Ave, City of Windsor, Ontario, Lot 69 Concession 1 Petite Cote, (Geographical Township of Sandwich), City of Windsor, County of Essex (AMICK Corporate Project #2025-814/MCM File #P038-1581-2025) ", Dated Apr 25, 2025, Filed with MCM on N/A, MCM Project Information Form Number P038-1581-2025, MCM File Number 0023196", has been entered into the Ontario Public Register of Archaeological Reports. Although the report recommends that no further archaeological assessment of the property is recommended, the applicant is still to note the following archaeological precautions.

1. Should archaeological resources be found during grading, construction or soil removal activities, all work in the area must stop immediately and the City's Planning & Building Department, the City's Manager of Culture and Events, and the Ontario Ministry of Citizenship and Multiculturalism must be notified and confirm satisfaction of any archaeological requirements before work can recommence.
2. In the event that human remains are encountered during grading, construction or soil removal activities, all work in that area must be stopped immediately and the site secured. The local police or coroner must be contacted to determine whether or not the skeletal remains are human, and whether the remains constitute a part of a crime scene. The Local police or coroner will then notify the Ontario Ministry of Citizenship and Multiculturalism and the Registrar at the Ministry of Government and Consumer Services if needed, and notification and satisfactory confirmation be given by the Ministry of Citizenship and Multiculturalism.

Contacts:

Windsor Planning & Building Department:

519-255-6543 x6179, ttang@citywindsor.ca, planningdept@citywindsor.ca

Windsor Manager of Culture and Events (A):

Michelle Staaedegaard, (O) 519-253-2300x2726, (C) 519-816-0711,

mstaaedegaard@citywindsor.ca

Ontario Ministry of Citizenship and Multiculturalism

Archaeology Programs Unit, 1-416-212-8886, Archaeology@ontario.ca

Windsor Police: 911

Ontario Ministry of Government & Consumer Services

A/Registrar of Burial Sites, War Graves, Abandoned Cemeteries and Cemetery Closures, 1-

416-212-7499, Crystal.Forrest@ontario.ca

TRANSPORTATION PLANNING – ELARA MEHRILOU

Land Conveyance

Not Applicable

Corner Cut-Off

Not Applicable

Sidewalk

Not Applicable

Parking

All parking must comply with ZBL 8600; otherwise, a Parking Study is required.

Transportation Planning Impact Study

The additional density is anticipated to have minimal effect on the traffic. Therefore, TIS is not applicable.

Access

All accesses shall conform to the TAC Geometric Design Guide for Canadian Roads and the City of Windsor Standard Engineering Drawings.

Exterior Path

All new exterior paths of travel must meet the requirements of the Accessibility for Ontarians with Disabilities Act (AODA).

Other comments

Not Applicable.

Should you have any further questions or concerns, please contact Ellie MehriLou, of this department at EMehrilou@citywindsor.ca.

LANDSCAPE ARCHITECT – RYAN UPTON

As requested, the materials for the file titled above have been reviewed.

There are no objections or documents required from a Landscape Architecture perspective as it pertains to a Zoning By-law Amendment (ZBA).

If you have any questions or concerns, please feel free to contact me.

ZONING COORDINATOR – CONNER O'ROURKE

Below is the zoning review summary for the above-mentioned property

- **Current Zoning Designation:** RD1.3
- **Proposed Zoning Designation:** RD1.3 with site specific provision
- **Proposed Use:**
 - o Semi-detached dwelling with 2 ADUs
 - o Not permitted, site specific by-law amendment requested
- **Section 5 - General Provisions**
 - o Complies
- **Section 10.3.5 – Residential District 1.3 Provisions**
 - o Minimum Lot Width: [10.3.5.1]
 - 15.0m (Required)
 - 12.5m (Provided)
 - o Minimum Lot Area: [10.3.5.2]
 - 450.0m² (Required)
 - 410.4m² (Provided)
 - o Maximum Lot Coverage: [10.3.5.3]
 - 45.0% (Required)
 - 47.9% (Provided)
 - o Maximum Main Building Height:
 - 9.0m (Required)
 - 8.2m (Provided)
 - o Minimum Front Yard Depth:
 - 6.0m (Required)
 - 7.3m (Provided)
 - o Minimum Rear Yard Depth: [10.3.5.6]
 - 7.50m (Required)

- 7.26m (Provided)
 - Minimum Side Yard Width:
 - 1.20m (Required)
 - 1.20m (Provided)
 - Maximum Main Building Gross Floor Area: [10.3.5.10]
 - 400m² (Required)
 - 546.7m² (Provided)
- **Section 20 – Site Specific Zoning Exemptions:**
 - Not Applicable
- **Section 24 – Parking, Loading and Stacking Provisions:**
 - Complies
- **Section 25 – Parking Area Regulations:**
 - Not Applicable

FORESTRY – MARC EDWARDS

The Forestry Department have no issue with the Zoning Bylaw Amendment.

Forestry requests the opportunity to review future landscaping plans in order to provide comment and suggestion regarding new tree species selection, stock types and long -term tree care that would enhance tree survival, performance and aesthetics on-site and would maximize future on-site Tree Canopy and City-wide Tree Canopy Resilience.

RIGHT-OF-WAY – MARK SCHAFFHAUSER

Required Drawing Revisions:

1. **Driveway Approaches** – Do not conform to City of Windsor Standards, which must be constructed with straight flares and no raised curbs within the right-of-way.
 - Existing driveway to be removed, curb cut and boulevard restored as per best practice.
 - Modify as per Standard Engineering Drawing [AS-221 or AS-222].
2. **Sewer Connections** – All existing and proposed storm, sanitary and water services must be identified on the drawings, as well as the associated mainline sewers/water mains.
 - Modify drawings to include all sewer connections and water services.
 - Identify any redundant connections to be abandoned in accordance with Engineering Best Practice BP1.3.3.

Right-of-Way Permit Requirements

Alley Closing – Prior to the issuance of a Building Permit, the owner shall apply to the Street and Alley Closing Committee to close the existing alley adjacent to the subject property.

Driveway Approaches – The Owner further agrees that driveway approaches shall be constructed in such width and location as shall be approved by the City Engineer, with straight flare driveway approaches and no raised curbs within the right-of-way. The Owner shall have the option of constructing said driveway approaches as follows:

1. Residential Property
 - a. Asphalt in accordance with City of Windsor Standard Drawing AS-221; or

- b. Concrete in accordance with City of Windsor Standard Drawing AS-222

If you have any further questions or concerns, please contact Lea Marshall, of this department at lmarshall@citywindsor.ca

ENWIN

HYDRO ENGINEERING: Steve Zambito

No Objection, provided adequate clearances are achieved and maintained.

ENWIN has existing overhead pole lines along the east limits with 16,000 volt primary and 120/240 volt secondary hydro distribution.

ENWIN has existing streetlight poles with underground conductors along the west limits with 120/240 volt streetlight distribution.

The developer will be responsible to cover all costs associated with any relocation or removal of ENWIN poles, conductors, and down guys.

The developer will be responsible to cover all costs associated with the service relocation for 734 Josephine.

Prior to working in these areas, we would suggest notifying your contractor and referring to the Occupational Health and Safety Act and Regulations for Construction Projects to confirm clearance requirements during construction.

Also, we suggest referring to the Ontario Building Code for permanent required clearances for New Building Construction.

WATER ENGINEERING: Bruce Ogg

ENWIN Water has no objections. There is an existing 25mm water service to the current property. If 25mm is adequate for the north semi-detached building, then only a new water service for the south severed part of the lot would be required. If 25mm is not adequate, a new service for both lots would be required.

ENBRIDGE – SANDRO AVERSA

After reviewing the provided information, and consulting our mapping system, please note that Enbridge Gas has active infrastructure within the proposed area. A PDF drawing have been attached for reference.

Please Note:

1. The shown piping locations are approximate and for information purposes only
2. The drawings are not to scale
3. This drawing does not replace field locates. Please contact Ontario One Call for onsite locates prior to excavating, digging, etc

Enbridge Gas requires a minimum separation of 0.6m horizontal and 0.3m vertical from all our plant less than NPS 16 and a minimum separation 1.0m horizontal and 0.6m vertical between any CER-regulated and vital pipelines. For all pipelines (including vital pipelines), when drilling parallel to the pipeline, a minimum horizontal clearance measured from the edge of the pipeline to the edge of the final bore hole of 1 m (3.3 ft) is required. Please ensure that this minimum separation requirement is maintained, and that the contractor obtains locates prior to performing any work and utilizes safe excavation practices while performing any work in the vicinity.

Also, please note the following should you find any abandoned infrastructure in the area:

- Any pipe that is excavated, please assume that it is live.
- If during any job, any pipe is found that is not on the locate sheet and conflicts with your work, please call our emergency number (1-877-969-0999), and one of our Enbridge representatives will respond to determine if that plant is in fact live or dead.
- Please note that our Enbridge Gas representative will respond to the live or dead call within 1-4 hours, so please plan your work accordingly.

Please contact me if you have any further questions or concerns.



Subject: Official Plan Amendment 196 - Residential Corridor Designations

Reference:

Date to Council: August 5, 2025
Author: Frank Garardo
Planner III Policy & Special Studies
(519) 255-6543 x 6446
fgarardo@citywindsor.ca

Planning & Building Services
Report Date: July 8, 2025
Clerk's File #: Z/14994

To: Mayor and Members of City Council

Recommendation:

1. THAT Official Plan Amendment 196 **BE APPROVED** and Volume 1: The Primary Plan of the City of Windsor Official Plan ("Official Plan") **BE AMENDED** as follows:
 - THAT Schedule D – Land Use of Volume 1: The Primary Plan of the City of Windsor Official Plan **BE AMENDED** by changing the land use designations of the subject lands from "Mixed Use Corridor" to "Residential Corridor" as shown on Appendix A.

