Development & Heritage Standing Committee Meeting Agenda

Date: Monday, December 1, 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

3. REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS

4. COMMUNICATIONS

5. ADOPTION OF THE *PLANNING ACT* MINUTES

5.1. Adoption of the Development & Heritage Standing Committee minutes (*Planning Act*) of its meeting held November 3, 2025 **(SCM 355/2025)**

6. PRESENTATION DELEGATIONS (*PLANNING ACT* MATTERS)

7. *PLANNING ACT* MATTERS

7.1. ZBA Application - 475 Cabana Road West – Z 012-2025 [ZNG/7306] - Ward 1 **(S 103/2025)** *Author: Frank Garardo, Planner III – Policy & Special Studies*

7.2. Zoning By-law Amendment Application for 2525 Annie Street, Z-024/25 [ZNG-7328], Ward 8 **(S 128/2025)** *Author: Brian Nagata, Planner III - Development (Acting)*

7.3. ZBA Application - Z 029/25 (ZNG-7333) 3185, 3187, 3189 & 3191 McRobbie Rd. - Ward 7 **(S 125/2025)** *Author: Averil Parent, Planner II - Development Review*

7.4. Rezoning – 4276 Roseland Drive East – Z-030/25 ZNG/7334 – Ward 1 **(S 126/2025)** *Author: Adam Szymczak, Senior Planner - Development*

7.5. Zoning By-law Amendment Application for 3503 Byng Road, Z-019/25 [ZNG-7317], Ward 9 **(S 127/2025)** *Author: Brian Nagata, Planner III - Development (Acting)*

8. ADOPTION OF THE MINUTES

8.1. Adoption of the Development & Heritage Standing Committee minutes of its meeting held November 3, 2025 **(SCM 328/2025)**

9. PRESENTATIONS AND DELEGATIONS (COMMITTEE ADMINISTRATIVE MATTERS)

10. *HERITAGE ACT* MATTERS

10.1. Ontario *Heritage Act* Part IV Heritage Designations of 'High' Priority Properties, University of Windsor (Ward 2) **(S 133/2025)** *Author: Tracy Tang, Planner III – Heritage (Acting)*

11. ADMINISTRATIVE ITEMS

11.1. Closure of Grand Boulevard and Joinville Avenue located east of Lloyd George Boulevard, Ward 8, SAS-7225 **(S 129/2025)** *Author: Brian Nagata, Planner III - Development (Acting)*

11.2. Amendment to Sign By-law 250-04 for 3663 Walker Rd, File No. SGN-003/24 (BILLBOARD) - Ward 9 **(S 131/2025)** *Author: Kevin Alexander, Senior Planner--Special Projects*

12. COMMITTEE MATTERS

13. QUESTION PERIOD

14. ADJOURNMENT

Item No. 5.1

Committee Matters: SCM 355/2025

Subject: Adoption of the Development & Heritage Standing Committee minutes (*Planning Act*) of its meeting held November 3, 2025

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

Date: Monday, November 3, 2025
Time: 4:30 o'clock p.m.

Members Present:

Councillors
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)

Members
Member Daniel Grenier
Member John Miller
Member Charles Pidgeon
Member William Tape

Member Regrets
Member Anthony Arbour
Member Joseph Fratangeli
Member Robert Polewski
Member Khassan Saka

PARTICIPATING VIA VIDEO CONFERENCE ARE THE FOLLOWING FROM ADMINISTRATION:

Sandra Gebauer, Council Assistant

ALSO PARTICIPATING IN COUNCIL CHAMBERS ARE THE FOLLOWING FROM ADMINISTRATION:

Neil Robertson, City Planner
Greg Atkinson, Deputy City Planner – Development
Jason Campigotto, Deputy City Planner – Growth
Aaron Farough, Senior Legal Counsel
Stacey McGuire, Executive Director Operations

Sahar Jamshidi, Manager, Road Safety
Patrick Winters, Manager, Development
Laura Diotte, Manager, Planning
Emilie Dunnigan, Manager Development Revenue & Financial Administration
Joe Baker, Manager, Land Development and Growth
Elara Mehrilou, Supervisor, Corridor Maintenance
Adam Szymczak, Senior Planner - Development
Averil Parent, Planner II - Development Review
Brian Nagata, Planner III – Development
Tracy Tang, Planner III – Heritage
Daniel Lopez, Development Engineer
Victoria Mallett, Engineer I - Operations
Natasha McMullin, Clerk Steno Senior
Anna Ciacelli, Deputy City Clerk

Delegations—participating via video conference

Item 7.3 & 7.4 – Tracey Pillon-Abbs, Principal Planner, Pillon Abbs Inc.

Delegations—participating in person

Item 7.1 & 7.2 – Amy Farkas, Agent for the Applicant, Dillon Consulting Limited

1. CALL TO ORDER

The Chairperson calls the meeting of the Development & Heritage Standing Committee to order at 4:30 o'clock p.m.

2. DISCLOSURES OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

Member Daniel Grenier discloses an interest and abstains from voting on Item 7.3 being " Zoning By-Law Amendment - Z 023/25 (ZNG-7327) 3858-3868 Peter St. - Ward 2" as his company has hired the planner on record for the application for one of their projects and Item 7.4 being "Zoning By-Law Amendment - Z 021/25 (ZNG-7323) - 520 Grand Marais Rd. W - Ward 10" 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 October 6, 2025

Moved by: Councillor Fred Francis
Seconded by: Councillor Mark McKenzie

THAT the *Planning Act* minutes of the Development & Heritage Standing Committee meeting held October 6, 2025 **BE ADOPTED** as presented.
Carried.

Report Number: SCM 326/2025

7. *PLANNING ACT* MATTERS

7.1. Zoning By-law Amendment Application for 1730 Olive Road, Z-025/25 [ZNG-7329], Ward 8

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

Amy Farkas (agent), is available for questions.

Councillor Angelo Marignani inquires about the estimated sale price of each unit. Brian Nagata defers the question to Joe Baker. Mr. Baker states he does not have an approximate value at this time and the Manager of Real Estate Services has been consulted but they are unsure what the market will be at the time of sale. Mr. Baker states that he believes the units will be available in the second quarter of 2026 and will be assessed at that time.

Councillor Marignani inquires about the square footage of each unit. Mr. Nagata states that this detail has not been discussed, as only general conceptual drawings that show the building envelope have been provided. Mr. Nagata confirms the maximum achievable building area and gross floor area under the Residential District 1.2 (RD1.2) zoning for the proposed lots.

Councillor Kieran McKenzie inquires about how the properties will be brought to market and would they be sold individually or together assuming Council approves the application. Mr. Baker states the Manager of Real Estate Services will take this to City Council to get approval to list the properties which will entail a discussion on how to list the properties.

Councillor Kieran McKenzie inquires about conformity with the Official Plan and whether City Council will have to take any action to amend it or any other legislative step for the development to proceed. Mr. Nagata states that the proposed lots will comply with the RD1.2 zoning provisions and that no zoning exceptions are being recommended. Mr. Nagata adds that should a developer choose to propose a development that does not comply with the RD1.2 zoning provisions, it will be their responsibility to obtain the necessary Planning Act approvals to allow for it to proceed.

Councillor Kieran McKenzie inquires about the plan of subdivision and whether it plays a role or amended, and whether action is required from Council regarding the reduced footprint of the park space in the neighbourhood. Mr. Nagata states that there is an underlying registered plan of subdivision and the City is permitted under the Planning Act to create lots without having to go through the consent process, and this is how the application would proceed.

Councillor Kieran McKenzie inquires about the ratio within the plan of subdivision and if reducing the footprint does that require action to bring it into compliance. Neil Robertson states that there are no specific required ratios within the Planning Act and our Official Plan for Park Lands, and the Parks Master Plan is the best guidance for this application.

Member Daniel Grenier asks what initiated this, whether it was a directive from the Parks Department stating that they have excess parkland to sell and whether there was neighbourhood feedback. Councillor Fred Francis states that it was a directive from Councillor Kaschak. Councillor Francis states that he's unsure of the number of Councillors that are for or against the directive, and states that the surplus land sold would help to make improvements to the overall park.

Councillor Francis inquires about the business process, what the lots would sell for and whether this would be sufficient monies to make park improvements. Mr. Baker states that it is hard to predict how much the units will sell for in the future, and the revenue would be used to make park improvements and feel that enough revenue would be made to do what is necessary. The application will be presented to Council in the future with more concrete numbers.

Councillor Francis clarifies if all information will be presented to Council for a final decision to determine if this is worth while going forward or if this is moving forward today. Mr. Baker states that the Parks Department has looked at the numbers and estimates they are sufficient to cover the park improvements.

Chair Jim Morrison inquires if we will have the availability to make a decision on how the lots are sold. Mr. Baker states that the Manager of Real Estate Services will bring this application back to Council prior to listing and selling for approval and will be able to see numbers in the future.

Chair Morrison inquires if there will be any restrictions regarding additional dwelling units (ADU) on these properties. Mr. Nagata states that ADUs are permitted as-of-right, however current servicing capacity that ENWIN has will not permit any additional units to be created on any lots without a servicing upgrade that is not be included as part of the proposal.

Chair Morrison inquires that there will no be requests for variances within our current policy. Mr. Nagata reiterates that the proposed lots will comply with the RD1.2 zoning provisions and that no zoning exceptions are being recommended. however this will not stop a developer to request this in the future and this would be brought forward to Committee of Adjustment or Council.

Councillor Kieran McKenzie inquires about this not going as envisioned and is there anything preventing a developer to bring forward a rezoning proposal after land transfer. Mr. Nagata states that there are no means to prevent a landowner to rezone with a different proposal and it would

come back to this Committee. Mr. Baker states that a restricting covenant in the purchase and sale agreement that limits what can be built on the property specifically to ensure compatibility with the neighbourhood is being investigated.

Councillor Francis moves the recommendation for a business plan included and the process for financial funds.

Moved by: Councillor Fred Francis
Seconded by: Councillor Angelo Marignani

Decision Number: **DHSC 776**

I. THAT Zoning By-law 8600 **BE AMENDED** by changing the zoning of Lots 318, 319, 431 & 432, Part of Lots 317, 320, 430 & 433, and Part of Closed Alley, Plan 1063 [PIN No. 01116-0581 LT (in part) & PIN No. 01116-0587 LT (in part)], situated on the south part of Kinsmen Norman Road Park and north half of abutting 7.62-metre-wide closed east/west alley, shown as the *Subject Site* on Appendix A, from GD1.1 to RD1.2.

II. THAT before the issuance of a Building Permit, the City Solicitor **BE DIRECTED** to grant Bell Canada, ENWIN Utilities Ltd. and Managed Network Systems Inc. (MNSi), at no cost, a 4.57-metre-wide easement, measuring 1.52 metres and 3.05 metres from the shared rear lot line of the new single unit dwelling lots on Olive Road and Norman Road, respectively, shown as the *Subject Site* on Appendix A, to service the proposed development.

III. THAT Administration **BE DIRECTED** to provide a financial, or real estate business plan for information when this report proceeds to Council for their consideration.

Carried.

Report Number: S 121/2025
Clerk's File: Z/15041

7.2. Rezoning – 0 Spitfire Way – Z-020/25 ZNG/7318 – Ward 6

Adam Szymczak (author), Senior Planner – Development, is available for questions.

Amy Farkas (agent), is available for questions.

Councillor Marignani inquires about the proximity of the rail line and what features of the development will dampen the noise. Adam Szymczak states that a Noise and Vibration study will be submitted as part of Site Plan Control, and that any mitigation measures that are recommended will be incorporated into the SPC agreement..

Chair Morrison inquires about pedestrians and crosswalks and whether this will be considered. Mr. Szymczak states that this will be considered at Site Plan Control.

Member Grenier inquires about the buildings in the drawing and whether they are existing or will be built with the development and the parking associated. Mr. Szymczak states that the buildings on the east side of Lauzon are the existing buildings referred to in the report.

Moved by: Councillor Mark McKenzie
Seconded by: Councillor Angelo Marignani

Decision Number: **DHSC 777**

1. THAT Zoning By-law 8600 **BE AMENDED** by deleting and replacing clause 439 in Section 20(1) as follows:

439. **EAST SIDE OF LAUZON ROAD BETWEEN MCHUGH STREET AND THE VIA RAIL RAILWAY RIGHT-OF-WAY**

1. For the lands comprising Parts 1 and 2, Plan 12R-29424 (Part of Block 42, Plan 12M-678; PIN 015962727 & 015962728), situated on the east side of Lauzon Road and the west side of Bowler Drive, north of Spitfire Way, the following additional provisions shall apply:
    a) *Building Height*: *Main Building*: *maximum*:
        1. 56% of the *main building* footprint: *maximum* 31.0 m
        2. Remainder of *building* footprint: *maximum* 21.0 m
    b) *Lot Area*: *minimum* 63.75 m^2 per *dwelling unit*
    c) *Required Parking Spaces*: *minimum*: 1.24 for each *dwelling unit*
    d) *Required Yard*: from Bowler Drive: *minimum* 23.0 m
    e) *Landscaped Area*: *minimum* 31.0% of *lot area*
    f) Section 24.26.5 shall not apply
    g) Section 24.28.1.1 shall not apply
    h) Section 24.40.20.3a) shall not apply
2. For the land comprising Part of Part 1, Plan 12-28651 (Part Lot 128, Concession 1 (McNiff's Survey); PIN 015962291), situated at the southeast corner of Lauzon Road and Spitfire Way the following additional provisions shall apply:
    a) A *Multiple Dwelling* shall be an additional permitted *main use*
    b) *Building Height*: *Main Building*: *maximum*: 28.0 m
    c) For a *Combined Use Building*, a *dwelling unit* shall be permitted on the ground floor
    d) A *Public Parking Area* may be designated exclusively for the *Multiple Dwellings* located on the lands described in Clause 1 above

[ZDM 14; ZNG/6590; ZNG/7318] (B/L 78-2022 May 30/2022)

2. THAT Zoning By-law 8600 **BE FURTHER AMENDED** by changing the zoning of Part of Part 1, Plan 12-28651 (Part Lot 128, Concession 1 (McNiff's Survey); PIN 015962291), situated at the southeast corner of Lauzon Road and Spitfire Way (0 Spitfires Way; Roll No. 070-720-00107) by extending zoning exception 20(1)439 to include the subject parcel.
3. THAT, when Site Plan Control is applicable:

A. The following additional materials **BE SUBMITTED** with an application for site plan approval:

1) A Noise Study to the satisfaction of the City Planner, Deputy City Planner, or Site Plan Approval Officer.

2) A Vibration Study to the satisfaction of the City Planner, Deputy City Planner, or Site Plan Approval Officer.

3) 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 archaeological reports and the GIS study area must be submitted to the City of Windsor.

4) Any other documents, materials, or studies identified in Appendix B to Report S 120/2025, to the satisfaction of the municipal department or external agency requesting them.

B. The Site Plan Approval Officer **BE DIRECTED** to incorporate the following into an approved site plan and an executed and registered site plan agreement:

1) Any mitigation measures identified in a Noise Study and Vibration Study, subject to the satisfaction of the City Planner, Deputy City Planner, or Site Plan Approval Officer.

2) Any requirements identified in Appendix B to Report S 120/2025, to the satisfaction of the municipal department or external agency requesting them.

C. The Site Plan Approval Officer **CONSIDER** the following items in an approved site plan and an executed and registered site plan agreement:

1) Provision of a controlled crossing for pedestrians at the intersection of Bowler Drive and Spitfire Way, to the satisfaction of the City Engineer.

Carried.

Report Number: S 120/2025
Clerk's File: Z/15039

7.3. Zoning By-Law Amendment - Z 023/25 (ZNG-7327) 3858-3868 Peter St. - Ward 2

Averil Parent (author), Planner II - Development Review, is available for questions.

Tracey Pillon-Abbs (agent), is available for questions.

Councillor Kieran McKenzie inquires about the proposed uses of warehousing operation, what other uses are permitted and the industrial processes undertaken to ensure compatibility with the existing neighbourhood. Averil Parent states manufacturing district 1.1 has many uses and this development as proposed will facilitate the neighbouring business under the same ownership to create a storage facility. The analysis states that the use will be acceptable in this area.

Councillor Kieran McKenzie inquires if there would be additional uses of the property other than storage and maybe ensure noise would be mitigated. Ms. Parent states that the application had been circulated through internal departments and no issues with noise had been brought up with the proposed use. The additional provisions are used to protect the neighbouring residential areas.

Councillor Kieran McKenzie inquires about the use of the property and any notion that a different use may be taken in the future other than what is proposed and inquires about parking. Tracey Pillon-Abbs states that the property owner owns the abutting properties and intent of use is storage of equipment and supplies. Ms. Pillon-Abbs states that there are other uses for the zoning but the design of the building is intended to be a warehouse and parking will not be used for customers and this will dictate the future use of the building.

Moved by: Councillor Angelo Marignani
Seconded by: Councillor Mark McKenzie

Decision Number: **DHSC 778**

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

10. **NORTH SIDE OF PETER STREET BETWEEN CHAPPELL AVENUE AND HILL AVENUE**

For the lands comprising of Part of Lots 27 & 28, Registered Plan 40 (PIN 01258-0188 LT), the following additional provisions shall apply:

a) *Building Height*: *maximum* 9.0 m

b) *Side Yard* Width: *minimum* 1.20 m

c) Section 5.67.1 shall not apply

d) Section 24.26.5 shall not apply

e) A screening fence with a minimum height of 1.8 m shall be provided abutting the west lot line (abutting 3872 Peter St.)

[ZDM 4; ZNG/7327]

II. THAT Zoning By-law 8600 **BE FURTHER AMENDED** by changing the zoning of Part of Lots 27 & 28, Registered Plan 40 (PIN 01258-0188 LT), known municipally as 3858 Peter Street (Roll No. 050-170-14800), situated on the north side of Peter Street between Chappell Avenue and Hill Avenue, from DRD1.1 to MD1.2x(10).

Carried.

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

Report Number: S 119/2025
Clerk’s File: Z/15042

7.4. Zoning By-Law Amendment - Z 021/25 (ZNG-7323) - 520 Grand Marais Rd. W - Ward 10

Averil Parent (author), Planner II - Development Review, is available for questions.

Tracey Pillon-Abbs (agent), Principal Planner, is available for questions.

Moved by: Councillor Kieran McKenzie
Seconded by: Councillor Mark McKenzie

Decision Number: **DHSC 779**

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

11. NORTH SIDE OF GRAND MARAIS ROAD WEST, BETWEEN BRUCE AVENUE AND AVONDALE AVENUE

For the lands comprising of Part Lot 78, Concession 3, the following additional provisions shall apply*:*

f) Lot Width: minimum 11.8 m

[ZDM 8; ZNG/7323]

II. THAT Zoning By-law 8600 **BE FURTHER AMENDED** by changing the zoning of Part Lot 78, Concession 3, known municipally as 520 Grand Marais Road West (Roll No. 080-380-05700) situated on the north side of Grand Marais Road West between Bruce Ave and Avondale Ave, from RD1.4 to RD1.2x(11).

Carried.

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

Report Number: S 122/2025
Clerk's File: Z/15040

8. ADJOURNMENT

There being no further business the meeting of the Development & Heritage Standing Committee (*Planning Act* Matters) portion is adjourned at 5:14 o'clock p.m.

Ward 10 – Councillor Jim Morrison (Chairperson)

Deputy City Clerk / Supervisor of Council Services

Subject: ZBA Application - 475 Cabana Road West – Z 012-2025 [ZNG/7306] - Ward 1

Reference:

Date to Council: December 1, 2025
Author: Frank Garardo, *MCIP, RPP*
Planner III – Policy & Special Studies
(519) 255-6543 x 6446
fgarardo@citywindsor.ca
Planning and Building Services

Report Date: 8/6/2025
Clerk's File #: ZB/15009

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:

x. SOUTH SIDE OF CABANA ROAD WEST, WEST OF DOUGALL AVENUE

For the lands comprising Part Lot 3, Registered Plan 1478, a *Townhome Dwelling* shall be an additional permitted *main use* and shall be subject to the following additional provisions:

a) For this provision a Townhome Dwelling means one *dwelling* vertically divided into a row of a maximum of three 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*.

b)	*Lot Width: minimum*	20.0 m
c)	*Lot Width: minimum* per *townhome dwelling unit*	5.0 m
d)	*Lot Area: minimum*	540 m^2
e)	*Lot Coverage: maximum*	35.0%
f)	*Building height*: *maximum*	9.0 m
g)	*Front Yard* Depth: *minimum* / *maximum*	6.0 m / 7.0 m
h)	*Rear Yard* Depth*: Main Building*: *minimum*	20.0 m
i)	*Side Yard* Width: *minimum*	1.20 m

j) In any *required front yard*, a *parking space* is prohibited.

k) Notwithstanding Section 25.5.20.1.5, the *minimum* parking area separation from a *building* wall in which is located a main pedestrian entrance facing the *parking area* shall be 1.5 m.

l) Notwithstanding Section 25.5.20.1.6, where a *building* is located on the same *lot* as the *parking area*, for that portion of a *building* wall not containing a *habitable room window* within 4.0 m of the *ground*, the *minimum* parking area separation from that portion of the *building* wall shall be 3.0 m.

m) A *screening fence* with a *minimum* height of 1.8 m shall be provided along the south *lot line*.

n) A landscaped area with a minimum width of 2.0 m shall be provided abutting the south *lot line*.

o) A minimum of 50% of the north exterior wall elevation shall be covered in masonry, brick or any combination thereof. A minimum of 35% of east and west exterior wall elevations shall be covered in masonry, brick or any combination thereof.

[ZDM 9; ZNG/7306]

II. THAT Zoning By-law 8600 **BE FURTHER AMENDED** by changing the zoning of Part Lot 3, Registered Plan 1478, situated on the south side of Cabana Road West, west of Dougall Avenue, from RD1.4 to RD1.4x(x).

III. THAT when Site Plan Control is applicable:

A. Prior to the submission of an application for site plan approval, at the discretion of the City Planner, Deputy City Planner, or Site Plan Approval Officer:

1. Those documents submitted in support of the application for amendment to the Zoning By-law 8600 **BE UPDATED** to reflect the site plan for which approval is being sought, and any comments from municipal departments and external agencies included in Appendix D.

Executive Summary:

N/A

Background:

Application Information

Municipal Address: 475-479 Cabana Rd W **Roll Number:** 080-100-11200-0000

Ward: 1 **Planning District:** Roseland **Zoning District Map**: 9

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

Owner: Andi Shallvari

Proposal:

The applicant requests to amend the current RD1.4 zone to a site-specific zone to permit townhome dwellings on the subject lands. The applicant's proposal identifies two (2) townhome dwellings (1 on each half lot), each containing 6 dwelling units for a total of 12 dwelling units. On-site parking for a total of 15 spaces is proposed to be shared by all buildings and located at the rear of the site. A total of 4 bicycle parking spaces are proposed.

The subject property is vacant. It previously contained a single unit dwelling.

The development as proposed is subject to Site Plan Control. All plans and elevations are conceptual and subject to change.

Site Information

OFFICIAL PLAN	ZONING	CURRENT USE	PREVIOUS USE
Residential	Residential District 1.4 (RD1.4)	Vacant	Residential
LOT WIDTH	**LOT DEPTH**	**LOT AREA**	**LOT SHAPE**
38.7 m	49.48 m	1,914.8m2	Rectangular
All measurements are provided by the agent and are approximate.			

Figure 1: Key Map

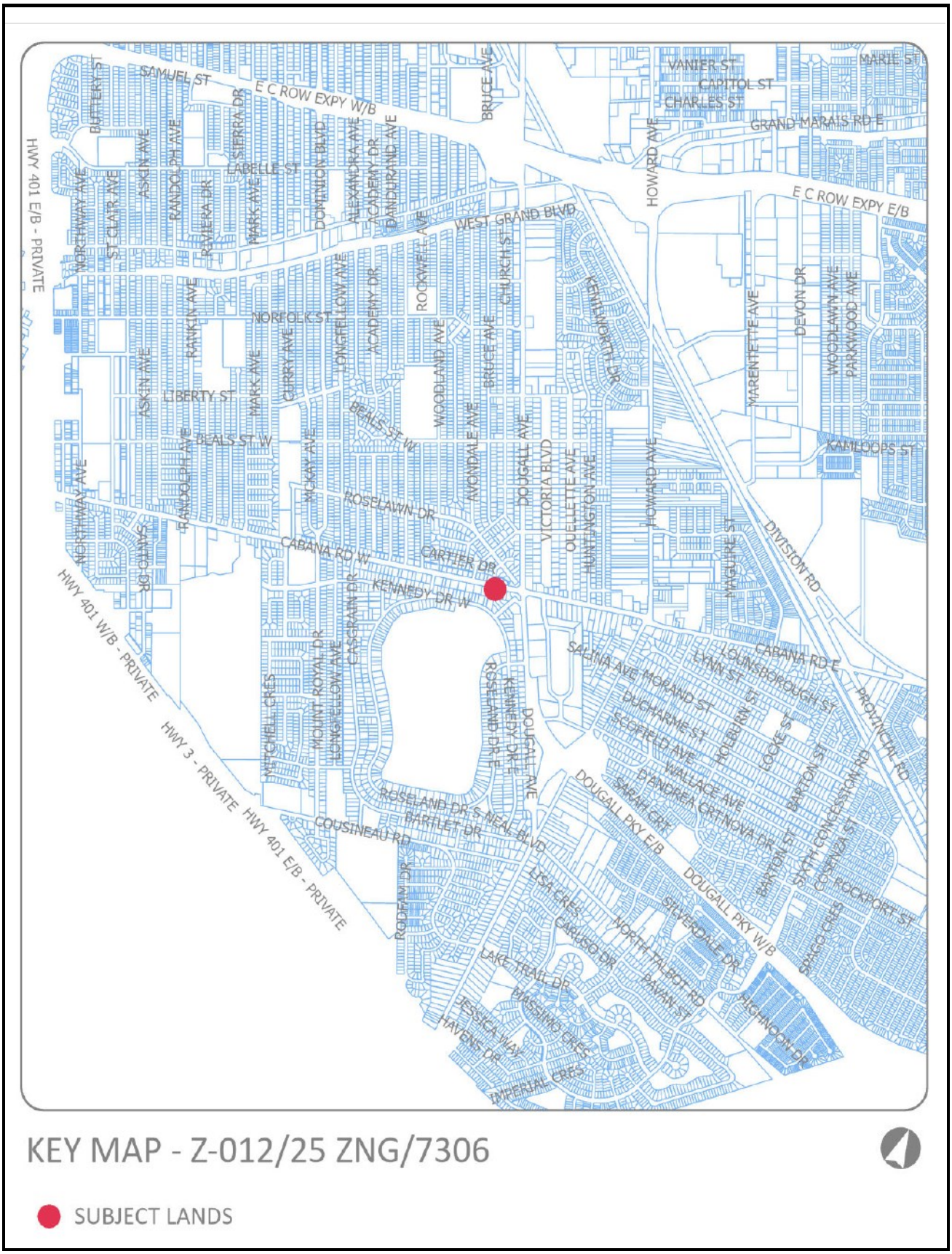


Figure 2: Neighbourhood Map



Neighbourhood:

Section 2.0 in the PRR provides an overview and photos of the site and the surrounding land uses. Appendix B includes site images.

The subject parcel is located in a residential area consisting of low density dwellings. A mix of commercial uses are located along Dougall Ave to the east. There is nearby shopping in the form of plazas and malls, medical facilities, as well as employment, places of worship, and local amenities.

There are several institutional uses nearby including Roseland Public School, Southwood Public School, St. Gabriel Catholic Elementary School and École élémentaire Louise-Charron. Parks and recreational opportunities exist near the subject parcel including Roseland Golf and Curling Club, Capri Pizzeria Recreation Complex, Central Park, Curry Park and Avon Court Park.

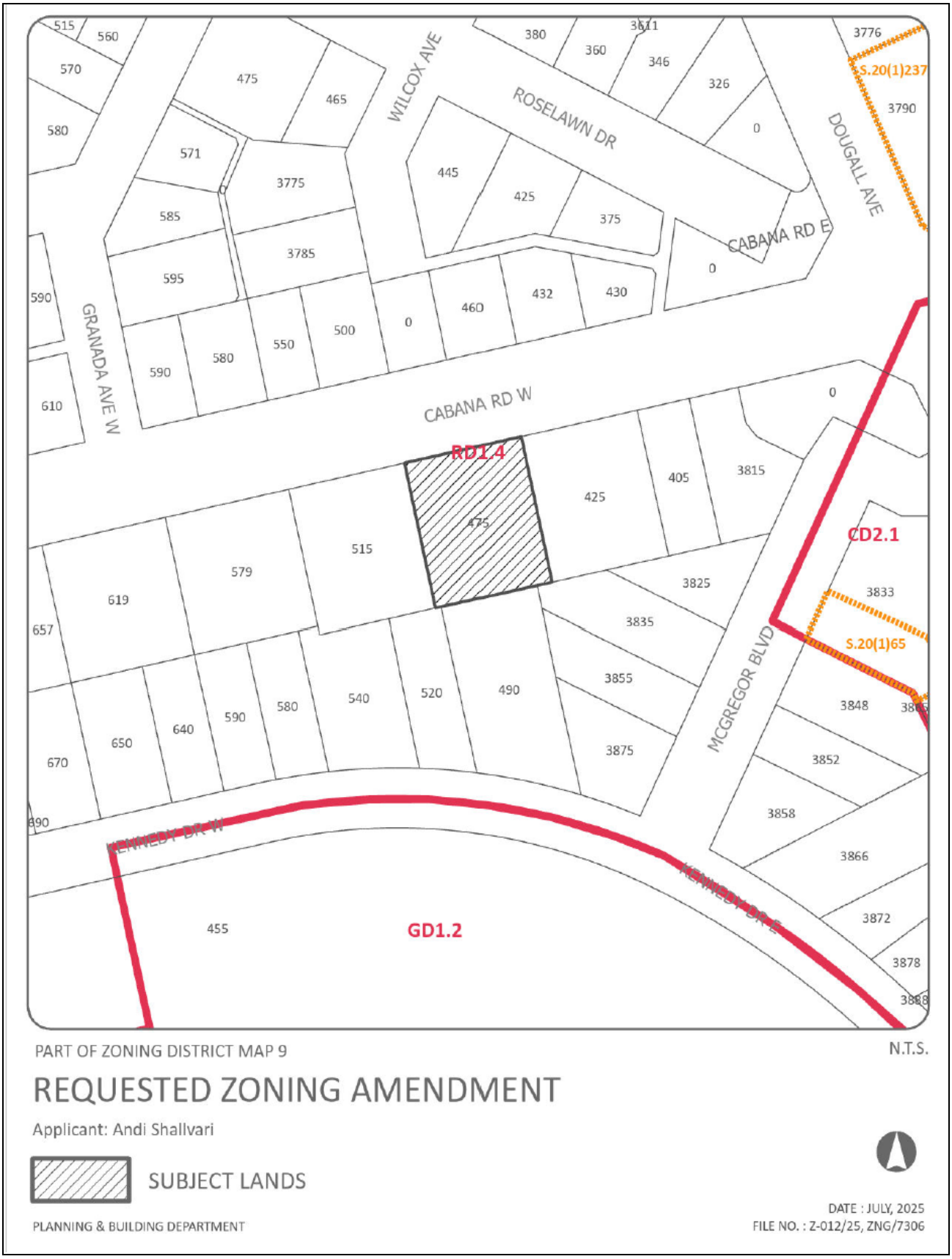
Major institutional uses include the St Clair College campus located to the southwest.

The nearest library is the Windsor Public Library's Budimir Branch 2 km to the north.

Cabana Rd W is classified as a Class I Arterial Road as per *Schedule F: Roads and Bikeways*, with sidewalks on both sides of the street and no on-street parking. Active transportation is available in the form of buffered bike lanes on Cabana Rd W.

Transit Windsor has no objections to this development. The closest existing transit route to this property is with the South Windsor 7. The South Windsor 7 has a peak weekday frequency of 30 minutes. Transit Windsor's 2025 City Council approved service plan has the South Windsor 7 route being replaced by a new secondary route known as Route 240. Route 240 will have a peak weekday frequency of 30 minutes and offer new Sunday service. Route 240 is proposed to be implemented in September 2025. The closest existing bus stop is directly in front of this property providing direct transit access to this development. This will be maintained with Route 240 and Transit Windsor's City Council approved Transit Master Plan.

Figure 3: Subject Parcel – Rezoning



Discussion:

All application materials are available on the City of Windsor website 475-479 Cabana Road West | City of Windsor

Planning Rationale Report (Pillon Abbs Inc. – May 15, 2025)

The Planning Rationale Report (PRR), attached as Appendix C, 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. Residential uses on the Site represent an efficient development pattern that optimizes the use of land"*.

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.

Functional Servicing Report (Baird AE – April 3/ May 15, 2025)

The Functional Servicing Study Report was reviewed by the City of Windsor Engineering department. Comments have been provided to Baird AE regarding specific design parameters required for the stormwater management plan. In summary there was no objection to the proposed development. (see Appendix D).

Tree Survey and Preservation Plan (Bezaire Partners – February 2025)

The Tree Survey noted that there are five trees in poor condition, ten trees in fair condition and five trees that are in good condition. The Tree Survey recommended keeping all City R.O.W trees and removing fifteen trees in fair, poor and good condition for the proposed development. A landscape plan will be a requirement of Site Plan Control.

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 2.2 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*".

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.

Policy 2.4.1 provides general policies for Strategic Growth Areas including corridors; Planning *authorities are encouraged to identify and focus growth and development in strategic growth areas*. Planning authorities should: *prioritize planning and investment for infrastructure and public service facilities in strategic growth areas; identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas; permit development and intensification in strategic*

growth areas to support the achievement of complete communities and a compact built form;

The proposed townhome dwellings 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. The proposed amendment will provide for intensification in a strategic growth area while acknowledging appropriate type and scale. The proposed amendment is consistent with Policy 2.2, Policy 2.3.1 and Policy 2.4.1

The agent indicates that the objectives of the PPS 2024 have been considered and have provided 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 Roseland Planning District in *Schedule A – Planning Districts & Policy Areas* of Volume I and located within the "Mixed Use Corridor" designation in *Schedule D – Land Use Plan*. The following policies information is considered relevant in discussing this amendment's conformity with the Official Plan

Chapter 6 - Land Use:

6.1 Goals

This amendment complies with the following applicable land use goals:

- *Safe, caring and diverse neighbourhoods.* (Goal 6.1.1)
- *Housing suited to the needs of Windsor's residents.* (Goal 6.1.3)
- *To direct residential intensification to those areas of the City where transportation, municipal services, community facilities and goods and services are readily available.* (Goal 6.1.14)

The proposed zoning amendment will provide for residential intensification to an area in the City where transportation, municipal services, community facilities and goods and services are readily available.

6.5.3 Mixed Use Corridor

Council will encourage Mixed-Use Corridor development to provide a continuous street frontage and presence. Accordingly, development along a Mixed-Use Corridor shall be: (Policy 6.5.3.3)

- *(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 Road, 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;

- *(c) Encouraged to locate the buildings at the street frontage lot line with parking accommodated at the rear of the site.*

The proposal will be a multiple dwelling at three storeys in height and parking will be accommodated at the rear of the site.

On September 8, 2025, Council approved Official Plan Amendment (OPA) 196 to revise the land use designation along Cabana Road West (from Rankin Avenue to Dougall Avenue) from Mixed Use Corridor to Residential Corridor, while establishing a Mixed Use Node at the intersection of Cabana and Dougall. At the time this report was written, the Official Plan land use designation change had not yet received final approval. However, staff have reviewed the proposed changes against the recommended policies and confirms the proposal conforms to these policies.

Neighbourhood Involvement

Council will encourage the improvement of areas designated as Mixed-Use Corridor Commercial Corridor to be undertaken in consultation with the surrounding neighbourhood. (Policy 6.5.3.11)

Pre-consultation for this amendment occurred prior to the Planning Department requiring applicants to host an open house for neighbouring property owners.

Design Guidelines

The following guidelines shall be considered when evaluating the proposed design of a Mixed Use Corridor development (Policy 6.5.3.8):

(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;

Chapter 8: Urban Design

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 (Policy 8.7.2.3).

The proposed multiple dwelling represents a complementary and compact form of housing, redevelopment, and intensification that is located near active and public transportation. Public consultation was taken into consideration and the proposed zoning amendment will permit an increase in density, while providing adequate

transition between abutting properties using an appropriate amount of setbacks and buffering (i.e. screening and landscaping).

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 Regulations:

Minimum Lot Area and Dwelling units: The building are tied to the lot frontage and would permit a maximum of six townhome dwellings with additional dwelling units.

Building Height: The proposed zoning amendment would permit a three-storey multiple dwelling and is consistent in height to what is permitted within the abutting low-profile land use designations.

Lane Access: The proposal includes a shared access on Cabana Road West which provides minimal disruptions on Cabana Road West. The Transportation Planning Department did not identify any major concerns with the development as proposed.

Parking Provisions: The development has provided 15 parking spaces, including 2 barrier free spaces for the proposed 12 residential units. The current zoning provisions for the subject parcel would require a minimum of one (1.25) parking spaces per townhome dwelling. The proposal will comply with all parking standards. Furthermore parking is to be accommodated at the rear of the site and is prohibited in a required front yard.

Setbacks: The proposal will be located closer to Cabana and provide for adequate separation from abutting parcels. Furthermore, to assist with landscaping, and building separations, administration is recommending a solid board fence, and landscape buffer to be located along the South property line.

The proposed zoning setbacks are consistent to the current permitted setbacks on the subject and surrounding low-profile parcels.

Site Plan Control

The proposal as presented is subject to Site Plan Control.

Consultations:

A virtual Open House was held on July 24, 2024. 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, 45 residents 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 475-479 Cabana Road West | City of Windsor

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 three multiple dwellings 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

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 our 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 townhome dwellings which 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:

Frank Garardo, MCIP, RPP
Planner III – Policy & Special Projects

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

Greg Atkinson, MCIP, RPP *Neil Robertson, MCIP, RPP*

Deputy City Planner - Development (A) City Planner

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

JP RM

Approvals:

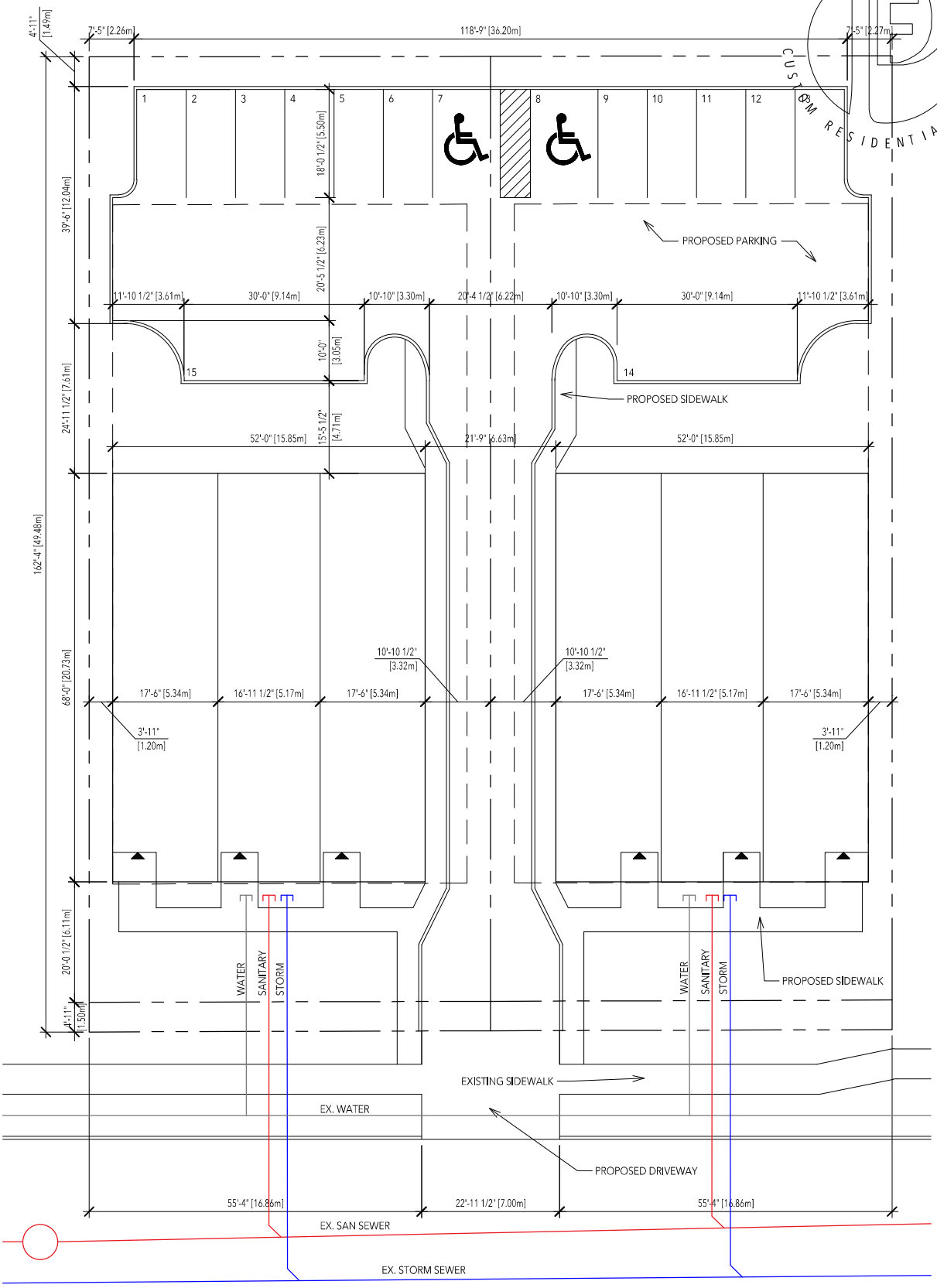
Name	**Title**
Greg Atkinson	Deputy City Planner – Development
Aaron Farough	Senior Legal Counsel, Legal & Real Estate
Neil Robertson	City Planner
Jelena Payne	Deputy CAO/Commissioner, Economic Development
Ray Mensour	Chief Administrative Officer

Notifications:

Name	**Address**	**Email**

Appendices:

1. Appendix A – Conceptual Site Plan, Elevations, Floor Plans
2. Appendix B – Site Images
3. Appendix C – Planning Rationale Report
4. Appendix D – Consultations



CABANA ROAD WEST

LOT FIT PLAN

SCALE: 1/16" = 1'-0"

PHILIP FERNANDES
CUSTOM ARCHITECTURAL DESIGN

CLIENT: CABANA
PROJECT: 24-1217
DATE: 2025 04 03



FRONT ELEVATION

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

PHILIP FERNANDES
CUSTOM ARCHITECTURAL DESIGN

PHILIP FERNANDES CUSTOM RESIDENTIAL DESIGN

CLIENT: CABANA
PROJECT: 24-1217
DATE: 2024 03 12

Appendix “B” Site Images





PLANNING RATIONALE REPORT

ZONING BY-LAW AMENDMENT
PROPOSED RESIDENTIAL DEVELOPMENT

475 to 479 Cabana Road West

City of Windsor, Ontario

May 15, 2025

Prepared by:

Tracey Pillon-Abbs, RPP
Principal Planner
Chatham, ON N7M 5J7
226-340-1232
tracey@pillonabbs.ca
www.pillonabbs.ca

Table of Content

1.0 INTRODUCTION 3
2.0 SITE AND SURROUNDING LAND USES 4
2.1 Legal Description and Ownership 4
2.2 Physical Features of the Site 5
2.2.1 Size and Site Dimension 5
2.2.2 Existing Structures and Previous Use 5
2.2.3 Vegetation and Soil 5
2.2.4 Topography and Drainage 5
2.2.5 Other Physical Features 6
2.2.6 Municipal Services 6
2.2.7 Nearby Amenities 6
2.3 Surrounding Land Uses 6
3.0 DEVELOPMENT PROPOSAL 9
3.1 Proposal 9
3.2 Public Consultation Strategy 12
4.0 PROPOSED APPLICATION AND AMENDMENT 17
4.1 Zoning By-law Amendment 17
4.2 Other Applications 17
4.2 Supporting Studies 17
4.3.1 Servicing 17
4.3.2 Design 18
4.3.2 Trees 18
5.0 PLANNING ANALYSIS 19
5.1 Policy and Regulatory Overview 19
5.1.1 Provincial Planning Statement 19
5.1.2 Official Plan 25
5.1.3 Zoning By-law 34
6.0 SUMMARY AND CONCLUSION 39

6.1 Context and Site Suitability Summary 39
6.1.1 Site Suitability 39
6.1.2 Compatibility of Design 39
6.1.3 Good Planning 39
6.1.4 Environment Impacts 39
6.1.5 Municipal Services Impacts 40
6.1.6 Social, Cultural, and Economic Conditions 40
6.2 Conclusion 40

1.0 INTRODUCTION

I have been retained by Andi Shallvari on behalf of B K Cornerstone Design Build Ltd. (herein the "Applicant") to provide a land use Planning Rationale Report (PRR) in support of a proposed residential development to be located at 475-479 Cabana Road West (herein the "Site") in the City of Windsor, Province of Ontario.

The Site, in Ward 1 (Roseland West Planning District), is currently made up of one (1) parcel of land, which is currently vacant.

An application to sever the parcel into two (2) lots was made in 2022 (B-065/22) and has yet to be completed.

The Site will be used for residential.

It is proposed to construct two (2) townhome dwellings (1 on each lot), each containing 3 residential dwelling units.

A total of 6 new residential dwelling units will be created.

Each unit will also have an Additional Dwelling Unit (ADU) for a total of 12 residential dwelling units.

A total of 15 parking spaces are proposed to be located at the rear of the Site.

The Site has access to full municipal services.

There is a future part noted on the reference plan described for a future Bell Canada easement.

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

Once the ZBA applications have been approved, the Applicant will proceed with a building permit.

Pre-consultation (stage 1) was completed by the Applicant (City File #PS 013/24). Comments were received and have been incorporated into this PRR.

Pre-application (stage 2) was completed by the Applicant (City File #PC-26-2025). Comments were received and incorporated into this PRR.

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

This PRR will show that the proposed development is suitable 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 is made up of one (1) interior lot located on the south side of Cabana Road West, west of Dougall Avenue and east of McGaw Avenue (see the area in **blue** on Figure 1 – Site Location).

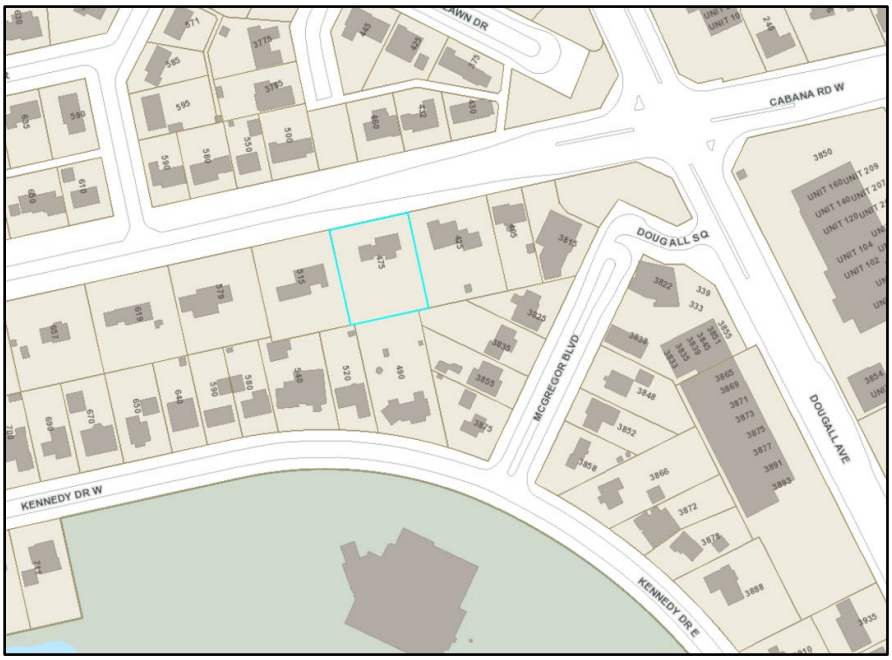


Figure 1 – Site Location (Source: Windsor GIS)

The Site is part of the Roseland West Planning District in the City of Windsor Ward 1.

An application to sever the parcel into two (2) lots was made in 2022 (B-065/22) and has yet to be completed.

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

Address	Legal Description	PIN	ARN	Owner	Purchased Date
475 Cabana Road West and 479 Cabana Road West, City of Windsor, Province of Ontario	PT LT 3 PL 1478 SANDWICH WEST AS IN R1173560; S/T EXECUTION 94-03288, IF ENCORCEABLE; S/T EXECUTION 97-00953, IF ENFORCEABLE; WINDSOR	01289-1426 LT	3739-080-100-11200-0000	BK Cornerstone Design Build Ltd.	2022

2.2 Physical Features of the Site

2.2.1 Size and Site Dimension

The entire Site, subject to the proposed development, consists of a total area of approximately 1,914.88 m2 (0.19 ha), with 38.70 m of frontage along Cabana Road West, and with 49.48 m of depth.

2.2.2 Existing Structures and Previous Use

The Site is currently vacant.

The previous use was residential.

A previous single detached dwelling was demolished in 2023.

2.2.3 Vegetation and Soil

The property currently has a mown lawn and mature trees.

The soil of the Site is made up of Brookston Clay Sand - Spot Phase (B-s)

2.2.4 Topography and Drainage

The Site is generally level.

A portion of the Site is within the regulated area of the Essex Region Conservation Authority (ERCA).

The Site is part of the Turkey Creek Drainage area.

The Site is part of a Source Water Protection Area (Event Based Area).

2.2.5 Other Physical Features

There is one (1) existing remnant driveway from Cabana Road West.

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.

There are fire hydrants located close to the Site.

The road classification of Cabana Road West is a Class II arterial road.

Streetlights, bike lanes, and sidewalks are located along Cabana Road West.

The Site has access to transit with the closest bus stop located directly in front of the Site on Cabana Road West (Stop ID 14155, Bus 7).

The Site has access to major transportation corridors, including Hwy 401, Huron Church Road, and Dougall Avenue.

2.2.7 Nearby Amenities

There are several schools nearby, including Southwood Public School, St. Gabriel Catholic Elementary School and Roseland Public School.

There are many parks, trails, and recreation opportunities in close proximity to the Site, including Central Park, Roseland Golf and Curling Club, Kenilworth Park and Dynasty Park.

The nearest libraries are the St. Clair College Library and Budimir Public Library.

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

2.3 Surrounding Land Uses

Overall, the Site is in an existing settlement area that is in transition.

Cabana Road West has a mix of land uses in the area, including commercial, institutional, and residential uses.

A site visit was conducted, and photos were taken on Sept 26, 2023, by Pillon Abbs Inc.

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



Photo 1 – North

South – The lands directly south of the Site, are used for residential use and front onto Kennedy Drive West (see Photo 2 - South).



Photo 2 – South

East – The lands directly east of the Site are used for residential use (see Photo 3 - East).



Photo 3 – East

West – The lands directly west of the Site are used for residential use as well as a paved trail (see Photo 4 - West).



Photo 4 – West

3.0 DEVELOPMENT PROPOSAL

3.1 Proposal

The Site, in Ward 1 (Roseland West Planning District), is made up of one (1) parcel of land which are currently vacant.

An application to sever the parcel into two (2) lots was made in 2022 (B-065/22) and has yet to be completed.

The Site will be used for residential.

It is proposed to construct two (2) townhome dwellings (1 on each lot), each containing 3 residential dwelling units.

A total of 6 new residential dwelling units will be created.

Each unit will also have an Additional Dwelling Unit (ADU) for a total of 12 residential dwelling units.

A total of 15 parking spaces are to be located at the rear of the Site.

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

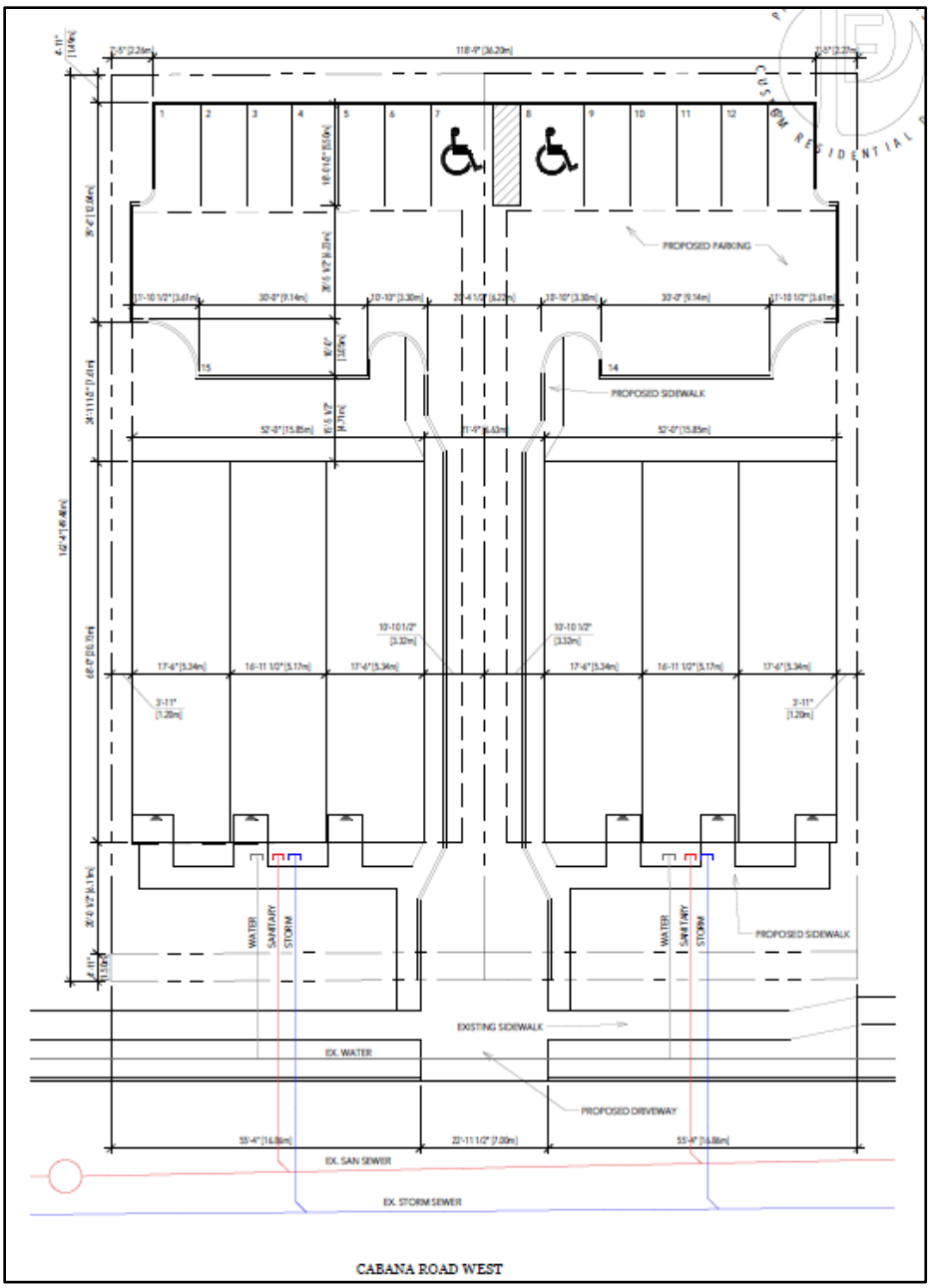


Figure 2a –Concept Plans

The Concept Plan is preliminary in order to illustrate how the Site can be developed. The final design of the Site will be provided at the time of the required building permit.

Each townhome dwelling will occupy a total of 328.57 m2 of the Site and will be a total of 3 storeys.

Based on the total lot area (0.19 ha) and the proposed number of units (6), the total residential density of the Site will result in 31.58 units per hectare (uph).

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. The final design of the Site will be provided at the time of the required building permit.

The proposed building will face Cabana Road West.

Pedestrian access to the building will be from the north.

Amenity space will be provided.

Landscaping, buffering and bicycle parking will be provided as part of the final design.

Vehicle access from Cabana Road West is proposed with the installation of a new 7.00 m driveway.

The Site will be connected to full municipal services.

The refuse (garbage and recycling) will be located inside and taken to the curb.

3.2 Public Consultation Strategy

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

As part of a public consultation strategy, in addition to the statutory public meeting, an informal electronic public open house was held with area residents and property owners on Wednesday, July 24, 2024, from 6:00 pm to 7:00 pm.

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

A total of 111 notices were mailed out, which represent a **200 m** radius from the Site.

The notice included the following proposal:

It is proposed to construct a new 3 storey multiple dwelling with a total of 18 dwelling units. On site parking for 25 vehicles with access from Cabana Road West is proposed.

Including the City of Windsor Staff and the Applicant's representatives, a total of 45 people registered and attended the open house.

Emails, letters, and phone calls were also received.

Additional meetings with the Applicant and the neighbours were also conducted on-site.

As set out in the City of Windsor OP, the following is a summary of the comments and responses from the public open houses:

Topic Item	Comment and Questions	Response
OPA 159	When did this policy come into effect? How were people notified? Why did the zoning not get done at the same time?	The OPA was approved in July of 2022. The notification was published on the City website and in the local newspaper. Zoning is left to a case-by-case review.

Topic Item	Comment and Questions	Response
	We need to help fight the City regarding this and the other developments in the area.	
Traffic	It is difficult now. Why put more cars on the road? A TIS should be completed. Cabana Rd is not safe. There have been incidents and accidents. There will be moving trucks.	The road is a Class II arterial roadway which is made for cars. The roadway has recently been upgraded. A TIS is not warranted for this type of development.
Trees	There are 20 trees on the Site. Will they be removed?	A TIPP will be prepared.
Neighbourhood	Development does not conform with the area/neighbourhood. There is no respect for this area. Come up with something the people will be happy with and do not listen to the City. Wrong way of thinking. Student and bridge employees are leaving the area, so there is no need. Families have invested into the area. Select another area. Find a bigger-sized lot. Too close to Dougall.	The proposed development will be designed to be compatible with its surroundings.

Topic Item	Comment and Questions	Response
	Walker and Ducharme is sitting empty. Blight will be created Do not turn it into a Walker Rd. This will impact the north side of Cabana Road as well.	
Building Type	SFD should be built or a 4-plex. Saturation of apartments. Townhomes should look like the ones on Walker Rd (brownstone). 2 towns or 2 x 4 plex is better.	The proposed townhomes are an appropriate type of building for the Site.
Height and Scale	The height is too high. This is a high-rise. The scale does not blend with the area.	The proposed height will be similar to that of a single detached dwelling.
Density	Adding density is not a good idea. Consider something smaller. Divide into 4 lots for seniors.	The density is considered appropriate for the Site.
Tenure and Price	Sell or rent? What will the price be?	TBD. The price will depend on the market at the time of building completion.
Bedrooms	How many? What size?	700 ft2 to 800 ft2 Studio or 1/2 bedroom
Students	Will these be for students?	We cannot zone for people.
Parking	You need more parking. You might need 4 parking spaces per unit.	The Applicant will look at different options. On site parking is proposed. Visitor parking will be marked.

Topic Item	Comment and Questions	Response
	Parking at the back is an issue. Where do visitor park? Will there be an office, and will they need parking? Parking should be in the front yard, there will be no backyards People will park on the road in Roseland. Deliveries will not work (ie Amazon).	No office is proposed.
Privacy and Quality of Life	This will impact our privacy. Invasion of privacy. Privacy of backyards is impacted. Quality of life will be reduced.	The proposed development does not anticipate having any impacts on shadowing. Buffering can be provided, such as fencing and tree plantings.
Lot Frontage	What is the frontage of the lot?	The lot width is 37.70 m in total.
Sewers	Sewers cannot take all the water. This will cause flooding. ERCA regs are an issue, not a lot of green space.	Stormwater will be managed.
Affordability	This will not be affordable. No one cares about affordable housing. There is not enough profit for developers. This will not support new home ownership.	Tenure of the units will be reviewed by the Applicant.

Topic Item	Comment and Questions	Response
	Condo would be better/but still not affordable.	
Property Values and Taxes	Devaluation of property. How much property taxes will the City get?	Values may go down, but they may also go up. Taxes are based on MPAC assessment.
Past Severance	Why did the severance not get completed for 2 new houses?	No interest in SFD
Transit and Active Transportation	There is a bus stop at the proposed location of the driveway. Transit and bike lanes are not effective in the City.	Noted.

4.0 PROPOSED APPLICATION AND AMENDMENT

Pre-consultation (stage 1) was completed by the Applicant (City File #PS 013/24). Comments were received and have been incorporated into this PRR.

Pre-application (stage 2) was completed by the Applicant (City File #PC-26-2025). Comments were received and incorporated into this PRR.

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

The following explains the purpose of the applications 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 1.4 (RD1.4)' category as shown on Map 9 of the City of Windsor Zoning By-law #8600.

It is proposed that the zoning be changed to 'Residential District 2.2 (RD2.2)' to permit townhomes.

No relief from zoning provisions is 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.

The final design of the Site will be provided at the time of the required building permit.

The proposed development is not subject to Site Plan Control (SPC).

4.2 Supporting Studies

The following supporting studies have been prepared as part of the application.

4.3.1 Servicing

A Functional Servicing Report (FSR) was prepared by BairdAE, Architecture and Engineering, dated April 3, 2025, and further revised May 15, 2025.

The purpose of the report was to address stormwater management quantity and quality control, along with storm, sanitary and water connection requirements to accommodate the construction of a new development.

No concerns were noted in the report.

4.3.2 Design

An Urban Design Brief (UDB) was determined by the City to not be required.

4.3.2 Trees

A Tree Preservation and Protection Plan (TIPP) has been completed which identified the location of the existing trees.

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 (Act) and came into effect on October 20, 2024, and all decisions affecting planning matters shall be consistent with policy statements issued under the Act.

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	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
	minimum of 15 years through 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 (including transit and active transportation), public service facilities, other institutional uses, libraries, 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	The proposed development is a new housing option for the area. The proposed development supports the City's housing targets.

PPS Policy #	Policy	Response
	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 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; 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	The needs of the residents can be accommodated as the Site is located near local amenities. The Site offers an opportunity for intensification and infilling. The proposed density is appropriate for the Site.

PPS Policy #	Policy	Response
	intensification, including 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.	The Site offers an opportunity for intensification. The total density of the proposed development is considered appropriate. The design and style of the proposed building will blend well with the scale and massing of the existing surrounding area. The proposed development is an efficient use of the Site. Residents will have immediate access to local amenities. Transit and active transportation are available in the area. The Site is located close to major roadways.
2.3.1.3	Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by	The proposed development provides an infill opportunity for an existing parcel of land.

PPS Policy #	Policy	Response
	planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.	The Site was always intended for residential use. 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	The proposed development will be serviced by municipal sewer, water and storm,

PPS Policy #	Policy	Response
	servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.	which is the preferred form of 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. A TIPP will be provided.
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;	A portion of the Site is within the regulated area of ERCA. Permits will be obtained, if required.
Chapter 5.1.1 – Protecting Public Health and Safety	Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.	There are no natural or human-made hazards that apply to this Site. There is no risk to the public.

Therefore, the proposed development is consistent with the PPS 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. 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 Site is part of the Roseland West Planning Area, as shown on Schedule A: Planning Districts & Policy Areas.

The current land use designation of the Site, subject to development, is 'Mixed Use Corridor', as shown on Schedule D: Land Use Plan of the City of Windsor Official Plan (see Figure 3 –OP).



Figure 3 – OP

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

OP Policy #	Policy	Response
3.1	The planning of Windsor's future is guided by the following vision taken from Dream Dare Do – The City of Windsor Community Strategic Plan:	The proposed development will support the City's economy by providing new townhomes with residential uses in an existing built-up area.

OP Policy #	Policy	Response
	"Windsor is a quality city full of history and potential, with a diverse culture, a durable economy, and a healthy environment where citizens share a strong sense of belonging and a collective pride of place."	Overall, the Site is in an existing settlement area that is in transition. Cabana Road West has a mix of land uses in the area which includes commercial, institutional, and residential uses.
3.2 – Growth Concept	Mixed use developments will be encouraged with strong pedestrian orientations and to support public transit. This concept will enable Windsor to continue its growth and foster a vibrant economy, while ensuring a safe, caring and diverse community and a sustainable, healthy environment.	The proposed development provides a use that supports pedestrian orientations and public transit due to its location in an existing built-up area.
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.	The intent is to construct 2 new townhomes in an area in an existing built-up area. This allows residents to easily access amenities, employment and public transit.
4.0 – Healthy Community	The implementing healthy community policies are interwoven throughout the remainder of the Plan, particularly within the Environment, Land Use, Infrastructure and Urban Design chapters, to ensure their consideration and application as a part of the planning process.	The proposed development will support the City's goal of promoting a healthy community in order to live, work, and play. The proposed development is close to nearby transit, employment, shopping, local amenities, and parks/trails.
6.0 - Preamble	A healthy and livable city is one in which people can enjoy	The proposed development supports the policy set out in

OP Policy #	Policy	Response
	a vibrant economy and a sustainable healthy environment in safe, caring and diverse neighbourhoods. In order to ensure that Windsor is such a city, Council will manage development through an approach which balances environmental, social and economic considerations.	the OP as it is suited for addressing the residential needs of the City.
6.1 - Goals	In keeping with the Strategic Directions, Council's land use goals are to achieve: 6.1.1 Safe, caring and diverse neighbourhoods. 6.1.3 Housing suited to the needs of Windsor's residents. 6.1.10 Pedestrian oriented clusters of residential, commercial, employment and institutional uses.	The proposed development supports the goals set out in the OP as it provides for the development of a parcel of land that is in an area of transition. The proposed residential use will provide a new housing choice in an existing built-up area.
6.2.1.2 – General Policies, 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	The proposed development is considered **a low profile mixed use** development as it is proposed to have 3 storeys constructed on the Site.

OP Policy #	Policy	Response
	than six (6) storeys in height; and (c) High Profile developments are buildings or structures generally no greater than fourteen (14) storeys in height.	
6.5.3.1 – Mixed Use Corridor	Uses permitted in the Mixed Use Corridor land use designation are primarily retail, wholesale store and service oriented uses and, to a lesser extent, office uses. Medium and High Profile residential uses either as standalone buildings or part of a commercial-residential mixed use buildings shall be throughout the Corridors.	Low Profile is proposed based on the size of the Site rather than the medium and high profile buildings. The development will be designed with a pedestrian orientation and foster a distinctive and attractive area identity. The design will address compatibility. It will take into consideration a transition between land uses using an appropriate amount of setbacks and buffering.
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	Cabana Road West is in transition. The proposed building will face Cabana Road West. The proposed height will be 3 storeys. Parking is to be located on site. The design will address compatibility. It will take into consideration a transition between land uses using an appropriate amount of setbacks and buffering.

OP Policy #	Policy	Response
	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 Bylaw Amendment. c) encouraged to locate the buildings at the street frontage lot line with parking accommodated at the rear of the Site.	
6.5.3.4 – Infill & Consolidations	Council shall promote the infilling and consolidation of existing Mixed Use Corridors.	The proposed residential use building is a form of infill development. Two parcels of land will be maintained. The City's Intensification Guidelines have been reviewed. The final design of the building will be addressed as part of building permit approval.
6.5.3.6 – Location Criteria	Mixed Use Corridor development shall be located where: (a) there is access to	Access will only be from Cabana Road West, which is a Class II arterial roadway.

OP Policy #	Policy	Response
	Class I or Class II Arterial Roads or Class I Collector Roads; (b) full municipal physical services can be provided; and (c) commercial related traffic can be directed away from residential areas.	Full municipal services are available, which is the preferred type of servicing. All traffic will use Cabana Road West.
6.5.3.7 – Evaluation Criteria	At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed commercial development 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) within a site of potential or known contamination; (iii) where traffic generation and distribution is a provincial or municipal concern; and (iv) adjacent to sensitive land uses and/or heritage resources. (b) in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area; (c) capable of being provided with full municipal physical services and emergency services; (d) provided with adequate off-street parking; (e) compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and	This PRR has addressed the provisions of the OP and provincial legislation. There are no development constraint areas. There are no secondary plans that impact the Site. The proposed development will include pedestrian connections, landscaping, and amenity space. Amenity space is provided, including private balconies, outdoor seating areas, and an indoor common room. The proposed scale and massing do not cause any negative impact on the enjoyment of abutting properties (ie shadow). The proposed townhome dwellings will provide an appropriate transition between uses, including an appropriate amount of setbacks.

OP Policy #	Policy	Response
	landscaped areas; and (f) acceptable in terms of the proposal's market impacts on other commercial areas (see Procedures chapter).	
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 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; (e) measures are	The design and style of the proposed building will blend well with the scale and massing of the surrounding area. The majority of lands surrounding the Site are transitioning. The proposed residential use will provide new housing options for the neighbourhood. The Site will have pedestrian connections. The building will face Cabana Road West. Access will be from Cabana Road West. Parking will be located on site. Pedestrian connections from the building to the parking area will be marked. The proposed development will blend with the existing character of the surrounding area.

OP Policy #	Policy	Response
	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; and (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.	
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.
8.1 – Urban Design	A memorable, attractive and liveable city is one where people feel comfortable and are inspired by their surroundings. The physical systems and built form of the City are also designed to protect, maintain and improve the quality of life for present and future generations by integrating the principles of sustainability and place making. In order for Windsor to be such a city, Council is committed to urban design principles that enhance the enjoyment and image of Windsor and its people.	The final design of the proposed building will be addressed as part of the building permit approval. The City's Intensification Guidelines have been reviewed. The final design of the building will incorporate a transition between land uses.

OP Policy #	Policy	Response
8.7.2.3 – Built Form, infill development	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; (i) exterior building appearance; and (j) Council adopted Design Guidelines that will assist in the design and review of applications for development in accordance with the policies noted above	The proposed development will be a natural integration of the established area. The Site is in an area of transition. The proposed townhomes will provide an appropriate transition between the roadway and the residential uses to the south. Massing – the proposed building will be limited to 3 storeys which will blend well with the low profile scale and massing of the existing surrounding area. Building height – there are no impacts on privacy or shadowing on abutting properties based on the proposed building height. This is similar to the height of a three story single detached dwelling. Architectural proportion – the proposed visual effect of the relationship of the proposed development will blend well with the immediate area. Volume of defined space – the proposed design and layout of the development includes appropriate setbacks and lot coverage. The parking area will be constructed according to city standards and provide appropriate space.

OP Policy #	Policy	Response
		Lot size – the existing parcel is appropriate for the development. It allows for on-site parking, sidewalks, amenity space, and landscaping. Building area – appropriate lot coverage is proposed. The proposed building will not negatively impact the private use and enjoyment of area residents. Pattern, scale, and character – the style of development will blend well with the scale and massing of the existing low profile surrounding area. Exterior building appearance – the proposed building will be designed professionally and aesthetically pleasing. Intensification Guidelines – transition can be achieved through buffering that will include landscaping where transition is most sensitive and additional setbacks.

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 provide for its day-to-day administration.

According to Map 9 attached to the ZBL the Site is currently zoned Residential District 1.4 (RD1.4) category (see Figures 4 – ZBL).

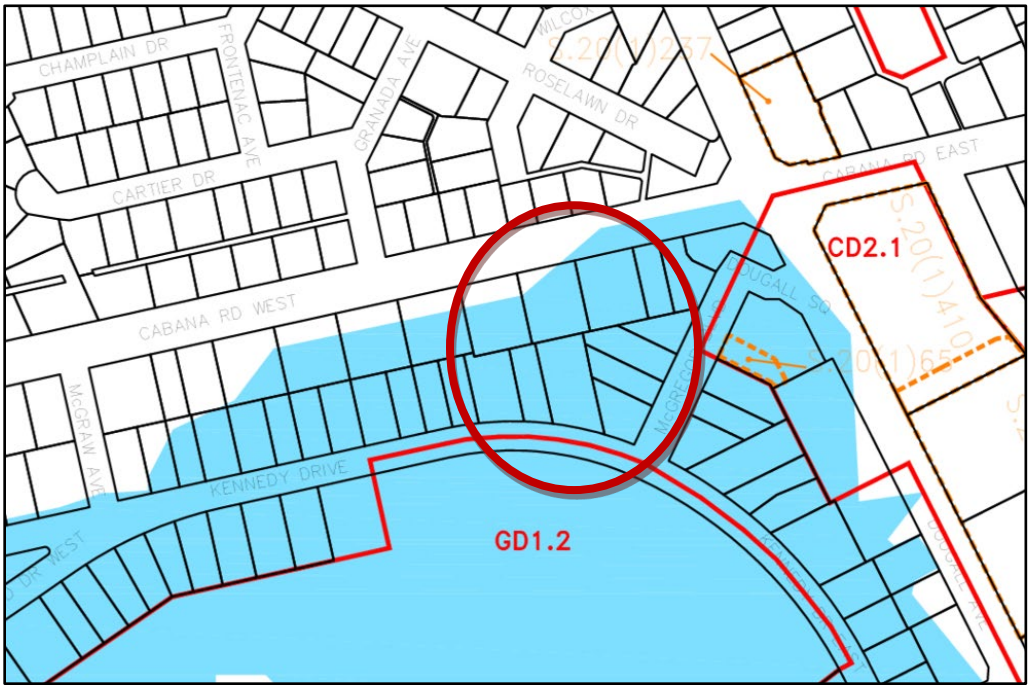


Figure 4 – ZBL

A site-specific ZBA is required for the proposed development.

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 man include, where permitted by Section 5.99.80, additional dwelling units. A semi-detached dwelling is not a townhome dwelling.

It is proposed to change the zoning to 'Residential District 2.2 (RD2.2)' to permit townhomes.

A review of the RD2.2 zone provisions, as set out in Section 15.2 of the ZBL is as follows:

Zone Regulations	Required RD2.2 Zone	Proposed	Compliance and/or Relief Requested with Justification
Permitted Uses	One *Double Duplex Dwelling* One *Duplex Dwelling*	Townhome Dwellings 2 parcels of land – one on each parcel	Subject to ZBA.

Zone Regulations	Required RD2.2 Zone	Proposed	Compliance and/or Relief Requested with Justification
	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		
Lot Width – minimum	20.0 m	20.364 m (Parts 1 and 3) And 20.363 m (Parts 2 and 4)	Complies
Lot Area – per dwelling unit – minimum	200.0 m2	957.44 m2 (each lot)	Complies
Lot Coverage – maximum	45.0 %	40.0 %	Complies
Main Building Height - maximum	9.0 m	9.0 m – to be confirmed at the time of building permit	Complies
Front Yard Depth – minimum	6.0 m	6.11 m	Shall comply
Rear Yard Depth – minimum	7.50 m	19.65	Shall comply
Side Yard Width – minimum	1.20 m	1.20	Shall comply

Zone Regulations	Required RD2.2 Zone	Proposed	Compliance and/or Relief Requested with Justification
Parking Requirements 24.20.5.1	Townhome Dwelling without an attached garage or carport - 1.25 for each dwelling unit **1.25 x 3 = 3.75 (3 rounded down) per lot** **1 x 3 ADU = 3** **TOTAL = 6 (per lot)**	15 parking spaces total Lot 1 – 8 Lot 2 – 7 Includes 2 barrier free parking space (1 on each lot)	Complies
Parking Area Separation - minimum 25.5.20	.2 any other street – 3.00 m .3 an interior lot line or alley – 0.90 m .5 A building wall in which is located a main pedestrian entrance facing the parking area – 2.0 m .6 A building wall containing a habitable room window or containing both a main pedestrian entrance and a habitable room window facing the parking area where the building is located on the same lot as the parking area - 4.50 m	TBD – at the time of building permit	Shall Comply

Zone Regulations	Required RD2.2 Zone	Proposed	Compliance and/or Relief Requested with Justification
Bicycle Parking – minimum Table 24.30.1.1	1 to 9 = 0 (each lot)	TBD – at the time of building permit	Complies
Access Area Section 25	7.00 m	7.00 m – to be confirmed at the time of building permit	Complies

Therefore, the proposed development will comply with the purpose and intent of the ZBL.

Further, all zone provisions set out in the RD2.2 Zone shall be complied with.

6.0 SUMMARY AND CONCLUSION

6.1 Context and Site Suitability Summary

6.1.1 Site Suitability

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

- The land area is sufficient to accommodate the proposed development with adequate buffering from abutting land uses,
- The Site is generally level, which is conducive to easy vehicular movements,
- The Site will be able to accommodate municipal water, storm and sewer systems,
- There are no anticipated traffic or parking concerns, and
- The location of the proposed development is appropriate.

6.1.2 Compatibility of Design

The area is in transition.

The proposed development will be limited to a 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 development will be designed with a pedestrian orientation and foster a distinctive and attractive area identity.

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

All zone provisions set out in the RD2.2 zone category can be complied with, with the exception of lot width requirements.

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 uses on the Site represent 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.

The proposed development is an appropriate use of the Site and offers a mix of uses that offers residents and consumers a new option for housing and economic activity.

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 D – CONSULTATION

TRANSIT WINDSOR – JASON SCOTT

Transit Windsor has no objections to this development. The closest existing transit route to this property is with the South Windsor 7. The South Windsor 7 has a peak weekday frequency of 30 minutes. Transit Windsor's 2025 City Council approved service plan has the South Windsor 7 route being replaced by a new secondary route known as Route 240. Route 240 will have a peak weekday frequency of 30 minutes and offer new Sunday service. Route 240 is proposed to be implemented in September 2025. The closest existing bus stop is directly in front of this property providing direct transit access to this development. This will be maintained with Route 240 and Transit Windsor's City Council approved Transit Master Plan.

HERITAGE PLANNING – TRACY TANG

There is no apparent built heritage concern with this property, and it is not located within an Archaeological Potential Zone (APZ). Nevertheless, the Applicant should be notified of the following archaeological precaution.

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 Staadegaard, (O) 519-253-2300x2726, (C) 519-816-0711,
mstaadegaard@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

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.

TRANSPORTATION PLANNING – ELARA MEHRILOU

Land Conveyance
Not Applicable

Corner Cut-Off
Not Applicable

Sidewalk
Not Applicable

Parking
All parking must comply with ZBL 8600.

Transportation Impact Study
Not Applicable.

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

- All proposed driveways must be 7-9 metres total at the property line (minimum 3.5m/lane, maximum 4.5m/lane) with maximum 1 metre flare each side. Site plan must be revised to reflect this requirement.
- Minimum 6 metres width must be provided for aisle to operate as two-way; site plan must be revised to reflect this requirement.

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.

SITE PLAN CONTROL

The development as proposed, 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

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.

ZONING COORDINATOR – CONNER O'ROURKE

- **Current Zoning Designation:** Residential District 1.4 (RD1.4)
- **Proposed Zoning Designation:** Residential District 2.2 (RD2.2)

- **Proposed Use:** Townhomes – permitted in RD2.2

- **Section 5 – General Provisions**
    - Complies

- **Section 11.2.5 – Residential District 2.2**
    - **Minimum Lot Width:**
        - 20.0m (Required)
        - 40.7m (Provided)
    - **Minimum Lot Area:**
        - 1200.0m2 (Required)
        - 2015.2m2 (Provided)
    - **Maximum Lot Coverage:**
        - 45.0% (Required)
        - 32.6% (Provided)
    - **Maximum Main Building Height:**
        - 9.0m (Required)
        - To be provided by applicant
    - **Minimum Front Yard Depth:**
        - 6.0m (Required)
        - 7.6m (Provided)
    - **Minimum Rear Yard Depth:**
        - 7.50m (Required)
        - 21.15m (Provided)
    - **Minimum Side Yard Depth:**
        - 1.20m (Required)
        - 1.20m (Provided)

- **Section 24 – Parking, Loading and Stacking Provisions**
    - **Required Number of Parking Spaces:**
        - 15 (Required)
        - 15 (Provided)
    - **Required Number of Visitor Parking Spaces:** [24.22.1]
        - 2 (Required)

        - 0 (Provided)
    - **Required Number of Type A Accessible Parking Spaces:**
        - 1 (Required)
        - 2 (Provided)
    - **Required Number of Type B Accessible Parking Spaces:**
        - 0 (Required)
        - 0 (Provided)
    - **Minimum Size of Type A Accessible Parking Space:** [24.24.10]
        - 3.5 metres by 5.5 metres (Required)
        - 3.4 metres by 5.5 metres (Provided)
    - **Access Aisle:**
        - Complies
    - **Curb Cut or Ramp for Accessible Parking Space:** [24.24.20]
        - **.**1 Where a parking area is bounded by perimeter curbing which separates the principal pedestrian entrance of a building from the parking area, there shall be provided and maintained at least one curb cut or ramp
        - **.**2 The curb cut or ramp shall be designated and located to provide unobstructed access between an accessible parking space and the principal pedestrian building entrance
    - **Required Number of Bicycle Parking Spaces:** [24.30.1]
        - 2 (Required)
        - 0 (Provided)
- **Section 25 – Parking Area Provisions**
    - **Collector Aisle:** [25.5.40.3]
        - A collector aisle that has a length of less than 50.00m shall have a minimum width of 6.00m for the entire length of the collector aisle.

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.
    - Modify as per Standard Engineering Drawing AS-222.
    - Show existing driveway approach and extent of removal.
    - City sidewalk to extend through the driveway.
    - Contact City Forester for removal of City trees within Right-of-Way

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.

3. **Proper Agreement for Access and/or Services** – If any portion of the driveway or sewer connections will be shared with the adjacent property, said items must be identified on the drawing.
    - Modify drawings to identify shared accesses/services with adjacent property.

Right-of-Way Permit Requirements

CCTV Sewer Inspection – The Owner further agrees to provide at its entire expense, and to the satisfaction of the City Engineer, a video inspection, of any existing connections proposed for

reuse to ensure the suitability of the connection for use in accordance with City of Windsor Standard Specifications S-32 CCTV Sewer Inspection

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

ERCA Requirements – The owner(s) further agrees to follow all drainage and flood proofing recommendations of the Essex Region Conservation Authority (ERCA) may have with respect to the subject land, based on final approval by the City Engineer. If applicable, the Owner will obtain all necessary permits from ERCA with respect to the drainage works on the subject lands.

Proper Agreement for Access – The owner agrees to enter into a reciprocal agreement with the abutting property owners for access.

Sewer Connections – The site is serviced by a 250mm sanitary sewer and a 1200mm sewer located within the Cabana Road West Street right-of-way. 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.

If you have any further questions or concerns, please contact Andrew Boroski, of this department at aboroski@citywindsor.ca

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

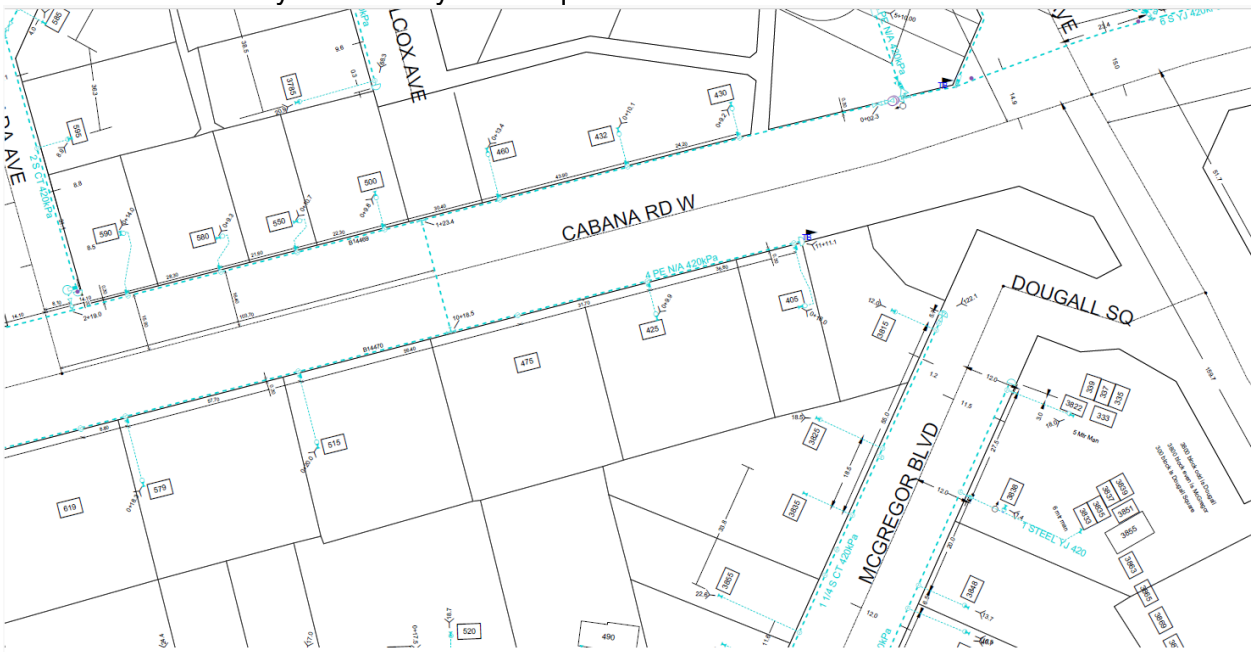
Enbridge Gas requires a minimum separation of 0.6m horizontal and 0.3m vertical from all our plant less than NPS 16 and a minimum separation 1.0m horizontal and 0.6m vertical between any CER-regulated and vital pipelines. For all pipelines (including vital pipelines), when drilling parallel to the pipeline,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



LANDSCAPE ARCHITECT – RYAN UPTON

As requested, the materials for the file titled above have been reviewed. Please see comments below.

An outdoor amenity area should be provided.

Significant, rare, or good conditioned trees that are removed shall be replaced at a diameter-for-diameter ratio or compensated in the form of cash-in-lieu.

At the Site Plan Control stage, the Applicant will be required to submit:

1. A Tree Inventory and Preservation Plan
2. A Landscape Plan prepared by an OALA Landscape Architect
3. A Photometric Plan and Light Fixture Data Sheets prepared by a qualified Lighting Engineer or Consultant

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

ENWIN

HYDRO ENGINEERING: Jerry Raniwsky

No Objection to Zoning Bylaw Amendment

We recommend referring to the Occupational Health and Safety Act for minimum safe limits of approach during construction and the Ontario Building Code for adequate clearance requirements.

WATER ENGINEERING: Bruce Ogg
ENWIN Water has no objections. The existing water service is to be replaced to accommodate the proposed development.

DEVELOPMENT ENGINEERING – DANIEL LOPEZ

We have reviewed the subject Rezoning application and have the following comments:

Sewers
The site may be serviced by a 250mm PVC sanitary sewer and a 1200mm RCP storm sewer located within Cabana Road West right-of-way. If possible existing connections should be utilized. Any redundant connections shall be abandoned in accordance with the City of Windsor Engineering Best Practice B.P 1.3.3.

The applicant will be required to submit, prior to the issuance of permits, a stormwater management plan in accordance with Windsor Essex Region Stormwater Management Standards Manual, restricting stormwater runoff to predevelopment levels. This will include, at a minimum:

- Submission of stormwater management review fee,
- Stormwater management report stamped by a professional engineer
- Site servicing drawings stamped by a professional engineer
- Stormwater management check list (see link below)

For more information of SWM requirements, visit: link

https://essexregionconservation.ca/wp-content/uploads/2018/12/WE-Region-SWM-Standards-Manual.pdf.

https://www.citywindsor.ca/business/buildersanddevelopers/Documents/Checklist-Rational-Method.pdf

A Functional Servicing Report dated April 3, 2025, from Baird AE has been received. Although it was not a requirement for this application, it has been reviewed. Comments have been provided to Baird AE regarding specific design parameters required for the stormwater management plan.

Right-of-Way
Cabana Road West is classified as Class 2 Arterial Road according to the Official Plan requiring a right-of-way width of 32 metres; the current right-of-way width of 30.5 metres is sufficient therefore, no conveyance is required at this time.

In summary we have no objection to the proposed development.

If you have any further questions or concerns, please contact Daniel Lopez, of this department at dlopez@citywindsor.ca

Subject: Zoning By-law Amendment Application for 2525 Annie Street, Z-024/25 [ZNG-7328], Ward 8

Reference:

Date to Council: December 1, 2025
Author: Brian Nagata, MCIP, RPP
Planner III - Development (A)
(519) 255-6543 ext. 6181

Planning & Building Services
Report Date: 11/3/2025
Clerk's File #: Z/15043

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:

14. SOUTH SIDE OF ANNIE STREET AND EAST SIDE OF MEADOWBROOK LANE AND SYCAMORE DRIVE

For the lands comprising of Part of Rose Avenue (Closed by R844364 & R963716), Plan 1151; Part 1, Plan 12R-18901 (PIN 01380-0155 LT & PIN 01380-0077 LT), *Dwelling Units* in a *Combined Use Building* and a *Multiple Dwelling* shall be an additional permitted *main use*, and the following additional provisions shall apply:

a) *Dwelling Units* in a *Combined Use Building* shall be permitted with any one or more of the following uses.

1. *Business Office*
2. *Convenience Store*
3. *Personal Service Shop*
4. *Professional Studio*

b)	*Dwelling Units: maximum*	13
c)	*Building Setback - minimum*	3.50 m
d)	*Amenity Area* - Per *Dwelling Unit - minimum*	12.0 m^2 per unit
e)	*Gross Floor Area - maximum*	

For each *Business Office, Convenience Store, Personal Service Shop* or *Professional Studio*: 250.0 m^2

f) Notwithstanding clause .3 of Table 25.5.20.1, the minimum parking area separation from an interior lot line or alley shall be 0.0 metres.

g) Notwithstanding clause .5 of Table 25.5.20.1, the minimum separation of a parking area from a building wall in which is located a main pedestrian entrance facing the parking area shall be 0.74 metres.