Background:

At the February 10, 2025 Council meeting; Council approved the following recommendation to review the existing intensification framework to include residential corridors as follows:

*THAT administration **BE DIRECTED** to review and refine Windsor's existing intensification framework of mixed use centres, nodes and corridors to include residential corridors and identify all of the areas identified for intensification as Strategic Growth Areas in conformity with section 2.4.1 of the Provincial Planning Statement, 2024.*

The Provincial Planning Statement (PPS), 2024 is a streamlined province-wide land use planning policy framework that replaces the previous Provincial Policy Statement 2020, and A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019 (the Growth Plan), while building upon housing-supportive policies from both documents.

The City of Windsor Official Plan provides a framework to support growth and intensification to areas that can support it and where it is most appropriate – places that have access to transit, goods, services, and infrastructure. The Official Plan currently identifies 50 kilometers of mixed use corridors, 260 hectares of mixed use centres, and 137 hectares of mixed use nodes.

These areas were initially identified as “intensification priority areas” through OPA 159, which provided a uniform approach to intensification. While this approach provided a framework, it also recognized the need for flexibility by adopting the corresponding City of Windsor’s Intensification/Design Guidelines. These guidelines recognize that neighborhoods across the City vary, and therefore, intensification should be tailored to the specific needs and characteristics of each area. The policies and regulations guiding development should reflect this diversity.

To further refine this approach, Council approved OPA 194 on May 26, 2025, introducing a new Residential Corridor land use designation. This new policy expanded on the intensification priority area policies, and introduced a new land use designation that focuses on residential intensification.

At the May 26, 2025 Council meeting, Council adopted the following recommendations concerning the advancement of a new Official Plan Policy:

1. *THAT Official Plan Amendment 194 **BE APPROVED** and Volume 1: The Primary Plan of the City of Windsor Official Plan (“Official Plan”) **BE AMENDED** as follows:*
 - *Chapter 6: Land Use of the Official Plan **IS AMENDED** by adding section 6.3.3 Residential Corridors as shown on Appendix A of this Report.*
2. *THAT administration **BE DIRECTED** to hold further public consultation on the candidate areas for Residential Corridor designations.*
3. *THAT administration **BRING BACK** Official Plan amendments to designate the candidate areas as Residential Corridors.*

The recommendations expanded on the intensification priority area policies, and introduced a new land use designation that encourages a broad range of housing options. The designation targets areas with access to transit, goods and services, infrastructure, etc., while taking into consideration the transition of built form to adjacent areas and key provisions within the City of Windsor Intensification/Design Guidelines.

The recommendations are in keeping with the City of Windsor’s existing focus on intensification priority areas, reinforcing the City’s ongoing efforts to promote development within corridors. As Provincial legislation and the City’s intensification framework evolve, further Official Plan amendments can continue to be undertaken to expand on the existing growth strategy and intensification framework.

As an initial step, it was recommended that a refinement of previously identified “intensification priority areas” be undertaken. The candidate locations are situated within

predominately residential areas and have been identified to be designated as Residential Corridors.

Discussion:

Official Plan Amendment

The proposed Official Plan amendment designates the locations (shown on Appendix A) as Residential Corridor in the City of Windsor Official Plan. The Official Plan implements high-level policies for the areas listed below, with its objectives being further implemented through site-specific zoning by-law amendments, minor variances, site plan approvals, and/or a more detailed planning process (e.g. guideline plans).

The locations listed below are situated within predominately residential areas and are well-suited to accommodate additional housing. These locations were originally identified as “intensification priority areas” during the Official Plan amendment 159 process. The Residential Corridor land use designation builds upon the intensification framework and provides more detailed guidance based on the characteristics of the area.

Wyandotte Street East: Wyandotte Street East is currently designated as a mixed-use corridor which includes a variety of sections which include low density residential, medium density residential, mixed use, and commercial areas. The existing areas with low profile homes are ideal for contextually appropriate residential intensification with gradual transitions to the medium and higher density sections. The Residential designation only applies to the existing areas which have characteristics of existing low profile homes, excluding areas in vicinity to commercial and business improvement areas. These areas are located on Wyandotte Street East generally between: George Avenue and Ellrose Avenue; between Buckingham Road and Ford Boulevard; between Jefferson Blvd and Victor Drive (excluding mixed use node), and between Isabelle Place and Mathew Brady Boulevard.

Cabana Road West: Cabana Road West is currently designated as a mixed-use corridor which includes predominantly low profile residential development with existing lotting patterns resembling typical low density residential lots. A residential corridor designation would continue to encourage a net increase in residential units, with the additional policies in the residential corridor outlining the necessary transition requirements for the type and scale of development. The designation would generally apply on Cabana Road West; between Rankin Avenue and Dougall Avenue.

Lauzon Road: Lauzon Road, between Wyandotte St E and Little River Road, is currently designated a mixed-use corridor which includes predominantly low profile residential development with existing lotting patterns which resemble typical low density residential lots. A residential corridor designation would continue to encourage a net increase in residential units, with the additional policies outlining the necessary transition requirements for the type and scale of development. These areas are located on Lauzon Road generally between: North of Little River Road to Wyandotte Street E; excluding the mixed use node located at the Wyandotte Street East and Lauzon Road intersection.

Provincial Planning Statement (PPS) 2024

The Provincial Planning Statement (PPS) provides direction on matters of provincial interest related to land use planning and development and sets the policy foundation for regulating the development and use of land in Ontario.

The vision of the PPS focuses growth and development within urban settlement areas, requires that land use be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns. Planning authorities are encouraged to permit and facilitate a range of housing options, including residential intensification, to respond to current and future needs. Land use patterns should promote a mix of housing, including opportunities for infill and intensification that support a broad range of housing options. PPS 2024 requires Municipalities to identify Strategic Growth Areas, and encourage an appropriate type and scale of development within these areas.

2.3 Settlement Areas and Settlement Area Boundary Expansions

2.3.1 General Policies for Settlement Areas

1. *Settlement areas* shall be the focus of growth and development. Within *settlement areas*, growth should be focused in, where applicable, *strategic growth areas*, including *major transit station areas*.
2. Land use patterns within *settlement areas* should be based on densities and a mix of land uses which:
 - a) efficiently use land and resources;
 - b) optimize existing and planned *infrastructure* and *public service facilities*;
 - c) support *active transportation*;
 - d) are *transit-supportive*, as appropriate; and
 - e) are *freight-supportive*.
3. Planning authorities shall support general *intensification* and *redevelopment* to support the achievement of *complete communities*, including by planning for a range and mix of *housing options* and prioritizing planning and investment in the necessary *infrastructure* and *public service facilities*.

2.4 Strategic Growth Areas

2.4.1 General Policies for Strategic Growth Areas

1. Planning authorities are encouraged to identify and focus growth and development in *strategic growth areas*.

2. To support the achievement of *complete communities*, a range and mix of *housing options*, *intensification* and more mixed-use development, *strategic growth areas* should be planned:
 - to accommodate significant population and employment growth;
 - as focal areas for education, commercial, recreational, and cultural uses;
 - to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and
 - to support *affordable*, accessible, and equitable housing.
3. Planning authorities should:
 - a) prioritize planning and investment for *infrastructure* and *public service facilities* in *strategic growth areas*;
 - b) identify the appropriate type and scale of development in *strategic growth areas* and the transition of built form to adjacent areas;
 - c) permit *development* and *intensification* in *strategic growth areas* to support the achievement of *complete communities* and a *compact built form*;
 - d) consider a student housing strategy when planning for *strategic growth areas*; and
 - e) support *redevelopment* of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.

2.4.3 Frequent Transit Corridors

1. Planning authorities shall plan for *intensification* on lands that are adjacent to existing and planned *frequent transit* corridors, where appropriate.

The proposed Official Plan amendment will permit intensification and a net increase of residential units in areas that are well connected to alternative modes of transportation. The amendment is consistent with PPS 2024.

Financial Matters:

There are no immediate financial implications with adoption of these recommendations. The implementation of the recommendations from this report and subsequent Zoning By-law Amendments will provide opportunity for more housing options in a fiscally responsible way.

Consultations:

A meeting of the Development & Heritage Standing Committee was held on May 05, 2025 to discuss the Background Report and preliminary direction coming from the recommendations. This meeting was advertised in the Windsor Star and open to the public.

In-person public engagement events were held at the Riverside Public Library and Capri Pizzeria Recreation Complex on Wednesday June 25, 2025 and Thursday June 26,

2025 respectively to present and consult the public on the draft Official Plan Amendment.

Additionally, a virtual public engagement session was held on Wednesday June 25, 2025 between the hours of 6:30-7:30pm. A summary of the Open House comments can be found in Appendix B.

Courtesy notice was provided to all residents located within 200m of the subject lands.

A lets talk-Windsor interactive site has been made available to invite the public to share further feedback, ideas, and questions on the proposed Official Plan amendment.

Statutory notice for OPA 196 was provided in the Windsor Star in accordance with the Planning Act.

Aaron Farough, Senior Legal Counsel, Legal Services & Real Estate

Conclusion:

This report has been prepared to provide further recommendations on designating certain areas as Residential Corridors in the Official Plan. The original report (S15/2025) included the policy framework for introducing a new land use policy designation within the City of Windsor Official Plan. This report recommends application of the Residential Corridor designation to lands identified in Appendix A. The proposed Residential Corridor designations will provide additional opportunities to create choice in housing types in areas that is transit supportive and efficiently uses land and resources, is consistent with PPS 2024. As such, the proposed OPA represents good planning.

Planning Act Matters:

I concur with the above comments and opinion of the Registered Professional Planner.

Jason Campigotto
Deputy City Planner – Growth

Neil Robertson, MCIP, RPP
City Planner

I am not a registered Planner and have reviewed as a Corporate Team Leader

JP RM

Approvals:

Name	Title
Jim Abbs	Manager of Planning (Land Info & Special Projects)
Jason Campigotto	Deputy City Planner - Growth
Greg Atkinson	Deputy City Planner - Development
Wira Vendrasco	City Solicitor

Name	Title
Neil Robertson	City Planner
Matthew Johnson acting for Jelena Payne	Deputy CAO/Commissioner, Economic Development
Ray Mensour	Chief Administrative Officer

Appendices:

1. Appendix A – Official Plan Amendment 196
2. Appendix B – Public Engagement Comments

AMENDMENT NO. 196
TO THE OFFICIAL PLAN
CITY OF WINDSOR

Part B (Details of the Amendment) contained in the following text of
the City of Windsor Official Plan constitute
Amendment No. 196

Also included, but not constituting part of the Amendment are Part A
(Basis); Part C (Implementation)

This Official Plan Amendment contains the following Parts:

Part A: Basis

Part B: Details of the Amendment

Part C: Implementation

PART A: BASIS

1.0 PURPOSE

The purpose of this amendment is to designate the subject areas as Residential Corridor on Schedule D: Land Use in the City of Windsor Official Plan.

2.0 LOCATION AND DESCRIPTION OF LANDS AFFECTED BY THE AMENDMENT

The candidate locations listed below are situated within predominately residential areas and are well-suited to accommodate additional housing. These areas benefit from direct access to public transit, bike lanes, and pedestrian walkways, making them strong candidates for Residential Corridor policies. These locations were originally identified as “intensification priority areas” during the Official Plan Amendment 159 process which implemented uniform policies across the City of Windsor, with the recognition that intensification should be tailored to the specific needs and characteristics of each area. The Residential Corridor land use designation builds upon the intensification framework and provides more detailed guidance based on the characteristics of the area.

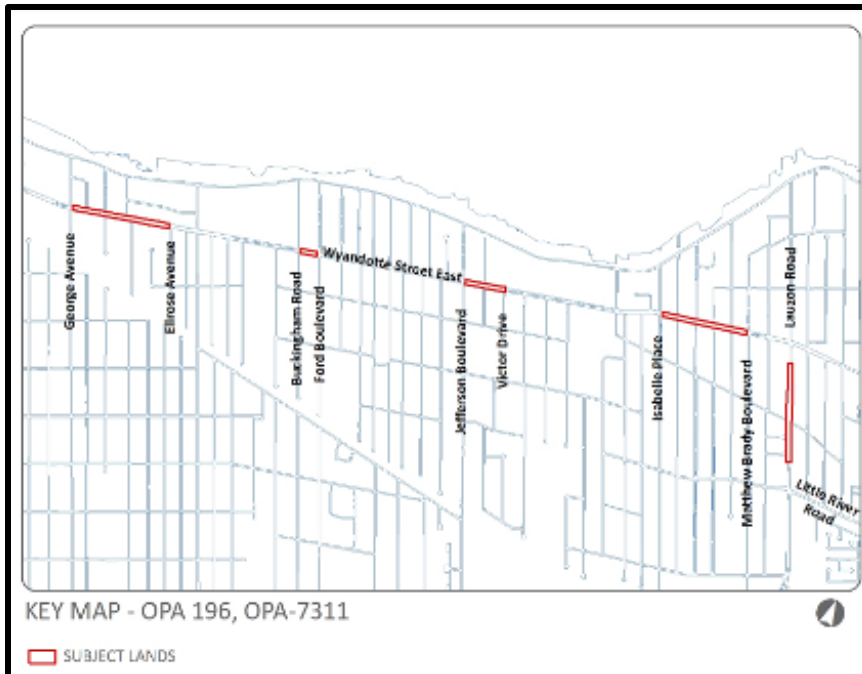
Wyandotte Street East: These areas are located on Wyandotte Street East generally between: George Avenue and Ellrose Avenue; between Buckingham Road and Ford Boulevard; between Jefferson Blvd and Victor Drive (excluding mixed use node), and between Isabelle Place and Mathew Brady Boulevard.

Cabana Road West: These areas are located on Cabana Road West generally between: Rankin Avenue and Dougall Avenue. The recommendation includes designating a new mixed use node at the intersection of Cabana and Dougall to provide for mixed uses and connectivity to residential intensification areas.

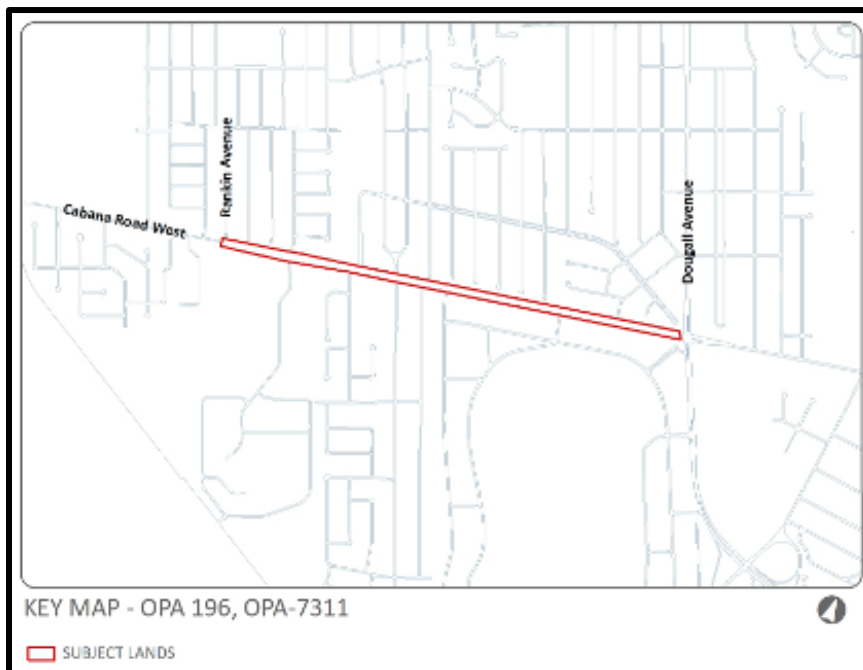
Lauzon Road: These areas are located on Lauzon Road generally between: North of Little River Road to Wyandotte Street E; excluding the mixed use node located at the Wyandotte Street East and Lauzon Road intersection.

Key Maps:

Wyandotte Street East and Lauzon Road Corridor:



Cabana Road West Corridor:



3.0 BACKGROUND

The proposed amendment provides an additional framework for “intensification priority areas” and designates the subject areas as – Residential Corridors. The Residential Corridor Land Use Designation serves as a key policy tool to facilitate a gradual transition between high-intensity Mixed-Use Nodes and Corridors and established lower-density residential neighborhoods. Through well-defined policies, it enables a balanced approach to growth by introducing housing types, such as townhomes, stacked dwellings, and low to mid-rise apartments, in strategically located corridors.

PART B: DETAILS OF THE AMENDMENT

1.0 The City of Windsor Official Plan is hereby amended as follows:

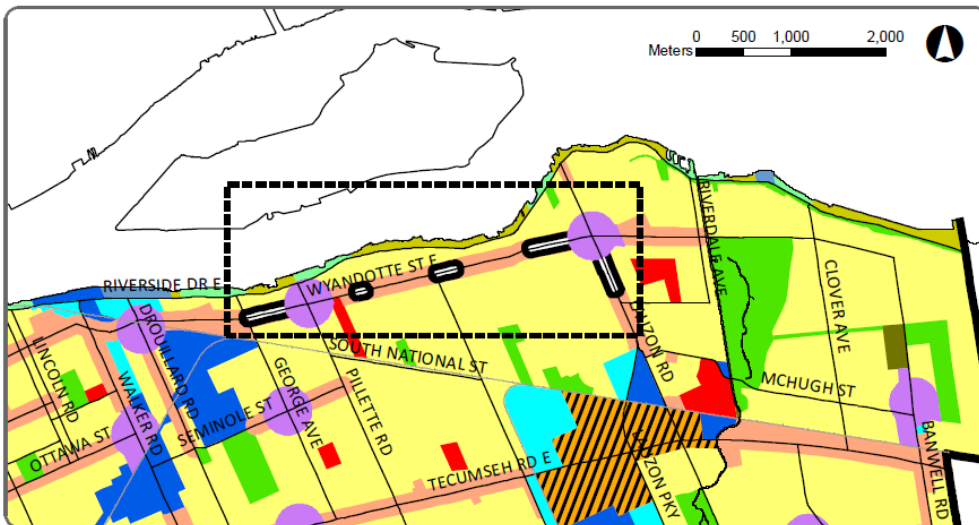
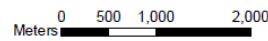
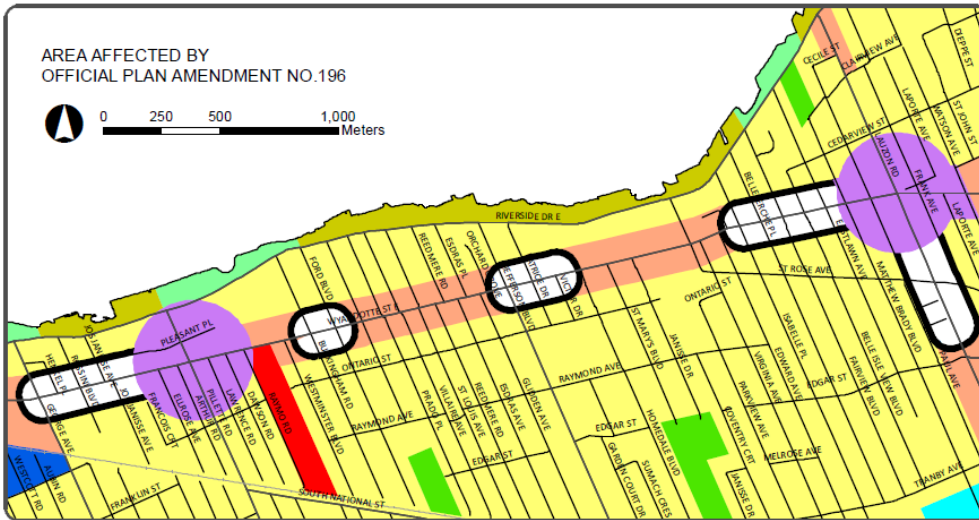
- i. THAT Schedule “D” of Volume I: The Primary Plan of the City of Windsor Official Plan **BE AMENDED** by designating the subject areas as Residential Corridors.