[ZDM 15; ZNG/7328]

II. THAT Zoning By-law 8600 **BE FURTHER AMENDED** by changing the zoning of Part of Rose Avenue (Closed by R844364 & R963716), Plan 1151; Part 1, Plan 12R-18901; PIN No. 01380-0077 LT & PIN No. 01380-0155 LT), situated on the south side of Annie Street and east side of Meadowbrook Lane and Sycamore Drive from CD3.3 to CD3.3x(14).

III. THAT, at the discretion of the City Planner, Deputy City Planner, or Site Plan Approval Officer, the following **BE SUBMITTED** with an application for Site Plan Approval:

a. Planning Rationale Report, prepared by Pillon Abbs Inc., dated September 8, 2025.
b. Sanitary Sewer Analysis, prepared by Haddad Morgan & Associates Ltd.: Consulting Engineers, dated June 5, 2025.
c. Servicing Assessment, prepared by Haddad Morgan & Associates Ltd.: Consulting Engineers, dated February 4, 2025.
d. Video Inspection Report, prepared by Haddad Morgan & Associates Ltd.: Consulting Engineers, dated June 5, 2025.

IV. THAT the Site Plan Approval Officer **BE DIRECTED** to incorporate the following, subject to any updated information, into an approved site plan and executed and registered site plan agreement:

a. Approved Site Plan

i. 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.

1. Modify drawings to include all sewer connections and water services.
2. Identify any redundant connections to be abandoned in accordance with Engineering Best Practice BP1.3.3.

ii. Encroachment Agreement - There are existing items encroaching into the right-of-way, which require either removal or an encroachment agreement to legalize said items.

1. Modify drawings to remove encroaching items or identify that an encroachment agreement with the City of Windsor will be required for the existing raised curbs and proposed sewers.

iii. Proper Agreement for Access and/or Services - If any portion of the driveway or sewer connections will be shared with the adjacent property, said items must be identified on the drawing.

1. Modify drawings to identify shared accesses/services with adjacent property.

b. Site Plan Agreement

i. General Provisions

1. G-14 - Driveway Approaches
2. G-15 (1) - Street Opening Permits
3. G-15 (2) - Site Servicing Drawings
4. G-28 - Video Inspection

ii. Special Provisions

1. 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 (i.e. raised curbs along existing driveway approach) to the satisfaction of the City Engineer.
2. Proper Agreement for Access and/or Services - The owner agrees to enter into a reciprocal agreement with the abutting property owners for access and services.
3. Sanitary Sampling Manhole - The owner agrees for all non-residential uses, to install a sanitary sampling manhole accessible at the property line of the subject lands to the City Engineer at all times. The determination of the requirement or interpretation if a sampling manhole exists or exceptions to such, will be to the satisfaction of the City Engineer.
4. A Record of Site Condition (RSC) be filed with the Ministry of the Environment, Conservation and Parks (MECP) in accordance with Ontario Regulation 153/04. And that written acknowledgement of the RSC filing issued by the MECP be provided prior to Building Permit issuance.

Executive Summary:

N/A

Background:

Application Information:

Location:	2525 Annie Street [Part of Rose Avenue (Closed by R844364 & R963716), Plan 1151; Part 1, Plan 12R-18901; Roll No. 070-770-00700; PIN No. 01380-0077 LT & PIN No. 01380-0155 LT]
Ward:	8
Planning District:	Forest Glade
Zoning District Map:	15
Owner:	Larlyn Holdings Inc. (Larry Holmes)
Applicant:	Same as Owner
Authorized Agent:	Pillon Abbs Inc. (Tracey Pillon-Abbs)

Proposal:

The applicant is requesting an amendment to Zoning By-law 8600 to change the zoning for the lands located on the south side of Annie Street and east side of Meadowbrook Lane and Sycamore Drive, known municipally as 2525 Annie Street (the "Subject Property"), to add a zoning exception to allow for the conversion and expansion of the existing vacant two-storey commercial building to a Combined Use Building containing a 13-unit Multiple Dwelling and a ground floor Business Office with a new seven-space parking area having access to Annie Street via an easement over 7755 Tecumseh Road East.

The zoning exception is necessary to add Dwelling Units in a Combined Use Building and Multiple Dwelling as additional permitted main uses, a minimum amenity area per dwelling unit provision and relief from select parking area separation provisions.

Submitted Information: Conceptual Plans (See Appendix A), Deeds, Planning Rationale Report (See Appendix G), Sanitary Sewer Analysis (Refer to Current Development Applications webpage), Servicing Report (Refer to Current Development Applications webpage), Video Inspection Report (Refer to Current Development Applications webpage) and Zoning By-law Amendment Application Form

Site Information:

Official Plan	Zoning	Current Use	Previous Use

Residential	CD3.3	Vacant Commercial Building	Outdoor Storage Yard for Windsor City Police Department - 1967 to 1980 (east portion) Rose Avenue - realigned between 1969 to 1973 (west portion)
Lot Width	**Lot Depth**	**Lot Area**	**Lot Shape**
20.1 m	20.1 m	1,483.0 m^2	Rectangular
All measurements are based on Registered Plan 1151 and Reference Plan 12R-18901			

The Subject Property contains a vacant two-storey commercial building with an accessory parking area to the west and a portion of the parking area serving the Major Commercial Centre at 7755 Tecumseh Road East to the east. Windsor Utilities Commission also has a 4.57-metre-wide easement for a watermain located along the south property line.

The commercial building and accessory parking area were approved through Site Plan Control File No. SPC-065/86. An amendment to the approved Site Plan will be necessary to address the following matters:

- Existing minor deviations from the approved parking area layout.
- Inclusion of the eastern portion of the Subject Property, described as Part 1 on Reference Plan 12R-18901.
- Inclusion of the proposed two-storey addition to the east side of the commercial building and new seven-space parking area connecting to the parking area at 7755 Tecumseh Road East.
- Proposed changes to the parking area layout.

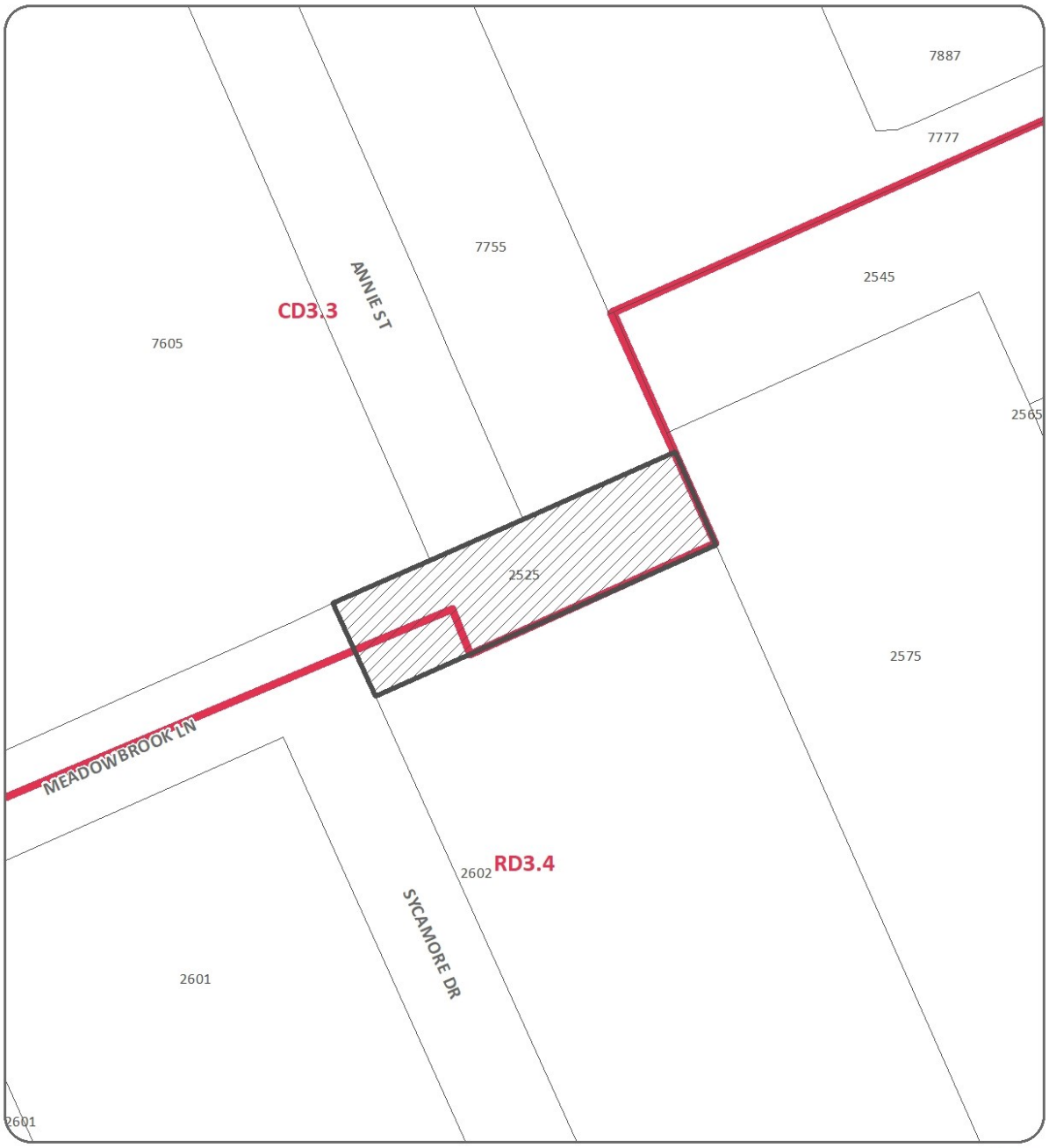
The Major Commercial Centre and its accessory parking area were approved through Site Plan Control File No's SPC-033/82 & AMT-014/01. An amendment to the approved Site Plan will be necessary to address the following matters:

- Reconfiguration of the parking area to accommodate its removal from the eastern portion of the Subject Property and a connection to the new seven-space parking area.
- Removal of the eastern portion of the Subject Property, described as Part 1 on Reference Plan 12R-18901.



KEY MAP - Z-024/25, ZNG/7328

SUBJECT LANDS



PART OF ZONING DISTRICT MAP 15

N.T.S.

REQUESTED ZONING AMENDMENT

Applicant: Larylyn Holdings Inc.

SUBJECT LANDS

PLANNING & BUILDING DEPARTMENT

DATE : SEPTEMBER, 2025
FILE NO. : Z-024/25, ZNG/7328



NEIGHBOURHOOD MAP - Z-024/25, ZNG/7328

SUBJECT LANDS

Neighbourhood Characteristics:

The subject property is located on the northern side of the Forest Glade neighbourhood. The Forest Glade neighbourhood constitutes the area north of the Canadian Pacific Railway corridor (west of the NextStar Energy plant) and E. C. Row Expressway (north of the NextStar Energy plant), east of Jefferson Boulevard/Street (north of the Canadian National Railway corridor), south of the Canadian National Railway corridor (west of Jefferson Boulevard/Street) and Via Rail corridor (east of Jefferson Boulevard/Street) and west of the NextStar Energy plant (south of E. C. Row Expressway) and Town of Tecumseh (north of E. C. Row Expressway).

Surrounding Land Uses:

North:

- Government Office (Service Ontario)
- Medical Office
- Personal Service Shop
- Pickwick Place (Major Commercial Centre)
- Restaurant
- Retail Store
- Tecumseh Mall (Major Commercial Centre)

East:

- Forest Glade Public School
- H. J. Lassaline Catholic Elementary School
- High Density Residential
- Low Density Residential
- Medium Density Residential
- Teedie Park

South:

- Forest Glade Community Centre
- Forest Glade Library
- Hawthorne Park
- Low Density Residential
- Meadowbrook Park

West:

- Low Density Residential
- Pickwick Place (Major Commercial Centre)

Municipal Infrastructure:

- Annie Street is classified as a local road, which has a two-lane cross section with curbs and gutters, and a sidewalk on the east side and streetlights on the west side.
- Meadowbrook Lane is classified as a local road, which has a two-lane cross section with curbs and gutters, and a sidewalk on the south side and streetlights on the north side.
- Sanitary sewer, storm sewer and watermain are located within the Sycamore Drive right-of-way.
- Storm sewer and watermain are located within the Sycamore Drive right-of-way.
- Storm sewer is located within the Annie Street right-of-way.
- Sycamore Drive is classified as a local road, which has a two-lane cross section with curbs and gutters, and a sidewalk on the west side and streetlights on the east side.

Discussion:

The defined role of the Provincial Planning Statement, 2024 (the "PPS") is to provide *"policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the PPS sets the policy foundation for regulating the development and use of land province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians."*

The following policies of the PPS are considered relevant in discussing provincial interests related to this amendment:

Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

2.1 Planning for People and Homes

Policy 2.1.6 states:

Planning authorities should support the achievement of complete communities by:

a) accommodating an appropriate range and mix of land uses, housing options, … to meet long-term needs;

a. This amendment will allow for adaptive reuse (creating housing within existing buildings that were originally non-residential) to establish a Combined Use Building containing a 13-unit Multiple Dwelling and a ground floor Business Office, further diversifying the range and mix of housing options available to meet the long-term needs of the Forest Glade neighbourhood.

b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and

a. Compliance with the Barrier-Free Design requirements of the *Ontario Building Code* and accessibility requirements under *Ontario Regulation*

191/11 Integrated Accessibility Standards to the *Accessibility for Ontarians with Disabilities Act, 2005* will be addressed through the Building Permit application process.

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:

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*

    i. This amendment will allow for another housing option to meet the economic requirements of current and future residents who wish to live or remain within the Forest Glade neighbourhood.

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;*

    i. This amendment will allow for the redevelopment of an underutilized commercial site for residential use.

c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and

1. This amendment will allow for a housing option that efficiently uses the Subject Property, available municipal electrical, sanitary, storm and water services and nearby public service facilities.
2. This amendment will allow for a housing option that supports the use of existing active transportation infrastructure, being located approximately 300.0 metres from the off-street multi-use pathway on Hawthorne Drive.
3. These factors avoid unnecessary land consumption and expenditures on infrastructure and public service facilities.

d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

1. This amendment will allow for a transit-supportive development through residential intensification within walking distance of eastbound (approximately 175.0 metres) and westbound (approximately 225.0 metres) transit stops for the Transway 1C, Ottawa 4 and Lauzon 10 bus routes.

    i. 400.0 metres is typically used as an acceptable walking distance to a transit stop.
    ii. This is reflected within Transit Windsor's 2019 Transit Master Plan and the City of Windsor's Active Transportation Master Plan.

2.3 Settlement Areas and Settlement Area Boundary Expansions

2.3.1 General Policies for Settlement Areas

Policy 2.3.1.1 states:

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.

a) The Subject Property is located within a Settlement area.

One or more of the responses provided to the policies of PPS Chapter 2 and/or the Official Plan referenced herein also speak to the following relevant PPS Policies:

Chapter 2: Building Homes, Sustaining Strong and Competitive Communities	
2.3 Settlement Areas and Settlement Area Boundary Expansions	
2.3.1 General Policies for Settlement Areas	
Policy 2.3.1.2 (*Land use patterns within settlement areas should be based on densities and a mix of land uses which:*)	Sub Policies 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*)
Policy 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 ...*)	
2.9 Energy Conservation, Air Quality and Climate Change	
Policy 2.9.1 (*Planning authorities shall plan to reduce greenhouse gas*	Sub Policy a) (*support the achievement of compact, transit-*

emissions and prepare for the impacts of a changing climate through approaches that:)	*supportive, and complete communities*)
Chapter 3: Infrastructure and Facilities	
3.6 Sewage, Water and Stormwater	
Policy 3.6.2 (*Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems*)	

Official Plan

Relevant excerpts from Volume I of the Official Plan are attached as Appendix C. The following policies from these excerpts are considered relevant in discussing this amendment's conformity with the Official Plan.

Table 1 - Volume I Schedules

Schedule	Designation
Schedule A - Planning Districts & Policy Areas	Forest Glade
Schedule A-1 - Special Policy Areas	N/A
Schedule B - Greenway System	N/A
Schedule C - Development Constraints	N/A
Schedule C-1 - Archaeological Potential	N/A
Schedule D - Land Use	Residential
Schedule E - City Centre Planning District	N/A
Schedule F - Roads & Bikeways	N/A
Schedule F-1 - Railways	N/A
Schedule G - Civic Image	N/A
Schedule H - Baseplan Development Phasing	N/A
Schedule J - Urban Structure Plan	N/A
Schedule K - Source Water Protection Areas	N/A

Volume I

Chapter 3 - Development Strategy

This amendment complies with the following applicable key policy direction for managing growth consistent with the Vision of the City of Windsor Community Strategic Plan.

3.2 - Growth Concept

3.2.1 - Safe, Caring and Diverse Communities

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 (Policy 3.2.1.2).

Chapter 6 - Land Use:

6.1 Goals

This amendment complies with the following applicable land use goals:

- *Safe, caring and diverse neighbourhoods.* (Goal 6.1.1)
- *Housing suited to the needs of Windsor's residents.* (Goal 6.1.3)
- *Pedestrian oriented clusters of residential, commercial, employment and institutional uses.* (Goal 6.1.10)
- *To direct residential intensification to those areas of the City where transportation, municipal services, community facilities and goods and services are readily available.* (Goal 6.1.14)

6.3 Residential

6.3.1 Objectives

The amendment complies with the following applicable Residential land use objectives:

- *To support a complementary range of housing forms and tenures in all neighbourhoods.* (Objective 6.3.1.1)
- *To promote compact neighbourhoods which encourage a balanced transportation system.* (Objective 6.3.1.2)
- *To promote residential redevelopment, infill and intensification initiatives in locations in accordance with this plan.* (Objective 6.3.1.3)

6.3.2 Policies

Permitted Uses

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

- A two-storey Multiple Dwelling is classified as Low-Profile dwelling units.

In addition to the uses permitted above, Council will encourage the achievement of diverse and self-sufficient neighbourhoods by permitting the following ancillary uses in

areas designated Residential on Schedule D: Land Use without requiring an amendment to this Plan: (Policy 6.3.2.2)

- *(a) Neighbourhood Commercial uses subject to the provisions of policy 6.3.2.9;*
    - A Business Office is a permitted Neighbourhood Commercial use.
        - The applicant has indicated that the Business Office is intended for the property management company who will be maintaining the Subject Property.
    - The Planning Department is recommending that Dwelling Units in a Combined Use Building shall only be permitted with a Business Office, Convenience Store, Personal Service Shop and/or Professional Studio use, all identified as Neighbourhood Commercial uses.
    - The Planning Department is further recommending that each Business Office, Convenience Store, Personal Service Shop or Professional Studio shall have a maximum gross floor area of 250.0 m^2 to maintain a scale appropriate for Neighbourhood Commercial uses.
    - Refer to the response provided to Official Plan Policy 6.3.2.9 herein.

Types of Low-Profile Housing

For the purposes of this Plan, Low Profile housing development is further classified as follows: (Policy 6.3.2.3)

- *(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.*

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 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: (Policy 6.3.2.4)

- *(a) There is access to a collector or arterial road;*
    - The subject property is located within approximately 150.0 metres of Tecumseh Road East, a Class II Arterial Road.
- *(b) Full municipal physical services can be provided;*
    - Refer to the response provided to PPS Policy 2.2.1.c) herein.
- *(c) Adequate community services and open spaces are available or are planned; and*
    - Refer to the response provided to PPS Policy 2.2.1.c) herein and the Surrounding Land Uses section herein.

- *(d) Public transportation service can be provided.*
    - Refer to the response provided to PPS Policy 2.2.1.d) herein.

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: (Policy 6.3.2.5)

- *(a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses:*
    - *(iv) where traffic generation and distribution is a provincial or municipal concern; and*
        - The Transportation Planning Department did not identify any concerns with traffic generation and distribution.
- *(c) In existing neighbourhoods, compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and amenity areas.*
    - This amendment will allow for a development that is compatible with the established built environment found within the surrounding neighbourhood.
    - The surrounding neighbourhood is composed of a variety of non-residential uses to the north, located along Tecumseh Road East, and a mix of low, medium and high density residential uses to the south, bordered by Hawthorne Drive to the south, Lauzon Parkway to the west and Lauzon Road to the east.
    - The Planning Department is recommending that the requested minimum amenity area per dwelling unit provision be set at 12.0 m^2 per unit.
        - This is the standard number used under the majority of zoning districts that include this provision.
    - The Conceptual Plans show a side yard width of 3.50 metres from the north interior side lot line.
        - The Planning Department is recommending that the zoning exception include a provision requiring a minimum side yard width of 3.50 metres from the north interior lot line.
        - This provision will ensure that the Multiple Dwelling units have sufficient separation from the parking area at 7755 Tecumseh Road East.
        - The provision of landscaping in will be addressed through the Site Plan Approval process.
- *(d) provided with adequate off street parking;*
    - The proposed development will accommodate the required number of parking spaces onsite.

- *(e) capable of being provided with full municipal physical services and emergency services; and*
    - Refer to the response provided to PPS Policy 2.2.1.c) herein for details on the municipal physical services available to the subject property.
    - The subject property is served by Essex-Windsor EMS, Windsor Fire & Rescue Services (Fire Hall No. 7) & Windsor Police Service.

For the purposes of this Plan, Neighbourhood Commercial uses include commercial uses which are intended to primarily serve the day to day needs of residents within the immediate neighbourhood or neighbourhoods. (Policy 6.3.2.8)

Neighbourhood Commercial uses shall be encouraged to locate in Mixed Use Corridors and Mixed Use Nodes as shown on Schedule D. Ideally, these uses would form part of a multi-use building with residential uses located above or behind the non-residential uses on the street front. (Policy 6.3.2.9)

At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed Neighbourhood Commercial development within a designated Residential area is:

- *(a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses:*
    - *(iv) where traffic generation and distribution is a provincial or municipal concern;*
        - Refer to the response provided to Official Plan Policy 6.3.2.5(a)(iv) herein.
- *(c) compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and landscaped areas;*
    - Refer to the response provided to Official Plan Policy 6.3.2.5(c) herein.
- *(d) capable of being provided with full municipal physical services and emergency services; and*
    - Refer to the response provided to Official Plan Policy 6.3.2.5(e) herein.
- *(e) provided with adequate off-street parking.*
    - Refer to the response provided to Official Plan Policy 6.3.2.5(d) herein.

The following guidelines shall be considered when evaluating the proposed design of an ancillary use: (Policy 6.3.2.10)

- *(a) the ability to achieve the associated policies as outlined in the Urban Design chapter of this Plan;*

- The Business Office is proposed to be located within the existing commercial building.

- No exterior alterations are proposed to the north facade of the existing commercial building where the Business Office is to be located.

- *(b) the provision of appropriate landscaping or other buffers to enhance:*

  - *(i) all parking lots, and outdoor loading, storage and service areas; and*

    - The provision of landscaping or other buffers for the proposed parking area will be addressed through the Site Plan Approval process.
    - The applicant has requested that the zoning exception include a provision reducing the minimum parking area separation from the north interior lot line from 0.90 metres to 0.00 metres to allow for the proposed parking area to connect to the parking area at 7755 Tecumseh Road East.

      - The Planning Department has no objection to this request, being that there is an access easement over 7755 Tecumseh Road East in favour of the Subject Property.

    - The applicant has also requested that the zoning exception include a provision reducing the minimum parking area separation from a building wall in which is located a main pedestrian entrance facing the parking area from 2.00 metres to 0.00 metres to accommodate the proposed parking area.

      - The Planning Department is recommending that the parking area separation be reduced to 0.74 metres, being the separation distance shown on the submitted Conceptual Plans.

  - *(c) motorized vehicle access is oriented in such a manner that traffic will be discouraged from using Local Roads where other options are available; and*

    - Existing vehicular accesses off Annie Street and Meadowbrook Lane and Sycamore Drive will be utilized.

  - *(d) pedestrian and cycling access is accommodated in a manner that is distinguishable from the access provided to motorized vehicles and is safe and convenient.*

    - Pedestrian and cycling access will be addressed through the Site Plan Approval process.

Chapter 11 - Tools:

Land use compatibility throughout Windsor is an implementation goal to be achieved when administering a planning tool under this Chapter. Compatibility between land uses is also an objective of the Zoning By-law Amendment planning tool (Policy 11.6.1.2).

- Land use compatibility was considered as part of the evaluation of the applicable Official Plan and PPS policies referenced herein.

Policy 11.6.3.3 states:

- *When considering applications for Zoning By-law amendments, Council shall consider the policies of this Plan and will, without limiting the generality of the foregoing, consider such matters as the following:*
    - *(a) The relevant evaluation criteria contained in the Land Use Chapter of this Plan, Volume II: Secondary Plans & Special Policy Areas and other relevant standards and guidelines;*
    - *(b) Relevant support studies;*
    - *(c) The comments and recommendations from municipal staff and circularized agencies;*
    - *(d) Relevant provincial legislation, policies and appropriate guidelines; and*
    - *(e) The ramifications of the decision on the use of adjacent or similar lands.*
        - This amendment is not anticipated to have any ramifications on the use of adjacent or similar lands.

The aforesaid matters were considered as part of the evaluation of the applicable Official Plan and PPS policies referenced herein.

Zoning By-Law

Relevant excerpts from Zoning By-law 8600 are *attached* as Appendix D.

The subject property is within a CD3.3 zone of Zoning By-law 8600, which does not permit Dwelling Units in a Combined Use Building or a Multiple Dwelling use.

The applicant is requesting an amendment to Zoning By-law 8600 to change the zoning by adding a zoning exception to allow for the conversion and expansion of the existing commercial building to a Combined Use Building containing a 13-unit Multiple Dwelling and a ground floor Business Office with a new seven-space parking area having access to Annie Street via an existing easement over 7755 Tecumseh Road East.

The zoning exception is requested to add Dwelling Units in a Combined Use Building and Multiple Dwelling as additional permitted main uses and an Amenity Area - Per Dwelling Unit - minimum of 12.0 m^2 per unit provision to the CD3.3 zoning, and provide relief from the following parking area provisions:

- Reduction in minimum parking area separation from the north interior side lot line from 0.90 metres to 0.00 metres.

- Reduction in minimum parking area separation from a building wall in which is located a main pedestrian entrance from 2.00 metres to 0.00 metres.

The applicant has submitted a Planning Rationale Report (PRR) in support of the requested amendment. The PRR has been considered and is supported in this report in conjunction with the provisions being recommended by the Planning Department herein.

No other zoning deficiencies have been identified or supported.

A draft amending by-law is attached as Appendix F. Subsection 24 (1) of the *Planning Act*, R.S.O. 1990, c. P.13., prohibits a by-law from being passed that does not conform with the Official Plan. As discussed through the Official Plan section herein, the proposed amendment conforms to the applicable policies of the Official Plan.

Risk Analysis:

N/A

Climate Change Risks

Climate Change Mitigation:

Residential intensification minimizes the impact on the community greenhouse gas emissions. Development within existing communities and neighbourhoods while using currently available infrastructure such as sewers, sidewalks, and public transit helps to mitigate development impact.

Situating development in areas with access to active transportation and transit increases the likelihood of residents utilizing various non-vehicular means of utilitarian transportation which collectively reduced the amount of greenhouse gas emissions within the City of Windsor.

Climate Change Adaptation:

N/A

Financial Matters:

N/A

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 E herein.

There are no objections to the proposed amendment.

The applicant hosted an open house (in-person and virtual) on December 5, 2024, at the Subject Property. Notice of the open house was issued to owners of properties within 200.0 metres of the Subject Property. The open house was not attended, and no comments were received by phone, letters or email.

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.

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 the" *Provincial Planning Statement 2024*. The recommended zoning amendment has been evaluated for consistency with the *Provincial Planning Statement 2024* and conformity with the policies of the City of Windsor Official Plan.

The recommended Zoning By-law amendment is consistent the PPS, conforms with the policy direction of the City of Windsor Official Plan, is compatible with existing and permitted uses in the surrounding neighbourhood and constitutes good planning.

Planning Act Matters:

Brian Nagata, MCIP, RPP
Planner III - Development (A)

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 Professional Planner and have reviewed as a Corporate Team Leader

JP RM

Approvals:

Name	Title
Brian Nagata	Planner III - Development (A)
Greg Atkinson	Deputy City Planner - Development
Aaron Farough	Senior Legal Counsel, Legal & Real Estate
Neil Robertson	City Planner
Jelena Payne	Deputy CAO/Commissioner, Economic Development
Ray Mensour	Chief Administrative Officer

Appendices:

1 Appendix A - Conceptual Plans
2 Appendix B - Site Images
3 Appendix C - Excerpts from Official Plan

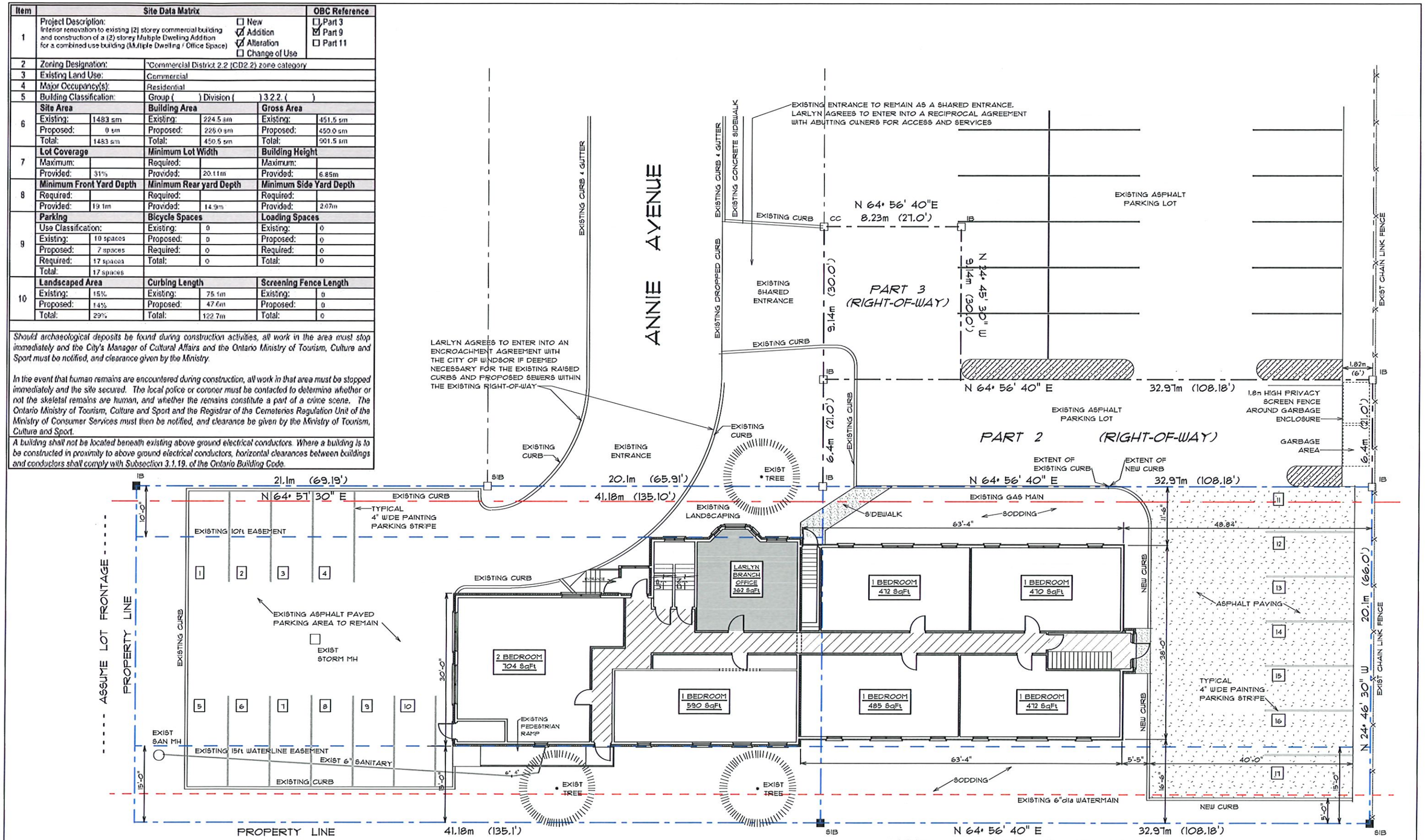
4 Appendix D - Excerpts from Zoning By-law 8600
5 Appendix E - Consultations
6 Appendix F - Draft Amending By-law
7 Appendix G - Planning Rationale Report

Item	Site Data Matrix						OBC Reference
1	Project Description: Interior renovation to existing (2) storey commercial building and construction of a (2) storey Multiple Dwelling Addition for a combined use building (Multiple Dwelling / Office Space)		☐ New ☑ Addition ☑ Alteration ☐ Change of Use				☐ Part 3 ☑ Part 9 ☐ Part 11
2	Zoning Designation:		"Commercial District 2.2 (CD2.2) zone category				
3	Existing Land Use:		Commercial				
4	Major Occupancy(s):		Residential				
5	Building Classification:		Group ( ) Division ( ) 3.2.2. ( )				
6	**Site Area**		**Building Area**		**Gross Area**		
	Existing:	1483 sm	Existing:	224.5 sm	Existing:	451.5 sm	
	Proposed:	0 sm	Proposed:	226.0 sm	Proposed:	450.0 sm	
	Total:	1483 sm	Total:	450.5 sm	Total:	901.5 sm	
7	**Lot Coverage**		**Minimum Lot Width**		**Building Height**		
	Maximum:		Required:		Maximum:		
	Provided:	31%	Provided:	20.11m	Provided:	6.85m	
8	**Minimum Front Yard Depth**		**Minimum Rear yard Depth**		**Minimum Side Yard Depth**		
	Required:		Required:		Required:		
	Provided:	19.1m	Provided:	14.9m	Provided:	2.07m	
9	**Parking**		**Bicycle Spaces**		**Loading Spaces**		
	Use Classification:		Existing:	0	Existing:	0	
	Existing:	10 spaces	Proposed:	0	Proposed:	0	
	Proposed:	7 spaces	Required:	0	Required:	0	
	Required:	17 spaces	Total:	0	Total:	0	
	Total:	17 spaces					
10	**Landscaped Area**		**Curbing Length**		**Screening Fence Length**		
	Existing:	15%	Existing:	75.1m	Existing:	0	
	Proposed:	14%	Proposed:	47.6m	Proposed:	0	
	Total:	29%	Total:	122.7m	Total:	0	

Should archaeological deposits be found during construction activities, all work in the area must stop immediately and the City's Manager of Cultural Affairs and the Ontario Ministry of Tourism, Culture and Sport must be notified, and clearance given by the Ministry.

In the event that human remains are encountered during construction, 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 Ontario Ministry of Tourism, Culture and Sport and the Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer Services must then be notified, and clearance be given by the Ministry of Tourism, Culture and Sport.

A building shall not be located beneath existing above ground electrical conductors. Where a building is to be constructed in proximity to above ground electrical conductors, horizontal clearances between buildings and conductors shall comply with Subsection 3.1.19. of the Ontario Building Code.



SITE CONCEPT PLAN

SCALE: 1" = 30'

REVISIONS			REVISIONS		
No.	DATE	DESCRIPTION	No.	DATE	DESCRIPTION
1	2025.09.09	STAGE 2 SITE CONSULTATION LETTER REVISIONS	7		
2			8		
3			9		
4			10		
5			11		
6			12		

GENERAL NOTES:

1.) THESE DRAWINGS ARE NOT TO BE SCALED
2.) THESE DRAWINGS SHOW INTENT ONLY OR EXISTING CONDITIONS AND MAY NOT REFLECT EXACT CONDITIONS OR LOCATIONS
3.) CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS ON JOB AND BE RESPONSIBLE FOR SAME AND REPORT ANY DISCREPANCIES TO THE CONSULTANT BEFORE COMMENCING ANY CONSTRUCTION
4.) ALL WORK OF THE CONTRACT SHALL BE IN ACCORDANCE WITH CURRENT EDITION OF THE ONTARIO BUILDING CODE, NATIONAL BUILDING CODE AND LOCAL MUNICIPAL BUILDING DEPARTMENT

PROJECT NORTH

Larlyn PROPERTY MANAGEMENT LTD. PARTNERS IN MANAGEMENT SOLUTIONS

CONSULTANT:

OFFICE / RESIDENTIAL USE DEVELOPMENT
2525 ANNIE STREET
WINDSOR ONTARIO

DRAWING TITLE: SITE CONCEPT PLAN SITE MATRIX

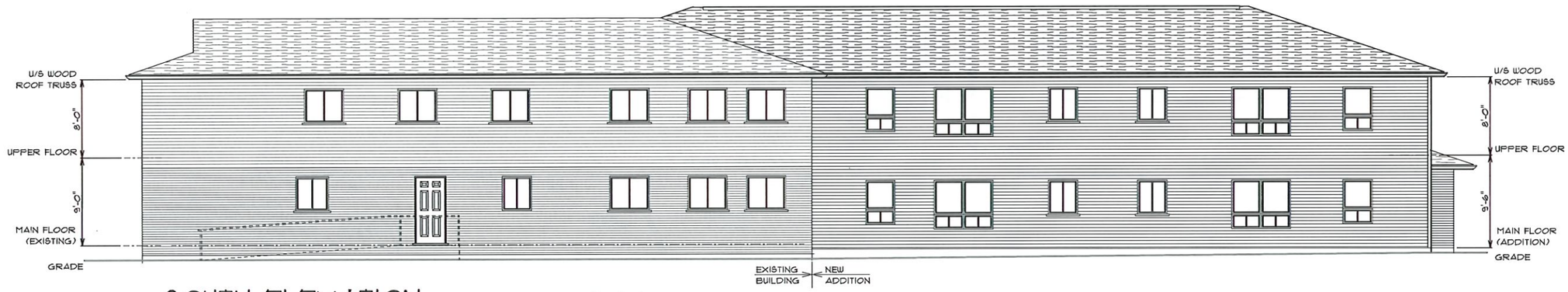
DRAWN BY	BPVC
CHECKED	
SCALE	AS NOTED
DATE	2025.06.2
REVISED	2025.09.09
FILE No.	
PROJECT No.	24-015
REV. No.	1
DRWG No.	SK1

24"x36" DRWG SHT - ARCH D



NORTH ELEVATION

SCALE: 3/16" = 1'-0"



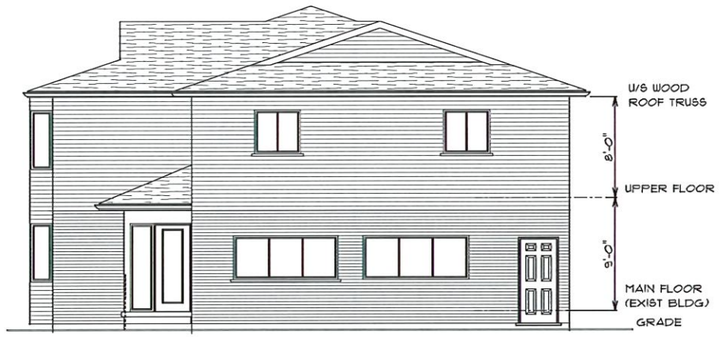
SOUTH ELEVATION

SCALE: 3/16" = 1'-0"



EAST ELEVATION

SCALE: 3/16" = 1'-0"



WEST ELEVATION

SCALE: 3/16" = 1'-0"

REVISIONS			REVISIONS		
No.	DATE	DESCRIPTION	No.	DATE	DESCRIPTION
1			7		
2			8		
3			9		
4			10		
5			11		
6			12		

GENERAL NOTES:

1.) THESE DRAWINGS ARE NOT TO BE SCALED
2.) THESE DRAWINGS SHOW INTENT ONLY OR EXISTING CONDITIONS AND MAY NOT REFLECT EXACT CONDITIONS OR LOCATIONS
3.) CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS ON JOB AND BE RESPONSIBLE FOR SAME AND REPORT ANY DISCREPANCIES TO THE CONSULTANT BEFORE COMMENCING ANY CONSTRUCTION
4.) ALL WORK OF THE CONTRACT SHALL BE IN ACCORDANCE WITH CURRENT EDITION OF THE ONTARIO BUILDING CODE AND LOCAL MUNICIPAL BUILDING DEPARTMENT

Larlyn PROPERTY MANAGEMENT LTD.

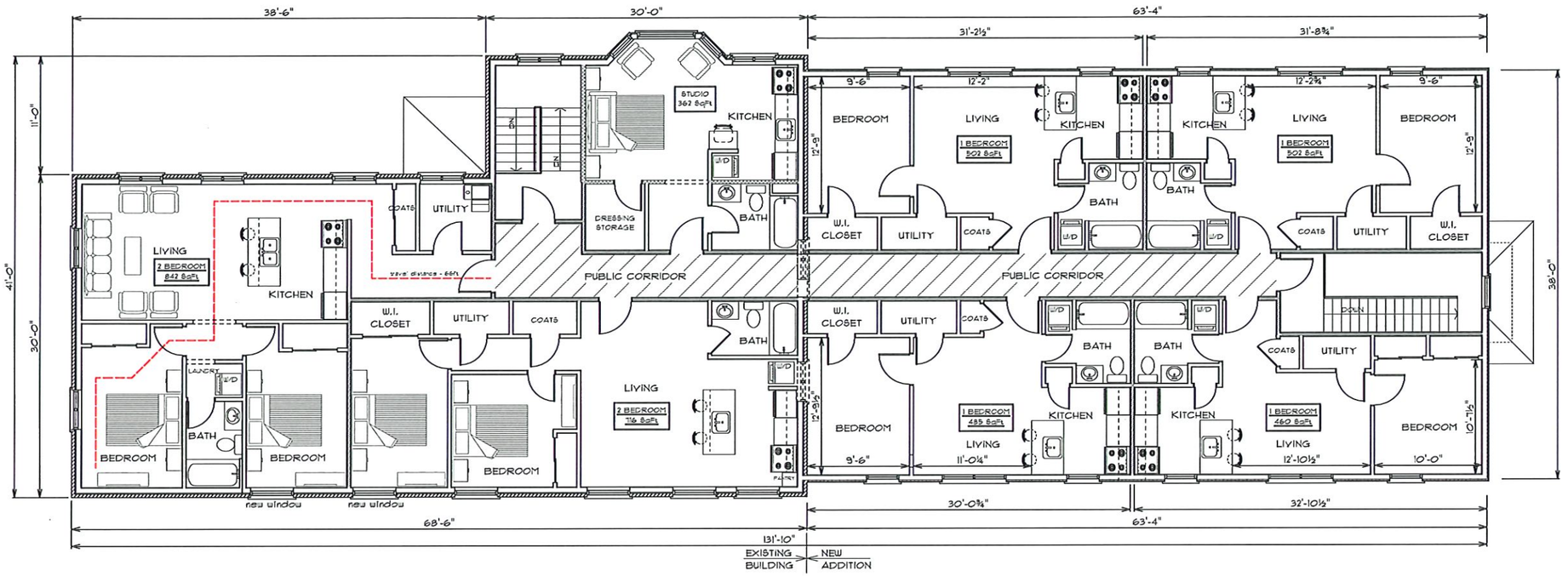
CONSULTANT:

OFFICE / RESIDENTIAL USE DEVELOPMENT
2525 ANNIE STREET
WINDSOR ONTARIO

DRWG TITLE: BUILDING ELEVATIONS

DRAWN BY: BPUC	PROJECT No.: 24-015
CHECKED	
SCALE: AS NOTED	REV. No.
DATE: 2025.06.12	
REVISED	DRWG No.: SK3
FILE No.	

24"x36" DRWG SHT - ARCH D

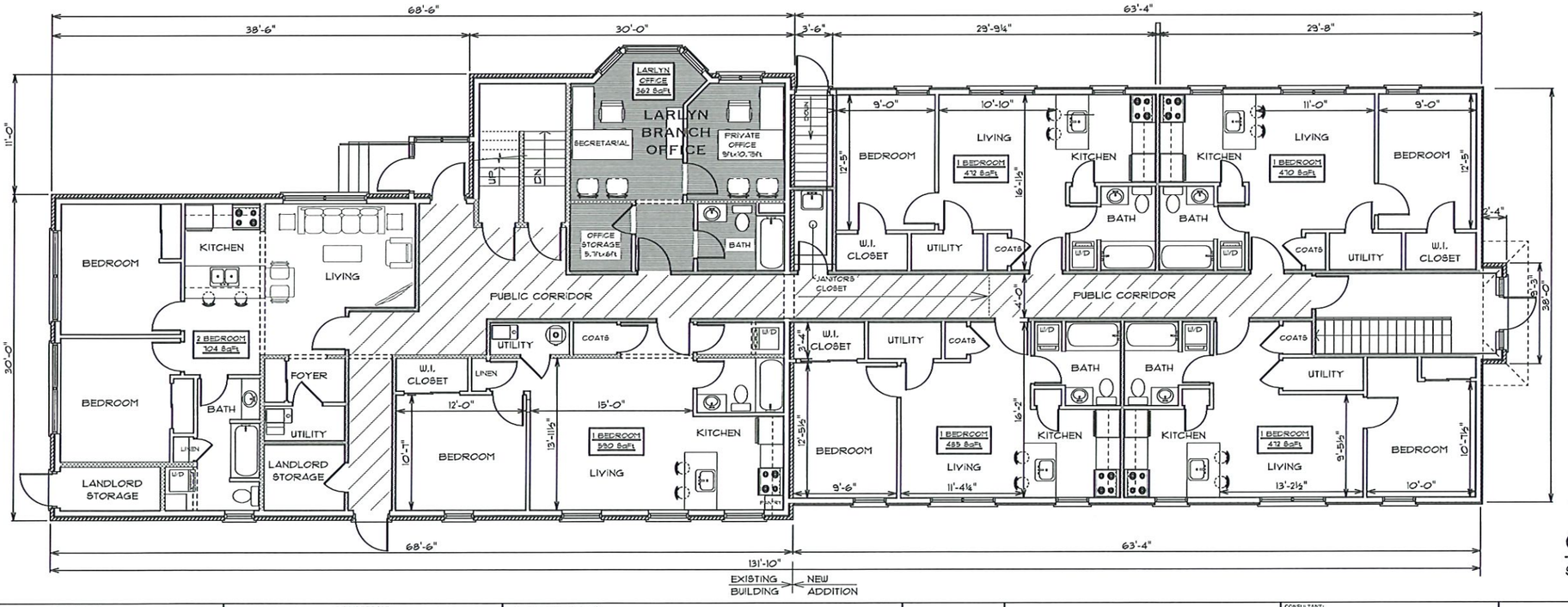


1 - STUDIO UNIT	362sf (33.6sm)
1 - 1 BEDROOM UNIT	460sf (42.7sm)
1 - 1 BEDROOM UNIT	485sf (45.1sm)
2 - 1 BEDROOM UNITS	502sf (46.6sm)
1 - 2 BEDROOM UNIT	716sf (66.5sm)
1 - 2 BEDROOM UNIT	842sf (78.2sm)

7 APT UNITS TOTAL - UPPER FLOOR

UPPER FLOOR PLAN

SCALE: 3/16" = 1'-0"



1 - OFFICE COMPONENT	362sf (33.6sm)
1 - 1 BEDROOM UNIT	470sf (43.7sm)
2 - 1 BEDROOM UNIT	472sf (43.9sm)
1 - 1 BEDROOM UNIT	485sf (45.1sm)
1 - 1 BEDROOM UNIT	590sf (54.8sm)
1 - 2 BEDROOM UNIT	702sf (65.2sm)

6 APT UNITS TOTAL - GROUND FLOOR

GROUND FLOOR PLAN

SCALE: 3/16" = 1'-0"

REVISIONS			REVISIONS		
No.	DATE	DESCRIPTION	No.	DATE	DESCRIPTION
1			7		
2			8		
3			9		
4			10		
5			11		
6			12		

GENERAL NOTES:

1.) THESE DRAWINGS ARE NOT TO BE SCALED
2.) THESE DRAWINGS SHOW INTENT ONLY OF EXISTING CONDITIONS AND MAY NOT REFLECT EXACT CONDITIONS OR LOCATIONS
3.) CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS ON JOB AND BE RESPONSIBLE FOR SAME AND REPORT ANY DISCREPANCIES TO THE CONSULTANT BEFORE COMMENCING ANY CONSTRUCTION
4.) ALL WORK OF THE CONTRACT SHALL BE IN ACCORDANCE WITH CURRENT EDITION OF THE ONTARIO BUILDING CODE, NATIONAL BUILDING CODE AND LOCAL MUNICIPAL BUILDING DEPARTMENT

PROJECT NORTH

Larlyn PROPERTY MANAGEMENT LTD. PARTNERS IN MANAGEMENT SOLUTIONS

CONSULTANT:

OFFICE / RESIDENTIAL USE DEVELOPMENT
2525 ANNIE STREET
WINDSOR ONTARIO

DRG TITLE:
GROUND FLOOR PLAN LAYOUT
UPPER FLOOR PLAN LAYOUT

DRAWN BY	PROJECT No.
BPJC	24-015
CHECKED	
SCALE: AS NOTED	REV. No
DATE: 2025.06.12	
REVISED	DRWG No.
FILE No.	SK2

24"x36" DRWG SHT - ARCH D

APPENDIX "B"
Site Photos

(Google Street View - June 2025)



Figure 1 - Looking east towards subject property from Meadowbrook Lane



Figure 2 - Looking south towards subject property from Annie Street

APPENDIX "C"
Excerpts from Official Plan

6. Land Use

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. As such, the Land Use chapter of this Plan promotes a compact urban form and directs compatible development to appropriate locations within existing and future neighbourhoods.

This chapter of the Official Plan provides goals, objectives and policies for the land use designations identified on Schedule D: Land Use and Schedule E: City Centre Planning District and should be read in conjunction with the other parts of the Plan.

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.
RESIDENTIAL	6.1.3	Housing suited to the needs of Windsor's residents.
MIXED USE	6.1.10	Pedestrian oriented clusters of residential, commercial, employment and institutional uses.
RESIDENTIAL INTENSIFICATION	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. **(added by OPA #159 – APPROVED July 11, 2022, B/L# 100-2022)**

6.3 Residential

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

The following objectives and policies establish the framework for development decisions in Residential areas.

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 OPA#159 - APPROVED July 11, 2022, B/L#100-2022)**

6.3.2 Policies

In order to facilitate the orderly development and integration of housing in Windsor, the following policies shall apply.

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. High Profile Residential Buildings shall be directed to locate in the City Centre, Mixed Use Centres and Mixed Use Corridors. **(Added by OPA #159 – APPROVED July 11, 2022 , B/L# 100-2022)**
TYPES OF LOW PROFILE HOUSING	6.3.2.3	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.

LOCATIONAL CRITERIA 6.3.2.4

Residential intensification shall be directed to the Mixed Use Nodes and areas in 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.

(Added by OPA #159 – APPROVED July 11, 2022, B/L# 100-2022)

EVALUATION CRITERIA FOR A NEIGHBOURHOOD DEVELOPMENT PATTERN 6.3.2.5

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:

(iv) where traffic generation and distribution is a provincial or municipal concern; and

(c) In existing neighbourhoods, compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and amenity areas.

(d) provided with adequate off street parking;

(e) capable of being provided with full municipal physical services and emergency services; and

NEIGHBOURHOOD COMMERCIAL DEFINITION 6.3.2.8 For the purposes of this Plan, Neighbourhood Commercial uses include commercial uses which are intended to primarily serve the day to day needs of residents within the immediate neighbourhood or neighbourhoods;
(Added by OPA #106 – November 6, 2015, B/L 143-2015)

NEIGHBOURHOOD COMMERCIAL EVALUATION CRITERIA 6.3.2.9 Neighbourhood Commercial uses shall be encouraged to locate in Mixed Use Corridors and Mixed Use Nodes as shown on Schedule D. Ideally, these uses would form part of a multi-use building with residential uses located above or behind the non-residential uses on the street front. **(Added by OPA #159 – APPROVED July 11, 2022, B/L# 100-2022)**

At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed Neighbourhood Commercial development within a designated Residential area is:

(a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses:

(iv) where traffic generation and distribution is a provincial or municipal concern;

(c) compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and landscaped areas;

(d) capable of being provided with full municipal physical services and emergency services; and

(e) provided with adequate off-street parking.

ANCILLARY USE DESIGN GUIDELINES 6.3.2.10 The following guidelines shall be considered when evaluating the proposed design of an ancillary use:

(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, storage and service areas; and

(ii) the separation between the use and adjacent uses, where appropriate;

(c) motorized vehicle access is oriented in such a manner that traffic will be discouraged from using Local Roads where other options are available; and

(d) pedestrian and cycling access is accommodated in a manner that is distinguishable from the access provided to motorized vehicles and is safe and convenient.

11 Tools

This chapter was amended as part of Official Plan Amendments #84 as part of a 5-year review of the Official Plan. Official Plan Amendment #84 was approved by the Ministry of Municipal Affairs and Housing on 07/09/2012.

11.6 Zoning

A municipality can regulate the use and development of lands, buildings and other structures under the zoning provisions of the *Planning Act*.

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.

REVIEW PROCEDURE

11.6.3.2 All applications for Zoning By-law amendments shall be processed in accordance with the provisions of the *Planning Act*, and regulations pursuant thereto, and the procedural requirements of this Plan. In general, after an applicant's pre-application consultation meeting with municipal staff and submission of an application that is determined to be complete, all applications shall: **Added by OPA 65 – 10/22/2007– By-law 192-2007**

(a) Be circulated to appropriate agencies and those agencies be provided with sufficient time to respond; **Added by OPA 65 – 10/22/2007– By-law 192-2007**

(b) Be advertised and be presented to the public and the views of the public ascertained at a public meeting to be held in accordance with the Planning Act; and **Added by OPA 65 – 10/22/2007– By-law 192-2007**

(c) Be given due and thorough consideration by Council. **Added by OPA 65 – 10/22/2007– By-law 192-2007**

EVALUATION CRITERIA

11.6.3.3 When considering applications for Zoning By-law amendments, Council shall consider the policies of this Plan and will, without limiting the generality of the foregoing, consider such matters as the following:

(a) The relevant evaluation criteria contained in the Land Use Chapter of this Plan, Volume II: Secondary Plans & Special Policy Areas and other relevant standards and guidelines;

(b) Relevant support studies;

(c) The comments and recommendations from municipal staff and circularized agencies;

(d) Relevant provincial legislation, policies and appropriate guidelines; and

(e) The ramifications of the decision on the use of adjacent or similar lands.

APPENDIX "D"
Excerpts from Zoning By-law 8600

SECTION 16 - COMMERCIAL DISTRICTS 3. (CD3.)

[ZNG/3590; ZNG/5271]

(B/L 8614 Jun 23/1986; B/L 9057 Jul 7/1987; B/L11780 Mar 28/1994; B/L 11828 May 30/1994; B/L 162-1998 Jun 24/1998; B/L 177-2001 Jun 12/2001; B/L 33-2001 Oct 23/2001 OMB Order 1716 PL010233; B/L 370-2001 Nov 15/2001; B/L 168-2002 Jul 18/2002; B/L 363-2002 Dec 31/2002; B/L 375-2004 Dec 21/2004; B/L 232-2006 Jan 18/2007; B/L 154-2008 Sep 30/2008; B/L 64-2009 Aug 10/2009; B/L 164-2010 Nov 17/2010; B/L 31-2013 Mar 28/2013; B/L 48-2014 Apr 15/2014; B/L 7-2018 Feb 23/2018; B/L 93-2022 Jun 13/2022)

16.3 COMMERCIAL DISTRICT 3.3 (CD3.3)

16.3.1 PERMITTED USES

Ambulance Service
Automobile Repair Garage
Bakery
Business Office
Child Care Centre
Commercial School
Confectionery
Food Outlet – Drive-Through
Food Outlet – Take-Out
Funeral Home
Garden Centre
Gas Bar
Hotel
Medical Appliance Facility
Medical Office
Micro-Brewery
Parking Garage
Personal Service Shop
Place of Entertainment and Recreation
Place Of Worship
Print Shop
Professional Studio
Public Hall
Public Parking Area
Repair Shop – Light
Restaurant
Restaurant with Drive-Through
Retail Store
Service Station

Temporary Outdoor Vendor's Site
Veterinary Office
Warehouse
Wholesale Store
Workshop
Existing Automobile Collision Shop
Existing Industrial Use
Existing Motor Vehicle Dealership
Any use accessory to any of the above uses.
An Outdoor Storage Yard is prohibited, save and except with the following main uses:
Ambulance Service, Garden Centre, Temporary Outdoor Vendor's Site, Existing Automobile Collision Shop, Existing Industrial Use, Existing Motor Vehicle Dealership.

16.3.5 PROVISIONS

.4	Building Height – maximum	20.0 m
.10	Gross Floor Area – maximum	
	a) Bakery or Confectionary	500.0 m^2
	b) Workshop – Percent of the gross floor area of the Retail Store or Wholesale Store	200.0%

.26 A Temporary Outdoor Vendor's Site is prohibited in a Business Improvement Area.

SECTION 25 - PARKING AREA PROVISIONS

[ZNG/4249]

(B/L 9057 Jul 7/1987; B/L 12429 Jan 8/1996; B/L 33-2001 Oct 23/2001 OMB Order 1716 PL010233; B/L 370-2001 Nov 15/2001; B/L 167-2003 Jun 27/2003; B/L 167-2003 Jun 27/2003; B/L 132-2011 Aug 5/2011; B/L 53-2012 Jun 1/2012; B/L 18-2015 Mar 4/2015)

25.5.20 PARKING AREA SEPARATION

.1 A parking area separation shall be provided as shown in Table 25.5.20.1:

TABLE 25.5.20.1 – PARKING AREA SEPARATION

PARKING AREA FROM		MINIMUM SEPARATION
.1	Huron Church Road between the south limit of College Avenue and the north limit of the EC Row Expressway	10.00 m
	Save and except for Parts 4 and 5, Plan 12R-12366 and Part Lots 1346 to 1360, Part Lot 1820 and Part Block A, Registered	3.00 m

	Plan 1059 (situated on the west side of Huron Church Road, north of Tecumseh Road West)	
.2	Any other street	3.00 m
.3	An interior lot line or alley	0.90 m
.4	A rear lot line on a lot located in a Commercial District 3.9	10.00 m
.5	A building wall in which is located a main pedestrian entrance facing the parking area	2.00 m
.6	A building wall containing a habitable room window or containing both a main pedestrian entrance and a habitable room window facing the parking area where the building is located on the same lot as the parking area	4.50 m

.5 The area forming the parking area separation shall be maintained exclusively as a landscaped open space yard.

APPENDIX "E"
Consultations

BUILDING DEPARTMENT

Comments to Planning Consultation Stage 1 Application (PC-105/24)

Ontario Building Code References:

9.10.20.3. Fire Department Access to Buildings

(1) Access for fire department equipment shall be provided to each *building* by means of a *street*, private roadway or yard. (See Appendix A.)

(2) Where access to a *building* as required in Sentence (1) is provided by means of a roadway or yard, the design and location of such roadway or yard shall take into account connection with public thoroughfares, weight of firefighting equipment, width of roadway, radius of curves, overhead clearance, location of fire hydrants, location of fire department connections and vehicular parking.

A-9.10.20.3.(1) Fire Department Access Route Modification.
In addition to other considerations taken into account in the planning of fire department access routes, special variations could be permitted for a house or residential building that is protected with an automatic sprinkler system. The sprinkler system must be designed in accordance with the appropriate NFPA standard and there must be assurance that water supply pressure and quantity are unlikely to fail. These considerations could apply to buildings that are located on the sides of hills and are not conveniently accessible by roads designed for fire fighting equipment and also to infill housing units that are located behind other buildings on a given property.

Appendix A • Volume 2 **Page 131**

[David Dean - Manager of Building Engineer/Architect]

CALDWELL FIRST NATION COMMUNITY

No comments provided

ENGINEERING - DEVELOPMENT

We have reviewed the subject Rezoning application and have the following comments:

Sewers The site may be serviced by a 250mm sanitary sewer and a 450mm storm sewer located within Sycamore Drive right-of-way. If possible existing connections should be utilized. Any redundant connections shall be abandoned in accordance with the City of Windsor Engineering Best Practice B.P 1.3.3.

A Video Inspection Report submitted by Haddad Morgan and Associates Ltd. on June 5, 2025, confirms that existing sanitary storm and sewer connections exist to the subject property and outlet to Sycamore drive, and that both connections have adequate capacity requirements for the subject site.

A sanitary sampling manhole may be required on any new sanitary connection at the property line to the satisfaction of the City Engineer, if one does not already exist.

The applicant will be required to submit, prior to the issuance of permits, a stormwater management plan in accordance with Windsor Essex Region Stormwater Management Standards Manual, restricting stormwater runoff to pre development levels. This will include, at a minimum:

- Submission of stormwater management review fee,
- Stormwater management report stamped by a professional engineer
- Site servicing drawings stamped by a professional engineer
- Stormwater management check list (see link below)
- For more information of SWM requirements, visit: link

https://essexregionconservation.ca/wp-content/uploads/2018/12/WE-Region-SWM-Standards-Manual.pdf.

https://www.citywindsor.ca/

Right-of-Way Sycamore Drive is classified as Local Residential Road according to the Official Plan requiring a right-of-way width of 20.10m; the current right-of-way is 20.10m therefore, no conveyance is required at this time.

Proper Agreement for Access and/or Services - If any portion of the driveway or sewer connections will be shared with the adjacent property, said items must be identified on the drawing.

- Current concept drawing currently shows existing access through 7755 Tecumseh Road East as Right-of-Way.
- Please verify that 12R-18901 Parts 2 and 3 are classified as Right-of-Way. If not, reciprocal access agreement will be required.

In summary we have no objection to the proposed development, subject to the following requirements:

Sanitary Sampling Manhole - The owner agrees for all non-residential uses, to install a sanitary sampling manhole accessible at the property line of the subject lands to the City Engineer at all times. The determination of the requirement or interpretation if a sampling manhole exists or exceptions to such, will be to the satisfaction of the City Engineer.

Proper Agreement for Access &/or Services - The owner agrees to enter a reciprocal agreement with the abutting property owners for access and services.
In summary we have no objection to the proposed development, subject to the following requirements:

If you have any further questions or concerns, please contact Daniel Lopez, of this department at dlopez@citywindsor.ca.

[Daniel Lopez - Development Engineer]

ENGINEERING - R.O.W.

Required Drawing Revisions:

1. **Encroachment Agreement** - There are existing and proposed items encroaching into the right-of-way, which require either removal or an encroachment agreement to legalize said items.

    a. Modify drawings to remove encroaching items or identify that an encroachment agreement with the City of Windsor will be required for the raised curbs, sanitary and storm sewers.

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.

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 (i.e. raised curbs off Annie Avenue, and storm and sanitary sewer connections off Sycamore Drive and Meadowbrook Lane) to the satisfaction of the City Engineer.

Proper Agreement for Access &/or Services - The owner agrees to enter into a reciprocal agreement with the abutting property owners for access and services.

If you have any further questions or concerns, please contact Karen Kong, of this department at kkong@citywindsor.ca.

[Mark Schaffhauser - Technologist III]

ENWIN UTILITIES LTD. - HYDRO ENGINEERING

Comments to Planning Consultation Stage 1 Application (PC-105/24)

No objection provided adequate clearances are achieved and maintained. Take note of the ENWIN owned hydro poles to the north west of the property, carrying overhead and lateral primary, secondary and communication conductors, and underground primary conductors running along the south east of the property. Also take note of the streetlight poles surrounding the property.

Be advised: There are underground primary conductors mentioned above may require relocation/removal or accommodations in design if adequate clearance cannot be achieved after locates are performed. Removal or relocations would be at the customer's cost.

[Jeremy Allossery - Hydro Engineering Technologist]

ENWIN UTILITIES LTD. - WATER ENGINEERING

Comments to Planning Consultation Stage 1 Application (PC-105/24)

ENWIN Water has no objections.

There is an existing 15-foot Windsor Utilities Commission water easement along the south property line with a 6 inch watermain inside the easement.

The proposed new lot would require a water service. The only watermain near the lot would be within the water easement.

[Bruce Ogg - Water Project Review Officer]

FORESTRY

Comments to Planning Consultation Stage 1 Application (PC-105/24)

There are no City owned trees on this lot.

There are several Private trees on this lot in close proximity to the existing building.

The owner/developer is requested to provide a detailed tree inventory for all live trees over 10cm DBH on the lot, both city and privately owned. The inventory should identify ownership and provide sub-meter accuracy GPS location, species, diameter (DBH) and condition for each tree. For trees in proximity to a roadway, less than 10m, GPS location should be taken on the nearest road-side of the tree. Indication should be made for each tree if it is to be preserved & protected or removed during development. A qualified Arborist, Urban Forester or Landscape Architect should conduct the tree survey.

Forestry will require detailed site plans prior to construction that show adequate Tree Root protection zones for each individual tree if they are to be preserved on-site through the development process. Basic Tree protection includes exclusion fencing at or about the ‘drip-line’ distance for each tree. Full details regarding the protection area required and type of fencing for Tree Root protection zones can be provided by Forestry.

If the trees are not to be preserved through the development process, and a request is made that specific trees be removed, the Removal & Canopy Replacement costs will be calculated based on a Diameter-for-Diameter replacement ratio for both City owned and Private trees.

Forestry requests the opportunity to review landscaping plans in order to provide comment and suggestion that would maximize future on-site Tree Canopy and City-wide Tree Canopy Resilience.

Please let us know if you have any further questions regarding Tree Protection and Replacement issues. Forestry will continue to monitor the progress of this construction work.

[Yemi Adeyeye - Manager of Forestry & Natural Areas]

PLANNING DEPARTMENT - SITE PLAN CONTROL

Comments to Planning Consultation Stage 1 Application (PC-105/24)

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 at time of development.

[Jacqueline Cabral - Clerk Steno]

TRANSPORTATION PLANNING

Comments to Planning Consultation Stage 1 Application (PC-105/24)

Parking Study

All parking must comply with ZBL 8600 for retained lot, severed lot and 7555 Tecumseh Rd, individually. Otherwise, a Parking Study is required.

GFA and intended/current use of commercial units should be provided.

Parking Study - Scope/Definition

The purpose/scope of the parking study, prepared by a qualified transportation consultant, is to indicate that the supply given will meet the demand required for the proposed use of the development. This should include justification on the deviation from the by-law requirements. The study may include a survey of parking demand at similar proxy sites and/or review from published sources for justification. Furthermore, this study can include changes/measures from the developer that can be implemented to result in a decrease in parking demand on the site. Overall, the applicant must demonstrate through the parking study that reduced parking standards will not negatively impact the parking supply in the area or result in spill-over parking in adjacent areas.

[Elara Mehrilou - Transportation Planner I]

WALPOLE ISLAND FIRST NATION

No comments provided

WINDSOR FIRE & RESCUE SERVICE

Comments to Planning Consultation Stage 1 Application (PC-105/24)

No comments provided

WINDSOR POLICE SERVICE

Comments to Planning Consultation Stage 1 Application (PC-105/24)

The Windsor Police Service has no concerns or objections with this application, provided the required easement that is necessary to ensure vehicular access to facilitate proper police emergency response gets approved. Any additional remarks relating to specific public safety and security measures can be addressed during the site plan review stage of the application process (if applicable).

[Barry Horrobin - Director of Planning & Physical Resources]

APPENDIX "F"
Draft Amending By-law

B Y - L A W N U M B E R -2025

A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600 CITED AS THE "CITY OF WINDSOR ZONING BY-LAW"

Passed the day of , 2025.

WHEREAS it is deemed expedient to further amend By-law Number 8600 of the Council of The Corporation of the City of Windsor, cited as the "City of Windsor Zoning By-law" passed the 31st day of March, 1986, as heretofore amended:

THEREFORE the Council of The Corporation of the City of Windsor enacts as follows:

1. That subsection 91.10 of Section 91, of said by-law, is amended by adding the following clause:

xxx. SOUTH SIDE OF ANNIE STREET AND EAST SIDE OF MEADOWBROOK LANE

For the lands comprising of Part of Rose Avenue (Closed by R844364 & R963716), Plan 1151; Part 1, Plan 12R-18901, PIN 01380-0155 LT & PIN 01380-0077 LT, *Dwelling Units* in a *Combined Use Building* and a *Multiple Dwelling* shall be additional permitted main uses, and the following additional provisions shall apply:

a) *Dwelling Units* in a *Combined Use Building* shall be permitted with any one or more of the following uses:

1. *Business Office*
2. *Convenience Store*
3. *Personal Service Shop*
4. *Professional Studio*

b) *Dwelling Units - maximum* 13

c) *Amenity Area - Per Dwelling Unit - minimum* 12.0 m^2 per unit

d) *Gross Floor Area - maximum*

For each *Business Office, Convenience Store, Personal Service Shop* or *Professional Studio:* 250.0 m^2

e) Notwithstanding clause .5 of Table 25.5.20.1, the minimum separation of a parking area from a building wall in which is located a main pedestrian entrance facing the parking area shall be 0.0 metres.

f) Notwithstanding clause .5 of Table 25.5.20.1, the minimum separation of a parking area from a building wall in which is located a main pedestrian entrance facing the parking area shall be 0.0 metres.

[ZDM 15; ZNG/7328]

2. The said by-law is further amended by changing the Zoning District Maps or parts thereof referred to in Section 1, of said by-law and made part thereof, so that the lands described in Column 3 are delineated by a broken line and further identified by the zoning symbol shown in Column 5:

1. Item Number	2. Zoning District Map Part	3. Lands Affected	4. Zoning Symbol	5. New Zoning Symbol
1	15	Part of Rose Avenue (Closed by R844364 & R963716), Plan 1151; Part 1, Plan 12R-18901; PIN 01380-0155 LT & PIN 01380-0077 LT (located on the south side of Annie Street and east side of Meadowbrook Lane)	CD3.3	CD3.3x(XX)

DREW DILKENS, MAYOR

CLERK

First Reading - , 2025

Second Reading - , 2025

Third Reading - , 2025

SCHEDULE 2

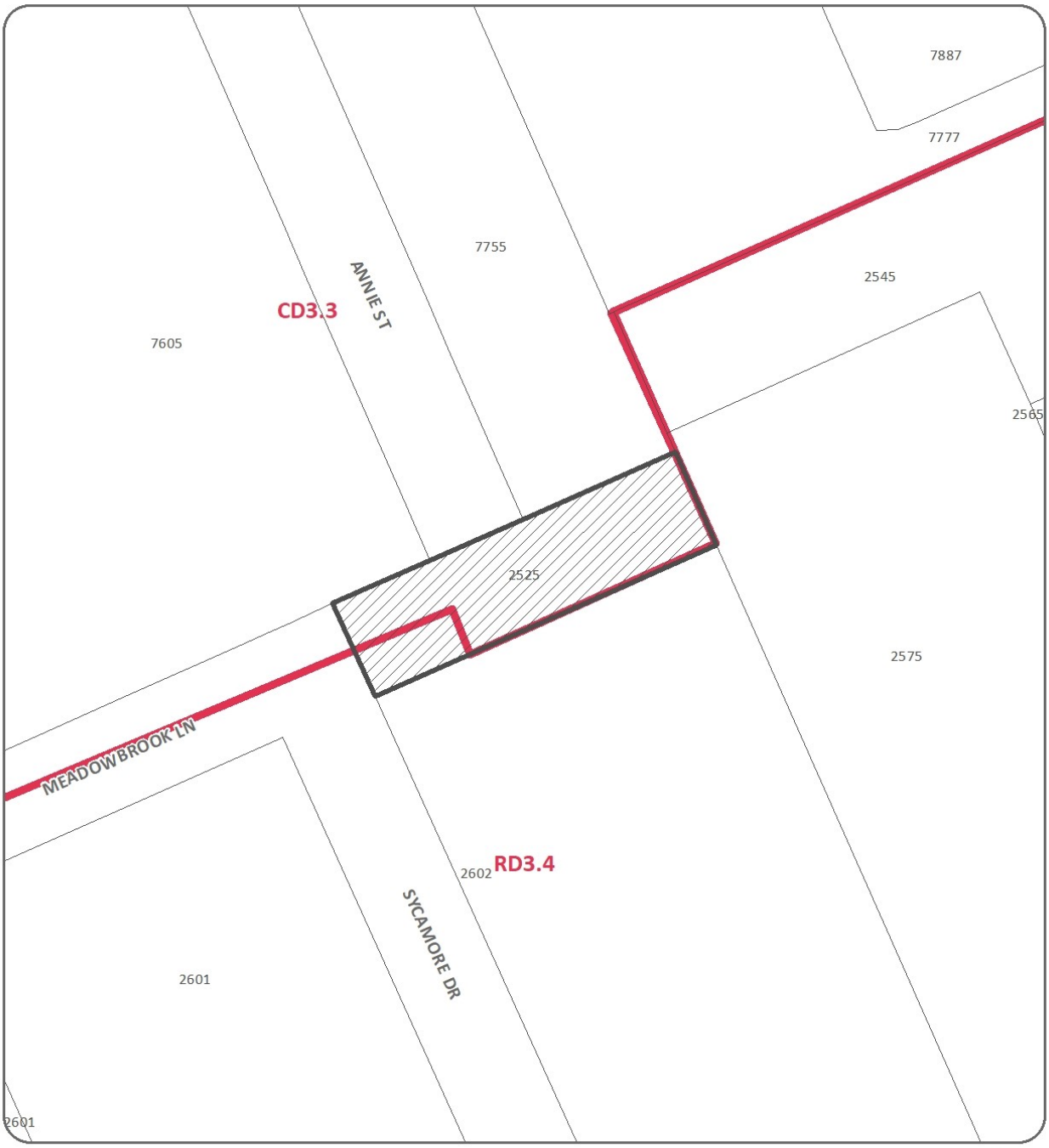
1. By-law _____ has the following purpose and effect:

   To amend the zoning of the lands located on the south side of Annie Street and east side of Meadowbrook Lane, legally described as Part of Rose Avenue (Closed by R844364 & R963716), Plan 1151; Part 1, Plan 12R-18901, PIN 01380-0155 LT & PIN 01380-0077 LT, so as to permit the development of a Combined Use Building containing a 13-unit Multiple Dwelling and a ground floor Business Office on the subject land.

   The amending by-law maintains the CD3.3 zoning on the subject land and adds a zoning exception permitting Dwelling Units in a Combined Use Building with a Business Office, Convenience Store, Personal Service Shop and/or Professional Studio and reduces the minimum parking area separation from an interior lot line or alley to 0.0 metres and minimum separation of a parking area from a building wall in which is located a main pedestrian entrance facing the parking area to 0.0 metres.

   The zoning exception also establishes a maximum number of dwelling units of 13, minimum amenity area - per dwelling unit of 12.0 m^2 per unit and maximum gross floor area for each Business Office, Convenience Store, Personal Service Shop or Professional Studio of 250.0 m^2.

2. Key map showing the location of the lands to which By-law _____applies.



PART OF ZONING DISTRICT MAP 15

N.T.S.

SCHEDULE 2

Applicant: Larylyn Holdings Inc.

SUBJECT LANDS

PLANNING & BUILDING DEPARTMENT

DATE : SEPTEMBER, 2025
FILE NO. : Z-024/25, ZNG/7328

PLANNING RATIONALE REPORT

ZONING BY-LAW AMENDMENT
FOR PROPOSED
MIXED USE DEVELOPMENT

2525 Annie Street,

City of Windsor, Ontario

September 08, 2025

Prepared by:

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

Table of Contents

1.0 INTRODUCTION 3

2.0 SITE AND SURROUNDING LAND USES 5

2.1 Legal Description, Ownership and Previous Use 5

2.2 Physical Features of the Site 6

2.2.1 Size and Site Dimension 6

2.2.2 Vegetation and Soil 7

2.2.3 Topography and Drainage 7

2.2.4 Other Physical Features 7

2.2.5 Municipal Services 8

2.2.6 Nearby Amenities 8

2.3 Surrounding Land Uses 8

3.0 PROPOSAL AND CONSULTATION 12

3.1 Development Proposal 12

3.2 Public Consultation Strategy 14

4.0 PROPOSED APPLICATION AND STUDIES 15

4.1 Zoning By-law Amendment 15

4.2 Other Applications 15

4.3 Supporting Studies 15

4.3.1 Sewer 16

5.0 PLANNING ANALYSIS 17

5.1 Policy and Regulatory Overview 17

5.1.1 Provincial Planning Statement 17

5.1.2 Official Plan 23

5.1.3 Zoning By-law 29

6.0 SUMMARY AND CONCLUSION 36

6.1 Context and Site Suitability Summary 36

6.1.1 Site Suitability 36

6.1.2 Compatibility of Design 36

6.1.3 Good Planning 36
6.1.4 Natural Environment Impacts 37
6.1.5 Municipal Services Impacts 37
6.1.6 Social, Cultural and/or Economic Conditions 37
6.2 Conclusion 37

1.0 INTRODUCTION

I have been retained by Larlyn Holdings Inc. (herein the 'Applicant'), to provide a land use Planning Rationale Report (PRR) in support of a proposed mixed use development for property located at 2525 Annie Street (herein the "Site") in the City of Windsor, Province of Ontario.

The Site is made up of 2 parcels of land with access over 2 rights-of-way within the Forest Glade Planning District (Ward 8).

The Site currently has an existing commercial building (currently vacant) and an on site parking area.

The Applicant is proposing to develop the Site for mixed use (residential and commercial).

It is proposed that a renovation and addition to the existing building be constructed.

A total of 13 residential units is proposed, with one 33.63 m2 commercial unit for a business office.

The residential units are proposed to be located on the first and second floors, and the commercial unit on the first floor.

The proposed building will be 2 storeys in height.

There is existing parking on site for 10 vehicles. Seven additional parking spaces are proposed for a total of 17 on-site parking spaces.

Stage 1 pre-consultation (City File PC-105/24) was completed by the Applicant. Comments dated October 30, 2024, and further revised on November 19, 2024, were received and have been incorporated into the proposed application.

Stage 2 pre-submission (City File PC-064/25) was completed by the Applicant. Comments dated August 22, 2024, were received and have been incorporated into the proposed application.

An application for a Zoning By-law Amendment (ZBA) is required in order to permit the proposed development, in addition to required support studies.

The purpose of the ZBA is to provide more housing through intensification while retaining some commercial use.

Once the ZBA is considered, the application will proceed with a Site Plan Control (SPC) amendment application.

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

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

2.0 SITE AND SURROUNDING LAND USES

2.1 Legal Description, Ownership and Previous Use

The Site has been owned by Larlyn Holdings Inc., since 2006.

The Site is made up of 2 parcels of land with access over 2 rights-of-way within the Forest Glade Planning District (Ward 8).

The Site was subject to a past Consent (CON) application (B-071/01).

The Site currently has an existing commercial building (currently vacant) and an on-site parking area.

The Site is an interior parcel of land on the south side of Annie Street and the east side of Meadowbrook Lane and Sycamore Drive (see the area in **yellow** in the Key Map on Figure 1a).



Figure 1a – Key Map (Source: City of Windsor GIS)

The previous use of the Site was an outdoor storage tard/gravel parking area from at least 1966 to 1983 (Part 1, 12R-18901).

Rose Avenue (west portion) was realigned between 1969-1973.

The Site is legally described and locally known as follows:

Address	ARN	Legal	PIN
2525 Annie Street, City of Windsor, Province of Ontario	070-770-00700	PT ROSE AV PL 1151 SANDWICH EAST CLOSED BY R963716 AS IN R1023061; S/T R1017560E; WINDSOR	01380-0077 (LT)
2525 Annie Street, City of Windsor, Province of Ontario	070-770-00700	PT ROSE AVE (CLOSED BY R844364) PL 1151 WINDSOR, PT 1 PL 12R18901 T/W R.O.W. OVER PTS 2 & 3 PL 12R18901 AS IN LT326049	01380-0155 (LT)

2.2 Physical Features of the Site

2.2.1 Size and Site Dimension

The Site has a total area of 1,483 m2 (0.1483) with 20.1 m frontage along Annie Street and a depth of 20.11 m.

The Site is a rectangular-shaped lot and has access from Annie Street (see street view of Site on Figure 1b).



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

2.2.2 Vegetation and Soil

The Site largely has a maintained lawn, landscaping and trees.

Soil is made up of Brookston Clay (Bc).

2.2.3 Topography and Drainage

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

The Site is part of the Little River drainage area.

The Site is not impacted by a source water protection Event Based Area (EBA).

2.2.4 Other Physical Features

There is an existing right-of-way north of the vacant Site, which provides access to Annie Street.

A portion of this Site includes parking spaces for the property to the north and will need to be removed.

There is an existing access from Annie Street to the parking area of the Site with the existing building.

There is an existing 4.57 m wide Windsor Utilities Commission water easement along the south property line.

2.2.5 Municipal Services

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

There are fire hydrants located in the area of the Site.

Streetlights and sidewalks are located in the area of the Site.

Annie Street ends in front of the Site.

There is a signalized intersection at Annie Street and Tecumseh Road East.

The Site is close to major transportation networks, including Tecumseh Road East and Lauzon Parkway.

The Site has access to transit, with the nearest bus stop (290 m) located at the corner of Annie Street and Tecumseh Road East (Stop ID: 1177, Buses #1C, 4 and 10).

2.2.6 Nearby Amenities

There are several schools close to the Site, including Roseville Public School, Forest Glade Public School Primary Learning Centre and Forest Glade Public School.

There are many parks and recreation opportunities in proximity to the Site, including Teddie Park, Hawthorne Park, Meadowbrook Park, Bush Park Field and Bush Park.

There are nearby commercial uses, such as food service, personal service shops, and retail.

There are also nearby employment lands, places of worship, libraries and local/regional amenities.

2.3 Surrounding Land Uses

Overall, the Site is located in an established build-up are of the City of Windsor with a mix of commercial and residential uses.

A site visit was conducted on October 28, 2024.

North – The lands to the north of the Site are used for commercial with frontage along Annie Street and Tecumseh Road East (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 with frontage along a private road which leads to Lauzon Road (see Photo 2 – East).



Photo 2 – East (Source: Google Maps)

South – The lands directly to the south of the Site are used for residential with frontage along Sycamore Drive (see Photos 3 - South).





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

West – The lands directly to the west of the Site are used for residential and commercial with frontage along Meadowbrook Lane (see Photos 4 – West).





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

3.0 PROPOSAL AND CONSULTATION

3.1 Development Proposal

The Site is made up of 2 parcels of land with access over 2 rights-of-way within the Forest Glade Planning District (Ward 8).

The Site currently has an existing commercial building (currently vacant) and an on site parking area.

The Applicant is proposing to develop the Site for mixed use (residential and commercial).

It is proposed that a renovation and addition to the existing building be constructed.

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

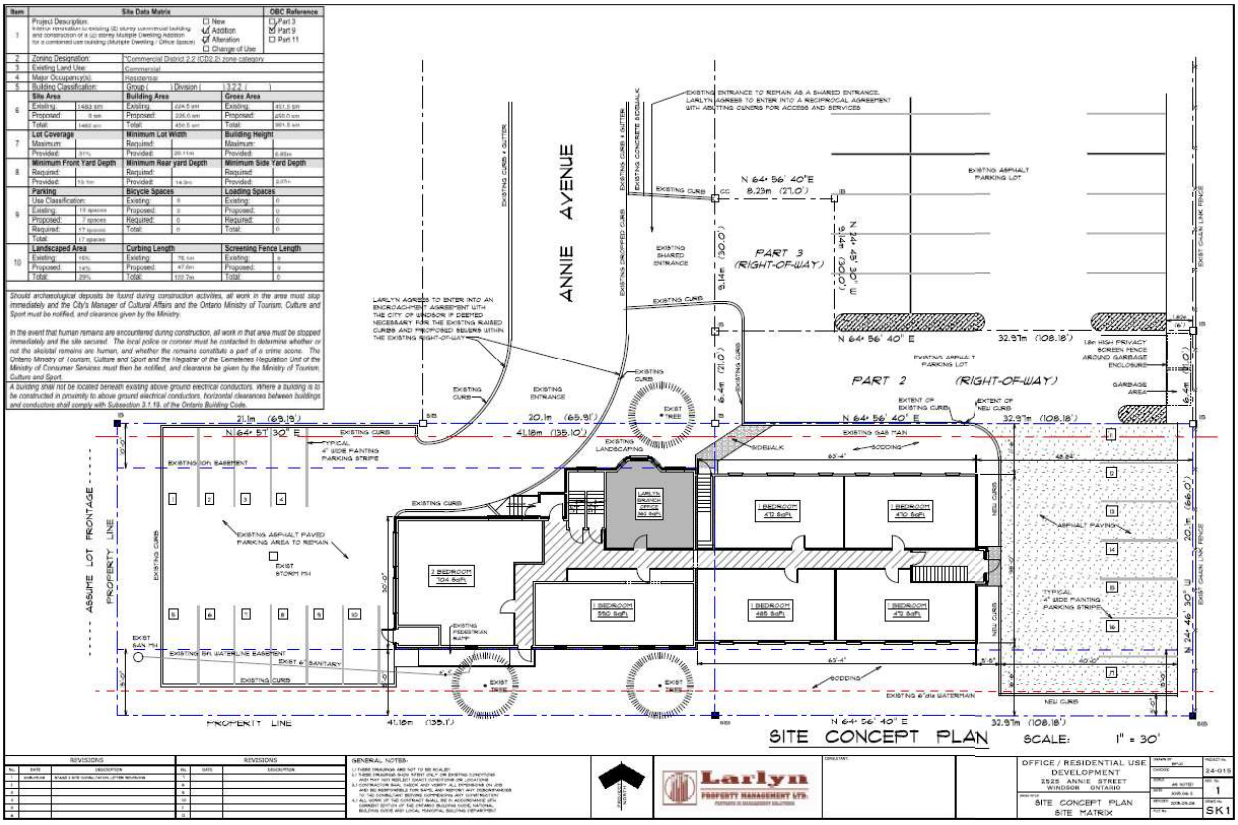


Figure 2a – Concept Plan

The concept plan illustrates the proposed preliminary lot layout.

The residential units are proposed to be located on the first and second floors, and the commercial unit on the first floor.

The proposed dwellings will face north.

A rendering has been prepared (see Figure 2b – Rendering).



Figure 2b – Rendering

The rendering illustrates the proposed elevation of the dwelling.

The proposed building will be 2 storeys.

Based on the area of the Site with the existing structure (0.082 ha) and the number of proposed units (13), the proposed development will result in a gross density of 87.66 units per hectare (uph).

A total of 13 residential units is proposed, with one 33.63 m2 commercial unit for a business office.

Units will include 1 or 2 bedrooms.

The tenure of the residential and commercial units will be rental.

Access will remain from Annie Street.

There is existing parking on site for 10 vehicles. Seven additional parking spaces are proposed for a total of 17 on-site parking spaces.

Paved sidewalks will be provided connecting the building to the parking area.

Garbage and recycling will be provided on-site in a fence enclosure, if required.

Existing trees will remain. Landscaping and amenity spaces will be provided.

The proposed development will be serviced by full municipal infrastructure, including water, storm and sanitary sewer.

The final design will be subject to SPC and building permit, at which the sewer connections, water services, encroachments and access will be confirmed.

3.2 Public Consultation Strategy

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 Thursday, December 5, 2024, from 6:00 pm to 7:00 pm at 2525 Annie Street and via Zoom.

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

A total of **345** impacted properties were notified, which represents a **200 m** radius from the Site.

In addition to the applicant representatives and City Staff, there were no residents who registered or attended the open house in person or electronically.

No emails or phone calls were received.

4.0 PROPOSED APPLICATION AND STUDIES

Stage 1 pre-consultation (City File PC-105/24) was completed by the Applicant. Comments dated October 30, 2024, and further revised on November 19, 2024, were received and have been incorporated into the proposed application.

Stage 2 pre-submission (City File PC-064/25) was completed by the Applicant. Comments dated August 22, 2024, were received and have been incorporated into the proposed application.

The required application and support studies were identified.

The following is a summary of the purpose of the required applications and the support studies.

4.1 Zoning By-law Amendment

A site specific application for Zoning By-law Amendment (ZBA) is required in order to permit the proposed development.

The Site is currently zoned "Commercial District 3.3 (CD3.3)" on Map 15 of the City of Windsor Zoning By-Law 8600.

It is proposed to further amend the zoning for the Site to a site specific "Commercial District 3.3 - XX (CD3.3-XX)" zone category to permit the proposed mixed use building (combined use building and/or multiple dwelling) with 13 residential units (first and second floors) and 1 commercial unit for a business office (first floor).

All CD3.3 zone provisions shall comply with the exception that some relief is requested.

Further analysis and additional information are provided in Section 5.1.3 of this PRR.

4.2 Other Applications

Once the ZBA is considered, the application will proceed with a Site Plan Control (SPC) amendment application.

If easements are required for services, Consent (CON) applications will be submitted to the Committee of Adjustment.

Prior to any construction or site alterations, the proposed development will require a building permit.

4.3 Supporting Studies

The following supporting studies have been completed as part of this PRR in support of the application for the zoning amendment.

4.3.1 Sewer

A Servicing Assessment Report was prepared by Haddad Morgan & Associates Ltd., dated February 4, 2025, and a Video Inspection Report and Site Service Assessment Memo were prepared by Haddad Morgan & Associates Ltd., dated June 5, 2025.

The purpose of the report and memo was to locate the existing services at the Site and assess the impacts of the proposed development on the infrastructure.

It was concluded that the existing services are acceptable.

It was recommended that the sanitary private drain connection be excavated during construction, in order to ascertain the integrity of the pipe at the pipe size transition and cleanout.

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. A prosperous and successful Ontario will also support a strong and competitive economy that is investment-ready and recognized for its influence, innovation and diversity. Ontario's economy will continue to mature into a centre of industry and commerce of global significance. Central to this success will be the people who live and work in this province.	The proposed development provides more housing and employment opportunity in an existing built up area of the City of Windsor.

PPS Policy #	Policy	Response
Chapter 2.1.4 – Buildings Homes, Sustaining Strong and Competitive Communities	To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall: a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated 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.	The proposed development will help provide for new housing options and densities to meet the needs of the City. Full municipal services are available.
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, longterm 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	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 new housing. The Site has access to transportation options, public service facilities, other institutional uses, and parks. Accessibility will be addressed at the time of a building permit.

PPS Policy #	Policy	Response
	barriers which restrict their full participation in society;	
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 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	The proposed development is a new housing option for the area. The proposed development supports the City's targets. The needs of the residents can be accommodated as the Site is located near local amenities. The Site offers an opportunity for intensification and infilling. The proposed density is appropriate for the Site. Residents will have access to nearby transit. The commercial use will provide for economic development.

PPS Policy #	Policy	Response
	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.	
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	The total density of the proposed development is considered appropriate. The Site offers an opportunity for infilling by creating new residential dwelling units on an existing vacant and underutilized parcel of land and a re-use of an existing structure on a lot. The proposed height and massing of the dwellings will blend with the existing residential uses in the area as there are a mix of profiles and uses in the surrounding area. Residents will have immediate access to

PPS Policy #	Policy	Response
		shopping, employment, transit, active transportation, recreational areas and institutional uses. Transit is available for the area. Active transportation is available in the area.
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.	The proposed development provides an infill opportunity for a vacant parcel of land and a re-use of an existing structure. The Site was always intended for development. The design of the proposed development has provided a compact form which will respect the character of the area. The Site is located in a transition area between existing commercial and residential uses.
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 and commercial uses.
2.8.1.1 - Employment	Planning authorities shall promote economic development and competitiveness by: a)providing for an appropriate mix and range of employment, institutional, and broader	The proposed development offers a new employment opportunity. There is a need. There have been many different types of office use in the past.

PPS Policy #	Policy	Response
	mixed uses to meet long-term needs; b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses; d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities;	The proposed development will be suitable. The proposed development uses the land in an appropriate way and is compact. Infrastructure is provided. The proposed development has been designed to be compatible with the existing built up area.
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 environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.	The proposed development will be serviced by municipal sewer, water and storm, which is the preferred form of servicing for settlement areas. A Sewer Memo has been provided and summarized in Section 4.3.1 of this PRR.

PPS Policy #	Policy	Response
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. The existing trees will remain.
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;	There is no anticipated impact on water quantity or quality.
Chapter 5.1.1 – Protecting Public Health and Safety	Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.	There are no natural or human-made hazards that apply to this Site. There is no risk to the public. The Site is outside the ERCA regulated area.

Therefore, the proposed development is consistent with the PPS.

5.1.2 Official Plan

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

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

The lands are designated "Residential" according to Schedule "D – "Land Use" attached to the OP for the City of Windsor (see Figure 4 –OP).

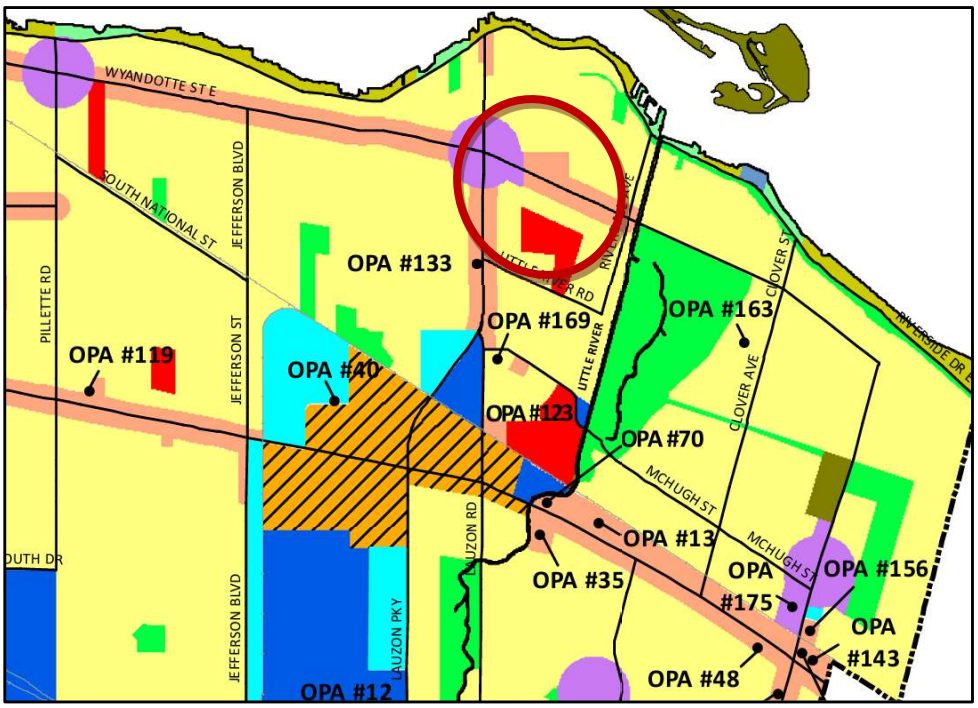


Figure 4 –OP

The Site is also subject to the following:

- Schedule 'C-1' – Archaeological Potential – located within a "Low Potential"

It is proposed to maintain the existing land use designation.

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

OP Policy #	Policy	Response
3.1	The planning of Windsor's future is guided by the following vision taken from Dream Dare Do – The City of Windsor Community Strategic Plan.	The proposed development will support the City's vision by providing employment and housing in an existing built up area where citizens can live, work and play. The proposed use will provide for the needs of nearby residences and businesses by providing residential and commercial uses.
3.2.1.2 – Housing Variety	Encouraging a range of housing types will ensure that	The proposed residential development supports one of

OP Policy #	Policy	Response
	people have an opportunity to live in their neighbourhoods as they pass through the various stages of their lives.	the City's overall development strategies of providing for a range of housing types. The proposed development is close to transit, active transportation and local amenities.
3.3.3 - Neighbourhoods	Neighbourhoods are the most basic component of Windsor's urban structure and occupy the greatest proportion of the City. Neighbourhoods are stable, low-to-medium-density residential areas and are comprised of local streets, parks, open spaces, schools, minor institutions and neighbourhood and convenience scale retail services. The three dominant types of dwellings in Windsor's neighbourhoods are single detached, semi-detached and townhouses. The density range for Windsor's neighbourhoods is between 20 to 35 units per net hectare. This density range provides for low and some medium-density intensification to occur in existing neighbourhoods. Multiple dwelling buildings with medium and high-densities are encouraged at nodes identified in the Urban Structure Plan.	The proposed residential development is in an existing built up area of the City. The proposed development will blend with the surrounding area taking inspiration from the area design and character. The Site offers appropriate infilling within the existing settlement area. The area has access to nearby amenities, such as public spaces, commercial nodes, and recreational activities. The proposed density offers an opportunity to efficiently use municipal infrastructure. The Site will provide for more housing in an existing built up area.
4.0 – Healthy Community	The implementing healthy community policies are interwoven throughout the	The proposed development will support the City's goal of promoting a healthy

OP Policy #	Policy	Response
	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.	community (live, work and play). The proposed development is close to nearby transit, employment, libraries, places of worship, schools, shopping, local/regional amenities, and parks.
4.2.6.1 – Employment Opportunities	To provide for a wide range of employment opportunities at appropriate locations throughout Windsor.	The proposed development will provide employment opportunities. The Site is currently underutilized. Employment (jobs) will include space for offices.
4.2.6.2 – Economic Development	To encourage a range of economic development opportunities to reach full employment.	The proposed development will support economic development in the area. The proposed development will help maintain employment opportunities needed in the area.
5.0 - Environment	A healthy and sustainable environment represents a balance between human activities and natural features and functions. In order to attain this balance, Council will enhance the quality of Windsor's natural environment and manage development in a manner that recognizes the environment as the basis of a safe, caring and diverse community and a vibrant economy.	The proposed development will support the City's goal of a healthy and sustainable environment. The Site is flat, which is conducive to easy vehicular movements. The Site will include new sidewalks which will connect the building to the parking areas. There are no anticipated traffic concerns, no environmental concerns, and no expected hazards.

OP Policy #	Policy	Response
6.0 - Preamble	A healthy and livable city is one in which people can enjoy a vibrant economy and a sustainable healthy environment in safe, caring and diverse neighbourhoods. In order to ensure that Windsor is such a city, Council will manage development through an approach which balances environmental, social and economic considerations.	The proposed development supports the policy set out in the OP as it is suited for the residential and commercial needs of the City.
6.1 - Goals	In keeping with the Strategic Directions, Council's land use goals are to achieve: 6.1.1 Safe, caring and diverse neighbourhoods. 6.1.3 Housing suited to the needs of Windsor's residents. 6.1.4 The retention and expansion of Windsor's employment base. 6.1.10 Pedestrian oriented clusters of residential, commercial, employment and institutional uses. 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	The proposed development supports the goals set out in the OP as it provides for housing that is suited to residents in this area of Windsor and is close to employment and schooling opportunities. The proposed development will be safe. Housing is suitable for the Site. Employment opportunities will remain. The Site has access to nearby amenities and is pedestrian-friendly. Services are available in the area as well as community facilities and nearby shopping.
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	The proposed development is considered low-profile building.

OP Policy #	Policy	Response
	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.	The existing structure is 2 storeys, and the proposed structure will be 2 storeys.
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 Site is close to nearby transit, has access to major transportation networks and can be serviced with full municipal services. There will be no negative impacts on the municipal system, and it will not add to the capacity in a significant way.
10.1.2 - Flexible Interpretation	The objectives and policies contained in this Plan are intended to assist in the achievement of the Strategic Directions described in Part II. The interpretation of these policies should allow for a limited degree of flexibility according to the following provisions: (c) The boundaries between the various land use designations on Schedule 'D': Land Use and Schedule 'E':	Although the lands are shown as 'Residential' on Schedule D of the City OP, the Site is being identified as being located within the 'Mixed Use Centre' land use designation. The Mixed Use Centre land use designation on Schedule D to the OP does not accurately capture the non-residential uses on the south side of Tecumseh Road East between Lauzon Parkway and Lauzon Road.

OP Policy #	Policy	Response
	City Centre Planning District are approximate, except where they relate to some well-defined physical feature such as a Controlled Access Highway, Arterial Road, railway line or watercourse. Minor adjustments to these boundaries shall not require an Official Plan amendment, provided that the intent of the Plan is maintained.	

Therefore, the proposed development conforms to the purpose and intent of the City of Windsor OP, and no amendment is required.

5.1.3 Zoning By-law

The City of Windsor Zoning By-law (ZBL) #8600 was passed by Council on July 8, 2002, and then a further Ontario Municipal Board (OMB) decision was issued on January 14, 2003.

A ZBL implements the PPS and the City OP by regulating the specific use of property and providing for its day-to-day administration.

The Site is currently zoned "Commercial District 3.3 (CD3.3)" on Map 15 of the City of Windsor Zoning By-Law 8600 (see Figure 5 – ZBL).

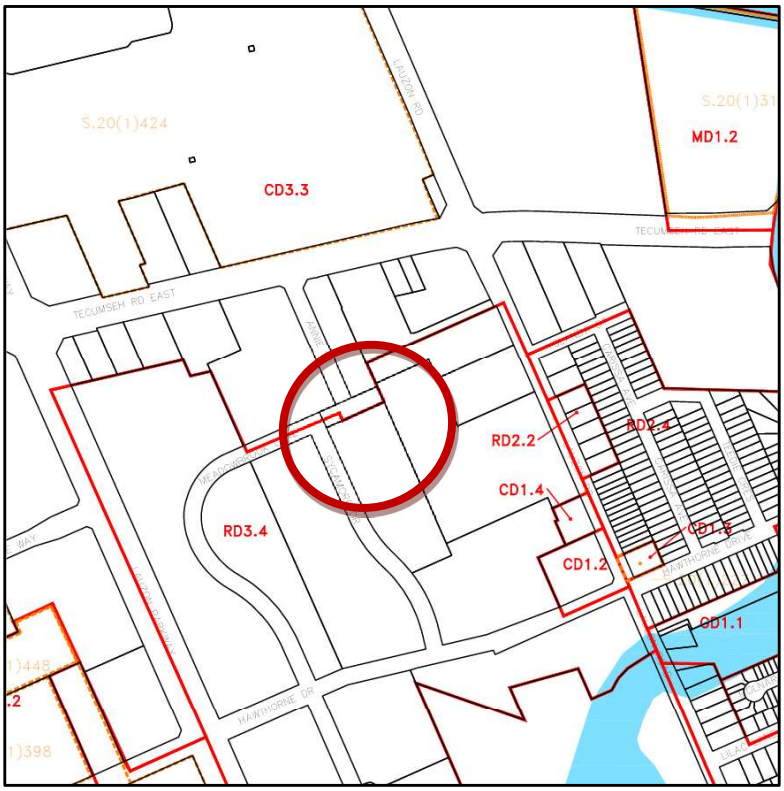


Figure 5 – ZBL

It is proposed to further amend the zoning for the Site to a site specific "Commercial District 3.3 - XX (CD3.3-XX)" zone category to permit the proposed mixed use building (combined use building and/or multiple dwelling) with 13 residential units (first and second floors) and 1 commercial unit for a business office (first floor).

COMBINED USE BUILDING means a building having, as main uses, at least one dwelling unit and at least one non-residential use.

BUSINESS OFFICE means an office of any one or more of the following: commercial business; financial services including a bank, credit union, payday lender, savings and loan office and trust company; government; industrial business; non-profit or charitable organization; professional person. A financial office is a business office. A medical office or veterinary office is not a business office.

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

A review of the CD3.3 zone provisions for the Site, as set out in Section 16.3 of the ZBL, is as follows:

Zone Regulations	Required CD3.3	Proposed CD3.3-XX	Compliance and/or Relief Requested with Justification
Permitted Uses	Ambulance Service Automobile Repair Garage Bakery **Business Office** Child Care Centre Commercial School Confectionery Food Outlet – Drive-Through Food Outlet – Take-Out Funeral Home Garden Centre Gas Bar Hotel Medical Appliance Facility Medical Office Micro-Brewery Parking Garage Personal Service Shop Place of Entertainment and Recreation Place Of Worship Print Shop Professional Studio Public Hall Public Parking Area Repair Shop – Light Restaurant Restaurant with Drive-Through Retail Store Service Station Temporary Outdoor Vendor's Site Veterinary Office Warehouse	Combine use building and / or Multiple dwelling. 3 residential units and 1 commercial unit for a business office. Residential on the main floor.	Complies, subject to the approved ZBA

Zone Regulations	Required CD3.3	Proposed CD3.3-XX	Compliance and/or Relief Requested with Justification
	Wholesale Store Workshop Existing Automobile Collision Shop Existing Industrial Use Existing Motor Vehicle Dealership Any use accessory to any of the above uses. An Outdoor Storage Yard is prohibited, save and except with the following main uses: Ambulance Service, Garden Centre, Temporary Outdoor Vendor's Site, Existing Automobile Collision Shop, Existing Industrial Use, Existing Motor Vehicle Dealership.		
Maximum Main Building Height	20.0 m	6.85 m (extension of the existing height)	Complies
Maximum Gross Floor Area –	a) Bakery or Confectionary - 500 m2 b) Workshop – Percent of the gross floor area of the Retail	N/A	Complies

Zone Regulations	Required CD3.3	Proposed CD3.3-XX	Compliance and/or Relief Requested with Justification
	Store or Wholesale Store – 200.0 %		
Minimum Amenity Area – Per Dwelling Unit	None	430.07 m2 (29% landscaped area)	Complies *AMENITY AREA means a landscaped open space yard or a recreational facility as an accessory use to a dwelling or a dwelling unit located on the same lot.*
Other	A Temporary Outdoor Vendor's Site is prohibited in a Business Improvement Area.	N/A	Complies
Parking Requirements 24.20.5.1	Combined Use Building / Multiple Dwelling– Dwelling Units 1.25 for each dwelling unit 13 x 1.25 = 16.25 (16 rounded down) Business Office - 1 for each 45 m² GFA 33.63 / 45 = 0.75 (1 rounded up) **TOTAL – 16 + 1 = 17**	10 – existing 7 – proposed **17 - total**	Complies

Zone Regulations	Required CD3.3	Proposed CD3.3-XX	Compliance and/or Relief Requested with Justification
Minimum Visitor Parking Spaces 24.22.1.1	Multiple Dwelling with a minimum of five dwelling units = 15 % 17 spaces = 2.89 (2 rounding down)	2 spaces to be marked (Subject to SPC)	Shall comply
Minimum Accessible Parking Spaces 24.24.1.1	1 to 25 Total 1 Type A and 0 Type B = 1	1 – existing (to be marked) (Subject to SPC)	Complies
Minimum Bicycle Parking Spaces 24.30.1.1	10 to 19 Total = 2	2 - TBD (Subject to SPC)	Shall Comply
Minimum Loading Spaces 24.40.1.5	For a Multiple Dwelling with 1,000 m² or less Total = 0	0	Complies
Parking Area Separation 25.5.20.1	Any Street – 3.00 m	Existing	Complies
	An **interior lot line** or alley – 0.90 m	0 m	Relief is required to reduce the parking separation between parking space 11 and the north property line.
	A building wall in which is located a main pedestrian **entrance** facing the parking area – 2.00 m	0 m	Relief is required to reduce the parking separation between the east entrance and the parking area

Zone Regulations	Required CD3.3	Proposed CD3.3-XX	Compliance and/or Relief Requested with Justification
	A building wall containing a habitable room window or containing both a main pedestrian entrance and a habitable room window facing the parking area where the building is located on the same lot as the parking area – 4.50 m	TBD	Shall Comply More green space can be added to buffer between the parking space #10 and the building wall.

Therefore, the intent and purpose of the ZBL will be maintained, and all CD3.3 zone provisions shall comply with the exemption of the following requested relief;

1. *Reduce the parking separation between parking space 11 and the north property line from 0.90 m to 0 m, and*
2. *Reduce parking separation between the east entrance and the parking area from 2.00 m to 0 m.*

6.0 SUMMARY AND CONCLUSION

6.1 Context and Site Suitability Summary

6.1.1 Site Suitability

The Site is ideally suited for mixed use development for the following reasons:

- The land area is sufficient to accommodate the proposed development,
- The Site is flat, which is conducive to easy vehicular movement,
- The Site has access to full municipal water, storm and sewer systems,
- There are no anticipated traffic or parking concerns,
- There are no environmental concerns, and
- There are no hazards.

6.1.2 Compatibility of Design

The Site is compatible with the surrounding area in terms of scale, massing, height and siting.

The proposed development provides for a transition between existing commercial and residential land uses.

The development pattern is proposed to be an efficient use of the Site. No new lot is being created.

The Site is not located in an area that is beneficial for commercial use as it is set back from the roadway and is better suited for housing.

6.1.3 Good Planning

The proposal represents good planning as it addresses the need for the City to provide more housing and commercial uses.

The proposed development will contribute toward infilling and intensification requirements.

Residential and commercial uses on the Site represent an efficient development pattern that optimizes the use of land in an existing built up area that has residential uses surrounding the Site.

The additional residential and commercial units will not put any additional stress on municipal infrastructure or the current Site.

6.1.4 Natural Environment Impacts

The proposal does not have any negative natural environmental impacts, as there are no natural heritage features on the Site.

6.1.5 Municipal Services Impacts

There will be no negative impacts on the municipal system as the proposed development is limited to low profile and will not add to the capacity in a significant way.

6.1.6 Social, Cultural and/or Economic Conditions

The proposed development does not negatively affect the social environment as the Site is in close proximity to major transportation networks, transit, parks, places of worship and community amenities.

The proposed development 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 development opportunity.

There are no cultural heritage constraints.

6.2 Conclusion

The proposed development on the Site is appropriate and should be approved by the City of Windsor.

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



Subject: Zoning By-Law Amendment - Z 029/25 (ZNG-7333) 3185, 3187, 3189 & 3191 McRobbie Rd. - Ward 7

Reference:

Date to Council: December 1, 2025
Author: Averil Parent
Planner II - Development Review
519-255-6543 x6397
aparent@citywindsor.ca

Planning & Building Services
Report Date: 10/17/2025
Clerk's File #: Z/15051

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:

13. **WEST SIDE OF MCROBBIE ROAD, BETWEEN MULBERRY ROAD AND LEISURE CRESCENT**

For the lands comprising of Part Lot 1 and Part Lot 2, Registered Plan 1597, designated as Parts 2, 3 and 5 on 12R-29955, 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* 14.2 m

b) *Garage* width*: maximum* 8.1 m

[ZDM 15; ZNG/7333]

II. THAT Zoning By-law 8600 **BE FURTHER AMENDED** by changing the zoning of Part Lot 1 and Part Lot 2 on Registered Plan 1597, known municipally as 3185, 3187, 3189 and 3191 McRobbie Road (Roll No. 070-890-04702 and 070-890-00114), situated on the west side of McRobbie Road between Mulberry Road and Leisure Crescent, from RD1.1 to RD1.1x(13).

Executive Summary:

N/A

Background:

Application Information:

Municipal Address: 3185, 3187, 3189, and 3191 McRobbie Road

Roll Numbers: 070-890-04702 and 070-890-00114

Ward: 7 **Planning District:** Forest Glade **Zoning District Map**: 15

Applicant/Agent: Rita Jabbour (RJ Planner)

Owner: Jasmeen Dhillon (JD Empire Construction Ltd.)

Proposal:

The applicant has requested to rezone the subject parcels of land from Residential District 1.1 (RD1.1) to Residential District 2.2 (RD2.2) to permit semi-detached dwellings as an additional permitted use. The applicant proposes to construct one semi-detached dwelling on each lot, for a total of two (2) semi-detached dwellings. Each semi- detached dwelling is to contain one dwelling unit on each side, for a total of four (4) dwelling units over the two lots. Floor plans show an unfinished basement with below grade entrance. The proposed height of the semi-detached dwellings is 8.9m. Four (4) parking spaces are proposed for each semi-detached dwelling (8 in total). One parking space will be provided in an attached garage and one parking space is available on the driveway for each dwelling unit. Site specific exceptions are requested for reduced minimum lot width from 15.0 m to 14.2 m and increased maximum garage width from 7.1 m to 8.1 m.

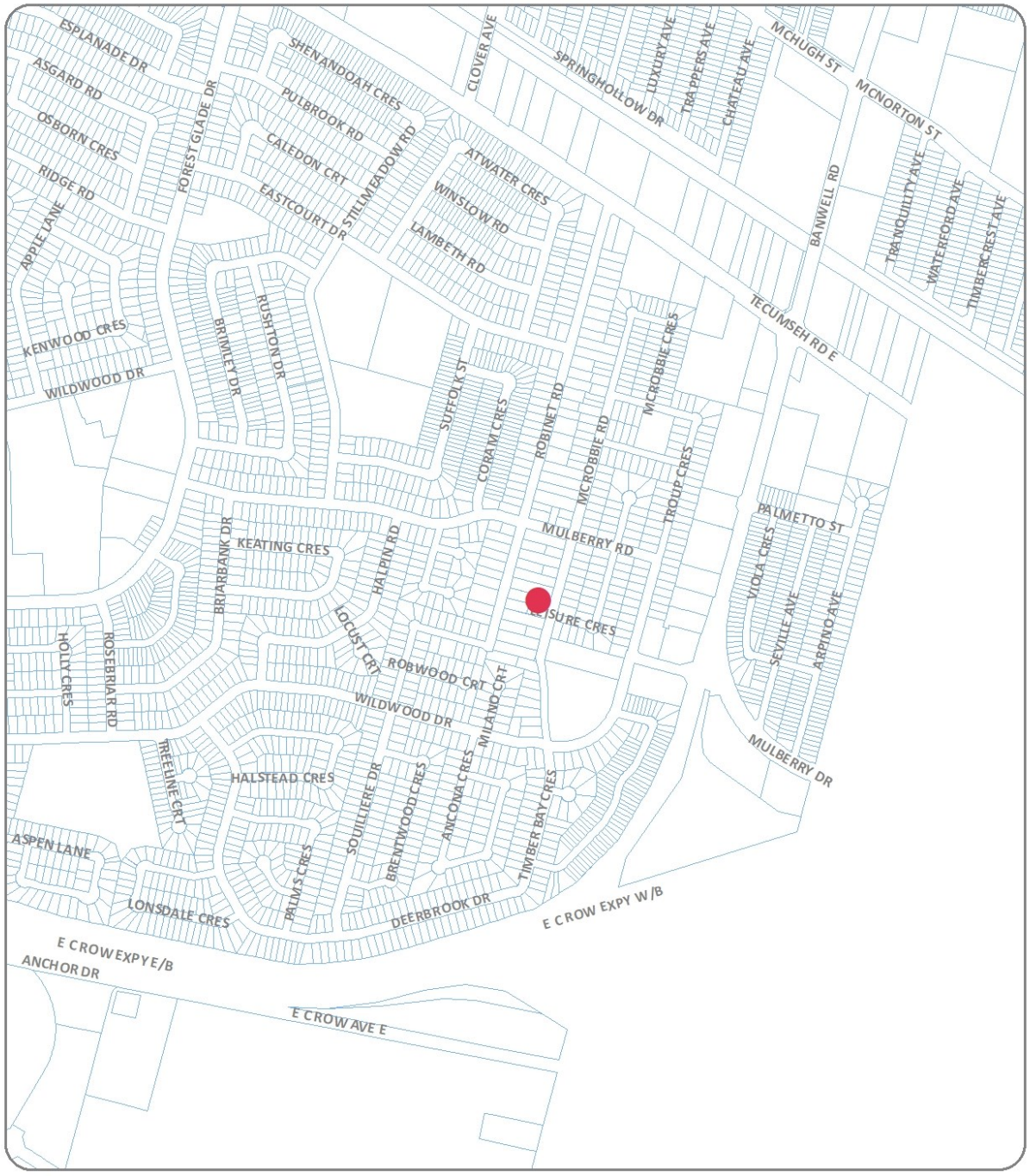
Each lot has an area of 520.55 m2, a depth of 39.62 m and 14.2 m of frontage along McRobbie Street. The lots were recently severed from 3188 and 3196 Robinet Road and are currently vacant.

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 1.1 (RD1.1)	Vacant	N/A
LOT WIDTH (EACH)	LOT DEPTH (EACH)	LOT AREA (EACH)	LOT SHAPE
14.2 m	39.6 m	520.5 m^2	Rectangular
All measurements are provided by the agent and are approximate.			

Figure 1: Key Map



KEY MAP - Z-029/25, ZNG/7333

SUBJECT LANDS

Figure 2: Neighbourhood Map



NEIGHBOURHOOD MAP - Z-029/25, ZNG/7333

SUBJECT LANDS

Neighbourhood:

The subject parcel is located within a residential area consisting of low profile dwellings with some commercial, institutional and open space uses in the area. To the east along Banwell Road is a commercial area under development. A grocery store and commercial plazas are existing, along with vacant land zoned Commercial District 2.1 (CD2.1). South of the property is a municipal park and low profile residential uses, namely single unit dwellings and some semi-detached dwellings. To the north and west is further low profile residential development, as well as Eastview Horizon Public School and L.A. Desmarais Catholic Elementary School. See Appendix B for site images.

McRobbie Road is classified as a Local Road, with sidewalks on the east side of the street. *Schedule F: Roads and Bikeways* classifies Forest Glade Drive as a Class II Collector Road and Banwell Road as a Class II Arterial Road.

The closest existing transit route to this property is with the Lauzon 10. The Lauzon 10 has an existing weekday peak frequency of 35 minutes. As part of Transit Windsor's City Council approved 2023 Service Plan, the Lauzon 10 will be replaced by 2 new local routes in this area known as Route 325 and 335. Route 325 will have an existing weekday peak frequency of 20 minutes and Route 335 will have an existing weekday peak frequency of 30 minutes. These new routes will be implemented in conjunction with the completion of Transit Windsor's new east end terminal. The estimated completion date is sometime in 2026. The closest existing bus stop to this property is located on the northeast corner of Wildwood Dr and Timber Bay Cres. 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 further enhanced with the implementation of the two new local routes versus the existing one way loop. A new bus stop is proposed to be implemented on the southwest corner of Mulberry Rd and Robinet Rd, which is approximately 260 metres to this development further enhancing transit service.

Sanitary and storm sewers are available in the McRobbie Road right-of-way.

Figure 3: Subject Parcel – Rezoning



Discussion:

Planning Rationale Report (RJ Planner – August 7th, 2025)

The Planning Rationale Report (PRR), attached as Appendix C notes that *"Although the proposed development is not the same housing option as the existing dwellings in the vicinity it nonetheless enhances the established community by providing for a use that is similar in nature to the surrounding land uses (residential), similar massing (2.5 storey with basement, main level and upper level), parking pattern (front yard and attached garage), and utilizes similar architectural and building features (pitched roof, stucco and brick façade, shingle roof). The development further enhances the community by providing for additional on-site parking spaces to avoid on-street parking. Based on these items, the development can coexist without undue, adverse impacts on the surrounding properties."*

The PRR concludes that "*application for Zoning By-Law Amendment (ZBA) has regard to matters of Provincial Interest, is consistent with the Provincial Planning Statement (2024), conforms to the City of Windsor Official Plan, has regard to applicable City Guidelines and Strategic Plans, 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 dwellings 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 dwellings represent 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 dwellings are a residential infill and intensification project, thereby not requiring settlement area expansion. They are a form of compact development with access to existing transit and active transportation and are 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 semi-detached dwellings with a total of four (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 Forest Glade 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 semi-detached dwellings 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 or 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 dwellings represent 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 conforms to the general policy direction of the Official Plan. Planning and Development Services generally concurs with the Official Plan analysis in the PRR submitted by the Applicant.

Zoning By-Law 8600

The subject land is zoned Residential District 1.1 (RD1.1) which only permits an existing semi-detached dwelling (along with other permitted main uses). The applicant is requesting a rezoning to Residential District 2.2 (RD2.2) to permit semi-detached dwellings as an additional permitted use.

The Planning Department supports a site specific rezoning amendment to the Residential District 1.1 (RD 1.1) zoning of this property as opposed to a change of zoning to Residential District 2.2 (RD 2.2). Permitted uses in the RD 2.2 zoning category also include a *Multiple Dwelling* containing a maximum of four dwelling units or a *Townhome Dwelling*. The recommendations as presented will allow the proposed semi-detached dwelling while maintaining the property's original zoning of RD1.1.

As per the Zoning By-law, one parking space is required for each dwelling unit located in a semi-detached dwelling. This proposal complies with the parking requirement as four (4) parking spaces are required however eight (8) are provided.

The applicant has requested site specific exceptions for: a reduction in minimum lot width from 15.0 m to 14.2 m, and a maximum garage width of 71% whereas 60% is the maximum garage width in any Residential District (subsection 5.11.5). The reduction in minimum lot width was approved by the Committee of Adjustment at its November 28, 2024 meeting through minor variance applications A-068/24 and A-069/24. Planning Staff are of the opinion that the increase in garage width in relation to the lot width will have no adverse impact on the proposed development or on surrounding uses and will allow for parking in the attached garage.

The zoning review conducted by Planning Staff identified a gross floor area of 563m^2 for each semi-detached dwelling on the conceptual site plan (the Zoning By-law permits a maximum of 400m^2). As per the Zoning By-law, the definition of gross floor area includes the basement of a dwelling. Basement is defined as "any part of a building, which is partially below grade, where the vertical distance from the grade to the floor is equal to or less than the vertical distance from the grade to the ceiling next above." A redesign of the semi-detached dwellings to lower the unfinished space below grade would result in it being considered a cellar as opposed to a basement, which does not count toward the total gross floor area. This can be redesigned prior to the building permit stage, which would allow for the development to meet the maximum gross floor area provision in the Zoning Bylaw.

The recommendation includes provisions for the requested site specific provisions.

The Applicant's request for a change in zoning with site-specific provisions is supported in principle. 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 dwellings are 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 containing 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 low-profile semi-detached dwellings 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:

An Open House was held on June 4th, 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, the ward Councillor and City Staff, 9 residents attended the open house. Details of the Open House are summarized in Section 4.0 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 would permit two (2) semi-detached dwellings on two (2) separate lots with a total of four (4) 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:

Averil Parent

Planner II – Development Review

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

Greg Atkinson, MCIP, RPP — *Neil Robertson, MCIP, RPP*

Deputy City Planner - Development — 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 on behalf of Aaron Farough	City Solicitor
Neil Robertson	City Planner
Jelena Payne	Deputy CAO/Commissioner, Economic Development
Ray Mensour	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:

Appendix A – Conceptual Site and Floor Plans

Appendix B – Site Photos
Appendix C – Planning Rational Report
Appendix D - Consultation

General:
Site plan generated is based upon municipal zoning information as obtained from the local building department where the project is to be constructed. Concept Studio Designs will not be responsible for determining other restrictions that are applied to the property (ie. easements, restrictive covanents etc.).

Upon receipt of the building permit, Concept Studio Designs is to be notified immediately, by the permit holder, of any issues or concerns the building department has noted on the permit set. If not notified, Concept Studio Designs is not responsible for any associated costs or damages.

Engineered shop drawings, for any "manufactured component" forming part of the building (ie. engineered roof trusses, engineered floor joist, timbers etc.), must be submitted to Concept Studio Designs for review and written approval. If engineered shop drawings are not submitted and approved, Concept Studio Designs is not responsible for any associated costs or damages.

Materials or construction procedures with are prohibited by law or shall cause a harmful effect to the natural environment or to the health of any person on the site during construction and/or during occupancy shall not be used in this project.

All trades shall conform with all the applicable federal, provincial & local codes, rules and regulations. In case of conflict, the most stringent requirement shall apply.

This building has been designed in accordance with the OBC 2012. A copy of the code book should be retained by the building general contractor for reference by the site construction personal. All construction shall conform to all requirements of the current code.

Mechanical system design is by the mechanical contractor. Design and installation shall comply with parts 6, 9 and all other applicable parts of the OBC 2012

Plumbing systems design is by others. Design and installation shall comply with parts 7, 9 and all other applicable parts of the OBC 2012

These notes are for general reference only; where conflicts exist between these notes and current codes the more stringent requirements shall prevail.

Do not scale drawings; use printed dimensions only. If any discrepancy occurs, notify the designer and/or owner immediately for direction.

Soils:
Where soil test are not provided, the soil bearing capacity is assumed to be 3000psf. Bearing material shall be dense sand or dence clay. If any other materials or lower bearing capacity are encountered notify the architect /engineer for re-evaluation of footing size.

Sump Pumps:
Provide sump pumps in basements if recommended by soil engineer or as required by local code official.

Foundation Notes:
Foundations and footings have been designed based on a minimum soil bearing capacity of 3,000 p.s.f.

Compressive strength of concrete after 28 days shall be at least 32 MPa for a garage and carport floors and all exterior flatwork. All concrete used for garage and carport floors and exterior steps shall have air entrainment of 5% to 8%.
Concrete work and placement shall conform to the latest specification of C.R.S.I. and A.C.I.

Compressive strength of concrete after 28 days shall be at least 20 MPa for foundation walls.

Minimum footing depth shall be 4'-0" below finished grade.

Remove all fill and organic materials from areas to receive floor slabs. Prepare areas per soils engineer's recommendation.

All reinforcing bars, dowels, and ties shall conform to A.S.T.M A615 Grade 60. Reinforcing steel shall be continuous and shall have minimum 36 bar diameter lap, unless shown or noted. All reinforcing bars shall be deformed.

Provide temporary bracing as required to insure the stability of the structure until the permanent framing is in place.

Mortar shall be type N-1; mortar is to be type "N"; horizontal wire reinforcing shall be at 16" o.c. in all masonry walls.

Provide sill plate anchor bolts at 6'-0" o.c. (max.) and 12" from end of sill plates. Anchor bolts shall be ½" diameter (min.) and shall have 15" (min.) into grouted concrete block or 8" (min.) into poured in place concrete footing or 8" into grouted concrete block plus into poured in place concrete footing.

Provide 24" rigid insulation at all perimeter slab on grade conditions. See drawings for thickness.

Waterproof all brick, block and poured concrete walls at any below grade conditions unless directed otherwise by the soils engineer.

Provide 6 mil vapor barrier under all concrete slab on grade conditions and at all attached garage area concrete slabs.

All poured concrete walls to be backfilled with sandy type soil and be well braced until concrete is thoroughly cured and additional weight of the building is in place. Do not use frozen material for backfill.

Loading Conditions:

	Live load	Dead load	Total
Floor habitable	40	15	55 p.s.f.
Floor with marble, stone or other hard finish material on ground floor	40	35	75 p.s.f.
Wind load		25	25 p.s.f.
Roof pitched or flat	30	15	45 p.s.f.
Flat roof ballust	30	25	55 p.s.f.

(Note: All floors were designed to a total load of 50 p.s.f. If a hard finish material in a grout bed is to be installed or other special load conditions are anticipated consult designer for a structural analysis of the condition.

Trusses:
Floor truss manufacturer shall design and provide trusses to have a maximum deflection of 3/8" for spans greater than 16'-0" and 1/480 for spans under 16'-0".

Truss manufacturer shall be responsible for all truss designs including girders, hangers, bearing seats and anchors for trusses.

Truss framing shown on plans is for general reference and to indicate bearing locations. Manufacturer shall notify designer if additional bearing points and/or walls are needed prior to fabrication and erection.

All roof trussing shall be braced per manufacturer's recommendations or as required on drawings.

Framing & Materials:
Studs (bearing walls): Spruce-pine-fir, kiln dried, No. 2 or better.

Studs (non-bearing walls): Spruce-pine-fir, kiln dried, stud grade or better.

Joists, rafters, and headers: Fiber bending stress 1250 PSI elasticity
Modulus 1,400,000 PSI or better.

Wall plates, non-structural blocking: Spruce-pine-fir, kiln dried, utility
grade or better

Perimeter sill plates: Spruce-pine-fir, kiln dried, No. 2 or better.
Set perimeter sill plates on sill sealer.
Furring: Spruce-pine-fir, kiln dried, No.3 or better.

Use metal joist hangers only where joists hang from beams, walls or other supports. No joist angles allowed.
All structural hangers to be "Simpson" or approved equal

Floor Truss framing and TJI floor joist on drawings is designed for carpet, wood or ceramic tile floor finishes. If the floor material changes, notify the designer immediately for a structural redesign of the floor system to accommodate the dead load of the new floor material.
All micro lam beams are by Trus Joist MacMillan and are to be joined together per manufacturer printed specifications.

Provide 2 x 6 blocking at 16" o.c. between rim joist and header joist under all partitions parallel to floor framing direction. Provide solid bearing under all point load conditions to top of foundation wall on steel beam.to

Studs in all walls to be spaced 16" o.c. unless noted otherwise. All studs to be continuous from floor to upper floor or roof construction.

Bearing Walls:
Provide 2 x 4 solid blocking at 16" o.c. on 2 x 4 ledger boards between header joists (see drawings for size of member) under all in-line bearing partitions from floor above.

Provide solid blocking at all point load conditions continuous to solid bearing at headers or foundation.

Provide solid blocking at all bearing walls perpendicular to framing direction.

Wall framing:
Exterior wood framed walls over 9'-0" in height shall be of minimum 2 x 6 construction. All studs shall be continuous from floor to underside of floor or roof framing above.

All structural mullions to have minimum double stud construction continuous from floor to underside of floor or roof framing above. Window transom headers shall span between continuous studs with flush hanger brackets as required.

Provide continuous studs to underside of roof framing at all sloped ceiling conditions. (Balloon construction.)

Lower level (basement) exterior frame walls shall be minimum 2 x 6 framing at 16" o.c. with pressure treated base plate. Interior lower level bearing walls shall be 2 x 6 framing at 16" o.c.

Wall Sheathing
Provide structural grade OSB wall sheathing for lateral loading. When non-structural sheathing is used provide let-in diagonal wind bracing or other type of bracing at all exterior corners of structure.

Roofing:
Asphalt shingles shall not be installed on roof slopes below two units vertical in 12 units horizontal (2:12). Double-layer underlayment shall be required on roof slopes below four units vertical in 12 units horizontal (4:12). Single-layer underlayment is required on all other roof slopes. Asphalt shingles shall be secured to the roof with not less than four fasteners per strip shingle, or not less than two fasteners per individual shingle. Shingle headlap shall not be less than 2 inches (51mm).
Installation at valleys, use "cut valley" method.

Roof Penetrations:
All plumbing, mechanical vent stacks and furnace flues shall be offset to rear roof lines.
Flashing at all penetrations as required.

Attic Access:
A readily-accessible opening not less than 22" x 28" shall be provided to any attic area having a clear height of over 30".

Stairs:
All stairs shall conform to OBC section 9.8 for allowable riser height and tread depth. (Minimum 9 1/4" treads and maximum 7 7/8" risers in single family dwellings.)

Handrails shall be provided on at least one side of stairways of two (2) risers or more having a width of less than 44". Provide additional handrails as required by code on wider stairways.

Handrail to have a diameter size of 1 ¼" min, 2" max.

All handrails shall be located at a height of 34" min. and 38" max. above nose of tread. The size and shape of handrails shall conform to current code requirements.

Guard rail:
Balusters shall be spaced so that a sphere with a diameter of 4 inches cannot pass through the opening.

Top of railings shall be a minimum of 42" high above finished floor or nose of stair tread. The space below a guard rail shall be constructed such that a sphere with a diameter of 6 inches shall not be able to pass through any opening.

Doors:
All doors shall be 6' - 8" high unless noted otherwise.
Doors between house and garage to be solid core fire rated steel door with automatic closer.

Windows and Glazing:
A minimum of one (1) window in each sleeping area shall meet emergency egress requirements. Window contractor shall provide egress hardware necessary to allow windows to meet applicable egress requirements.

Provide flashing at all window head, jamb, and sill conditions.

Fixed glass sizes shown are for reference only. Glazing contractor shall field measure all rough openings for fixed glass prior to fabrication.

Operating sash are shown for basic sizing only. Final size for rough opening and glazing shall be per selected window manufacturer's standards.

Provide the appropriate safety glass (in accordance with all applicable building codes) for all hazardous locations listed below:
a) Glazing in ingress and egress doors except wired glass in required fire doors and jalousies.
b) Glazing in fixed sliding panels of sliding type doors (patio and mall type).
c) Glazing in storm doors.
d) Glazing in all unframed swinging doors.
e) Glazing in shower and bathtub doors and enclosures.
f) Glazing, operable or inoperable, adjacent to a door in all buildings and within the same plane as the door whose nearest vertical edge is within twelve (12) inches of the door in a closed position and whose bottom edge is less than sixty (60) inches above the floor or walking surface.
g) Glazing in fixed panels having a glazed area in excess of nine (9) square feet with lowest edge less than eighteen 18" inches above the finished floor or walking surface within thirty-six (36) inches of such glazing. In lieu of safety glazing such glazed panels may be protected with a horizontal member not less than one and one half (1 ½) inches in width when located between twenty-four (24) and thirty-six (36) inches above the walking surfaces.

Insulation:
Provide insulation as required to meet OBC 2012 Code

Provide 24" wide rigid insulation at all perimeter slab on grade conditions. See drawings for thickness.

Provide minimum 6" batt insulation at all bond conditions (R=22)

Provide minimum 3 ½" batt insulation around all skylight shafts (R=11)

Thermal batt and blanket insulation shall have a kraft faced vapor barrier.

Insulation shall be installed in such a manner as to allow free air flow from the soffit to the roof space.
Ventilation of concealed roof spaces shall be maintained.

Gypsum Board:
The garage shall be completely separated from the residence and its attic area by means of ½" gypsum board applied to the garage side.

Smoke Detectors:
Each sleeping area shall be provided with a minimum of one (1) smoke detector (local fire department approved and Underwriter's Laboratories listed and labeled) installed adjacent to the sleeping area. The smoke detector shall be installed in accordance with all applicable codes. Where more than one (1) detector is required to be installed within an individual dwelling unit, the detectors shall be wired in such a manner that the actuation of one (1) alarm will actuate all the alarms in the individual unit. At least one alarm shall be provided at each floor.

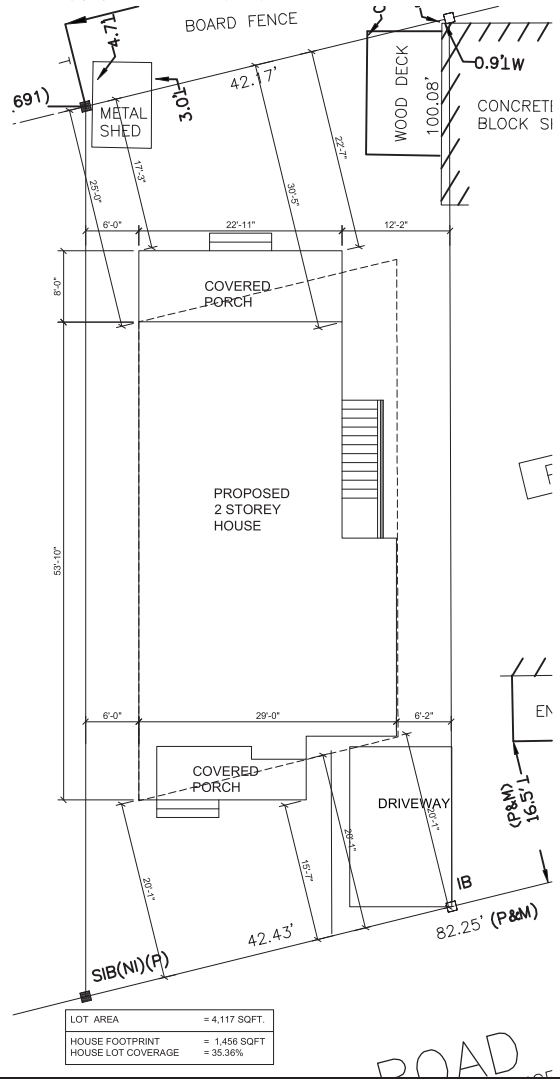
Electrical:
Electrical system design is by others. Design and installation shall comply to Ontario electrical safety code - current addition

Bedroom outlets - All Branch circuits that supplay 125 Volts, single phase, 15 and 20 amp outlets installed in dwelling units bedrooms shall be protected by an arc-fault circuit interrupter listed to provide protection of the entire branch circuit

Corridor and Stairway Lighting
Electrical contractor shall provide fixtures with adequate illumination to meet the required foor candle levels at first floor and stair treads per code

Contractor may provide additional fixtures not shown on plan to meet these requirements

The controls for activation of the stairway lighting shall be operable fromt he top and bottom of the stairway without traversing any step of the stair. All switches that control interior stairway lighting shall be illuminated switches (Controls)



SITE PLAN
SCALE: 1/16" = 1'-0"

LOT AREA	= 4,117 SQFT.
HOUSE FOOTPRINT	= 1,456 SQFT
HOUSE LOT COVERAGE	= 35.36%

ROAD

CONCEPT STUDIO DESIGNS
FIRM BCIN: 47249
196 POINTE WEST DR
AMHERSTBURG, ONTARIO
OFFICE: 519.819.0423
E-MAIL:
CORY@CONCEPTSTUDIODESIGNS.COM

THE DRAWINGS, ARRANGEMENTS, ANNOTATIONS AND GRAPHICAL PRESENTATIONS ON THESE DOCUMENTS ARE THE PROPERTY OF CONCEPT STUDIO DESIGNS, WHO RETAINS OWNERSHIP AND AUTHORSHIP OF THIS DOCUMENT IN ITS ENTIRETY

THE DOCUMENT IS AN INSTRUMENT OF SERVICE AND IS THE INTELLECTUAL AND PHYSICAL PROPERTY OF CONCEPT STUDIO DESIGNS

AUTHORIZED USE OF THIS DRAWING IS GRANTED SOLY FOR THE PURPOSE OF THE SPECIFIED PROJECT AND LOCATION AND NOT FOR CONSTRUCTION OR USE FOR ANY OTHER PROJECT

DIMENSIONS, SPECIFICATION, AND ARCHITECTURAL DETAILING ARE SUBJECT TO E & O.E.. DRAWING ARE NOT TO BE SCALED

COPYRIGHT 2020 - CONCEPT STUDIO DESIGNS

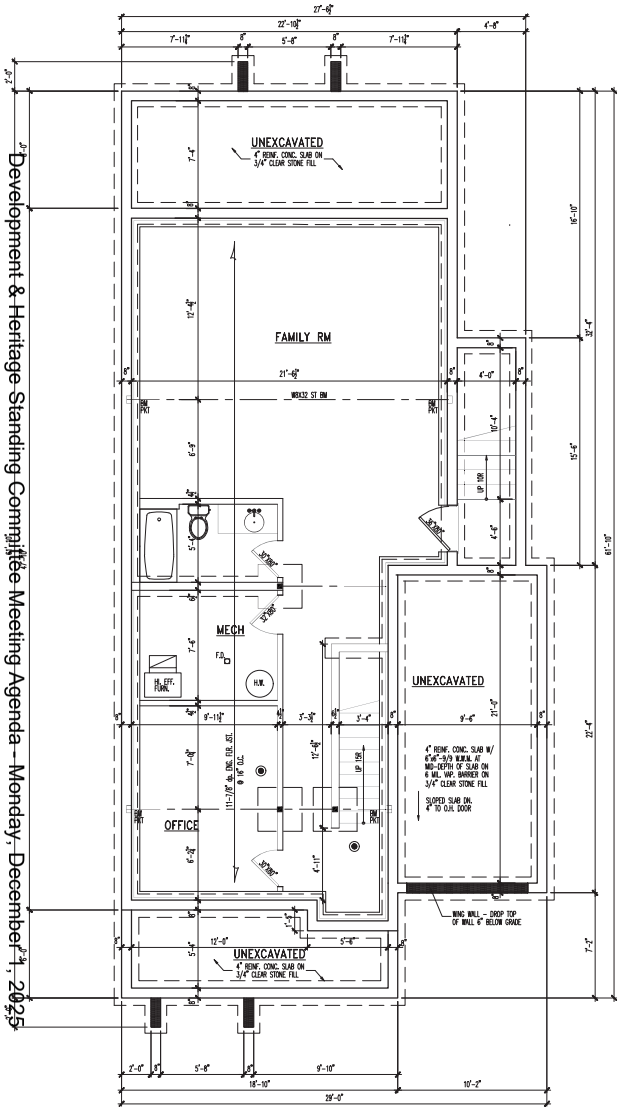
Date	ISSUED FOR

Project Name and Address
ORAK CONSTRUCTION
NEW 2 STOREY HOUSE
GRAND MARIS RD W, WINDSOR

Project Number: 25-010
CAD DWG FILE: --
DRAWN BY: C.S.
CHK'D BY: C.S.
Scale: AS NOTED

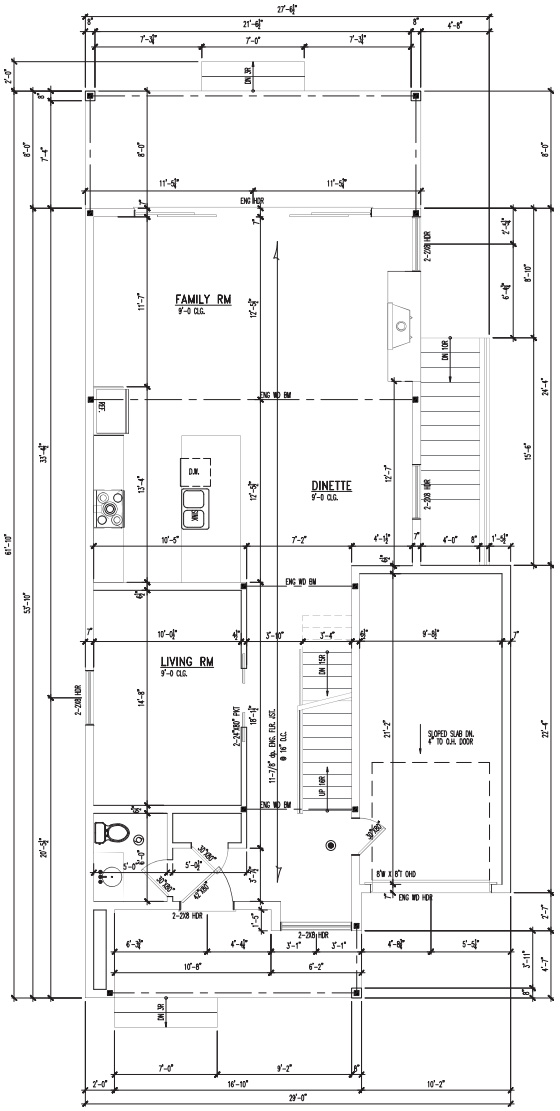
Sheet: A1

Development & Heritage Standing Committee Meeting Agenda Monday, December 2, 2024
Page 174 of 595



FOUNDATION/BASEMENT PLAN

SCALE: 3/4" = 1'-0"



MAIN FLOOR PLAN

SCALE: 3/4" = 1'-0"

SMOKE & CO

EXHAUST FAN

HEATED AREA
MAIN FLOOR AREA = 1,120 SQ.FT.
SECOND FLOOR AREA = 1,086 SQ.FT.
TOTAL AREA = 2,206 SQ.FT.

LINTEL SCHEDULE (INTERIOR)

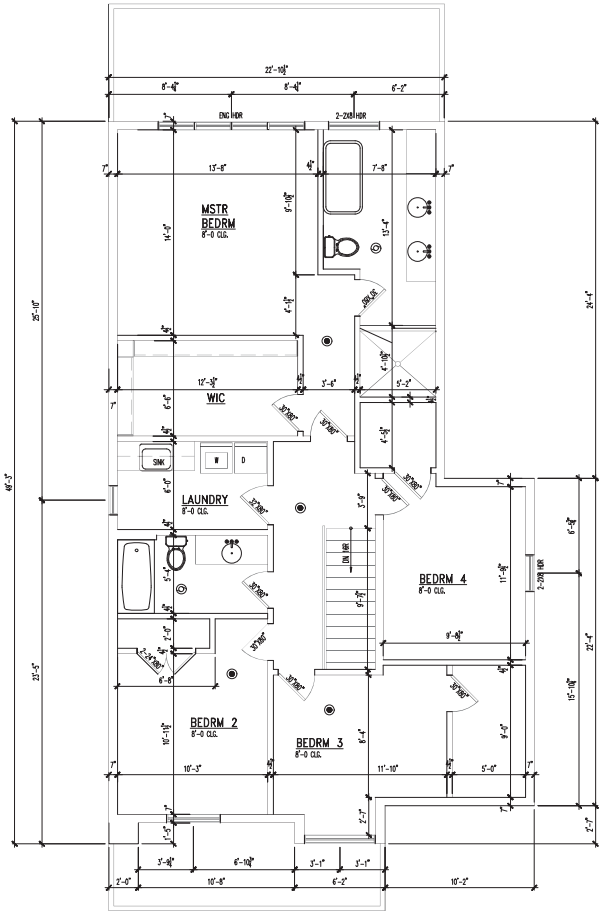
LINTEL SIZE	SPAN (SOLID)	SPAN (DOUBLE LEAF)	SPAN (TRIPLE LEAF)
2-2"X4"	3'-0"	2'-6"	2'-1"
2-2"X6"	4'-6"	3'-7"	3'-1"
2-2"X8"	5'-4"	5'-1"	4'-5"
2-2"X10"	6'-7"	6'-8"	5'-7"
2-2"X12"	7'-7"	7'-5"	6'-6"

LINTEL SCHEDULE (EXTERIOR)

LINTEL SIZE	SPAN (SOLID)	SPAN (DOUBLE LEAF)	SPAN (TRIPLE LEAF)
2-2"X4"	4'-1"	3'-5"	3'-0"
2-2"X6"	6'-4"	4'-10"	4'-6"
2-2"X8"	7'-6"	5'-11"	5'-4"
2-2"X10"	9'-0"	7'-3"	6'-6"
2-2"X12"	10'-1"	8'-5"	7'-6"

STEEL LINTEL SCHEDULE

MAX CLEAR SPAN	LINTEL SIZE
5'-0" OR LESS	3.5" X 3.5" X 5/16"
7'-0" OR LESS	4 X 3.5" X 5/16"
8'-0" OR LESS	5" X 3.5" X 5/16"
9'-0" OR LESS	6" X 3.5" X 5/16"
10'-0" OR LESS	6" X 3.5" X 5/8"



SECOND FLOOR PLAN

SCALE: 3/4" = 1'-0"

CONCEPT STUDIO DESIGNS
FIRM BCIN: 47249
196 POINTE WEST DR
AMHERSTBURG, ONTARIO
OFFICE: 519.819.0423
E-MAIL:
CORY@CONCEPTSTUDIODESIGNS.COM

THE DRAWINGS, ARRANGEMENTS, ANNOTATIONS AND GRAPHICAL PRESENTATIONS ON THESE DOCUMENTS ARE THE PROPERTY OF CONCEPT STUDIO DESIGNS, WHO RETAINS OWNERSHIP AND AUTHORSHIP OF THIS DOCUMENT IN ITS ENTIRETY.

THE DOCUMENT IS AN INSTRUMENT OF SERVICE AND IS THE INTELLECTUAL AND PHYSICAL PROPERTY OF CONCEPT STUDIO DESIGNS

AUTHORIZED USE OF THIS DRAWING IS GRANTED SOLELY FOR THE PURPOSE OF THE SPECIFIED PROJECT AND LOCATION AND NOT FOR CONSTRUCTION OR USE FOR ANY OTHER PROJECT

DIMENSIONS, SPECIFICATION, AND ARCHITECTURAL DETAILING ARE SUBJECT TO E & O.E.. DRAWING ARE NOT TO BE SCALED

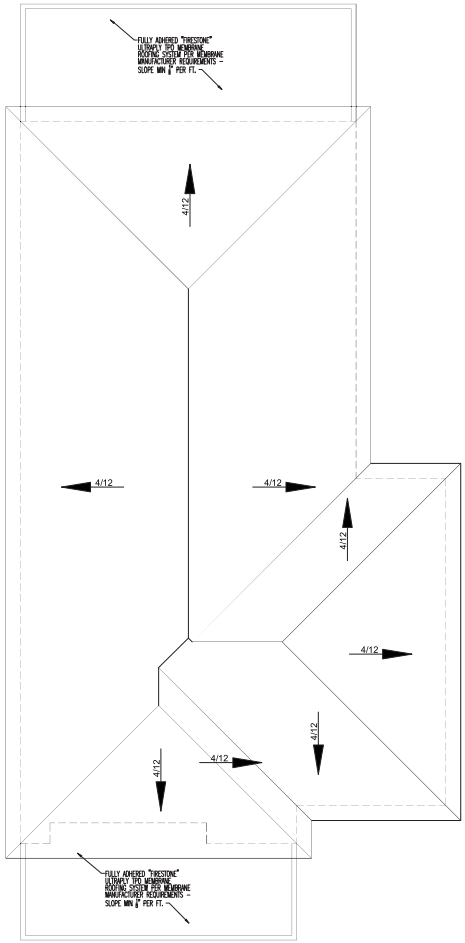
COPYRIGHT 2020 - CONCEPT STUDIO DESIGNS

Date	ISSUED FOR

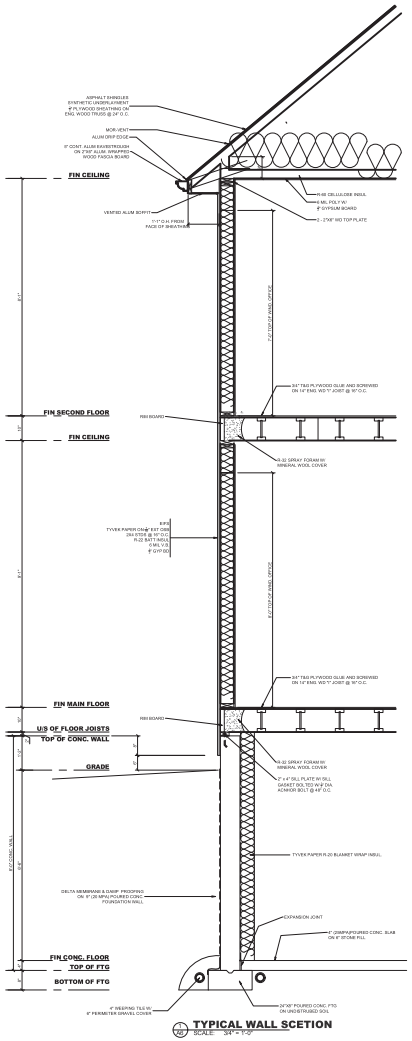
Project Name and Address
ORAK CONSTRUCTION
NEW 2 STOREY HOUSE
GRAND MARIS RD W, WINDSOR

Project Number: 25-010
CAD DWG FILE: --
DRAWN BY: C.S.
CHK'D BY: C.S.
Scale: AS NOTED

Sheet: A2



ROOF PLAN
SCALE: ¼" = 1'-0"



TYPICAL WALL SCETION
SCALE: 3/4" = 1'-0"

CONCEPT STUDIO DESIGNS
FIRM BCIN: 47249
196 POINTE WEST DR
AMHERSTBURG, ONTARIO
OFFICE: 519.819.0423
E-MAIL: -
CORY@CONCEPTSTUDIODESIGNS.COM

THE DRAWINGS, ARRANGEMENTS ANNOTATIONS AND GRAPHICAL PRESENTATIONS ON THESE DOCUMENTS ARE THE PROPERTY OF CONCEPT STUDIO DESIGNS, WHO RETAINS OWNERSHIP AND AUTHORSHIP OF THIS DOCUMENT IN ITS ENTIRETY.

THE DOCUMENT IS AN INSTRUMENT OF SERVICE AND IS THE INTELLECTUAL AND PHYSICAL PROPERTY OF CONCEPT STUDIO DESIGNS

AUTHORIZED USE OF THIS DRAWING IS GRANTED SOLY FOR THE PURPOSE OF THE SPECIFIED PROJECT AND LOCATION AND NOT FOR CONSTRUCTION OR USE FOR ANY OTHER PROJECT

DIMENSIONS, SPECIFICATION AND ARCHITECTURAL DETAILING ARE SUBJECT TO E.& O.E.. DRAWING ARE NOT TO BE SCALED

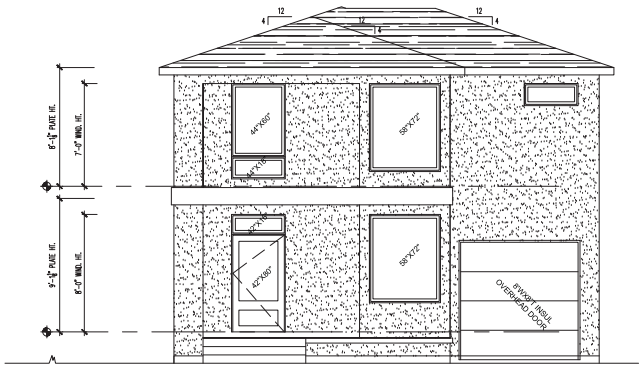
COPYRIGHT 2020 - CONCEPT STUDIO DESIGNS

Date	ISSUED FOR

Project Name and Address
ORAK CONSTRUCTION
NEW 2 STOREY HOUSE
GRAND MARIS RD W, WINDSOR

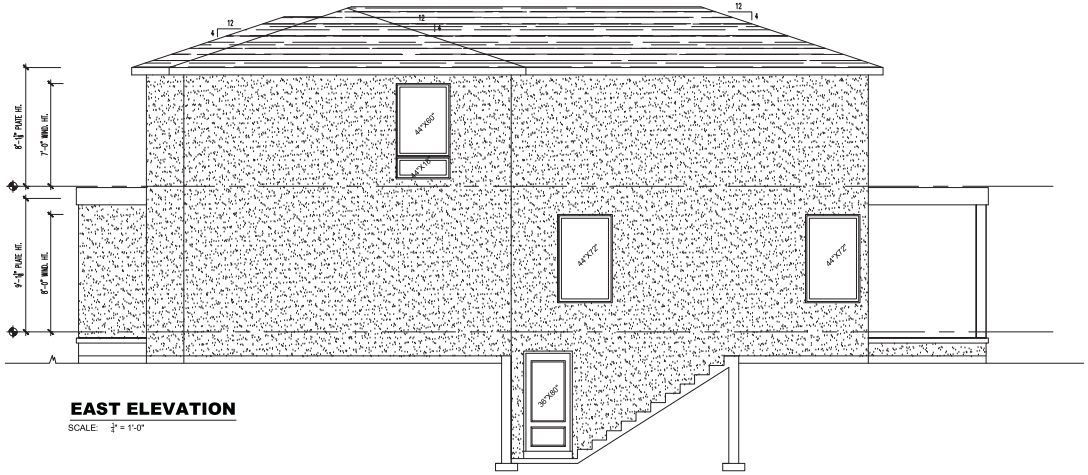
Project Number: 24-004
CAD DWG FILE: --
DRAWN BY: C.S.
CHK'D BY: C.S.
Scale: AS NOTED

Sheet: A3



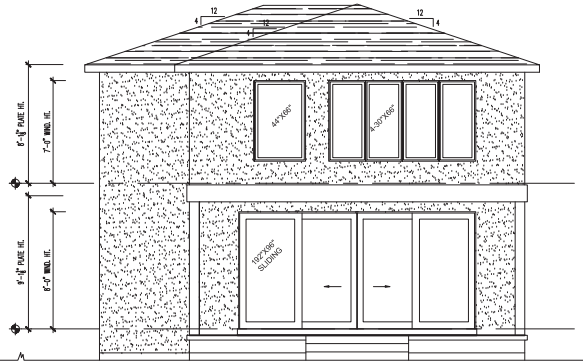
SOUTH ELEVATION

SCALE: $\frac{1}{4}$" = 1'-0"



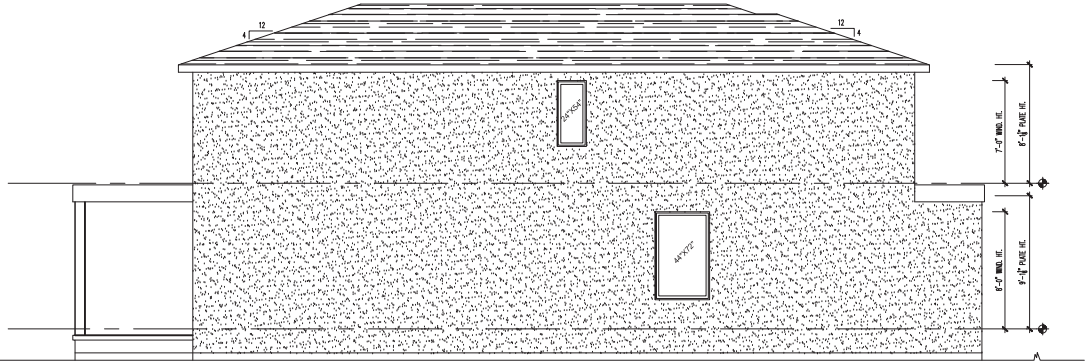
EAST ELEVATION

SCALE: $\frac{1}{4}$" = 1'-0"



NORTH ELEVATION

SCALE: $\frac{1}{4}$" = 1'-0"



WEST ELEVATION

SCALE: $\frac{1}{4}$" = 1'-0"

CONCEPT STUDIO DESIGNS
FIRM BCIN: 47249
196 POINTE WEST DR
AMHERSTBURG, ONTARIO
OFFICE: 519.819.0423
E-MAIL:-
CORY@CONCEPTSTUDIODESIGNS.COM

THE DRAWINGS, ARRANGEMENTS, ANNOTATIONS AND GRAPHICAL PRESENTATIONS ON THESE DOCUMENTS ARE THE PROPERTY OF CONCEPT STUDIO DESIGNS, WHO RETAINS OWNERSHIP AND AUTHORSHIP OF THIS DOCUMENT IN ITS ENTIRETY.

THE DOCUMENT IS AN INSTRUMENT OF SERVICE AND IS THE INTELLECTUAL AND PHYSICAL PROPERTY OF CONCEPT STUDIO DESIGNS

AUTHORIZED USE OF THIS DRAWING IS GRANTED SOLY FOR THE PURPOSE OF THE SPECIFIED PROJECT AND LOCATION AND NOT FOR CONSTRUCTION OR USE FOR ANY OTHER PROJECT

DIMENSIONS, SPECIFICATION AND ARCHITECTURAL DETAILING ARE SUBJECT TO E & O.E.. DRAWING ARE NOT TO BE SCALED

COPYRIGHT 2020 - CONCEPT STUDIO DESIGNS

Date	ISSUED FOR

Project Name and Address
RAMI
NEW 2 STOREY HOUSE
LOT 2 SUMMIT ST, LAKESHORE ON

Project Number: 24-004
CAD DWG FILE: --
DRAWN BY: C.S.
CHK'D BY: C.S.
Scale: AS NOTED

Sheet: A3

APPENDIX B – SITE PHOTOS



View of subject land (3185,3187, 3189 & 3191 McRobbie Road)



View opposite from the subject land



North along McRobbie Road next to subject site



South along McRobbie Road next to subject site



South along McRobbie Road across from subject site



North along McRobbie Road across from subject site

RJ Planner

Registered|Professional |Land Use Planners

Planning Rationale Report

Zoning By-Law Amendment

3185, 3187, 318 and 3191 McRobbie Road

City of Windsor

Prepared for:

JD Empire Construction LTD

Report Date:

July 2, 2025

Revision Date: August 7, 2025

Table of Contents

1.0 Executive Summary and Report Framework 3
2.0 Introduction 7
2.1 Description of Proposal 8
2.2 Previous Development Approval History 10
2.3 Description of Subject Lands and Surrounding Land Uses 10
2.3.1 Description of Surrounding Land Uses 12
3.0 Compatibility of Design 17
3.1 City of Windsor Intensification Guidelines 20
4.0 Open House Report 21
5.0 Summary of Proposed Amendments 24
6.0 Planning Analysis 25
6.1 Planning Act 26
6.2 Provincial Planning Statement, 2024 (PPS, 2024) 29
6.2.1 Housing 29
6.2.2 General Policies for Settlement Areas 31
6.3 City of Windsor Official Plan 32
6.3.1 Development Strategy 32
6.3.2 Healthy Community 33
6.3.3 Land Use 33
6.3.4 Infrastructure 36
6.3.5 Urban Design 37
6.3.6 Tools 39
6.4 City of Windsor Community Strategic Plan 40
7.0 Proposed Zoning By-Law Amendment 41
8.0 Summary 45
8.1 Good Planning 45
9.0 Conclusions 46

1.0 Executive Summary and Report Framework

RJ Planner has been retained by JD Empire Construction LTD. (the "Applicant") to prepare a Planning Rationale Report (PRR) in support of an application for Zoning By-Law Amendment (the "ZBA") for the lands located within the City of Windsor and identified as **3185, 3187, 3189 and 3191 McRobbie Road** (the "Subject Lands"). The Subject Lands are located within the Forest Glade Planning District.

The Applicant is requesting an amendment to the City of Windsor Zoning By-Law 8600 (the "Zoning By-law 8600") for the Subject Lands for the following purpose:

- To re-zone the Subject Lands from "Residential District 1.1 (RD1.1)" to "Residential District 2.2 (RD2.2)" to permit two (2), two-storey *Semi-Detached Dwellings* ("*Semi*") on each lot. Each Semi would contain one (1) Dwelling Unit on each side for a total of four (4) Dwelling Unis over the two lots.

Site-specific lot and building regulations are also required to accommodate the following:

- A minimum lot width of 14.2m for a Semi-Detached Dwelling whereas 15.0m is the required minimum lot width in the RD2.2 Zone (subsection 11.2.5.1).
- A maximum garage width of 71% whereas 60% is the maximum garage width in any Residential District for a Dwelling under Zoning By-law 8600 (subsection 5.11.5).

Two (2) parking spaces are proposed for each *Dwelling Unit*. The development is exempt from Site Plan Control approval pursuant to subsection 41(1.2) of the *Planning Act* and City of Windsor By-law 1-2004.

The Applicant has completed a Stage 1 Planning Consultation dated March 27, 2025 and attached as **Appendix A**. The Applicant has also completed a Public Consultation Meeting on June 4, 2025. An Open House Report has been included under **Section 4.0** of this Report.

A PRR completed by a Registered Professional Planner (RPP) has been identified as a required support study for Stage 2 Planning Consultation. No other support studies or information, save and except the standard application requirements, are required for Stage 2 Planning Consultation.

This PRR has been completed in accordance with the City of Windsor's Terms of Reference for Planning Application Technical Studies (Planning Rationale Report) (the "TOR") attached as **Appendix B** to this Report.

This PRR will explain and justify the proposed rezoning/site-specific provisions and its compatibility with the surrounding area and includes the following components in accordance with the TOR:

- A clear description of the proposal together with appendices, maps and conceptual building elevations, floor plans, and site plan that help to provide the context of the location and approvals required;
- A description of the site's previous development approval history;
- A description of major physical features or attributes of the site including current land use(s) and surrounding land uses, built form and contextual considerations together with maps and appendices which assist with context;
- A professional opinion on:
    - How the proposal addresses relevant requirements of the Planning Act and its consistency with the Provincial Planning Statement (PPS, 2024);
    - Compliance with relevant Official Plan policies including both general policies and site-specific land use designations and policies;
    - How the proposal addresses the Community Strategic Plan and/or any applicable City adopted Design Guidelines;
    - The suitability of the site and reasons why the proposal is appropriate for this site and will function well to meet the needs of the intended future users;
    - Compliance and/or non-compliance with the Zoning By-law.
- An analysis of the compatibility of the design and massing of the proposed development and land use designations on properties in the vicinity;
- A summary of the questions, concerns and/or comments raised at the Open Huse together with a response that sufficiently addresses each item raised;
- An analysis and professional opinion as to why the proposal represents good planning, including details of any methods that are used to mitigate any potential undue, adverse impacts;

- A summary of the policy and planning analysis and the recommendations of other supporting studies required as part of the complete application and how they have informed the PRR;
- A comprehensive professional planning conclusion demonstrating how the proposal conforms to applicable planning policy documents and good planning principles;
- A draft Amendment and detailed concept plan applying all applicable policy and zoning regulations.

The following documents were **primary references** in undertaking the PRR:

- Provincial Planning Statement, 2024 (PPS, 2024)
- The City of Windsor Official Plan (Volumes I, II, III)
- The City of Windsor Intensification Guidelines (June 2022)
- Windsor's Community Strategic Plan (2007)
- The ALTUS Background Report (2022)
- The City of Windsor Zoning By-law 8600

The following plans and documents are submitted for review in support of the ZBA.

- Conceptual elevations, floor plans, and site plan prepared by Keen Design Studio and dated May 28, 2025.

It is the professional opinion of the undersigned that the proposed application for the ZBA has regard to matters of Provincial Interest as described under Section 2 of the Planning Act; is consistent with the Provincial Planning Statement (2024); and conforms with the City of Windsor Official Plan and good planning principles.

It is therefore the professional opinion of the undersigned that the ZBA, as outlined in this report, should be approved by the respective Planning Authority.

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

Respectfully Submitted,



Rita Jabbour, RPP, MCIP, MSc
Registered Professional Planner

2.0 Introduction

This Planning Rationale Report (PRR) has been prepared for JD Empire Construction LTD. in support of an application for Zoning By-Law Amendment (ZBA) for the lands (herein referred to as the 'Subject Lands') legally described as **Part 2 and Parts 3 and 5 on 12R29955** and municipally known as **3185, 3187, 3189 and 3191 McRobbie Road**, and located within the Single Tier Municipality of the **City of Windsor**. **Figure 1** provides a location map of the Subject Lands:



Figure 1. Location of Subject Lands

2.1 Description of Proposal

The Applicant wishes to construct two (2), 2-storey *Semi-Detached Dwellings* for a total of four (4) *Dwelling Units* on the Subject Lands (Part 2 and Parts 3 and 5 on 12R29955). Two (2) parking spaces are proposed for each *Dwelling Unit* for a total of four (4) on-site parking spaces for each *Semi-Detached Dwelling*. One (1) parking space will be provided in an attached garage and one (1) parking space is available on the driveway for each unit.

A *Semi-Detached Dwelling* is defined under Zoning By-Law 8600 as one (1) *Dwelling* divided vertically into two (2) *Dwelling Units* by a common interior wall having a minimum area above ground grade of 10.0 sqm, and may include, where permitted by Section 5.99.80 of By-law 8600, up to two (2) additional dwelling units.

A *Dwelling* is defined under Zoning By-Law 8600 as a building or structure that is occupied for the purpose of human habitation.

A *Dwelling Unit* is defined under Zoning By-Law 8600 as a unit that consists of a self-contained set of rooms located in a building or structure, that is used or intended for use as residential premises, and that contains kitchen and bathroom facilities that are intended for the use of the unit only.

The proposed Semi-Detached Dwellings are illustrated in conceptual floor plans and building elevations attached to this report as **Appendix C**. A conceptual site plan is included as **Figure 2**.

Additional Dwelling Units (ADU) are **not** proposed for the Semi-Detached Dwellings.

Table 1 summarizes the proposed lot and building regulations for the Semi-Detached Dwellings.

Table 1.

Proposed Lot and Building Regulations for Semi-Detached Dwellings

Lot Width	Lot Area	Lot Coverage	Main Building Height	Front Yard Depth	Rear Yard Depth	Side Yard Width	Gross Floor Area (GFA)	Parking Space width
14.2m	562.32m2	42.3%	8.9 m to midpoint 10m to peak of roof	6.1m	11.3m	1.3m	354.52m2 (177.26 m2 for each unit)	3.4m x 6.1m 4.1m x 7.3m

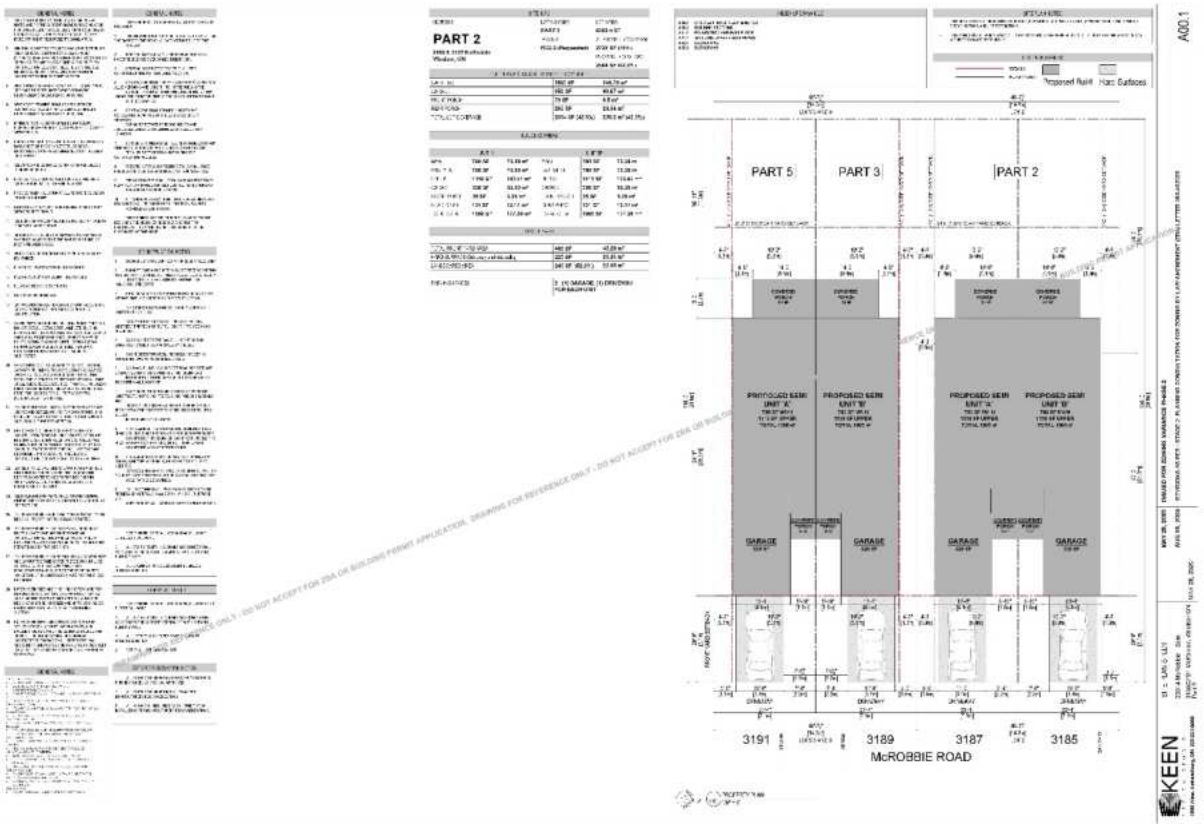


Figure 2. Conceptual Site Plan

Each Dwelling Unit will include an unfinished basement; a dining room, kitchen, living room, and washroom on the main level; and, three (3) bedrooms, a bathroom, and laundry room on the upper level. Each dwelling unit will also include an attached covered deck.

The Semi-Detached Dwellings will front on McRobbie Road. Access to the Dwellings will be from McRobbie Road through the installation of one (1) new driveway access for each unit.

The roof material will be shingles. The exterior cladding will include brick on the ground level and stucco on the upper level. Parking is proposed in the front yard.

The development is proposed as a form of *Residential Intensification (the development of a site at a higher density than currently exists)* through *Redevelopment (the creation of new units, uses on previously developed land in existing communities)*. The total density for each lot as proposed is **+35.56 units per Gross Hectare**.

2.2 Previous Development Approval History

The Subject Lands formed part of 3188 Robinet Road (formerly Lot 1 on Registered Plan 1597) and 3196 Robinet Road (formerly Lot 2 on Registered Plan 1597). Parts 2, 3 and 5 were created through consent (severance) through approval of the City of Windsor Committee of Adjustment on November 28, 2024 (File No. B-045/24 and B-046/24).

Part 2 on Plan 1597 was formed as a land conveyance of part of 3188 Robinet Road (PLAN 1597 Lot 1). Parts 3 and 5 on Plan 1597 were formed as a land conveyance of part of 3188 Robinet Road and 3196 Robinet Road (PLAN 1597 Lot 2). Parts 3 and 5 are combined to form one (1) lot.

Registered Plan 1597 is included as **Appendix D**.

The consents were made for the purpose of creating new residential lots that would front on McRobbie Road. The consents were made concurrently with applications for Minor Variance to permit a reduction in the minimum lot width for a Single Unit Dwelling from the required 15.0m to 14.2m for both lots (File No. A-068/24 and A-069/24).

An application for consent will be required in the future to subdivide the proposed Semi-Detached Dwelling Units.

2.3 Description of Subject Lands and Surrounding Land Uses

The Subject Lands are located within the Forest Glade Planning District on **Schedule 'A' –Planning Districts & Policy Areas** and are designated "Residential" on **Schedule 'D' –Land Use** of the City of Windsor Official Plan. The Subject Lands are **not** located within a Special Policy Area. The Subject Lands are designated "Residential District 1.1 (RD1.1)" on Zoning District Map 15 of Zoning By-Law 8600 permitting one (1) *Single Unit Dwelling* and uses accessory to the dwelling.

The Subject Lands consist of two (2) whole lots: Part 2 and Parts 3 and 5 on Registered Plan 1597 (Parts 3 and 5 have been combined to form one lot).

The Subject Lands are located on the west side of McRobbie Road, just west of the intersection of McRobbie Road and Leisure Crescent.

The Subject Lands are accessed from McRobbie Road. McRobbie Road is classified as a “Local Road”. Local Roads are designed to carry low volumes of traffic and may include cycling facilities, on-street parking, and direct property access with some controls.
Part 2 is presently vacant. Parts 3 and 5 contains a concrete pad and part of a chain link and board on board fence. Part 5 contains some trees and bushes within the property boundaries. No trees are present along the municipal right of way.
The lot dimensions of the Subject Lands are summarized in **Table 2**.

Table 2 –Lot Dimensions of Subject Lands

Part	Lot Width (m)	Lot depth (m)	Lot Area (m2)
2	14.21 m (46.64 ft)	39.62 m (130 ft)	520.55 m2 (6063 s2)
3 and 5	14.21 m (46.64 ft)	39.62m (130 ft)	520.55 m2 (6063 s2)

The Subject Lands have access to a municipally owned and operated piped water supply and municipally owned and operated sanitary and stormwater sewers on McRobbie Road. Part 2 has an existing sanitary sewer connection and will require a new connection for stormwater and water service. Parts 3 and 5 has two (2) separate stormwater connections (1 will be abandoned) and will require a new sanitary and water service connection. There is a fire hydrant directly south of the Subject Lands.
The Subject Lands are located within walking distance to Wildwood Park, a Day Care Centre (3900 Wildwood), commercial plazas (3335 and 3315 Banwell Road), and a grocery store (3235 Banwell Road).
The Subject Lands are serviced by existing sidewalks on the east side of McRobbie Road. The closest existing transit route is the Lauzon 10 and the closest existing bus stop is located at Wildwood Road at Ancona Southeast Corner. The bus stop is approximately 380m from the Subject Lands, falling within Transit Windsor’s 400 m walking distance guideline to a bus stop. A bus stop is proposed on Mulberry at Robinet Southwest Corner, approximately 260m from the Subject Lands, further reducing the walking distance to Transit Services.

2.3.1 Description of Surrounding Land Uses

In accordance with the City of Windsor Intensification Guidelines (2022), within the neighhbourhood context, the definition of vicinity should vary based on the scale of the development (p. 4). The proposed amendments are considered “minor redevelopment” as they do not require land assembly and existing development is replaced with new, intensified development. In this context, the Guidelines (2022) recommend that the vicinity include properties within 150m in all directions (p.4). When measured from the Subject Lands, this includes the properties on the east and west side of McRobbie Road, Leisure Crescent, and Robinet Road as depicted in **Figure 3**.

The development context surrounding the Subject Lands along the McRobbie Road, Leisure Crescent, and Robinet Road corridor is exclusively “Residential” in nature (RD1.1) consisting primarily of Single Unit Dwellings.

The lots along the east side of McRobbie Road and along Leisure Crescent are developed primarily for Single Unit Dwellings. The dwellings have a similar built form having a building height of 2.5 storeys with a basement, main level, and upper level; an attached garage (one and two car garage); and, brick façades. Driveways and garages are located in the front yard and dwellings are evenly spaced with a side yard setback of 1.2m and a front yard setback of 6m, representative of the applicable zoning district (RD1.1).

The lots along the west side of McRobbie Road are developed primarily for Single Unit Dwellings that front on Robinet Road. Few lots on the west side of McRobbie Road, from Mulberry to the intersection of Leisure Crescent, are developed with dwellings that directly front on McRobbie Road; they form part of the rear yard for those lots on Robinet Road.



Figure 3. 150m radius of Development within vicinity of Subject Lands

South of Leisure Crescent, McRobbie Road is developed for Single Unit Dwellings that have similar built form to those dwellings on the east side of McRobbie Road and Leisure Crescent (brick, 2.5 storeys, attached garage, driveway in front yard, 1.2m side yard setback, 6m front yard setback). There are building façades that consist of brick and stucco.

The lots along the east side of Robinet Road are “Through Lots” having street frontage on both Robinet Road and McRobbie Road. The dwellings front on Robinet Road.

The lots on the east and west side of Robinet Road are developed primarily for Single Unit Dwellings. The dwellings are 1 to 2 storeys and include a brick façade. Some dwellings include an attached garage and driveway access is primarily in the side yard. Spacing between the dwellings is more varied where there are no attached garages.

The neighbouring development context is further summarized in **Table 3**. The built form of the surrounding Residential Lands is represented in **Figures 4 to 7.**

Table 3–Surrounding Land Uses

Relative Location	**Existing Land Use**	**Official Plan Designation (City of Windsor Official Plan) (Map 15)**	**Zone (Zoning By-law 8600) (Map 15)**
East Side of McRobbie	Residential Uses (Single Detached Dwellings)	Residential	Residential District 1.1 Zone (RD1.1)
West Side of McRobbie	Residential Uses (Single Detached Dwellings)	Residential	Residential District 1.1 Zone (RD1.1)
Leisure Crescent	Residential Uses (Single Unit Dwellings)	Residential	Residential District 1.1 Zone (RD1.1)
East and West Side of Robinet Road	Residential Uses (Single Detached Dwellings)	Residential	Residential District 1.1 Zone (RD1.1)



Figures 4. Subject Lands



Figures 5. Built form of Surrounding Lands (McRobbie)



Figures 6. Built form of Surrounding Lands (Leisure Crescent)





Figures 7. Built form of Surrounding Lands (Robinet Road

3.0 Compatibility of Design

In accordance with the City of Windsor's Intensification Guidelines (2022), one of the most important challenges for decision makers is to establish an approach to development approval that ensures that change is understood on the basis of "*Compatible Development"* because all communities evolve over time (p. 3). "*Compatible Development"* is defined in the Guidelines (2022) to mean the following:

Development that may not necessarily be the same or similar to the existing buildings in the vicinity, but, nonetheless, enhances an established community and coexists with existing development without causing any undue adverse impact on surrounding properties (p. 3).