PART C: IMPLEMENTATION

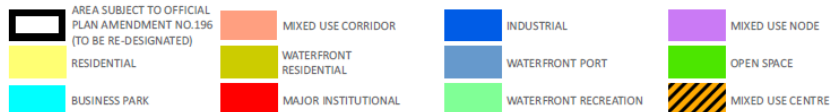
1.0 The Official Plan Amendments would be implemented by making the referenced changes to the land use schedule in the City of Windsor Official Plan and Council passing of the required by-laws.

SCHEDULE D

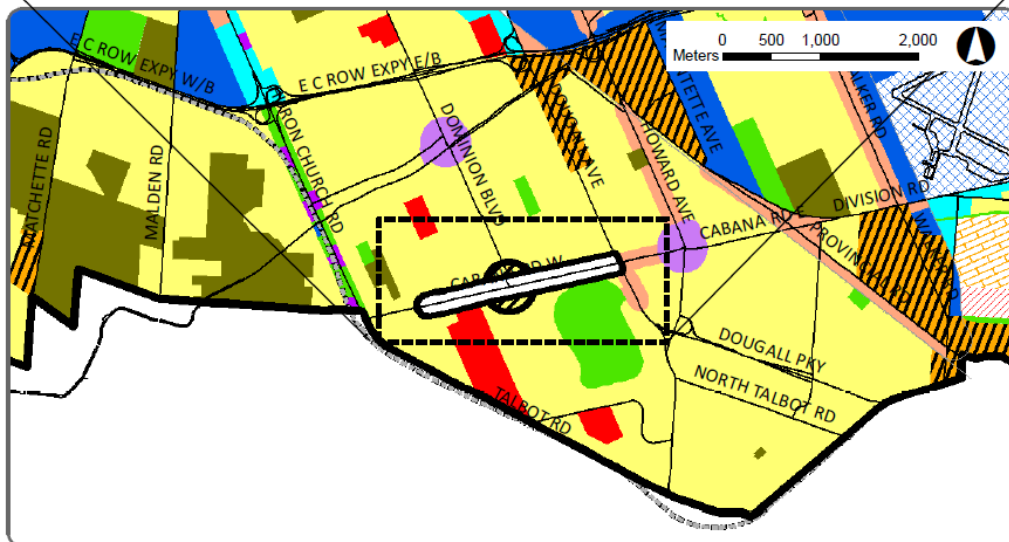
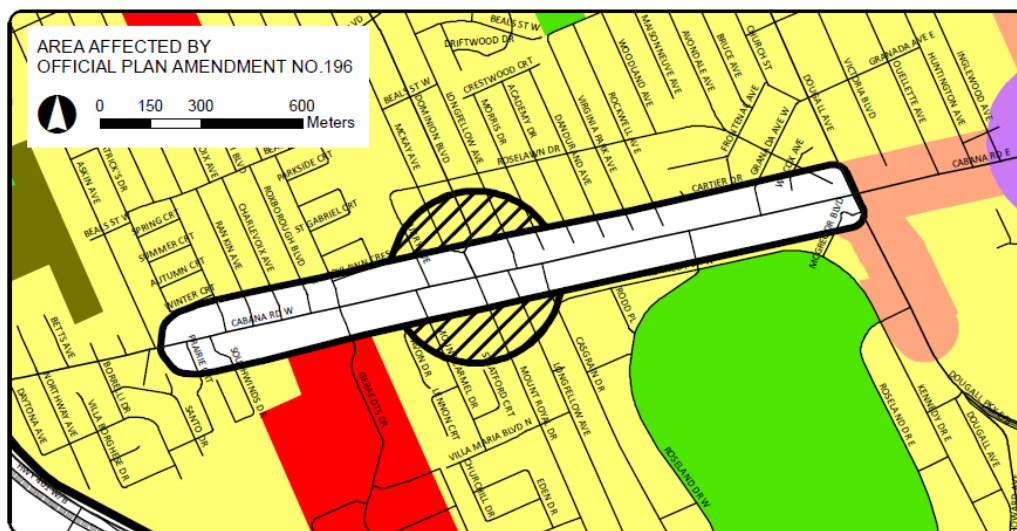
AREA AFFECTED BY
OFFICIAL PLAN AMENDMENT NO.196



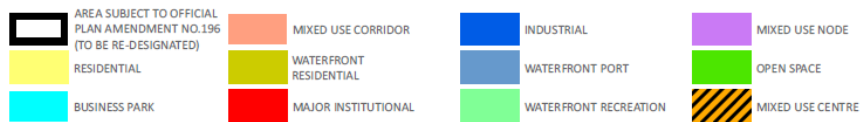
OFFICIAL PLAN AMENDMENT NO. 196



SCHEDULE D



OFFICIAL PLAN AMENDMENT NO. 196



APPENDIX B – PUBLIC ENGAGEMENT COMMENTS

Overall Takeaways:

- **Parking and traffic** are major shared concerns
- There's **divided support** on intensification — many support new housing but want it done with proper infrastructure and design
- **Residential corridor** – some support was shown for the policy change
- **No Change** – some comments included keeping area “as is” (detached dwellings)
- **Mixed-use zoning** is seen by some as critical; who oppose its removal

Wyandotte Street East and Lauzon Road Open House

Location: Riverside Library Session

Date: June 25, 2025

Attendance: ~25 people

Forms submitted: 11

Key Comments:

- Lack of parking, especially given no-parking streets nearby (Wyandotte, Lauzon)
- Fear of tenant overflow parking onto residential streets
- Opposition to more apartment buildings; preference for preserving single-family homes and "village atmosphere"
- Worries that the proposal won't address affordability
- Concerns about traffic and the loss of traffic calming
- Opposition to removing mixed-use zoning — seen as reducing walkability and community vibrancy

Suggestions:

- Add more designated bike routes
- Ensure new developments include sufficient parking

- Emulate successful mixed-use areas like Walkerville and Ford City

Community Concerns:

- Pest control concerns in the neighbourhoods
- Wyandotte Street E traffic concerns
- Policing concerns – There is focus on downtown and not enough in other areas

Cabana Road West Open House

Location: Capri Recreational Complex Session

Date: June 26, 2025

Attendance: ~11 people

Forms submitted: 4

Key Comments:

- Concern with traffic impacts from higher-intensity housing
- Desire to preserve neighborhood character – no change to existing area (detached dwellings)
- General support for more housing along major roads like Cabana
- Concerns about removing mixed-use zoning — seen as counterproductive to housing density goals

Suggestions:

- Suggestion that the nearby college should provide more student housing

Jun 29 /25

City of Windsor – Official Plan Land Use Policy Update



Public Comment Form

We want your feedback! Please share your thoughts on the land use policy directions presented today. Comments will help shape the next phase of the Official Plan update.

Contact Info

Name: _____

Phone Number: _____

Email: _____

Postal Code: _____

Questions

Do you have any concerns or specific neighbourhood priorities you'd like us to consider?

Traffic calming badly needed on Wyandotte E. Either through lane reduction, speed bumps, or cameras. It's like the Indie out there!

Additional comments:

How can these "residential corridors" be justified? It makes no sense to have new builds on property where viable residences already exist.

There are over 600 vacant and abandoned sites across the city badly in need of development. This should be the focus of City Hall's land use policy direction.

Return completed forms before you leave or email them to aquibell@citywindsor.ca

City of Windsor – Official Plan Land Use Policy Update



Public Comment Form

We want your feedback! Please share your thoughts on the land use policy directions presented today. Comments will help shape the next phase of the Official Plan update.

Contact Info

Name: _____

Phone Number: _____

Email: _____

Postal Code: _____

Questions

Do you have any concerns or specific neighbourhood priorities you'd like us to consider?

There's not enough parking already.
Existing apartments have drug problems
rat issues and not enough parking.
Don't want more apartment buildings.

Additional comments: If we already have apartment buildings why allow more?

There's 15 apt buildings from Jefferson to Lanzer. Agree that duplexes should not be allowed on residential streets and against adding more housing along Wyandotte if haven't fixed flooding, sewer, traffic and parking issues. The lots along Wyandotte aren't big enough to have enough parking and some side streets don't have any street parking which forces extra parking on the streets that do.

Return completed forms before you leave or email them to aquibell@citywindsor.ca

Visit our webpage <https://letstalk.citywindsor.ca/official-plan-land-use-policy>

Issue is affordability not a housing crisis.

City of Windsor – Official Plan Land Use Policy Update



Public Comment Form

We want your feedback! Please share your thoughts on the land use policy directions presented today. Comments will help shape the next phase of the Official Plan update.

Contact Info

Name: [REDACTED]

Phone Number: [REDACTED]

Email: [REDACTED]

Postal Code: [REDACTED]

Questions

Do you have any concerns or specific neighbourhood priorities you'd like us to consider?

- Keep Riverside single family homes as they are - to provide that village atmosphere. Limit height for all development, not just the corridor parts outlined in red on your map. and designated housing

Additional comments:

- Address speed on Wyandotte
- Address danger on Wyandotte
- Make sure any development cannot have any tenant parking on any nearby residential streets - Permit Parking? Enforcement?
- Make sure existing houses will not flood with additional infrastructure.
- Limit any additional businesses near Buckingham - Already a group home or such (Community Living) with too much traffic.
- Remember - just because Wyandotte has a bus route, doesn't mean new tenants won't have & use cars!

Return completed forms before you leave or email them to aquibell@citywindsor.ca

Visit our webpage <https://letstalk.citywindsor.ca/official-plan-land-use-policy>



Public Comment Form

We want your feedback! Please share your thoughts on the land use policy directions presented today. Comments will help shape the next phase of the Official Plan update.

Contact Info

Name: [Redacted]
Phone Number: [Redacted]
Email: _____
Postal Code: [Redacted]

Questions

Do you have any concerns or specific neighbourhood priorities you'd like us to consider?

The traffic control needs to be addressed with an increase in residential Bldgs. More Police Patrol at corner lights - Too many people drive thru red lights + yellow lights - more designated bike routes -

Additional comments:

It's a good idea to put limitations on the future residential Buildings - Population Increase needs to be considered for parking i.e. new Residential Bldgs. should have to provide parking for each resident.