The definition for "compatible development" needs to be clearly understood and applied in different ways and in different contexts throughout the city because it is an overarching principle of good planning that is applicable throughout the city (p. 3). The Guidelines (2022) further define key phrases that are raised from the definition of "*Compatible Development*". They are applied and summarized in the context of the Subject Lands and the proposed ZBA below:

Key Phrases	Analysis
Development in the Vicinity	The definition of vicinity should vary by the scale of development. There are two key scales of development/redevelopment that must be considered. Minor redevelopment, where land assembly is not necessarily required, but existing dwellings are demolished and replaced by new intensified development, is most appropriate in this context. Thus, the vicinity should include properties within 150 metres in all directions. This vicinity could be reduced further if the anticipated impacts are considered to be more immediate - within a few properties on either side and across the street of a proposal. **As depicted in Figure 3 of this report, when measured from the Subject Lands, 150m includes the properties on the east and west**

	side of McRobbie Road, Leisure Crescent, and Robinet Road. However, since the development will be located on McRobbie Road, and since the dwellings on McRobbie Road and Leisure Crescent are relatively similar in built form and architectural style, it is more appropriate to reduce the vicinity to the east and west side of McRobbie Road and Leisure Crescent.
Enhance an established community	In order to pass this test, the nature and character of the defined vicinity needs to be considered and clearly articulated. Clear statements about those attributes that define the character of that vicinity are required to assist in the determination of what form of building can "enhance" that character, and what form of building may be "detrimental". Further, community investment is an important factor to consider where new and significant investment within a neighourhood may be both necessary and desirable. **The development context surrounding the Subject Lands along the McRobbie Road and Leisure Crescent corridor is exclusively "Residential" in nature (RD1.1) consisting primarily of Single Unit Dwellings.** **The dwellings have a similar built form having a building height of 2.5 storeys (basement, main level, and upper level); an attached garage (one and two car garage); and, brick façades. Driveways are located in the front yard and dwellings are evenly spaced with a side yard setback of 1.2m and a front yard setback of 6m, representative of the applicable zoning district (RD1.1).** **Few lots on the west side of McRobbie Road, from Mulberry to the intersection of Leisure Crescent, are developed with dwellings that directly front on McRobbie Road (they form part of the rear yard for those lots on Robinet Road).**

	South of Leisure Crescent, McRobbie Road is developed for Single Unit Dwellings that are similar in-built form to those dwellings on the east side of McRobbie Road and Leisure Crescent (brick, 2.5 storeys, attached garage, driveway in front yard, 1.2m side yard setback and 6m front yard setback). The building façades consists of brick and stucco.
Coexistence without undue, adverse impact on surrounding properties	This is quite an onerous test, usually related to easily identifiable/quantifiable impacts like shadow, privacy, traffic, and parking problems. In some instances, the concept of "visual impact" may be established as an important development review criterion. Visual impact analysis will need to be tied to the attributes that define the area's character, either on a community-wide or defined vicinity basis. **Based on the characteristics of the development in the vicinity, and the issues raised at the Open House and through community engagement, the adverse impacts on surrounding properties can be identified as mainly "visual" (tied to the building form of neighbouring dwellings) and to a more minor extent, related to parking.**
Summary	It is the professional opinion of the author, that the proposed development is compatible development. Although the proposed development is not the same housing option as the existing dwellings in the vicinity it nonetheless enhances the established community by providing for a use that is similar in nature to the surrounding land uses (residential), similar massing (2.5 storey with basement, main level and upper level), parking pattern (front yard and attached garage), and utilizes similar architectural and building features (pitched roof, stucco and brick façade, shingle roof).

	The development further enhances the community by providing for additional on-site parking spaces to avoid on-street parking. Based on these items, the development can coexist without undue, adverse impacts on the surrounding properties.

3.1 City of Windsor Intensification Guidelines

The intent for development within Windsor's Stable and Mature Neighbourhoods according to the City's Intensification Guidlelnes (2022) is to maintain the Low Profile built form character of the area and ensure a sensitive integration of new development (p. 9).

Low Profile development in the Stable Neighbourhoods includes Semi-Detached dwellings that are generally no greater than three (3) storeys in height. The proposed development further ensures a consistent neighbourhood feel by implementing the following:

- Maintaining a front yard setback which is consistent with the setbacks along McRobbie and Leisure Crescent (6m).
- Maintaining a side yard setback that reflects those of adjacent homes (1.3m).
- Providing a rear yard setback (11.3m) that is greater than the required minimum rear yard setback for lots within the neigbourhood (7.5m) to ensure privacy. The development also proposes the location of attached porches within the building envelope to further protect privacy.
- Locating the attached garage and driveway in the front yard consistent with the garage placement and parking patterns of the neighbourhood. It is recognized that font yard parking is not encouraged under Chapter 8 of the City of Windsor Official Plan, however, front yard parking is characteristic of the neigbourhood. Rather than coupling the garages, the proposed garages are located more towards the side of the dwelling units to assist with the enhancement of the front yard. Further, existing servicing connections would interfere with garage placement if they were coupled.
- Using high quality and consistent brick and stucco material that reflect and complement the existing materials in the area.

- Ensuring material changes occur at transition points.
- Providing for similar roof lines, building shape (rectangular), building height, and first floor height.

The garage doors will occupy more than 50% of the dwelling's width to ensure adequate parking space within the garage which is flanked by a wall. The proponent has proposed a habitable room over the garage to reduce the dominance of the garage doors in line with section 2.2.3. 8 (b) of the Guidelines (2022, p.10).

To further align with the Intensification Guidelines (2022), if feasible, the proponent may also choose to do the following:

- reduce the width of the garage to 3.5m (the minimum parking space width under the Zoning By-law), and/or,
- push up the front entrance by extending the dwelling to the minimum required rear yard (7.5m) to provide for less garage protrusion.

It is acknowledged that the extra width for the garage is required to ensure the garage functions as a parking space to alleviate parking concerns, and, the expanded rear yard provides for more privacy measures, therefore, a reduction in garage width and/or reduction in rear yard depth, may not be desirable.

4.0 Open House Report

An in-person Open House was hosted by the Applicant on Wednesday June 4, 2025 at the Forest Glade Community Centre (3215 Forest Glade Drive) from 5:00pm to 6:00pm. The Forest Glade Community Centre is located approximately 1.5km from the Subject Lands and meets the requirements of the Accessibility for Ontarians with Disabilities Act. In addition, a virtual Open House was enabled.

The purpose of the Open House was to provide an opportunity for the Applicant and Agent to consult with citizens who may be impacted by the proposed Zoning By-law Amendment (ZBA). All area residents within a 200-metre radius were notified through mail delivery of the Open House. A notice was also sent by email to the ward Councillor, Angelo Marignani, and to members of the Caldwell and Walpole Island First Nation Community. A copy of the notice is attached as **Appendix E**.

Nine (9) people attended the Open House in person, including the ward Councillor. The municipal Planner assigned to the file, Diana Radulescu, was also in attendance virtually.

The Applicant and their Agent, RJ Planner, were present for comments. Display boards which provide the primary details of the application, together with copies of the site plan, floor plans, and building elevations were made available. A formal presentation was prepared for the Open House. The display boards are attached as **Appendix F**.

A summary of the issues raised at the Open House and responses provided is included in **Table 4**.

As a result of circulation of the Notice, fifteen (15) comments were received. The concerns raised in the written comments were similar to those raised at the Open House.

Table 4–

Summary of Issues Raised at Open House

Issue	Response
Concerns with the Development's impact on property values	There are many factors which influence property value including location, the age of the home and the value of the homes in the vicinity. A development's impact on property value is not a consideration in land use planning; rather, a development's compatibility with adjacent land uses is. The proposed dwellings are for residential purposes, similar to all uses in the area. The dwellings will be new builds and will incorporate similar building materials in their design.
Concerns with the Development's impact on neighbourhood character	Character means the collective qualities and characteristics that distinguish a particular area or neighbourhood and is

	defined generally by architecture, lot size and frontage, setbacks, streets, street trees and landscaping, parking. High quality building materials that match the material used in neighbouring dwellings (stucco and brick), similar building height, garage and driveway placement, building siting, and lot pattern will be used in the development to ensure the character of the neighbourhood is maintained.
Concerns with inconsistency with building materials/maintenance due to joint nature of units	The proposed dwellings will be constructed with similar building materials for each unit. However, to mitigate concerns with future maintenance that is inconsistent with the adjoining unit, the Applicant has proposed to register restrictive covenants on the dwellings to ensure similar building material is used for both units when maintenance on the roof or cladding or driveway is required in the future.
Concerns that units will be rented	Zoning By-law Amendments cannot regulate by ownership type. All housing options, which includes housing arrangements, is required to be permitted under the Provincial Planning Statement (PPS), 2024.
Concerns with drainage and the adequacy of the existing infrastructure system	The proponents will be responsible for containing their own stormwater runoff and cannot, under the City's Property

	Standards by-law, adversely affect neighbouring property owners. Drainage measures will be considered at the building permit stage. The proposed dwellings will not exceed the maximum standards which are similar for the adjacent Single Unit Dwellings. Available municipal infrastructure (storm, water, sanitary) is available at the McRobbie Road street frontage. Enwin Utilities, hydro engineering and water engineering, had no concerns with the proposed development. The City of Windsor Engineering Department requested no further supporting information for the proposal.
Concerns with parking	The proposed development will exceed the minimum required number of on-site parking per dwelling unit. The required number is one (1) whereas two (2) are proposed per unit.
Concerns with the potential for Additional Dwelling Units (ADUs)	The development does not propose ADUs. The main level is not designed as a separate housekeeping unit. Therefore, the main and second level must operate as one (1) housekeeping unit.

5.0 Summary of Proposed Amendments

A Zoning By-Law Amendment (ZBA) is required for Part 2 and Parts 3 and 5 on Registered Plan 1597 to redesignate the lands from 'Residential District 1.1 (RD1.1)' Zone to 'Residential District 2.2 (RD2.2)' Zone to permit *Semi-Detached Dwellings*

because *Semi-Detached Dwellings* are not a permitted use under the RD1.1 Zone. The following site-specific regulations are also required to accommodate the use:

- A minimum lot width of 14.2m for a Semi-Detached Dwelling whereas 15.0m is the minimum lot width for a Semi-Detached Dwelling in the RD2.2 Zone (subsection 11.2.5.1).
- A maximum garage width of 71% whereas 60% is the maximum garage width under Zoning By-law 8600 for a Dwelling in all Residential Districts (subsection 5.11.5).

An overview of the proposed amendments is provided in **Section 7.0** of this report.

6.0 Planning Analysis

In carrying out their responsibilities under the *Planning Act*, the Council must have regard to the matters of provincial interest listed under Section 2 of the Planning Act, and, their decisions- in respect of the exercise of any authority that affects a Planning matter- must be consistent with Policy Statements that are in effect on the date of the decision and conform with the provincial plans that are in effect on that date, in accordance with subsection 3 (5) of the Planning Act. Similarly, comments, submissions or advice that affect a planning matter that are provided by the council of a municipality [...] commission or agency of the government "shall be consistent with" the Provincial Planning Statement. The Provincial Planning Statement, 2024 (PPS, 2024) is issued under Section 3 of the Planning Act.

Within Planning legislation, "consistency" is applied to mean that the ZBA is not contradictory or vary from provincial planning policies contained within PPS, 2024. The ZBA must be clearly in agreement with PPS, 2024. To assist in the determination of consistency, Chapter 1 of PPS (2024) (p.3) provides direction on how to consider specific policy language. Some policies set out positive directives through the use of words such as "shall be". Other policies set out limitations and prohibitions through the use of words such as "shall not". Other policies use enabling or supportive language such as "should", "promote", and "encourage". Where specific language is used in a policy referenced in this Analysis, it has been intentionally **bolded** if it is a directive and underlined if it is

enabling or supporting, to assist in understanding how the proposal is consistent with the PPS (2024).

A decision of the Council must also conform with applicable policies contained in the Official Plan for the City of Windsor. Within Planning Legislation, “Conformity” is applied to mean that the proposal must be similar in form to and be in harmony with the policies of the City Official Plan, such that it exists in compliant fashion with the higher order Official Plan policies that prevail above it. The policies of the Provincial Planning Statement, 2024 continue to apply after adoption and approval of an official plan.

For a ZBA to “conform”, it need not be absolute or identical in its adherence to the Official Plan policies, but it can neither be selective and conform to only some and ignore other aspects of the Plan’s policies.

This Section outlines in detail how the proposed ZBA has regard to matters of Provincial Interest, is consistent with PPS, 2024, and, conforms with the City Official Plan. No provincial plan or plans are applicable to this development; therefore, the Planning Analysis has not been applied to any provincial plan(s).

6.1 Planning Act

Section 2 of the Planning Act identifies matters of Provincial Interest that a Planning Authority must have regard to when carrying out its responsibilities under the *Planning Act*. An analysis detailing how the proposal has regard to relevant matters of provincial interest is provided in **Table 5–Matters of Provincial Interest**.

TABLE 5-

MATTERS OF PROVINCIAL INTEREST

Matter of Provincial Interest	Analysis
The protection of ecological systems, including natural areas, features and functions;	The Subject Lands do not contain or are adjacent to lands with significant natural areas, features and functions.
The protection of the agricultural resources of the Province;	The lands are not used or designated for agricultural purposes. The Subject Lands are located within an urban settlement area.

The conservation and management of natural resources and the mineral resource base;	The Subject Lands do not contain any natural resources or mineral resource base.
The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;	The Subject Lands are not located within an area of archaeological potential and are not listed or designated on the Municipal Heritage Register.
The supply, efficient use and conservation of energy and water;	The Subject Lands have access to a municipal water system along the McRobbie right of way.
The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;	The Subject Lands are serviced by an existing sanitary sewer and stormwater system on McRobbie Road. The Subject Lands are serviced by hydro power and weekly waste disposal pick ups. The Subject Lands are located on a Local Road which connects residential development to a neighbouring Arterial Road (Banwell) and expressway (EC ROW). The proposed development will efficiently use the existing and future planned public transit system along Wildwood Road and Mulberry at Robinet Southwest corner by facilitating the addition of more residents in the area.
The orderly development of safe and healthy communities;	The proposed development is located within an Urban Settlement Area and within an area designated for residential development. The proposed development will have similar building regulations respecting front, rear, and side yard setbacks to adjacent dwellings ensuring safe ingress and egress to the lots.

The accessibility for persons with disabilities to all facilities, services and matters to which the Planning Act applies;	Not applicable.
The adequate provision of a full range of housing and, including affordable housing;	The neighbourhood context is developed exclusively for Single Unit Dwellings. The proposed amendments will add an additional housing form (Semi-Detached Dwellings) to the neighbourhood.
The adequate provision of employment opportunities;	Not applicable.
The resolution of planning conflicts involving public and private interests;	The development has been designed to mitigate visual impacts on adjacent lands as a result of the built form. Specifically, the building has been designed to be consistent with building regulations respecting height, front, rear, and side yard setbacks of the adjacent dwellings. The Dwellings will also use similar exterior building material to those dwellings within the vicinity (brick and stucco, shingles) and have similar roof lines and parking patterns (front yard parking).
The protection of public health and safety;	The Subject Lands are not located within an area of Natural Hazard.
The appropriate location of growth and development;	The Subject Lands are not located within an area of development constraint.
The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians	The proposed development is adjacent to sidewalks and public transit networks. The proposed development is within walking distance to child care centres, commercial plazas, parks, and grocery stores.

The mitigation of greenhouse gas emissions and adaptation to a changing climate.	The development is a form of residential intensification which makes more efficient use of underdeveloped lands and existing infrastructure which further mitigates the impact of greenhouse gas emissions.

6.2 Provincial Planning Statement, 2024 (PPS, 2024)

The Provincial Planning Statement (PPS, 2024) provides policy direction on matters of provincial interest related to land use planning and development. It is a key part of Ontario's policy-led planning system. Consequently, it sets the policy foundation for regulating the development and use of land province-wide, helping to achieve provincial goals and enhancing the quality of life for all Ontarians (p. 2).

6.2.1 Housing

Section 2.2 of the PPS, 2024 provides for the following policies relevant to the proposed ZBA:

Policy

*2.2.1) 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) Permitting and facilitating:

1. All types of residential intensification, including the development and redevelopment of underutilized commercial sites 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.

b) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation.

Analysis

Altus Group Economic Consulting prepared a Multi-Residential Interim Control By-Law Study in 2022 for the City of Windsor to undertake research into determining the appropriate locations for the accommodation of additional residential density in the city. The Report (2022) provided demographic and economic analysis on the factors driving

intensification and infill demand in the City to inform planning recommendations for necessary changes to the City's Official Plan and Zoning By-Law to achieve the goal of intensification in existing built-up areas (p. 1).

The Report (2022) estimates that the City will see an increase in housing demand in the next 20 years with total net housing demand for single and semi-detached units forecasted to be 5, 432 (p. iii).

Despite an increase in demand, the Report (2022) finds that the amount of new housing constructed in the city has not increased substantially (p. 42). According to the Report, the City has seen a significant decline in jobs within the City, likely owing to the relative lack of new housing production (p. 43). The Report concludes that adding more housing options in the City of all types can help reduce the need for in-commuters to fill jobs and make the City more attractive to employers (p. 43).

In order to meet the housing demand forecast, the City should ensure more sufficient land is designated and available for development to act as a contingency factor and to ensure there is adequate choice in possible development sites for the entirety of the forecast period (p.43).

The proposed ZBA, therefore, provides for an appropriate housing option (semi-detached dwelling) to meet the needs of current and future residents of the regional market area through *redevelopment* (the creation of new units and uses on previously developed land in existing communities) (PPS, 2024, p. 50). Redevelopment is a form of intensification.

The Subject Lands are located in an area that consists entirely of Single Unit Dwellings. The proposed ZBA introduces a new housing option to the area and will result in a net increase in residential units.

The ZBA proposes a density (+35 units per gross hectare) which is appropriate for the area's planned infrastructure which is developed for low to medium density. The proposed use will efficiently use land that has access to a municipal local road and services and is within walking distance to transit services, parks and population related commercial services.

6.2.2 General Policies for Settlement Areas

Section 2.3.1 of the PPS, 2024 provides for the following policies relevant to the proposed ZBA:

Policy

*2.3.1.1) Settlement areas **shall** be the focus of growth and development.*

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.

*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.*

*2.3.1.4) Planning authorities **shall** establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.*

Analysis

The City of Windsor is a Settlement Area within the definition of the PPS (2024, p.51). Development includes a change of land use (PPS, 2024, p.42). Therefore, the ZBA proposes development (a change of land use) in a settlement area, consistent with the PPS (2024).

The proposed ZBA is a form of intensification through redevelopment. Complete communities are defined in the PPS (2024) as areas within cities and settlement areas that offer and support opportunities for equitable access to many necessities for daily living for people of all ages and abilities including a full range of housing (p. 41).

The proposed ZBA supports the achievement of complete communities by offering a new housing option (semi-detached) in an area that is limited in its access to a variety of housing options.

The proposed ZBA provides for a density of **+35.56 units per Gross Hectare** which s within the density range for Windsor's neighbourhoods under section 3.3.3 of the City of Windsor Official Plan.

Summary

Based on the foregoing analysis, it is my professional opinion that the ZBA is consistent with the Provincial Planning Statement (PPS, 2024).

6.3 City of Windsor Official Plan

The Provincial Planning Statement (PPS, 2024) states that the official plan is the most important vehicle for implementation of the PPS, 2024 and for achieving comprehensive, integrated and long-term planning (p. 2). As such, the purpose of the City of Windsor Official Plan is to provide guidance for the physical development of the municipality over a 20-year period while taking into consideration important social, economic and environmental matters such as where new development can locate and how existing and future neighbourhoods may be strengthened (section 1.2).

6.3.1 Development Strategy

Section 3 of the City Official Plan provides for the following policies relevant to the proposed ZBA:

Policy	
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.*
3.3.3	*Neighbourhoods are the most basic component of Windsor's urban structure and occupy the greatest proportion of the City. Neighbourhoods are stable, low-to-medium-density residential areas and are comprised of local streets, parks, open spaces, schools, minor institutions and neighbourhood and convenience scale retail services. The three dominant types of dwellings in Windsor's neighbourhoods are single detached, semi-detached and townhouses. The density range for Windsor's neighbourhoods is between 20 to 35 units per net hectare. This density range provides for low and some medium-density intensification to occur in existing neighbourhoods. Multiple dwelling buildings with medium and*

high-densities are encouraged at nodes identified in the Urban Structure Plan.

Analysis

The proposed ZBA encourages a range of housing type to allow more diversity in the neighbourhood and further reducing urban sprawl.

The proposed ZBA will maintain the neighbourhood character by proposing Semi-Detached Dwellings (a form of low-profile housing, similar to Single Unit Dwellings as per section 6.3.2.3 of the City of Windsor Official Plan). The proposed Semis will maintain the characteristics of the neighbourhood by maintaining similar front, rear, and side yard setbacks; building massing; and, exterior building materials.

The proposed ZBA provides for a density of **+35.56 units per Gross Hectare** which s within the density range for Windsor's neighbourhoods under section 3.3.3 of the City of Windsor Official Plan.

6.3.2 Healthy Community

Section 4 of the City Official Plan provides for the following policies relevant to the proposed ZBA:

Policy

4.2.1.5 *To encourage a mix of housing types and services to allow people to remain in their neighbourhoods as they age.*

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

Analysis

The proposed ZBA encourages a mix of housing type in an area dominated by a Single Unit Dwellings and will accommodate semi-detached dwellings which has been identified as an appropriate range of housing to accommodate Windsor's future growth in the Altus Report (2022).

6.3.3 Land Use

Section 6 of the City of Windsor's Official Plan provides for the following policies relevant to the proposed ZBA:

Policy

6.1 Goals

6.1.1 *Safe, caring and diverse neighbourhoods.*

6.1.3 Housing suited to the needs of Windsor's residents.

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.

6.3 Residential

The lands designated as "Residential" on Schedule D: Land Use provide the main locations for housing in Windsor outside of the City Centre Planning District. In order to develop safe, caring and diverse neighbourhoods, opportunities for a broad range of housing types and complementary services and amenities are provided. The following objectives and policies establish the framework for development decisions in Residential areas.

6.3.1 Objectives

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

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

6.3.2 Policies

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.

6.3.2.3 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;

6.3.2.5 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.

(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.

6.3.2.15 Council shall encourage the provision of a variety of housing tenures which recognize the diverse needs of Windsor's residents.

Analysis

The ZBA promotes a low profile residential development which is complementary in built form and tenure to the existing neighbourhood.

The proposed ZBA is feasible because it is not located within an area of development constraint; it is adjacent to similar land uses therefore it is not located adjacent to sources of noise, odour, dust or vibration; it is not located within a site of potential or known contamination; traffic generation is not a municipal concern in the area; and, the development is not located adjacent to Heritage resources.

The Subject Lands are not located within a Secondary Plan or Special Policy Area.

The proposed development is compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and amenity areas as demonstrated in this Report.

Adequate off-street parking which exceeds the minimum per unit in the Zoning By-Law is provided.

The proposed development has access to full municipal services at the street frontage and access to a local road for emergency services.

6.3.4 Infrastructure

Section 7 of the City of Windsor Official Plan provides for the following policies relevant to the proposed ZBA:

Policy

7.1 Goals

In keeping with the Strategic Directions, Council's infrastructure goals are to achieve:

7.1.2 Optimal use of existing infrastructure.

7.2 Transportation System

7.2.1 Objectives

7.2.1.2 To make efficient use of the existing and planned transportation infrastructure.

7.2.1.5 To promote a land use pattern, density and mix of uses that reduces vehicle trips and supports alternative transportation modes including public transit.

7.2.1.6 To integrate land use and transportation considerations at all stages of the planning process.

7.3 Infrastructure

7.3.1 Objectives

7.3.1.3 To maximize and optimize the use of existing infrastructure and corridors prior to the extension and creation of new ones.

7.3.2 General Policies

7.3.2.3 Council shall require all new developments to have full municipal infrastructure available, or agreements in place to provide such infrastructure, as a condition of approving a development proposal.

7.3.3 Infrastructure Provision Policies

7.3.3.1 Council shall encourage the development of existing serviced, underutilized or undeveloped lands within Windsor prior to the extension of municipally owned and/or operated infrastructure to vacant areas within Windsor.

Analysis

The proposed ZBA optimizes and efficiently uses the servicing that is available on McRobbie Road because there is few developments on the west side of McRobbie Road and because the development is proposed as intensification.

The development does not trigger the need for any extension of services or creation of new ones.

The development makes efficient use of the planned transit services in the area by adding more population to the transit line.

The Subject Lands are serviceable, underutilized and undeveloped. Therefore, their development is encouraged.

6.3.5 Urban Design

Section 8 of the City of Windsor Official Plan provides for the following policies relevant to the proposed ZBA:

Policy	
8.2.2.7	*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 of the area together with the character, scale, appearance and design features of existing buildings* *(b) the landmarks in the area;* *(c) the consistency and continuity of the area with its surroundings;* *(d) the edges of the area; and* *(e) linkages within, to and from the area* *(f) sustainable design and maintenance.*
8.7 Built Form	
8.7.1 Objectives	
8.7.1.2	*To achieve a complementary design relationship between new and existing development, while accommodating an evolution of urban design styles.*
8.7.1.5	*To enhance the unique character of a district, neighbourhood, prominent building or grouping of buildings.*
8.7.1.7	*To achieve external building designs that reflect high standards of character, appearance, design and sustainable design features.*
8.7.2 Policies	
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.

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,

(i) exterior building appearance

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

8.11.2.22 *Council will limit the construction of parking spaces in the required front yards of dwellings, in order to protect the aesthetic character of older residential neighbourhoods, ensure the availability of on-street public parking, ensure unhampered pedestrian movement within the public right-of-way and prevent harm to boulevard trees.*

Analysis

The proposed ZBA enhances the image of the neighbourhood by complementing and contributing to the area because it is similar in land use (residential); it proposes similar characteristics in built form and massing as described in this report; and contributes to more use of the existing park system and active transportation system in the area.
The proposed development proposes front drive garages because it is a characteristic of the neighbourhood. The development proposes habitable building walls over the garages to lessen the dominance of the garage in line with the Urban Design Guidelines. The parking garage is pushed to the side of the dwellings limiting the appearance of front yard parking more than would coupling the garages as suggested by the guidelines.
The proposed development has been designed with regard to the massing, building height, architectural proportion, *building area to site area ratios, the pattern, scale and character of existing development; and, exterior building appearance.*

6.3.6 Tools

Section 11 of the City of Windsor Official Plan provides for the following policies relevant to the proposed ZBA:

Policy

11.6.3 Zoning By-law Amendment Policies

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.

11.6.3.3 When considering applications for Zoning By-law amendments, Council shall consider the policies of this Plan and will, without limiting the generality of the foregoing, consider such matters as the following: (a) The relevant evaluation criteria contained in the Land Use Chapter of this Plan, Volume II: Secondary Plans & Special Policy Areas and other relevant standards and guidelines; (b)

Relevant support studies; (c) The comments and recommendations from municipal staff and circularized agencies; (d) Relevant provincial legislation, policies and appropriate guidelines; and (e) The ramifications of the decision on the use of adjacent or similar lands.

Analysis

This Report has demonstrated the ZBA conformity with the Official Plan.
No amendment to the Official Plan is required because the proposed use is permitted in the respective land use designation.
This Report has had consideration for relevant standards and guidelines, namely, the City of Windsor Intensification Guidelines (2022). No Secondary Plan or Special Policy Area policies are relevant to the Subject Lands.
No additional support studies were deemed required.
This Report has demonstrated the ZBA consistency with the Provincial Planning Statement (2024) and has had regard to matters of provincial interest under the Planning Act.
This ZBA has regard to comments received from the Public as part of the Open House. The proposed development will be similar in use to the adjacent properties (residential) and has considered the visual impact of the development on the neighbouring properties. The development has been designed to be compatible in building and lot regulations, massing, and building materials to the neighbouring dwellings.

Summary

Based on the foregoing analysis, it is my professional opinion that the ZBA conforms with the City of Windsor Official Plan.

6.4 City of Windsor Community Strategic Plan

Windsor's Community Strategic Plan was adopted by City Council in 2007. It includes pillars and objectives which relate to a Diverse and Caring Society. The objectives of this Pillar include the creation of complete neighbourhoods. Specifically, the Community Strategic Plan, in creating complete neighbourhoods, encourages the development of quality neighbourhoods that are well integrated with shopping, workplaces, recreation,

and makes sure that those who need assistance have decent and convenient places to live.

The proposed ZBA meets the vision and mission of the Community Strategic Plan by offering diverse housing options in proximity to population related commercial uses, parks, and transit services contributing to the creation of a complete community.

7.0 Proposed Zoning By-Law Amendment

The Subject Lands are zoned 'Residential District 1.1' (RD1.1) Zone in accordance with Map 15 of Zoning By-Law 8600.

Amendments to Zoning By-Law 8600 for the Subject Lands are required to facilitate the construction of two (2) *Semi-Detached Dwellings* with a total of four (4) *Dwelling Units*. The following actions are required to facilitate the ZBA:

Add the following under Section 20 (1) -Site Specific Provisions:

For the lands comprising Part 2 and Parts 3 and 5 on Registered Plan 1597, situated on the west side of McRobbie Road, north of Leisure Crescent, as more particularly described in Schedule 'A' to By-law No. XX, the permitted uses shall be limited to one (1) Single Unit Dwelling and one (1) Semi-Detached Dwelling and the following lot and building regulations shall apply:

1. The minimum lot width for a Semi-Detached Dwelling shall be 14.2m,
2. Despite subsection 5.11.5 of this By-law, the maximum width of a garage forming part of a main building shall not exceed 71% of the maximum permitted width of the main building on the lot

Table 6 and **Table 7** provides an overview of how the proposed Zoning regulations comply with the Provincial Planning Statement (2024) and the City of Windsor Official Plan.

Table 6-

Zoning By-Law Compliance (RD2.1)

Regulation	Required	Proposed	Compliance
RESIDENTIAL DISTRICT 2.2 (RD2.2) ZONE			
Permitted Use	One *Single Unit Dwelling,* One *Semi-Detached Dwelling*	One *Semi-Detached Dwelling* on each lot	**Complies.**
Minimum Lot Width	15.0m	14.2m	**Amendment Required for the Semi-Detached Dwelling. Variances for the lot width for the Single Units were granted through A-068/24 and A-069/24)**
Minimum Lot Area	450.0m2	562.32m2	**Complies.**
Maximum Lot Coverage	45%	42.3%	**Complies.**
Maximum Main Building Height	9.0m	8.9m	**Complies.**
Minimum Front Yard Depth	6.0m	6.1m	**Complies.**
Minimum Rear Yard Depth	7.5m	11.3m	**Complies.**
Minimum Side Yard Width	1.2m	1.3m	**Complies.**
Maximum Gross Floor Area -Main Building	400m2	354.52m2 (177.26m2 for each unit)	**Complies.**

Table 7-

Zoning By-Law Compliance (Other Standards)

Regulation	Required	Proposed	Compliance
Other Standards			
Subsection 5.11.5 (Carport/Garage)	In any residential district, for a single unit dwelling, semi-detached dwelling, duplex dwelling or townhome dwelling, the maximum width of a carport or garage forming part of the main building shall not exceed 60.0 percent of the maximum permitted width of the main building on the lot.	71%	**Amendment Required.**
Subsection 5.23.1 (Dwelling – Semi-Detached and Townhome – Additional Provisions)	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.	1.20m	**Complies.**
Subsection 5.23.5.3 (Dwelling – Semi-Detached and Townhome – Additional Provisions)	When a lot on which a semi-detached dwelling or townhome dwelling has been erected and is subsequently divided in compliance with Part VI of the	42.32%	**Complies.**

	Planning Act by a common interior lot line that separates the dwelling units, for each dwelling unit the following additional provisions shall apply: .3 Lot Coverage – Total – maximum – 50% of lot area		
Subsection 24.20.5 (Required Parking Spaces)	1 parking space for each *Semi-Detached Dwelling Unit*	2 for each unit	**Complies.**
Subsection 24.20.10 (Size of Parking Space)	Each parking space shall have a minimum of length of 5.5m and a minimum width of 2.5m, except where one side of the parking space is flanked by a wall or fence, each parking space shall have a minimum length of 5.5m and a minimum width of 3.5m.	3.4m x 6.1m for surface parking space 4.1m x 7.3m for garage parking space	**Complies.**
Subsection 24.28.1.3.2 (Front Yard Paving and Surfacing in Residential Districts)	For a single-unit dwelling, semi-detached dwelling, duplex dwelling or townhome dwelling unit, the total area of the required front yard occupied by a hard surface for the purpose of a walkway, driveway,	52.3%	**Complies.** Maximum surface coverage is 60% because lot width is 2 metres less than 9m.

	access area or a parking space or any combination thereof cannot exceed: .2 for a lot having a width of less than 9 m: 50% of the required front yard area plus 5% for each 1 metre decrease in lot width below 9 m to a maximum of 70% of the required front yard area.		

8.0 Summary

It is the professional opinion of the undersigned that the application for Zoning By-Law Amendment (ZBA) has regard to matters of Provincial Interest, is consistent with the Provincial Planning Statement (2024), conforms to the City of Windsor Official Plan, has regard to applicable City Guidelines and Strategic Plans, and represents good planning.

8.1 Good Planning

Good Planning is guided by public interest and results in well-planned and enjoyable communities that have the amenities people need. These communities contribute to well-being and long-term societal goals such as housing affordability.

The ZBA is guided by public Interest by proposing an appropriate range of housing that has been determined to be required to meet the current and future needs of the regional housing market and appropriate for the planned use of the area.

The adverse impacts of the ZBA have been determined, through public consultation, to be mainly visual. The ZBA responds to this planning conflict by designing the dwellings to incorporate similar lot and building regulation resulting in even spacing and relative setbacks from streets; and, similar building massing and materials to those dwellings on McRobbie which have a similar architectural style.

The proposed ZBA responds to concerns regarding parking by including additional parking spaces which exceeds the requirements of the zoning by-law. The garages have

been designed to be functionally suitable as a parking area and is therefore larger in width than what is permitted under Zoning By-Law 8600 but measures have been undertaken to reduce the impact of the width by adding residential space ontop of the garage, in line with the recommendations of the Guidelines (2022). To further reduce the visual impact, the applicant may also pull up the front entrance to be more in line with the garage, encouraging more sense of place.

The proposed ZBA provides an adequate provision of housing and resolves planning conflicts involving public and private interests. The proposed ZBA has no impact on other matters of provincial interest such as the protection of ecological systems, agricultural resources, or cultural resources. The proposed ZBA efficiently uses infrastructure, is proposed in an appropriate location for growth and development, promotes a well-designed built form, and is therefore, good planning.

9.0 Conclusions

The application should be approved for the following reasons:

- **The application has regard to matters of Provincial Interest, as required under Section 2 of the Planning Act.**
- **The application is consistent with the Provincial Planning Statement (PPS, 2024).**
- **The application conforms with the City of Windsor Official Plan.**
- **The application is an excellent example of residential intensification through redevelopment of an underutilized residential site in a fully serviced Settlement Area.**
- **The application will allow for the provision of a full range of housing, specifically, Two (2) Semi-Detached Dwellings for four (4) units total: a variety of housing that is required to meet the current and future needs of the City of Windsor.**

Respectfully submitted,



Rita Jabbour, RPP, MSc, BA
Registered Professional Planner
RJ PLANNER
T: 519-322-7974
E: info@rjplanner.com

Appendix A

Office of the Commissioner of
Economic Development & Innovation

Neil Robertson, MCIP, RPP
City Planner/Executive Director

March 27, 2025

Jasmeen Dhillon
5980 Tecumseh Rd E
Windsor, ON N8T 1E3

RE: PC-027/25 - STAGE 1 PLANNING CONSULTATION FOR ZONING BY-LAW AMENDMENT (ZBA)

APPLICANT: Jasmeen Dhillon
AGENT: Same as applicant
LOCATION: 3185, 3187, 3189 and 3191 McRobbie Road
ROLL NO: To be determined by MPAC

The Stage 1 Planning Consultation process is complete. The development concept has been circulated to determine what supporting information is needed to address potential concerns and constitute a complete Zoning By-law Amendment application. The applicant must complete the requirements outlined in this letter to move forward with the Stage 2 Planning Consultation process.

PROPOSAL:

The applicant proposes to construct two, two-storey semi-detached dwellings on each lot (Part 2 and Parts 3 and 5 on 12R29955). Each semi would contain one dwelling unit on each side, for a total of 4 dwelling units over the two lots. Two parking spaces are proposed for each lot. A rezoning to RD2.2 is requested to permit a semi-detached dwelling as an additional permitted main use.

ZONING BYLAW 8600: Residential District 1.1 (RD1.1)

OFFICIAL PLAN DESIGNATIONS – VOLUME I:

Schedule A: Planning Districts & Policy Areas – Forest Glade Planning District
Schedule D: Land Use – Designated as "Residential"
Schedule F: Roads & Bikeways – located on a Local Residential Road (McRobbie Road)

APPLICATION TYPE AND REQUIRED APPLICATION FEE:

Application forms are available at the City of Windsor Applications/Fees Page. Read them in full. Fees are subject to change. Verify fees before submitting any applications.

1. **Stage 2 Planning Consultation Application (PC2) Fee $2,323.50**- The Stage 2 Planning Consultation Application must be completed before a Zoning By-law Amendment application can be submitted and must be accompanied by the supporting documents indicated below.
2. **Zoning By-law Amendment (ZBA)** – Minor Rezoning – Fee $2,413.50– A zoning by-law amendment application shall be submitted after the Stage 2 Planning Consultation is

deemed complete. Please read the application in full prior to submission. In addition to the proposed amendment, indicate any other requested site-specific exceptions on the application form. The applicant is responsible for ensuring the development complies with the provisions of Zoning By-law 8600 and any proposed zoning district provisions and site-specific exception.

REQUIRED SUPPORT STUDIES OR INFORMATION FOR STAGE 2 PLANNING CONSULTATION:

1. **Standard requirements as indicated on the Application Forms:** Conceptual elevations, conceptual floor plans, conceptual site plans; deed and/or offer to purchase. All concept designs must be in metric measurements and pdfs flattened.
2. **Public Consultation Meeting** – The purpose of the public consultation meeting (Open House) is to provide an opportunity for consultation by the applicant with citizens who may be impacted by the proposal before the application is deemed to be complete. It must be held before a Stage 2 Planning Consultation application is submitted and should provide conceptual plans and elevations. A report of the meeting is required and can be included in the Planning Rationale Report. Municipal staff will be made available to attend as observers and to answer general questions. Staff will provide a list of addresses and mailing labels of all tenants and property owners within 200 m of the subject lands. For additional information, see Section 10.2.19 of the Official Plan.
3. **Planning Rationale Report** – A Planning Rationale Report (PRR) completed by a Registered Professional Planner or qualified professional is required to explain and justify the proposed rezoning/ site-specific provisions and compatibility of the development with the surrounding area. The PRR shall summarize any other required studies listed below and may include a report of the Public Consultation Meeting. See the Supporting Studies – Terms of Reference of the Official Plan for more information. Contact: Diana Radulescu, Planner II – Development Review, dradulescu@citywindsor.ca or 519-255-6543 x 6918.

NOTES TO APPLICANT

City of Windsor – Site Plan Control

Site Plan is not applicable for this proposed development pursuant to the Planning Act and City of Windsor By-law 1-2004.

City of Windsor – Transit Windsor

Transit Windsor has no objections to this development. The closest existing transit route to this property is with the Lauzon 10. The Lauzon 10 has a peak weekday frequency of 35 minutes. The closest existing bus stop to this property is located on Wildwood at Ancona Southeast Corner. This bus stop is approximately 380 metres from this property falling within Transit Windsor's 400 metre walking distance guidelines to a bus stop. Transit Windsor's City Council approved 2023 Service Plan has two new local routes replacing the Lauzon 10 for this area. They will have peak weekday frequencies of 20-30 minutes. Both routes will operate in both directions versus the existing one way loop on the Lauzon 10 providing more convenience and enhanced transit services for this area. There is a proposed bus stop on Mulberry at Robinet Southwest Corner that is approximately 260 metres from this property reducing the walking distance to transit

services. This is consistent with Transit Windsor's City Council approved Transit Master Plan.

City of Windsor – Engineering

No supporting information is required.

ENWIN Utilities - Hydro Engineering

No Objection to Re-zoning.

Anwar Nagar, Hydro Engineering Technologist

ENWIN Utilities - Water Engineering

ENWIN Water has no objections. There are no water services for these lots.

Bruce Ogg, Water Project Review Officer

City of Windsor – Transportation Planning

No supporting information is required. All parking must comply with Zoning By-law 8600.

City of Windsor – Planning Department – Heritage Planning

There is no apparent built heritage concern with this property, and it is not located within an Archaeological Potential Zone (APZ). Nevertheless, the Applicant should be notified of the following archaeological precaution.

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 & Development Services 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 & Development Services Department:

519-255-6543 x6179, ttang@citywindsor.ca, planningdept@citywindsor.ca

Windsor Manager of Culture and Events (A):

Michelle Staadegaard, (O) 519-253-2300x2726, (C) 519-816-0711, mstaadegaard@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

Contact: Tracy Tang, Planner III, ttang@citywindsor.ca or 519-255-6543 x6449

City of Windsor – Landscape & Urban Design

I have reviewed the file above and have no comments to offer at this time.

City of Windsor – Forestry

There are No city owned trees on the property's

There are Private trees located on the property, severed from 3196 Robinet

Forestry has NO concerns at this time regarding the request for a Zoning By-law Amendment.

For any future development on the property, Forestry may have concerns regarding the ability to preserve existing on-site and adjacent trees and tree canopy cover as per City Policy.

The owner/developer may be requested to provide a detailed tree inventory for all live trees over 10cm DBH within the proposed development area, both city and privately owned. This inventory should include trees on adjacent lots in close proximity (5 meters) to the property lines. The inventory should identify ownership and provide sub-meter accuracy GPS location, species, diameter (DBH) and condition for each tree. For trees in proximity to a roadway, less than 10m, GPS location should be taken on the nearest road-side of the tree. Indication should be made for each tree if it is to be preserved & protected or removed during development. A qualified Arborist, Urban Forester or Landscape Architect should conduct the tree survey.

Forestry will require detailed site plans prior to construction that show adequate Tree Root protection zones for each individual tree if they are to be preserved on-site and those in proximity on adjacent lots through the development process. Basic Tree protection includes exclusion fencing at the 'drip-line +1 meter' distance for each tree. Full details regarding the size of protection area required, the permitted activity within the protection zone and the type of fencing for protection zones can be provided by Forestry. City Trees are protected from damages and removal under City by-law 135-2004 and 131-2019.

If the trees are not to be preserved or cannot be adequately protected through the development process a request must be made that specific trees be removed. A Removal & Canopy Replacement costs may be calculated based on cost-to-remove and a Diameter-for-Diameter replacement ratio for both City owned and Private trees.

If individual trees are initially identified to be preserved and provided with Protection zones but are damaged or encroached upon during construction, then Removal and Replacement costs will apply.

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.

Contact: Yemi Adeyeye, City Forester, yadeyeye@citywindsor.ca or 519-253-2300 x2760

CONCLUSION:

The Stage 1 Planning Consultation Process has been completed, and comments have been provided regarding required studies and additional information pertaining to the proposal. The applicant may choose to consult with the Planning Department prior to proceeding with the development application. The Stage 2 Planning Consultation Application for the proposed Zoning By-law Amendment must be completed before a development application under the Planning Act can be submitted.

Administration, the Development and Heritage Standing Committee (DHSC), and City Council reserve the right to request additional information prior to the rendering of a final decision. This Stage 1 Planning Consultation Letter does not provide the position of staff or the Corporation of the City of Windsor regarding the proposed development and **expires at the end of March 27, 2026**.

For any changes to the proposal, contact me as soon as possible to determine if those changes may have an impact on the information provided in this letter. If you have any questions regarding the content of this letter or any process in general, contact me at dradulescu@citywindsor.ca or 519-255-6543 x 6918.

Sincerely,



Diana Radulescu
Planner II – Development Review

DR/nm

Appendix B

Appendix B

Terms of Reference – Planning Application Technical Studies

Where the City requires technical studies to be submitted in conjunction with a planning application, the Terms of Reference for the required studies shall be based on the following guidelines. The City may scope the scale of the study in terms of the study area, the duration of the study and the reporting requirements in a manner that reflects the scale and/or complexity of the development. These guidelines are not part of the Official Plan and may be amended from time to time to reflect changing conditions and circumstances.

Planning Rationale Report

Purpose:

The purpose of the Planning Rationale Report is to provide a framework for an applicant seeking development approval to explain salient details of the application and provide supporting reasons why the proposal should be considered and approved. This document is also intended to assist staff with their review and processing responsibilities.

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

1. Provide a clear description of the proposal together with any appendices, maps or plans that help to provide the context of the location and approvals required;

2. Include a conceptual plan for the development including items such as building design and orientation, landscaping, streetscaping, access locations, pedestrian and vehicular circulation, and development statistics including height, density, proposed setbacks, parking (existing, required, and proposed), and any potential phasing plans;

3. Describe the site's previous development approval history;

4. Describe major physical features or attributes of the site including current land uses(s) and surrounding land uses, built form and contextual considerations together with maps and appendices which assist with context;

5. Provide a professional opinion on:

    i. How the proposal addresses the relevant requirements of the Planning Act, and how the proposal is consistent with the Provincial Policy Statement;

    ii. Compliance with relevant Official Plan policies, including both general policies and site-specific land use designations and policies;

    iii. How the proposal addresses the Community Strategic Plan and/or any applicable City adopted Design Guidelines;

iv. The suitability of the site and indicate reasons why the proposal is appropriate for this site and will function well to meet the needs of the intended future users;

v. Compliance and/or non-compliance with the Zoning By-law.

6. Provide an analysis of the compatibility of the design and massing of the proposed developments and land use designations on properties in the vicinity;

7. Provide a summary of the questions, concerns and/or comments raised at any Open House, together with a response that sufficiently addresses each item raised;

8. Provide an analysis and professional opinion as to why the proposal represents good planning, including the details of any methods that are used to mitigate potential undue, adverse impacts;

9. Provide a summary on the policy and planning analysis, including a summary of recommendations from other supporting studies required as part of the complete application, and how they have informed the Planning Justification Report;

10. Provide a comprehensive professional planning conclusion demonstrating how a proposal conforms to applicable planning policy documents and good planning principles; and

11. Where modifications to the Official Plan and/or zoning by-law provisions are proposed, a draft Amendment and detailed concept plan shall be provided applying all applicable policy and zoning regulations;

Qualifications:

A Planning Rationale Report must be completed by a Registered Professional Planner (RPP), registered with the Ontario Professional Planners Institute (OPPI), to the satisfaction of the City Planner.

Appendix C

GENERAL NOTES

1. ALL CONSTRUCTION TO COMPLY WITH THE GENERAL NOTES AND/OR THE CURRENT ONTARIO BUILDING CODE, FIRE CODE, PLUMBING CODE, ELECTRICAL CODE AND/OR LOCAL BY-LAWS. IN THE EVENT OF A CONFLICT, THE MORE STRINGENT REQUIREMENTS SHALL APPLY.
2. WINDOW AND DOOR SIZES ARE SHOWN FOR REFERENCE ONLY. GENERAL CONTRACTOR SHALL CONSULT MANUFACTURER SPECIFICATIONS FOR ALL EXACT ROUGH OPENING SIZES AND GLAZING DIMENSIONS PRIOR TO CONSTRUCTION. LOCATION, HEAD HEIGHTS AND SILL HEIGHTS TO BE CONFIRMED ON SITE BY GENERAL CONTRACTOR PRIOR TO CONSTRUCTION.
3. WOOD WALL AND FLOOR FRAMING SHALL COMPLY WITH OBC PART 9 EXCEPT WHERE MORE STRINGENT REQUIREMENTS ARE NOTED ON DRAWINGS
4. WOOD ROOF FRAMING SHALL COMPLY WITH OBC SECTION 9.23.13 EXCEPT WHERE MORE STRINGENT REQUIREMENTS ARE NOTED ON DRAWINGS
5. MINIMUM FOOTING DEPTH SHALL BE 4'-0" BELOW FINISHED GRADE. UNDER-FLOOR SPACE SHALL COMPLY WITH OBC 9.18.
6. PERMIT APPLICANT TO SUBMIT EITHER A TRUSS DESIGN DATA SHEET OR THE COMPLETE TRUSS DESIGN DRAWINGS FOR ANY PRE-ENGINEERED ROOF TRUSSES OR GIRDERS
7. ALL ATTICS ARE DESIGNED AS NON-STORAGE UNLESS OTHERWISE NOTED
8. PROVIDE INSULATION TO MEET OBC 9.25.2. AND SB-12, ALL EXTERIOR WALLS TO BE MINIMUM R24.
9. PROVIDE RIGID INSULATION AT ALL PERIMETER SLAB ON GRADE CONDITIONS
10. DAMPPROOFING AND WATERPROOFING SHALL COMPLY WITH OBC SECTION 9.13.
11. ALL BRICK OR MASONRY LEDGES SHALL BE A MINIMUM OF 6" ABOVE FINISHED GRADE.
12. GRADING SHALL SLOPE A MINIMUM OF 2% AWAY FROM THE BUILDING AT EVERY POINT WHERE THE BUILDING MEETS FINISHED GRADE.
13. VENTILATION OF CONCEALED ROOF SPACES SHALL BE MAINTAINED
14. ELECTRICAL SYSTEM DESIGN IS BY OTHERS.
15. MECH & HVAC SYSTEM DESIGN IS BY OTHERS
16. PLUMBING DESIGN IS BY OTHERS
17. DO NOT SCALE DRAWINGS.
18. GC TO CONFIRM REQUIREMENTS FOR ZONING, SETBACK, AND ENVIRONMENTAL RESTRICTIONS PRIOR TO CONSTRUCTION.
19. THESE DWG'S ARE FOR MIN. BUILDING PERMIT ONLY AND DO NOT GIVE ALL DETAILS FOR COMPLETE BUILDING PROCESS. G.C. IS RESPONSIBLE FOR ALL OTHER DETAILS ,INFO , ENG. STAMPS FOR CONC, REINF PORCHES OR POINT LOADING DIAGRAMS , LINTEL DESIGNS ,BEAM REINFORCEMENT NEEDED FOR BUILDING PERMIT PROCESS IF REQUESTED BY LOCAL MUNICIPAL AUTHORITIES
20. THIS CONSULTANT IS UNAWARE OF ANY SOIL BEARING CAPACITY PROBLEMS. THIS CONSULTANT HAS ADVISED OWNER TO INVOLVE A GEOTECHNICAL CONSULTANT THROUGHOUT CONSTRUCTION TO ADVISE CONSULTANT OF ALL SUBSURFACE CAPACITIES. IF ANY SOIL PROBLEMS EXIST. THE OWNER MUST HIRE A ENG. TO SOLVE THESE PROBLEMS AND PAY FOR ALL FEES AND EXTRA MATERIALS DURING THIS TIME.
21. G.C. MUST HIRE ONT. LAND SURVEYOR TO PLACE HOME ON SITE AND SET ELEVATIONS FOR EXCAVATIONS AND PRODUCE A COMPLETE GRADING PLANS FOR OWNERS AND LOCAL AUTHORITIES APPROVAL
22. DESIGNER IS NOT HIRED NOR RESPONSIBLE FOR CONSTRUCTION REVIEW DURING CONSTRUCTION. ANY INTERIOR OR EXTERIOR MODIFICATIONS MADE BY G.C. DURING CONSTRUCTION MUST BE REPORTED TO THIS CONSULT . IF NOT THE DESIGNER WILL NOT TAKE ANY RESPONSIBILITY FOR ERRORS MADE DURING CONSTRUCTION INCURRING COST TO THE DESIGNER .
23. G.C. MUST CHECK ALL DIMENSION OF PLANS AND FIELD DIM. PRIOR TO ORDERING PRE. ENG TRUSSES AND REPORT AND DIFFERENCES TO THIS DESIGNER IN WRITING IMMEDIATELY PRIOR TO ERECTION AND FABRICATION OF TRUSSES
24. ALL DIMENSIONS ON PLANS ARE SHOWN IN NOMINAL DIMENSIONS FOR EASE OF CONSTRUCTION AND ADDING OF FRACTIONS
25. G.C. IS RESPONSIBLE FOR DEVELOPER APPROVAL OF ALL DESIGNS . PRIOR TO WORKING DWG'S STARTED.
26. G.C. IS RESPONSIBLE TO ALSO REVIEW TRUSS SHOP DWG'S AND APPROVE AND UNDERSTAND ALL CONSTRUCTION METHODS AND DETAILS OF PRELIM. ROOF SHOP DWG'S AND APPROVE PRIOR TO SUBMITTING PERMIT DWG'S BY THIS DESIGNER.
27. G.C. IS RESPONSIBLE TO KEEP ALL DESIGN COMPONENTS AND LAYOUT THE SAME AS PER THESE DWG'S .FAILURE TO DO SO VOIDS THESE DWG'S AND FIELD MEASUREMENTS AND MUST BE DONE TO SIT ON SITE CONDITIONS . THIS CONTRACTOR MUST PAY FOR THESE REVISIONS.
28. EXTERIOR FINISHES AND FINISHING SYSTEMS ARE FOR DEMONSTRATION. G.C. MAY USE APPROVED FINISHES AND FINISHING SYSTEMS THAT MEET MINIMUM CODE. DESIGNER MUST BE INFORMED AND APPROVE CHANGES FROM DEMONSTRATED FINISHES AND FINISHING SYSTEMS.
29. EXTERIOR FINISHES, WINDOWS, DOORS SIZES AND STYLES, KITCHEN LAYOUTS, BATH LAYOUTS, AND BASEMENT DESIGNS ARE THIS DESIGNERS RENDERING OF WHAT THE HOUSE CAN INCLUDE. GENERAL CONTRACTORS CONTACT SHALL SUPERCEDE IN ALL ABOVE MENTIONED CATEGORIES AS LONG AS THEY MEET O.B.C. G.C. TO INFORM DESIGNER OF ANY DIFFERENCES TO THIS PLAN.

GENERAL NOTES

FOOTINGS AND SLABS
- FOOTINGS AND FOUNDATIONS TO COMPLY WITH O.B.C. SECTION 9.15
- SLABS TO COMPLY WITH O.B.C. SECTION 9.16 CONCRETE FOUNDATION WALLS
- CONCRETE FOUNDATION WALLS TO COMPLY WITH O.B.C. SECTION 9.15

ATTACHED GARAGES
- ATTACHED GARAGES SHALL COMPLY WITH O.B.C. SECTION 9.35

MASONRY VENEER WALLS
- MASONRY VENEER WALLS SHALL COMPLY WITH O.B.C. SECTION 9.20

WOOD FRAMING
- WOOD FRAMING SHALL COMPLY WITH O.B.C. SECTION 9.23

ROOF CONSTRUCTION
- ROOF CONSTRUCTION SHALL COMPLY WITH O.B.C. SECTION 9.26

BASEMENT
- PROVIDE 0.2% MINIMUM OF UNFINISHED BASEMENT FLOOR AREA, UNOBSTRUCTED VENTILATION AREA TO THE OUTDOORS

DOORS AND WINDOWS
- DOORS AND WINDOWS SHALL COMPLY WITH O.B.C. SECTION 9.5

FLASHING
- FLASHING SHALL COMPLY WITH O.B.C. SECTIONS 9.26, 9.27

INSULATION AND VAPOUR BARRIERS
- INSULATION SHALL COMPLY WITH O.B.C. SECTION 9.7.6
- VAPOUR BARRIERS SHALL COMPLY WITH O.B.C. SECTION 9.25

FIRE SEPARATION
- FIRE SEPARATION SHALL COMPLY WITH O.B.C. SECTION 9.10

CHIMNEY AND FLUES
- CHIMNEY AND FLUES SHALL COMPLY WITH O.B.C. SECTION 9.21

NATURAL AND MECHANICAL VENTILATION
- NATURAL AND MECHANICAL VENTILATION SHALL COMPLY WITH O.B.C. SECTION 9.32

SMOKE ALARMS
- SMOKE ALARMS SHALL COMPLY WITH O.B.C. SECTION 9.10

GENERAL NOTES

1. THESE GENERAL NOTES REFER TO ALL ARCHITECTURAL DRAWINGS
2. THE ONTARIO BUILDING CODE LATEST EDITION SHALL BE THE BASIS FOR THE DESIGN AND CONSTRUCTION FOR THIS PROJECT
3. WRITTEN DIMENSIONS ON THESE DRAWINGS SHALL HAVE PRECEDENCE OVER SCALED DIMENSIONS.
4. GENERAL CONTRACTOR TO VERIFY ALL SITE CONDITIONS PRIOR TO HOME CONSTRUCTION.
5. CONTRACTOR SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE JOB AND THE CONSULTANTS MUST BE NOTIFIED IN WRITING OF ANY VARIATIONS FROM THE DIMENSIONS AND CONDITIONS SHOWN ON THE DRAWINGS.
6. CONTRACTOR SHALL PROMPTLY NOTIFY THE CONSULTANT IN WRITING OF THE EXISTENCE OF ANY OBSERVED VARIANCES BETWEEN THE DOCUMENTS AND APPLICABLE CODES OR ORDINANCES OR REGULATORY AGENCIES.
7. CONSULTANT WILL NOT BE HELD RESPONSIBLE FOR ANY OMISSIONS TO, ERRORS PERTAINING TO, OR DEVIATIONS FROM THIS SET OF DRAWINGS DURING THE CONSTRUCTION PROCESS.
8. SPECIFIC NOTES AND SPECIFIC DETAILS SHALL TAKE PRECEDENCE OVER GENERAL NOTE AND TYPICAL DETAILS.
9. THE CONTRACTOR SHALL OBTAIN ANY ALL NECESSARY PERMITS AND ARRANGE FOR ALL REQUIRED INSPECTIONS AS REQUIRED BY GOVERNING LAWS.
10. ALL COLOURS FOR MATERIAL SPECIFIED WITHIN THESE DRAWINGS SHALL BE CHOSEN BY CLIENT FROM SAMPLES PROVIDED BY CONTRACTOR.
11. THESE PRINTS ARE THE PROPERTY AND DESIGN THIS DESIGNER. THE DESIGNER RESERVES THE RIGHT TO REPRODUCE THE SAME HOUSE AT NO BENEFIT TO THE PURCHASER OF THIS HOME.

CONSTRUCTION NOTES

1. DOWNSPOUTS MAY CONNECT AT HARD SURFACES ONLY
2. EXHAUST FANS AND DUCTS SHALL BE SIZED ACCORDING TO O.B.C. PART 6 OR 9.32. ALL FANS SHALL EXHAUST DIRECTLY OUTDOORS. KITCHEN EXHAUST FAN SHALL BE NON-COMBUSTIBLE PIPE
3. PROVIDE AN ATTIC ACCESS HATCH THAT IS MIN 3.4 FT² WITH NO DIMENSION LESS THAN 21.5" OR 20" x 28" MIN
4. ALL STAIRS, RAMPS, HANDRAILS AND GUARDS SHALL CONFORM TO 9.8, O.B.C.
5. GARAGE ENTRY DOOR SHALL BE TIGHT-FITTING, WEATHER STRIPPED AND SELF CLOSING TO PROVIDE A GAS PROOF SEAL
6. ANY CHANGES TO THE BACKFILL HEIGHT DURING CONSTRUCTION MUST BE APPROVED BY THE CBO.
7. SMOKE DETECTORS REQUIRED IN EACH SLEEPING ROOM & HALLWAY AS PER 9.10.19.3. of O.B.C.
8. ALL HVAC, PLUMBING AND ELECTRICAL DEPICTED AND OR LOCATED ON THIS DRAWING ARE THIS DESIGNERS INTERPRETATION AND ARE SUBJECT TO CHANGE. G.C. TO CONFIRM ALL LOCATIONS
9. THE OWNER IS RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF CONC. STAIRS, CONC. PORCH, HANDRAILS, AND GRADING ASSOCIATED WITH REAR COVERED PORCH. THE CONTRACTOR IS NOT RESPONSIBLE UNLESS EXPLICITLY STATED IN THE BUILDING CONTRACT.
10. THIS DESIGNER HAS STAMPED AND REVIEWED THESE DRAWINGS, BUT IS NOT RESPONSIBLE FOR UNFORESEEN SITE CONDITIONS. THIS DESIGNER IS NOT RESPONSIBLE FOR ERCA, EASEMENTS, SITE PLAN CONTROL, DEVELOPMENT CONDITIONS, AND LOT RESTRICTIONS.
11. THE GENERAL CONTRACTOR MAY / CAN CHANGE ANY DOORS, WINDOWS, MATERIALS, OR EXTERIOR DETAILS TO MEET THE CONTRACT BETWEEN THE G.C. AND HIS/HER CLIENT. THE G.C. IS TO NOTIFY THIS DESIGNER OF ANY CHANGES THAT ARE MADE TO THESE DRAWINGS.
12. G.C. TO CONFIRM WALL SYSTEM TO INCLUDE NO LOW PERMEANCE MATERIALS as per 9.25.5.1. of O.B.C. OTHERWISE G.C. MUST ENSURE WALL ASSEMBLY MEETS 9.25.5.2 OF O.B.C.

1. VERIFY IN FIELD FOR ALL MECHANICAL, PLUMBING AND ELECTRICAL WORK.
2. ALL STAIRS, RAMPS , HANDRAILS AND GUARDS SHALL CONFORM TO THE CURRENT VERSION OF PART 9 ONTARIO BUILDING CODE.
3. ALL OPENINGS TO HAVE (2) 2x8 LINTEL UNLESS OTHERWISE NOTED.

FLOOR PLAN NOTES

1. VERIFY IN FIELD FOR ALL MECHANICAL, PLUMBING AND ELECTRICAL WORK.
2. ALL STAIRS, RAMPS , HANDRAILS AND GUARDS SHALL CONFORM TO THE CURRENT VERSION OF PART 9 ONTARIO BUILDING CODE.
3. ALL INTERIOR WALL TYPES TO BE 2"1 UNLESS OTHERWISE NOTED
4. VERIFY ALL MEP WORK ON SITE

EXTERIOR ELEVATION NOTES

1. ALL EXTERIOR FINISHES AS PER EXTERIOR MATERIAL FINISHES SCHEDULE OR EQUAL APPROVED.
2. ALL EXTERIOR FINISHES INSTALLED AS PER MANUFACTURERS RECOMMENDATIONS
3. ALL EXTERIOR TRIMS, SILLS AND FLASHING TO BE INSTALLED AS PER MANUFACTURERS RECOMMENDATIONS.

SITE INFO		
ADDRESS	LOT NUMBER	LOT AREA
PARTS 3 & 5 **3189 & 3191 McRobbie** **Windsor, ON**	**PARTS 3 & 5**	**6063 ± SF**
	ZONING	ALLOWABLE COVERAGE
	RD2.2 (Requested)	**2728 SF (45%)**
		PROPOSED COVERAGE
		2564 SF (42.3%)

BUILDING AREAS UNIT 'A' AND 'B' - COMBINED		
DWELLING	**1580 SF**	**146.79 m²**
GARAGE	**652 SF**	**60.57 m²**
FRONT PORCH	**70 SF**	**6.5 m²**
REAR PORCH	**262 SF**	**24.34 m²**
TOTAL LOT COVERAGE	**2564 SF (42.3%)**	**238.2 m² (42.3%)**

BUILDING AREAS					
	UNIT 'A'			UNIT 'B'	
MAIN	**790 SF**	**73.39 m²**	MAIN	**790 SF**	**73.39 m²**
BASEMENT	**790 SF**	**73.39 m²**	BASEMENT	**790 SF**	**73.39 m²**
UPPER	**1118 SF**	**103.87 m²**	UPPER	**1118 SF**	**103.87 m²**
GARAGE	**326 SF**	**30.29 m²**	GARAGE	**326 SF**	**30.29 m²**
FRONT PORCH	**35 SF**	**3.25 m²**	FRONT PORCH	**35 SF**	**3.25 m²**
REAR PORCH	**131 SF**	**12.17 m²**	REAR PORCH	**131 SF**	**12.17 m²**
TOTAL G.F.A.	**1908 SF**	**177.26 m²**	TOTAL G.F.A.	**1908 SF**	**177.26 m²**

FRONT YARD		
TOTAL FRONT YARD AREA	**466 SF**	**43.29 m²**
HARD SURFACE (Driveway and sidewalks)	**220 SF**	**20.43 m²**
LANDSCAPED AREA	**246 SF (52.3%)**	**22.85 m²**
PARKING SPACES	**2 (1) GARAGE, (1) DRIVEWAY FOR EACH UNIT**	

INDEX OF DRAWINGS

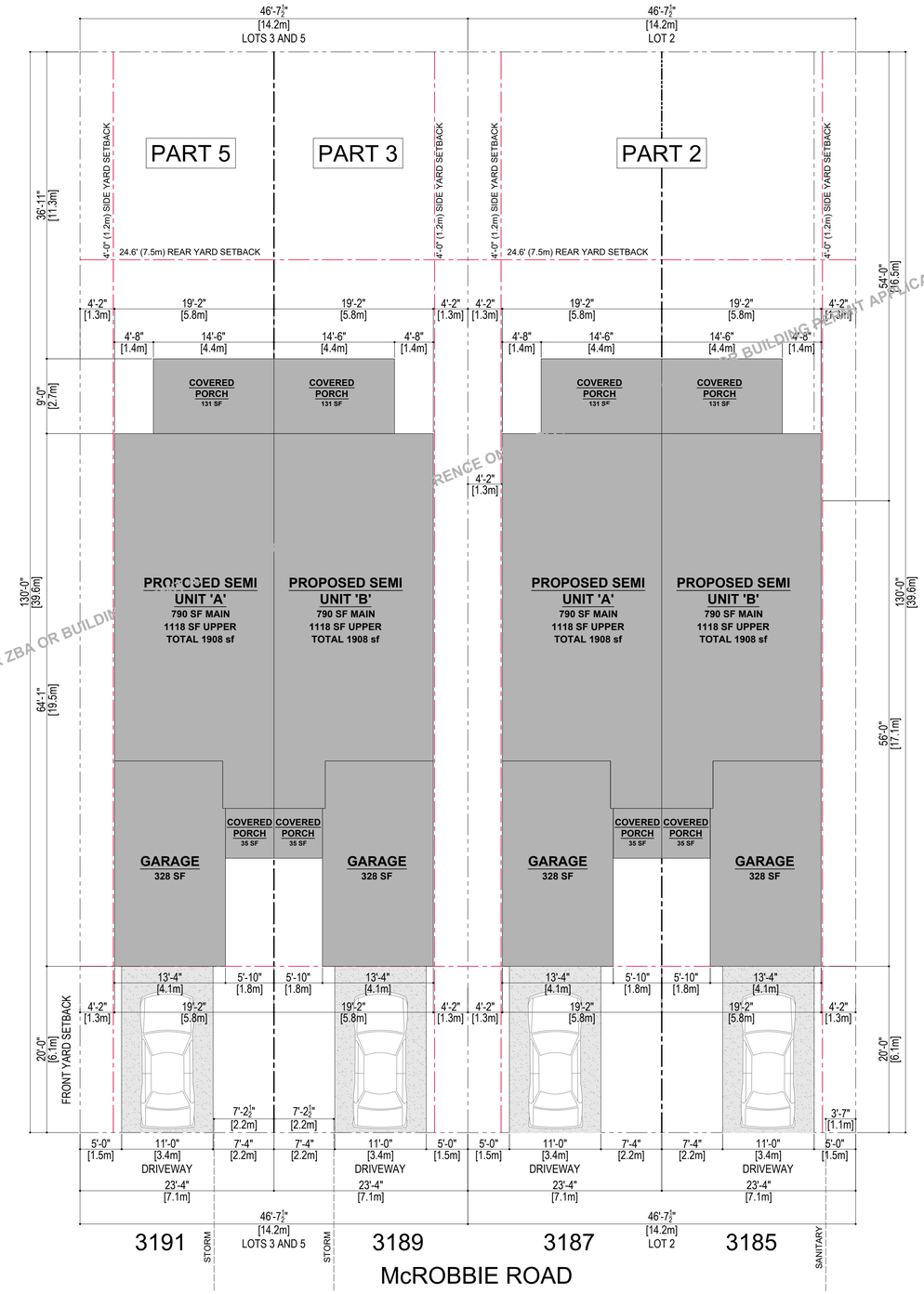
A00.1 SITE PLAN, ROOF PLAN & NOTES
A00.2 BUILDING SECTIONS
A01.1 FOUNDATION AND MAIN FLOOR
A01.2 MAIN AND UPPER FLOOR PLANS
A02.1 ELEVATIONS
A02.2 ELEVATIONS

SITE PLAN NOTES

1. THIS DESIGNER IS NOT RESPONSIBLE FOR ERCA, EASEMENTS, SITE PLAN CONTROL, APPROVALS AND DEVELOPMENTAL SITE CONDITIONS, AND LOT RESTRICTIONS.
2. THIS PLAN IS NOT A LEGAL SURVEY. ALL DIMENSIONS SHOULD BE VERIFIED BY AN O.L.S. THIS SITE PLAN IS PROVIDED AS A GUIDE TO LOCATE THE BUILDING

SITE PLAN LEGEND

SETBACKS
PROPERTY LINES
Proposed Build
Hard Surfaces



DRAWING FOR REFERENCE ONLY - DO NOT ACCEPT FOR ZBA OR BUILDING PERMIT APPLICATION. DRAWING FOR REFERENCE ONLY - DO NOT ACCEPT FOR ZBA OR BUILDING PERMIT APPLICATION

N

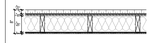
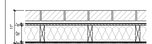
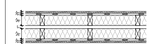
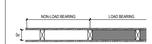
1 / A00.1 PROPERTY PLAN
1/8" = 1'

MAY 28, 2025	ISSUED FOR ZONING VARIANCE PHASE 2
AUG 06, 2025	REVISIONS AS PER - STAGE 2: PLANNING CONSULTATION FOR ZONING BY-LAW AMENDMENT (ZBA) LETTER 05AUG2025

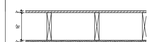
SITE PLAN STUDY
25013B McRobbie - Semi
3189/3191 McRobbie, Windsor ON
Lots 3 and 5
MAY 28, 2025

A00.1

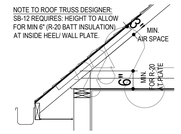
KEEN DESIGN STUDIO
1500 Alma, Amherstburg, ON 226-221-8895

MARK	WALL / PARTITION LEGEND	DESCRIPTION
W1		EIFS as per MAUNF. GC TO COORDINATE) 1 ½" RIDGED INSUL. AIR BARRIER ⅞" O.S.B. or approved equal 2x6 WD STUDS @ 16" o.c. c/w R-22 BATT INSULATION 6 mil POLY VAPOUR BARRIER ½" GYPSUM BOARD
W2		BRICK/STONE VENEER 1" AIRSPACE AIR BARRIER ½" PLYWOOD 2x6 STUD WALL @16" O.C. w/R22 BATT INSULATION or 2x4 STUD WALL @16" O.C. wR12 BATT INSULATION 6mil POLY VAPOUR BARRIER 1/2" GYPSUM BOARD
W3		4" FACE BRICK c/w BRICK TIES 1" AIR SPACE AIR BARRIER ⅞" O.S.B. or approved equal 2x4 STUDS @ 16" o.c. MIN. R-22 BATT INSULATION 2x4 STUDS @16" O.C. 6 mil POLY. VAPOUR BARRIER ½" GYPSUM BOARD
W4		DRAINAGE LAYER DAMP PROOFING 8" POURED CONCRETE (20MPa min.) R-10 RIGID INSULATION 2x4 STUDS @ 16" o.c. MIN. R-12 BATT INSULATION 6 mil POLY. VAPOUR BARRIER ½" GYPSUM BOARD (OPTIONAL)
W5		⅝" TYPE 'X' GYPSUM BOARD RESILIANT CHANNEL ON 2x4" STUDS at 16" o.c. w/ BATT R-22 INSUL. 1" AIR SPACE 2x4" STUDS at 16" o.c. w/ BATT INSULATION RESILIANT CHANNEL ON ⅝" TYPE 'X' GYPSUM BOARD
W6		⅝" TYPE 'X' GYPSUM BOARD 2 ROWS 2x4 STUDS at 16" o.c. WALLS ON SEPARATE 2x4 SILL PLATES w/1" MIN. AIR GAP 3-1/2" ABSORPTIVE MATERIAL (ON EACH SIDE) ⅝" TYPE 'X' GYPSUM BOARD
P1		1/2" GYPSUM BOARD 2x4 STUD WALL @16" O.C. 1/2" GYPSUM BOARD ✱ DENOTE LOAD BEARING WALL ON 22"x8" POURED CONCRETE FOOTING
P2		1/2" GYPSUM BOARD 2x6 STUD WALL @16" O.C. 1/2" GYPSUM BOARD ✱ DENOTE LOAD BEARING WALL ON 22"x8" POURED CONCRETE FOOTING

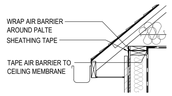
WALL / PARTITION LEGEND GENERAL NOTES
1. ALL WALL TYPE DESCRIPTIONS COMMENCES FROM THE EXTERIOR FACE TO THE INTERIOR FACE OF THE WALL CAVITY.
2. ALL WET AREAS WHERE GYPSUM BOARD IS PRESENT SHALL BE EQUIPPED w/MOISTURE RESISTANT GYPSUM BOARD.
3. PROVIDE AND INSTALL ALL EXTERIOR FINISHES, TRIMS & FLASHING AS PER MANUF. RECOMMENDATIONS.
4. PROVIDE FOUNDATION WATERPROOFING AT ALL WALLS ABUTTING BASEMENT AREAS.
5. ALL MASONRY VENEERS TO HAVE CODE COMPLIANT WEEPHOLES (9.20.13.18), FLASHING (9.20.13.1) AND WALL TIES (9.20.9.5)
6. ALL GYPSUM BOARD TO BE TAPED, SANDED AND PAINTED

MARK	FLOOR / ROOF LEGEND	DESCRIPTION
FL1		FLOOR FINISH T.B.D. ⅝" T&G PLYWOOD SUB FLOOR 2x10 FLOOR JOISTS @12" OR 16" O.C. (SEE PLANS) ½" GYPSUM BOARD
FL2		4" POURED CONCRETE FLOOR (REINFORCED WITH W.W.M) 6mil POLY VAPOUR BARRIER GRAVEL BASE TO MATCH FOOTING THICKNESS
R1		SHINGLES - SELF SEALING ¼" PLYWOOD SHEATING c/w "H" CLIPS PRE-ENG. ROOF TRUSSES @24" O.C. R-60 BLOWN IN INSULATION (R-32 ATTIC) OR SPRAY FOAM INSUL. 6mil POLY (WHERE BATT INSULATION) ⅝" GYPSUM BOARD

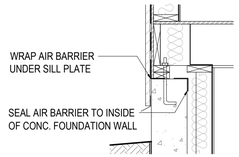
FLOOR / ROOF LEGEND GENERAL NOTES
1. ALL GYPSUM BOARD TO BE TAPED, SANDED AND PAINTED



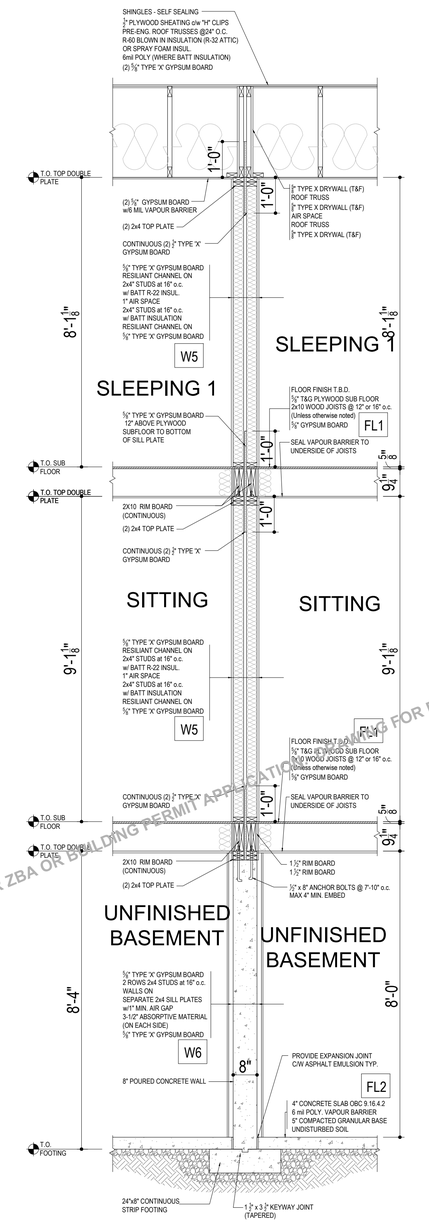
4 A00.1 TYP. HEEL DETAIL 1" = 1'



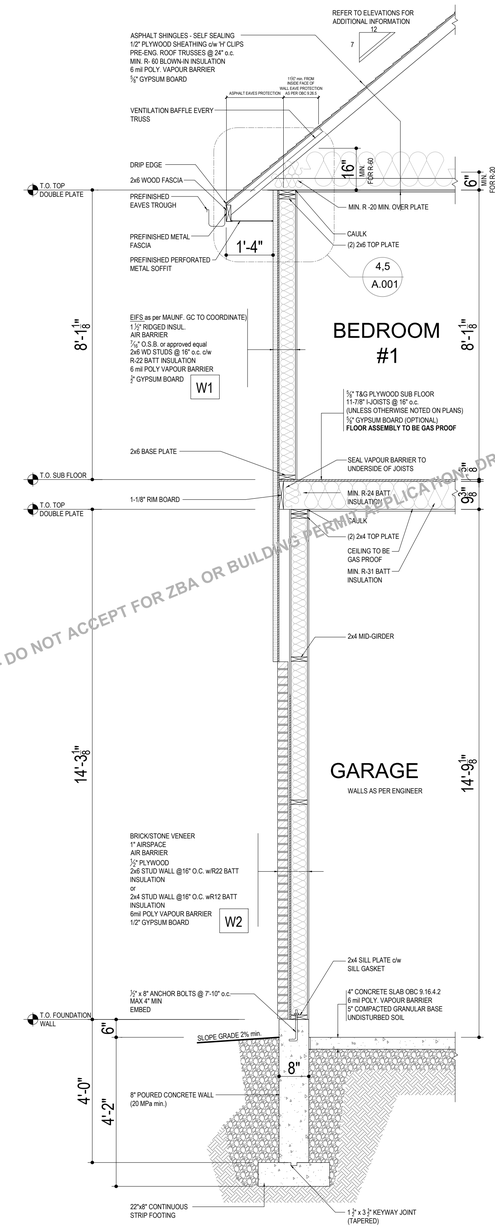
5 A00.1 TYP. AIR BARRIER CEILING DETAIL 1" = 1'



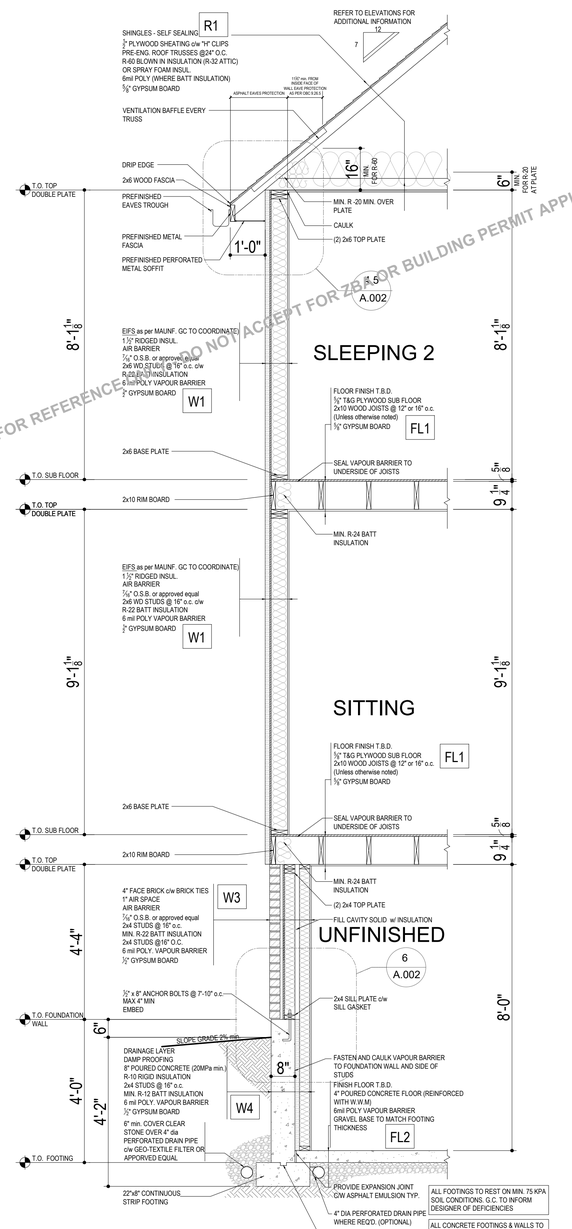
6 A00.1 TYP. AIR BARRIER FOUNDATION DETAIL 1" = 1'



3 A00.2 WALL SECTION - PARTY WALL 1/2" = 1'



2 A00.2 SECTION THRU GARAGE 1/2" = 1'



1 A00.2 TYPICAL WALL SECTION 1/2" = 1'

DRAWING FOR REFERENCE ONLY - DO NOT ACCEPT FOR ZBA OR BUILDING PERMIT APPLICATION

DRAWING FOR REFERENCE ONLY - DO NOT ACCEPT FOR ZBA OR BUILDING PERMIT APPLICATION

DRAWING FOR REFERENCE ONLY - DO NOT ACCEPT FOR ZBA OR BUILDING PERMIT APPLICATION

A00.2

ISSUED FOR ZONING VARIANCE PHASE 2
REVISIONS AS PER - STAGE 2: PLANNING CONSULTATION FOR ZONING BY-LAW AMENDMENT (ZBA) LETTER 05AUG2025

MAY 28, 2025	
AUG 06, 2025	
	MAY 28, 2025

SECTIONS & DETAILS
25013B McRobbie - Semi
3189/3191 McRobbie, Windsor ON
Lots 3 and 5

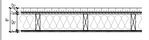
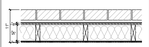
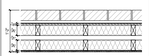
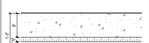
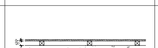
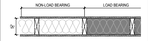
KEEN DESIGN STUDIO
1500 Alma, Amherstburg, ON 226-221-8895

FLOOR PLAN NOTES

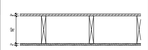
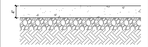
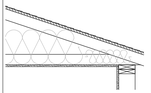
1. VERIFY IN FIELD FOR ALL MECHANICAL, PLUMBING AND ELECTRICAL WORK.
2. ALL STAIRS, RAMPS , HANDRAILS AND GUARDS SHALL CONFORM TO THE CURRENT VERSION OF PART 9 ONTARIO BUILDING CODE.
3. ALL INTERIOR WALL TYPES TO BE 'P1' UNLESS OTHERWISE NOTED
4. VERIFY ALL MEP WORK ON SITE

KEY NOTES

1. VERIFY IN FIELD FOR ALL MECHANICAL, PLUMBING AND ELECTRICAL WORK.
2. ALL STAIRS, RAMPS , HANDRAILS AND GUARDS SHALL CONFORM TO THE CURRENT VERSION OF PART 9 ONTARIO BUILDING CODE.
3. ALL OPENINGS TO HAVE (2) 2x8 LINTEL UNLESS OTHERWISE NOTED.

MARK	WALL / PARTITION LEGEND	DESCRIPTION
W1		EIFS as per MAUNF. GC TO COORDINATE) 1 ½" RIDGED INSUL. AIR BARRIER ⅞" O.S.B. or approved equal 2x6 WD STUDS @ 16" o.c. c/w R-22 BATT INSULATION 6 mil POLY VAPOUR BARRIER ½" GYPSUM BOARD
W2		BRICK/STONE VENEER 1" AIRSPACE AIR BARRIER ½" PLYWOOD 2x6 STUD WALL @16" O.C. w/R22 BATT INSULATION or 2x4 STUD WALL @16" O.C. w/R12 BATT INSULATION 6mil POLY VAPOUR BARRIER 1/2" GYPSUM BOARD
W3		4" FACE BRICK c/w BRICK TIES 1" AIR SPACE AIR BARRIER ⅞" O.S.B. or approved equal 2x4 STUDS @ 16" o.c. MIN. R-22 BATT INSULATION 2x4 STUDS @16" O.C. 6 mil POLY. VAPOUR BARRIER ½" GYPSUM BOARD
W4		DRAINAGE LAYER DAMP PROOFING 8" POURED CONCRETE (20MPa min.) R-10 RIGID INSULATION 2x4 STUDS @ 16" o.c. MIN. R-12 BATT INSULATION 6 mil POLY. VAPOUR BARRIER ½" GYPSUM BOARD (OPTIONAL)
W5		⅝" TYPE 'X' GYPSUM BOARD RESILIANT CHANNEL ON 2x4" STUDS at 16" o.c. w/ BATT R-22 INSUL. 1" AIR SPACE 2x4" STUDS at 16" o.c. w/ BATT INSULATION RESILIANT CHANNEL ON ⅝" TYPE 'X' GYPSUM BOARD
W6		⅝" TYPE 'X' GYPSUM BOARD 2 ROWS 2x4 STUDS at 16" o.c. WALLS ON SEPARATE 2x4 SILL PLATES w/1" MIN. AIR GAP 3-1/2" ABSORPTIVE MATERIAL (ON EACH SIDE) ⅝" TYPE 'X' GYPSUM BOARD
P1		1/2" GYPSUM BOARD 2x4 STUD WALL @16" O.C. 1/2" GYPSUM BOARD * DENOTE LOAD BEARING WALL ON 22"x8" POURED CONCRETE FOOTING
P2		1/2" GYPSUM BOARD 2x6 STUD WALL @16" O.C. 1/2" GYPSUM BOARD * DENOTE LOAD BEARING WALL ON 22"x8" POURED CONCRETE FOOTING

WALL / PARTITION LEGEND GENERAL NOTES
1. ALL WALL TYPE DESCRIPTIONS COMMENCES FROM THE EXTERIOR FACE TO THE INTERIOR FACE OF THE WALL CAVITY.
2. ALL WET AREAS WHERE GYPSUM BOARD IS PRESENT SHALL BE EQUIPPED w/MOISTURE RESISTANT GYPSUM BOARD.
3. PROVIDE AND INSTALL ALL EXTERIOR FINISHES, TRIMS & FLASHING AS PER MANUF. RECOMMENDATIONS.
4. PROVIDE FOUNDATION WATERPROOFING AT ALL WALLS ABUTTING BASEMENT AREAS.
5. ALL MASONRY VENEERS TO HAVE CODE COMPLIANT WEEPHOLES (9.20.13.18), FLASHING (9.20.13.1) AND WALL TIES (9.20.9.5)
6. ALL GYPSUM BOARD TO BE TAPED, SANDED AND PAINTED

MARK	FLOOR / ROOF LEGEND	DESCRIPTION
FL1		FLOOR FINISH T.B.D. ⅜" T&G PLYWOOD SUB FLOOR 2x10 FLOOR JOISTS @12" OR 16" O.C. (SEE PLANS) ½" GYPSUM BOARD
FL2		
R1		SHINGLES - SELF SEALING ½" PLYWOOD SHEATING c/w "H" CLIPS TYP. ENG. ROOF TRUSSES @24" O.C. R60 BLOWN IN INSULATION (R-32 ATTIC) OR SPRAY FOAM INSUL. 6mil POLY (WHERE BATT INSULATION) ⅝" GYPSUM BOARD

FLOOR / ROOF LEGEND GENERAL NOTES
1. ALL GYPSUM BOARD TO BE TAPED, SANDED AND PAINTED

LINTEL SCHEDULE (EXTERIOR)							
	MAX. SPAN						
LINTEL SIZE	ROOF + CEILING		ROOF + CEILING AND 1 STOREY		ROOF + CEILING AND 2 STOREY		
2- 2"x4"	4'-1"	A	3'-5"	F	3'-0"	K	
2- 2"x6"	6'-4"	B	4'-10"	G	4'-4"	L	
2- 2"x8"	7'-8"	C	6'-11"	H	5'-4"	M	
2- 2"x10"	9'-5"	D	7'-3"	I	6'-6"	N	
2- 2"x12"	10'-11"	E	8'-6"	J	7'-8"	O	
NOTE THIS SCHEDULE APPLIES UNLESS NOTED OTHERWISE ON THE PLANS OR ELEVATIONS							

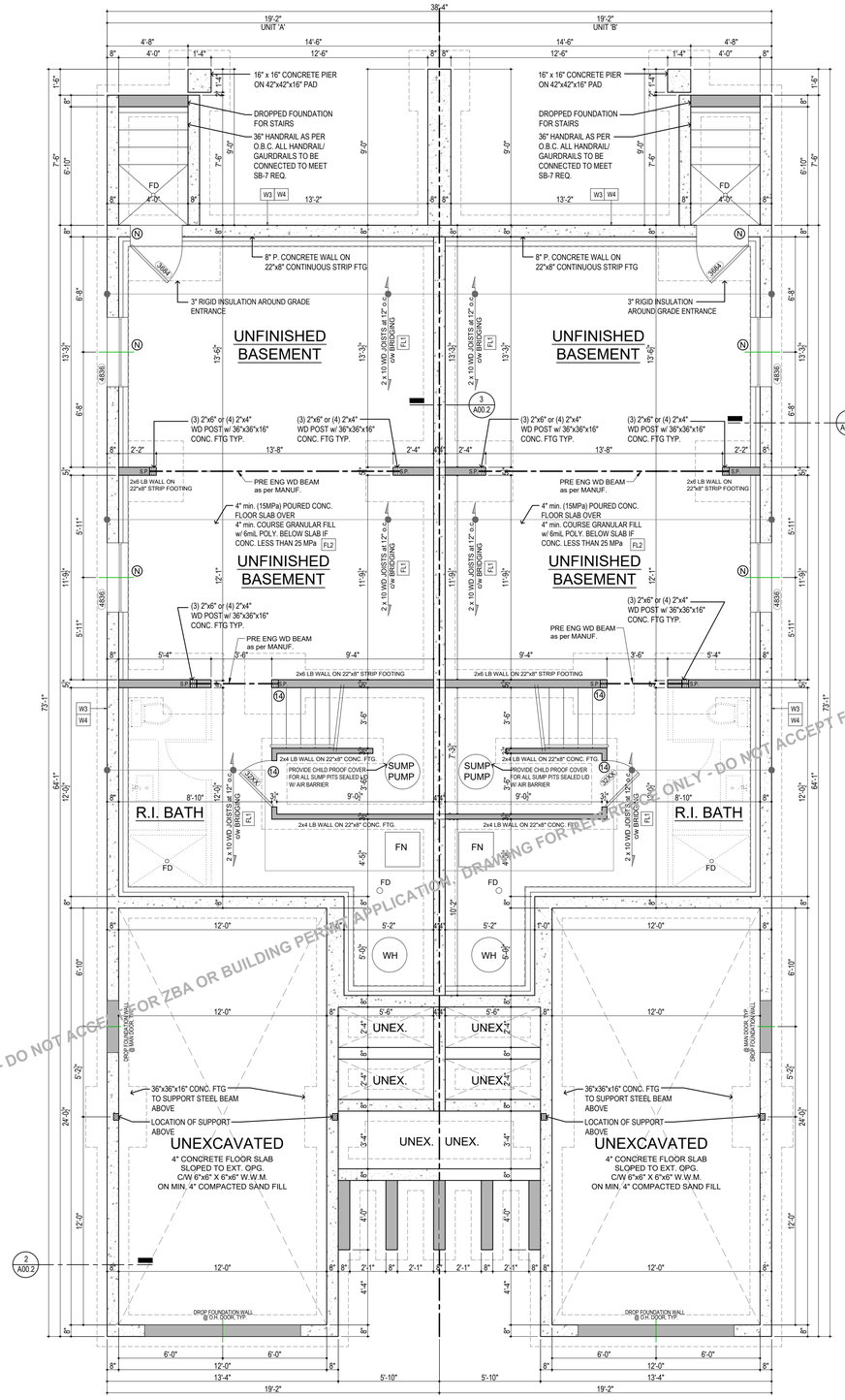
LINTEL SCHEDULE (INTERIOR)							
	MAX. SPAN						
LINTEL SIZE	ROOF + CEILING		ROOF + CEILING AND 1 STOREY		ROOF + CEILING AND 2 STOREY		
2- 2"x4"	3'-0"	A	2'-5"	G	2'-1"	L	
2- 2"x6"	4'-5"	B	3'-3"	H	2'-10"	M	
2- 2"x8"	5'-4"	C	3'-11"	I	3'-5"	N	
2- 2"x10"	6'-3"	D	4'-9"	J	4'-2"	O	
2- 2"x12"	7'-2"	E	5'-4"	K	4'-8"	P	
NOTE THIS SCHEDULE APPLIES UNLESS NOTED OTHERWISE ON THE PLANS OR ELEVATIONS							

EXTERIOR WALL STUDS w/BRICK		
STUD LENGTH	SUPPORTING 9.6M OF ROOF	SUPPORTING 19.6M OF ROOF
12.46'	2x6" at 16"	2x6" at 16"
13.77'	2x6" at 12"	2x6" at 12"
15.09'	2-2x6" at 16"	2-2x6" at 16"
16.4'	2-2x6" at 16"	2-2x6" at 16"
17.39'	2-2x6" at 12"	2-2x6" at 12"
18.37'	2-2x6" at 12"	2-2x6" at 12"
ASSUMES 0.5 KPa HOURLY WIND PRESSURE AND 1.0 kPa SNOW LOAD, BASED ON A-3S & A-31 O.B.C.		

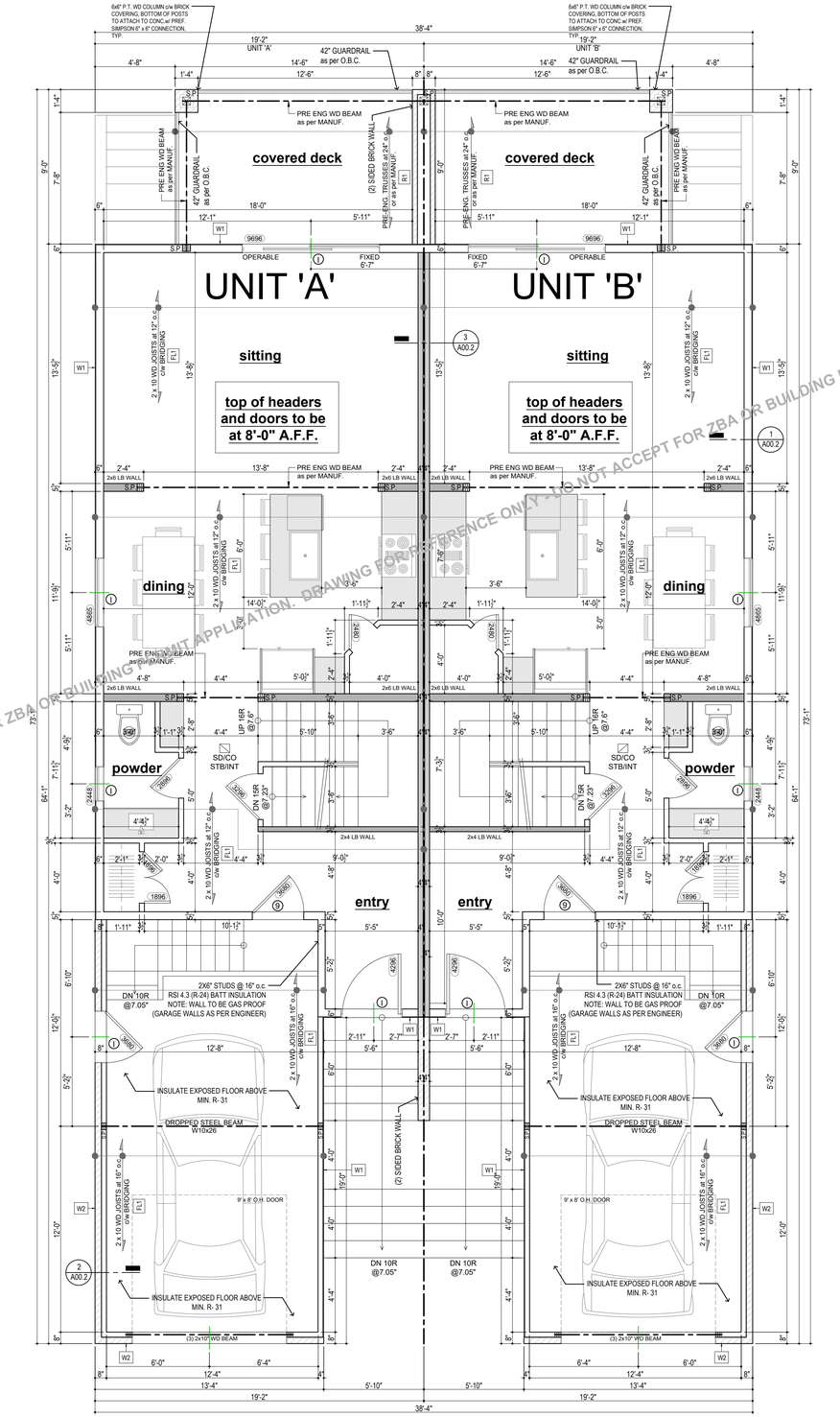
EXTERIOR WALL STUDS w/SIDING		
STUD LENGTH	SUPPORTING 9.6M OF ROOF	SUPPORTING 19.6M OF ROOF
12.46'	2x6" at 16"	2x6" at 16"
13.77'	2x6" at 12"	2x6" at 12"
15.09'	2-2x6" at 16"	2-2x6" at 16"
16.4'	2-2x6" at 16"	2-2x6" at 16"
17.39'	2-2x6" at 12"	2-2x6" at 12"
18.37'	2-2x6" at 12"	2-2x6" at 12"
ASSUMES 0.5 KPa HOURLY WIND PRESSURE AND 1.0 kPa SNOW LOAD, BASED ON A-3S & A-31 O.B.C.		

STEEL LINTEL SCHEDULE	
LOOSE STEEL LINTELS FOR MASONRY - EXTERIOR ANGLES FOR BRICK OR STONE, NO FLOOR LOAD).	
MAX CLEAR SPAN	LINTEL SIZE
5'-0" OR LESS	3½" x 3½" x ⅝"
7'-0" OR LESS	4" x 3½" x ⅝"
8'-0" OR LESS	5" x 3½" x ⅝"
9'-0" OR LESS	5" x 3½" x ⅝"
10'-0" OR LESS	6" x 3½" x ⅝"
NOTE THIS SCHEDULE APPLIES UNLESS NOTED OTHERWISE ON THE PLANS OR ELEVATIONS	

LEGEND	
S.P. ST'L	3½" x 3½" HSS STEEL POST
S.P.	SUPPORT REQUIRED (3) 2x6 OR (4) 2x4
	GRAB BAR SUPPORT REQ'D
E.F.	EXHAUST FAN w/ NON-COMBUSTABLE DUCTWORK



1 FOUNDATION PLAN 790 SF
A01.1 1/4" = 1'



2 UPPER FLOOR PLAN 790 SF
A01.1 1/4" = 1'

ISSUED FOR REFERENCE ONLY - DO NOT ACCEPT FOR ZBA OR BUILDING PERMIT APPLICATION - DRAWING FOR REFERENCE ONLY - DO NOT ACCEPT FOR ZBA OR BUILDING PERMIT APPLICATION

MAY 28, 2025	ISSUED FOR ZONING VARIANCE PHASE 2
AUG 06, 2025	REVISIONS AS PER - STAGE 2: PLANNING CONSULTATION FOR ZONING BY-LAW AMENDMENT (ZBA) LETTER 05AUG2025

FOUNDATION & MAIN FLOOR
25013B McRobbie - Semi
3189/3191 McRobbie, Windsor ON
Lots 3 and 5
MAY 28, 2025

A01.1

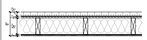
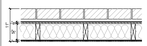
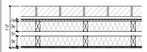
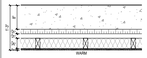
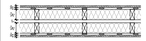
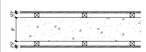
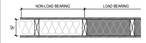
KEEN DESIGN STUDIO
1500 Alma, Amherstburg, ON 226-221-8895

FLOOR PLAN NOTES

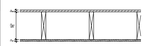
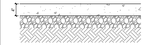
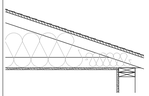
1. VERIFY IN FIELD FOR ALL MECHANICAL, PLUMBING AND ELECTRICAL WORK.
2. ALL STAIRS, RAMPS , HANDRAILS AND GUARDS SHALL CONFORM TO THE CURRENT VERSION OF PART 9 ONTARIO BUILDING CODE.
3. ALL INTERIOR WALL TYPES TO BE 'P1' UNLESS OTHERWISE NOTED
4. VERIFY ALL MEP WORK ON SITE

KEY NOTES

1. VERIFY IN FIELD FOR ALL MECHANICAL, PLUMBING AND ELECTRICAL WORK.
2. ALL STAIRS, RAMPS , HANDRAILS AND GUARDS SHALL CONFORM TO THE CURRENT VERSION OF PART 9 ONTARIO BUILDING CODE.
3. ALL OPENINGS TO HAVE (2) 2x8 LINTEL UNLESS OTHERWISE NOTED.

MARK	WALL / PARTITION LEGEND	DESCRIPTION
W1		EIFS as per MAUNF. GC TO COORDINATE) 1 ½" RIDGED INSUL. AIR BARRIER ⅞" O.S.B. or approved equal 2x6 WD STUDS @ 16" o.c. c/w R-22 BATT INSULATION 6 mil POLY VAPOUR BARRIER ½" GYPSUM BOARD
W2		BRICK/STONE VENEER 1" AIRSPACE AIR BARRIER ½" PLYWOOD 2x6 STUD WALL @16" O.C. w/R22 BATT INSULATION or 2x4 STUD WALL @16" O.C. w/R12 BATT INSULATION 6mil POLY VAPOUR BARRIER 1/2" GYPSUM BOARD
W3		4" FACE BRICK c/w BRICK TIES 1" AIR SPACE AIR BARRIER ⅞" O.S.B. or approved equal 2x4 STUDS @ 16" o.c. MIN. R-22 BATT INSULATION 2x4 STUDS @16" O.C. 6 mil POLY. VAPOUR BARRIER ½" GYPSUM BOARD
W4		DRAINAGE LAYER DAMP PROOFING 8" POURED CONCRETE (20MPa min.) R-10 RIGID INSULATION 2x4 STUDS @ 16" o.c. MIN. R-12 BATT INSULATION 6 mil POLY. VAPOUR BARRIER ½" GYPSUM BOARD (OPTIONAL)
W5		⅝" TYPE 'X' GYPSUM BOARD RESILIANT CHANNEL ON 2x4" STUDS at 16" o.c. w/ BATT R-22 INSUL. 1" AIR SPACE 2x4" STUDS at 16" o.c. w/ BATT INSULATION RESILIANT CHANNEL ON ⅝" TYPE 'X' GYPSUM BOARD
W6		⅝" TYPE 'X' GYPSUM BOARD 2 ROWS 2x4 STUDS at 16" o.c. WALLS ON SEPARATE 2x4 SILL PLATES w/1" MIN. AIR GAP 3-1/2" ABSORPTIVE MATERIAL (ON EACH SIDE) ⅝" TYPE 'X' GYPSUM BOARD
P1		1/2" GYPSUM BOARD 2x4 STUD WALL @16" O.C. 1/2" GYPSUM BOARD * DENOTE LOAD BEARING WALL ON 22"x8" POURED CONCRETE FOOTING
P2		1/2" GYPSUM BOARD 2x6 STUD WALL @16" O.C. 1/2" GYPSUM BOARD * DENOTE LOAD BEARING WALL ON 22"x8" POURED CONCRETE FOOTING

WALL / PARTITION LEGEND GENERAL NOTES
1. ALL WALL TYPE DESCRIPTIONS COMMENCES FROM THE EXTERIOR FACE TO THE INTERIOR FACE OF THE WALL CAVITY.
2. ALL WET AREAS WHERE GYPSUM BOARD IS PRESENT SHALL BE EQUIPPED w/MOISTURE RESISTANT GYPSUM BOARD.
3. PROVIDE AND INSTALL ALL EXTERIOR FINISHES, TRIMS & FLASHING AS PER MANUF. RECOMMENDATIONS.
4. PROVIDE FOUNDATION WATERPROOFING AT ALL WALLS ABUTTING BASEMENT AREAS.
5. ALL MASONRY VENEERS TO HAVE CODE COMPLIANT WEEPHOLES (9.20.13.18), FLASHING (9.20.13.1) AND WALL TIES (9.20.9.5)
6. ALL GYPSUM BOARD TO BE TAPED, SANDED AND PAINTED

MARK	FLOOR / ROOF LEGEND	DESCRIPTION
FL1		FLOOR FINISH T.B.D. ⅜" T&G PLYWOOD SUB FLOOR 2x10 FLOOR JOISTS @12" OR 16" O.C. (SEE PLANS) ½" GYPSUM BOARD
FL2		
R1		SHINGLES - SELF SEALING ½" PLYWOOD SHEATING c/w "H" CLIPS PRE-ENG. ROOF TRUSSES @24" O.C. R-60 BLOWN IN INSULATION (R-32 ATTIC) OR SPRAY FOAM INSUL. 6mil POLY (WHERE BATT INSULATION) ⅝" GYPSUM BOARD

FLOOR / ROOF LEGEND GENERAL NOTES
1. ALL GYPSUM BOARD TO BE TAPED, SANDED AND PAINTED

LINTEL SCHEDULE (EXTERIOR)							
	MAX. SPAN						
LINTEL SIZE	ROOF + CEILING		ROOF + CEILING AND 1 STOREY		ROOF + CEILING AND 2 STOREY		
2- 2"x4"	4'-1"	A	3'-5"	F	3'-0"	K	
3- 2"x8"	6'-4"	B	4'-10"	G	4'-4"	L	
2- 2"x8"	7'-8"	C	5'-11"	H	5'-4"	M	
2- 2"x10"	9'-5"	D	7'-3"	I	6'-6"	N	
2- 2"x12"	10'-11"	E	8'-5"	J	7'-6"	O	

NOTE THIS SCHEDULE APPLIES UNLESS NOTED OTHERWISE ON THE PLANS OR ELEVATIONS

LINTEL SCHEDULE (INTERIOR)							
	MAX. SPAN						
LINTEL SIZE	ROOF + CEILING		ROOF + CEILING AND 1 STOREY		ROOF + CEILING AND 2 STOREY		
2- 2"x4"	3'-0"	A	2'-5"	G	2'-1"	L	
2- 2"x6"	4'-5"	B	3'-3"	H	2'-10"	M	
2- 2"x8"	5'-4"	C	3'-11"	I	3'-5"	N	
2- 2"x10"	6'-3"	D	4'-9"	J	4'-2"	O	
2- 2"x12"	7'-1"	E	5'-5"	K	4'-9"	P	

NOTE THIS SCHEDULE APPLIES UNLESS NOTED OTHERWISE ON THE PLANS OR ELEVATIONS

EXTERIOR WALL STUDS w/BRICK		
STUD LENGTH	SUPPORTING 8.9M OF ROOF	SUPPORTING 19.6M OF ROOF
12.46'	2x6" at 16"	2x6" at 16"
13.77'	2x6" at 12"	2x6" at 12"
15.09'	2-2x6" at 16"	2-2x6" at 16"
16.4'	2-2x6" at 16"	2-2x6" at 16"
17.39'	2-2x6" at 12"	2-2x6" at 12"
18.37'	2-2x6" at 12"	2-2x6" at 12"

ASSUMES 0.5 kPa HOURLY WIND PRESSURE AND 1.0 kPa SNOW LOAD, BASED ON A-3S & A-3T O.B.C.

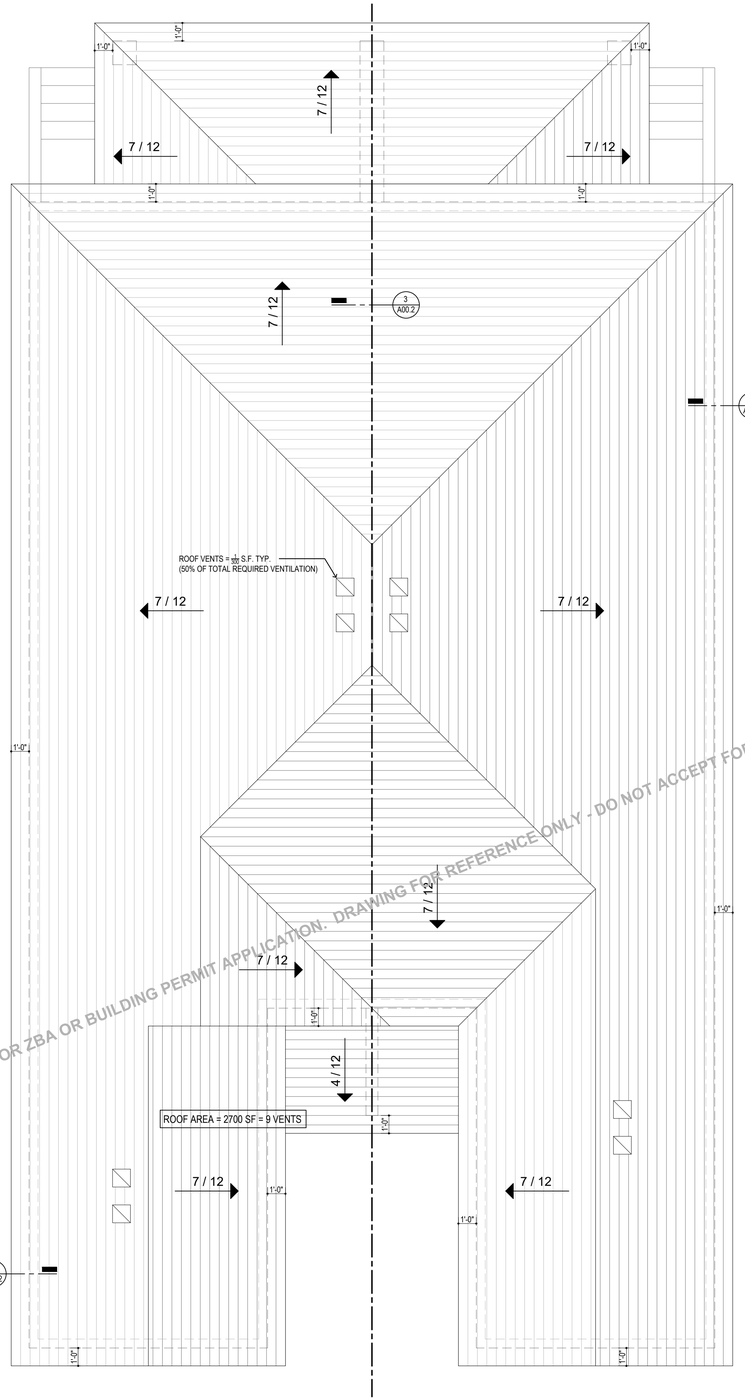
EXTERIOR WALL STUDS w/SIDING		
STUD LENGTH	SUPPORTING 8.9M OF ROOF	SUPPORTING 19.6M OF ROOF
12.46'	2x6" at 16"	2x6" at 16"
13.77'	2x6" at 12"	2x6" at 12"
15.09'	2-2x6" at 16"	2-2x6" at 16"
16.4'	2-2x6" at 16"	2-2x6" at 16"
17.39'	2-2x6" at 12"	2-2x6" at 12"
18.37'	2-2x6" at 12"	2-2x6" at 12"

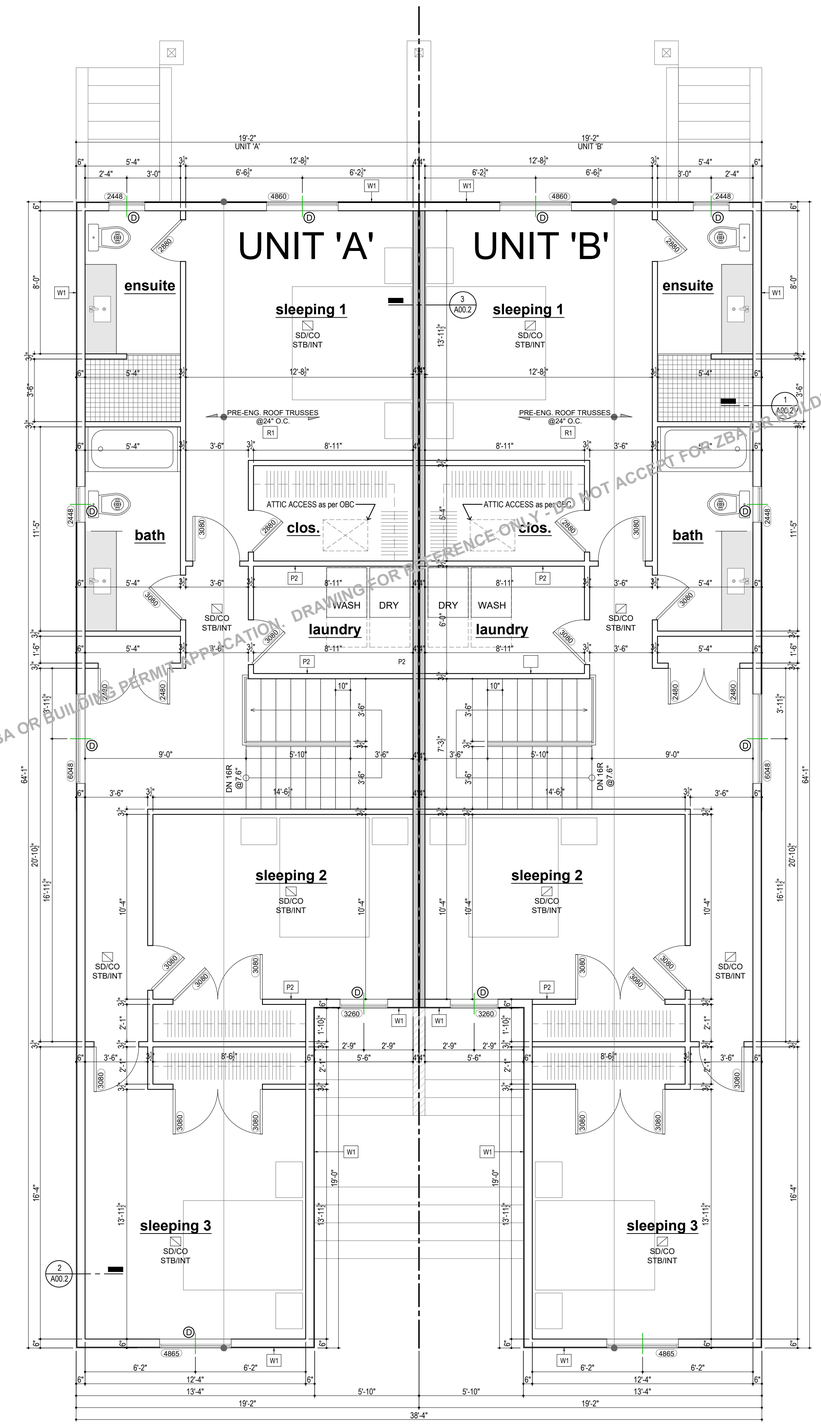
ASSUMES 0.5 kPa HOURLY WIND PRESSURE AND 1.0 kPa SNOW LOAD, BASED ON A-3S & A-3T O.B.C.

STEEL LINTEL SCHEDULE	
LOOSE STEEL LINTELS FOR MASONRY - EXTERIOR ANGLES FOR BRICK OR STONE, NO FLOOR LOAD)	
MAX CLEAR SPAN	LINTEL SIZE
5'-0" OR LESS	3 ½" x 3½" x ¼"
7'-0" OR LESS	4" x 3½" x ¼"
8'-0" OR LESS	5" x 3½" x ¼"
9'-0" OR LESS	5" x 3½" x ¼"
10'-0" OR LESS	6" x 3½" x ¼"

NOTE THIS SCHEDULE APPLIES UNLESS NOTED OTHERWISE ON THE PLANS OR ELEVATIONS

LEGEND	
S.P. STL	3 ½" x 3 ½" HSS STEEL POST
S.P.	SUPPORT REQUIRED (3) 2x6 OR (4) 2x4
	GRAB BAR SUPPORT REQ'D
E.F.	EXHAUST FAN w/ NON-COMBUSTABLE DUCTWORK





FOR PERMIT APPLICATION. DRAWING FOR REFERENCE ONLY - DO NOT ACCEPT FOR ZBA OR BUILDING PERMIT APPLICATION

2 ROOF PLAN
A01.2 1/4" = 1'

1 UPPER FLOOR PLAN 1118 SF
A01.2 1/4" = 1'

A01.2

MAY 28, 2025	ISSUED FOR ZONING VARIANCE PHASE 2
AUG 06, 2025	REVISIONS AS PER - STAGE 2: PLANNING CONSULTATION FOR ZONING BY-LAW AMENDMENT (ZBA) LETTER 05AUG2025

UPPER AND ROOF PLAN
25013B McRobbie - Semi
3189/3191 McRobbie, Windsor ON
Lots 3 and 5
MAY 28, 2025

KEEN DESIGN STUDIO
1500 Alma, Amherstburg, ON 226-221-8895

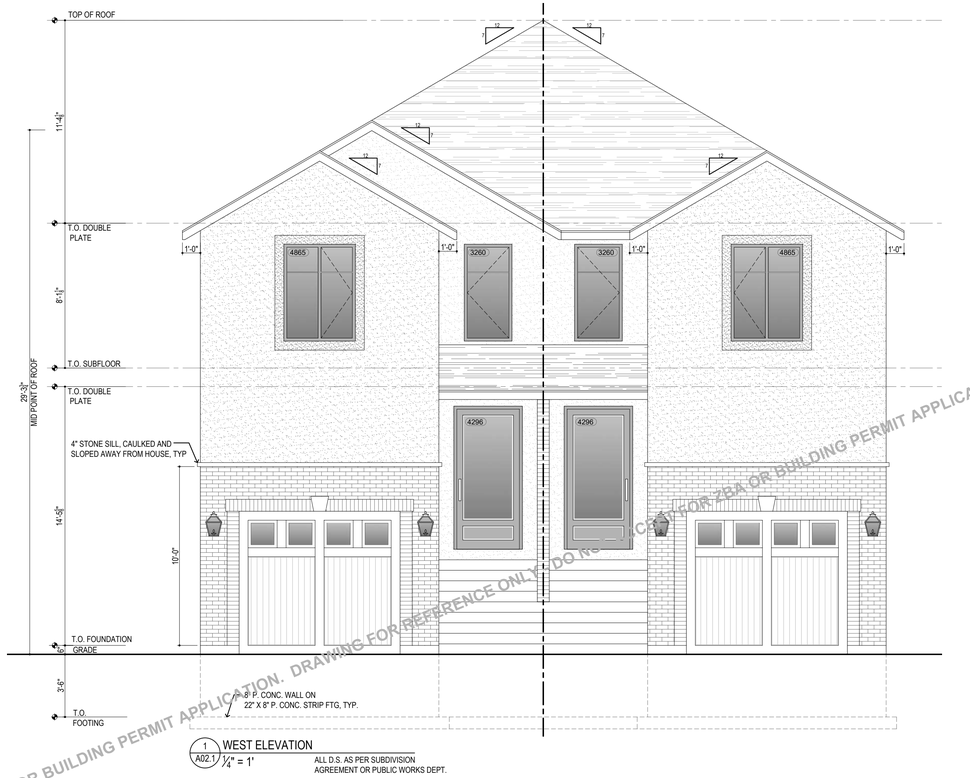
GLAZING OPENINGS IN BUILDING FACE			
ELEVATION	**BUILDING FACE (SF)**	**GLAZING (SF)**	**GLAZING %**
WEST	**986 SF**	**280 SF**	**28%**
SOUTH	**1486 SF**	**103 SF**	**6 %**
EAST	**889 SF**	**204 SF**	**22%**
NORTH	**1486 SF**	**103 SF**	**6%**
TOTAL	**4847 SF**	**690 SF**	**14%**

EXTERIOR ELEVATION NOTES

1. ALL EXTERIOR FINISHES AS PER EXTERIOR MATERIAL FINISHES SCHEDULE OR EQUAL APPROVED.
2. ALL EXTERIOR FINISHES INSTALLED AS PER MANUFACTURERS RECOMMENDATIONS
3. ALL EXTERIOR TRIMS, SILLS AND FLASHING TO BE INSTALLED AS PER MANUFACTURERS RECOMMENDATIONS.
4. EXISTING GRADING TO BE COORDINATED w/OWNER/G.C.
5. NEW OPENING ELEVATION TO BE SET BY TOWNSHIP

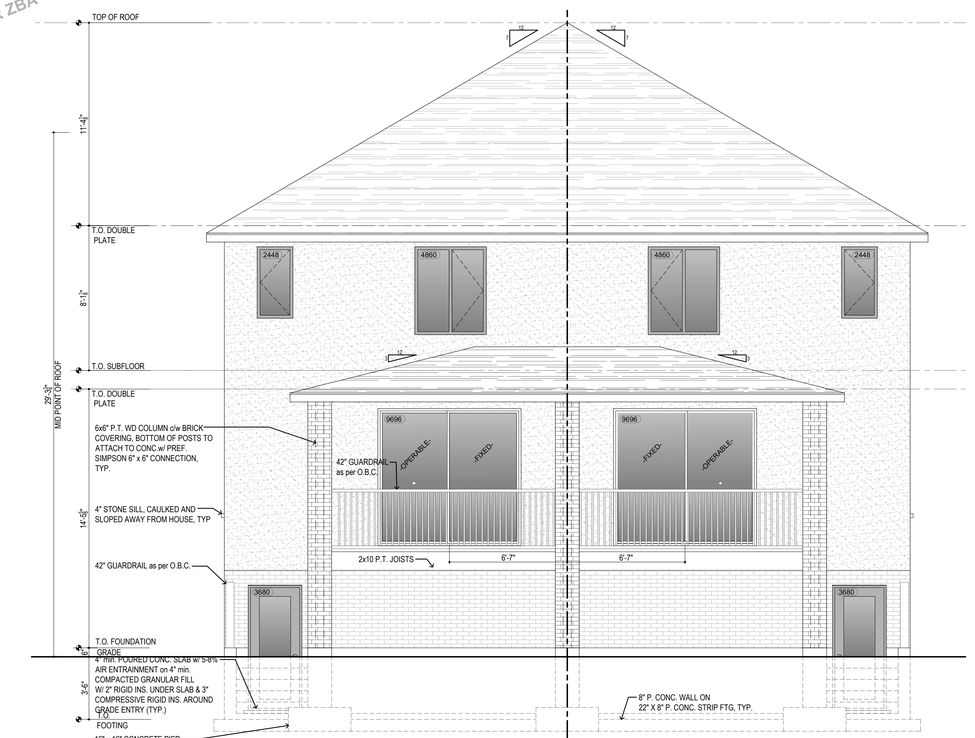
EXTERIOR MATERIAL FINISHES SCHEDULE

Shingles Stucco Brick



1 A02.1 WEST ELEVATION
1/4" = 1'

ALL D.S. AS PER SUBDIVISION AGREEMENT OR PUBLIC WORKS DEPT.



2 A02.1 EAST ELEVATION
1/4" = 1'

ALL D.S. AS PER SUBDIVISION AGREEMENT OR PUBLIC WORKS DEPT.

RAILING REMOVED FOR DRAWING

DRAWING FOR REFERENCE ONLY - DO NOT ACCEPT FOR ZBA OR BUILDING PERMIT APPLICATION. DRAWING FOR REFERENCE ONLY - DO NOT ACCEPT FOR ZBA OR BUILDING PERMIT APPLICATION. DRAWING

A02.1

ISSUED FOR ZONING VARIANCE PHASE 2

MAY 28, 2025	ISSUED FOR ZONING VARIANCE PHASE 2
AUG 06, 2025	REVISIONS AS PER - STAGE 2: PLANNING CONSULTATION FOR ZONING BY-LAW AMENDMENT (ZBA) LETTER 05AUG2025

ELEVATIONS
25013B McRobbie - Semi
3189/3191 McRobbie, Windsor ON
Lots 3 and 5
MAY 28, 2025

KEEN DESIGN STUDIO
1500 Alma, Amherstburg, ON 226-221-8895

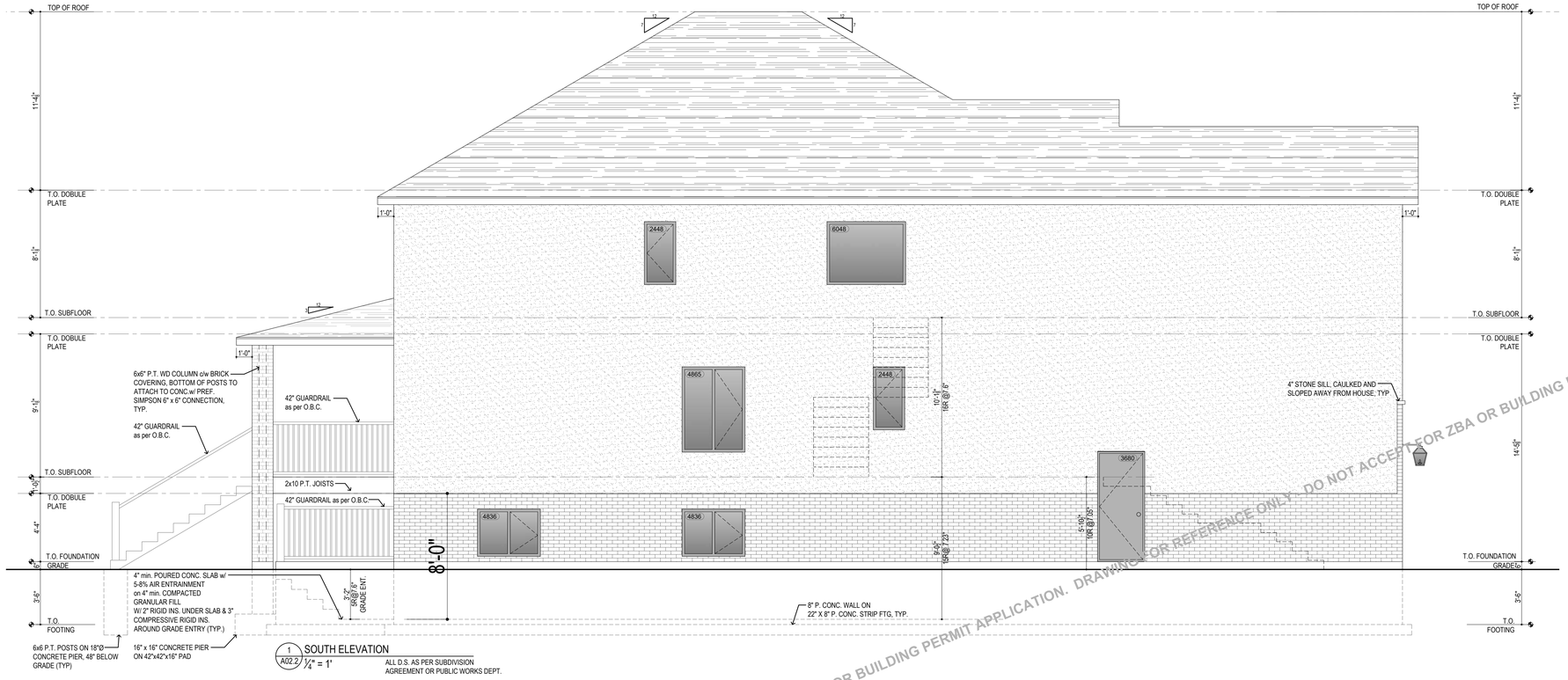
GLAZING OPENINGS IN BUILDING FACE			
ELEVATION	**BUILDING FACE (SF)**	**GLAZING (SF)**	**GLAZING %**
WEST	**986 SF**	**280 SF**	**28%**
SOUTH	**1486 SF**	**103 SF**	**6 %**
EAST	**889 SF**	**204 SF**	**22%**
NORTH	**1486 SF**	**103 SF**	**6%**
TOTAL	**4847 SF**	**690 SF**	**14%**

EXTERIOR ELEVATION NOTES

1. ALL EXTERIOR FINISHES AS PER EXTERIOR MATERIAL FINISHES SCHEDULE OR EQUAL APPROVED.
2. ALL EXTERIOR FINISHES INSTALLED AS PER MANUFACTURERS RECOMMENDATIONS
3. ALL EXTERIOR TRIMS, SILLS AND FLASHING TO BE INSTALLED AS PER MANUFACTURERS RECOMMENDATIONS.
4. EXISTING GRADING TO BE COORDINATED w/OWNER/G.C.
5. NEW OPENING ELEVATION TO BE SET BY TOWNSHIP

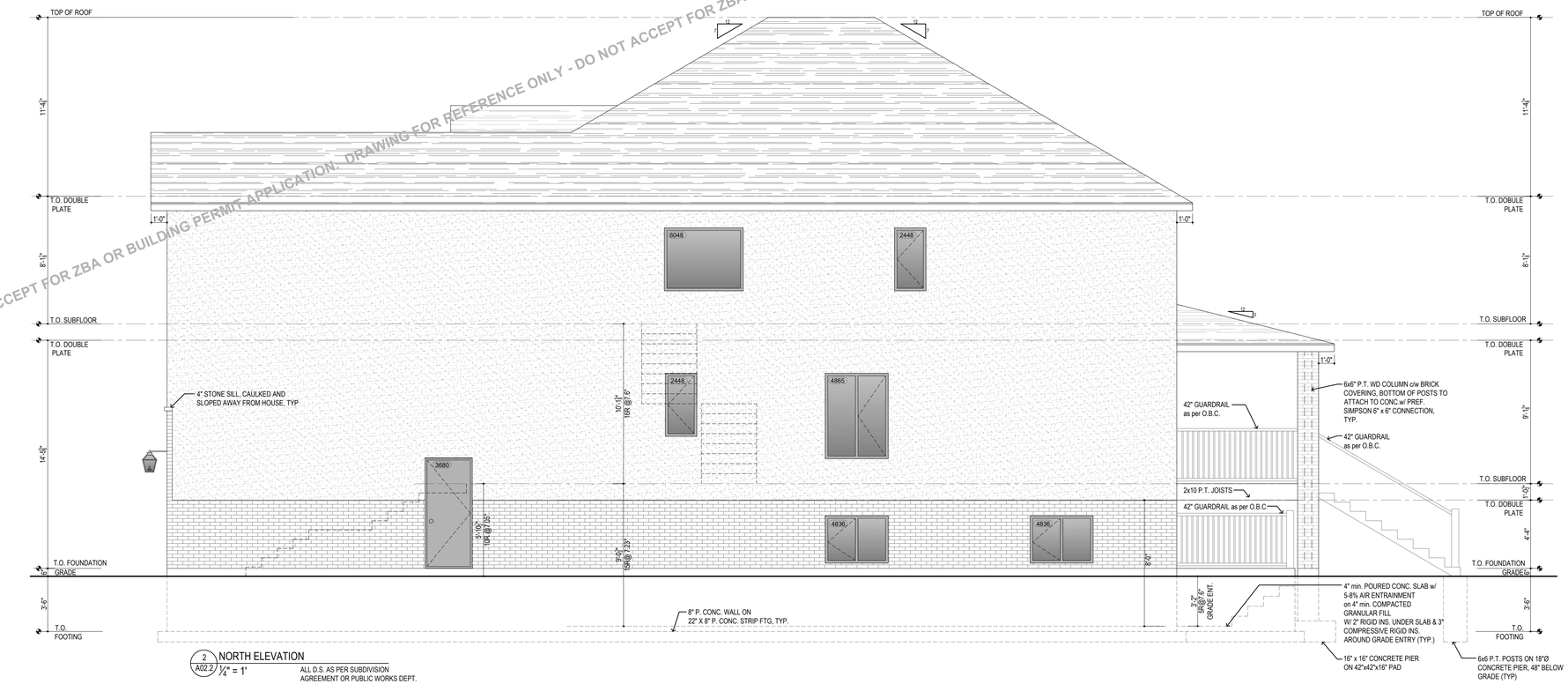
EXTERIOR MATERIAL FINISHES SCHEDULE

Shingles Stucco Brick



1 A02.2 SOUTH ELEVATION
1/4" = 1'

ALL D.S. AS PER SUBDIVISION AGREEMENT OR PUBLIC WORKS DEPT.



2 A02.2 NORTH ELEVATION
1/4" = 1'

ALL D.S. AS PER SUBDIVISION AGREEMENT OR PUBLIC WORKS DEPT.

DRAWING FOR REFERENCE ONLY - DO NOT ACCEPT FOR ZBA OR BUILDING PERMIT APPLICATION. DRAWING FOR REFERENCE ONLY - DO NOT ACCEPT FOR ZBA OR BUILDING PERMIT APPLICATION.

A02.2

ISSUED FOR ZONING VARIANCE PHASE 2
REVISIONS AS PER - STAGE 2: PLANNING CONSULTATION FOR ZONING BY-LAW AMENDMENT (ZBA) LETTER 05AUG2025

MAY 28, 2025	
AUG 06, 2025	

ELEVATIONS
25013B McRobbie - Semi
3189/3191 McRobbie, Windsor ON
Lots 3 and 5
MAY 28, 2025

KEEN DESIGN STUDIO
1500 Alma, Amherstburg, ON 226-221-8895

GENERAL NOTES

1. ALL CONSTRUCTION TO COMPLY WITH THE GENERAL NOTES AND/OR THE CURRENT ONTARIO BUILDING CODE, FIRE CODE, PLUMBING CODE, ELECTRICAL CODE AND/OR LOCAL BY-LAWS. IN THE EVENT OF A CONFLICT, THE MORE STRINGENT REQUIREMENTS SHALL APPLY.
2. WINDOW AND DOOR SIZES ARE SHOWN FOR REFERENCE ONLY. GENERAL CONTRACTOR SHALL CONSULT MANUFACTURER SPECIFICATIONS FOR ALL EXACT ROUGH OPENING SIZES AND GLAZING DIMENSIONS PRIOR TO CONSTRUCTION. LOCATION, HEAD HEIGHTS AND SILL HEIGHTS TO BE CONFIRMED ON SITE BY GENERAL CONTRACTOR PRIOR TO CONSTRUCTION.
3. WOOD WALL AND FLOOR FRAMING SHALL COMPLY WITH OBC PART 9 EXCEPT WHERE MORE STRINGENT REQUIREMENTS ARE NOTED ON DRAWINGS
4. WOOD ROOF FRAMING SHALL COMPLY WITH OBC SECTION 9.23.13 EXCEPT WHERE MORE STRINGENT REQUIREMENTS ARE NOTED ON DRAWINGS
5. MINIMUM FOOTING DEPTH SHALL BE 4'-0" BELOW FINISHED GRADE. UNDER-FLOOR SPACE SHALL COMPLY WITH OBC 9.18.
6. PERMIT APPLICANT TO SUBMIT EITHER A TRUSS DESIGN DATA SHEET OR THE COMPLETE TRUSS DESIGN DRAWINGS FOR ANY PRE-ENGINEERED ROOF TRUSSES OR GIRDERS
7. ALL ATTICS ARE DESIGNED AS NON-STORAGE UNLESS OTHERWISE NOTED
8. PROVIDE INSULATION TO MEET OBC 9.25.2. AND SB-12, ALL EXTERIOR WALLS TO BE MINIMUM R24.
9. PROVIDE RIGID INSULATION AT ALL PERIMETER SLAB ON GRADE CONDITIONS
10. DAMPPROOFING AND WATERPROOFING SHALL COMPLY WITH OBC SECTION 9.13.
11. ALL BRICK OR MASONRY LEDGES SHALL BE A MINIMUM OF 6" ABOVE FINISHED GRADE.
12. GRADING SHALL SLOPE A MINIMUM OF 2% AWAY FROM THE BUILDING AT EVERY POINT WHERE THE BUILDING MEETS FINISHED GRADE.
13. VENTILATION OF CONCEALED ROOF SPACES SHALL BE MAINTAINED
14. ELECTRICAL SYSTEM DESIGN IS BY OTHERS.
15. MECH & HVAC SYSTEM DESIGN IS BY OTHERS
16. PLUMBING DESIGN IS BY OTHERS
17. DO NOT SCALE DRAWINGS.
18. GC TO CONFIRM REQUIREMENTS FOR ZONING, SETBACK, AND ENVIRONMENTAL RESTRICTIONS PRIOR TO CONSTRUCTION.
19. THESE DWG'S ARE FOR MIN. BUILDING PERMIT ONLY AND DO NOT GIVE ALL DETAILS FOR COMPLETE BUILDING PROCESS. G.C. IS RESPONSIBLE FOR ALL OTHER DETAILS ,INFO , ENG. STAMPS FOR CONC. REINF PORCHES OR POINT LOADING DIAGRAMS , LINTEL DESIGNS ,BEAM REINFORCEMENT NEEDED FOR BUILDING PERMIT PROCESS IF REQUESTED BY LOCAL MUNICIPAL AUTHORITIES
20. THIS CONSULTANT IS UNAWARE OF ANY SOIL BEARING CAPACITY PROBLEMS. THIS CONSULTANT HAS ADVISED OWNER TO INVOLVE A GEOTECHNICAL CONSULTANT THROUGHOUT CONSTRUCTION TO ADVISE CONSULTANT OF ALL SUBSURFACE CAPACITIES. IF ANY SOIL PROBLEMS EXIST. THE OWNER MUST HIRE A ENG. TO SOLVE THESE PROBLEMS AND PAY FOR ALL FEES AND EXTRA MATERIALS DURING THIS TIME.
21. G.C. MUST HIRE ONT. LAND SURVEYOR TO PLACE HOME ON SITE AND SET ELEVATIONS FOR EXCAVATIONS AND PRODUCE A COMPLETE GRADING PLANS FOR OWNERS AND LOCAL AUTHORITIES APPROVAL
22. DESIGNER IS NOT HIRED NOR RESPONSIBLE FOR CONSTRUCTION REVIEW DURING CONSTRUCTION. ANY INTERIOR OR EXTERIOR MODIFICATIONS MADE BY G.C. DURING CONSTRUCTION MUST BE REPORTED TO THIS CONSULT . IF NOT THE DESIGNER WILL NOT TAKE ANY RESPONSIBILITY FOR ERRORS MADE DURING CONSTRUCTION INCURRING COST TO THE DESIGNER .
23. G.C. MUST CHECK ALL DIMENSION OF PLANS AND FIELD DIM. PRIOR TO ORDERING PRE. ENG TRUSSES AND REPORT AND DIFFERENCES TO THIS DESIGNER IN WRITING IMMEDIATELY PRIOR TO ERECTION AND FABRICATION OF TRUSSES
24. ALL DIMENSIONS ON PLANS ARE SHOWN IN NOMINAL DIMENSIONS FOR EASE OF CONSTRUCTION AND ADDING OF FRACTIONS
25. G.C. IS RESPONSIBLE FOR DEVELOPER APPROVAL OF ALL DESIGNS . PRIOR TO WORKING DWG'S STARTED.
26. G.C. IS RESPONSIBLE TO ALSO REVIEW TRUSS SHOP DWG'S AND APPROVE AND UNDERSTAND ALL CONSTRUCTION METHODS AND DETAILS OF PRELIM. ROOF SHOP DWG'S AND APPROVE PRIOR TO SUBMITTING PERMIT DWG'S BY THIS DESIGNER.
27. G.C. IS RESPONSIBLE TO KEEP ALL DESIGN COMPONENTS AND LAYOUT THE SAME AS PER THESE DWG'S .FAILURE TO DO SO VOIDS THESE DWG'S AND FIELD MEASUREMENTS AND MUST BE DONE TO SIT ON SITE CONDITIONS . THIS CONTRACTOR MUST PAY FOR THESE REVISIONS.
28. EXTERIOR FINISHES AND FINISHING SYSTEMS ARE FOR DEMONSTRATION. G.C. MAY USE APPROVED FINISHES AND FINISHING SYSTEMS THAT MEET MINIMUM CODE. DESIGNER MUST BE INFORMED AND APPROVE CHANGES FROM DEMONSTRATED FINISHES AND FINISHING SYSTEMS.
29. EXTERIOR FINISHES, WINDOWS, DOORS SIZES AND STYLES, KITCHEN LAYOUTS, BATH LAYOUTS, AND BASEMENT DESIGNS ARE THIS DESIGNERS RENDERING OF WHAT THE HOUSE CAN INCLUDE. GENERAL CONTRACTORS CONTACT SHALL SUPERCEDE IN ALL ABOVE MENTIONED CATEGORIES AS LONG AS THEY MEET O.B.C. G.C. TO INFORM DESIGNER OF ANY DIFFERENCES TO THIS PLAN.

GENERAL NOTES

1. THESE GENERAL NOTES REFER TO ALL ARCHITECTURAL DRAWINGS
2. THE ONTARIO BUILDING CODE LATEST EDITION SHALL BE THE BASIS FOR THE DESIGN AND CONSTRUCTION FOR THIS PROJECT
3. WRITTEN DIMENSIONS ON THESE DRAWINGS SHALL HAVE PRECEDENCE OVER SCALED DIMENSIONS.
4. GENERAL CONTRACTOR TO VERIFY ALL SITE CONDITIONS PRIOR TO HOME CONSTRUCTION.
5. CONTRACTOR SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE JOB AND THE CONSULTANTS MUST BE NOTIFIED IN WRITING OF ANY VARIATIONS FROM THE DIMENSIONS AND CONDITIONS SHOWN ON THE DRAWINGS.
6. CONTRACTOR SHALL PROMPTLY NOTIFY THE CONSULTANT IN WRITING OF THE EXISTENCE OF ANY OBSERVED VARIANCES BETWEEN THE DOCUMENTS AND APPLICABLE CODES OR ORDINANCES OR REGULATORY AGENCIES.
7. CONSULTANT WILL NOT BE HELD RESPONSIBLE FOR ANY OMISSIONS TO, ERRORS PERTAINING TO, OR DEVIATIONS FROM THIS SET OF DRAWINGS DURING THE CONSTRUCTION PROCESS.
8. SPECIFIC NOTES AND SPECIFIC DETAILS SHALL TAKE PRECEDENCE OVER GENERAL NOTE AND TYPICAL DETAILS.
9. THE CONTRACTOR SHALL OBTAIN ANY ALL NECESSARY PERMITS AND ARRANGE FOR ALL REQUIRED INSPECTIONS AS REQUIRED BY GOVERNING LAWS.
10. ALL COLOURS FOR MATERIAL SPECIFIED WITHIN THESE DRAWINGS SHALL BE CHOSEN BY CLIENT FROM SAMPLES PROVIDED BY CONTRACTOR.
11. THESE PRINTS ARE THE PROPERTY AND DESIGN THIS DESIGNER. THE DESIGNER RESERVES THE RIGHT TO REPRODUCE THE SAME HOUSE AT NO BENEFIT TO THE PURCHASER OF THIS HOME.

CONSTRUCTION NOTES

1. DOWNSPOUTS MAY CONNECT AT HARD SURFACES ONLY
2. EXHAUST FANS AND DUCTS SHALL BE SIZED ACCORDING TO O.B.C. PART 6 OR 9.32. ALL FANS SHALL EXHAUST DIRECTLY OUTDOORS. KITCHEN EXHAUST FAN SHALL BE NON-COMBUSTIBLE PIPE
3. PROVIDE AN ATTIC ACCESS HATCH THAT IS MIN 3.4 FT² WITH NO DIMENSION LESS THAN 21.5" OR 20" x 28" MIN
4. ALL STAIRS, RAMPS, HANDRAILS AND GUARDS SHALL CONFORM TO 9.8, O.B.C.
5. GARAGE ENTRY DOOR SHALL BE TIGHT-FITTING, WEATHER STRIPPED AND SELF CLOSING TO PROVIDE A GAS PROOF SEAL
6. ANY CHANGES TO THE BACKFILL HEIGHT DURING CONSTRUCTION MUST BE APPROVED BY THE CBO.
7. SMOKE DETECTORS REQUIRED IN EACH SLEEPING ROOM & HALLWAY AS PER 9.10.19.3. of O.B.C.
8. ALL HVAC, PLUMBING AND ELECTRICAL DEPICTED AND OR LOCATED ON THIS DRAWING ARE THIS DESIGNERS INTERPRETATION AND ARE SUBJECT TO CHANGE. G.C. TO CONFIRM ALL LOCATIONS
9. THE OWNER IS RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF CONC. STAIRS, CONC. PORCH, HANDRAILS, AND GRADING ASSOCIATED WITH REAR COVERED PORCH . THE CONTRACTOR IS NOT RESPONSIBLE UNLESS EXPLICITLY STATED IN THE BUILDING CONTRACT.
10. THIS DESIGNER HAS STAMPED AND REVIEWED THESE DRAWINGS, BUT IS NOT RESPONSIBLE FOR UNFORESEEN SITE CONDITIONS. THIS DESIGNER IS NOT RESPONSIBLE FOR ERCA, EASEMENTS, SITE PLAN CONTROL, DEVELOPMENT CONDITIONS, AND LOT RESTRICTIONS.
11. THE GENERAL CONTRACTOR MAY / CAN CHANGE ANY DOORS, WINDOWS, MATERIALS, OR EXTERIOR DETAILS TO MEET THE CONTRACT BETWEEN THE G.C. AND HIS/HER CLIENT. THE G.C. IS TO NOTIFY THIS DESIGNER OF ANY CHANGES THAT ARE MADE TO THESE DRAWINGS.
12. G.C. TO CONFIRM WALL SYSTEM TO INCLUDE NO LOW PERMEANCE MATERIALS as per 9.25.5.1. of O.B.C. OTHERWISE G.C. MUST ENSURE WALL ASSEMBLY MEETS 9.25.5.2 OF O.B.C.

1. VERIFY IN FIELD FOR ALL MECHANICAL, PLUMBING AND ELECTRICAL WORK.
2. ALL STAIRS, RAMPS , HANDRAILS AND GUARDS SHALL CONFORM TO THE CURRENT VERSION OF PART 9 ONTARIO BUILDING CODE.
3. ALL OPENINGS TO HAVE (2) 2x8 LINTEL UNLESS OTHERWISE NOTED.

FLOOR PLAN NOTES

1. VERIFY IN FIELD FOR ALL MECHANICAL, PLUMBING AND ELECTRICAL WORK.
2. ALL STAIRS, RAMPS , HANDRAILS AND GUARDS SHALL CONFORM TO THE CURRENT VERSION OF PART 9 ONTARIO BUILDING CODE.
3. ALL INTERIOR WALL TYPES TO BE 2" UNLESS OTHERWISE NOTED
4. VERIFY ALL MEP WORK ON SITE

EXTERIOR ELEVATION NOTES

1. ALL EXTERIOR FINISHES AS PER EXTERIOR MATERIAL FINISHES SCHEDULE OR EQUAL APPROVED.
2. ALL EXTERIOR FINISHES INSTALLED AS PER MANUFACTURERS RECOMMENDATIONS
3. ALL EXTERIOR TRIMS, SILLS AND FLASHING TO BE INSTALLED AS PER MANUFACTURERS RECOMMENDATIONS.

GENERAL NOTES

FOOTINGS AND SLABS
- FOOTINGS AND FOUNDATIONS TO COMPLY WITH O.B.C. SECTION 9.15
- SLABS TO COMPLY WITH O.B.C. SECTION 9.16 CONCRETE FOUNDATION WALLS
- CONCRETE FOUNDATION WALLS TO COMPLY WITH O.B.C. SECTION 9.15

ATTACHED GARAGES
- ATTACHED GARAGES SHALL COMPLY WITH O.B.C. SECTION 9.35

MASONRY VENEER WALLS
- MASONRY VENEER WALLS SHALL COMPLY WITH O.B.C. SECTION 9.20

WOOD FRAMING
- WOOD FRAMING SHALL COMPLY WITH O.B.C. SECTION 9.23

ROOF CONSTRUCTION
- ROOF CONSTRUCTION SHALL COMPLY WITH O.B.C. SECTION 9.26

BASEMENT
- PROVIDE 0.2% MINIMUM OF UNFINISHED BASEMENT FLOOR AREA, UNOBSTRUCTED VENTILATION AREA TO THE OUTDOORS

DOORS AND WINDOWS
- DOORS AND WINDOWS SHALL COMPLY WITH O.B.C. SECTION 9.5

FLASHING
- FLASHING SHALL COMPLY WITH O.B.C. SECTIONS 9.26, 9.27

INSULATION AND VAPOUR BARRIERS
- INSULATION SHALL COMPLY WITH O.B.C. SECTION 9.7.6
- VAPOUR BARRIERS SHALL COMPLY WITH O.B.C. SECTION 9.25

FIRE SEPARATION
- FIRE SEPARATION SHALL COMPLY WITH O.B.C. SECTION 9.10

CHIMNEY AND FLUES
- CHIMNEY AND FLUES SHALL COMPLY WITH O.B.C. SECTION 9.21

NATURAL AND MECHANICAL VENTILATION
- NATURAL AND MECHANICAL VENTILATION SHALL COMPLY WITH O.B.C. SECTION 9.32

SMOKE ALARMS
- SMOKE ALARMS SHALL COMPLY WITH O.B.C. SECTION 9.10

SITE INFO		
ADDRESS	LOT NUMBER	LOT AREA
PART 2 **3185 & 3187 McRobbie** **Windsor, ON**	**PART 2**	**6063 ± SF**
	ZONING	ALLOWABLE COVERAGE
	RD2.2 (Requested)	**2728 SF (45%)**
		PROPOSED COVERAGE
		2564 SF (42.3%)

BUILDING AREAS UNIT 'A' AND 'B' - COMBINED		
DWELLING	**1580 SF**	**146.79 m²**
GARAGE	**652 SF**	**60.57 m²**
FRONT PORCH	**70 SF**	**6.5 m²**
REAR PORCH	**262 SF**	**24.34 m²**
TOTAL LOT COVERAGE	**2564 SF (42.3%)**	**238.2 m² (42.3%)**

BUILDING AREAS

UNIT 'A'			UNIT 'B'		
MAIN	**790 SF**	**73.39 m²**	MAIN	**790 SF**	**73.39 m²**
BASEMENT	**790 SF**	**73.39 m²**	BASEMENT	**790 SF**	**73.39 m²**
UPPER	**1118 SF**	**103.87 m²**	UPPER	**1118 SF**	**103.87 m²**
GARAGE	**326 SF**	**30.29 m²**	GARAGE	**326 SF**	**30.29 m²**
FRONT PORCH	**35 SF**	**3.25 m²**	FRONT PORCH	**35 SF**	**3.25 m²**
REAR PORCH	**131 SF**	**12.17 m²**	REAR PORCH	**131 SF**	**12.17 m²**
TOTAL G.F.A.	**1908 SF**	**177.26 m²**	TOTAL G.F.A.	**1908 SF**	**177.26 m²**

FRONT YARD		
TOTAL FRONT YARD AREA	**466 SF**	**43.29 m²**
HARD SURFACE (Driveway and sidewalks)	**220 SF**	**20.43 m²**
LANDSCAPED AREA	**246 SF (52.3%)**	**22.85 m²**
PARKING SPACES	**2 (1) GARAGE, (1) DRIVEWAY FOR EACH UNIT**	

INDEX OF DRAWINGS

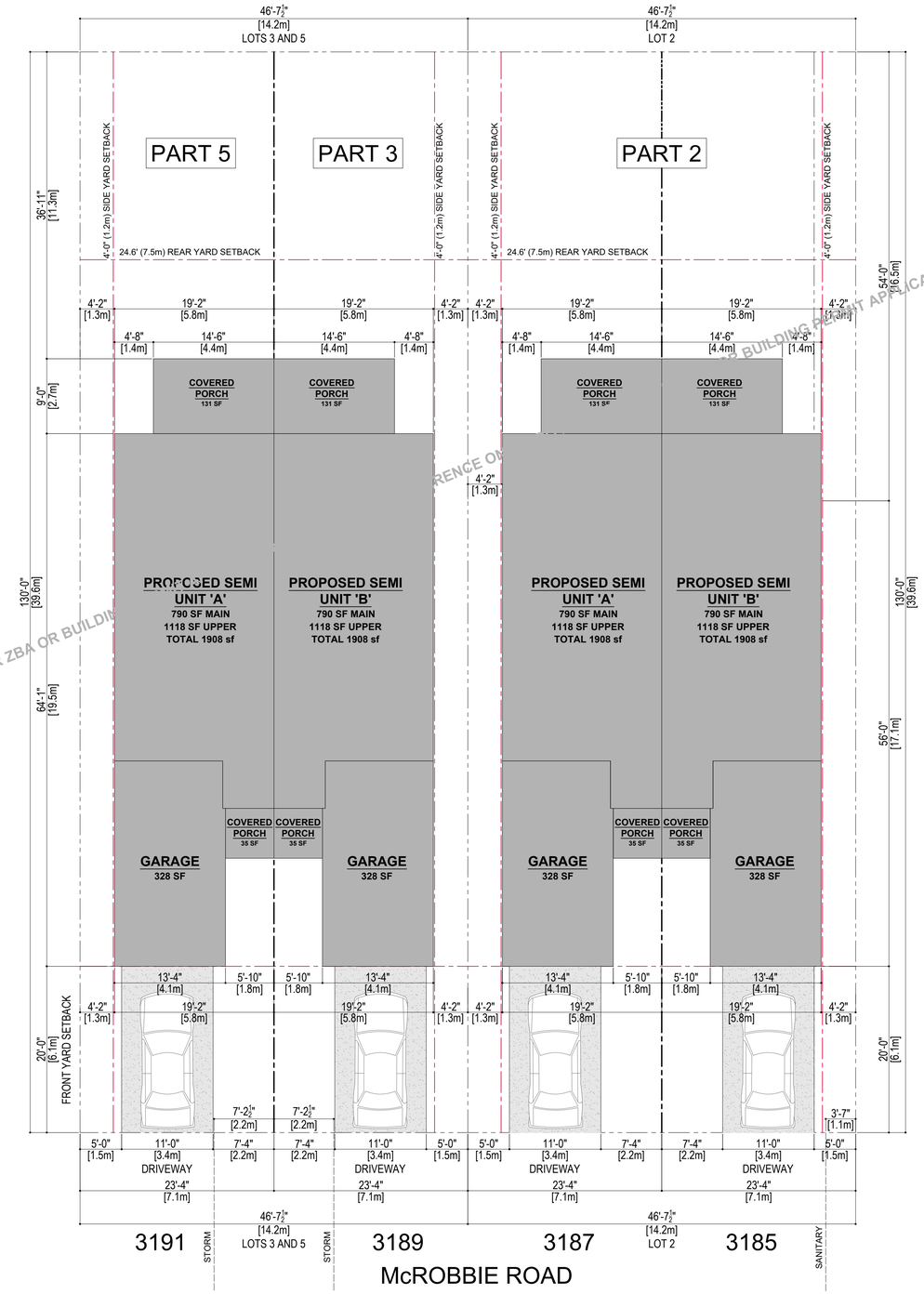
A00.1 SITE PLAN, ROOF PLAN & NOTES
A00.2 BUILDING SECTIONS
A01.1 FOUNDATION AND MAIN FLOOR
A01.2 MAIN AND UPPER FLOOR PLANS
A02.1 ELEVATIONS
A02.2 ELEVATIONS

SITE PLAN NOTES

1. THIS DESIGNER IS NOT RESPONSIBLE FOR ERCA, EASEMENTS, SITE PLAN CONTROL, APPROVALS AND DEVELOPMENTAL SITE CONDITIONS, AND LOT RESTRICTIONS.
2. THIS PLAN IS NOT A LEGAL SURVEY. ALL DIMENSIONS SHOULD BE VERIFIED BY AN O.L.S. THIS SITE PLAN IS PROVIDED AS A GUIDE TO LOCATE THE BUILDING

SITE PLAN LEGEND

SETBACKS
PROPERTY LINES
Proposed Build
Hard Surfaces



DRAWING FOR REFERENCE ONLY - DO NOT ACCEPT FOR ZBA OR BUILDING PERMIT APPLICATION. DRAWING FOR REFERENCE ONLY - DO NOT ACCEPT FOR ZBA OR BUILDING PERMIT APPLICATION

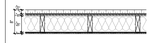
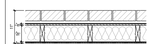
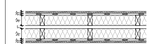
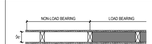
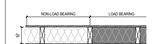
N
1 A00.1 PROPERTY PLAN
1/8" = 1'

MAY 28, 2025	ISSUED FOR ZONING VARIANCE PHASE 2
AUG 06, 2025	REVISIONS AS PER - STAGE 2: PLANNING CONSULTATION FOR ZONING BY-LAW AMENDMENT (ZBA) LETTER 05AUG2025

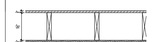
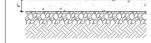
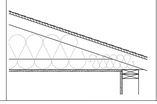
SITE PLAN STUDY
25014 McRobbie - Semi
3185/3187 McRobbie, Windsor ON
Part 2
MAY 28, 2025

A00.1

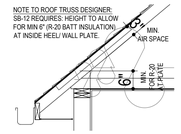
KEEN DESIGN STUDIO
1500 Alma, Amherstburg, ON 226-221-8895

MARK	WALL / PARTITION LEGEND	DESCRIPTION
W1		EIFS as per MAUNF. GC TO COORDINATE) 1 ½" RIDGED INSUL. AIR BARRIER ⅞" O.S.B. or approved equal 2x6 WD STUDS @ 16" o.c. c/w R-22 BATT INSULATION 6 mil POLY VAPOUR BARRIER ½" GYPSUM BOARD
W2		BRICK/STONE VENEER 1" AIRSPACE AIR BARRIER ½" PLYWOOD 2x6 STUD WALL @16" O.C. w/R22 BATT INSULATION or 2x4 STUD WALL @16" O.C. wR12 BATT INSULATION 6mil POLY VAPOUR BARRIER 1/2" GYPSUM BOARD
W3		4" FACE BRICK c/w BRICK TIES 1" AIR SPACE AIR BARRIER ⅞" O.S.B. or approved equal 2x4 STUDS @ 16" o.c. MIN. R-22 BATT INSULATION 2x4 STUDS @16" O.C. 6 mil POLY. VAPOUR BARRIER ½" GYPSUM BOARD
W4		DRAINAGE LAYER DAMP PROOFING 8" POURED CONCRETE (20MPa min.) R-10 RIGID INSULATION 2x4 STUDS @ 16" o.c. MIN. R-12 BATT INSULATION 6 mil POLY. VAPOUR BARRIER ½" GYPSUM BOARD (OPTIONAL)
W5		⅝" TYPE 'X' GYPSUM BOARD RESILIANT CHANNEL ON 2x4" STUDS at 16" o.c. w/ BATT R-22 INSUL. 1" AIR SPACE 2x4" STUDS at 16" o.c. w/ BATT INSULATION RESILIANT CHANNEL ON ⅝" TYPE 'X' GYPSUM BOARD
W6		⅝" TYPE 'X' GYPSUM BOARD 2 ROWS 2x4 STUDS at 16" o.c. WALLS ON SEPARATE 2x4 SILL PLATES w/1" MIN. AIR GAP 3-1/2" ABSORPTIVE MATERIAL (ON EACH SIDE) ⅝" TYPE 'X' GYPSUM BOARD
P1		1/2" GYPSUM BOARD 2x4 STUD WALL @16" O.C. 1/2" GYPSUM BOARD ✱ DENOTE LOAD BEARING WALL ON 22"x8" POURED CONCRETE FOOTING
P2		1/2" GYPSUM BOARD 2x6 STUD WALL @16" O.C. 1/2" GYPSUM BOARD ✱ DENOTE LOAD BEARING WALL ON 22"x8" POURED CONCRETE FOOTING

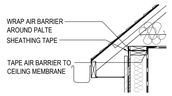
WALL / PARTITION LEGEND GENERAL NOTES
1. ALL WALL TYPE DESCRIPTIONS COMMENCES FROM THE EXTERIOR FACE TO THE INTERIOR FACE OF THE WALL CAVITY.
2. ALL WET AREAS WHERE GYPSUM BOARD IS PRESENT SHALL BE EQUIPPED w/MOISTURE RESISTANT GYPSUM BOARD.
3. PROVIDE AND INSTALL ALL EXTERIOR FINISHES, TRIMS & FLASHING AS PER MANUF. RECOMMENDATIONS.
4. PROVIDE FOUNDATION WATERPROOFING AT ALL WALLS ABUTTING BASEMENT AREAS.
5. ALL MASONRY VENEERS TO HAVE CODE COMPLIANT WEEPHOLES (9.20.13.18), FLASHING (9.20.13.1) AND WALL TIES (9.20.9.5)
6. ALL GYPSUM BOARD TO BE TAPED, SANDED AND PAINTED

MARK	FLOOR / ROOF LEGEND	DESCRIPTION
FL1		FLOOR FINISH T.B.D. ⅝" T&G PLYWOOD SUB FLOOR 2x10 FLOOR JOISTS @12" OR 16" O.C. (SEE PLANS) ½" GYPSUM BOARD
FL2		4" POURED CONCRETE FLOOR (REINFORCED WITH W.W.M) 6mil POLY VAPOUR BARRIER GRAVEL BASE TO MATCH FOOTING THICKNESS
R1		SHINGLES - SELF SEALING ¼" PLYWOOD SHEATING c/w "H" CLIPS PRE-ENG. ROOF TRUSSES @24" O.C. R-60 BLOWN IN INSULATION (R-32 ATTIC) OR SPRAY FOAM INSUL. 6mil POLY (WHERE BATT INSULATION) ⅝" GYPSUM BOARD

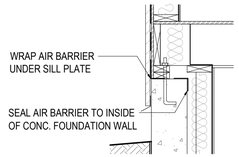
FLOOR / ROOF LEGEND GENERAL NOTES
1. ALL GYPSUM BOARD TO BE TAPED, SANDED AND PAINTED



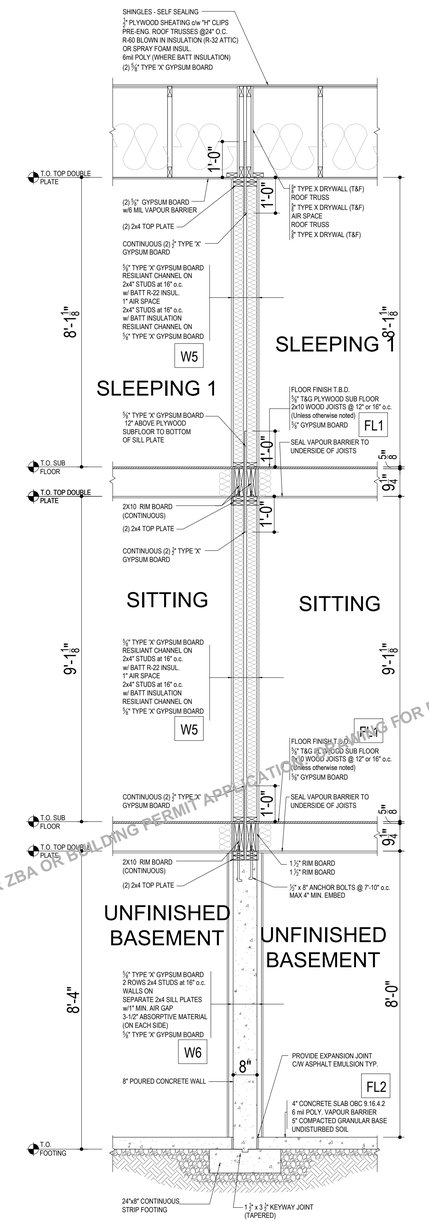
4 / A00.1 TYP. HEEL DETAIL
1" = 1'



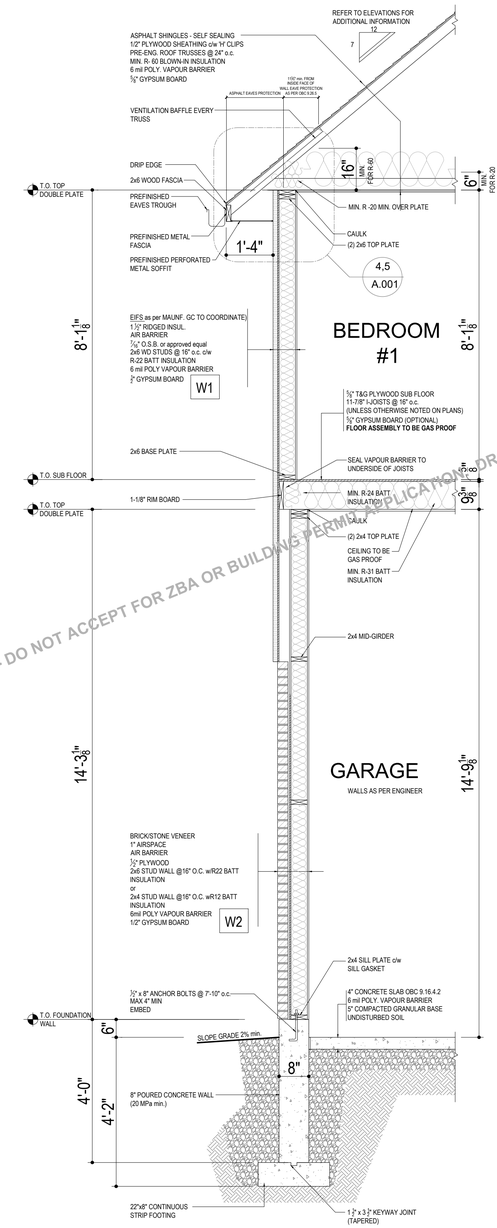
5 / A00.1 TYP. AIR BARRIER CEILING DETAIL
1" = 1'



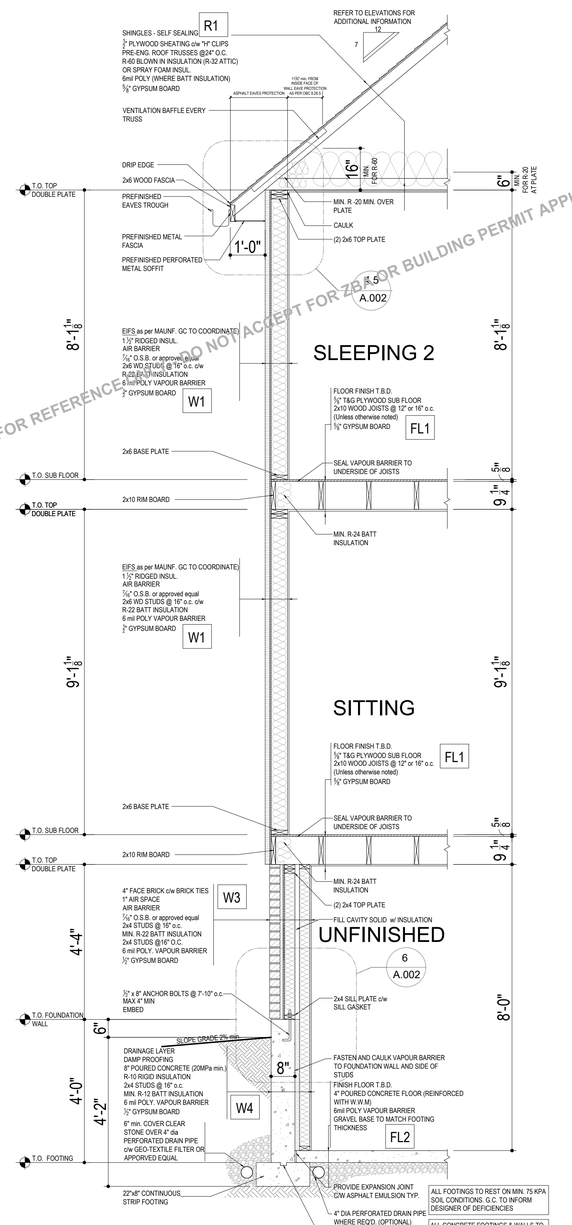
6 / A00.1 TYP. AIR BARRIER FOUNDATION DETAIL
1" = 1'



3 / A00.2 WALL SECTION - PARTY WALL
1/2" = 1'



2 / A00.2 SECTION THRU GARAGE
1/2" = 1'



1 / A00.2 TYPICAL WALL SECTION
1/2" = 1'

DRAWING FOR REFERENCE ONLY - DO NOT ACCEPT FOR ZBA OR BUILDING PERMIT APPLICATION

A00.2

MAY 28, 2025	ISSUED FOR ZONING VARIANCE PHASE 2
AUG 06, 2025	REVISIONS AS PER - STAGE 2: PLANNING CONSULTATION FOR ZONING BY-LAW AMENDMENT (ZBA) LETTER 05AUG2025

SECTIONS & DETAILS
25014 McRobbie - Semi
3185/3187 McRobbie, Windsor ON
MAY 28, 2025
Part 2

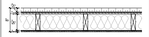
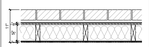
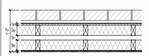
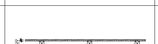
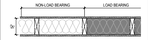
KEEN DESIGN STUDIO
1500 Alma, Amherstburg, ON 226-221-8895

FLOOR PLAN NOTES

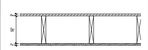
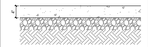
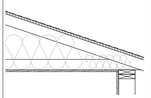
1. VERIFY IN FIELD FOR ALL MECHANICAL, PLUMBING AND ELECTRICAL WORK.
2. ALL STAIRS, RAMPS , HANDRAILS AND GUARDS SHALL CONFORM TO THE CURRENT VERSION OF PART 9 ONTARIO BUILDING CODE.
3. ALL INTERIOR WALL TYPES TO BE 'P1' UNLESS OTHERWISE NOTED
4. VERIFY ALL MEP WORK ON SITE

KEY NOTES

1. VERIFY IN FIELD FOR ALL MECHANICAL, PLUMBING AND ELECTRICAL WORK.
2. ALL STAIRS, RAMPS , HANDRAILS AND GUARDS SHALL CONFORM TO THE CURRENT VERSION OF PART 9 ONTARIO BUILDING CODE.
3. ALL OPENINGS TO HAVE (2) 2x8 LINTEL UNLESS OTHERWISE NOTED.

MARK	WALL / PARTITION LEGEND	DESCRIPTION
W1		EIFS as per MAUNF. GC TO COORDINATE) 1 ½" RIDGED INSUL. AIR BARRIER ⅞" O.S.B. or approved equal 2x6 WD STUDS @ 16" o.c. c/w R-22 BATT INSULATION 6 mil POLY VAPOUR BARRIER ½" GYPSUM BOARD
W2		BRICK/STONE VENEER 1" AIRSPACE AIR BARRIER ½" PLYWOOD 2x6 STUD WALL @16" O.C. w/R22 BATT INSULATION or 2x4 STUD WALL @16" O.C. w/R12 BATT INSULATION 6mil POLY VAPOUR BARRIER 1/2" GYPSUM BOARD
W3		4" FACE BRICK c/w BRICK TIES 1" AIR SPACE AIR BARRIER ⅞" O.S.B. or approved equal 2x4 STUDS @ 16" o.c. MIN. R-22 BATT INSULATION 2x4 STUDS @16" O.C. 6 mil POLY. VAPOUR BARRIER ½" GYPSUM BOARD
W4		DRAINAGE LAYER DAMP PROOFING 8" POURED CONCRETE (20MPa min.) R-10 RIGID INSULATION 2x4 STUDS @ 16" o.c. MIN. R-12 BATT INSULATION 6 mil POLY. VAPOUR BARRIER ½" GYPSUM BOARD (OPTIONAL)
W5		⅝" TYPE 'X' GYPSUM BOARD RESILIANT CHANNEL ON 2x4" STUDS at 16" o.c. w/ BATT R-22 INSUL. 1" AIR SPACE 2x4" STUDS at 16" o.c. w/ BATT INSULATION RESILIANT CHANNEL ON ⅝" TYPE 'X' GYPSUM BOARD
W6		⅝" TYPE 'X' GYPSUM BOARD 2 ROWS 2x4 STUDS at 16" o.c. WALLS ON SEPARATE 2x4 SILL PLATES w/1" MIN. AIR GAP 3-1/2" ABSORPTIVE MATERIAL (ON EACH SIDE) ⅝" TYPE 'X' GYPSUM BOARD
P1		1/2" GYPSUM BOARD 2x4 STUD WALL @16" O.C. 1/2" GYPSUM BOARD * DENOTE LOAD BEARING WALL ON 22"x8" POURED CONCRETE FOOTING
P2		1/2" GYPSUM BOARD 2x6 STUD WALL @16" O.C. 1/2" GYPSUM BOARD * DENOTE LOAD BEARING WALL ON 22"x8" POURED CONCRETE FOOTING

WALL / PARTITION LEGEND GENERAL NOTES
1. ALL WALL TYPE DESCRIPTIONS COMMENCES FROM THE EXTERIOR FACE TO THE INTERIOR FACE OF THE WALL CAVITY.
2. ALL WET AREAS WHERE GYPSUM BOARD IS PRESENT SHALL BE EQUIPPED w/MOISTURE RESISTANT GYPSUM BOARD.
3. PROVIDE AND INSTALL ALL EXTERIOR FINISHES, TRIMS & FLASHING AS PER MANUF. RECOMMENDATIONS.
4. PROVIDE FOUNDATION WATERPROOFING AT ALL WALLS ABUTTING BASEMENT AREAS.
5. ALL MASONRY VENEERS TO HAVE CODE COMPLIANT WEEPHOLES (9.20.13.18), FLASHING (9.20.13.1) AND WALL TIES (9.20.9.5)
6. ALL GYPSUM BOARD TO BE TAPED, SANDED AND PAINTED

MARK	FLOOR / ROOF LEGEND	DESCRIPTION
FL1		FLOOR FINISH T.B.D. ⅜" T&G PLYWOOD SUB FLOOR 2x10 FLOOR JOISTS @12" OR 16" O.C. (SEE PLANS) ½" GYPSUM BOARD
FL2		
R1		SHINGLES - SELF SEALING ½" PLYWOOD SHEATING c/w "H" CLIPS ENG. ROOF TRUSSES @24" O.C. R60 BLOWN IN INSULATION (R-32 ATTIC) OR SPRAY FOAM INSUL. 6mil POLY (WHERE BATT INSULATION) ½" GYPSUM BOARD

FLOOR / ROOF LEGEND GENERAL NOTES
1. ALL GYPSUM BOARD TO BE TAPED, SANDED AND PAINTED

LINTEL SCHEDULE (EXTERIOR)					
	MAX. SPAN				
LINTEL SIZE	ROOF + CEILING		ROOF + CEILING AND 1 STOREY		ROOF + CEILING AND 2 STOREY
2- 2"x4"	4'-1"	A	3'-5"	F	3'-0" K
2- 2"x6"	6'-4"	B	4'-10"	G	4'-4" L
2- 2"x8"	7'-8"	C	5'-11"	H	5'-4" M
2- 2"x10"	9'-5"	D	7'-3"	I	6'-6" N
2- 2"x12"	10'-11"	E	8'-6"	J	7'-8" O

NOTE THIS SCHEDULE APPLIES UNLESS NOTED OTHERWISE ON THE PLANS OR ELEVATIONS

LINTEL SCHEDULE (INTERIOR)					
	MAX. SPAN				
LINTEL SIZE	ROOF + CEILING		ROOF + CEILING AND 1 STOREY		ROOF + CEILING AND 2 STOREY
2- 2"x4"	3'-6"	A	2'-5"	G	2'-1" J
2- 2"x6"	4'-5"	B	3'-2"	H	2'-10" K
2- 2"x8"	5'-4"	C	3'-11"	I	3'-5" L
2- 2"x10"	6'-3"	D	4'-9"	J	4'-2" M
2- 2"x12"	7'-2"	E	5'-0"	K	4'-9" N

NOTE THIS SCHEDULE APPLIES UNLESS NOTED OTHERWISE ON THE PLANS OR ELEVATIONS

EXTERIOR WALL STUDS w/BRICK		
STUD LENGTH	SUPPORTING 8.5M OF ROOF	SUPPORTING 10.6M OF ROOF
12.46'	2x6" at 16"	2x6" at 16"
13.77'	2x6" at 12"	2x6" at 12"
15.09'	2-2x6" at 16"	2-2x6" at 16"
16.4'	2-2x6" at 16"	2-2x6" at 16"
17.39'	2-2x6" at 12"	2-2x6" at 12"
18.37'	2-2x6" at 12"	2-2x6" at 12"

ASSUMES 0.5 kPa HOURLY WIND PRESSURE AND 1.0 kPa SNOW LOAD, BASED ON A-3S & A-31 O.B.C.

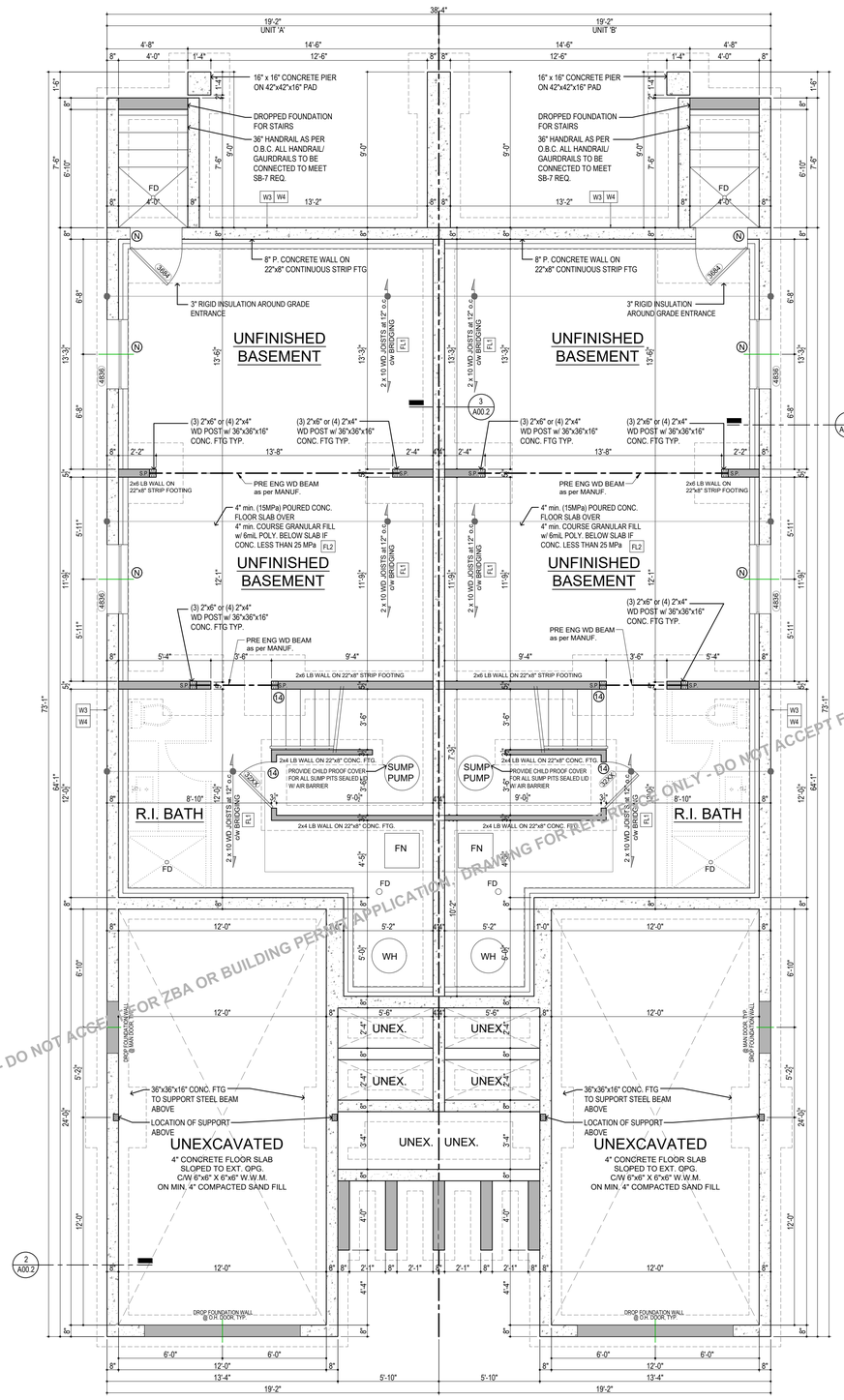
EXTERIOR WALL STUDS w/SIDING		
STUD LENGTH	SUPPORTING 8.5M OF ROOF	SUPPORTING 10.6M OF ROOF
12.46'	2x6" at 16"	2x6" at 16"
13.77'	2x6" at 12"	2x6" at 12"
15.09'	2-2x6" at 16"	2-2x6" at 16"
16.4'	2-2x6" at 16"	2-2x6" at 16"
17.39'	2-2x6" at 12"	2-2x6" at 12"
18.37'	2-2x6" at 12"	2-2x6" at 12"

ASSUMES 0.5 kPa HOURLY WIND PRESSURE AND 1.0 kPa SNOW LOAD, BASED ON A-3S & A-31 O.B.C.