Return completed forms before you leave or email them to aquibell@citywindsor.ca
Visit our webpage <https://letstalk.citywindsor.ca/official-plan-land-use-policy>

Public Comment Form

We want your feedback! Please share your thoughts on the land use policy directions presented today. Comments will help shape the next phase of the Official Plan update.

Contact Info

Name: [REDACTED]

Phone Number: [REDACTED]

Email: [REDACTED]

Postal Code: [REDACTED]

Questions

Do you have any concerns or specific neighbourhood priorities you'd like us to consider?

Parking is vital as Wyandotte & Huron are no parking streets so any new living space need fully adequate space for parking residents + occasional guests

Additional comments:

Traffic in the Metro to Freshco or further east is often busy and late night or after midnight some stunt of careless driving - not continuous - but it is ~~repetitive~~ repetitive.

Return completed forms before you leave or email them to aquibell@citywindsor.ca

Visit our webpage <https://letstalk.citywindsor.ca/official-plan-land-use-policy>



Public Comment Form

We want your feedback! Please share your thoughts on the land use policy directions presented today. Comments will help shape the next phase of the Official Plan update.

Contact Info

Name: [Redacted]

Phone Number: [Redacted]

Email: [Redacted]

Postal Code: [Redacted]

Questions

Do you have any concerns or specific neighbourhood priorities you'd like us to consider?

[Handwritten lines for questions]

Additional comments:

This is a terrible proposal
This area is already at capacity, and
this will only add traffic, parking problems
and sewage problems.
It was described as "modest" - it is
any thing but - and I hope it is rejected.

Return completed forms before you leave or email them to aquibell@citywindsor.ca
Visit our webpage <https://letstalk.citywindsor.ca/official-plan-land-use-policy>

Public Comment Form

We want your feedback! Please share your thoughts on the land use policy directions presented today. Comments will help shape the next phase of the Official Plan update.

Contact Info

Name: [Redacted]
Phone Number: [Redacted]
Email: [Redacted]
Postal Code: [Redacted]

Questions

Do you have any concerns or specific neighbourhood priorities you'd like us to consider?

Traffic Calming! Wyandotte is Horrible for Traffic

Additional comments:

If Windsor truly wants to "intensify" housing, removing our mixed-use housing is the exact opposite of what should be done. Mixed-use can fit far more people than single family or row houses. Removing our mixed use buildings removes communities and walking opportunities from an area of the city that desperately needs it. We should be working towards creating more areas like Walkerville and Ford City. Creating community creates areas people actually want to live.

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Contact Info

Name: [redacted]
Phone Number: [redacted]
Email: [redacted]
Postal Code: [redacted]

Questions

Do you have any concerns or specific neighbourhood priorities you'd like us to consider?

MY Questions were Answered

Additional comments:

Keep us informed as of any further development -

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Contact Info

Name: [Redacted]

Phone Number: [Redacted]

Email: [Redacted]

Postal Code: [Redacted]

Questions

Do you have any concerns or specific neighbourhood priorities you'd like us to consider?

[Empty lines for questions]

Additional comments:

KEEP INFORMATION FLOWING.

[Empty lines for additional comments]

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Phone Number: [Redacted]
Email: [Redacted]
Postal Code: [Redacted]

Questions

Do you have any concerns or specific neighbourhood priorities you'd like us to consider?

[Empty lines for questions]

Additional comments:

info in future
[Empty lines for additional comments]

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Public Comment Form

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Contact Info

Name: [REDACTED]

Phone Number: [REDACTED]

Email: [REDACTED]

Postal Code: [REDACTED]

Questions

Do you have any concerns or specific neighbourhood priorities you'd like us to consider?

I understand currently it is mixed residential + commercial, however, instead of the proposal to erect 3 story apartments, why can't you change it to only single family homes as traffic on Wyandotte is horrendous.

Additional comments:

We can't even find a parking spot on our street on Esdras now and to turn onto Wyandotte takes ^{up to} 10 minutes. What can be done to fix the situation on Wyandotte? This proposal will make traffic even worse!

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Contact Info

Name: [Redacted]
Phone Number: [Redacted]
Email: [Redacted]
Postal Code: _____

Questions

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Additional comments:

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Public Comment Form

We want your feedback! Please share your thoughts on the land use policy directions presented today. Comments will help shape the next phase of the Official Plan update.

Contact Info

Name: _____

Phone Number: _____

Email: _____

Postal Code: _____

Questions

Do you have any concerns or specific neighbourhood priorities you'd like us to consider?

I question how much mixed use proposals will actually be proposed. I also believe that the college should be asked to build more housing for their students.

Additional comments:

Windsor is a rapidly growing city. The city desperately needs more housing, especially with rising housing costs making it more and more difficult for young people to buy their first homes. I support more housing especially on a busy road like Cabana.

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Public Comment Form

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Contact Info

Name: [redacted]

Phone Number: [redacted]

Email: [redacted]

Postal Code: [redacted]

Questions

Do you have any concerns or specific neighbourhood priorities you'd like us to consider?

I would like you to consider traffic before allowing higher intensity dwellings are built. The buildings also have to fit the current character of the neighbourhood.

Additional comments:

[Empty lines for additional comments]

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Public Comment Form

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Contact Info

Name: [redacted]
Phone Number: [redacted]
Email: [redacted]
Postal Code: [redacted]

Questions

Do you have any concerns or specific neighbourhood priorities you'd like us to consider?

I disagree with the plan to remove mixed-use zoning corridor as mixed-use land use is the way to efficiently increase housing density. Having commercial properties nearby is one of the advantages of living in a dense neighborhood. thus limiting land use to only residential would be a step in a backwards direction.

Additional comments:

Please reconsider the policy, and plans to increase mixed-use zoning within the city. ~~the~~

Return completed forms before you leave or email them to aquibell@citywindsor.ca

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Public Comment Form

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Contact Info

Name: [redacted]
Phone Number: [redacted]
Email: [redacted]
Postal Code: [redacted]

~~Questions~~ Comments

Do you have any concerns or specific neighbourhood priorities you'd like us to consider?

Great, residential corridor, not mixed use.

Additional comments:

[Empty lines for additional comments]

Return completed forms before you leave or email them to aquibell@citywindsor.ca

Visit our webpage <https://letstalk.citywindsor.ca/official-plan-land-use-policy>



Council Report: S 88/2025

Subject: Response to CQ32-2020: Regarding Tree Protection and Replacement Policies – City Wide

Reference:

Date to Council: August 5, 2025
Authors: Frank Garardo
Planner III Policy & Special Studies
(519) 255-6543 x6446
fgarardo@citywindsor.ca

Ryan Gardiner Upton,
Landscape Architect
(519) 255-6543 x6102
rupton@citywindsor.ca

Planning and Building Services
Report Date: 7/7/2025
Clerk's File #: SRT2025

To: Mayor and Members of City Council

Recommendation:

THAT Report S88/2025 responding to Council question CQ 32-2020 on tree protection and replacement policies as it relates to the City of Windsor's land development by-laws **BE RECEIVED** for information.

Executive Summary:

N/A

Background:

This report has been prepared in response to Council Question CQ 32-2020 and Council Resolution CR88/2022, which requested a review of the City of Windsor's current tree protection and replacement policies as they relate to land development by-laws as well as related options for a regulatory framework to ensure overall tree coverage across the community is not diminished. CQ 32-2020 requested:

That Administration review and report back to Council on tree protection and replacement policies as it relates to the City of Windsor's land development bylaws. The review should include information pertaining to

replacement ratios and the mechanisms by which trees are protected and required to be protected through the development process as well as the extent to which development is impacting the total tree count under our current framework along with options for Council to consider in terms of protecting trees and increasing tree cover through land development policy.

This question was originally addressed through Council Report C 142/2021, presented on February 28, 2022.

At that meeting, Council Resolution CR88/2022 directed that the matter be referred back to Administration as follows:

That the report of the Landscape Architect dated September 23, 2021, entitled "Response to CQ 32-2020: Tree Protection and Replacement Policies Related to Development – City Wide" BE REFERRED back to Administration; and further,

That Administration REPORT BACK to Council to provide information related to options for a regulatory framework to ensure overall tree coverage across the community is not diminished due to the new development of private lands by requiring the replacement of trees removed on a caliper per caliper basis as deemed appropriate by the City Forester and City Planner.

Discussion:

As outlined in Council Report C 142/2021, the preservation of trees and natural heritage areas on private properties outside of provincially legislated, federally regulated areas, or where Species at Risk (SAR) are present is guided by a range of municipal best practices and policy documents. These include the Official Plan, the *Planning Act*, the Landscape Manual for Development the Climate Change Adaptation Plan, and the Environmental Master Plan. Collectively, these documents contain policies that emphasize the importance of tree preservation and, where retention is not feasible, recommend or require tree replacement and replanting strategies. Implementation of these policies occurs primarily through *Planning Act* applications such as Site Plan Control and Subdivision Agreements, as enabled by the *Planning Act*. These processes require developers to submit landscape plans, conduct tree inventories, and adhere to planting standards outlined in the City's Landscape Manual for Development. Both Site Plan and Subdivision Agreements also require developers to provide financial securities to ensure compliance with approved plans, including the survival or replacement of preserved trees.

While the City enforces tree protection on public lands through Parks By-law 131-2019 and Trees on Highways By-law 135-2004, there is currently no tree preservation by-law for private properties.

The Parks, Recreation and Facilities Department is currently undertaking an Urban Forest Management Plan (UFMP), which introduces a long-term strategic roadmap that guides how the City manages, protects, and grows its urban forest. This includes all the trees in parks and open space, along streets, in natural areas, and potentially on private

property. The objectives of the UFMP report both supports the current protocol and suggests implementation of various tree protection strategies including, but not limited to, consideration of enacting a private tree by-law.

Under the *Municipal Act*, municipalities have the authority to regulate the alteration and removal to prevent injury or destruction of trees, including those on private lands. Similarly, the *Planning Act* and Provincial Policy Statement (PPS) guide local land use planning and support the protection of natural heritage features. These frameworks are complemented by environmental legislation such as the *Endangered Species Act*.