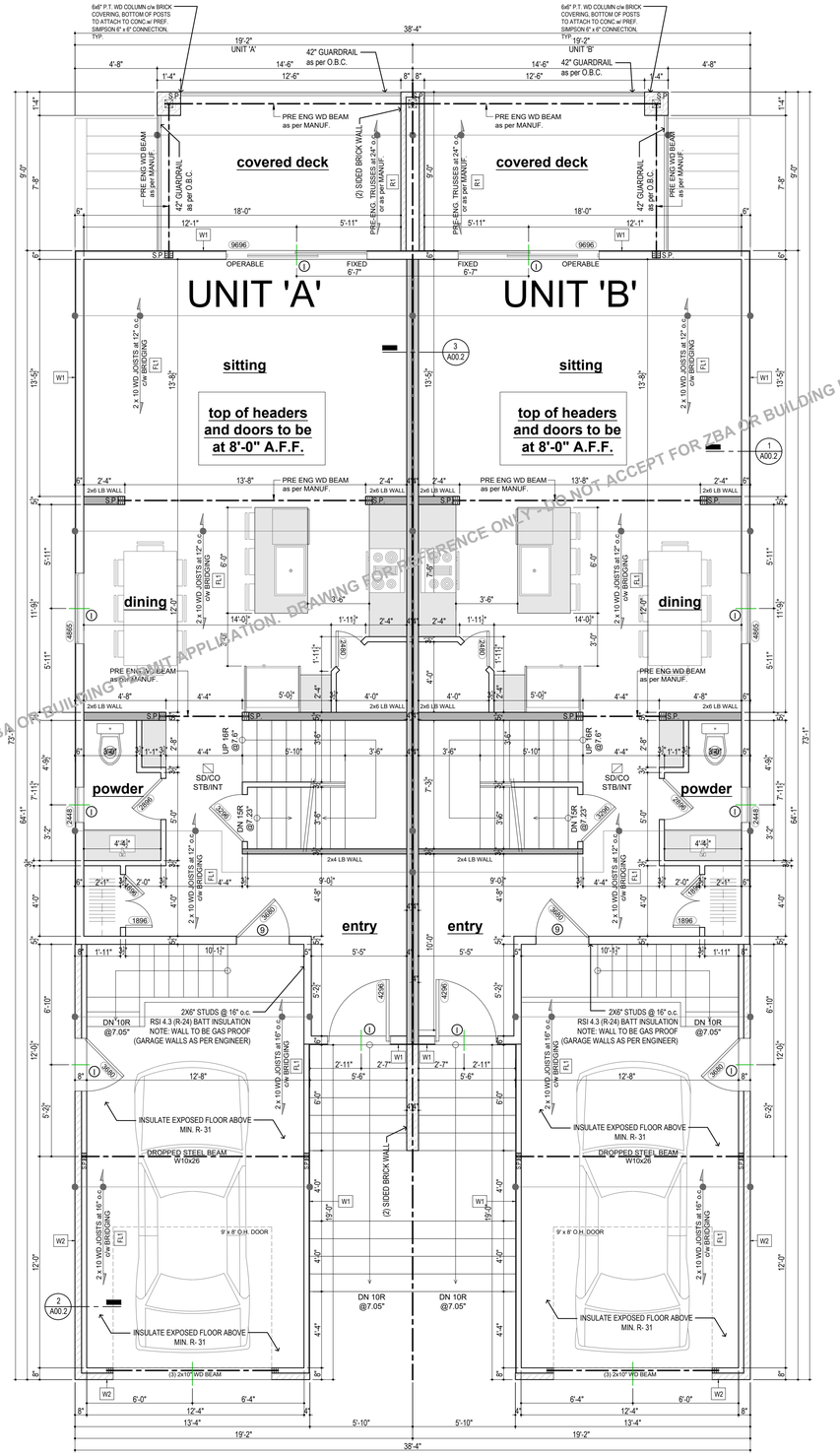
STEEL LINTEL SCHEDULE	
LOOSE STEEL LINTELS FOR MASONRY - EXTERIOR ANGLES FOR BRICK OR STONE, NO FLOOR LOAD).	
MAX CLEAR SPAN	LINTEL SIZE
5'-0" OR LESS	3½" x 3½" x ¼"
7'-0" OR LESS	4" x 3½" x ¼"
8'-0" OR LESS	5" x 3½" x ¼"
9'-0" OR LESS	5" x 3½" x ⅜"
10'-0" OR LESS	6" x 3½" x ⅜"

NOTE THIS SCHEDULE APPLIES UNLESS NOTED OTHERWISE ON THE PLANS OR ELEVATIONS

LEGEND	
S.P. ST'L	3½" x 3½" HSS STEEL POST
S.P.	SUPPORT REQUIRED (3) 2x6 OR (4) 2x4
	GRAB BAR SUPPORT REQ'D
E.F.	EXHAUST FAN w/ NON-COMBUSTABLE DUCTWORK



1 A01.1 FOUNDATION PLAN 790 SF
1/4" = 1'



2 A01.1 UPPER FLOOR PLAN 790 SF
1/4" = 1'

PERMIT APPLICATION - DRAWING FOR REFERENCE ONLY - DO NOT ACCEPT FOR ZBA OR BUILDING PERMIT APPLICATION

MAY 28, 2025	ISSUED FOR ZONING VARIANCE PHASE 2
AUG 06, 2025	REVISIONS AS PER - STAGE 2: PLANNING CONSULTATION FOR ZONING BY-LAW AMENDMENT (ZBA) LETTER 05AUG2025

FOUNDATION & MAIN FLOOR
25014 McRobbie - Semi
3185/3187 McRobbie, Windsor ON
Part 2
MAY 28, 2025

A01.1

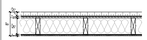
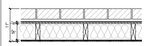
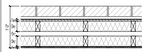
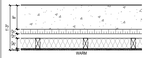
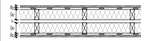
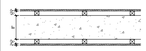
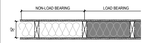
KEEN DESIGN STUDIO
1500 Alma, Amherstburg, ON 226-221-8895

FLOOR PLAN NOTES

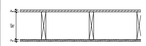
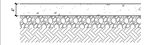
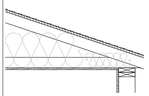
1. VERIFY IN FIELD FOR ALL MECHANICAL, PLUMBING AND ELECTRICAL WORK.
2. ALL STAIRS, RAMPS , HANDRAILS AND GUARDS SHALL CONFORM TO THE CURRENT VERSION OF PART 9 ONTARIO BUILDING CODE.
3. ALL INTERIOR WALL TYPES TO BE 'P1' UNLESS OTHERWISE NOTED
4. VERIFY ALL MEP WORK ON SITE

KEY NOTES

1. VERIFY IN FIELD FOR ALL MECHANICAL, PLUMBING AND ELECTRICAL WORK.
2. ALL STAIRS, RAMPS , HANDRAILS AND GUARDS SHALL CONFORM TO THE CURRENT VERSION OF PART 9 ONTARIO BUILDING CODE.
3. ALL OPENINGS TO HAVE (2) 2x8 LINTEL UNLESS OTHERWISE NOTED.

MARK	WALL / PARTITION LEGEND	DESCRIPTION
W1		EIFS as per MAUNF. GC TO COORDINATE) 1 ½" RIDGED INSUL. AIR BARRIER ⅞" O.S.B. or approved equal 2x6 WD STUDS @ 16" o.c. c/w R-22 BATT INSULATION 6 mil POLY VAPOUR BARRIER ½" GYPSUM BOARD
W2		BRICK/STONE VENEER 1" AIRSPACE AIR BARRIER ½" PLYWOOD 2x6 STUD WALL @16" O.C. w/R22 BATT INSULATION or 2x4 STUD WALL @16" O.C. w/R12 BATT INSULATION 6mil POLY VAPOUR BARRIER 1/2" GYPSUM BOARD
W3		4" FACE BRICK c/w BRICK TIES 1" AIR SPACE AIR BARRIER ⅞" O.S.B. or approved equal 2x4 STUDS @ 16" o.c. MIN. R-22 BATT INSULATION 2x4 STUDS @16" O.C. 6 mil POLY. VAPOUR BARRIER ½" GYPSUM BOARD
W4		DRAINAGE LAYER DAMP PROOFING 8" POURED CONCRETE (20MPa min.) R-10 RIGID INSULATION 2x4 STUDS @ 16" o.c. MIN. R-12 BATT INSULATION 6 mil POLY. VAPOUR BARRIER ½" GYPSUM BOARD (OPTIONAL)
W5		⅝" TYPE 'X' GYPSUM BOARD RESILIANT CHANNEL ON 2x4" STUDS at 16" o.c. w/ BATT R-22 INSUL. 1" AIR SPACE 2x4" STUDS at 16" o.c. w/ BATT INSULATION RESILIANT CHANNEL ON ⅝" TYPE 'X' GYPSUM BOARD
W6		⅝" TYPE 'X' GYPSUM BOARD 2 ROWS 2x4 STUDS at 16" o.c. WALLS ON SEPARATE 2x4 SILL PLATES w/1" MIN. AIR GAP 3-1/2" ABSORPTIVE MATERIAL (ON EACH SIDE) ⅝" TYPE 'X' GYPSUM BOARD
P1		1/2" GYPSUM BOARD 2x4 STUD WALL @16" O.C. 1/2" GYPSUM BOARD * DENOTE LOAD BEARING WALL ON 22"x8" POURED CONCRETE FOOTING
P2		1/2" GYPSUM BOARD 2x6 STUD WALL @16" O.C. 1/2" GYPSUM BOARD * DENOTE LOAD BEARING WALL ON 22"x8" POURED CONCRETE FOOTING

WALL / PARTITION LEGEND GENERAL NOTES
1. ALL WALL TYPE DESCRIPTIONS COMMENCES FROM THE EXTERIOR FACE TO THE INTERIOR FACE OF THE WALL CAVITY.
2. ALL WET AREAS WHERE GYPSUM BOARD IS PRESENT SHALL BE EQUIPPED w/MOISTURE RESISTANT GYPSUM BOARD.
3. PROVIDE AND INSTALL ALL EXTERIOR FINISHES, TRIMS & FLASHING AS PER MANUF. RECOMMENDATIONS.
4. PROVIDE FOUNDATION WATERPROOFING AT ALL WALLS ABUTTING BASEMENT AREAS.
5. ALL MASONRY VENEERS TO HAVE CODE COMPLIANT WEEPHOLES (9.20.13.18), FLASHING (9.20.13.1) AND WALL TIES (9.20.9.5)
6. ALL GYPSUM BOARD TO BE TAPED, SANDED AND PAINTED

MARK	FLOOR / ROOF LEGEND	DESCRIPTION
FL1		FLOOR FINISH T.B.D. ⅝" T&G PLYWOOD SUB FLOOR 2x10 FLOOR JOISTS @12" OR 16" O.C. (SEE PLANS) ½" GYPSUM BOARD
FL2		
R1		SHINGLES - SELF SEALING ½" PLYWOOD SHEATING c/w "H" CLIPS PRE-ENG. ROOF TRUSSES @24" O.C. R-60 BLOWN IN INSULATION (R-32 ATTIC) OR SPRAY FOAM INSUL. 6mil POLY (WHERE BATT INSULATION) ⅝" GYPSUM BOARD

FLOOR / ROOF LEGEND GENERAL NOTES
1. ALL GYPSUM BOARD TO BE TAPED, SANDED AND PAINTED

LINTEL SCHEDULE (EXTERIOR)							
	MAX. SPAN						
LINTEL SIZE	ROOF + CEILING		ROOF + CEILING AND 1 STOREY		ROOF + CEILING AND 2 STOREY		
2- 2"x4"	4'-1"	A	3'-5"	F	3'-0"	K	
3- 2"x8"	6'-4"	B	4'-10"	G	4'-4"	L	
2- 2"x8"	7'-8"	C	5'-11"	H	5'-4"	M	
2- 2"x10"	9'-5"	D	7'-3"	I	6'-6"	N	
2- 2"x12"	10'-11"	E	8'-5"	J	7'-6"	O	

NOTE THIS SCHEDULE APPLIES UNLESS NOTED OTHERWISE ON THE PLANS OR ELEVATIONS

LINTEL SCHEDULE (INTERIOR)							
	MAX. SPAN						
LINTEL SIZE	ROOF + CEILING		ROOF + CEILING AND 1 STOREY		ROOF + CEILING AND 2 STOREY		
2- 2"x4"	3'-0"	A	2'-5"	G	2'-1"	L	
2- 2"x6"	4'-5"	B	3'-3"	H	2'-10"	M	
2- 2"x8"	5'-4"	C	3'-11"	I	3'-5"	N	
2- 2"x10"	6'-3"	D	4'-9"	J	4'-2"	O	
2- 2"x12"	7'-1"	E	5'-5"	K	4'-9"	P	

NOTE THIS SCHEDULE APPLIES UNLESS NOTED OTHERWISE ON THE PLANS OR ELEVATIONS

EXTERIOR WALL STUDS w/BRICK		
STUD LENGTH	SUPPORTING 8.9M OF ROOF	SUPPORTING 19.6M OF ROOF
12.46'	2x6" at 16"	2x6" at 16"
13.77'	2x6" at 12"	2x6" at 12"
15.09'	2-2x6" at 16"	2-2x6" at 16"
16.4'	2-2x6" at 16"	2-2x6" at 16"
17.39'	2-2x6" at 12"	2-2x6" at 12"
18.37'	2-2x6" at 12"	2-2x6" at 12"

ASSUMES 0.5 kPa HOURLY WIND PRESSURE AND 1.0 kPa SNOW LOAD, BASED ON A-3S & A-31 O.B.C.

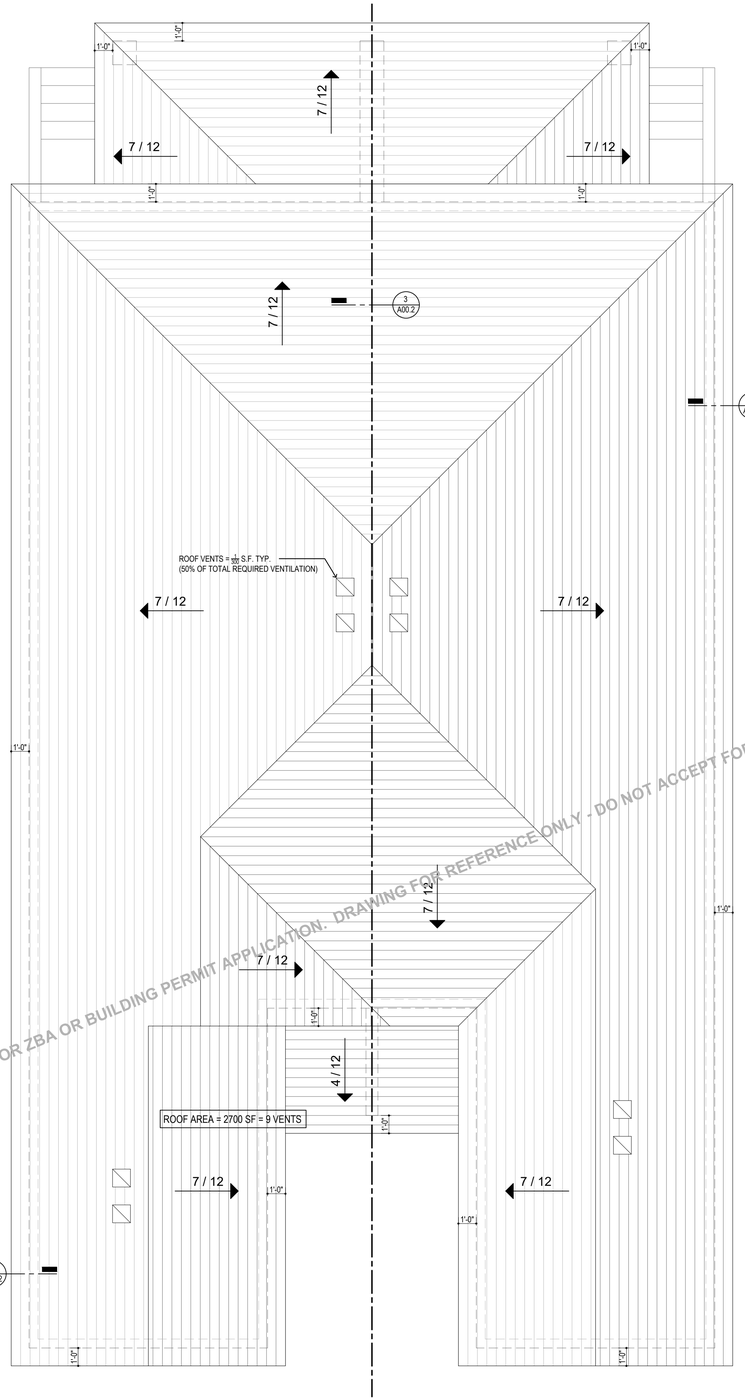
EXTERIOR WALL STUDS w/SIDING		
STUD LENGTH	SUPPORTING 8.9M OF ROOF	SUPPORTING 19.6M OF ROOF
12.46'	2x6" at 16"	2x6" at 16"
13.77'	2x6" at 12"	2x6" at 12"
15.09'	2-2x6" at 16"	2-2x6" at 16"
16.4'	2-2x6" at 16"	2-2x6" at 16"
17.39'	2-2x6" at 12"	2-2x6" at 12"
18.37'	2-2x6" at 12"	2-2x6" at 12"

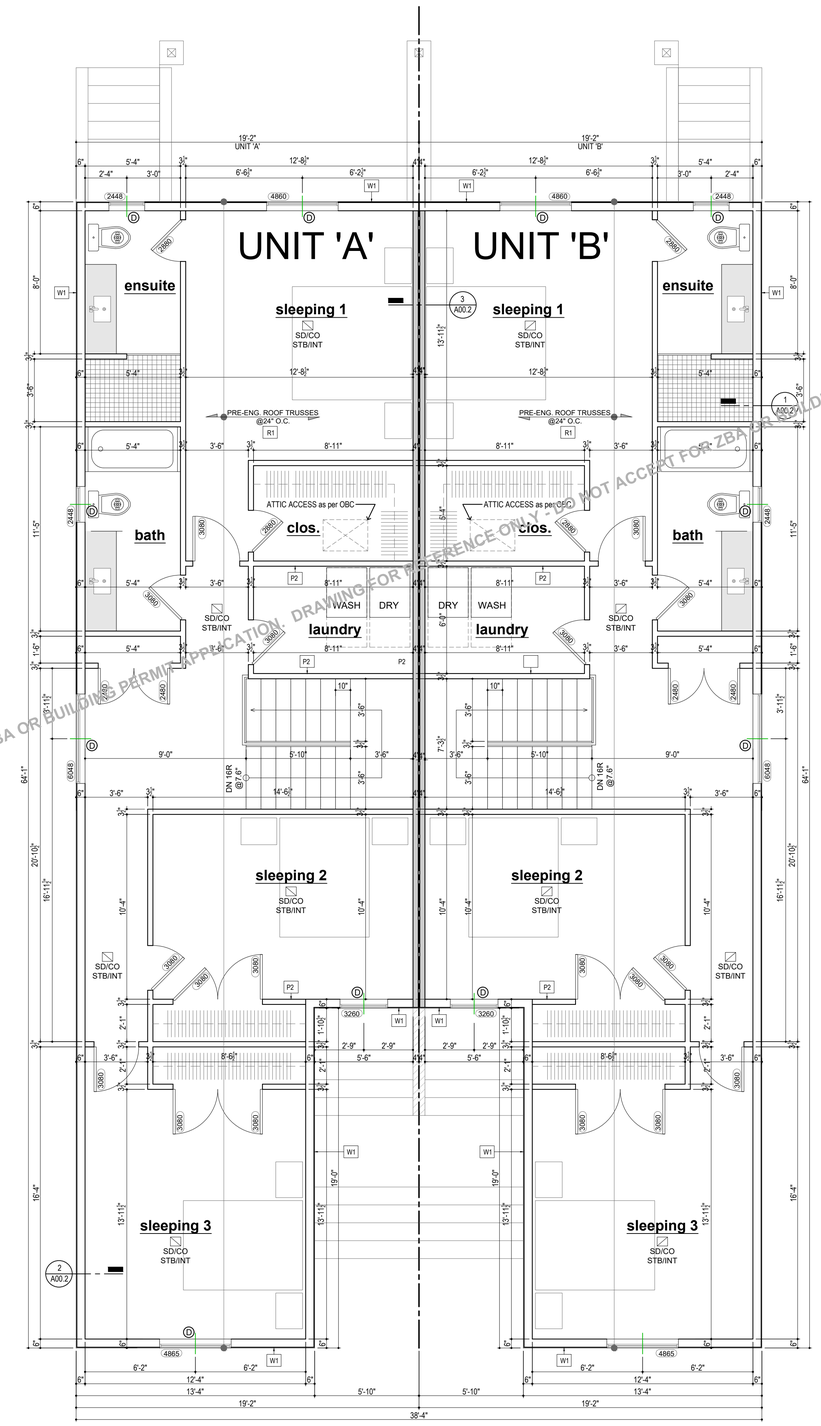
ASSUMES 0.5 kPa HOURLY WIND PRESSURE AND 1.0 kPa SNOW LOAD, BASED ON A-3S & A-31 O.B.C.

STEEL LINTEL SCHEDULE	
LOOSE STEEL LINTELS FOR MASONRY - EXTERIOR ANGLES FOR BRICK OR STONE (NO FLOOR LOAD)	
MAX CLEAR SPAN	LINTEL SIZE
5'-0" OR LESS	3 ½" x 3½" x ⅝"
7'-0" OR LESS	4" x 3½" x ⅝"
8'-0" OR LESS	5" x 3½" x ⅝"
9'-0" OR LESS	5" x 3½" x ⅝"
10'-0" OR LESS	6" x 3½" x ⅝"

NOTE THIS SCHEDULE APPLIES UNLESS NOTED OTHERWISE ON THE PLANS OR ELEVATIONS

LEGEND	
S.P. STL	3 ½" x 3 ½" HSS STEEL POST
S.P.	SUPPORT REQUIRED (3) 2x6 OR (4) 2x4
	GRAB BAR SUPPORT REQ'D
E.F.	EXHAUST FAN w/ NON-COMBUSTABLE DUCTWORK





FOR REFERENCE ONLY - DO NOT ACCEPT FOR ZBA OR BUILDING PERMIT APPLICATION. DRAWING FOR REFERENCE ONLY - DO NOT ACCEPT FOR ZBA OR BUILDING PERMIT APPLICATION

2 ROOF PLAN
A01.2 1/4" = 1'

1 UPPER FLOOR PLAN 1118 SF
A01.2 1/4" = 1'

A01.2

MAY 28, 2025	ISSUED FOR ZONING VARIANCE PHASE 2
AUG 06, 2025	REVISIONS AS PER - STAGE 2: PLANNING CONSULTATION FOR ZONING BY-LAW AMENDMENT (ZBA) LETTER 05AUG2025

UPPER AND ROOF PLAN
25014 McRobbie - Semi
3185/3187 McRobbie, Windsor ON
Part 2
MAY 28, 2025

KEEN DESIGN STUDIO
1500 Alma, Amherstburg, ON 226-221-8895

GLAZING OPENINGS IN BUILDING FACE			
ELEVATION	**BUILDING FACE (SF)**	**GLAZING (SF)**	**GLAZING %**
WEST	**986 SF**	**280 SF**	**28%**
SOUTH	**1486 SF**	**103 SF**	**6 %**
EAST	**889 SF**	**204 SF**	**22%**
NORTH	**1486 SF**	**103 SF**	**6%**
TOTAL	**4847 SF**	**690 SF**	**14%**

EXTERIOR ELEVATION NOTES

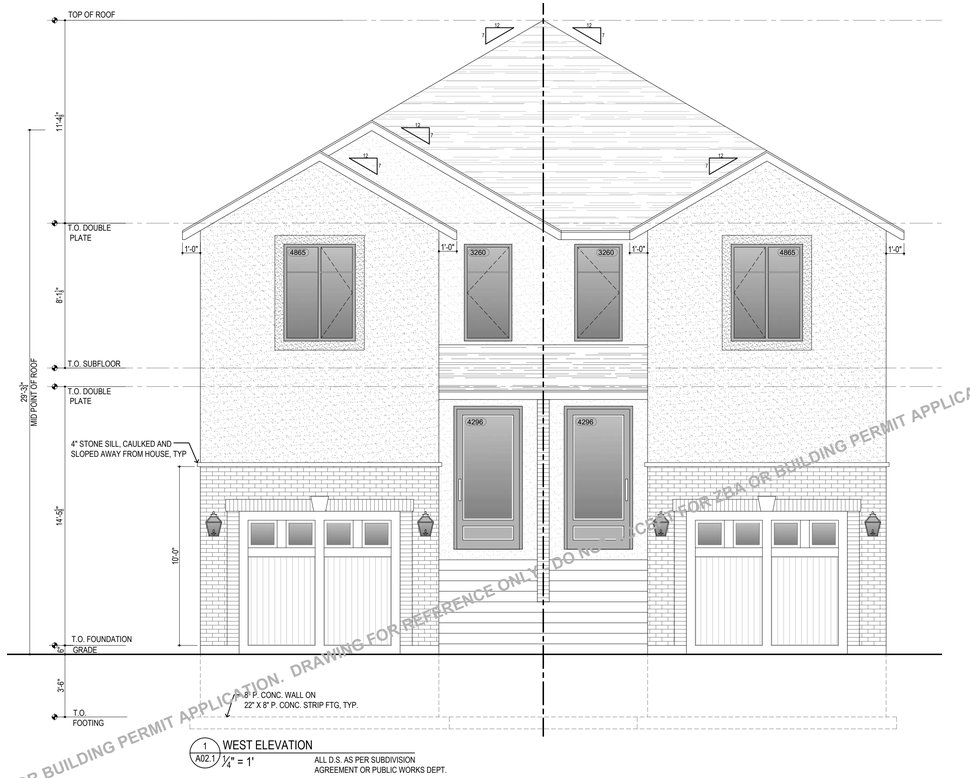
1. ALL EXTERIOR FINISHES AS PER EXTERIOR MATERIAL FINISHES SCHEDULE OR EQUAL APPROVED.
2. ALL EXTERIOR FINISHES INSTALLED AS PER MANUFACTURERS RECOMMENDATIONS
3. ALL EXTERIOR TRIMS, SILLS AND FLASHING TO BE INSTALLED AS PER MANUFACTURERS RECOMMENDATIONS.
4. EXISTING GRADING TO BE COORDINATED w/OWNER/G.C.
5. NEW OPENING ELEVATION TO BE SET BY TOWNSHIP

EXTERIOR MATERIAL FINISHES SCHEDULE

Shingles

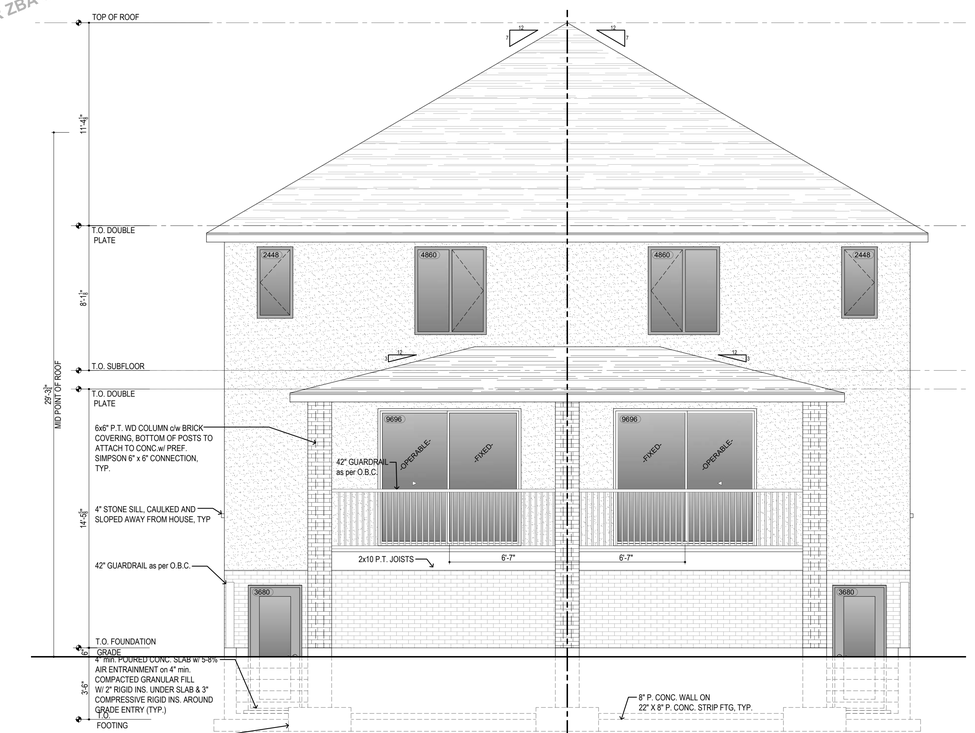
Stucco

Brick



1 A02.1 WEST ELEVATION
1/4" = 1'

ALL D.S. AS PER SUBDIVISION AGREEMENT OR PUBLIC WORKS DEPT.



2 A02.1 EAST ELEVATION
1/4" = 1'

ALL D.S. AS PER SUBDIVISION AGREEMENT OR PUBLIC WORKS DEPT.

RAILING REMOVED FOR DRAWING

DRAWING FOR REFERENCE ONLY - DO NOT ACCEPT FOR ZBA OR BUILDING PERMIT APPLICATION. DRAWING FOR REFERENCE ONLY - DO NOT ACCEPT FOR ZBA OR BUILDING PERMIT APPLICATION. DRAWING

A02.1

ISSUED FOR ZONING VARIANCE PHASE 2

MAY 28, 2025	**ISSUED FOR ZONING VARIANCE PHASE 2**
AUG 06, 2025	**REVISIONS AS PER - STAGE 2: PLANNING CONSULTATION FOR ZONING BY-LAW AMENDMENT (ZBA) LETTER 05AUG2025**

ELEVATIONS

25014 McRobbie - Semi

3185/3187 McRobbie, Windsor ON

Part 2

MAY 28, 2025

KEEN DESIGN STUDIO
1500 Alma, Amherstburg, ON 226-221-8895

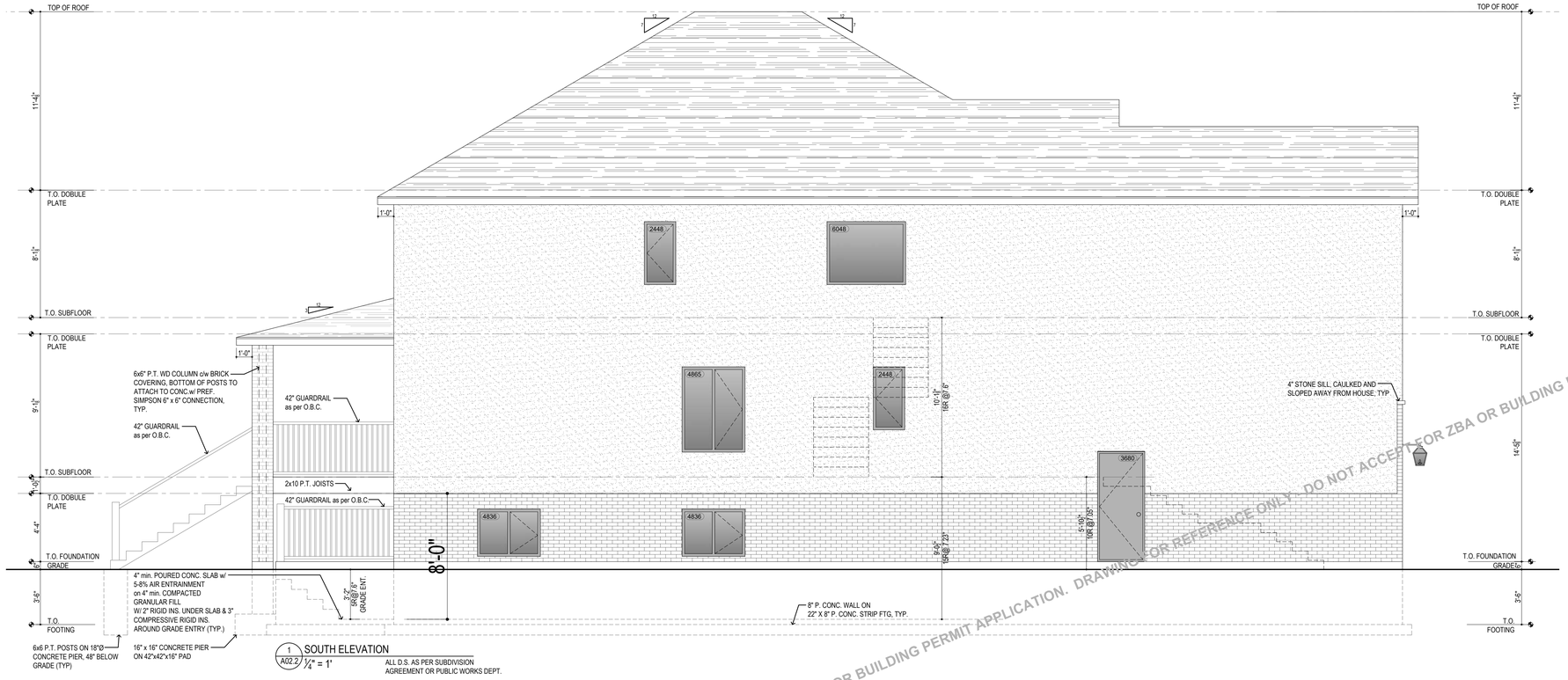
GLAZING OPENINGS IN BUILDING FACE			
ELEVATION	**BUILDING FACE (SF)**	**GLAZING (SF)**	**GLAZING %**
WEST	**986 SF**	**280 SF**	**28%**
SOUTH	**1486 SF**	**103 SF**	**6 %**
EAST	**889 SF**	**204 SF**	**22%**
NORTH	**1486 SF**	**103 SF**	**6%**
TOTAL	**4847 SF**	**690 SF**	**14%**

EXTERIOR ELEVATION NOTES

1. ALL EXTERIOR FINISHES AS PER EXTERIOR MATERIAL FINISHES SCHEDULE OR EQUAL APPROVED.
2. ALL EXTERIOR FINISHES INSTALLED AS PER MANUFACTURERS RECOMMENDATIONS
3. ALL EXTERIOR TRIMS, SILLS AND FLASHING TO BE INSTALLED AS PER MANUFACTURERS RECOMMENDATIONS.
4. EXISTING GRADING TO BE COORDINATED w/OWNER/G.C.
5. NEW OPENING ELEVATION TO BE SET BY TOWNSHIP

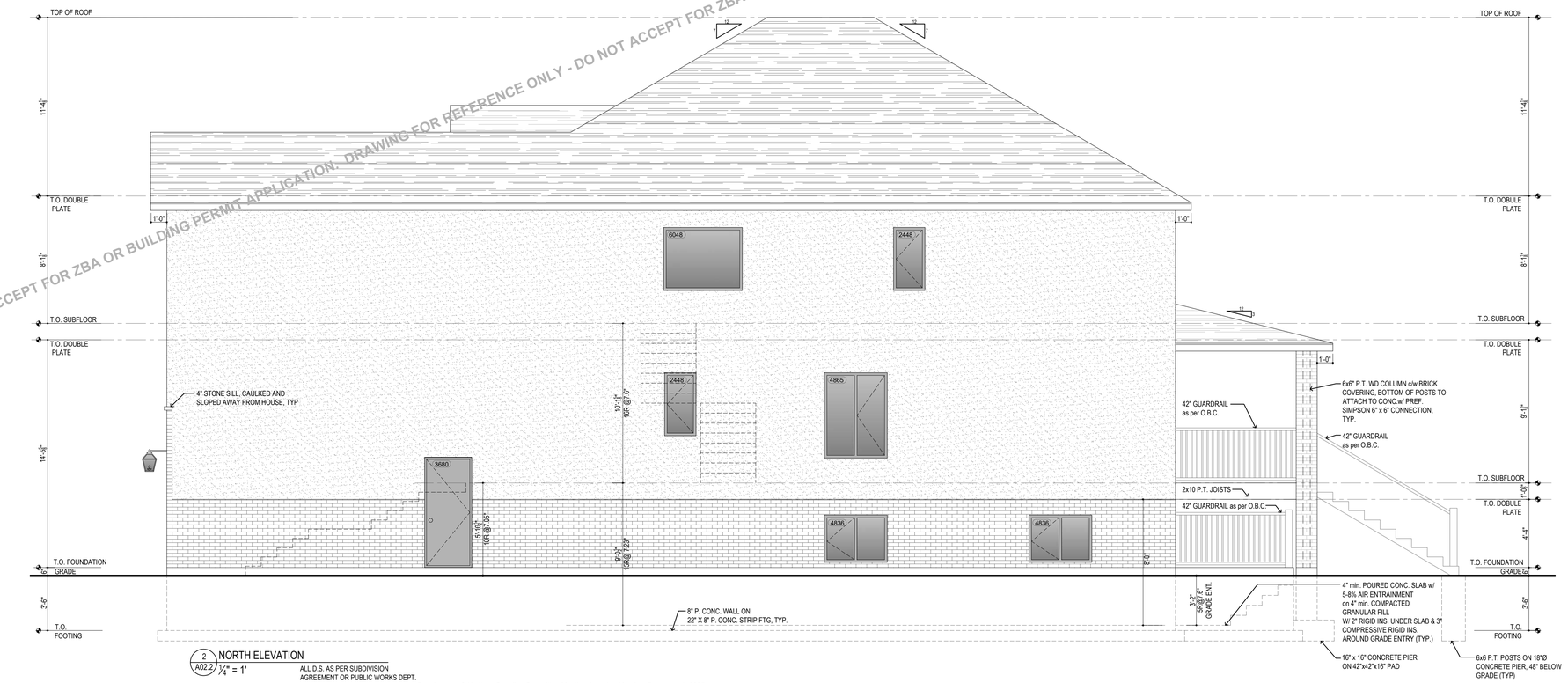
EXTERIOR MATERIAL FINISHES SCHEDULE

Shingles Stucco Brick



1 A02.2 SOUTH ELEVATION
1/4" = 1'

ALL D.S. AS PER SUBDIVISION AGREEMENT OR PUBLIC WORKS DEPT.



2 A02.2 NORTH ELEVATION
1/4" = 1'

ALL D.S. AS PER SUBDIVISION AGREEMENT OR PUBLIC WORKS DEPT.

DRAWING FOR REFERENCE ONLY - DO NOT ACCEPT FOR ZBA OR BUILDING PERMIT APPLICATION. DRAWING FOR REFERENCE ONLY - DO NOT ACCEPT FOR ZBA OR BUILDING PERMIT APPLICATION.

A02.2

ISSUED FOR ZONING VARIANCE PHASE 2
REVISIONS AS PER - STAGE 2: PLANNING CONSULTATION FOR ZONING BY-LAW AMENDMENT (ZBA) LETTER 05AUG2025

MAY 28, 2025	
AUG 06, 2025	

ELEVATIONS
25014 McRobbie - Semi
3185/3187 McRobbie, Windsor ON
MAY 28, 2025
Part 2

KEEN DESIGN STUDIO
1500 Alma, Amherstburg, ON 226-221-8895

Appendix D

INTEGRATION DATA

COORDINATES ARE DERIVED FROM GRID OBSERVATIONS USING THE CAN-NET NETWORK SERVICE AND ARE REFERRED TO UTM ZONE 17 (81° WEST LONGITUDE) NAD83 (CSRS) (2010.0).
COORDINATE VALUES ARE TO AN URBAN ACCURACY IN ACCORDANCE WITH SECTION 14(2) O.REG 216/10

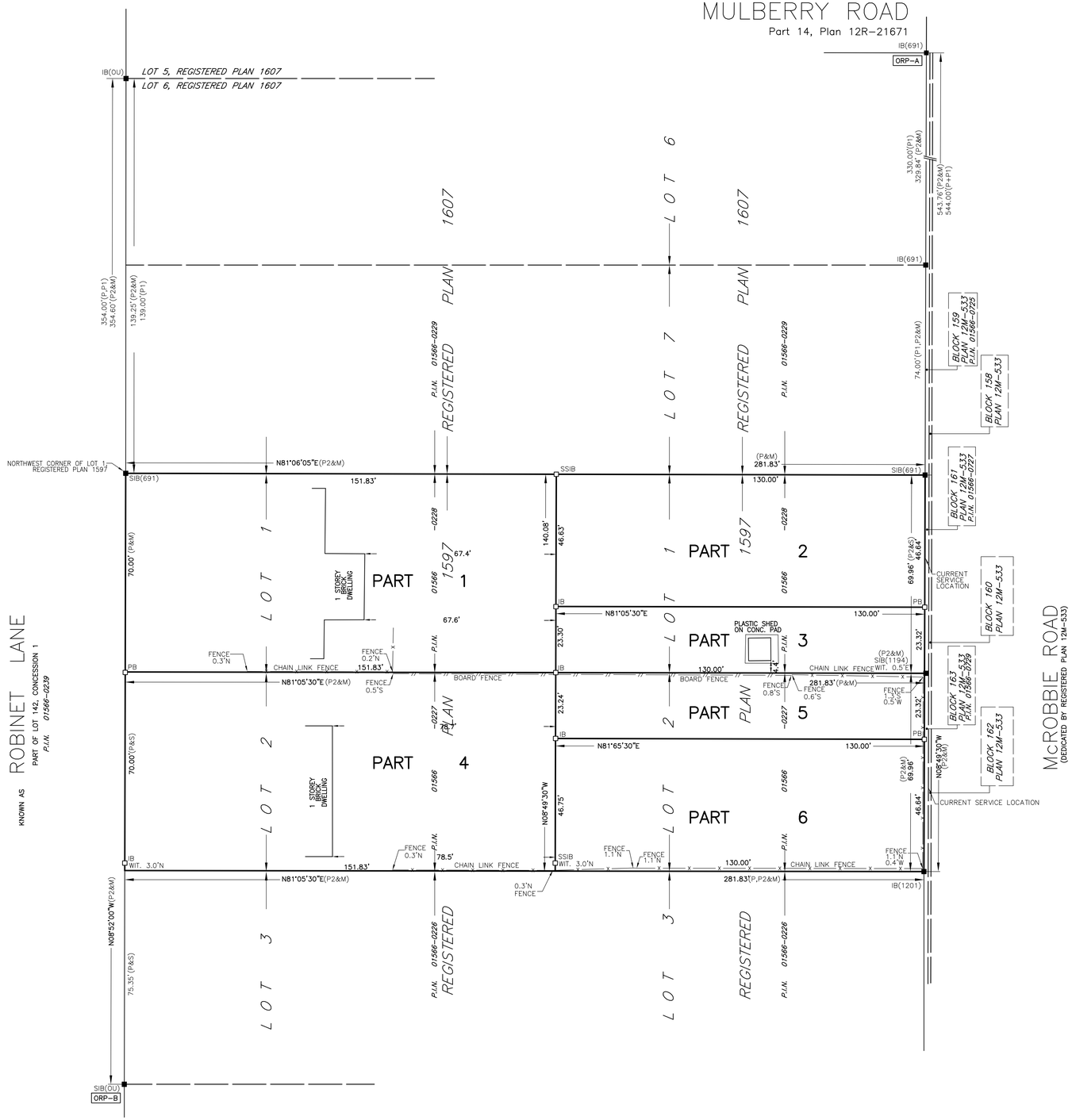
POINT ID	NORTHING	EASTING
ORP-A	N15372860.85	E1125634.69
ORP-B	N15372205.57	E1125451.33

COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.

"IMPERIAL"
Distances and coordinates shown on this plan are in feet and can be converted to metres by multiplying by 0.3048

PARTS SCHEDULE

PART	LOT	PLAN	P.I.N.	AREA
1	ALL OF LOT 1	REGISTERED PLAN 1597	ALL OF 01566-0228	0.244 Acres
2				0.139 Acres
3				0.070 Acres
4	ALL OF LOT 2		ALL OF 01566-0227	0.244 Acres
5				0.070 Acres
6				0.139 Acres



PLAN OF SURVEY
OF
LOTS 1 & 2, REGISTERED PLAN 1597
IN THE
CITY OF WINDSOR
COUNTY OF ESSEX, ONTARIO

VERHAEGEN LAND SURVEYORS – A DIVISION OF J. D. BARNES LIMITED.

SCALE : 1"=20'

0 10.0 20.0 40.0 60.0 FEET 100.0

THE INTENDED PLOT SIZE OF THIS PLAN IS 36" IN WIDTH BY 24" IN HEIGHT WHEN PLOTTED AT A SCALE OF 1"=20'

LEGEND AND NOTES

BEARINGS ARE UTM GRID DERIVED FROM OBSERVED REFERENCE POINTS 'A' AND 'B' BY REAL TIME NETWORK OBSERVATIONS AND ARE REFERRED TO UTM ZONE 17 (81° WEST LONGITUDE) NAD83 (CSRS) (2010.0).

DISTANCES ON THIS PLAN ARE GROUND AND CAN BE CONVERTED TO GRID BY MULTIPLYING BY THE COMBINED SCALE FACTOR OF 0.999880.

ALL SET SSIB AND PB MONUMENTS WERE USED DUE TO LACK OF OVERBURDEN AND/OR PROXIMITY OF UNDERGROUND UTILITIES IN ACCORDANCE WITH SECTION 11 (4) OF O.REG. 525/91.

■	DENOTES	SURVEY MONUMENT FOUND
□	DENOTES	SURVEY MONUMENT SET
SIB	DENOTES	STANDARD IRON BAR
SSIB	DENOTES	SHORT STANDARD IRON BAR
IB	DENOTES	IRON BAR
IB⊕	DENOTES	ROUND IRON BAR
PB	DENOTES	PLASTIC BAR
CC	DENOTES	CUT-CROSS
CP	DENOTES	STEEL PIN
WT	DENOTES	WITNESS
⊥	DENOTES	PERPENDICULAR
(M)	DENOTES	MEASURED
(S)	DENOTES	SET
PROP	DENOTES	PROPORTION
(D)	DENOTES	DEED
(NI)	DENOTES	NOT IDENTIFIABLE
(OU)	DENOTES	ORIGIN UNKNOWN
ORP	DENOTES	OBSERVED REFERENCE POINT
(P)	DENOTES	REGISTERED PLAN 1597
(P1)	DENOTES	REGISTERED PLAN 1607
(P2)	DENOTES	PLAN 12R-29497
(JDB)	DENOTES	J.D. BARNES LIMITED, O.L.S.
(1744)	DENOTES	VERHAEGEN LAND SURVEYORS, O.L.S.
(691)	DENOTES	HOWARD B. HEAD, O.L.S.
(1201)	DENOTES	CLARKE SURVEYORS INC. O.L.S.
(1194)	DENOTES	J.B. SMEETON, O.L.S.

N = NORTH; S = SOUTH; E = EAST; W = WEST

SURVEYOR'S CERTIFICATE

I CERTIFY THAT:

1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT, THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM.
2. THIS SURVEY WAS COMPLETED ON THE 26th DAY OF JULY, 2024.

DATE August 16th, 2024

ALEC S. MANTHA
ONTARIO LAND SURVEYOR

THIS PLAN OF SURVEY RELATES TO AOLS PLAN SUBMISSION FORM NUMBER 2218412.

VERHAEGEN LAND SURVEYORS
SURVEYING MAPPING GIS
A DIVISION OF J.D. BARNES LTD.
944 OTTAWA STREET, WINDSOR, ON, N8X 2E1
T: (519) 258-1772 F: (519) 258-1791 www.jdbarnes.com

DRAWN BY:	CHECKED BY:	REFERENCE NO.:
A.J.M.	K.H./A.M.	24-47-382-00
FILE: 24-47-382-00.dwg	E-1597-0	CAD Date: August 16th, 2024 CAD File: 24-47-382-00.dwg

Appendix E

Appendix E

Public Consultation Meeting

Proposed Zoning By-Law Amendment for 3185, 3187, 3189, and 3191 McRobbie Road

On behalf of our client, JD Empire Construction LTD, RJ Planner is hosting an in-person and virtual Public Consultation Meeting at the **Forest Glade Community Centre**, 3215 Forest Glade Drive (Seneca Room) on **Wednesday June 4, 2025** from **5:00pm to 6:00pm.**

The purpose of this meeting is to present a site-specific Zoning By-Law Amendment (ZBA) to permit the following:

- Two (2) 2-storey Semi-Detached Dwellings for a total of four (4) dwelling units. Two (2) parking spaces are proposed for each dwelling unit.

During this session, guests will meet the project team (in person or virtually) and have an opportunity to discuss comments or questions relating to the proposed ZBA.

This meeting is the next step in the ZBA process. The proposed ZBA is required to change the zone from Residential District 1.1 (RD1.1) to Residential District 2.2 (RD2.2).

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

The In-Person and Virtual Public Consultation Meeting will consist of a brief presentation of the project materials with a live Q&A session for the available period of time.

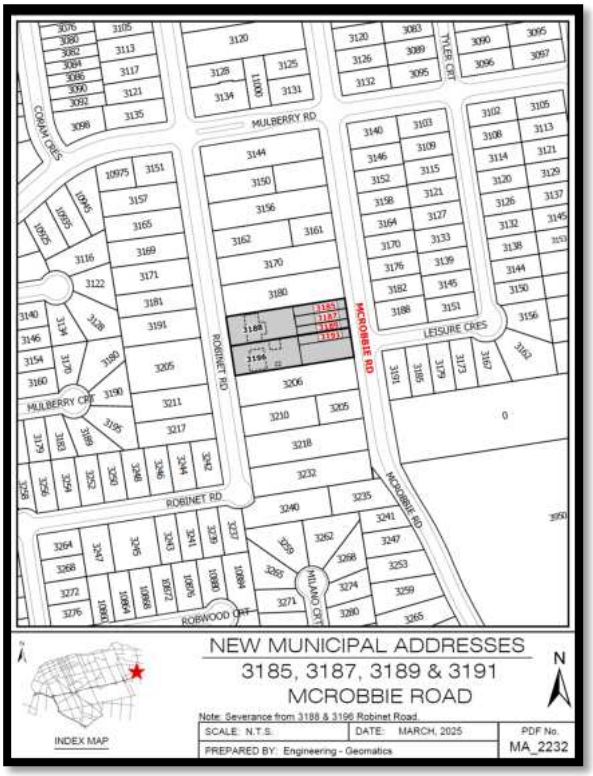
Submit Your Comments

We are looking forward to your input and comments. Written comments, via email or mail, will be accepted until **June 13, 2025** to the following:

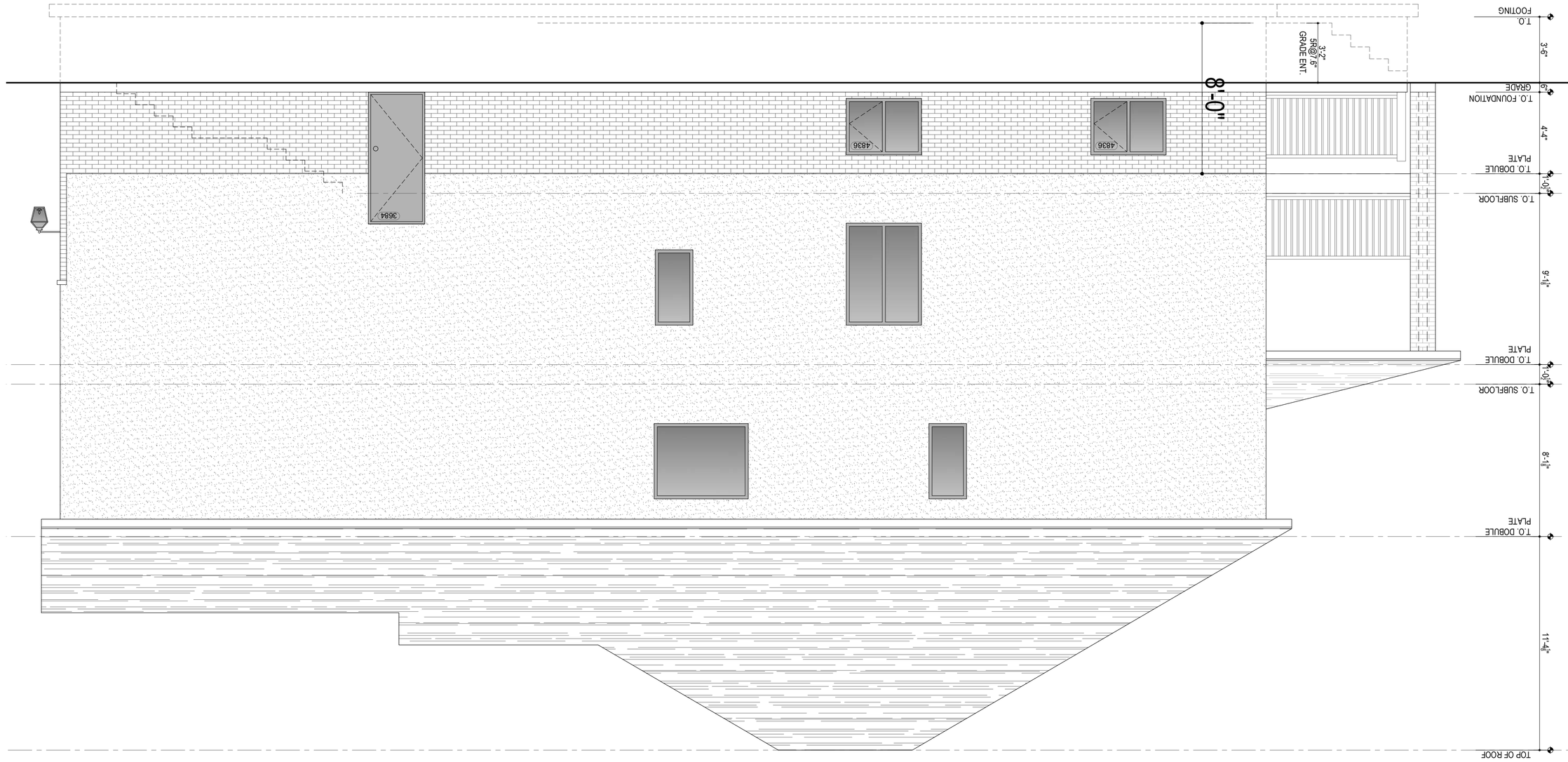
Rita Jabbour, RPP
Planner
321 King Street West
Harrow, ON
N0R1G0
P.O. Box 1178
info@rjplanner.com

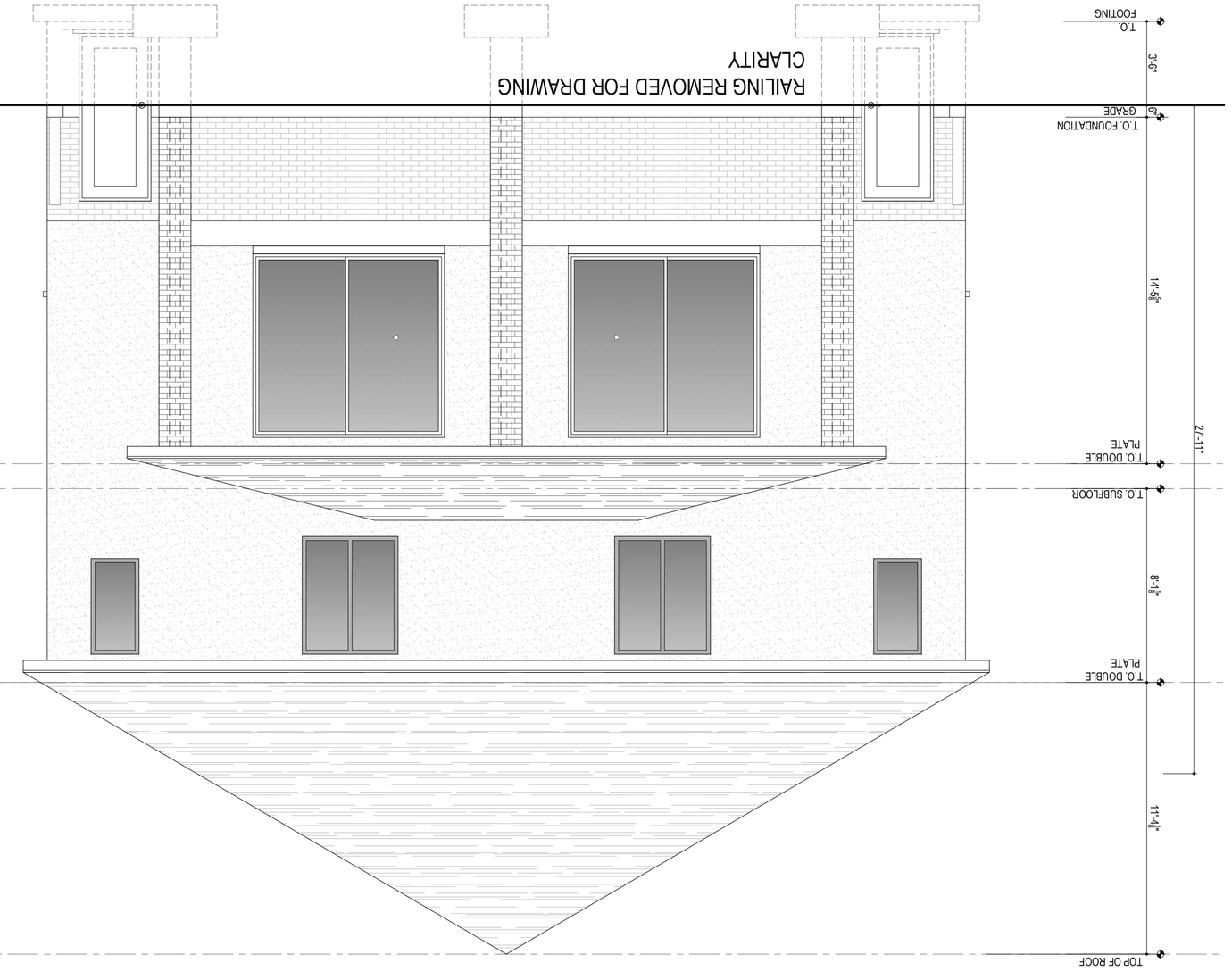
Virtual PIC Registration

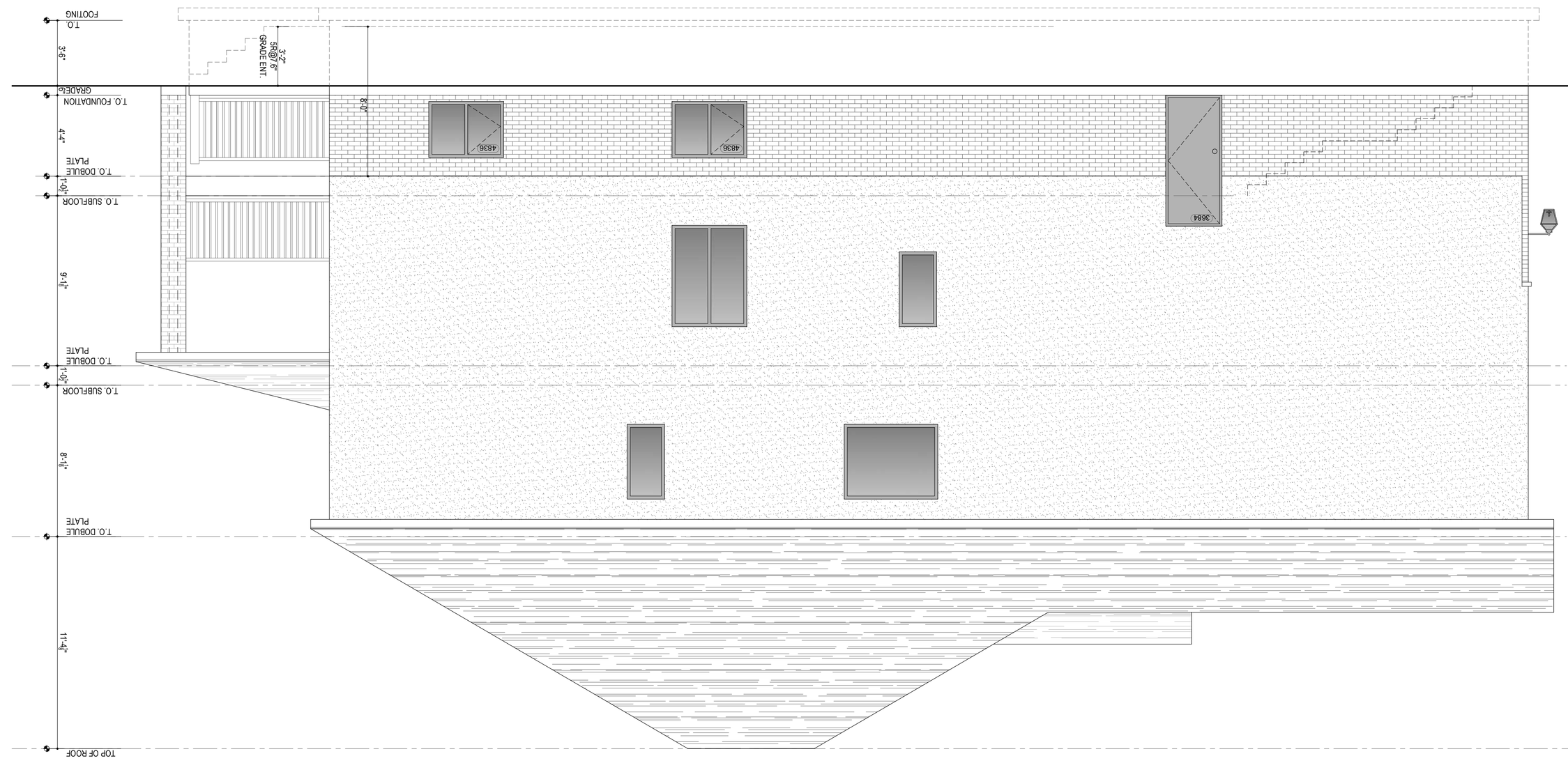
To register for the virtual meeting, please send a request by email to info@rjplanner.com and a meeting link will be emailed back to you.

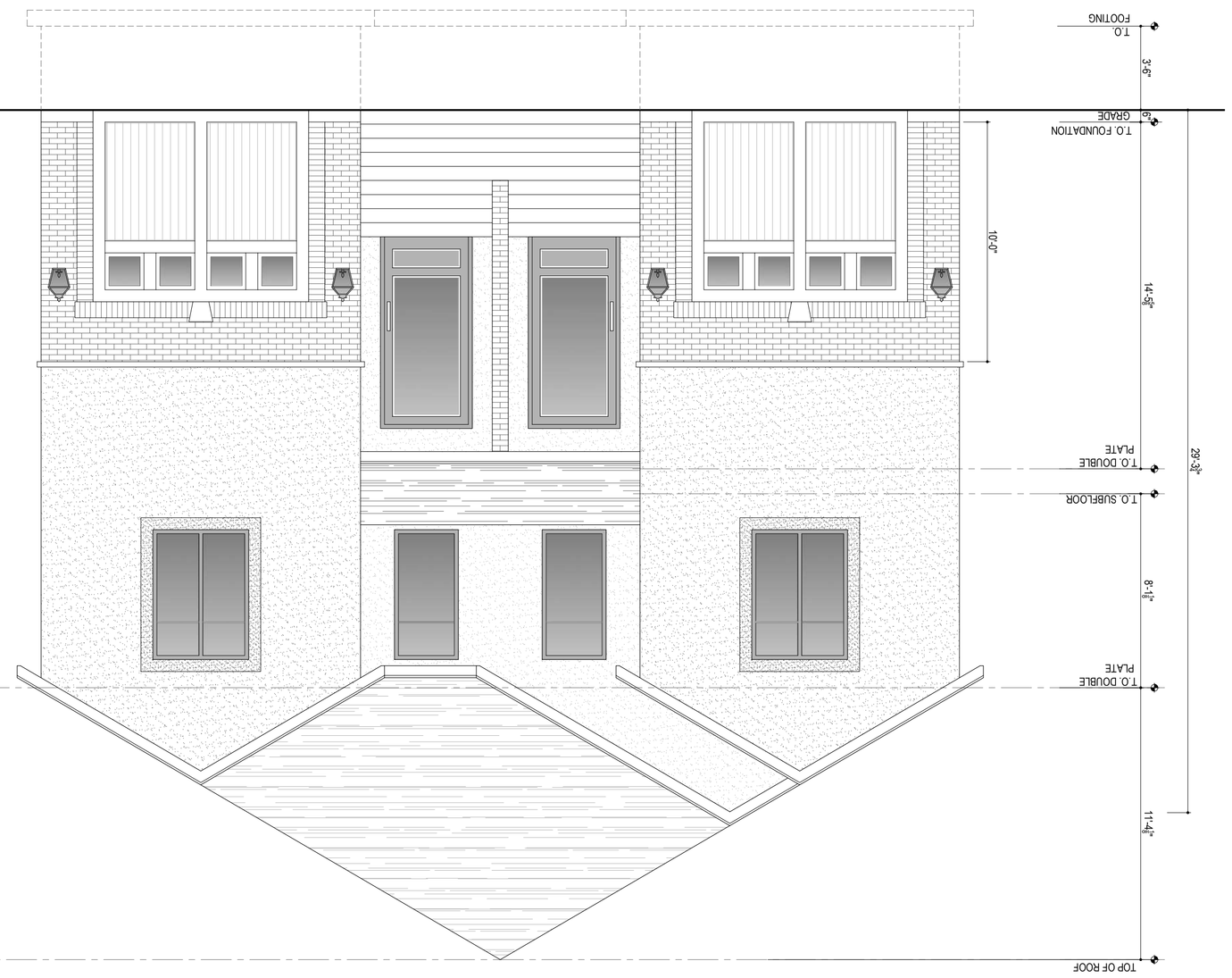


RAILING REMOVED FOR DRAWING CLARITY









Appendix F

Appendix F
Public Information Centre (PIC)

Applicant/Agent: JD Empire Construction

RJ Planner (c/o Rita Jabbour, RPP)

Purpose: To provide an opportunity for the Applicant/Agent to consult with citizens who may be impacted by a proposed Zoning By-Law Amendment (ZBA) for a residential development on McRobbie Road.

Applicant has completed a Stage 1 Pre-consultation with City to determine what supporting information is required to address potential concerns.

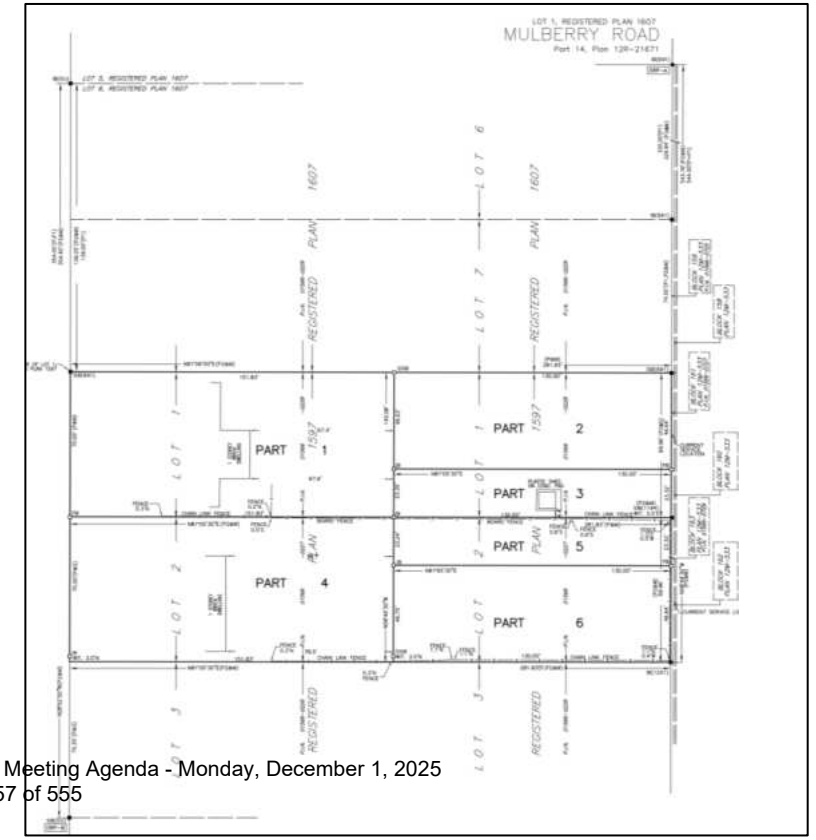
RJ Planner
Registered | Professional | Land Use Planners

Description of Subject Lands

3185, 3187, 3189 and 3191 McRobbie Road

- Formerly 3188 and 3196 Robinet Road
- Lots created by severance in November 2024
- Located in a Residential area permitting Single Unit Dwellings only (RD1.1)





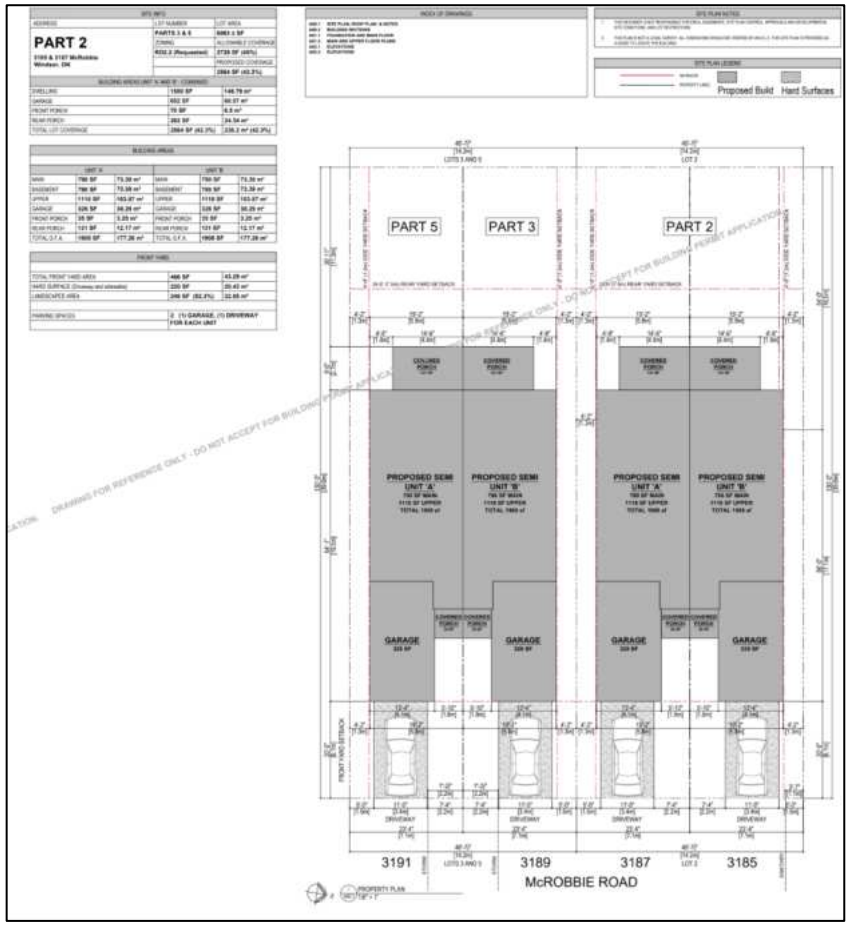
RJ Planner
Registered | Professional | Land Use Planners

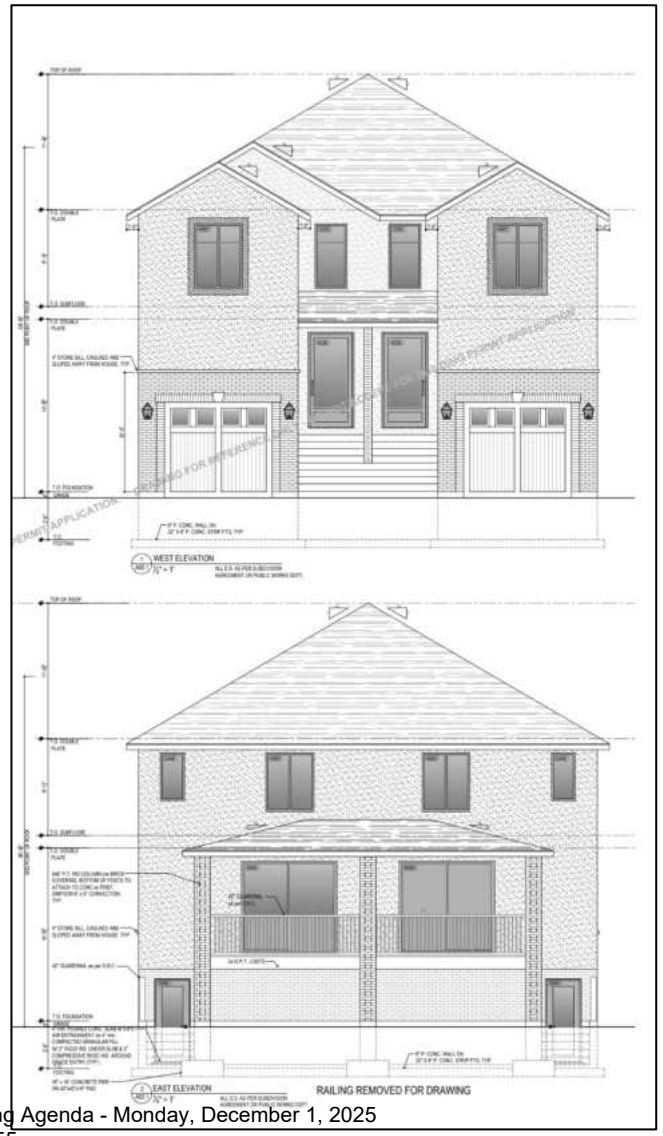
Proposed Zoning Amendment

- Two (2) two-storey, *Semi-Detached Dwellings (One dwelling divided vertically into two dwelling units)*
- A total of four (4) *Semi-Detached Dwelling Units* is proposed
- A zoning change is required to permit Semi-Detached Dwellings (RD1.1 to RD2.2)
- Two (2) parking spaces proposed for each unit (1 garage and 1 driveway) (By-law requirement is 1 per unit)
- Complies with all other zoning regulations for RD2.2 (Building height <9m; front, rear and side yard setback; lot coverage <45%)

RJ Planner
Registered | Professional | Land Use Planners

Conceptual Site Plan and Building Plans





RJ Planner
Registered | Professional | Land Use Planners

Overview of Planning Process

Planning Act

- Allows for changes to Zoning By-law (s. 34) when decision are consistent with provincial interests (s. 2) and Provincial Planning Statement (PPS, 2024)(s. 3)
- The adequate provision of a full range of housing is a provincial interest

Provincial Planning Statement (PPS, 2024)

- All planning decisions must be consistent with policies in PPS (2024)
- Planning authorities shall provide for an appropriate range and mix of housing options through redevelopment (policy 2.2)

Official Plan

- Decisions must conform with the Official Plan
- City of Windsor Official Plan allows Low Profile Dwellings (Semi-Detached Dwellings) in stable neighbourhoods

RJ Planner
Registered | Professional | Land Use Planners

Required Support Studies/Information

1. **Standard requirements as indicated on Application Form:** Conceptual building elevations, floor plans, site plans; deed. ✓
2. **Planning Rationale Report (PRR):** A Report completed by a Registered Professional Planner (RPP) to explain and justify the proposed rezoning/site-specific provisions and compatibility of the development with the surrounding area.

   The PRR will include a report of the Public Consultation Meeting.

RJ Planner
Registered | Professional | Land Use Planners

Submitted Comments

- Concerns with impact on property values
  - New homes for homeownership
  - Property value is impacted by many factors (age of existing home, location) and is not a planning consideration
- Concerns with traffic and parking
  - McRobbie Road is a local Road designed to carry low volume traffic
  - Two (2) parking spaces included; this exceeds by-law requirements to alleviate parking concerns
- Concerns with impact to character of neighbourhood
  - Proposed development is same housing form as Singles (low profile)
  - Will have similar zoning regulations to Single Detached Dwellings (building height and setbacks); this contributes to maintaining neighbourhood character

RJ Planner
Registered | Professional | Land Use Planners

Overview of Next Steps

Stage 2 Planning Consultation	• Must be completed before a ZBA application can be submitted • All required support studies/information submitted to City for review and comment. • Revisions to the support studies/information may be required.
Development and Heritage Standing Committee	• Committee is appointed by Council • Committee will review Staff Report on application; host the Statutory Public Meeting; and, make recommendation to Council on Application.
Council Meeting	• Makes final decision on Application at regular Council meeting. • Committee recommendation and planning staff report is forwarded to Council.

RJ Planner
Registered | Professional | Land Use Planners

How to Submit Feedback

Written comments on the proposal may be submitted through email or mail to the following:

RJ Planner (c/o Rita Jabbour, RPP)

321 King Street West

P.O. Box 1178

Harrow, ON, N0R 1G0

info@rjplanner.com

Comments on proposal will be accepted until **Friday June 13, 2025.**

RJ Planner

Registered | Professional | Land Use Planners

APPENDIX D – CONSULTATION

TRANSIT WINDSOR – JASON SCOTT

Transit Windsor has no objections to this development. The closest existing transit route to this property is with the Lauzon 10. The Lauzon 10 has an existing weekday peak frequency of 35 minutes. As part of Transit Windsor's City Council approved 2023 Service Plan, the Lauzon 10 will be replaced by 2 new local routes in this area known as Route 325 and 335. Route 325 will have an existing weekday peak frequency of 20 minutes and Route 335 will have an existing weekday peak frequency of 30 minutes. These new routes will be implemented in conjunction with the completion of Transit Windsor's new east end terminal. The estimated completion is sometime in 2026. The closest existing bus stop to this property is located on Wildwood at Timber Bay northeast 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 further enhanced with the implementation of the new local routes as both routes will provide two conventional transit service versus the existing one way loop. A new bus stop is proposed to be implemented on Mulberry at Robinet southwest corner, which is approximately 260 metres to this development further enhancing transit service.

CANADA POST – BRUNO DESANDO

Canada Post has no comments for this application as the new lots will be served via an existing Community Mail Box in the neighborhood.

Please let me know if you have questions or require anything further.

HERITAGE PLANNING – TRACY TANG

There is no apparent built heritage concern with this property, and it is not located within an Archaeological Potential Zone (APZ). Nevertheless, the Applicant should be notified of the following archaeological precaution.

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 & Development Services 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 & Development Services Department:
519-255-6543 x6179, ttang@citywindsor.ca, planningdept@citywindsor.ca
Windsor Manager of Culture and Events (A):
Michelle Staadegaard, (O) 519-253-2300x2726, (C) 519-816-0711,
mstaadegaard@citywindsor.ca

Ontario Ministry of Citizenship and Multiculturalism
Archaeology Programs Unit, 1-416-212-8886, Archaeology@ontario.ca
Windsor Police: 911
Ontario Ministry of Public and Business Service Delivery and Procurement
Registrar of Burial Sites, War Graves, Abandoned Cemeteries and Cemetery Closures:
Ian Hember, 1-437-244-9840, Ian.hember@ontario.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:
        - No new wye connections are permitted.
        - All services should be a minimum of 5ft apart.
        - All cleanouts.
    - Identify any redundant connections to be abandoned in accordance with Engineering Best Practice BP1.3.3.

Right-of-Way Permit Requirements

CCTV Sewer Inspection – The Owner further agrees to provide at its entire expense, and to the satisfaction of the City Engineer, a video inspection, of any existing connections proposed for reuse to ensure the suitability of the connection for use in accordance with City of Windsor Standard Specifications S-32 CCTV Sewer Inspection

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

TRANSPORTATION PLANNING – ELARA MEHRILOU

- **Land Conveyance**
  Not Applicable.

- **Corner Cut-Off**
  Not Applicable.

- **Sidewalk**
  Not Applicable.

- **Parking**
  Please be advised that the requirements for parking area regulations, including the number of regular, accessible, loading, and bicycle parking spaces, are detailed in the City of

Windsor's Zoning By-law 8600. These requirements are reviewed by the Planning Department and must be met for approval.
In cases where any of these parking requirements are not met, Transportation Services will require a formal justification. This may include, but is not limited to, a parking study, turning movement analysis, or turning radius template overlays. This documentation is necessary to consider any deviation from the by-law's standards.

- **Transportation 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). Nothing further is required at this time.

Please note for circulation purposes that these comments should capture Forestry's concerns, unless otherwise noted by Forestry.

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

WINDSOR FIRE – JOHN SMITH

No objections on the submission from Windsor Fire and Rescue Services.

ZONING COORDINATOR – STEFAN PAVLICA

Below is the zoning review summary for the *above-mentioned property*; circulated on October 17, 2025:

- **Current Zoning Designation**: Residential District 1.1 (RD1.1)
- **Proposed Zoning Designation**: Residential District 2.2 (RD2.2)

- **Existing Use [as per historical Building Permit(s) / Planning Act Applications(s)]**:
  - Vacant lots

- **Proposed Use**:
    - *Semi-detached dwelling*(s)

- **Section 5 – General Provisions**:
    - Carport / Garage [5.11.5]:
        - 7.1m – maximum (Required)
        - 8.1m (Proposed)

- **Section 11.2.5.2 – Residential District 2.2 (RD2.2) – 3185-3187 McRobbie Road**:

    - Minimum Lot Width [11.2.5.2.1]:
        - 15.0m (Required)
        - 14.2m (Provided)
    - Minimum Lot Area [11.2.5.2.2]:
        - 450.0m2 (Required)
        - 561.9m2 (Provided)
    - Maximum Lot Coverage [11.2.5.2.3]:
        - 45.0% (Required)
        - 42.3% (Provided)
    - Maximum Main Building Height [11.2.5.2.4]:
        - 9.0m (Required)
        - 8.9m (Provided)
    - Minimum Front Yard Depth [11.2.5.2.5]:
        - 6.0m (Required)
        - 6.1m (Provided)
    - Minimum Rear Yard Depth [11.2.5.2.6]:
        - 7.50m (Required)
        - 13.98m (Provided)
    - Minimum Side Yard Depth [11.2.5.2.7]:
        - 1.20m (Required)
        - 1.26m (Provided)
    - Maximum Gross Floor Area – Main Building [11.2.5.2.10]:
        - 400m2 (Required)
        - 563m2 (Provided)

- **Section 11.2.5.2 – Residential District 2.2 (RD2.2) – 3189-3191 McRobbie Road**:

    - Minimum Lot Width [11.2.5.2.1]:
        - 15.0m (Required)
        - 14.2m (Provided)
    - Minimum Lot Area [11.2.5.2.2]:
        - 450.0m2 (Required)
        - 561.8m2 (Provided)
    - Maximum Lot Coverage [11.2.5.2.3]:
        - 45.0% (Required)
        - 42.3% (Provided)

    - Maximum Main Building Height [11.2.5.2.4]:
        - 9.0m (Required)
        - 8.9m (Provided)
    - Minimum Front Yard Depth [11.2.5.2.5]:
        - 6.0m (Required)
        - 6.1m (Provided)
    - Minimum Rear Yard Depth [11.2.5.2.6]:
        - 7.50m (Required)
        - 13.98m (Provided)
    - Minimum Side Yard Depth [11.2.5.2.7]:
        - 1.20m (Required)
        - 1.26m (Provided)
    - Maximum Gross Floor Area – Main Building [11.2.5.2.10]:
        - 400m2 (Required)
        - 563m2 (Provided)

- **Section 20 – Site Specific Zoning Exemptions**:
    - NOT APPLICABLE

- **Section 24 – Parking, Loading, and Stacking Provisions – 3185-3187 McRobbie Road**:
    - COMPLIES

- **Section 24 – Parking, Loading, and Stacking Provisions – 3189-3191 McRobbie Road**:
    - COMPLIES

- **Section 25 – Parking Area Regulations**:
    - NOT APPLICABLE

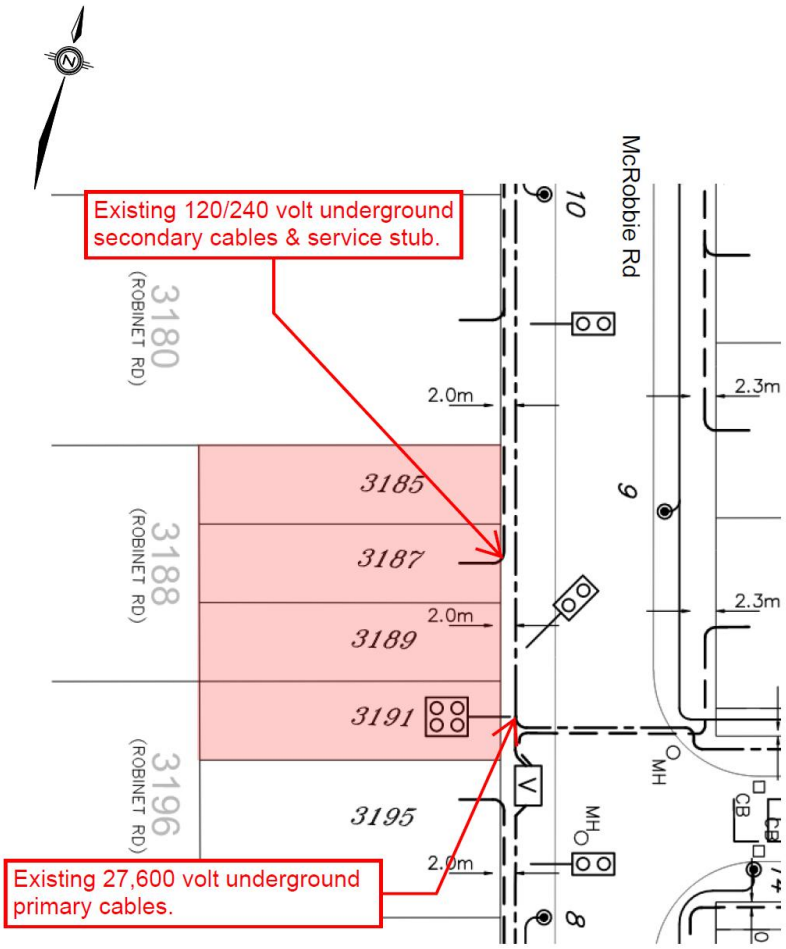
ENWIN
HYDRO ENGINEERING: Zachary Mancini
No Objection to re-zoning.

ENWIN has existing underground 27,600 volt primary and 120/240 volt secondary cables along the right of way East of the development property.

ENWIN has one existing service stub with 120/240 volt secondary cables located at the East side of the 3187 McRobbie Road lot.

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.

Sketch attached for reference only. This attachment does not replace the need for utility locates.



WATER ENGINEERING: Bruce Ogg
ENWIN Water has no objections. Property requires its own water service. Water services are not to be shared amongst multiple properties.

SITE PLAN CONTROL
Site Plan is not applicable for this proposed development pursuant to the Planning Act and City of Windsor By-law 1-2004.

Subject: Rezoning – 4276 Roseland Drive East – Z-030/25 ZNG/7334 – Ward 1

Reference:

Date to Council: December 1, 2025
Author: Adam Szymczak, MCIP, RPP
Senior Planner - Development
519-255-6543 x6250
aszymczak@citywindsor.ca

Planning & Building Services
Report Date: 10/20/2025
Clerk's File #: Z/15052

To: Mayor and Members of City Council

Recommendation:

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

12. **ROSELAND DRIVE SOUTH AND ROSELAND DRIVE EAST, WEST OF KENNEDY DRIVE / NEAL BOULEVARD**

For the lands comprising BLK D PL 1241 SANDWICH WEST; WINDSOR (PIN 01289-1265), for any *main use* permitted in RD2.2, the following additional provisions shall apply:

a) Notwithstanding Section 3.10,

1. **FRONT LOT LINE** means the *exterior lot line* closest to the wall of the *main building* that contains a garage door or a primary pedestrian entrance.
2. Any *exterior lot line* that is not defined as a *front lot line* is deemed to be a *side lot line*.
3. Where two *side lot lines* meet at the same point on a *lot*, that point is deemed to be the *rear lot line*.

b) The *minimum lot frontage* shall equal the *minimum lot width* required for that permitted *main use*.

c) For a *main building*, the *minimum* building setback from an *interior lot line* or a *side lot line* shall be 1.50 m.

d) Section 5.15.1, Section 5.23.5.1, and the *lot width*, *rear yard* depth, and *side yard* width provisions in Section 11.2.5 shall not apply.

[ZDM 9; ZNG/7334]

2. THAT Zoning By-law 8600 **BE FURTHER AMENDED** by changing the zoning of BLK D PL 1241 SANDWICH WEST; WINDSOR (PIN 01289-1265), situated on Roseland Drive South and Roseland Drive East, west of Kennedy Drive East / Neal Boulevard (4276 Roseland Drive East; Roll No. 080-090-06100), from ID1.1 to RD2.2x(12).
3. THAT, when Site Plan Control is applicable:
   A. The Site Plan Approval Officer **BE DIRECTED** to incorporate into an approved site plan or an executed and registered site plan agreement, additional requirements identified in Appendix D to Report S 126/2025, to the satisfaction of the municipal department or external agency requesting them.
   B. The Site Plan Approval Officer **CONSIDER** incorporating into an approved site plan or an executed and registered site plan agreement any additional comments identified in Appendix D to Report S 126/2025, to the satisfaction of the municipal department or external agency requesting them.

Executive Summary:

N/A

Background:

Application Information

Location: 4276 Roseland Drive East (Roseland Drive South and Roseland Drive East, west of Kennedy Drive East)**;** PIN 01289-1265 (BLK D PL 1241 SANDWICH WEST; WINDSOR); Roll No. 080-090-06100

Ward: 1 **Planning District:** Roseland **Zoning District Map**: 9

Applicant: Petcon Realty GP Inc. (Davide M. Petretta)

Owner: Petcon Realty GP Inc.

Proposal: The Applicant proposes to demolish the existing buildings and construct two Semi-detached Dwellings (4 Semi-detached Dwelling Units) and four Townhome Dwellings (12 Townhome Dwelling Units) having a maximum building height of 9.0 m over two storeys, for a total of 16 dwelling units.

Each dwelling unit will have an attached garage and a driveway.

The Applicant is requesting an amendment to Zoning By-law 8600 changing the zoning from ID1.1 to Residential District 2.2 (RD2.2) and adding a Zoning Exception to allow the development as proposed.

Submissions:

All documents are available online on the Current Development Applications page.

Attached to Report S 126/2025:

Concept Plan (Appendix A)

Concept Lot Plan (Appendix B)

Concept Floor Plans and Elevations (Appendix C)

Not attached to Report S 126/2025:

Zoning By-law Amendment Application

Planning Rationale Report (PRR)

Functional Servicing Report (FSR)

Site Information:

OFFICIAL PLAN	ZONING	CURRENT USE	PREVIOUS USE
Residential	Institutional District 1.1 (ID1.1)	Vacant	Place of Worship / Single Unit Dwelling
LOT FRONTAGE ROSELAND DR S	**LOT FRONTAGE ROSELAND DR E**	**LOT AREA**	**LOT SHAPE**
~149.5 m	~132.8 m	1.98 hectares	Irregular

Neighbourhood:

As outlined in Section 2.0 of the PRR, the subject property is located within a predominantly low-density residential neighbourhood, surrounded by single unit dwellings. Nearby amenities include Roseland Golf Course, schools, parks, and commercial uses.

Roseland Drive East, Roseland Drive South, and Neal Boulevard are classified as Local Roads with curbs but no sidewalks. Howard Avenue is a Class II Arterial Road with a four-lane cross section, sidewalks at the Neal Boulevard/North Talbot Road intersection, and no on-street parking. The Howard Avenue/Dougall Parkway interchange provides access to Dougall Avenue and Highway 401.

Transit service is available via Secondary Route 205 at Howard Avenue and North Talbot Road, connecting to St. Clair College and the Windsor International Transit Terminal.

Discussion:

Figure 1: Key Map

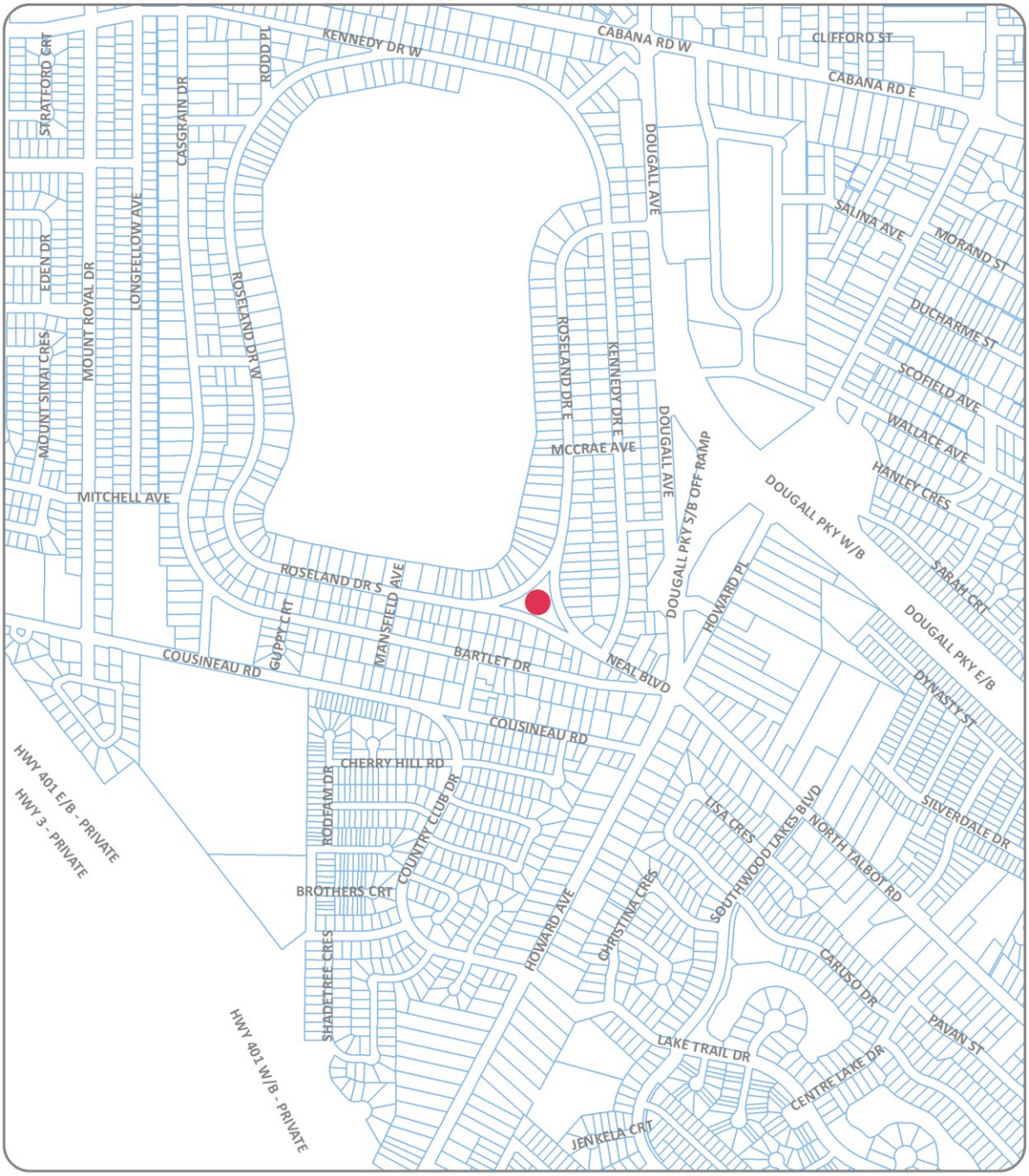


Figure 2: Subject Parcel - Rezoning



Figure 3: Neighborhood Map



Discussion:

Planning Rationale Report (Prepared by Davide M. Petretta, P.Eng; Reviewed by Tracey Pillon-Abbs, RPP, Pillon Abbs Inc; July 2025)

Section 5.0 in the Planning Rationale Report (PRR) provides a comprehensive planning analysis and considerations of the proposed development and Zoning By-law Amendment application. The report concludes that the proposed development will make a "significant contribution to Windsor's housing supply", is of "appropriate building scale", makes use of "existing municipal infrastructure", and that it is "in the public interest". City of Windsor Planning and Development Services accepts the analysis, summary, and conclusions in the PRR.

Functional Servicing Report (Revised) (D.C. McCloskey Engineering Ltd, 10 November 2025)

The revised Functional Servicing Report concludes that the "*proposed re-development of this property will not have a measurable impact on the municipal domestic water, sanitary sewers, or storm sewers*". The additional flow into the "*municipal sewer will not have an adverse effect on the conveyance capacity of the sewe*r". Water main infrastructure has "*adequate capacity to service the proposed residential development*". City of Windsor – Engineering – Development notes the revised FSR is acceptable. Stormwater management will be reviewed and finalized during the Site Plan Control process.

Provincial Planning Statement 2024 (PPS 2024):

The PPS 2024 provides policy direction on matters of provincial interest related to land use planning in Ontario. All advice, comments, submissions, and municipal decisions shall be consistent with the PPS 2024. Section 5.1 in the PRR provides an analysis of the PPS. It notes that proposed development will "*increase the supply and mix of housing options, addressing the full range of housing affordability needs*", makes use of "*existing infrastructure capacity while contributing to the compact development patterns*", represents "*appropriate intensification within an established neighbourhood*", and makes "*optimal use of existing municipal infrastructure*".

City of Windsor Planning and Development Services concurs with the PPS 2024 analysis in the PRR. The proposed amendment to Zoning By-law 8600 is consistent with the PPS 2024.

Official Plan (OP):

The parcel has a designation of "Residential" on Schedule D: Land Use in the Official Plan. Section 5.2 provides an analysis of applicable Official Plan policies. It states that the proposed development represents "*an appropriate evolution of this designation that optimizes the property's residential potential*", contributes to the municipal housing intensification objectives, is compatible with the neighbourhood, and supports "*housing diversity and affordability*".

City of Windsor Planning and Development Services concurs with the analysis in the PRR. The proposed amendment to Zoning By-law 8600 conforms to the general policy direction of the OP.

Zoning By-Law (ZBL):

The existing Institutional District 1.1 (ID1.1) zoning permits Business Office of a non-profit or charitable organization, Child Care Centre, Place of Worship and School. The Applicant is requesting an amendment to RD2.2 with a Zoning Exception to allow the development as proposed.

Due to the unusual shape of the parcel and the proposed lot, several zoning exceptions are required.

Clause a) determines how certain lot lines apply to the subject land. Subclause a)1 defines the front lot line as the exterior lot line closest to the wall containing a garage door or primary pedestrian entrance. Zoning By-law 8600 defines the shortest exterior lot line as the front lot line, which could cause problems when the parcel is developed and severed.

Subclause a)2 deems any exterior lot line that is not defined as a front lot line to be a side lot line. This removes ambiguity regarding the status or definition of those remaining exterior lot lines.

Some of the lots have side lot lines that meet at the same point or apex in the rear yard. Subclause a)3 deems that point or apex to be the rear lot line, which removes ambiguity regarding any setbacks from the rear lot line.

Given that the irregular shape of the parcel and the proposed lots, the calculation of lot width is problematic. Lot frontage, which is measured at the front lot line, is an appropriate proxy for lot width for the subject parcel. Clause b) sets the minimum lot frontage to be equal to the minimum lot width required for the use. For a Semi-detached Dwelling, RD2.2 requires a minimum lot width of 15 m. Based on Clause b) the required minimum lot frontage will be 15 m.

The minimum side yard width and minimum rear yard depth provisions are also problematic. Clause c) relies on a minimum building setback of 1.50 m from an interior lot line or side lot line. The amount of lot area dedicated to open space will be controlled by the lot coverage provision.

Clause d) exempts the proposed development from the corner lot provisions in Section 5.15.1, from the lot width provisions in Section 5.23.5.1 when a semi-detached dwelling and townhome dwelling is divided, and any development from the *lot width*, *rear yard* depth, and *side yard* width provisions in Section 11.2.5 to avoid conflict with the proposed Zoning Exception.

The proposed Zoning Exceptions will not negatively impact surrounding uses, and all other zoning provisions remain applicable. The RD2.2 zoning and Zoning Exceptions are consistent with the PPS 2024, conform to the Official Plan, and are appropriate for the proposed development.

Site Plan Control (SPC):

The proposed development will be subject to Site Plan Control. Any requirements identified in the documentation submitted as part of the zoning amendment application, as well as those provided through a future Site Plan Control application, will be incorporated into the approved site plan and/or site plan agreement.

Risk Analysis:

N/A

Climate Change Risks

Climate Change Mitigation:

The proposed development implements Environmental Master Plan Objective C1: Encourage in-fill and higher density in existing built areas. Residential infill intensification minimizes the impact on community greenhouse gas emissions as these developments create complete communities and neighbourhoods while using available infrastructure such as sewers and public transit.

Climate Change Adaptation:

The proposed development offers an opportunity to increase resiliency for the development and surrounding area by supporting a complementary and compact form of housing and intensification that is near transit, active transportation, and community services. New construction is required to meet the current provisions of the Building Code, which will be implemented through the building permit process. Incorporation of storm water management best practices is required.

Financial Matters:

N/A

Consultations:

Open houses were held on May 7, 2025, and July 8, 2025. Feedback from those open houses is included in Section 7.0 of the PRR. Comments from municipal departments and external agencies are attached as Appendix D to Report S 126/2025. Statutory notice was published in the *Windsor Star*. A courtesy notice was distributed to property owners located within 200 m of the subject parcel.

Conclusion:

Based on the material submitted by the Applicant and the analysis contained within this report, it is my opinion that the recommended amendment to Zoning By-law 8600 is consistent with the PPS 2024 and conforms to the Official Plan. The proposed amendment will permit semi-detached and townhome dwellings—land uses that are compatible with the existing built form and character of the surrounding area. It represents an appropriate increase in residential density, supports the development of modern housing stock, and contributes to a diverse and complementary range of housing options. The amendment to Zoning By-law 8600 constitutes good planning.

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
Greg Atkinson	Deputy City Planner - Development
Aaron Farough	Senior Legal Counsel, Legal & Real Estate
Neil Robertson	City Planner
Jelena Payne	Deputy CAO/Commissioner, Economic Development
Ray Mensour	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:

1 Appendix A - Concept Plan 2025-07-15
2 Appendix B - Concept Lot Plan 2025-07-07
3 Appendix C - Concept Floor Plans & Elevations 2025-07-07
4 Appendix D - Consultations

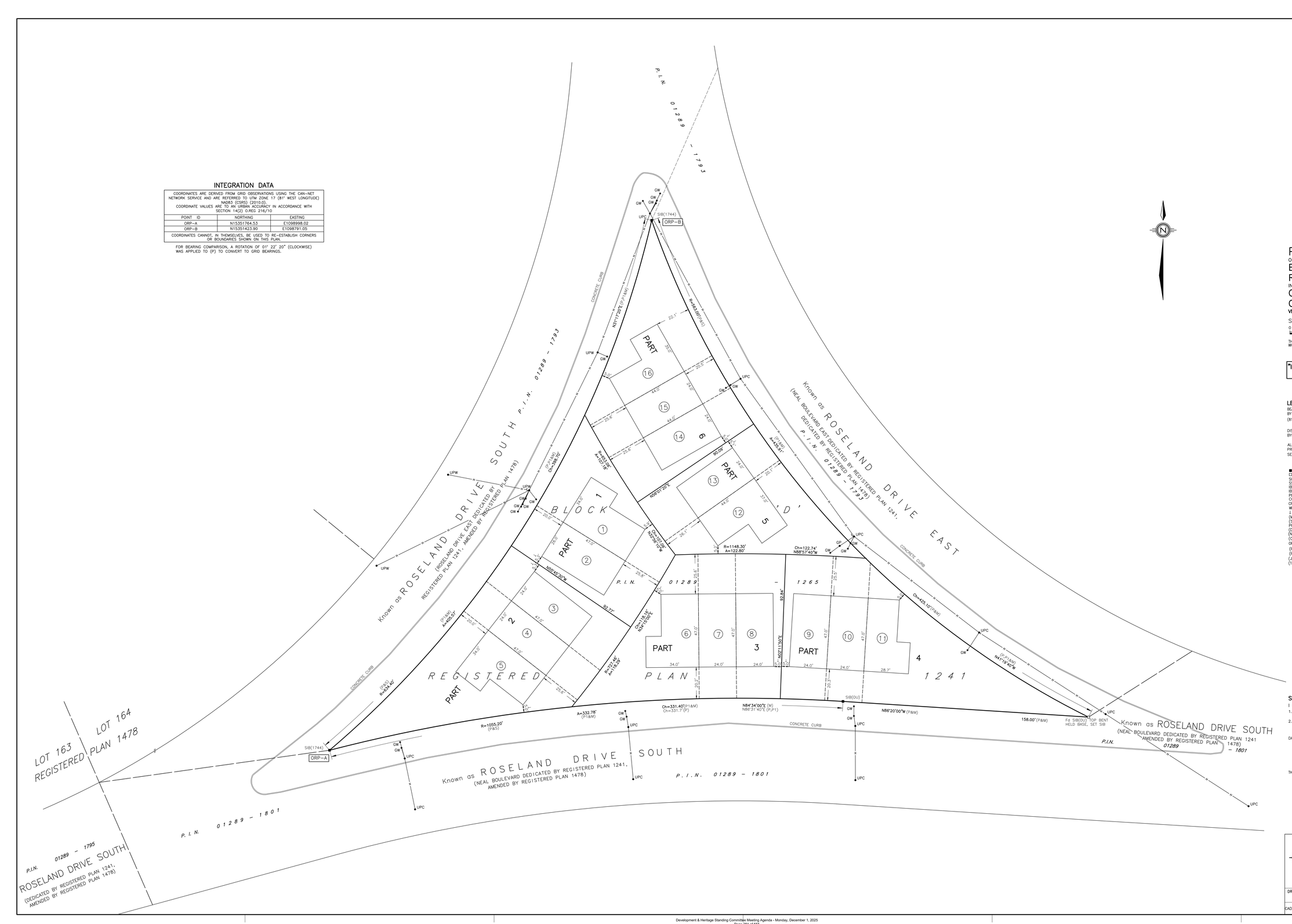
INTEGRATION DATA

COORDINATES ARE DERIVED FROM GRID OBSERVATIONS USING THE CAN-NET NETWORK SERVICE AND ARE REFERRED TO UTM ZONE 17 (81° WEST LONGITUDE) NAD83 (CSRS) (2010.0).
COORDINATE VALUES ARE TO AN URBAN ACCURACY IN ACCORDANCE WITH SECTION 14(2) O.REG 216/10

POINT ID	NORTHING	EASTING
ORP-A	N15351764.53	E1098998.02
ORP-B	N15351423.90	E1098791.05

COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.

FOR BEARING COMPARISON, A ROTATION OF 01° 22' 20" (CLOCKWISE) WAS APPLIED TO (P) TO CONVERT TO GRID BEARINGS.



PLAN OF SURVEY
OF
BLOCK 'D'
REGISTERED PLAN 1241
IN THE
CITY OF WINDSOR
COUNTY OF ESSEX, ONTARIO

VERHAEGEN LAND SURVEYORS, A DIVISION OF J.D. BARNES LTD.

SCALE : 1"=20'

0 10.0 20.0 40.0 60.0 100.0 FEET

THE INTENDED PLOT SIZE OF THIS PLAN IS 48 INCHES IN WIDTH BY 30 INCHES IN HEIGHT WHEN PLOTTED AT A SCALE OF 1"=20'

"IMPERIAL" DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN FEET AND CAN BE CONVERTED TO METRES BY MULTIPLYING BY 0.3048

LEGEND AND NOTES

BEARINGS ARE UTM GRID DERIVED FROM OBSERVED REFERENCE POINTS 'A' AND 'B' BY REAL TIME NETWORK OBSERVATIONS AND ARE REFERRED TO UTM ZONE 17 (81° WEST LONGITUDE) NAD83 (CSRS) (2010.0).

DISTANCES ON THIS PLAN ARE GROUND AND CAN BE CONVERTED TO GRID BY MULTIPLYING BY THE COMBINED SCALE FACTOR OF 0.999911.

ALL SET SSIB AND PB MONUMENTS WERE USED DUE TO LACK OF OVERBURDEN AND/OR PROXIMITY OF UNDERGROUND UTILITIES IN ACCORDANCE WITH SECTION 11(4) OF O.REG. 525/91.

■	DENOTES	SURVEY MONUMENT FOUND
□	DENOTES	SURVEY MONUMENT SET
SIB	DENOTES	SYANDARD IRON BAR
SSIB	DENOTES	SHORT STANDARD IRON BAR
IB	DENOTES	IRON BAR
IB⌀	DENOTES	ROUND IRON BAR
PB	DENOTES	PLASTIC BAR
CC	DENOTES	CUT-CROSS
SP	DENOTES	STEEL PIN
WIT	DENOTES	WITNESS
⊥	DENOTES	PERPENDICULAR
(M)	DENOTES	MEASURED
(S)	DENOTES	SET
PROP	DENOTES	PROPORTION
(D)	DENOTES	DEED R1281562
(NI)	DENOTES	NOT IDENTIFIABLE
(OU)	DENOTES	ORIGIN UNKNOWN
ORP	DENOTES	OBSERVED REFERENCE POINT
(P)	DENOTES	REGISTERED PLAN 1241
(P1)	DENOTES	REGISTERED PLAN 1478
(JDB)	DENOTES	J.D. BARNES LIMITED, O.L.S.
(1744)	DENOTES	VERHAEGEN LAND SURVEYORS, O.L.S.

N = NORTH; S = SOUTH; E = EAST; W = WEST

SURVEYOR'S CERTIFICATE

I CERTIFY THAT:

1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT, THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM.
2. THIS SURVEY WAS COMPLETED ON THE th DAY OF JULY, 2025.

DATE JULY 15, 2025

ROY A. SIMONE
ONTARIO LAND SURVEYOR

THIS PLAN OF SURVEY RELATES TO AOLS PLAN SUBMISSION FORM NUMBER V-107637

VERHAEGEN LAND SURVEYORS
A DIVISION OF J.D. BARNES LTD.
SURVEYING MAPPING GIS
944 OTTAWA STREET, WINDSOR, ON, N8X 2E1
T: (519) 258-1772 F: (519) 258-1791 www.jdbarnes.com

DRAWN BY:	CHECKED BY:	REFERENCE NO.:
D.J.	RAS	25-47-247-00
CAD File: 25-47-247-00A.dwg	E-1241-BLK D	CAD Date: July 15, 2025 11:29 AM

LOT 1	
ZONING	PROV'D
LOT AREA	6,797 ft²
BUILDING FOOTPRINT	1,935 ft²
LOT COVERAGE	28.5%

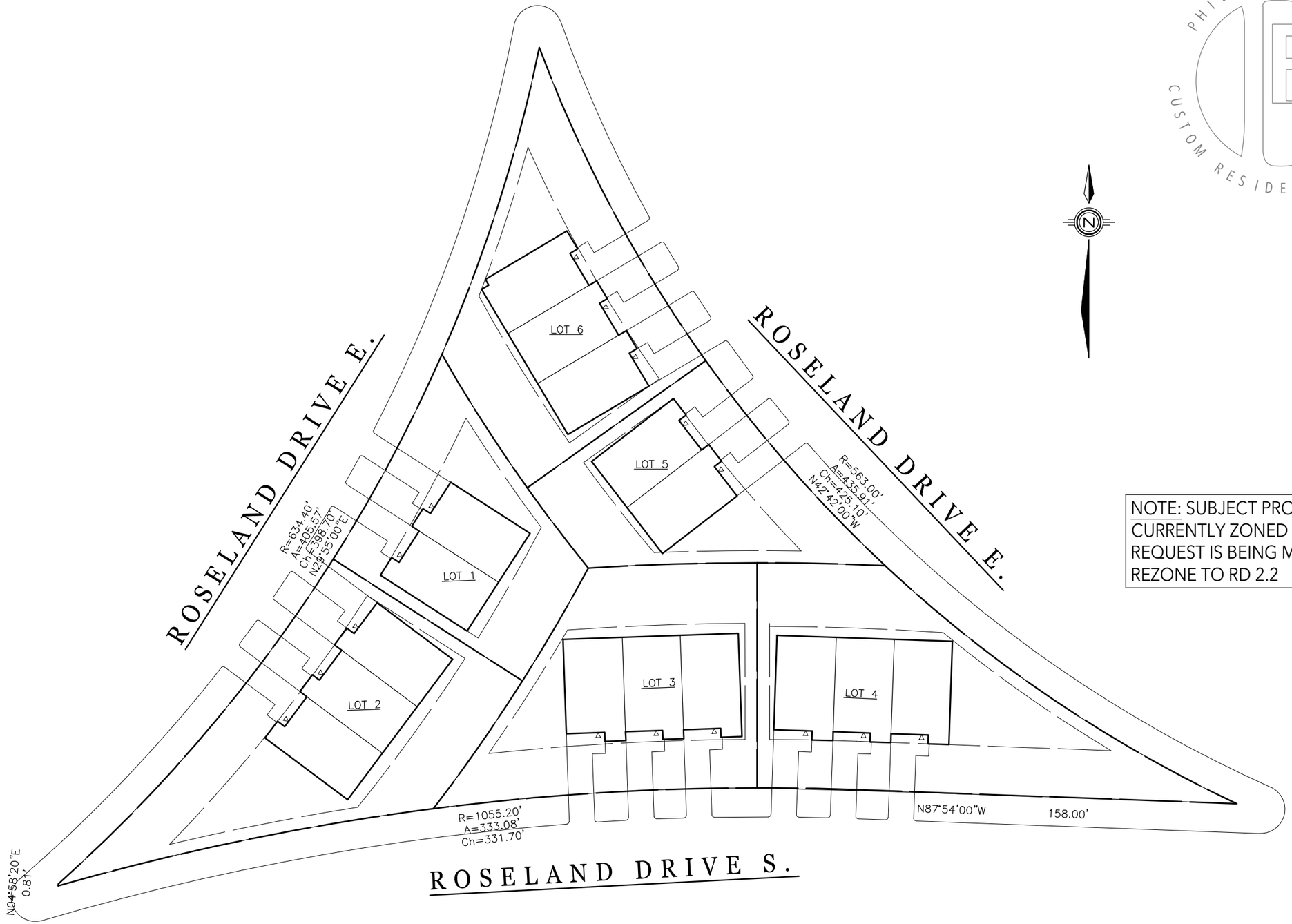
LOT 2	
ZONING	PROV'D
LOT AREA	10,684 ft²
BUILDING FOOTPRINT	2,923 ft²
LOT COVERAGE	27.4 %

LOT 3	
ZONING	PROV'D
LOT AREA	9,296 ft²
BUILDING FOOTPRINT	2,923 ft²
LOT COVERAGE	31.5 %

LOT 4	
ZONING	PROV'D
LOT AREA	10,896 ft²
BUILDING FOOTPRINT	2,923 ft²
LOT COVERAGE	26.8 %

LOT 5	
ZONING	PROV'D
LOT AREA	6,783 ft²
BUILDING FOOTPRINT	1,935 ft²
LOT COVERAGE	28.5 %

LOT 6	
ZONING	PROV'D
LOT AREA	9,189 ft²
BUILDING FOOTPRINT	2,913 ft²
LOT COVERAGE	31.7 %



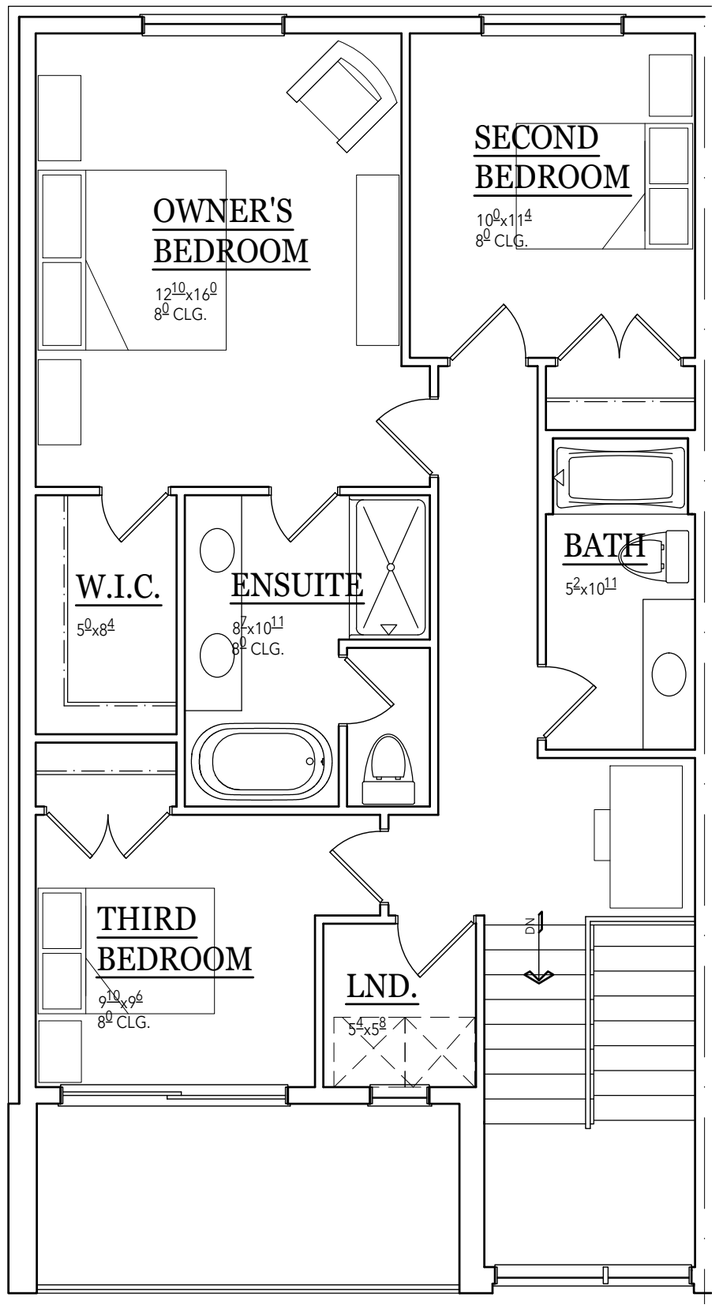
NOTE: SUBJECT PROPERTY IS CURRENTLY ZONED ID1.1. A REQUEST IS BEING MADE TO REZONE TO RD 2.2

PHILIP FERNANDES
CUSTOM ARCHITECTURAL DESIGN

LOT FIT PLAN

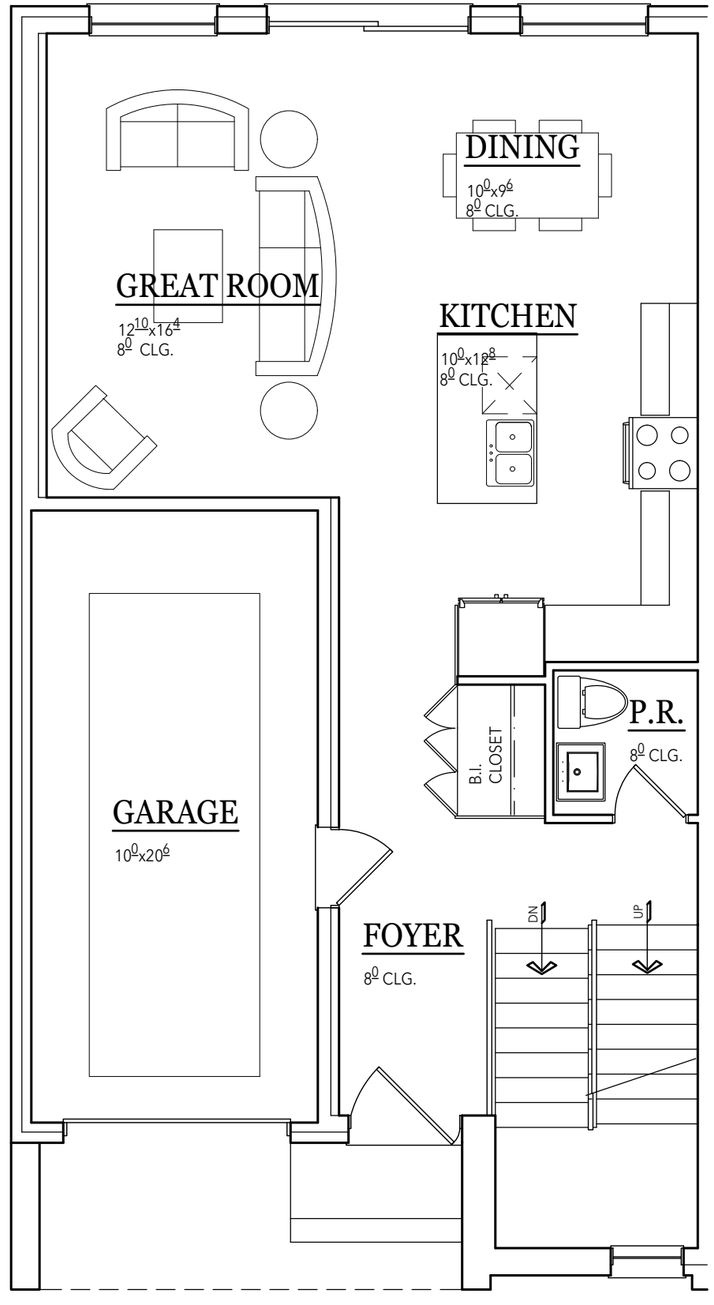
SCALE: N.T.S.

CLIENT: PETRETTA CONSTRUCTION
PROJECT: 4276 ROSELAND
DATE: 2025 07 07



SECOND FLOOR

SCALE: = N.T.S.



FIRST FLOOR

SCALE: NTS

PHILIP FERNANDES
CUSTOM RESIDENTIAL DESIGN

FIRST FLOOR:	758 SQ.FT.
SECOND FLOOR:	875 SQ.FT.
TOTAL :	1,633 SQ.FT.

CLIENT:	PETRETTA CONSTRUCTION INC.
PROJECT:	25-1317
DATE:	202507 07

PHILIP FERNANDES
CUSTOM RESIDENTIAL DESIGN



PHILIP **FERNANDES**
CUSTOM RESIDENTIAL DESIGN

FRONT ELEVATION

SCALE: 1/4" = 1'-0"

CLIENT: PETRETTA CONSTRUCTION INC.
PROJECT: 25-1317
DATE: 2025 07 07

REPORT S 126/2025: APPENDIX D: CONSULTATION

CANADA POST: BRUNO DESANDO

Service type and location

1. Canada Post will provide mail delivery service to the development through centralized Community Mail Boxes (CMBs).
2. If the development includes plans for (a) multi-unit building(s) with a common indoor entrance, the developer must supply, install and maintain the mail delivery equipment within these buildings to Canada Post's specifications.

Municipal requirements

1. Please update our office if the project description changes so that we may determine the impact (if any).
2. Should this development application be approved, please provide notification of the new civic addresses as soon as possible.

Developer timeline and installation

1. Please provide Canada Post with the excavation date for the first foundation/first phase as well as the date development work is scheduled to begin. Finally, please provide the expected installation date(s) for the CMB(s).

Appendix A - Additional Developer Requirements:

- The developer will consult with Canada Post to determine suitable permanent locations for the Community Mail Boxes. The developer will then indicate these locations on the appropriate servicing plans.
- The developer agrees, prior to offering any units for sale, to display a map on the wall of the sales office in a place readily accessible to potential buyers that shows the location of all Community Mail Boxes within the development, as approved by Canada Post.
- The developer agrees to include in all offers of purchase and sale a statement which advises the purchaser that mail will be delivered via Community Mail Box. The developer also agrees to note the locations of all Community Mail Boxes within the development, and to notify affected homeowners of any established easements granted to Canada Post to permit access to the Community Mail Box.
- The developer will provide a suitable and safe temporary site for a Community Mail Box until curbs, sidewalks and final grading are completed at the permanent Community Mail Box locations. Canada Post will provide mail delivery to new residents as soon as the homes are occupied.
- The developer agrees to provide the following for each Community Mail Box site and to include these requirements on the appropriate servicing plans:
    - Any required walkway across the boulevard, per municipal standards
    - Any required curb depressions for wheelchair access, with an opening of at least two metres (consult Canada Post for detailed specifications)
    - A Community Mailbox concrete base pad per Canada Post specifications.

REPORT S 126/2025: APPENDIX D: CONSULTATION

CITY OF WINDSOR: DEVELOPMENT ENGINEERING: DANIEL LOPEZ

Sewers: The site may be serviced by a 250mm and 200mm sanitary sewer and a 450mm and 300mm storm sewer located within Roseland Dr S and Roseland Dr E right-of-way along all three frontages of the triangle shaped lot.

The revise Functional Servicing Report, dated November 10, 2025, is acceptable. During site plan control, we will require a detailed Stormwater Management Report and Stormwater Detention Scheme prior to the issuance of a building permit.

Please note that if this parcel is to be subdivided, all subdivided units will require their own sanitary and storm connection and cannot utilize a shard connection.

If possible existing connections should be utilized. Any redundant connections shall be abandoned in accordance with the City of Windsor Engineering Best Practice B.P 1.3.3.

The applicant will be required to submit, prior to the issuance of permits, a stormwater management plan in accordance with Windsor Essex Region Stormwater Management Standards Manual, restricting stormwater runoff to pre development levels. This will include, at a minimum:

- Submission of stormwater management review fee,
- Stormwater management report stamped by a professional engineer
- Site servicing drawings stamped by a professional engineer
- Stormwater management check list (see link below)

For more information of SWM requirements, visit: link

https://essexregionconservation.ca/wp-content/uploads/2018/12/WE-Region-SWM-Standards-Manual.pdf.

https://www.citywindsor.ca/business/buildersanddevelopers/Documents/Checklist-Rational-Method.pdf

Right-of-Way: Roseland Drive East and Roseland Drive South are classified as Local Residential Roads according to the Official Plan requiring a right-of-way width of 20.1m; the current right-of-way is 20.10m therefore, no conveyance is required currently.

In summary we have no objection to the proposed development, subject to the following requirements:

Servicing Study: The owner agrees, at its own expense, to retain a Consulting Engineer to provide a detailed servicing study report on the impact of the increased flow to the existing municipal sewer systems, satisfactory in content to the City Engineer and prior to the issuance of a construction permit. The study shall review the proposed impact and recommend mitigating measures and implementation of those measures.

Contact: Daniel Lopez, dlopez@citywindsor.ca

REPORT S 126/2025: APPENDIX D: CONSULTATION

CITY OF WINDSOR: ENGINEERING: RIGHT-OF-WAY: MARK SCHFFHAUSER

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.
    - Modify as per Standard Engineering Drawing AS-222.
    - One (1) driveway per property
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.
3. **Encroachment Removal** – There are existing items encroaching into the right-of-way, which must be removed and the area restored back to grass as per BP.3.2.2.
    - Modify drawings to show the removal of encroaching parking spaces and the restoration of boulevard back to grass as per BP. 3.2.2
    - Reconstruct curb as per AS-208

Special Provisions to be included in Site Plan Control Agreement 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.

Sidewalks -The owner(s) agrees to pay to the Corporation, prior to the issuance of a Building Permit, the Owner's contribution towards the future construction of a sidewalk on the Roseland Drive South and East frontage of the subject lands. The amount of the contribution will be based on the User Fee Schedule at time of payment.

Contact: Thomas Huynh, thuynh@citywindsor.ca

CITY OF WINDSOR: PLANNING & DEVELOPMENT: HERITAGE PLANNING: TRACY TANG

There is no apparent built heritage concern with this property. It is not located in an Archaeological Potential Zone (APZ). The following archaeological precaution applies:

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 & Development Services Department, the City's Manager of Culture and Events, and the Ontario Ministry of Citizenship and Multiculturalism (MCM) must be notified and confirm satisfaction of any archaeological requirements before work can recommence.

2. If 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 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 MCM.

Contacts:

Windsor Police: 911

Windsor Planning & Development Services Department: 519-255-6543 x6179, ttang@citywindsor.ca, planningdept@citywindsor.ca

Windsor Manager of Culture and Events (A): Michelle Staadegaard, (O) 519-253-2300x2726, (C) 519-816-0711, mstaadegaard@citywindsor.ca

Ontario Ministry of Citizenship and Multiculturalism, Archaeology Programs Unit, 1-416-212-8886, Archaeology@ontario.ca

Ontario Ministry of Public and Business Service Delivery and Procurement, Registrar of Burial Sites, War Graves, Abandoned Cemeteries and Cemetery Closures: Ian Hember, 1-437-244-9840, Ian.hember@ontario.ca

CITY OF WINDSOR: PLANNING & DEVELOPMENT: LANDSCAPE ARCHITECT: RYAN UPTON

There are no objections or documents required from a Landscape Architecture perspective as it pertains to a Zoning By-law Amendment (ZBA). Existing City trees located in proximity to the subject site are protected under City By-law.

At the Site Plan Control stage, the Applicant will be required to submit:

1. A Tree Inventory and Preservation Plan
2. A Landscape Plan prepared by an OALA Landscape Architect
3. A Photometric Plan and Light Fixture Data Sheets prepared by a qualified Lighting Engineer or Consultant

Please note for circulation purposes that these comments should capture Forestry's concerns, unless otherwise noted by Forestry.

CITY OF WINDSOR: PLANNING & DEVELOPMENT: 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, depending on land division strategy. 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

REPORT S 126/2025: APPENDIX D: CONSULTATION

CITY OF WINDSOR: TRANSIT WINDSOR: JASON SCOTT

Transit Windsor has no objections to this development. The closest existing transit route to this property is with Route 205. Route 205 has an existing weekday peak frequency of 15 minutes. The closest existing bus stop to this development is located on North Talbot at Howard Northeast Corner. This bus stop is approximately 335 metres from this development falling within Transit Windsor's walking distance guidelines of 400 metres to a bus stop. This will be maintained with Transit Windsor's City Council approved Transit Master Plan.

CITY OF WINDSOR: TRANSPORTATION PLANNING: ELARA MEHRILOU

Land Conveyance: Not Applicable.

Corner Cut-Off: Not Applicable.

Sidewalk: Engineering Right-of-Way to determine if a contribution or construction is required along the frontage of Roseland Dr E.

Parking: Please be advised that the requirements for parking area regulations, including the number of regular, accessible, loading, and bicycle parking spaces, are detailed in Zoning By-law 8600. These requirements are reviewed by Planning & Development Services and must be met for approval.

Where these parking requirements are not met, Transportation will require a formal justification. This may include, but is not limited to, a parking study, turning movement analysis, or turning radius template overlays. This documentation is necessary to consider any deviation from the by-law's standards.

Transportation Impact Study (TIS): 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.

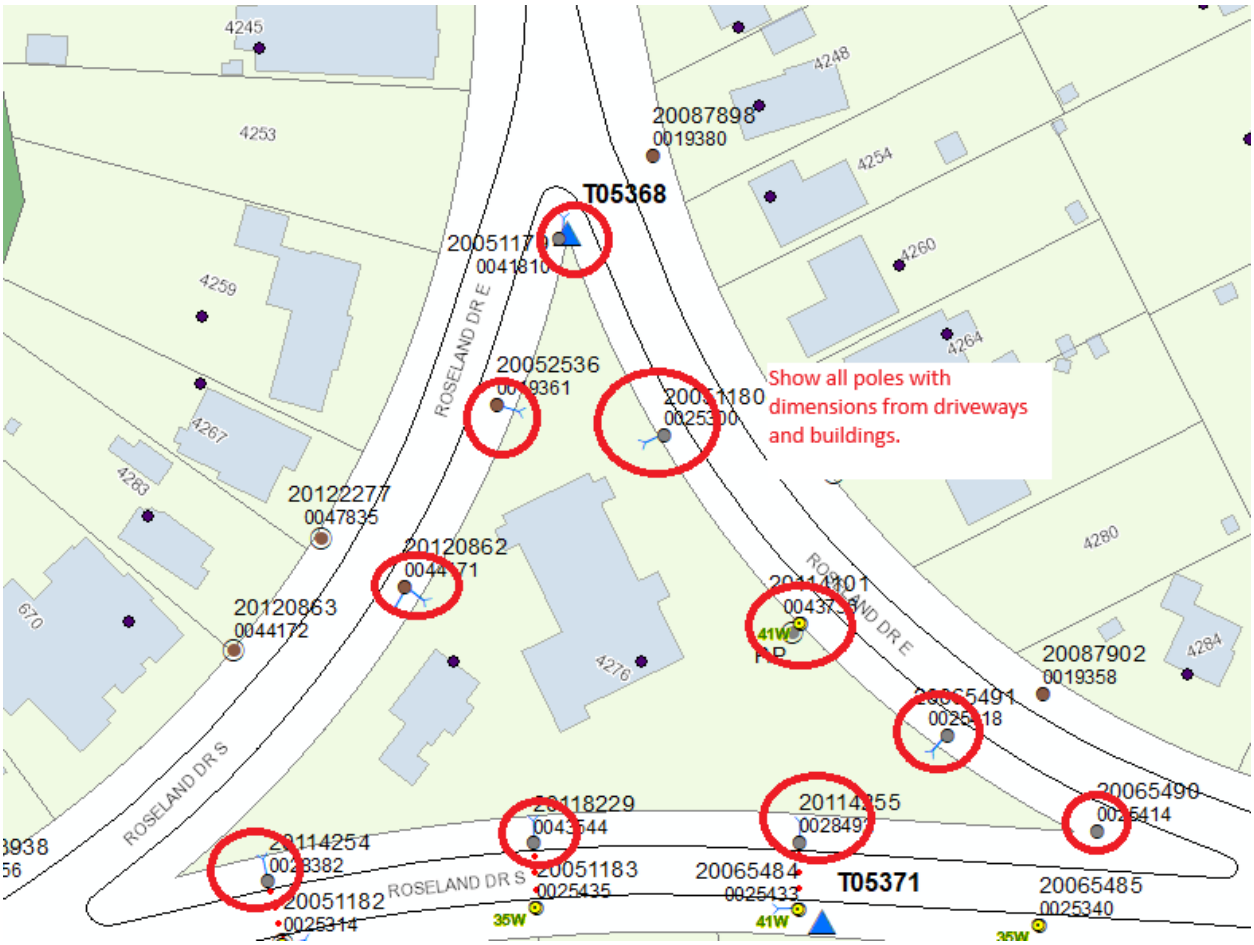
Exterior Path: All new exterior paths of travel must meet the requirements of the Accessibility for Ontarians with Disabilities Act (AODA).

Contact: Ellie MehriLou, EMehrilou@citywindsor.ca.

REPORT S 126/2025: APPENDIX D: CONSULTATION

ENWIN: HYDRO ENGINEERING: Steve Zambito

Objection based on the following: Please show location of existing poles on the layout with dimensions to ensure required clearances from buildings and driveways.



ENWIN: WATER ENGINEERING: Bruce Ogg

ENWIN Water has no objections on the rezoning.

Subject: Zoning By-law Amendment Application for 3503 Byng Road, Z-019/25 [ZNG-7317], Ward 9

Reference:

Date to Council: December 1, 2025
Author: Brian Nagata, MCIP, RPP
Planner III - Development (A)
(519) 255-6543 ext. 6181

Planning & Building Services
Report Date: November 3, 2025
Clerk's File #: Z/15054

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:

14. SOUTHWEST CORNER OF BYNG ROAD AND LAPPAN AVENUE

For the lands comprising of Lots 110 & 111 and Part of Closed Alley, Plan 1215; Part 2, Plan 12R-27297 (PIN 01348-0464 LT & PIN 01348-0841 LT), a *Multiple Dwelling* shall be subject to the following additional provisions:

a)	*Lot Area*: *minimum*	674 m^2
b)	*Building Height*: *Main Building*: *maximum*	9.0 m
c)	*Side Yard* Width: *minimum*	1.2 m
d)	*Dwelling Units*: *maximum*	6

e) Notwithstanding Table 24.20.5.1, the *minimum* number of *required parking spaces* shall be 6.

f) Notwithstanding clause .2 of Table 25.5.20.1, the *minimum parking area* separation from a *street* shall be 2.63 m and an ornamental *screening fence* having a height of 1.20 m shall span the length of that *parking area* separation, save and except that portion within 0.30 m of an *access area.*

g) Notwithstanding clause .6 of Table 25.5.20.1, the *minimum* separation of a *parking area* from a *building* wall containing a *habitable room window* or containing both a main pedestrian entrance and a *habitable room window* facing the *parking area* where the *building* is located on the same *lot* as the *parking area* shall be 2.25 m, and the *parking area* separation shall be

maintained with *soft landscaping*, save and except any area occupied by a public walkway providing access to a main pedestrian entrance.

h) A *screening fence* having a height of 1.83 m shall be maintained along the west *lot lines* and any portion of the south *lot line* abutting a *parking area*.

i) A central air conditioning system shall be provided for each *dwelling unit*.

[ZDM 12; ZNG/7317]

II. THAT Zoning By-law 8600 **BE FURTHER AMENDED** by deleting and replacing Section 1.7.1 as follows:

1.7.1 CITY PLANNER

The City Planner shall be responsible for administering and interpreting this By-law. Any reference to the "City Planner" in this By-law shall include a Deputy City Planner or a designate authorized by the City Planner.

The City Planner shall have the authority to execute an agreement related to the implementation of noise mitigation measures identified in a noise study, provided that the noise study is deemed satisfactory by the City Planner and all legal documentation is in a form satisfactory to the City Solicitor.

[ZNG/6277; ZNG/7317] (B/L 52-2024 Apr 22/2024)

III. THAT Zoning By-law 8600 **BE FURTHER AMENDED** by adding the following site specific holding condition clause to Section 95.20:

(3) A noise study shall be submitted to the satisfaction of the City Planner. The City Planner shall determine and approve which mitigation measures identified in the approved noise study are to be included in an agreement. The agreement shall be in a form satisfactory to the City Solicitor and registered on title.

[ZNG/7317]

IV. THAT Zoning By-law 8600 **BE FURTHER AMENDED** by changing the zoning of Lots 110 & 111 and Part of Closed Alley, Plan 1215; Part 2, Plan 12R-27297 (PIN 01348-0464 LT & PIN 01348-0841 LT), situated at the southwest corner of Byng Road and Lappan Avenue from RD1.1 to H(3)RD3.1x(14).

Executive Summary:

N/A

Background:

Application Information:

Location: 3503 Byng Road

Lots 110 & 111 and Part of Closed Alley, Plan 1215; Part 2, Plan 12R-27297; Roll No. 070-250-06200; PIN 01348-0464 LT & PIN 01348-0841 LT)

Ward: 9

Planning District: Devonshire

Zoning District Map: 12

Owner: Hausology Inc. (Daniel Grenier)

Applicant: Same as Owner

Authorized Agent: Pillon Abbs Inc. (Tracey Pillon-Abbs)

Proposal:

The applicant is requesting an amendment to Zoning By-law 8600 to change the zoning for the lands located on the southwest corner of Byng Road and Lappan Avenue, known municipally as 3503 Byng Road (the "Subject Property"), from Residential District 1.1 (RD1.1) to Residential District 3.1 (RD3.1) with a zoning exception to allow for the construction of a two-storey, six-unit Multiple Dwelling with a rear parking area containing six parking spaces and a driveway off Lappan Avenue.

The zoning exception is requested to provide relief from the following RD3.1 and Parking Area provisions:

- RD3.1 Provisions
    - Reduction in Lot Area - minimum from 710 m^2 to 674 m^2
    - Reduction in Side Yard Width - minimum from 6.0 metre to 1.2 metres
- Parking Area Provisions
    - Reduction in minimum number of required parking spaces for a Multiple Dwelling from seven to six
    - Reduction in minimum parking area separation from a street from 3.00 metres to 2.63 metres
    - Reduction in minimum parking area separation from a building wall containing a habitable room window or containing both a main pedestrian entrance and a habitable room window facing the parking area where the building is located on the same lot as the parking area from 4.50 metres to 2.25 metres

Submitted Information: Airport Noise Impact Study (See Appendix H), Deeds, Existing Site Plan & Conceptual Plans (See Appendix A), Functional Servicing Report (See Appendix I), Parking Justification Report (See Appendix J), Planning Rationale Report (See Appendix K) and Zoning By-law Amendment Application Form

Site Information:

Official Plan	Zoning	Current Use	Previous Use
Residential	RD1.1	Single Unit Dwelling	Agricultural

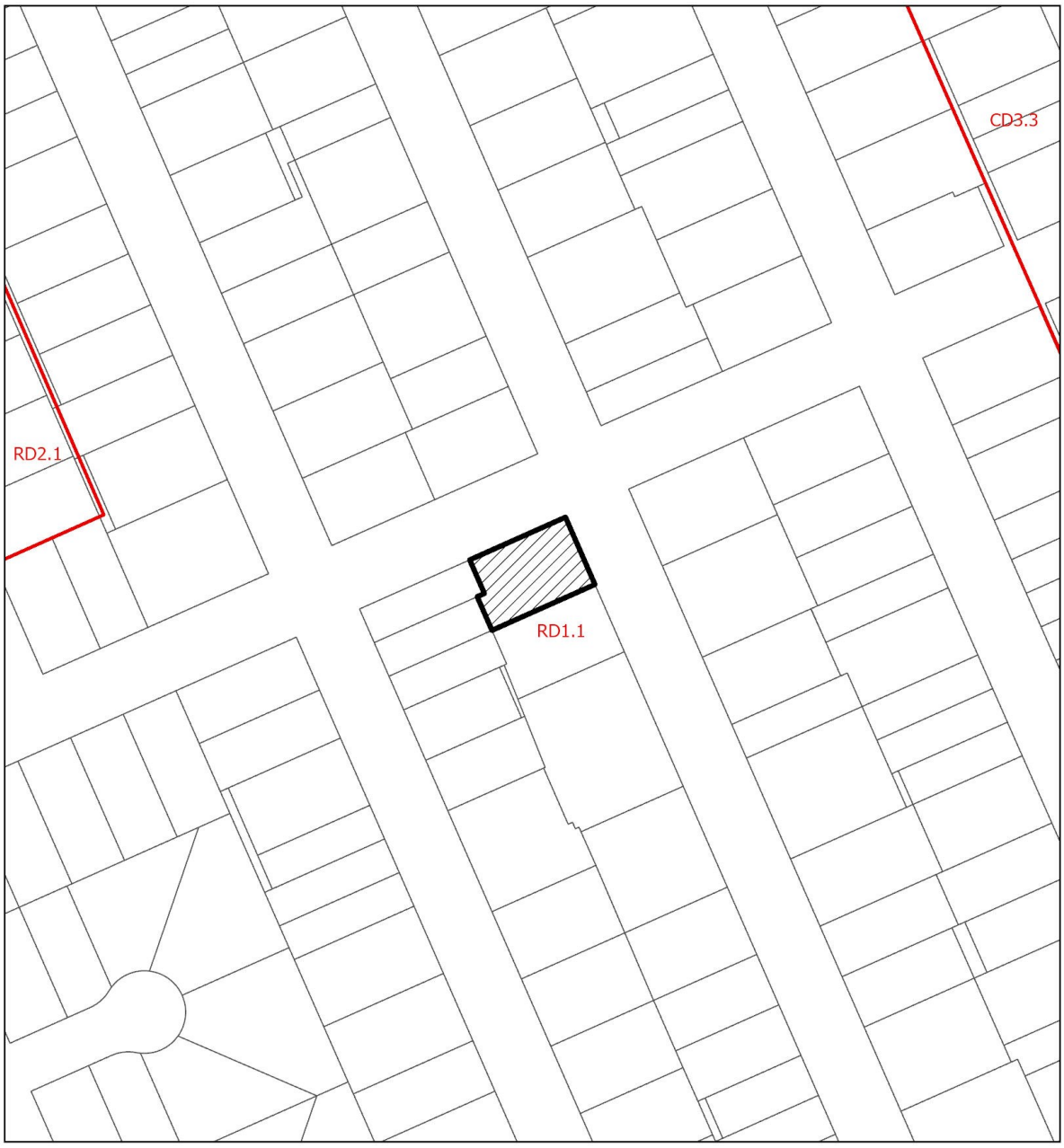
Lot Width	Lot Depth	Lot Area	Lot Shape
21.3 m	31.6 m	674 m^2	Irregular
All measurements are based on Plan 12R-27297			

The Subject Property contains a two-storey Single Unit Dwelling with attached garage and a driveway off Lappan Avenue. The remainder of the Subject Property is maintained as landscaped open space consisting of manicured lawn and a rear patio.



KEY MAP - Z-019/25 ZNG/7317

● SUBJECT LANDS



PART OF ZONING DISTRICT MAP 12

N.T.S.

REQUESTED ZONING AMENDMENT

Applicant: Hausology Inc.

SUBJECT LANDS

PLANNING & BUILDING DEPARTMENT

DATE : AUGUST, 2025
FILE NO. : Z-019/25, ZNG/7317



NEIGHBOURHOOD MAP - Z-019/25, ZNG/7317

SUBJECT LANDS

Neighbourhood Characteristics:

The Subject Property is located on the eastern side of the Devonshire neighbourhood. The Devonshire neighbourhood constitutes the area north of Cabana Road East (formerly Division Road), east of the Canadian Pacific Railway corridor, south of E. C. Row Expressway and west of the Canadian National Railway corridor.

Surrounding Land Uses:

North:

- J.A. McWilliam Public School
- Low Density Residential
- Optimist Community Centre
- Place of Worship
- St. Christopher Catholic Elementary School
- W. F. Chisholm Public Library
- Walker Homesite Park

East:

- Business Office
- Car Wash
- Child Care Centre
- Gas Station
- Low Density Residential
- Medical Office
- Pharmacy
- Restaurant
- Retail Store

South:

- Calderwood Park
- Low Density Residential

West:

- Devonshire Heights Park
- Low Density Residential
- Walker Homesite Bike Trail

Municipal Infrastructure:

- Byng Road is classified as a local road, which has a two-lane cross section with curbs and gutters, and streetlights on the east side.
- Lappan Avenue is classified as a local road, which has a two-lane rural cross section with streetlights on the north side.

- Sanitary sewer, storm sewer and watermain are located within the Byng Road right-of-way.
- Sanitary sewer is located within the Lappan Avenue right-of-way.

Discussion:

The defined role of the Provincial Planning Statement, 2024 (the "PPS") is to provide: *"policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the PPS sets the policy foundation for regulating the development and use of land province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians."*

The following policies of the PPS are considered relevant in discussing provincial interests related to this amendment:

Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

2.1 Planning for People and Homes

Policy 2.1.6 states:

Planning authorities should support the achievement of complete communities by:

a) accommodating an appropriate range and mix of land uses, housing options, … to meet long-term needs;

a. This amendment will allow for the construction of a six-unit Multiple Dwelling, further diversifying the range and mix of housing options available to meet the long-term needs of the Devonshire neighbourhood.

b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and

a. Compliance with the Barrier-Free Design requirements of the *Ontario Building Code* and accessibility requirements under *Ontario Regulation 191/11 Integrated Accessibility Standards* to the *Accessibility for Ontarians with Disabilities Act, 2005* will be addressed through the Building Permit application process.

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:

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*

    i. This amendment will allow for another housing option to meet the economic requirements of current and future residents who wish to live or remain within the Devonshire neighbourhood.

2. *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;*

    i. This amendment will allow for the redevelopment of the Subject Property at a higher density than currently exists, increasing from 14.8 units per hectare (uph) to 88.9 uph.
    ii. The existing density of residential properties within 200.0 metres of the Subject Property ranges from 6.8 uph to 35.0 uph with an average of 18.2 uph. If accounting for the maximum achievable Additional Dwelling Units per property the density would range from 20.4 uph to 104.9 uph with an average of 54.6 uph.
    iii. The Planning Department undertook a detailed analysis of the residential properties within 200.0 metres of the Subject Property to obtain the above noted density figures.
    iv. The data collected through this analysis is included in the table *attached* hereto as Appendix G.

c) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*

1. This amendment will allow for a housing option that efficiently uses the Subject Property, available municipal electrical, sanitary, storm and water services and nearby public service facilities.
2. This amendment will allow for a housing option that supports the use of existing active transportation infrastructure, being located approximately 200.0 metres from a trail head to the Walker Homesite Bike trail, 225.0 metres to the signed bike lanes on Calderwood Avenue and 275.0 metres to the signed bike lanes on Foster Avenue.
3. These factors avoid unnecessary land consumption and expenditures on infrastructure and public service facilities.

d) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

1. This amendment will allow for a transit-supportive development through residential intensification within walking distance (approximately 225.0

metres) of northbound and southbound transit stops for the Walkerville 8 bus route.

i. 400.0 metres is typically used as an acceptable walking distance to a transit stop.
ii. This is reflected within Transit Windsor's 2019 Transit Master Plan and the City of Windsor's Active Transportation Master Plan.

2.3 Settlement Areas and Settlement Area Boundary Expansions

2.3.1 General Policies for Settlement Areas

Policy 2.3.1.1 states:

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 Subject Property is located within a Settlement area.

One or more of the responses provided to the policies of PPS Chapter 2 and/or the Official Plan referenced herein also speak to the following relevant PPS Policies:

Chapter 2: Building Homes, Sustaining Strong and Competitive Communities	
2.3 Settlement Areas and Settlement Area Boundary Expansions	
2.3.1 General Policies for Settlement Areas	
Policy 2.3.1.2 (*Land use patterns within settlement areas should be based on densities and a mix of land uses which:*)	Sub Policies 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*)
Policy 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* ….)	
2.9 Energy Conservation, Air Quality and Climate Change	
Policy 2.9.1 (*Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate*	Sub Policy a) (*support the achievement of compact, transit-supportive, and complete communities*)

through approaches that:)	
Chapter 3: Infrastructure and Facilities	
3.4 Airports, Rail and Marine Facilities	
Policy 3.4.1 (*Planning for land uses in the vicinity of airports, rail facilities and marine facilities shall be undertaken so that:*)	Sub Policies a) (*their long-term operation and economic role is protected*) and b) (*airports, rail facilities and marine facilities, and sensitive land uses are appropriately designed, buffered and/or separated from each other, in accordance with policy 3.5.*)
Policy 3.4.2 (*Airports shall be protected from incompatible land uses and development by:*)	Sub Policies a) (*prohibiting new residential development and other sensitive land uses in areas near* *airports above 30 NEF/NEP*), b) (*considering redevelopment of existing residential uses and other sensitive land uses or infilling of residential and other sensitive land uses in areas above 30 NEF/NEP only if it has been demonstrated that there will be no negative impacts on the long-term function of the airport*) and c) (*prohibiting land uses which may cause a potential aviation safety hazard*)
3.6 Sewage, Water and Stormwater	
Policy 3.6.2 (*Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems*)	

Official Plan

Relevant excerpts from Volume I of the Official Plan are attached as Appendix C. The following policies from these excerpts are considered relevant in discussing the proposed amendment's conformity with the Official Plan.

Table 1 - Volume I Schedules

Schedule	Designation
Schedule A - Planning Districts & Policy Areas	Devonshire
Schedule A-1 - Special Policy Areas	N/A
Schedule B - Greenway System	N/A
Schedule C - Development Constraints	Airport Operating Area Noise Exposure Forecast above 30
Schedule C-1 - Archaeological Potential	N/A
Schedule D - Land Use	Residential
Schedule E - City Centre Planning District	N/A
Schedule F - Roads & Bikeways	N/A
Schedule F-1 - Railways	N/A
Schedule G - Civic Image	N/A
Schedule H - Baseplan Development Phasing	N/A
Schedule J - Urban Structure Plan	N/A
Schedule K - Source Water Protection Areas	N/A

Volume I

Chapter 3 - Development Strategy

This amendment complies with the following applicable key policy direction for managing growth consistent with the Vision of the City of Windsor Community Strategic Plan.

3.2 - Growth Concept

3.2.1 - Safe, Caring and Diverse Communities

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 (Policy 3.2.1.2).

Chapter 6 - Land Use:

6.1 Goals

This amendment complies with the following applicable land use goals:

- *Safe, caring and diverse neighbourhoods.* (Goal 6.1.1)
- *Housing suited to the needs of Windsor's residents.* (Goal 6.1.3)
- *To direct residential intensification to those areas of the City where transportation, municipal services, community facilities and goods and services are readily available.* (Goal 6.1.14)

6.3 Residential

6.3.1 Objectives

The amendment complies with the following applicable Residential land use objectives:

- *To support a complementary range of housing forms and tenures in all neighbourhoods.* (Objective 6.3.1.1)
- *To promote compact neighbourhoods which encourage a balanced transportation system.* (Objective 6.3.1.2)
- *To promote residential redevelopment, infill and intensification initiatives in locations in accordance with this plan.* (Objective 6.3.1.3)

6.3.2 Policies

Permitted Uses

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

- A Multiple Dwelling with three or fewer storeys is classified as a Low-Profile dwelling.

Types of Low-Profile Housing

For the purposes of this Plan, Low Profile housing development is further classified as follows: (Policy 6.3.2.3)

- *(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.*

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 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: (Policy 6.3.2.4)

- *(a) There is access to a collector or arterial road;*

- The Subject Property is located within approximately 200.0 metres of Walker Road, a Class II Arterial Road, approximately 225.0 metres of Calderwood Avenue, a Class II Collector Road, and 275.0 metres of Foster Avenue, a Class II Collector Road.

- *(b) Full municipal physical services can be provided;*
    - Refer to the response provided to PPS Policy 2.2.1.c) herein.
- *(c) Adequate community services and open spaces are available or are planned; and*
    - Refer to the response provided to PPS Policy 2.2.1.c) herein and the Surrounding Land Uses section herein.
- *(d) Public transportation service can be provided.*
    - Refer to the response provided to PPS Policy 2.2.1.d) herein.

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: (Policy 6.3.2.5)

- *(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;*
        - The Subject Property is located within an Airport Operating Area with a Noise Exposure Forecast above 30.
            - Refer to the response to Official Plan policy 7.2.10.2 herein.
    - *(iv) where traffic generation and distribution is a provincial or municipal concern; and*
        - The Transportation Planning Department did not identify any concerns with traffic generation and distribution.
- *(c) In existing neighbourhoods, compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and amenity areas.*

Characteristic	Commentary
Scale	-The RD1.1 and RD3.1 zoning districts have the same minimum front yard and rear yard depth provisions. -The applicant is requesting a reduction in minimum side yard width from 6.0 metres where a habitable room window of any

	dwelling unit faces a side lot line and from 3.0 metres for any other side yard to 1.2 metres, which is the same as the RD1.1 zoning. • The larger minimum side yard width provision is intended for higher profile, larger scale, Multiple Dwellings. -These factors in conjunction with the recommended reduction in maximum main building height result in no change to the scale, massing, siting or setbacks that can be achieved under the RD1.1 zoning.
Massing	-Refer to Commentary to Scale above
Height	-The RD1.1 zoning permits a maximum main building height of 9.0 metres. -The applicant indicated in the Planning Rationale Report (PRR) that the main building height is proposed to be 9.0 metres. -The Planning Department is recommending that the zoning exception include a provision limiting the maximum main building height to 9.0 metres (RD3.1 typically permits a maximum building height of 14 metres on a corner lot).
Siting	-Refer to Commentary to Scale above
Orientation	-The Multiple Dwelling is proposed to be oriented towards Byng Road, similar to the other dwellings located on the block.
Setbacks	-Refer to Commentary to Scale above
Parking	-Parking is proposed to be located to the rear of the Multiple Dwelling. • Placement of parking to the rear of a lot is encouraged under the *City of Windsor Intensification Guidelines*. -The applicant is requesting a reduction in minimum parking area separation from a street from 3.00 metres to 2.63 metres to accommodate the parking area. • The Planning Department is recommending that the zoning exception include a provision requiring a 1.20-metre-high ornamental screening fence to span the length of the parking area separation abutting Lappan Avenue, save and except that portion within 0.30 metres of an access area. • The Planning Department is also recommending that the zoning exception include a provision requiring a 1.83-metre-high screening fence to be maintained along the west lot lines and any portion of the south lot line abutting a parking area. • Screening and partial screening of parking areas from

	abutting residents and street view respectively is encouraged under the *City of Windsor Intensification Guidelines* and Urban Design Chapter of the Official Plan. -The applicant is also requesting a reduction in minimum parking area separation from a building wall containing a habitable room window or containing both a main pedestrian entrance and a habitable room window facing the parking area where the building is located on the same lot as the parking area from 4.50 metres to 2.25 metres to accommodate the parking area. • The Planning Department is recommending that the zoning exception include a provision requiring the parking area separation to contain soft landscaping, providing buffering for the ground floor habitable room windows facing the parking area.
Amenity Areas	-The recommended retainment of the minimum front yard depth, rear yard depth and side yard width provisions under the RD1.1 zoning in conjunction with the enhanced landscaping for the parking area recommended herein will ensure that the arrangement of amenity areas remains consistent with the surrounding neighbourhood.

    - In summary, this amendment will allow for a development that is compatible with the surrounding neighbourhood.

- *(d) provided with adequate off street parking;*
    - The applicant submitted a Parking Justification Report, prepared by Baird│AE, dated December 18, 2024, in support of their requested reduction in required parking spaces from seven to six.
    - The Transportation Planning Department, via Liaison dated April 1, 2025, confirmed that they do not object to the requested reduction.
- *(e) capable of being provided with full municipal physical services and emergency services; and*
    - Refer to the response provided to PPS Policy 2.2.1.c) herein for details on the municipal physical services available to the Subject Property.
    - The Subject Property is served by Essex-Windsor EMS, Windsor Fire & Rescue Services (Fire Hall No. 6) & Windsor Police Service.

Chapter 7 - Infrastructure:

7.2 Transportation System

Council shall protect the Windsor Airport from incompatible development. Accordingly, all proponents of development within the Airport Operating Area designated on

Schedule 'C': Development Constraint Areas shall be subject to the following: (Policy 7.2.10.2)

- *(b) Redevelopment of existing sensitive land uses may only be considered above 30 NEF/NEP provided the proponent successfully completes a noise study to:*
    - *(i) Support the feasibility of the proposal;*
        - An *Airport Noise Impact Study* by JJ Acoustic Engineering Ltd., dated November 19, 2024, Reference No. JJ-00691-NIS1 has been received and accepted.
        - The *Airport Noise Impact Study* concluded that the noise impact from Windsor Airport is above Ministry of the Environment and Climate Change's Environmental Noise Guideline - Stationary and Transportation Sources - Approval and Planning (NPC-300) requirements.
        - The *Airport Noise Impact Study* recommended mitigation measures to ensure that a Multiple Dwelling will comply with the NPC-300 requirements.
        - The Planning Department is recommending that a holding provision be applied to the Subject Property, requiring the owner to demonstrate, to the satisfaction of the City Planner, that the proposed Multiple Dwelling incorporates mitigation measures identified in the *Airport Noise Impact Study*. This should be demonstrated through submission of drawings, plans, specifications or other documents and the registration of warning clauses on title.
        - It is also recommended that the City Planner be authorized to execute any agreements related to the registration of the warning clauses.
    - *(ii) Identify and implement appropriate mitigation measures (refer to Procedures chapter);*
        - Refer to the response provided to Official Plan Policy 7.2.10.2(b)(i) herein.
- *(c) Redevelopment of existing residential uses and other sensitive land use in areas above 30 NEF/NEP may only be considered if it has been demonstrated that there will be no negative impacts on the long-term function of the airport;*
    - Windsor Airport did not respond to the Planning Department's request for comments on this amendment.
    - Windsor Airport has not objected to prior amendments within this neighbourhood [i.e., Z-021/23 (3335 Woodward Boulevard), Z-014/24 (0 Turner Avenue].
- *(d) Land uses which may cause a potential aviation safety hazard are discouraged;*

- Refer to response to Official Plan Policy 7.2.10.2(c) above.

Council shall ensure that new development in the vicinity of the Windsor Airport includes appropriate noise and vibration abatement measures in accordance with established off-airport land use planning practices (Policy 7.2.10.3).

- Refer to the response provided to Official Plan Policy 7.2.10.2(b)(i) herein.

Chapter 8 - Urban Design:

8.7 Built Form

8.7.2 Policies

8.7.2.3 Infill Development

- Refer to the responses provided to Official Plan Policy 6.3.2.5 (c) herein.

8.11 Streetscape

8.11.2 Policies

8.11.2.19 Partial Screening of Parking Lots

- Refer to the responses provided to Official Plan Policy 6.3.2.5 (c) herein.

8.11.2.21 Location of Surface Parking Lots

- Refer to the responses provided to Official Plan Policy 6.3.2.5 (c) herein.

Chapter 11 - Tools:

Land use compatibility throughout Windsor is an implementation goal to be achieved when administering a planning tool under this Chapter. Compatibility between land uses is also an objective of the Zoning By-law Amendment planning tool (Policy 11.6.1.2).

- Land use compatibility was considered as part of the evaluation of the applicable Official Plan and PPS policies referenced herein.

Policy 11.6.3.3 states:

- *When considering applications for Zoning By-law amendments, Council shall consider the policies of this Plan and will, without limiting the generality of the foregoing, consider such matters as the following:*
    - *(a) The relevant evaluation criteria contained in the Land Use Chapter of this Plan, Volume II: Secondary Plans & Special Policy Areas and other relevant standards and guidelines;*
    - *(b) Relevant support studies;*
    - *(c) The comments and recommendations from municipal staff and circularized agencies;*

- *(d) Relevant provincial legislation, policies and appropriate guidelines; and*
- *(e) The ramifications of the decision on the use of adjacent or similar lands.*

    - This amendment is not anticipated to have any ramifications on the use of adjacent or similar lands.

The aforesaid matters were considered as part of the evaluation of the applicable Official Plan and PPS policies referenced herein.

Zoning By-Law

Relevant excerpts from Zoning By-law 8600 are *attached* as Appendix D.

The Subject Property is within a RD1.1 zone of Zoning By-law 8600, which does not permit a Multiple Dwelling use.

The applicant is requesting an amendment to Zoning By-law 8600 to change the zoning to a RD3.1 zone with a zoning exception to allow for the construction of a two-storey, six-unit Multiple Dwelling with a minimum lot area of 674 m^2, minimum side yard width of 1.2 metres, six required parking spaces, and a minimum parking area separation of 2.63 metres from a street and 2.25 metres from a building wall containing a habitable room window or containing both a main pedestrian entrance and a habitable room window facing the parking area where the building is located on the same lot as the parking area.

The applicant has submitted a Planning Rationale Report (PRR) in support of the requested amendment. The PRR has been considered and is supported in this report in conjunction with the provisions being recommended by the Planning Department herein.

No other zoning deficiencies have been identified or supported.

A draft amending by-law is attached as Appendix F. Subsection 24 (1) of the *Planning Act*, R.S.O. 1990, c. P.13., prohibits a by-law from being passed that does not conform with the Official Plan. As discussed through the Official Plan section herein, the proposed amendment conforms to the applicable policies of the Official Plan.

Risk Analysis:

N/A

Climate Change Risks

Climate Change Mitigation:

Residential intensification minimizes the impact on the community greenhouse gas emissions. Development within existing communities and neighbourhoods while using currently available infrastructure such as sewers, sidewalks, and public transit helps to mitigate development impact.

Situating development in areas with access to active transportation and transit increases the likelihood of residents utilizing various non-vehicular means of utilitarian transportation which collectively reduced the amount of greenhouse gas emissions within the City of Windsor.

Climate Change Adaptation:
N/A

Financial Matters:

N/A

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 E herein.

There are no objections to the proposed amendment.

The applicant hosted an open house (in-person and virtual) on December 16, 2024 at the Church of St. David & St. Mark (3401 Byng Road). Notice of the open house was issued to owners of properties within 200.0 metres of the Subject Property. The open house was attended in person by 29 residents and online by one resident. Comments from residents were also received by phone, letters, and email.

Section 3.2 of the PRR summarizes the comments received at and outside of the open house and includes corresponding responses.

Comments received were taken into consideration when preparing this report.

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.

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 the” *Provincial Planning Statement 2024*. The recommended zoning amendment has been evaluated for consistency with the *Provincial Planning Statement 2024* and conformity with the policies of the City of Windsor Official Plan.

The recommended Zoning By-law amendment is consistent the PPS, conforms to the policy direction of the City of Windsor Official Plan, is compatible with existing and permitted uses in the surrounding neighbourhood and constitutes good planning.

Planning Act Matters:
Brian Nagata, MCIP, RPP
Planner III - Development (A)

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 Professional Planner and have reviewed as a Corporate Team Leader

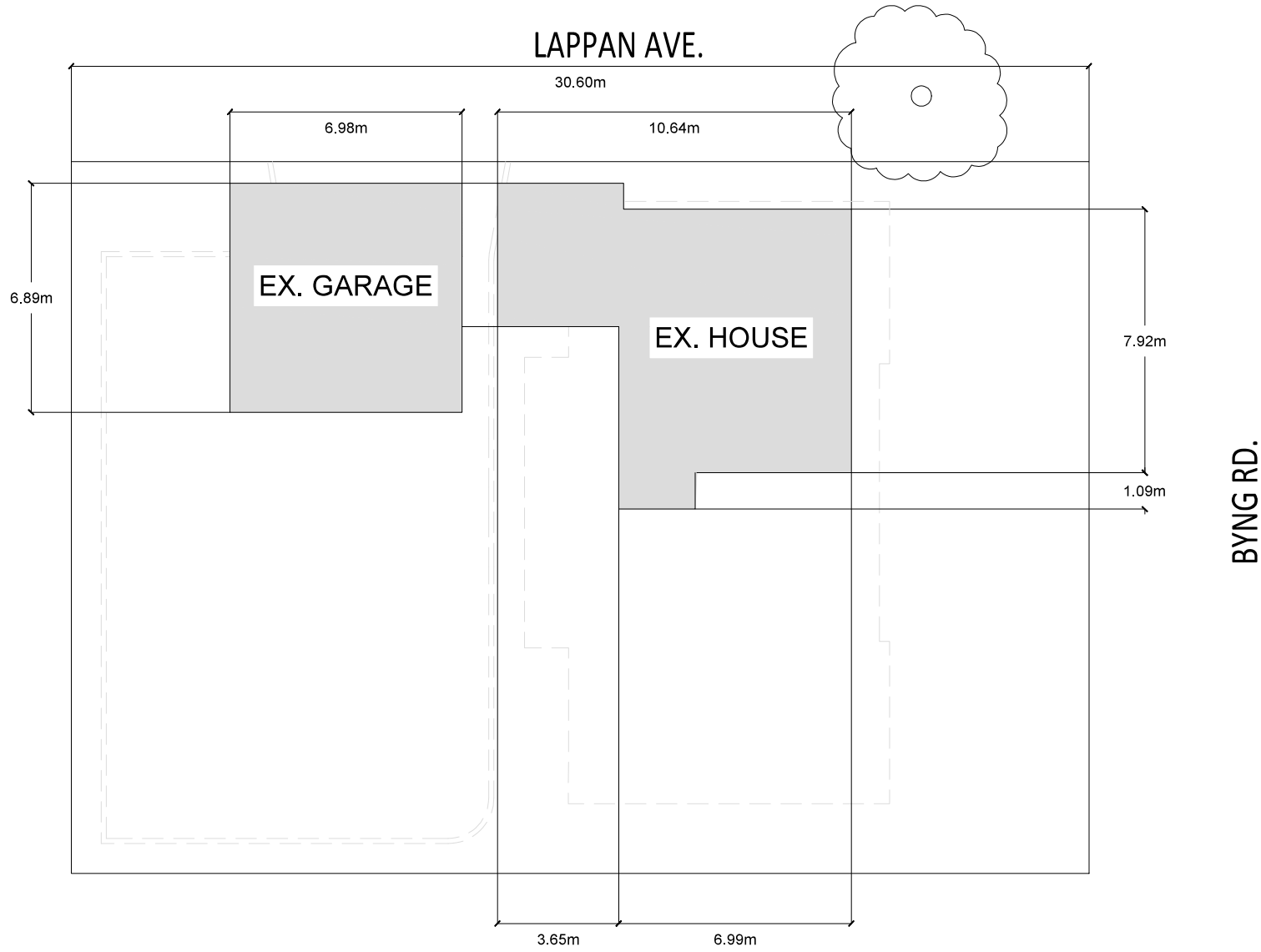
JP RM

Approvals:

Name	**Title**
Brian Nagata	Planner III - Development (A)
Greg Atkinson	Deputy City Planner - Development
Aaron Farough	Senior Legal Counsel, Legal & Real Estate
Neil Robertson	City Planner
Jelena Payne	Deputy CAO/Commissioner, Economic Development
Ray Mensour	Chief Administrative Officer

Appendices:

1 Appendix A - Existing Site Plan & Conceptual Plans
2 Appendix B - Site Images
3 Appendix C - Excerpts from Official Plan Volume I
4 Appendix D - Excerpts from Zoning By-law 8600
5 Appendix E - Consultations
6 Appendix F - Draft Amending By-law
7 Appendix G - Analysis of Residential Properties within 200 Metres of Subject Property
8 Appendix H - Airport Noise Impact Study
9 Appendix I - Functional Servicing
10 Appendix J - Parking Justification Report
11 Appendix K - Planning Rationale Report

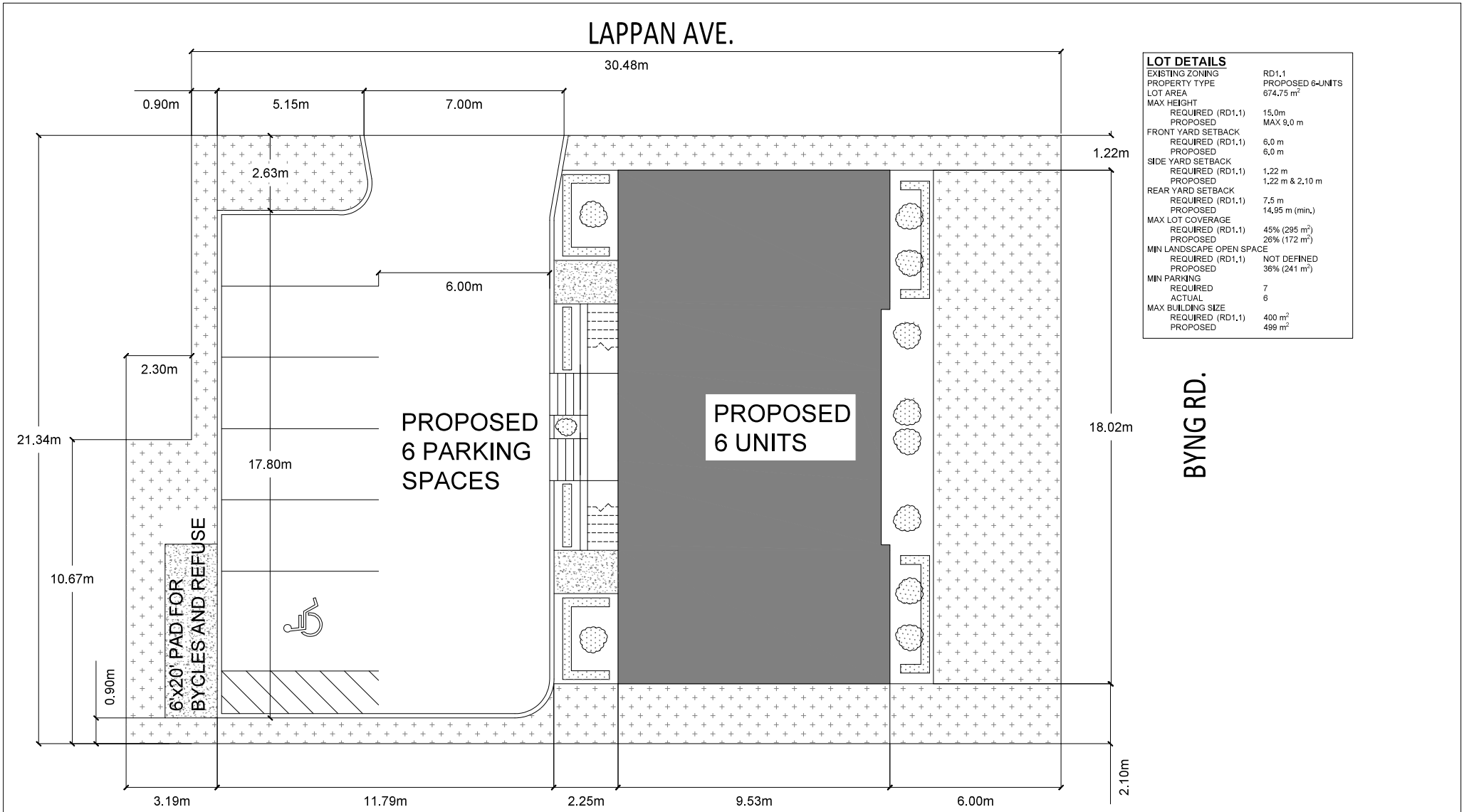


PROPOSED 6-UNITS
3503 BYNG RD
WINDSOR, ON

EXISTING SITE PLAN

Date: MAR 13, 2025
Scale: NTS
Project No.: 24-011

Drawing No.: A-0.2



LOT DETAILS

EXISTING ZONING	RD1.1
PROPERTY TYPE	PROPOSED 6-UNITS
LOT AREA	674.75 m^2
MAX HEIGHT	
REQUIRED (RD1.1)	15.0m
PROPOSED	MAX 9.0 m
FRONT YARD SETBACK	
REQUIRED (RD1.1)	6.0 m
PROPOSED	6.0 m
SIDE YARD SETBACK	
REQUIRED (RD1.1)	1.22 m
PROPOSED	1.22 m & 2.10 m
REAR YARD SETBACK	
REQUIRED (RD1.1)	7.5 m
PROPOSED	14.95 m (min.)
MAX LOT COVERAGE	
REQUIRED (RD1.1)	45% (295 m^2)
PROPOSED	26% (172 m^2)
MIN LANDSCAPE OPEN SPACE	
REQUIRED (RD1.1)	NOT DEFINED
PROPOSED	36% (241 m^2)
MIN PARKING	
REQUIRED	7
ACTUAL	6
MAX BUILDING SIZE	
REQUIRED (RD1.1)	400 m^2
PROPOSED	499 m^2

PROPOSED 6-UNITS
3503 BYNG RD
WINDSOR, ON

SITE PLAN

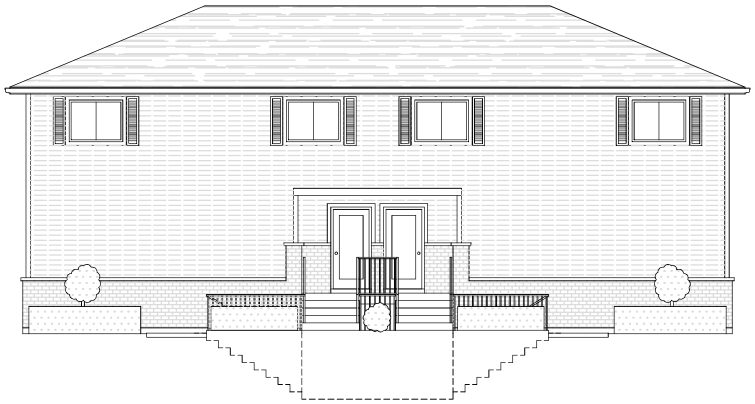
Date: MAR 11, 2025
Scale: NTS
Project No.: 24-011
Drawing No.: A-0.1



EAST ELEVATION



SOUTH ELEVATION



WEST ELEVATION



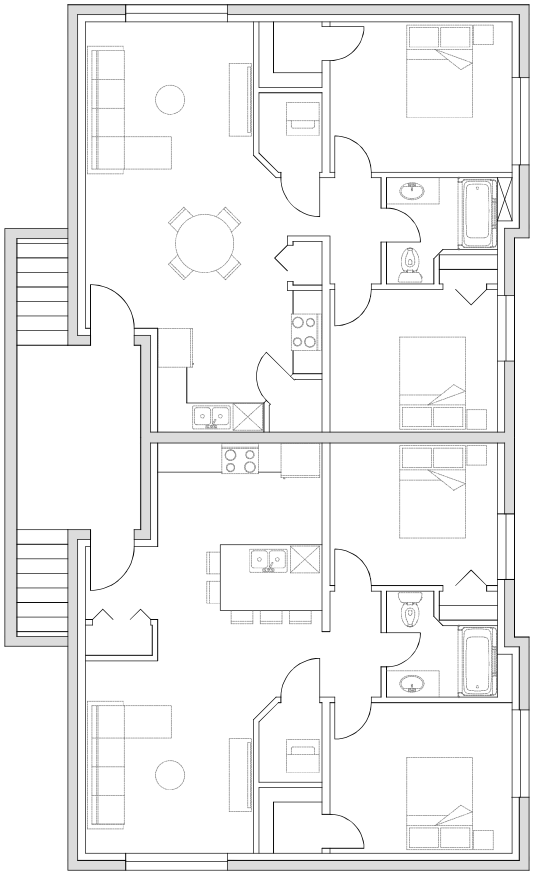
NORTH ELEVATION

PROPOSED 6-UNITS
3503 BYNG RD
WINDSOR, ON

ELEVATIONS

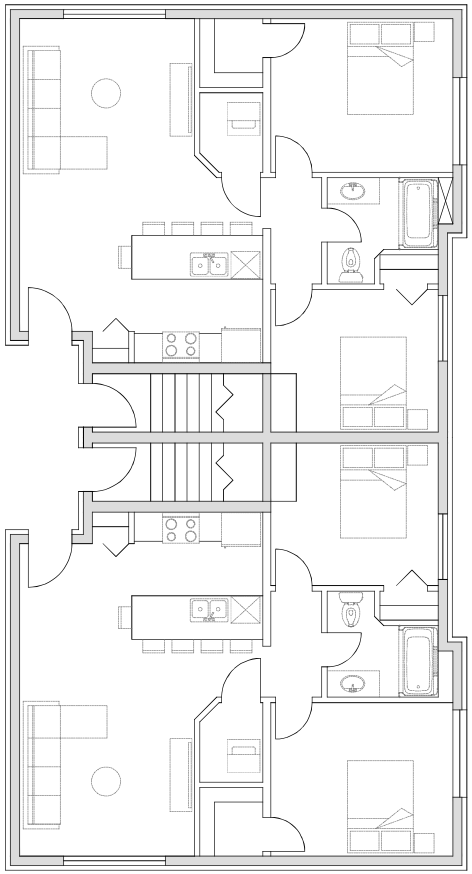
Date: MAR 11, 2025
Scale: NTS
Project No.: 24-011

Drawing No.: A-2.0



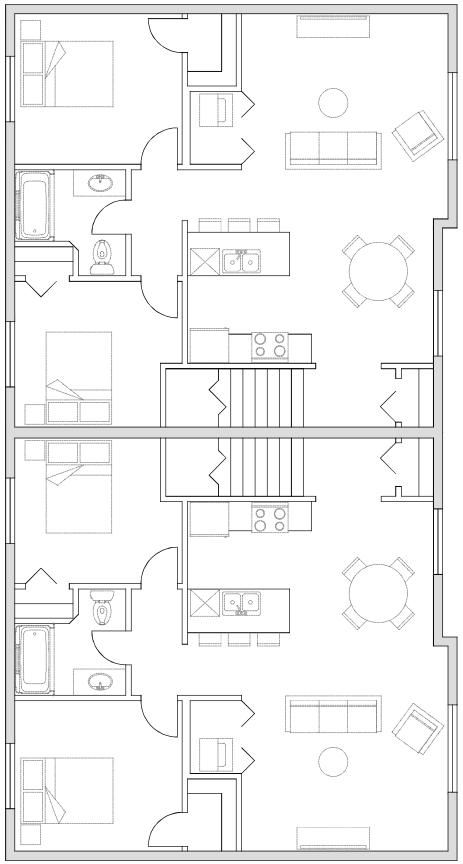
BASEMENT

1791 SQFT



MAIN FLOOR

1791 SQFT



2nd FLOOR

1793 SQFT

PROPOSED 6-UNITS
3503 BYNG RD
WINDSOR, ON

FLOOR PLANS

Date: MAR 11, 2025
Scale: NTS
Project No.: 24-011

Drawing No.:
A-1.0

APPENDIX “B”
Site Photos

(Google Street View - July 2025)

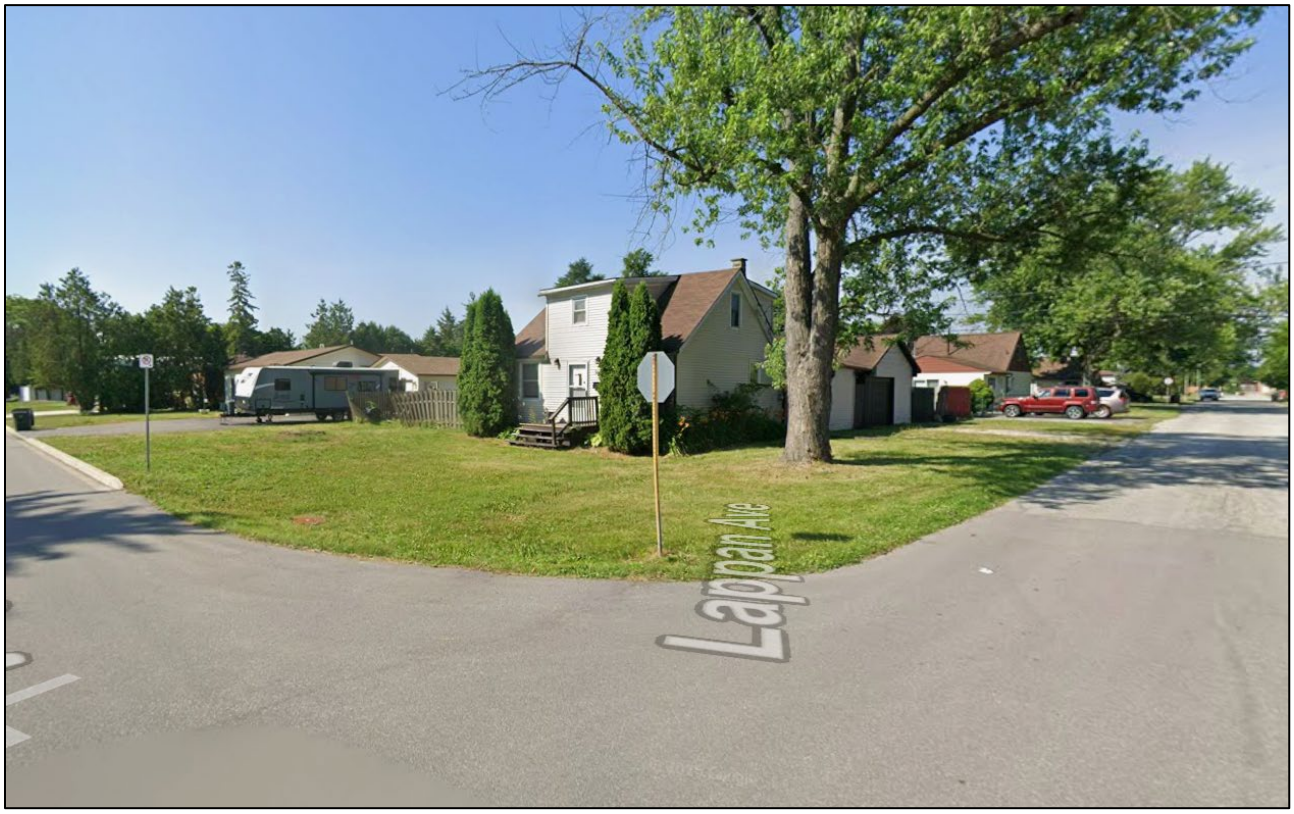


Figure 1 - Looking southwest towards subject property from intersection of Byng Road and Lappan Avenue

APPENDIX "C"
Excerpts from Official Plan

6. Land Use

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. As such, the Land Use chapter of this Plan promotes a compact urban form and directs compatible development to appropriate locations within existing and future neighbourhoods.