The following information is provided in response to a request for further details on regulatory frameworks that support the preservation and enhancement of tree coverage across the city due to new development on private lands.

TREE PROTECTION WITHIN THE PLANNING PROCESS

Tree protection and replacement measures are currently implemented through the development application review process under the authority of the *Planning Act*, rather than through a stand-alone tree protection by-law. These measures are enforced on a caliper-per-caliper basis and secured through legal conditions embedded within Site Plan Control and Subdivision Agreements.

Key Components:

- **Policy Integration:** Existing protocols through the site plan control and subdivision development application review process incorporate tree protection and replacement requirements as part of the approval conditions.
- **Submission Requirement:** Applicants must submit a Tree Inventory and Preservation Plan (TIPP) prepared by a qualified professional as part of a complete application submission.
- **Interdepartmental Review:** Forestry and Planning staff review TIPP submissions and provide formal direction regarding tree retention, removal, and compensation requirements.
- **Site-Specific Flexibility:** Tree replacement requirements are evaluated on a case-by-case basis in accordance with the City's Landscape Manual, typically calculated on a caliper-per-caliper basis. On-site tree replacement is incorporated into the required landscape plan.
- **Legal Enforceability:** Obligations related to tree protection and replacement are secured through development agreements, including provision of irrevocable performance securities, with enforceable legal remedies in cases of non-compliance.
- **Applicant Guidance:** Pre-consultation processes and supporting documentation provide early clarity to applicants regarding tree preservation and compensation expectations.

- **Cash-in-Lieu Provisions:** Where on-site replacement cannot be achieved, developers are required to provide cash-in-lieu contributions to the satisfaction of the City Forester and/or Landscape Architect, prior to landscape clearance.

Advantages:

- Aligns with established *Planning Act* tools, such as Site Plan Control and Subdivision Agreements.
- Enables a legislative and transparent framework for review.
- Requires the submission of Tree Preservation and Landscape Plans, facilitating comprehensive review of tree canopy impacts and opportunities for on-site mitigation.
- Allows the City to collect financial securities to ensure compliance with approved landscape and tree preservation plans.
- Prioritizing on-site canopy recovery (typically measured by caliper)
 - Developers are first required to attempt on-site tree replacement before resorting to a cash-in-lieu payment.
 - If the site cannot accommodate the required number of replacement trees, the cash-in-lieu fee ensures that lost canopy is compensated elsewhere through municipal reforestation projects.
- Encourages the incorporation of sustainable design practices by applicants.
- Reduces post-approval disputes by establishing compensation expectations prior to permit issuance.

Disadvantages

- Limited Scope:
 - Can only be applied to applicable planning act applications.
 - Does not provide tree protection for developments that do not require planning act applications or meet site plan control requirements (i.e. residential developments under 10 units).
- Valuation Challenges
 - Accurately appraising a tree is complex and varies by species, size, location, and condition.
- Pre-Emptive Tree Removal Risk
 - Trees can be removed before a Tree Inventory and Preservation Plan (TIPP) is requested, bypassing preservation and the intent of the TIPP process.
- The Landscape Manual is used on a site-by-site basis and does not consider the broader City tree canopy coverage.

TREE PROTECTION OUTSIDE OF THE PLANNING PROCESS

The Urban Forest Management Plan (UFMP), consisting of the Key Findings and Directions Report and Strategic Action Plan, was considered by the Community Services Standing Committee on July 2nd, 2025 through Council Report S 82/2025.

Decision Number CSSC 286 moved the recommendations of administration and added the following recommendation of Councillor Gignac, to be addressed by Parks, Recreation and Facilities at such time that the S 82/2025 report is brought forward to Council for consideration:

THAT Administration BE DIRECTED to include information outlining risk management, costs and requirements on the City and private homeowners should trees on private property be designated through a private tree protection by-law, and that the information BE BROUGHT FORWARD as the report proceeds to Council for their consideration.

Section 7. Protecting Windsor's Urban Forest of the UFMP Key Findings and Direction Report (Appendix B) and Goal 4. Protect Windsor's Urban Forest of the UFMP Strategic Action Plan (Appendix C), identify directions for protecting Windsor's urban forest and objectives, including action items, to improve tree protection outcomes outside of the planning process. Specifically, the UFMP Strategic Action Plan identifies the following:

- Action 4.2.1 – Develop a 'Tree Declaration' system for non-planning applications.
- Action 4.2.3 – Strengthen protection of privately-owned trees. Implementation guidance associated with this action item includes enactment of a private tree by-law.

Risk Analysis:

Tree Protection within the Planning Process

There are no new or unforeseen risks associated with the current tree protection approach within the planning process, as this protocol is already embedded in standard development review practices. However, existing operational risks include potential delays in reviewing Tree Inventory and Preservation Plans (TIPP) and Landscape Plans to ensure compliance with tree replacement requirements, the need for internal staff resources to assess and calculate appropriate cash-in-lieu contributions, and the time required to complete post-construction inspections to confirm implementation of approved plans. An additional risk involves the pre-emptive removal of trees from development sites prior to the submission of formal applications, which may undermine the intent of preservation requirements.

Tree Protection outside of the Planning Process

Pursuant to Decision Number CSSC 286, risk analysis associated with tree protection action items outside of the planning process will be addressed by Parks, Recreation and Facilities at such time that the S 82/2025 report is brought forward to Council for consideration.

Climate Change Risks

Climate Change Mitigation:

Trees provide many benefits, including greenhouse gas mitigation benefits. A well-maintained urban forest can sequester carbon.

Climate Change Adaptation:

Trees and vegetation are intrinsic to the impacts of Climate Change as found throughout the City of Windsor's Climate Change Adaptation Plan and the City of Windsor's Environmental Master Plan. Protection of existing tree canopies and increasing tree plantings are primary recommendations of the City's Urban Heat Island Study and the two thermal comfort studies (e.g. parks and downtown). While acceptance of this report in itself will not have any climate change risks, any actions related to preservation and new tree plantings will have a positive impact.

Financial Matters:

Tree Protection within the Planning Process

There are no financial implications associated with presenting this information on regulatory frameworks, nor is there any additional financial implication associated with current tree protection measures within the planning process.

Tree Protection outside of the Planning Process

Pursuant to Decision Number CSSC 286, financial matters associated with tree protection action items outside of the planning process will be addressed by Parks, Recreation and Facilities at such time that the S 82/2025 report is brought forward to Council for consideration.

Consultations:

Yemi Adeyeye - City Forester/Manager of Forestry & Natural Areas
James Chacko - Executive Director of Parks, Recreation & Facilities
Aaron Farough - Senior Legal Counsel, Legal Services & Real Estate

Conclusion:

This report has been prepared in response to Council Question CQ32-2020 and Council Resolution CR88/2022. It outlines the current protocols in place for tree protection and replacement, which are implemented through the development review process on a caliper-per-caliper basis. In addition, the report identifies supplementary strategies available for Council's consideration that may further support the enhancement and expansion of the urban tree canopy across the City.

Approvals:

Name	Title
James Abbs	Manager of Planning - Growth
Jason Campigotto	Deputy City Planner- Growth
Wira Vendrasco	City Solicitor
Neil Robertson	City Planner/Executive Director, Planning & Development Services
Matthew Johnson acting for Jelena Payne	Deputy CAO/Commissioner, Economic Development
Ray Mensour	Chief Administrative Officer

Appendices:

Appendix A – Council Report S 82/2025 - City of Windsor Urban Forest Management Plan (UFMP) and response to CQ14-2022

Appendix B – City of Windsor Urban Forest Management Plan (UFMP) Strategic Action Plan (Available at www.citywindsor.ca due to size)

Appendix C – City of Windsor Urban Forest Management Plan (UFMP) Key Findings and Direction Report – (Available at www.citywindsor.ca due to size)



Subject: City of Windsor Urban Forest Management Plan (UFMP) and Response to CQ 14-2022

Reference:

Date to Council: July 2, 2025
Author: Yemi Adeyeye
City Forester/Manager, Forestry & Natural Areas
(519) 253-2300x2760
yadeyeye@citywindsor.ca
Park, Recreation and Facilities

Parks
Report Date: 6/11/2025
Clerk's File #: SRT2025

To: Mayor and Members of City Council

Recommendation:

THAT City Council **RECEIVE** the report titled City of Windsor Urban Forest Management Plan (UFMP) – the Key Findings and Directions Report and the Strategic Action Plan for information; and further,

THAT City Council **ENDORSE** the UFMP – Strategic Action Plan as the guiding document for managing Windsor's urban forests for the twenty-year period as shown in Appendix A of this report; and further,

THAT Council **RECEIVE** the response to CQ 14-2022 for information; and further,

THAT the City Treasurer **BE DIRECTED** to consider funding for the Urban Forest Management Plan as part of a future capital budget development process; and further,

THAT Administration **BE DIRECTED** to continue planting trees in the City Rights-of-Way at the sole discretion of the City Forester.

Executive Summary:

N/A

Background:

As part of its strategy to enhance Urban Forest Management in Windsor, City Council approved Capital Project 7131021 which allowed Administration to initiate preventative tree management actions, such as the Area Tree Trimming program and an update of the Tree Inventory Database, utilizing funds from this capital project. Under RFP 199-

18, Urban Forest Innovations Inc. (UFI) conducted a Tree Inventory Assessment and Canopy Cover Study for the City, which was completed in 2020. Following this study, City Council approved the creation of Windsor's first Urban Forestry Management Plan, aimed at identifying the approach, guiding principles, and actions necessary for the protection and enhancement of Windsor's urban forests. Through CAOP 1/2021, Council awarded UFI the contract to assist the Forestry division in developing this strategic document.

UFI, in consultation with the City Forester, created the Urban Forestry Management Plan (UFMP), which consists of two main components: the Key Findings and Directions Report, and the Strategic Action Plan. The former serves to inform the latter.

The Key Findings and Directions Report was developed following extensive consultations, including public information sessions and feedback collection via online platforms. Key stakeholder groups, including residents and environmental agencies, have been engaged to ensure the report and plan captures diverse opinions and interests in the community. The report evaluates the current state of Windsor's urban forest, highlighting both the strengths and weaknesses of the City's urban forest management strategies. Additionally, the report identifies significant challenges facing Windsor's urban forest and examines relevant best practices in urban forestry for potential adoption by the City, its partners, and the wider community. Ultimately, it outlines thirty-seven (37) strategic directions that inform the Strategic Action Plan, offering guidance for the UFMP's vision, guiding principles, goals, objectives, and action items. The Strategic Action Plan is a 20-year plan is divided into four management periods:

- Management Period 1 (2025-2030),
- Management Period 2 (2030-2035),
- Management Period 3 (2035-2040), and
- Management Period 4 (2040-2045).

This report provides a summary of the key components of the Strategic Action Plan needed for the Council's information and direction.

Furthermore, this report responds to a Council Question that relates to the development of the UFMP.

On August 08, 2022, Councillor Costante asked the following question (CQ 14-2022):

“Asks that, as part of the Urban Forest Management Plan, Administration should include information about the following: How a tree is determined to be either public or privately owned. Reason(s) for potential change in ownership status. The impacts of change in ownership status for the municipality and the private property owner with respect to liability, maintenance and replacement costs”

Discussion:

Value of Urban Forest in Windsor

Windsor's urban forest provides the community with approximately \$60 million in total benefits, or approximately \$30 in services and benefits for every \$1 spent on the City's urban forest management program. These figures do not include other tangible and intangible values, such as tree replacement cost, wildlife habitat, beautification,

improved health and wellbeing, and many others, which may be worth many millions more every year and provide immense quality-of-life benefits to Windsor's residents and visitors. Similarly, as reported in the 2025 Asset Management Plan (AMP), City-owned trees in Windsor are worth about \$397 million.

The UFMP Vision Statement

The UFMP is a Strategic 20-year Action Plan that establishes long-term vision, guiding principles, goals, objectives, and targets for the urban forest citywide. The UFMP outlines strategic action items to help Windsor, and its partners maintain, protect, and enhance Windsor's urban forest. It also includes strategies to engage a wider range of partners and community members in urban forest stewardship on public and private lands. In total, the UFMP includes 62 Action Items to be implemented by various City departments, external agencies, local partners, and Windsor residents over the next 20 years and beyond.

The UFMP's vision for Windsor's urban forest is:

A mature canopy of Carolinian and other native tree species covers Windsor. Young and old trees grow side-by-side in parks, forests, and neighbourhoods across the city. Like our community, our trees are healthy, safe, diverse, and beautiful.

We recognize, cherish, and protect the many benefits that trees provide to the whole community. We continue to develop our understanding and work to nurture, enhance, and protect the urban forest for the present and future residents of Windsor, whether they be people, animals, or trees themselves.

Urban Forest Guiding Principles in Windsor

The following nine guiding principles have shaped the development of the Windsor UFMP and are intended to guide future decisions, programs, and actions that may affect Windsor's urban forest:

1. The urban forest must be recognized as essential municipal infrastructure that enhances quality of life.
2. Success requires collaboration, engagement, and resources.
3. Urban forestry is more than planting and pruning.
4. Tree protection should be preferred over tree replacement.
5. All residents deserve equitable access to the urban forest.
6. A diverse urban forest is a stronger urban forest.
7. Windsor's urban forest is a Carolinian forest.
8. To support climate resilience, the urban forest must be climate resilient too.
9. Urban forest management should be proactive, responsive, adaptive, and innovative.

UFMP Themes, Goals and Action Items

Windsor's vision for its urban forest will be realized through the pursuit and achievement of the UFMP's five goals. Each goal is related to an urban forest theme identified in the Key Findings and Directions report and actualised through action items that will be implemented within the 20-year planning horizon as summarised below:

Urban Forestry Themes	UFMP Goals and Objectives	Action Items
Windsor's urban forest	<p>Know more about Windsor's urban forest</p> <p>1.1 Collect and maintain high-quality urban forest data</p> <p>1.2 Integrate urban forest data with asset management frameworks</p> <p>1.3 Monitor Windsor's urban forest and its management</p>	7
Maintaining Windsor's urban forest	<p>Maintain a healthy, safe, and functional urban forest</p> <p>2.1 Enhance and expand urban forest governance structures</p> <p>2.2 Strengthen program capacity to delivery key urban forestry services in accordance with best practices</p> <p>2.3 Proactively manage tree-related risk</p> <p>2.4 Enhance capacity to respond to threats to the urban forest</p>	20
Growing Windsor's urban forest	<p>Replenish, expand, and enhance Windsor's urban forest</p> <p>3.1 Increase tree canopy cover citywide and at smaller scales</p> <p>3.2 Improve tree establishment outcomes</p> <p>3.3 Promote urban forest resilience and ecological function</p> <p>3.4 Pursue urban forest equity for all community members</p>	14
Protecting Windsor's urban forest	<p>Protect Windsor's urban forest</p> <p>4.1 Improve tree protection outcomes through the planning process</p> <p>4.2 Improve tree protection outcomes outside the planning process</p>	9
Partnerships in Windsor's urban	<p>Engage everyone in Windsor's urban forest</p> <p>5.1 Promote community awareness of the urban</p>	12

forest	forest	
	5.2 Support community and partner engagement in urban forest stewardship.	

The strategic framework outlined on Pages 36 to 114 of Appendix A details 62 action items aligned with five goals, specifying timeframes, implementation leaders, partners, and anticipated resource requirements. An implementation summary table is provided on Pages 116 to 127.

The urban forestry themes identified above draw attention to the importance of ensuring that the overall tree coverage across Windsor is not diminished. The UFMP recommends the City should identify trees as essential green infrastructure. A challenge related to this is that the Forestry Division does not currently fully utilize Possible Planting Areas (PPAs) on City property, because Forestry, as a practice, has honored refusal requests of the abutting residents to not plant trees in city rights-of-way adjacent to the residents' properties. The most prevailing reason for residents' complaints is linked to clean-ups associated with tree droppings. Proactive best practices adopted by municipalities like Hamilton and Tecumseh include Council directives that authorize tree planting in city rights-of-way at the City's discretion. By obtaining a similar directive from City Council, City Administration will be able to address the declining tree canopy cover resulting from development pressures in Windsor, enhance the City's applications for tree planting grants that require confirmation that trees will be planted in low canopy areas, and support the Forestry Division's efforts to prioritize tree planting in areas identified as having high urban heat island indexes. Additionally, it will complement incentives such as the Stormwater Financing Tree Planting program, which aims to promote tree establishment on privately-owned lands.

Response to CQ 14-2022

Concerning CQ 14-2022, s. 10(2) of the Forestry Act states "Every tree whose trunk is growing on the boundary between adjoining lands is the common property of the owners of the adjoining lands." The plain meaning of this section has been confirmed by case law. In other words, a tree's ownership—whether public or private—is determined by the position of its trunk in relation to the boundary line. In 2019/2020, the Forestry Division conducted a tree inventory that included a mapping analysis by the Geomatics team. This analysis utilized survey data and registered plans, including 12M and 12R plans, to establish clear property lines.

Beginning in 2020, the GIS-based updated tree inventory provided greater clarity regarding trees near property lines. The previous practice of maintaining privately owned trees close to these lines was stopped, as it required resources that were not available, resulting in significant additional costs for the City that were neither sustainable nor fair to all residents. Private tree maintenance also hindered the Forestry Division's ability to maintain City-owned trees effectively. Consequently, residents who had benefited from free tree maintenance pre-2020 discovered that the trees in question were privately owned. To address this, the Forestry Division has offered where possible,

a one-year free maintenance service to residents upon notification of a change in ownership. After this period, the resident becomes responsible for all maintenance and liabilities associated with the tree. If a resident wishes to contest the ownership status or seeks further investigation after providing evidence from the EIS map, the City requires them to submit a certified survey showing the measurement from their home to the property line and street curb.

As a result of the tree inventory, some trees were found to straddle the property line, meaning portions of the tree are located on both City and private property. The Forestry Division continues to maintain these shared trees. The development process of the Urban Forest Management Plan (UFMP) highlighted the need to establish better standards for recognizing shared ownership of trees. Action Item 2.1.5 within the UFMP Strategic Action Plan instructs the City to create a boundary/shared tree policy following trends in other comparable cities.

Risk Analysis:

There is no risk to approving this plan. Administration is not seeking any funding at this time but if the plan is approved by Council, it will become the guiding document for Urban Forest Management in Windsor for the next 20 years and as funding becomes available.

Climate Change Risks

Climate Change Mitigation:

Climate Change Adaptation:

The Climate Change Adaptation Plan 2020 for the City of Windsor outlines nine action items under three key objectives that relate to natural areas and the urban forest. Many of the UFMP's action items build upon the direction established in the Adaptation Plan by providing more detailed action item implementation guidance, and linkages between the UFMP and the Climate Change Adaptation Plan actions are identified where appropriate. UFMP action item implementation will therefore directly support the Adaptation Plan's vision of creating a more resilient city and minimizing climate risks for the benefit of the community's health, environment, and economy. Where applicable, related City of Windsor Climate Change Adaptation Plan (2020) actions are also referenced in the UFMP to support climate action, mitigation, adaptation, and community resilience.

Financial Matters:

The anticipated capital funding requirements identified within the 20-year Urban Forestry Management Plan (UFMP) are listed below:

Management Periods	Years	Expense
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Management Period 1	2025-2030	\$4,555,000
Management Period 2	2030-2035	\$5,045,000
Management Period 3	2035-2040	\$2,230,000
Management Period 4	2040-2045	\$1,430,000
TOTAL ESTIMATED PROJECT COSTS		\$13,260,000

*All pricing includes a contingency.

Cost associated with each of the phases are based upon high-level estimates using 2024 pricing. There is no capital budget funding allocated to the proposed UFMP – Strategic Action Plan within the 2025 10-year Capital Plan. Should City Council wish to proceed with some or all phases for the project plan, additional capital funding of up to \$9,600,000 would need to be included as part of the 2026 10-year capital plan for consideration. The remaining balance of \$3,660,000 would be brought forward as part of future capital budgets which are outside the 10-year plan. It should be noted that accommodating this funding request would require further analysis by Administration and could involve the delaying, eliminating, or reducing scale/scope of other projects.

Consultations:

Erika Benson - Financial Planning Administrator – Parks

Mike Dennis - Manager, Strategic Capital Budget Development & Control

Jason Campigotto - Deputy City Planner – Growth

Kevin Alexander - Planner III - Special Projects

Michelle Moxley-Peltier – CEP Project Administrator – Economic Development & Climate Change

Conclusion:

The UFMP is a Strategic 20-year Action Plan that establishes long-term vision, guiding principles, goals, objectives, and targets for the urban forest citywide. The UFMP outlines strategic action items to help Windsor, and its partners maintain, protect, and enhance Windsor's urban forest.

Planning Act Matters:

N/A

Approvals:

Name	Title
Emilie Dunnigan	Manager, Development Revenue and Financial Administration
Wira Vendrasco	City Solicitor
James Chacko	Executive Director of Parks, Recreation & Facilities
Michael Chantler	Commissioner, Community Services
Jelena Payne	Commissioner, Economic Development / Deputy CAO
Janice Guthrie	Commissioner, Finance/City Treasurer
Ray Mensour	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:

Appendix A – City of Windsor Urban Forest Management Plan (UFMP) - Strategic Action Plan (Available at www.citywindsor.ca due to size)

Appendix B – City of Windsor Urban Forest Management Plan (UFMP) - Key Findings and Direction Report – (Available at www.citywindsor.ca due to size)



Committee Matters: SCM 237/2025

**Subject: Minutes of the International Relations Committee of its meeting held
May 21, 2025**

INTERNATIONAL RELATIONS COMMITTEE

Meeting held May 21, 2025

A meeting of the International Relations Committee is held this day commencing at 3:30 o'clock p.m. in Room 522a, 350 City Hall Square West, there being present the following members:

Councillor Angelo Marignani, Chair
Councillor Renaldo Agostino
Councillor Fred Francis
Councillor Ed Sleiman
Lubna Barakat
Jerry Barycki
Saiful Bhuiyan
Ronnie Haidar (via Zoom)
L.T. Zhao (via Zoom)

Regrets received from:

William Ma

Also present are the following resource personnel:

Sandra Gebauer, Council Assistant
Karen Kadour, Committee Coordinator

1. Call to Order

The Chair calls the meeting to order at 3:30 o'clock p.m. and the Committee considers the Agenda being Schedule A attached hereto, matters which are dealt with as follows:

2. Declaration of Conflict

None disclosed.

3. Minutes

Moved by Councillor Ed Sleiman, seconded by Lubna Barakat,
That the minutes of the International Relations Committee of its meeting held January 30, 2025, **BE ADOPTED** as presented.
Carried.

4. Business Items

4.1 Delegation to Lublin, Poland and Mannheim, Germany – July 24-27, 2025 and the Letter from Mayor Dilkens to the Mayor of Lublin

Sandra Gebauer advises that the delegation to Lublin, Poland, led by Mayor Dilkens has been confirmed for July 24 – 27, 2025. The delegation will include the Mayor and two representatives from the International Relations Committee. She notes that there had been prior discussion about including Mannheim, Germany in this trip to commemorate the 45th anniversary of the twinning relationship. The Mayor's Office is currently preparing a letter to Mannheim to confirm. Discussion ensues regarding the two delegates that will accompany Mayor Dilkens.

Moved by Councillor Renaldo Agostino, seconded by Councillor Fred Francis,
That **APPROVAL BE GIVEN** for a delegation, led by Mayor Drew Dilkens, and including Councillor Angelo Marignani, Chair and Jerry Barycki, to travel to Lublin, Poland from July 24 – July 27, 2025, and to Mannheim, Germany, before the visit to Lublin, and further;
Should an additional delegate spot become available, a draw be held.
Carried.

Sandra Gebauer asks if other members are interested in going to Lublin and Mannheim. Ronnie Haidar, Saiful Bhuiyan, and Councillor Renaldo Agostino expressed interest in joining the delegation.

4.2 China Delegation – Verbal update

Sandra Gebauer advises that Changchun, China has regretfully cancelled their planned visit and will advise when their delegation will be able to visit the City of Windsor.

Moved by Councillor Fred Francis, seconded by Councillor Renaldo Agostino,
That the update regarding the cancellation of the Changchun, delegation's to visit the City of Windsor **BE RECEIVED** for information.
Carried.

4.3 Children's Art Exhibition

Sandra Gebauer reports that space has been confirmed at Devonshire Mall from October 6, 2025, to October 14, 2025, for the children's art display. She notes that Ronnie Haidar will be reaching out to the University of Windsor to explore the possibility of displaying the exhibit at one of their facilities such as the CAW Centre, the Toldo Lancers Centre or the School of Creative Arts.

The Chair remarks that this would be an additional venue to Devonshire Mall.

In response to a question asked by Ronnie Haidar regarding the number of days and hours per day, Sandra Gebauer responds that the Committee will accommodate whatever schedule the facility prefers. She adds that direction was provided at the last meeting to explore the University of Windsor, and Art Windsor Essex as additional exhibit locations. She states that Art Windsor Essex (formerly known as the Art Gallery of Windsor) is pleased to host the Children's Art Exhibition, however, due to space limitations, the exhibition may be held digitally.

Sandra Gebauer asks about a theme for 2025. The following ideas for a theme are proposed – Global Village, and Friendships from Neighborhoods to Nations. It is generally agreed that the theme for 2025 will be *"Friendships from Neighbourhoods to Nations"*.

Moved by Saiful Bhuiyan, seconded by Councillor Ed Sleiman,
That the theme for the 2025 Children's Art Exhibition entitled *"Friendships from Neighbourhoods to Nations"* **BE APPROVED**, and further, that the Event **BE HELD** on October 6, 2025, to October 14, 2025 at Devonshire Mall, with dates at the University of Windsor, and Art Windsor Essex to be determined
Carried.

4.4 Arlington, Texas – Verbal Update

Sandra Gebauer advises at the last meeting, it was agreed to move forward with a Letter of Intent with Arlington, Texas, however, due to the recent tariff situation, the Mayor's Office has recommended pausing this action. This information was explained to Sheri Capehart from Arlington, who suggested moving forward with site visits. Councillor Fred Francis reiterates that there is a Twin City Policy, and politics should not enter into any decisions; it is about people to people.

Moved by Councillor Fred Francis, seconded by Jerry Barycki,
That Arlington, Texas **BE INFORMED** that the International Relations Committee is pausing all initiatives until further notice but remains optimistic that dialogue will resume in the near future.

Carried.

4.5 Fujisawa Misono Joaquin High School

The Chair advises that the students from the Fujisawa Misono Joaquin High School will be visiting the City of Windsor from July 22, 2025, to July 31, 2025.

Moved by Councillor Fred Francis, seconded by Jerry Barycki,
That **APPROVAL BE GIVEN** to an upset limit of \$500 for the purchase of a cake and refreshments to celebrate the visit of the Fujisawa Misono Joaquin High School students.

Carried.

4.6 Udine, Italy

The Chair advises that the 50th Anniversary of the twinning of Udine, Italy with the City of Windsor will occur in 2026. Sandra Gebauer indicates following the visit from the Udine group at the Fogolar Furlan in 2024, a representative from Udine contacted her to determine if something can be done in 2026 as they are looking to revive the relationship with the City of Windsor.

Moved by Councillor Fred Francis, seconded by Councillor Renaldo Agostino,
That the dialogue with our Twin City Udine, Italy **BE CONTINUED**.
Carried.

5. Communications

5.1 Changchun, China Ceramics Symposium

Sandra Gebauer suggests that this information be forwarded to Invest Windsor Essex or the Chamber of Commerce.

5.2 Gunsan Brews & Blues Festival

Sandra Gebauer remarks that the information for the Festival was received on May 9, 2025, with a deadline of May 13, 2025. She asked if an extension of time would be

considered but it was not agreeable to the facilitators of the event. She requested that the organizers in 2026 provide the date for the event in advance to allow for sufficient time to contact our local breweries to see if there is interest.

Councillor Renaldo Agostino asks if Canadian breweries are allowed to export alcohol to Gunsan. He suggests looking into the logistics of the AGCO. Sandra Gebauer will contact the AGCO to determine the logistics of exporting alcohol to Gunsan and will report back.

5.3 Polish Heritage Month

Jerry Barycki provides an overview of the Programme for the Polish Heritage Month.

5.4 Honorary Consulate of the Republic of Poland in Windsor

Jerry Barycki reports that the inauguration of this Consulate was held on March 13, 2025.

5.5 28th Annual Polish Canadian Business Dinner

Jerry Barycki advises that the 28th Annual Polish Canadian Business Dinner will be held on Friday, November 14, 2025, at the Giovanni Caboto Club, 2175 Parent Avenue.

Moved by Councillor Fred Francis, seconded by Councillor Renaldo Agostino,
That **APPROVAL BE GIVEN** to an expenditure in the upset limit of \$960 to purchase a table of 8 at the 28th Annual Polish Canadian Business Dinner to be held on November 14, 2025, at the Giovanni Caboto Club.
Carried.

5.6 Letter from the Polish Canadian Business and Professional Association of Windsor to Mayor Zuk

This matter was received for information.

5.7 30th Anniversary of the Polish Canadian Business and Professional Association of Windsor and 25th Anniversary of the twinning of Windsor and Lublin

The Chair commends Jerry Barycki for recording the history of the Polish Windsor community. Jerry Barycki remarks that this is a great opportunity for members of the IRC to be seen.

6. New Business

L.T. Zhao reports that efforts to establish a sister school relationship between Tecumseh Vista Academy and Changchun Shiyi High School are ongoing, with continued communication between the two institutions.

7. Date of Next Meeting

The next meeting will be held at the call of the Chair.

8. Adjournment

There being no further business, the meeting is adjourned at 4:25 o'clock p.m.