This chapter of the Official Plan provides goals, objectives and policies for the land use designations identified on Schedule D: Land Use and Schedule E: City Centre Planning District and should be read in conjunction with the other parts of the Plan.

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.
EMPLOYMENT	6.1.4	The retention and expansion of Windsor's employment base.
COMMERCIAL	6.1.5	Convenient and viable areas for the purchase and sale of goods and services.
INSTITUTIONAL	6.1.6	An integration of institutions within Windsor's neighbourhoods.
OPEN SPACE	6.1.7	A variety of open space areas.
WATERFRONT	6.1.8	An accessible Detroit River, Lake St. Clair and a healthy waterfront.
NATURAL HERITAGE	6.1.9	The protection and conservation of environmentally significant and sensitive natural heritage features and functions.
MIXED USE	6.1.10	Pedestrian oriented clusters of residential, commercial, employment and institutional uses.
CITY CENTRE PLANNING DISTRICT	6.1.11	The City Centre as the vibrant focal point and symbol of Windsor.

AIRPORT	6.1.12	Protection and enhancement of Windsor Airport's role in serving passenger and cargo needs. **(added by OPA #60–05/07/07-B/L85-2007–OMB Decision/Order No.2667, 10/05/2007)**
FUTURE GROWTH AREAS	6.1.13	The provision of sufficient land in appropriate locations to accommodate future population and employment growth in Windsor. **(added by OPA #60–05/07/07-B/L85-2007–OMB Decision/Order No.2667, 10/05/2007)**
RESIDENTIAL INTENSIFICATION	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. **(added by OPA #159 – APPROVED July 11, 2022, B/L# 100-2022)**

6.3 Residential

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

The following objectives and policies establish the framework for development decisions in Residential areas.

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 OPA#159 - 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.

6.3.2 Policies

In order to facilitate the orderly development and integration of housing in Windsor, the following policies shall apply.

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.

High Profile Residential Buildings shall be directed to locate in the City Centre, Mixed Use Centres and Mixed Use Corridors. **(Added by OPA #159 – APPROVED July 11, 2022 , B/L# 100-2022)**

TYPES OF LOW PROFILE HOUSING 6.3.2.3 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.

LOCATIONAL CRITERIA 6.3.2.4 Residential intensification shall be directed to the Mixed Use Nodes and areas in 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.

(Added by OPA #159 – APPROVED July 11, 2022, B/L# 100-2022)

EVALUATION CRITERIA FOR A NEIGHBOURHOOD DEVELOPMENT PATTERN 6.3.2.5 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; **(Added by OPA #159 – APPROVED July 11 2022, B/L# 100-2022)**

(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. **(Added by OPA #159 – APPROVED July 11, 2022, B/L# 100-2022)**

7 Infrastructure

This chapter was amended as part of Official Plan Amendments #81 as part of a 5-year review of the Official Plan. Official Plan Amendment #81 was approved by the Ministry of Municipal Affairs and Housing on 09/07/2012.

7.2.10 Air Transportation Policies

ECONOMIC BENEFITS

7.2.10.1 Council shall maximize the economic development potential provided by the Windsor Airport by promoting the development of Commercial and Employment uses, including multi-modal facilities in the vicinity of the airport.

DEVELOPMENT WITHIN THE AIRPORT OPERATING AREA

7.2.10.2 Council shall protect the Windsor Airport from incompatible development. Accordingly, all proponents of development within the Airport Operating Area designated on Schedule 'C': Development Constraint Areas shall be subject to the following:

(a) New sensitive land uses shall not be permitted in areas above 30 NEP/NEF as set out on maps approved by Transport Canada;

(b) Redevelopment of existing sensitive land uses may only be considered above 30 NEF/NEP provided the proponent successfully completes a noise study to:

(i) Support the feasibility of the proposal;

(ii) Identify and implement appropriate mitigation measures (refer to Procedures chapter);

(c) Redevelopment of existing residential uses and other sensitive land use in areas above 30 NEF/NEP may only be considered if it has been demonstrated that there will be no negative impacts on the long-term function of the airport;

(d) Land uses which may cause a potential aviation safety hazard are discouraged;

(e) Other land uses may be permitted within the Airport Operating Area provided the proponent completes a noise study to support the feasibility of the proposal and, if feasible identify and implement appropriate mitigation measures.

NOISE AND VIBRATION ABATEMENT

7.2.10.3 Council shall ensure that new development in the vicinity of the Windsor Airport includes appropriate noise and vibration abatement measures in accordance with established off-airport land use planning practices.

8. Urban Design

8.0 Preamble

A memorable, attractive and liveable city is one where people feel comfortable and are inspired by their surroundings. The physical systems and built form of the city are also designed to protect, maintain and improve the quality of life for present and future generations by integrating the principles of sustainability and place making. In order for Windsor to be such a city, Council is committed to urban design principles that enhance the enjoyment and image of Windsor and its people.

8.7 Built Form

8.7.2 Policies

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. **(added by OPA #159 – APPROVED July 11, 2022 , B/L# 100-2022)**

8.11 Streetscape

8.11.1 Objectives

INTEGRATE FUNCTION & AESTHETICS

8.11.1.1 To achieve an integrated and attractive streetscape through design features which accommodate pedestrian and vehicle needs.

THEMES & IMAGES

8.11.1.2 To achieve coherent streetscape themes and images.

DESIGN OF ENDURING VALUE

8.11.1.3 To achieve a quality of streetscape design which reflects the evolving character of individual neighbourhoods and Windsor as a whole.

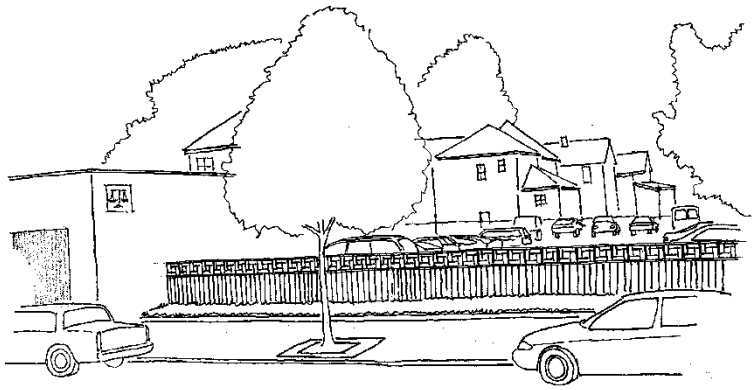
VARIETY & QUALITY OF AMENITIES

8.11.1.4 To provide streetscape amenities of high quality design, variety and function.

8.11.2 Policies

PARTIAL SCREENING OF PARKING LOTS

8.11.2.19 Council will encourage the partial screening of surface parking lots through the use of low fences, walls, berms and other landscape elements, and through the location of lots away from street view, while still permitting views for orientation and safety.



LOCATION OF SURFACE PARKING LOTS

8.11.2.21 Council will encourage parking lots that avoid large expanses fronting the road.

11 Tools

This chapter was amended as part of Official Plan Amendments #84 as part of a 5-year review of the Official Plan. Official Plan Amendment #84 was approved by the Ministry of Municipal Affairs and Housing on 07/09/2012.

11.6 Zoning

A municipality can regulate the use and development of lands, buildings and other structures under the zoning provisions of the *Planning Act*.

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.

REVIEW PROCEDURE

11.6.3.2 All applications for Zoning By-law amendments shall be processed in accordance with the provisions of the *Planning Act*, and regulations pursuant thereto, and the procedural requirements of this Plan. In general, after an applicant's pre-application consultation meeting with municipal staff and submission of an application that is determined to be complete, all applications shall: **Added by OPA 65 – 10/22/2007– By-law 192-2007**

(a) Be circulated to appropriate agencies and those agencies be provided with sufficient time to respond; **Added by OPA 65 – 10/22/2007– By-law 192-2007**

(b) Be advertised and be presented to the public and the views of the public ascertained at a public meeting to be held in accordance with the Planning Act; and **Added by OPA 65 – 10/22/2007– By-law 192-2007**

(c) Be given due and thorough consideration by Council. **Added by OPA 65 – 10/22/2007– By-law 192-2007**

EVALUATION CRITERIA

11.6.3.3 When considering applications for Zoning By-law amendments, Council shall consider the policies of this Plan and will, without limiting the generality of the foregoing, consider such matters as the following:

(a) The relevant evaluation criteria contained in the Land Use Chapter of this Plan, Volume II: Secondary Plans & Special Policy Areas and other relevant standards and guidelines;

(b) Relevant support studies;

(c) The comments and recommendations from municipal staff and circularized agencies;

(d) Relevant provincial legislation, policies and appropriate guidelines; and

(e) The ramifications of the decision on the use of adjacent or similar lands.

APPENDIX "D"
Excerpts from Zoning By-law 8600

SECTION 10 - RESIDENTIAL DISTRICTS 1. (RD1.)

[ZNG/5270]

(B/L 10358 Jul 16/1990; B/L 11093 Jul 20/1992; B/L 33-2001 Oct 23/2001 OMB Order 1716 PL010233; B/L 370-2001 Nov 15/2001; B/L 363-2002 Dec 31/2002; B/L 220-2002 Feb 24/2003; B/L 10-2004 Jan 12/2005, OMB Order 0055 PL040143; B/L 114-2016 Sep 19/2016; B/L 164-2017 Dec 7/2017; B/L 95-2019 Sep 27/2019; B/L 101-2022 Jul 11/2022; B/L 52-2024 Apr 22/2024)

10.1 RESIDENTIAL DISTRICT 1.1 (RD1.1)

10.1.1 PERMITTED USES

Existing Duplex Dwelling
Existing Semi-Detached Dwelling
One *Single Unit Dwelling*
Any use accessory to the preceding uses

10.1.5 PROVISIONS

		Duplex Dwelling	Semi-Detached Dwelling	Single Unit Dwelling
.1	Lot Width – minimum	9.0 m	15.0 m	15.0 m
.2	Lot Area – minimum	360.0 m^2	450.0 m^2	450.0 m^2
.3	Lot Coverage – maximum	45.0%	45.0%	45.0%
.4	Main Building Height – maximum	9.0 m	9.0 m	9.0 m
.5	Front Yard Depth – minimum	6.0 m	6.0 m	6.0 m
.6	Rear Yard Depth – minimum	7.50 m	7.50 m	7.50 m
.7	Side Yard Width – minimum	1.20 m	1.20 m	1.20 m
.8	Gross Floor Area – main building – maximum	400 m^2	400 m^2	400 m^2

(B/L 101-2022 July 11/2022; B/L 52-2024 Apr 22/2024)

SECTION 12 - RESIDENTIAL DISTRICTS 3. (RD3.)

[ZNG/2930; ZNG/5270]

(B/L 9057, Jul 7/1987; B/L 9100, Aug 17/1987; B/L 9545, OMB. Order R880673, Apr 20/1990 Amended Jan 8/1991; B/L 11093, Jul 20/1992; OMB Order R940355 Oct 3/1995; B/L 11876, OMB Order R940356 Sep 11/1995; B/L 13079, Oct 3/1997; B/L 162-1998, Jun 24/1998; B/L 211-1999, Aug 31/1999; B/L 33-2001, Oct 23/2001, OMB Decision/Order No. 1716 Case No. PL010233;B/L 443-2001, Jan 2/2002; B/L 363-2002, Dec 31/2002; B/L 23-2004, Feb 19/2004; B/L 401-2004, Jan 7/2005; B/L 90-2009, Jul 27/2009; B/L 113-2009, Aug 11/2009; B/L 129-2012, Oct 2/2012; B/L 31-2013, Mar 28/2013) [ZNG/2930; ZNG/5270] B/L 164-2017, Dec. 7/2017; B/L 95-2019, Sept. 27/2019

12.1 RESIDENTIAL DISTRICT 3.1 (RD3.1)

12.1.1 PERMITTED USES

Double Duplex Dwelling
Duplex Dwelling
Lodging House
Multiple Dwelling
Religious Residence
Residential Care Facility
Semi-Detached Dwelling
Single Unit Dwelling (*Existing*)
Townhome Dwelling
Any use accessory to any of the preceding uses

12.1.5 PROVISIONS

.1	Lot Frontage – minimum	18.0 m
.2	Lot Area – minimum	
	For a *corner lot* having a minimum frontage of 30.0 m on each of the *exterior lot lines*:	
	a) For the first 5 *dwelling units*	540.0 m^2
	b) For each additional *dwelling unit*	67.0 m^2 per unit
	For any other *lot*:	
	c) For the first 4 *dwelling units*	540.0 m^2
	d) For each additional *dwelling unit*	85.0 m^2 per unit
.3	Lot Coverage – maximum	35.0%
.4	Main Building Height – maximum	
	Corner Lot	14.0 m
	Interior Lot	10.0 m
.5	Front Yard Depth – minimum	6.0 m
.6	Rear Yard Depth – minimum	7.50 m
.7	Side Yard Width – minimum	
	a) Where a *habitable room window* of any *dwelling unit* faces a *side lot line*	6.0 m
	b) Any other side yard	3.0 m
.8	Landscaped Open Space Yard – minimum	35.0% of *lot area*

.50 A *Lodging House* for the accommodation of 10 persons or less, and any use accessory thereto, shall comply with the *Single Unit Dwelling* provisions of Section 10.1.5 and further, the whole of the *building* shall be used for a *Lodging House*, including any *accessory use*. [ZNG/5630]

(AMENDED by B/L 95-2019, Sept. 27/2019)

.55 A *Double Duplex Dwelling*, *Duplex Dwelling*, *Multiple Dwelling* having a maximum of 4 *dwelling units*, *Semi-Detached Dwelling* or *Townhome Dwelling*, or an addition to an *existing Single Unit Dwelling,* and any use accessory thereto, shall comply with the provisions of Section 11.2.5.

SECTION 25 - PARKING AREA PROVISIONS

(Amended by: B/L 9057, Jul 7/1987; B/L 12429, Jan 8/1996; B/L 33-2001, Oct 23/2001, OMB Order No. 1716, OMB Case No. PL010233; B/L 370-2001, Nov 15/2001; B/L 167-2003, Jun 27/2003; B/L 167-2003, Jun 27/2003; B/L 132-2011, Aug 5/2011; B/L 53-2012, Jun 1/2012) [ZNG/4249]; B/L 18-2015, March 4, 2015

25.5.20 PARKING AREA SEPARATION

.1 A parking area separation shall be provided as shown in Table 25.5.20.1:

TABLE 25.5.20.1 – PARKING AREA SEPARATION

PARKING AREA FROM		MINIMUM SEPARATION
.1	Huron Church Road between the south limit of College Avenue and the north limit of the EC Row Expressway	10.00 m
	Save and except for Parts 4 and 5, Plan 12R-12366 and Part Lots 1346 to 1360, Part Lot 1820 and Part Block A, Registered Plan 1059 (situated on the west side of Huron Church Road, north of Tecumseh Road West)	3.00 m
.2	Any other street	3.00 m
.3	An interior lot line or alley	0.90 m
.4	A rear lot line on a lot located in a Commercial District 3.9	10.00 m
.5	A building wall in which is located a main pedestrian entrance facing the parking area	2.00 m
.6	A building wall containing a habitable room window or containing both a main pedestrian entrance and a habitable room window facing the parking area where the building is located on the same lot as the parking area	4.50 m

.5 The area forming the parking area separation shall be maintained exclusively as a landscaped open space yard.

APPENDIX "E"
Consultations

CALDWELL FIRST NATION COMMUNITY

No comments provided

ENGINEERING - DEVELOPMENT

We have reviewed the subject Rezoning application and have the following comments:

Sewers The site may be serviced by a 250mm sanitary sewer and a 975mm storm sewer located within Byng Road right-of-way. If possible existing connections should be utilized. Any redundant connections shall be abandoned in accordance with the City of Windsor Engineering Best Practice B.P 1.3.3.

A sanitary sampling manhole may be required on any new sanitary connection at the property line to the satisfaction of the City Engineer, if one does not already exist.

During a review of the Functional Servicing Report, it was noted that the sizes of the proposed connections (watermain, storm) are not consistent within the Functional Servicing Report and Conceptual Site Servicing Plan.

The pre-development allowable release rate of 7 L/s for the 5-year event found within the Functional Servicing Report is considered acceptable.

The applicant will be required to submit, prior to the issuance of permits, a stormwater management plan in accordance with Windsor Essex Region Stormwater Management Standards Manual, restricting stormwater runoff to pre development levels. This will include, at a minimum:

- Submission of stormwater management review fee,
- Stormwater management report stamped by a professional engineer
- Site servicing drawings stamped by a professional engineer
- Stormwater management check list (see link below)

For more information of SWM requirements, visit: link

https://essexregionconservation.ca/wp-content/uploads/2018/12/WE-Region-SWM-Standards-Manual.pdf.

https://www.citywindsor.ca/business/buildersanddevelopers/Documents/Checklist-Rational-Method.pdf

Right-of-Way

Byng Road is classified as Local Road according to the Official Plan requiring a right-of-way width of 20.1m; the current right-of-way is 20.1m, therefore, no conveyance is required at this time.

Lappan Avenue is classified as Local Road according to the Official Plan requiring a right-of-way width of 20.1m; the current right-of-way is 20.1m, therefore, no conveyance is required at this time.

The frontage of the subject site is currently within the Local Improvement Process and fees will be assessed as a part of the Local Improvement Policy. No contributions requests are being made at this time.

In summary we have no objection to the proposed development, subject to the above requirements.

If you have any further questions or concerns, please contact Jaegar King, of this department at jking@citywindsor.ca.

[Daniel Lopez - Development Engineer]

ENGINEERING - R.O.W.

Comments to Planning Consultation Stage 2 Application (PC-036/25)

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.

    a. Identify any redundant connections to be abandoned in accordance with Engineering Best Practice BP1.3.3.

2. **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.

    a. Modify as per Standard Engineering Drawing [AS-221 or AS-222].
    b. Modify to include approach to be constructed within the Right-of-Way

Right-of-Way Permit Requirements

CCTV Sewer Inspection - The Owner further agrees to provide at its entire expense CCTV inspection satisfying City of Windsor Standard Specification S-32, for all existing and newly constructed sanitary and storm sewer infrastructure. The inspection shall include both mainline sewers and private drain connections, and shall be required to be submitted prior to the issuance of construction permits;

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. Drawings must show approach to be constructed 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

Sewer Connections - The site is serviced by a 250mm sanitary sewer and a 975mm storm sewer located within the Byng Road right-of-way. All existing and proposed storm, sanitary and water services must be identified on the drawings, as well as the associated mainline sewers/water mains.

- Identify any redundant connections to be abandoned in accordance with Engineering Best Practice BP1.3.3.

If you have any further questions or concerns, please contact Dan Perissinotti, of this department at dperissinotti@citywindsor.ca.

[Mark Schaffhauser - Technologist II]

ENWIN UTILITIES LTD. - HYDRO ENGINEERING

Comments to Planning Consultation Stage 1 Application (PC-094/24)

No Objection provided adequate clearances are achieved and maintained.

ENWIN has existing overhead pole lines along the west limits with 120/240 volt secondary hydro distribution.

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.

[Steve Zambito - Senior Hydro Engineering Technologist]

ENWIN UTILITIES LTD. - WATER ENGINEERING

Comments to Planning Consultation Stage 1 Application (PC-094/24)

ENWIN Water has no objections. The existing 25mm water service to be upgraded to meet the proposed development.

[Bruce Ogg - Water Project Review Officer]

FORESTRY

Comments to Planning Consultation Stage 1 Application (PC-094/24)

There is one large City tree on this lot, on the Lappan side Right-of-Way. This tree will require a fenced root protection zone of approximately 12 meters around the tree to be in-place and maintained during the entire construction phase. If the space is not available, the

site and plans should be reviewed with a City Arborist for approval of an alternative but adequate Root Protection zone.

Without an adequate tree root protection zone in place, the tree may have to be removed. Removal/Replacement cost for this tree would be approximately $15,000.

There is a wide Right-of-Way on the Byng side of this corner lot. Forestry would consider this rea an excellent location for future street tree planting and requests that the new development proposal does NOT extend into the Right-of-Way and that no new driveway access is installed on the Byng side. Forestry will look to plant new street trees after the development is complete.

There are No significant private trees on this lot at this time.

Forestry requests the opportunity to review landscape plans for this development in order to provide suggestions for tree planting opportunities and tree species selections if warranted.

[Yemi Adeyeye - Manager of Forestry & Natural Areas]

Comments to Planning Consultation Stage 1 Application (PC-094/24)

No harming active bird nests (Migratory Bird Act)

[Karen Alexander - City Naturalist & Supervisor of Natural Areas]

TRANSPORTATION PLANNING

Comments to Planning Consultation Stage 2 Application (PC-036/25)

Transportation Planning has received and reviewed Parking Justification Report, conducted by Baird AE Inc., Project No. 24-065 dated December 18, 2024. Transportation Planning rejected the report for the following main reasons:

- If a report refers to available on-street parking a physical count must be provided to support. Arial photos and google images are ill-advised tools for presenting on-street parking demands.
- Parking report implausibly concluded there are 3 on-street parking spaces available at all times based on one arial image. Residential parking studies should always consider peak available parking in the evening hours.
- Parking report added available on-street parking on Lapan Ave. Parking on Lapan Ave is not allowed by Parking By-Law since there is no curb and gutter at this section.
- Since the magnitude of the parking reduction is only 1 space, Transportation planning does object to the reduction.

[Elara Mehrilou - Transportation Planner I]

WALPOLE ISLAND FIRST NATION

No comments provided

WINDSOR AIRPORT

Comments to Planning Consultation Stage 1 Application (PC-094/24)

No comments provided

APPENDIX "F"
Draft Amending By-law

B Y - L A W N U M B E R -2025

A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600 CITED AS THE "CITY OF WINDSOR ZONING BY-LAW"

Passed the day of , 2025.

WHEREAS it is deemed expedient to further amend By-law Number 8600 of the Council of The Corporation of the City of Windsor, cited as the "City of Windsor Zoning By-law" passed the 31st day of March, 1986, as heretofore amended:

THEREFORE the Council of The Corporation of the City of Windsor enacts as follows:

1. That subsection 91.10 of Section 91, of said by-law, is amended by adding the following clause:

14. SOUTHWEST CORNER OF BYNG ROAD AND LAPPAN AVENUE

For the lands comprising of Lots 110 & 111 and Part of Closed Alley, Plan 1215; Part 2, Plan 12R-27297 (PIN 01348-0464 LT & PIN 01348-0841 LT), a *Multiple Dwelling* shall be subject to the following additional provisions:

a) *Lot Area*: *minimum* 674 m^2

b) *Building Height*: *Main Building*: *maximum* 9.0 m

c) *Side Yard* Width: *minimum* 1.2 m

d) *Dwelling Units*: *maximum* 6

e) Notwithstanding Table 24.20.5.1, the *minimum* number of *required parking spaces* shall be 6.

f) Notwithstanding clause .2 of Table 25.5.20.1, the *minimum parking area* separation from a *street* shall be 2.63 m and an ornamental *screening fence* having a height of 1.20 m shall span the length of that *parking area* separation, save and except that portion within 0.30 m of an *access area.*

g) Notwithstanding clause .6 of Table 25.5.20.1, the *minimum* separation of a *parking area* from a *building* wall containing a *habitable room window* or containing both a main pedestrian entrance and a *habitable room window* facing the *parking area* where the *building* is located on the same *lot* as the *parking area* shall be 2.25 m, and the *parking area* separation shall be maintained with *soft landscaping*, save and except any area occupied by a public walkway providing access to a main pedestrian entrance.

h) A *screening fence* having a height of 1.83 m shall be maintained along the west *lot lines* and any portion of the south *lot line* abutting a *parking area*.

i) A central air conditioning system shall be provided for each *dwelling unit*.

[ZDM 12; ZNG/7317]

2. That said by-law is further amended by adding the following site specific holding condition clause to Section 95.20:

(3) A noise study shall be submitted to the satisfaction of the City Planner. The City Planner shall determine and approve which mitigation measures identified in the approved noise study are to be included in an agreement. The agreement shall be in a form satisfactory to the City Solicitor and registered on title.

[ZNG/7317]

3. That said by-law is further amended by deleting and replacing Section 1.7.1 as follows:

1.7.1 CITY PLANNER

The City Planner shall be responsible for administering and interpreting this By-law. Any reference to the "City Planner" in this By-law shall include a Deputy City Planner or a designate authorized by the City Planner.

The City Planner shall have the authority to execute an agreement related to the implementation of noise mitigation measures identified in a noise study, provided that the noise study is deemed satisfactory by the City Planner and all legal documentation is in a form satisfactory to the City Solicitor.

[ZNG/6277; ZNG/7317] (B/L 52-2024 Apr 22/2024)

4. The said by-law is further amended by changing the Zoning District Maps or parts thereof referred to in Section 1, of said by-law and made part thereof, so that the lands described in Column 3 are delineated by a broken line and further identified by the zoning symbol shown in Column 5:

1. Item Number	2. Zoning District Map Part	3. Lands Affected	4. Zoning Symbol	5. New Zoning Symbol
1	12	Lots 110 & 111 and Part of Closed Alley, Plan 1215; Part 2, Plan 12R-27297, PIN 01348-0464 LT & PIN 01348-0841 LT (located on the southwest corner of Byng Road and Lappan Avenue)	RD1.1	H(3)RD3.1x(14)

DREW DILKENS, MAYOR

CLERK

First Reading - , 2025

Second Reading - , 2025

Third Reading - , 2025

SCHEDULE 2

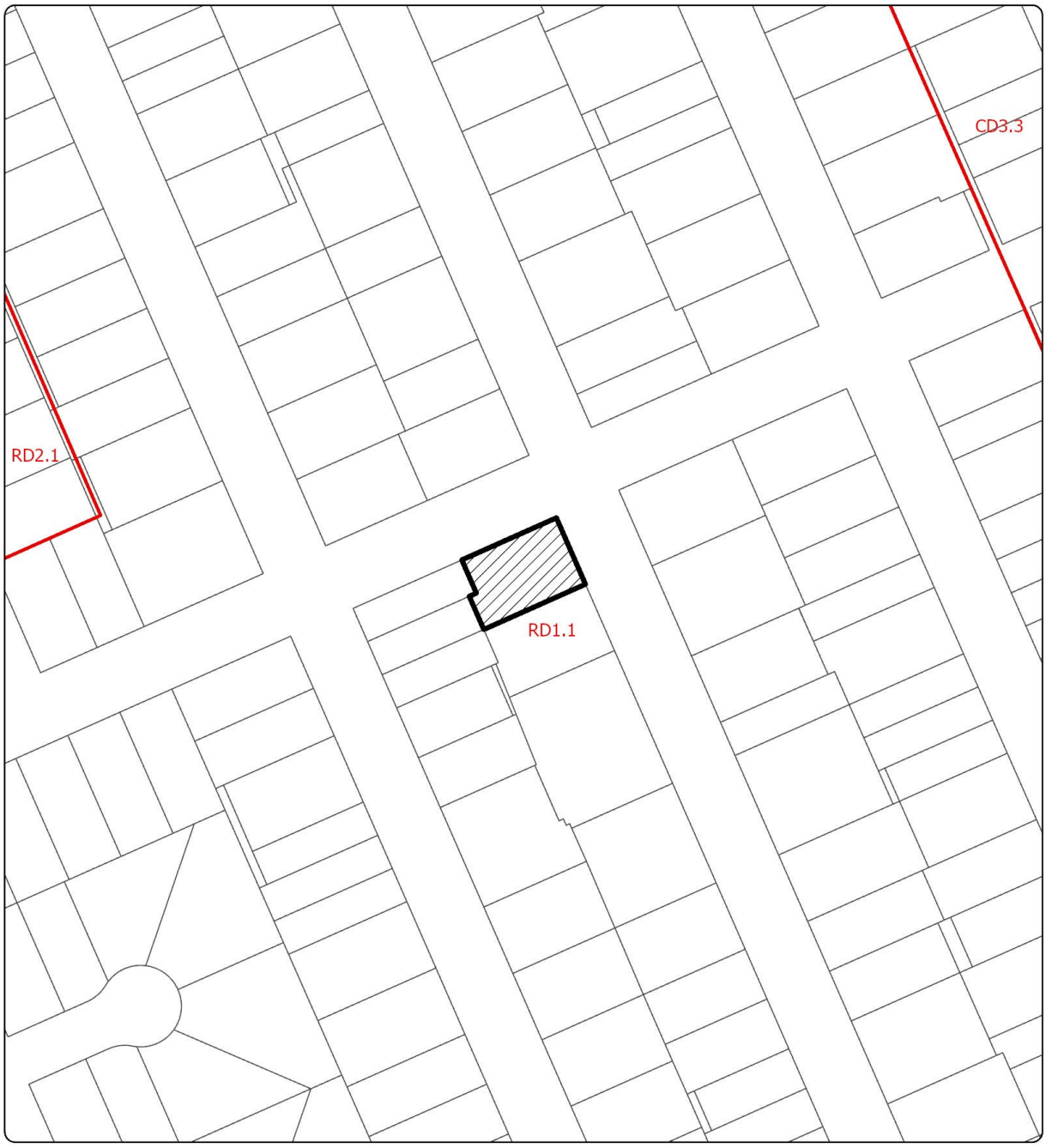
1. By-law _____ has the following purpose and effect:

   To amend the zoning of the lands located on the southwest corner of Byng Road and Lappan Avenue, legally described as Lots 110 & 111 and Part of Closed Alley, Plan 1215; Part 2, Plan 12R-27297, PIN 01348-0464 LT & PIN 01348-0841 LT, so as to permit the development of a multiple dwelling on the subject land.

   The amending by-law changes the zoning on the subject land from Residential District 1.1 (RD1.1) to Residential District 3.1 (RD3.1) and adds a zoning exception reducing the minimum lot area to 674 m^2, maximum main building height to 9.0 metres, minimum side yard width to 1.2 metres, minimum number of required parking spaces to six, minimum parking area separation from a street to 2.63 metres with a 1.20 metre high ornamental screening fence and minimum parking area separation from a building wall containing a habitable room window or containing both a main pedestrian entrance and a habitable room window facing the parking area where the building is located on the same lot as the parking area to 2.25 metres with soft landscaping.

   The zoning exception also establishes a maximum number of dwelling units of six and requires a screening fence having a height of 1.83 m to be maintained along the west lot lines and any portion of the south lot line abutting a parking area and a central air conditioning system to be provided for a multiple dwelling.

2. Key map showing the location of the lands to which By-law _____applies.



PART OF ZONING DISTRICT MAP 12

N.T.S.

SCHEDULE 2

Applicant: Hausology Inc.

SUBJECT LANDS

PLANNING & BUILDING DEPARTMENT

DATE : AUGUST, 2025
FILE NO. : Z-019/25, ZNG/7317

APPENDIX "G"

Analysis of Residential Properties within 200 Metres of Subject Property

Municipal Address	Use	Age of Main Building	Lot Width (m) (Approximate)	Lot Area (m2) (Approximate)	Density (Approximate) (uph)	Density with ADU's (Approximate) (uph)
1843-1845 Chaviva Court	Semi-Detached Dwelling	1990	Cul-de-Sac	1,208.7	16.5	49.6
1848 Lappan Avenue	Semi-Detached Dwelling	1992	Cul-de-Sac	385.5	25.9	77.8
1850 Lappan Avenue	Semi-Detached Dwelling	1992	Cul-de-Sac	426.5	23.4	70.3
1856 Lappan Avenue	Semi-Detached Dwelling	1992	Cul-de-Sac	545.4	18.3	55.0
1860 Lappan Avenue	Semi-Detached Dwelling	1992	Cul-de-Sac	515.1	19.4	58.2
1870 Blossom Court	Single Unit Dwelling	1992	18.3	640.3	15.6	46.9
1870 Lappan Avenue	Semi-Detached Dwelling	1992	Cul-de-Sac	366.0	27.3	82.0
1872 Jane Court	Single Unit Dwelling	1992	18.3	640.3	15.6	46.9
1872 Lappan Avenue	Semi-Detached Dwelling	1992	Cul-de-Sac	324.7	30.8	92.4
1873 Blossom Court	Single Unit Dwelling	1992	18.3	640.3	15.6	46.9
1876 Blossom Court	Single Unit Dwelling	1992	Cul-de-Sac	525.9	19.0	57.0
1878 Jane Court	Single Unit Dwelling	1992	Cul-de-Sac	526.1	19.0	57.0
1879 Blossom Court	Single Unit Dwelling	1993	Cul-de-Sac	526.1	19.0	57.0
1881 Lappan Avenue	Single Unit Dwelling	1990	15.8	712.6	14.0	42.1
1882 Blossom Court	Single Unit Dwelling	1993	Cul-de-Sac	856.5	11.7	35.0
1884 Jane Court	Single Unit Dwelling	1992	Cul-de-Sac	857.2	11.7	35.0
1884 Lappan Avenue	Single Unit Dwelling	1990	15.3	533.1	18.8	56.3
1885 Blossom Court	Single Unit Dwelling	1992	Cul-de-Sac	857.1	11.7	35.0
1888 Blossom Court	Single Unit Dwelling	1993	Cul-de-Sac	1,172.1	8.5	25.6
1890 Jane Court	Single Unit Dwelling	1991	Cul-de-Sac	1,176.5	8.5	25.5
1891 Blossom Court	Single Unit Dwelling	1992	Cul-de-Sac	1,172.9	8.5	25.6
1893 Jane Court	Single Unit Dwelling	1992	Cul-de-Sac	1,168.2	8.6	25.7
1893 Lappan Avenue	Single Unit Dwelling	1990	16.8	653.0	15.3	45.9
1896 Lappan Avenue	Single Unit Dwelling	1992	16.2	566.3	17.7	53.0
1905 Lappan Avenue	Single Unit Dwelling	1990	16.8	652.2	15.3	46.0
1917 Lappan Avenue	Single Unit Dwelling	1991	16.8	652.2	15.3	46.0
1920 Lappan Avenue	Single Unit Dwelling	1993	18.3	638.5	15.7	47.0
1929 Lappan Avenue	Single Unit Dwelling	1990	16.8	653.1	15.3	45.9
1932 Lappan Avenue	Single Unit Dwelling	1990	15.2	530.8	18.8	56.5
3423 Byng Road	Single Unit Dwelling	1941	25.9	882.3	11.3	34.0
3427 Bliss Road	Single Unit Dwelling	1950	10.7	484.4	20.6	61.9
3427 Turner Road	Single Unit Dwelling	1920	21.3	799.3	12.5	37.5
3430 Bliss Road	Single Unit Dwelling	1955	21.3	733.6	13.6	40.9

APPENDIX "G"

Analysis of Residential Properties within 200 Metres of Subject Property

3430 Byng Road	Single Unit Dwelling	1998	15.2	549.7	18.2	54.6
3431 Bliss Road	Single Unit Dwelling	1946	14.5	511.6	19.5	58.6
3434 Bliss Road	Single Unit Dwelling	1955	10.7	349.5	28.6	85.8
3434 Byng Road	Single Unit Dwelling	1936	27.4	931.4	10.7	32.2
3434-3436 Woodward Boulevard	Semi-Detached Dwelling	1990	18.5	572.0	35.0	104.9
3435 Byng Road	Single Unit Dwelling	1936	27.4	898.6	11.1	33.4
3435 Turner Road	Single Unit Dwelling	1940	21.3	832.2	12.0	36.0
3438 Bliss Road	Single Unit Dwelling	1945	10.7	349.5	28.6	85.8
3438 Turner Road	Single Unit Dwelling	1940	16.0	589.9	17.0	50.9
3439 Bliss Road	Single Unit Dwelling	1956	14.5	552.9	18.1	54.3
3442-3444 Woodward Boulevard	Semi-Detached Dwelling	1990	19.5	651.1	30.7	92.2
3443 Byng Road	Single Unit Dwelling	1946	21.3	698.9	14.3	42.9
3443 Turner Road	Single Unit Dwelling	1938	12.4	455.4	22.0	65.9
3446 Byng Road	Single Unit Dwelling	1993	21.3	772.2	12.9	38.8
3448 Bliss Road	Single Unit Dwelling	1957	21.3	698.9	14.3	42.9
3448 Turner Road	Single Unit Dwelling	1940	16.0	555.7	18.0	54.0
3449 Bliss Road	Single Unit Dwelling	1950	21.3	815.2	12.3	36.8
3450-3452 Woodward Boulevard	Semi-Detached Dwelling	1990	19.3	644.9	31.0	93.0
3451 Turner Road	Single Unit Dwelling	2004	14.3	540.9	18.5	55.5
3452 Byng Road	Single Unit Dwelling	1965	21.4	758.2	13.2	39.6
3452 Turner Road	Single Unit Dwelling	1939	21.3	741.0	13.5	40.5
3453 Byng Road	Single Unit Dwelling	1956	10.7	325.1	30.8	92.3
3453 Walker Road	Single Unit Dwelling	1951	10.7	380.2	26.3	78.9
3453-3455 Bliss Road	Single Unit Dwelling	1952	32.0	1,133.9	8.8	26.5
3453-3455 Woodward Boulevard	Semi-Detached Dwelling	1990	20.0	669.8	29.9	89.6
3456 Bliss Road	Single Unit Dwelling	1950	21.3	650.1	15.4	46.1
3457 Turner Road	Single Unit Dwelling	1940	26.7	1,039.8	9.6	28.9
3457 Walker Road	Single Unit Dwelling	1954	10.7	380.1	26.3	78.9
3458-3460 Woodward Boulevard	Semi-Detached Dwelling	1990	19.3	644.9	31.0	93.0
3460 Bliss Road	Single Unit Dwelling	1960	16.0	585.1	17.1	51.3
3460 Byng Road	Single Unit Dwelling	1950	20.4	697.3	14.3	43.0
3460 Turner Road	Single Unit Dwelling	1948	10.7	393.2	25.4	76.3
3461 Byng Road	Single Unit Dwelling	1944	26.7	812.7	12.3	36.9
3465 Bliss Road	Single Unit Dwelling	1959	16.0	567.5	17.6	52.9
3465 Turner Road	Single Unit Dwelling	1939	10.7	391.4	25.6	76.7
3466-3468 Woodward Boulevard	Semi-Detached Dwelling	1990	19.3	644.8	31.0	93.0
3468 Bliss Road	Single Unit Dwelling	1960	16.0	560.7	17.8	53.5
3468 Turner Road	Single Unit Dwelling	1945	21.3	786.4	12.7	38.1
3469 Byng Road	Single Unit Dwelling	1936	16.0	487.6	20.5	61.5

APPENDIX "G"

Analysis of Residential Properties within 200 Metres of Subject Property

3469 Turner Road	Single Unit Dwelling	1940	10.1	392.3	25.5	76.5
3469-3471 Woodward Boulevard	Semi-Detached Dwelling	1990	20.0	670.7	29.8	89.5
3472 Bliss Road	Single Unit Dwelling	1954	21.3	747.9	13.4	40.1
3472 Byng Road	Single Unit Dwelling	1950	21.3	729.8	13.7	41.1
3472 Turner Road	Single Unit Dwelling	1940	21.3	786.5	12.7	38.1
3473 Bliss Road	Single Unit Dwelling	1956	16.0	612.6	16.3	49.0
3473 Turner Road	Single Unit Dwelling	1947	21.3	808.9	12.4	37.1
3474-3476 Woodward Boulevard	Semi-Detached Dwelling	1990	19.3	644.8	31.0	93.0
3477 Byng Road	Single Unit Dwelling	1948	26.7	812.7	12.3	36.9
3477-3479 Woodward Boulevard	Semi-Detached Dwelling	1990	20.0	670.7	29.8	89.5
3480 Bliss Road	Single Unit Dwelling	1945	21.3	747.4	13.4	40.1
3480 Byng Road	Single Unit Dwelling	1950	27.4	998.3	10.0	30.1
3481 Bliss Road	Single Unit Dwelling	1968	23.5	833.7	12.0	36.0
3481 Turner Road	Single Unit Dwelling	1986	21.3	784.7	12.7	38.2
3481 Walker Road	Single Unit Dwelling	1951	10.7	357.4	28.0	83.9
3482-3484 Woodward Boulevard	Semi-Detached Dwelling	1990	19.3	644.8	31.0	93.0
3484 Turner Road	Single Unit Dwelling	1925	21.3	834.5	12.0	35.9
3485 Byng Road	Single Unit Dwelling	1954	16.0	487.6	20.5	61.5
3485 Walker Road	Single Unit Dwelling	1951	10.7	357.5	28.0	83.9
3485-3487 Woodward Boulevard	Semi-Detached Dwelling	1990	20.0	670.7	29.8	89.5
3490 Byng Road	Single Unit Dwelling	1940	15.2	577.8	17.3	51.9
3491 Byng Road	Single Unit Dwelling	1945	21.3	698.8	14.3	42.9
3494 Turner Road	Single Unit Dwelling	1969	20.4	698.0	14.3	43.0
3495 Bliss Road	Single Unit Dwelling	1971	29.9	1,145.3	8.7	26.2
3496 Bliss Road	Single Unit Dwelling	1960	21.3	699.0	14.3	42.9
3496 Byng Road	Single Unit Dwelling	1998	10.7	412.4	24.2	72.7
3497 Turner Road	Single Unit Dwelling	1945	21.3	741.4	13.5	40.5
3500 Turner Road	Single Unit Dwelling	1978	21.3	786.6	12.7	38.1
3502 Bliss Road	Single Unit Dwelling	1955	10.7	373.8	26.8	80.3
3503 Bliss Road	Single Unit Dwelling	1950	16.8	641.6	15.6	46.8
3503 Byng Road	Single Unit Dwelling	1940	21.3	649.7	92.4	92.4
3503 Turner Road	Single Unit Dwelling	1935	21.3	786.5	12.7	38.1
3506 Bliss Road	Single Unit Dwelling	1955	10.7	349.5	28.6	85.8
3506 Byng Road	Single Unit Dwelling	1950	21.3	891.7	11.2	33.6
3509 Bliss Road	Single Unit Dwelling	1976	15.2	585.5	17.1	51.2
3509 Byng Road	Single Unit Dwelling	1950	21.3	708.9	14.1	42.3
3510 Bliss Road	Single Unit Dwelling	1955	10.7	349.5	28.6	85.8
3510 Turner Road	Single Unit Dwelling	1948	10.7	370.6	27.0	81.0
3511 Turner Road	Single Unit Dwelling	1987	16.8	617.8	16.2	48.6

APPENDIX "G"

Analysis of Residential Properties within 200 Metres of Subject Property

3514 Bliss Road	Single Unit Dwelling	1955	16.0	487.6	20.5	61.5
3514 Byng Road	Single Unit Dwelling	1970	29.0	1,061.2	9.4	28.3
3514 Turner Road	Single Unit Dwelling	1950	19.5	760.8	13.1	39.4
3515 Turner Road	Single Unit Dwelling	1993	15.2	561.5	17.8	53.4
3519 Bliss Road	Single Unit Dwelling	1970	21.2	761.3	13.1	39.4
3519 Byng Road	Single Unit Dwelling	1968	40.7	1,470.8	6.8	20.4
3522 Bliss Road	Single Unit Dwelling	1955	16.0	499.6	20.0	60.1
3522 Byng Road	Single Unit Dwelling	1972	21.3	738.8	13.5	40.6
3522 Turner Road	Single Unit Dwelling	1953	12.5	487.5	20.5	61.5
3523 Bliss Road	Single Unit Dwelling	1995	10.7	381.0	26.2	78.7
3523 Turner Road	Single Unit Dwelling	1950	10.7	415.4	24.1	72.2
3526 Turner Road	Single Unit Dwelling	1945	10.7	370.6	27.0	81.0
3527 Bliss Road	Single Unit Dwelling	2001	10.7	406.8	24.6	73.8
3530 Byng Road	Single Unit Dwelling	2001	10.7	392.3	25.5	76.5
3530 Turner Road	Single Unit Dwelling	1940	10.7	393.3	25.4	76.3
3531 Turner Road	Single Unit Dwelling	1972	21.3	808.1	12.4	37.1
3534 Bliss Road	Single Unit Dwelling	1996	32.0	1,009.0	9.9	29.7
3535 Turner Road	Single Unit Dwelling	2002	10.7	392.8	25.5	76.4
3536 Byng Road	Single Unit Dwelling	1973	32.0	1,178.5	8.5	25.5
3536 Turner Road	Single Unit Dwelling	1993	10.7	370.6	27.0	81.0
3537 Bliss Road	Single Unit Dwelling	1969	32.0	1,218.7	8.2	24.6
3539 Byng Road	Single Unit Dwelling	1955	32.0	1,040.5	9.6	28.8
3539 Turner Road	Single Unit Dwelling	1940	10.7	392.7	25.5	76.4
3540 Turner Road	Single Unit Dwelling	1993	10.7	393.3	25.4	76.3
3542 Bliss Road	Single Unit Dwelling	1940	21.3	703.6	14.2	42.6
3543 Bliss Road	Single Unit Dwelling	1935	21.3	811.3	12.3	37.0
3543 Turner Road	Single Unit Dwelling	1948	10.7	370.6	27.0	81.0
3544 Turner Road	Single Unit Dwelling	1994	10.7	393.3	25.4	76.3
3546 Byng Road	Single Unit Dwelling	1979	21.3	831.5	12.0	36.1
3548 Bliss Road	Single Unit Dwelling	1940	21.3	699.6	14.3	42.9
3548 Turner Road	Single Unit Dwelling	1940	10.6	369.0	27.1	81.3
3549 Bliss Road	Single Unit Dwelling	2019	16.0	607.9	16.5	49.4
3549 Byng Road	Single Unit Dwelling	1979	21.3	698.1	14.3	43.0
3552 Turner Road	Single Unit Dwelling	2005	10.7	370.6	27.0	81.0
3553 Turner Road	Single Unit Dwelling	1953	21.3	741.1	13.5	40.5
3556 Bliss Road	Single Unit Dwelling	1955	21.3	697.5	14.3	43.0
3556 Byng Road	Single Unit Dwelling	1945	16.0	591.9	16.9	50.7
3556 Turner Road	Single Unit Dwelling	1940	12.2	423.5	23.6	70.8
3557 Byng Road	Single Unit Dwelling	1960	16.0	525.2	19.0	57.1

APPENDIX "G"

Analysis of Residential Properties within 200 Metres of Subject Property

3557 Turner Road	Single Unit Dwelling	1946	16.0	588.7	17.0	51.0
3561 Bliss Road	Single Unit Dwelling	1955	15.2	607.1	16.5	49.4
3564 Bliss Road	Single Unit Dwelling	1955	21.3	698.5	14.3	43.0
3564 Byng Road	Single Unit Dwelling	1986	16.0	559.6	17.9	53.6
3565 Bliss Road	Single Unit Dwelling	1957	21.3	808.7	12.4	37.1
3565 Byng Road	Single Unit Dwelling	1960	16.0	524.9	19.1	57.2
3565 Turner Road	Single Unit Dwelling	1946	16.0	555.8	18.0	54.0
3568 Turner Road	Single Unit Dwelling	1955	30.6	1,105.8	9.0	27.1
3569 Turner Road	Single Unit Dwelling	1928	21.3	827.8	12.1	36.2
3571 Byng Road	Single Unit Dwelling	1969	12.7	388.2	25.8	77.3
3572 Bliss Road	Single Unit Dwelling	1956	21.3	714.8	14.0	42.0
3572 Byng Road	Single Unit Dwelling	1972	26.7	934.7	10.7	32.1
3573 Bliss Road	Single Unit Dwelling	1957	21.3	807.7	12.4	37.1
3575 Byng Road	Single Unit Dwelling	1969	12.3	402.6	24.8	74.5
3576 Turner Road	Single Unit Dwelling	1954	21.3	786.6	12.7	38.1
3577 Turner Road	Single Unit Dwelling	1950	10.7	402.9	24.8	74.5
3580 Bliss Road	Single Unit Dwelling	1955	21.3	747.6	13.4	40.1
3581 Bliss Road	Single Unit Dwelling	1957	21.3	806.7	12.4	37.2
3581 Byng Road	Single Unit Dwelling	1969	12.3	374.9	26.7	80.0
3581 Turner Road	Single Unit Dwelling	1953	21.3	784.1	12.8	38.3
3582 Byng Road	Single Unit Dwelling	1972	26.7	990.9	10.1	30.3
3585 Byng Road	Single Unit Dwelling	1969	12.5	379.3	26.4	79.1
3591 Byng Road	Single Unit Dwelling	1969	12.5	379.5	26.4	79.1
Average			18.2	655.1	18.2	54.6
High						
Low						
Subject Property						

Airport Noise Impact Study

3505 Byng Road Airport Noise Impact Study

JJ-00691 NIS1

November 19, 2024, Reference No. JJ-00691-NIS1

Nathan Caldwell
Director of Acquisitions
PE Real Estate Solutions
380 Manning Road, Tecumseh ON N8N 4W5

Dear Mr. Caldwell:

Re: Airport Noise Impact Study
3503 Byng Road, Windsor, Ontario

1. Introduction

JJ Acoustic Engineering Ltd. (JJAE) was retained to complete an Airport Noise Impact Study (Study) for the residential development located at 3503 Byng Road in Windsor, Ontario (Site). The Site will be developed into a 3-storey residential building. JJAE has provided a copy of the most up-to-date Site Plan in Attachment A.

The Study was prepared consistent with Ontario Ministry of the Environment, Conservation and Park (MOECP) NPC 300, "Environmental Noise Guideline, Stationary and Transportation Sources– Approval and Planning" dated August 2013.

This Study has determined that the potential environmental noise impact from airport traffic noise is significant. The proposed development will need the following: a requirement for higher STC ratings for the roof, exterior wall and window glazing for the building. The aircraft Noise Exposure Factor (NEF) data was provided by the noise control requirements for the Site were determined based on the City of Windsor's (City) Official Plan Schedule C: Development Constraints.

JJ Acoustic Engineering Ltd.
joey@jjae.ca
226-346-6473

The following attachments were included with this Study:

- Attachment A – Site Plan
- Attachment B – City of Windsor Schedule C: Development Constraints Map
- Attachment C – Aircraft Noise Calculations

2. Road Traffic Analysis

2.1 Aircraft Noise

JJAE has reviewed the Noise Exposure Forecast NEF for Windsor International Airport and has determined that the site is located between the NEF contours of 25 and 30. JJAE has used 30 as the worst-case scenario in our calculations. JJAE has used a calculation tool developed by the National Research Council (NRC) called IBANA Calc, which calculates the Indoor Noise level within a given space. JJAE has modeled a representative suite within the building to calculate the worst-case noise impact.

JJAE will provide recommendations to mitigate all noise sources below the indoor noise limits stated in NPC 300 Table C-4 that in the Sleeping Quarters the Indoor NEF/NEP of 0. It should be noted that NEF is calculated with the following equation: NEF $= Leq_{24} - 32$ dBA. Thus, we are looking to have an indoor noise level at or below 32. Attachment E provides all calculations for the aircraft calculations.

2.2 Air Traffic Model Input Parameters

This section describes the IBANA Calc model input parameters used to predict air traffic noise impact for the Site.

The Site falls within the NEF 30 contour as shown in the City of Windsor Schedule C: Development Constraints Map supplied in Attachment B. No other major sources of noise were observed at the Site.

2.3 Aircraft Noise

JJAE has reviewed the Noise Exposure Forecast NEF for Windsor International Airport and has determined that the site is located in the NEF 30 contour. JJAE has used the building layout and modeled representative areas based on worst case scenario to calculate the worst-case noise impact highest mitigation measures required. Recommendations for the roof, exterior wall and window glazing have been supplied in Section 3. The following warning clauses will be required:

Warning Clause A: "Purchasers/tenants are advised that sound levels due to increasing Air traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment."

Warning Clause C: "This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant in low and medium density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks."

3. Recommendations

The Airport noise impacts were above the NPC 300 requirements. Noise mitigation measures include:

- Warning Clause Type A should be registered on Title and/or included in all agreements of purchase and sale and/or leases and/or disclosure statements and declarations for the development for the building.
- Warning Clause Type C should be registered on Title and/or included in all agreements of purchase and sale and/or leases and/or disclosure statements and declarations for the development for the building.
- Provisions for air conditioning must be included for all units.
- Assembly #1 - The Roof assembly must meet a minimum STC rating of 43.
- Assembly #2 - All Exterior walls must meet a minimum STC rating of 29.
- Assembly #3 - All exterior window glazing must meet a minimum STC rating of 25

Assembly #1	Assembly #2	Assembly #3
Asphalt shingles	1 of 13mm gypsum board	Wood casement window
Building paper, 11 mm OSB	140 mm wood studs on 406 mm centres	Glass 3 mm
Wood trusses on 610 mm centre	glass fibre cavity insulation	Air Gap 13 mmm
Glass fibre cavity insulation or Blown in Insulation R 60 min	11 mm OSB, 0.7 mm building paper	Glass 3 mm
2 of 13 mm gypsum board on 1/2" resilient channels spaced 406 mm on centre	9.5 mm cement stucco or Hardie Board Siding	
Up to 6 roof vents installed.		

JJAE has reviewed the building components for this Site and has determined that all components meet the required STC rating stated above.

JJ Acoustic Engineering Ltd.
joey@jjae.ca
226-346-6473

4. Conclusions

The results of this Study indicate that the potential environmental impact from air traffic noise sources is significant. Mitigation measures will be required including ventilation requirements, noise warning clauses and special building components for the building.

Should you have any questions on the above, please do not hesitate to contact us.

Yours truly,

Written By:

Nov. 19, 2024

Emmanuel Ghiorghis
Acoustic Technician

Reviewed by:



Joey Jraige, P.Eng., B.A.Sc.
President (Owner)

JJ Acoustic Engineering Ltd.
joey@jjae.ca
226-346-6473

FUNCTIONAL SERVICING REPORT

3503 BYNG ROAD

WINDSOR, ONTARIO

PROJECT NO: 24-065

DATED: MAY 8, 2025

BAIRD|AE
architecture + engineering
27 Princess St., Unit 102
Leamington, ON N8H 2X8
519.326.6161 TF 1.844.842.9188
bairdAE.ca

Contents

1. INTRODUCTION 1
2. EXISTING CONDITIONS 1

2.1 STORM SEWER 2
2.2 SANITARY SEWER 2
2.3 WATERMAIN 2

3. PROPOSED CONDITION 2

3.1 STORM SEWER AND STORMWATER MANAGEMENT 3
3.2 SANITARY SEWER 4
3.3 WATERMAIN 5

4. WATER QUALITY, EROSION AND SEDIMENT CONTROL 5

4.1 WATER QUALITY UNIT 5
4.2 EROSION AND SEDIMENT CONTROL 5

5. CONCLUSION 5

FIGURES

Figure 1: Pre-Development Condition 1
Figure 2: Post-Development Condition..... 2

TABLES

Table 1: Infiltration Parameters 3
Table 2: Pre-Development Condition 3
Table 3: Rainfall intensities used for PCSWMM Modelling 4
Table 4: Post-Development Flows..... 4

APPENDICES

APPENDIX A: Background Information 1
APPENDIX B: Hydrograph Model Results – Pre and Post Development Conditions 2

1. INTRODUCTION

Baird AE was retained to prepare a functional servicing report for the proposed development located on southwest corner of Lappan Avenue and Byng Road in Windsor, Ontario. This report addresses stormwater management quantity and quality control, along with storm, sanitary and water connection requirements to accommodate the construction of a new development containing a 6-unit residential apartment, parking area & landscape open space area.

This report and the associated design are prepared in accordance with the Windsor-Essex Regional Stormwater Management Standards Manual (WERSTM) and the development manual published by the Corporation of the City of Windsor to ensure compliance with local design standards and development regulations. Moreover, it outlines sediment and erosion control measures.

2. EXISTING CONDITIONS

The proposed site is located at the southwest corner of Lappan Avenue and Byng Road in Windsor, Ontario. Current condition of site includes detached residential lot, driveway and landscape open space area, as can be seen in *Figure 1* provided below. According to the soil type mapping tool provided by the Essex Region Conservation Authority (ERCA), the underlying soil type for this site is Brookstone Clay, which belongs to hydrologic soil class D, as per the WERSTM. The existing condition of the site, as depicted in *Figure 1*, was deemed to be “good condition” and thus the run-off co-efficient applied in the pre-development analysis was selected as C=0.47 to reflect that condition.



Figure 1: Pre-Development Condition

2.1 Storm Sewer

- Existing site has storm tie in connection into storm sewer located in Byng Road.
- Existing 975 mm Ø storm sewer is located in Byng Road R.O.W.

2.2 Sanitary Sewer

- Existing 250 mm Ø Sanitary sewer is located in Byng Road R.O.W.
- Existing 375 mm Ø Sanitary sewer is located in Lappan Avenue R.O.W.

2.3 Watermain

- Existing 200mm watermain is located in Byng Road R.O.W.
- Existing fire hydrants are located on northeast corner of Lappan Avenue and Byng Road.

3. PROPOSED CONDITION

As shown on the Site plan in *Figure 2*, the site will consist of a 6-unit residential apartment, parking area & landscape open space area.

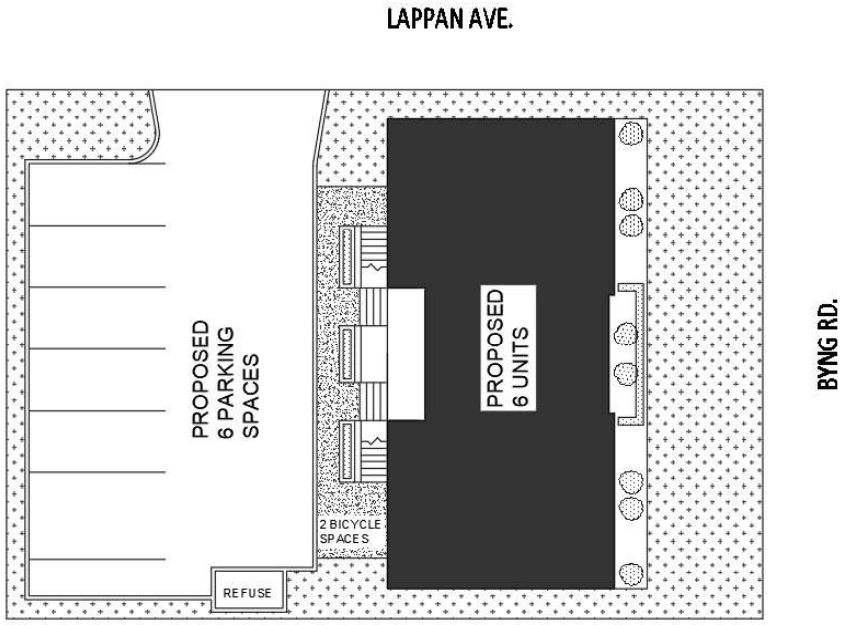


Figure 2: Post-Development Condition

3.1 Storm Sewer and Stormwater Management

The storm servicing and stormwater management criteria for this development are based on the requirements of the City of Windsor and ERCA. The findings are summarized below, and detailed calculations are provided in *Appendix A.*

It has been determined that the post-development peak flow for all storm events from the development will be stored on site and run off will be released with 5-year pre-development release rate into the existing 975 mm Ø storm sewer located on Byng Road R.O.W.

Proposed development has soil Classification of Brookstone Clay (Hydrological Group D) as per ERCA GIS Mapping. Soil infiltration was accounted for in our analysis using the Horton Infiltration Method. The Horton infiltration parameters used, as prescribed by the WERSWM, are provided in *Table 1*.

Table 1: Infiltration Parameters

Attribute		Brookston Clay Hydro Group (D)
Horton's Infiltration	Max. Infil. Rate (normal) (mm/hr)	25
	Min. Infil. Rate (mm/hr)	0.5
	Decay constant (1/hr)	4.0
	Drying Time (days)	7.0

Table 2: Pre-Development Condition

Surface	Area	Run-off
Hard Surface (Existing House & Driveway)	248	0.90
Grass Area	407	0.20
Total	655	0.47

Storm events that are applied to proposed development Hydrograph modelling are outlined below in *Table 3*. These models were used to determine vulnerable points and assess conformity to municipal standards.

Table 3: Rainfall intensities used for Hydrograph Modelling

Storm Event	Storm Duration	Rainfall Depth
2-year SCS Type-II Storm	24 Hours	53.40 mm
5-year SCS Type-II Storm	24 Hours	68.00 mm
100-year SCS Type-II Storm	24 Hours	108.00 mm
Urban Stress Test	24 Hours	150.00 mm

As per pre-development 2 and 5-year release rate, site will be allowed to release up to 6 L/s and 7 L/s.

The proposed development consists of a multi-storey 6-units residential building, parking area & landscape open space area. The post-development analysis of the site was completed using the SCS method and the Hydraflow Hydrographs Extension in Autodesk Civil 3D. Based on the proposed development layout, as shown in the drawings included in Appendix A, the post-development curve number (CN) for the development was assumed to be 84.

During the minor storm event, the flow will be conveyed by storm sewers. Major storm events, such as 100-year storm event and Urban Stress Test, will be managed by surface storage and backyard swales. To maintain allowable release rate, a proposed 150 mm Ø storm service connection will tie-in to existing 975 mm Ø storm sewer and allowable to release up to 5 L/s during the major storm event.

According to the SCS II 24-hour post-development analysis of the site, as provided in Appendix B, the restricted flows for the site shall be as provided in Table 4 below.

Table 4: Post-Development Flows

Storm Return Period	Un-Restricted Flows (m3/s)	Restricted Flows (m3/s)
2-year	0.005	0.002
5-year	0.008	0.003
100-year	0.016	0.005
UST	0.025	0.007

3.2 Sanitary Sewer

The proposed development will outlet into an existing 250 mm Ø sanitary sewer located in Byng Road R.O.W. with 150 mm Ø sanitary service connection.

3.3 Watermain

The proposed development will tie-in existing 200 mm Ø watermain located in Byng Road R.O.W. with 50 mm Ø water connection.

4. WATER QUALITY, EROSION AND SEDIMENT CONTROL

4.1 Water Quality Unit

A water quality unit will be installed on the outlet sewer for 70 % TSS removal efficiency. MECP requirements for normal long-term suspended solids removal is stated as 70 percent TSS removal efficiency for 91 percent of annual flow. The OGS manhole will be installed just before the system outlets into the municipal sewer.

4.2 Erosion and Sediment Control

The erosion and sediment control measures for the site will be included in the tender documents, and will include the following:

- Silt fence is to be erected before grading begins on the property to protect downstream areas from the migration of sediment in overland flow.
- All disturbed areas will be stabilized by restoration of vegetative ground cover as soon as possible.
- Filter fabric will be placed over the drainage grates.
- Provide construction entrance features (mud mat) at the existing roadway to minimize the transport of sediment on construction vehicle tires off-site.

Additional erosion and sediment control notes will be provided in the tender documents.

5. CONCLUSION

Stormwater Management – The stormwater management strategy for the proposed development aligns with the City of Windsor and ERCA requirements. The design effectively manages runoff, maintaining a 5-year pre-development release rate while addressing flooding risks and ensuring adequate water quality control. The minimum finished floor elevation is set to mitigate flood risks from the 100-year storm event. Additionally, erosion and sediment control measures will be implemented to safeguard the site during construction and beyond. This report demonstrates that urban stress test storm event is managed by the surface storage.

Sanitary Sewer – The proposed development will connect to the existing 250 mm Ø sanitary sewer that is located in the Byng Road R.O.W. These flows are designed to integrate seamlessly with the existing infrastructure, ensuring efficient wastewater management.

Watermain – The proposed development will support domestic water supply by installing a 50 mm diameter watermain connected to the existing 200 mm Ø watermain located in Byng Road R.O.W. Existing fire hydrants are located on the northeast corner of Lappan Avenue and Byng Road.

We trust the foregoing is satisfactory and will allow for the review and approval of the stormwater, sanitary and watermain servicing design and engineering drawings for this development. If you have questions or require additional information, please contact Baird AE at your earliest convenience.

All of which is respectfully submitted.

Reviewed By:



Shurjeel Tunio, P.Eng.
Senior Engineer

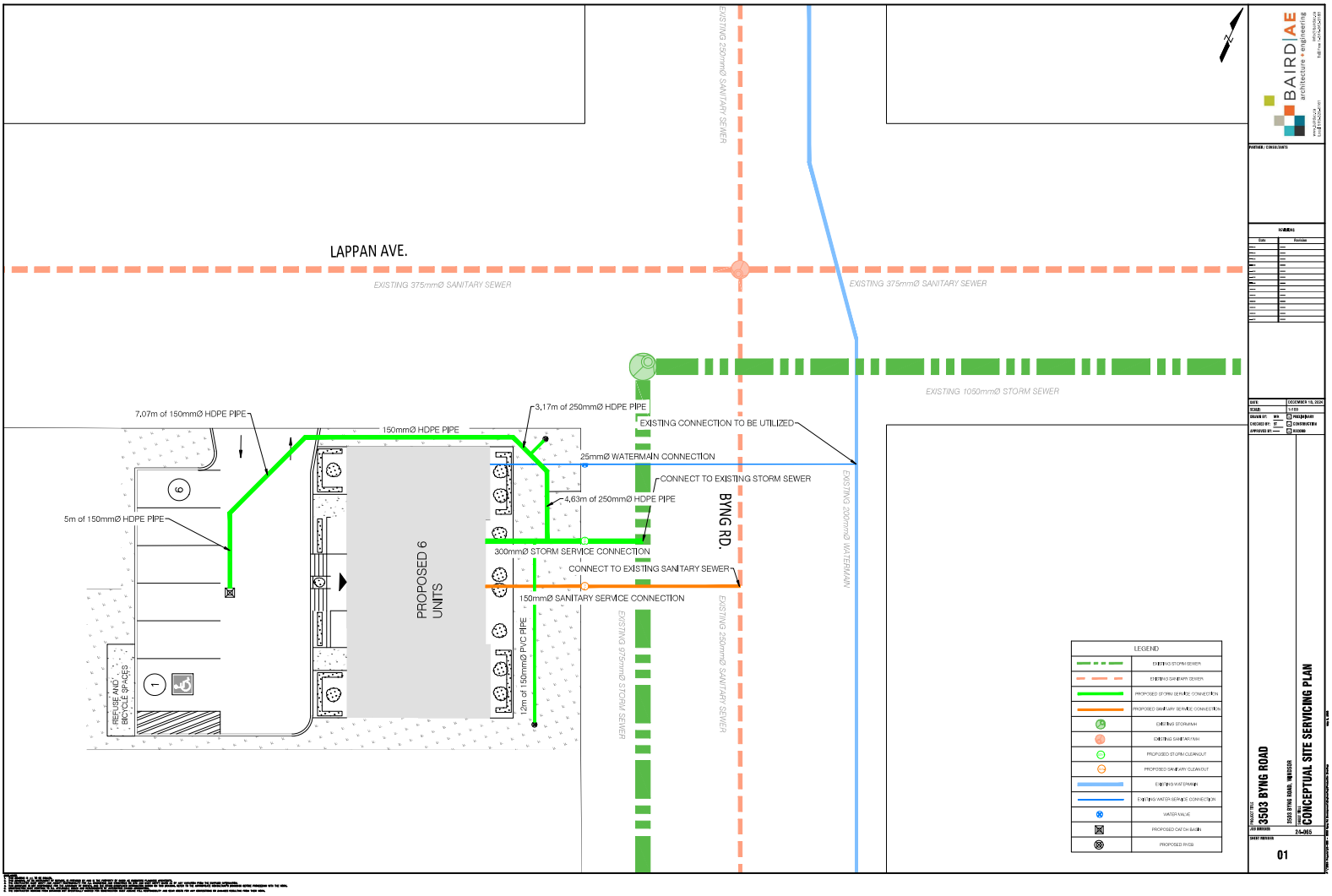
Prepared By:



Melissa Reyes, B.Eng., E.I.T.
Civil Designer

BAIRD AE INC.
1350 PROVINCIAL ROAD,
UNIT 700, WINDSOR, ONTARIO
N8W 5W1

APPENDIX A: Background Information


LAPPAN AVE.
EXISTING 375mmØ SANITARY SEWER
EXISTING 375mmØ SANITARY SEWER
EXISTING 1050mmØ STORM SEWER
EXISTING 250mmØ SANITARY SEWER
7.07m of 150mmØ HDPE PIPE
150mmØ HDPE PIPE
3.17m of 250mmØ HDPE PIPE
EXISTING CONNECTION TO BE UTILIZED
25mmØ WATERMAIN CONNECTION
CONNECT TO EXISTING STORM SEWER
4.63m of 250mmØ HDPE PIPE
5m of 150mmØ HDPE PIPE
BYNG RD.
300mmØ STORM SERVICE CONNECTION
CONNECT TO EXISTING SANITARY SEWER
150mmØ SANITARY SERVICE CONNECTION
PROPOSED 6 UNITS
12m of 150mmØ PVC PIPE
REFUSE AND BICYCLE SPACES
EXISTING 200mmØ WATERMAIN
EXISTING 975mmØ STORM SEWER
EXISTING 250mmØ SANITARY SEWER
LEGEND
3503 BYNG ROAD
CONCEPTUAL SITE SERVICING PLAN
01

! Table 3.2.2.7 – Minimum C Values for Standard 5-Year Sewer Design

Land Use	C value
Asphalt, concrete, roof areas	0.95
Gravel	0.70
Grass – sandy soil	0.15
Grass – clay soil	0.20
Residential – Single family	0.60
Residential – Single family (lot size 500 m^2 or less)	0.70
Residential – Semi-detached	0.70
Residential – Townhouse / Row housing	0.80
Industrial / Commercial	0.90

Table 3.2.1.1 – IDF Curve Parameters

Parameters	Return Period (Years)					
	2	5	10	25	50	100
a	854	1259	1511	1851	2114	2375
b	7.0	8.8	9.5	10.2	10.6	11.0
c	0.818	0.838	0.845	0.852	0.858	0.861

! Table 3.7.4.1 – Typical Manning's Roughness Coefficients for Overland Flow

Surface	n
Smooth Asphalt/Concrete	0.013
Cultivated Soils - Residue Cover < 20%	0.06
Cultivated Soils - Residue Cover > 20%	0.17
Range (natural)	0.13
Grass - Short Prairie	0.15
Grass - Dense	0.24
Woods - Light Underbrush	0.40
Woods - Dense Underbrush	0.80

! Table 3.7.7.5 – Typical Horton Infiltration Parameters

Parameter	Hydrologic Group			
	A	B	C	D
fmax, dry (mm/hr)	250	200	125	75
fmax, normal (mm/hr)	250	80	50	25
fmin (mm/hr)				
clay	7.6	3.8	1.3	0.5
loam	9.5	5.7	2.5	1.0
sand	11.4	7.6	3.8	1.3
k (1/hr)	4	4	4	4

Table A-3.7.7 – Soil Types in Essex County

Texture	Symbol	Name	Acreage	Hydrologic Group
Clay Soils	Bc	Brookston Clay	250,000	D
	Toc	Toledo Clay	17,500	D
	Cc	Clyde Clay	2,500	D
	Jc	Jeddo Clay	3,500	D
	Cac	Caistor Clay	13,500	C
	Pc	Perth Clay	9,000	C
Clay Loams	Pcl	Perth Clay Loam	8,000	C
	Cacl	Caistor Clay Loam	2,500	C
	Bcl	Brookston Clay Loam	30,000	D
Silt Loam	Tos	Toledo Silt Loam	1,000	D
Loams	Bg	Burford Loam	3,700	A
	Bg-s	Burford Loam Shallow Phase	5,300	A
	Hl	Harrow Loam	4,000	A
	Fl	Farmington Loam	2,000	B
	Pl	Parkhill Loam	5,000	C
	P-r	Parkhill Loam Red Sand Spot Phase	5,000	C

5-YEAR DESIGN STORMS

CHICAGO 4-HOUR Depth = 49.5 mm					
Time h:mm	**5min Rain mm/hr**	**Time h:mm**	**10min Rain mm/hr**	**Time h:mm**	**20min Rain mm/hr**
0:00	2.44	0:00	2.51	0:00	2.66
0:05	2.58	0:10	2.82	0:20	3.53
0:10	2.73	0:20	3.24	0:40	5.34
0:15	2.91	0:30	3.82	1:00	11.61
0:20	3.12	0:40	4.67	1:20	75.35
0:25	3.36	0:50	6.02	1:40	20.75
0:30	3.65	1:00	8.54	2:00	9.59
0:35	3.99	1:10	14.69	2:20	6.07
0:40	4.41	1:20	38.85	2:40	4.47
0:45	4.92	1:30	107.72	3:00	3.55
0:50	5.59	1:40	29.51	3:20	2.95
0:55	6.46	1:50	16.12	3:40	2.54
1:00	7.66	2:00	10.93	4:00	0.00
1:05	9.42	2:10	8.25		
1:10	12.20	2:20	6.62		
1:15	17.18	2:30	5.53	**Time h:mm**	**30min Rain mm/hr**
1:20	28.20	2:40	4.76		
1:25	64.52	2:50	4.18	0:00	2.86
1:30	139.58	3:00	3.73	0:30	4.84
1:35	60.83	3:10	3.37	1:00	13.11
1:40	35.06	3:20	3.08	1:30	58.69
1:45	23.95	3:30	2.83	2:00	8.60
1:50	17.96	3:40	2.63	2:30	4.82
1:55	14.28	3:50	2.45	3:00	3.39
2:00	11.81	4:00	0.00	3:30	2.64
2:05	10.06			4:00	0.00
2:10	8.75				
2:15	7.74	**Time h:mm**	**15min Rain mm/hr**		
2:20	6.94				
2:25	6.29	0:00	2.58		
2:30	5.76	0:15	3.13		
2:35	5.30	0:30	4.02		
2:40	4.92	0:45	5.66		
2:45	4.59	1:00	9.76		
2:50	4.30	1:15	26.72		
2:55	4.05	1:30	88.40		
3:00	3.83	1:45	18.73		
3:05	3.63	2:00	10.21		
3:10	3.45	2:15	6.99		
3:15	3.29	2:30	5.33		
3:20	3.14	2:45	4.31		
3:25	3.01	3:00	3.64		
3:30	2.89	3:15	3.15		
3:35	2.78	3:30	2.78		
3:40	2.67	3:45	2.49		
3:45	2.58	4:00	0.00		
3:50	2.49				
3:55	2.41				
4:00	0.00				

100-YEAR DESIGN STORMS

CHICAGO 4-HOUR
Depth = 81.6 mm

Time h:mm	5min Rain mm/hr
0:00	3.71
0:05	3.94
0:10	4.20
0:15	4.50
0:20	4.85
0:25	5.25
0:30	5.73
0:35	6.31
0:40	7.03
0:45	7.92
0:50	9.07
0:55	10.59
1:00	12.72
1:05	15.84
1:10	20.81
1:15	29.71
1:20	49.12
1:25	108.91
1:30	218.23
1:35	103.42
1:40	60.97
1:45	41.72
1:50	31.11
1:55	24.53
2:00	20.12
2:05	16.98
2:10	14.65
2:15	12.86
2:20	11.44
2:25	10.30
2:30	9.36
2:35	8.58
2:40	7.91
2:45	7.34
2:50	6.85
2:55	6.42
3:00	6.04
3:05	5.70
3:10	5.40
3:15	5.13
3:20	4.88
3:25	4.66
3:30	4.46
3:35	4.27
3:40	4.10
3:45	3.95
3:50	3.80
3:55	3.67
4:00	0.00

Time h:mm	10min Rain mm/hr
0:00	3.83
0:10	4.35
0:20	5.05
0:30	6.02
0:40	7.47
0:50	9.83
1:00	14.28
1:10	25.26
1:20	67.16
1:30	172.68
1:40	51.34
1:50	27.82
2:00	18.55
2:10	13.75
2:20	10.87
2:30	8.97
2:40	7.63
2:50	6.63
3:00	5.87
3:10	5.26
3:20	4.77
3:30	4.37
3:40	4.03
3:50	3.74
4:00	0.00

Time h:mm	15min Rain mm/hr
0:00	3.95
0:15	4.87
0:30	6.36
0:45	9.19
1:00	16.45
1:15	46.45
1:30	143.67
1:45	32.45
2:00	17.25
2:15	11.53
2:30	8.62
2:45	6.87
3:00	5.71
3:15	4.89
3:30	4.28
3:45	3.81
4:00	0.00

Time h:mm	20min Rain mm/hr
0:00	4.09
0:20	5.54
0:40	8.65
1:00	19.77
1:20	123.48
1:40	36.02
2:00	16.15
2:20	9.92
2:40	7.13
3:00	5.56
3:20	4.57
3:40	3.88
4:00	0.00

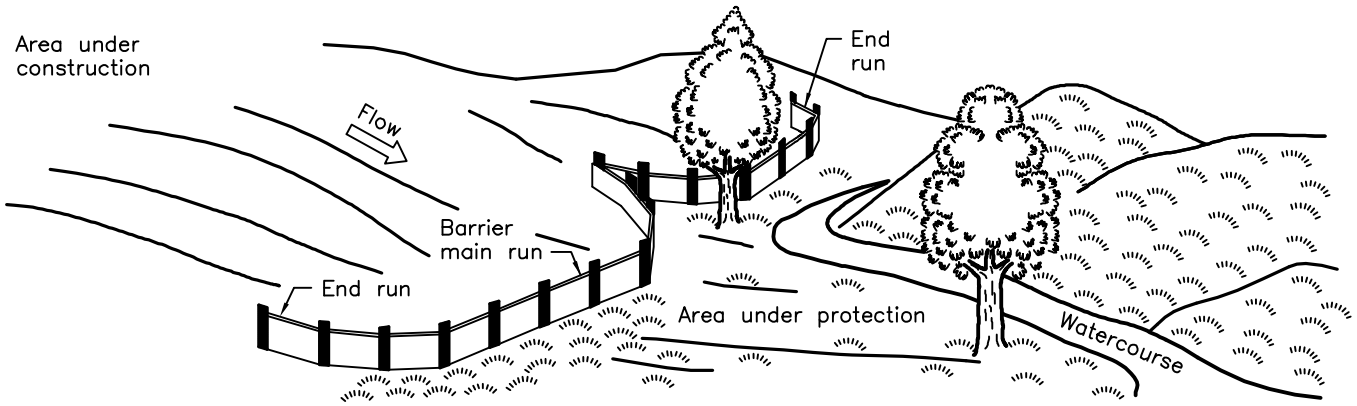
Time h:mm	30min Rain mm/hr
0:00	4.41
0:30	7.78
1:00	22.45
1:30	97.06
2:00	14.39
2:30	7.74
3:00	5.30
3:30	4.04
4:00	0.00

SCS TYPE II 24-HOUR DESIGN STORMS

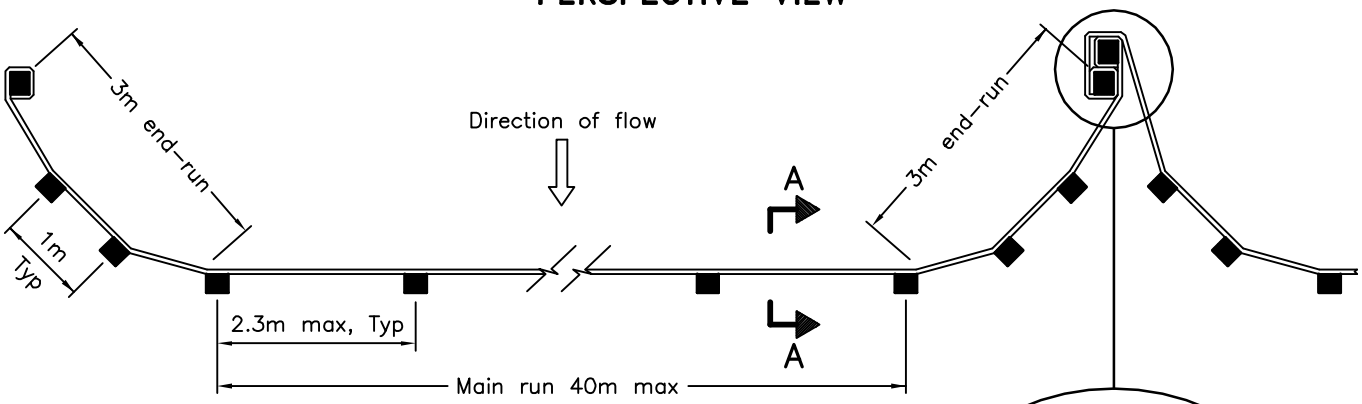
		Unit Rainfall Depth = 1 mm	100-Year Depth = 108 mm	Rural Stress Test Depth = 150 mm	5-Year Depth = 68.0 mm
Time h:mm	Rain %	2hour Rain mm/hr	2hour Rain mm/hr	2hour Rain mm/hr	2hour Rain mm/hr
0:00	0	0.000	0.00	0.00	0.00
2:00	2	0.010	1.08	1.50	0.68
4:00	3	0.015	1.62	2.25	1.02
6:00	3	0.015	1.62	2.25	1.02
8:00	4	0.020	2.16	3.00	1.36
10:00	6	0.030	3.24	4.50	2.04
12:00	48	0.240	25.92	36.00	16.32
14:00	16	0.080	8.64	12.00	5.44
16:00	4	0.030	3.24	4.50	2.04
18:00	3	0.020	2.16	3.00	1.36
20:00	3	0.015	1.62	2.25	1.02
22:00	2	0.015	1.62	2.25	1.02
0:00	0	0.010	1.08	1.50	0.68

V2 URBAN STRESS TEST STORM

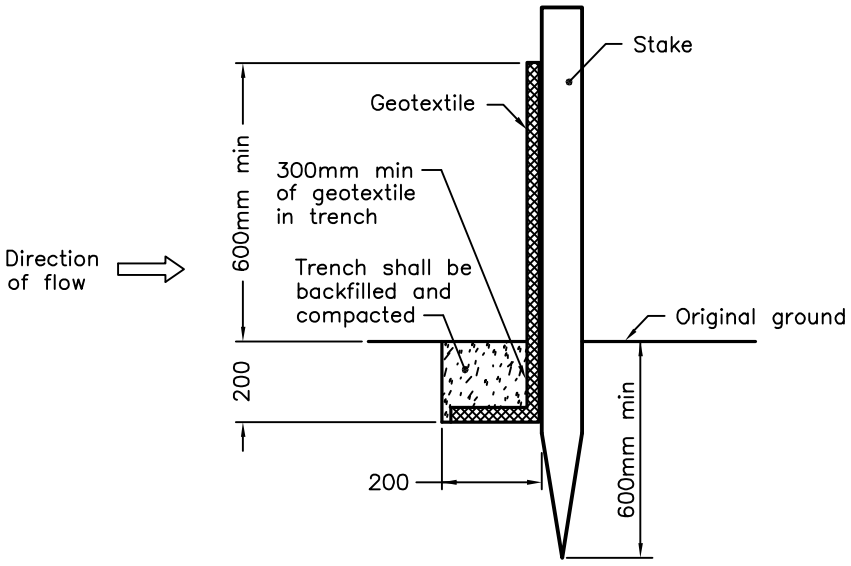
CHICAGO 100-YEAR 24-HOUR (108 mm) + UNIFORM DISTRIBUTION OF ADDITIONAL 42 mm Depth = 108 mm + 42 mm = 150 mm			
Time h:mm	**15min Rain mm/hr**	**Time h:mm**	**15min Rain mm/hr**
0:00	2.41	12:15	4.42
0:15	2.43	12:30	4.24
0:30	2.45	12:45	4.08
0:45	2.47	13:00	3.94
1:00	2.49	13:15	3.82
1:15	2.51	13:30	3.71
1:30	2.53	13:45	3.61
1:45	2.56	14:00	3.52
2:00	2.59	14:15	3.44
2:15	2.61	14:30	3.37
2:30	2.65	14:45	3.31
2:45	2.68	15:00	3.25
3:00	2.71	15:15	3.19
3:15	2.75	15:30	3.14
3:30	2.80	15:45	3.09
3:45	2.84	16:00	3.05
4:00	2.89	16:15	3.01
4:15	2.95	16:30	2.97
4:30	3.01	16:45	2.93
4:45	3.09	17:00	2.90
5:00	3.17	17:15	2.87
5:15	3.26	17:30	2.84
5:30	3.36	17:45	2.81
5:45	3.49	18:00	2.78
6:00	3.63	18:15	2.76
6:15	3.80	18:30	2.73
6:30	4.01	18:45	2.71
6:45	4.27	19:00	2.69
7:00	4.61	19:15	2.67
7:15	5.05	19:30	2.65
7:30	5.66	19:45	2.63
7:45	6.56	20:00	2.61
8:00	8.04	20:15	2.59
8:15	10.84	20:30	2.58
8:30	18.04	20:45	2.56
8:45	48.06	21:00	2.54
9:00	145.42	21:15	2.53
9:15	34.36	21:30	2.52
9:30	19.10	21:45	2.50
9:45	13.36	22:00	2.49
10:00	10.42	22:15	2.48
10:15	8.66	22:30	2.47
10:30	7.50	22:45	2.45
10:45	6.67	23:00	2.44
11:00	6.06	23:15	2.43
11:15	5.58	23:30	2.42
11:30	5.20	23:45	2.41
11:45	4.90	0:00	0.00
12:00	4.64		



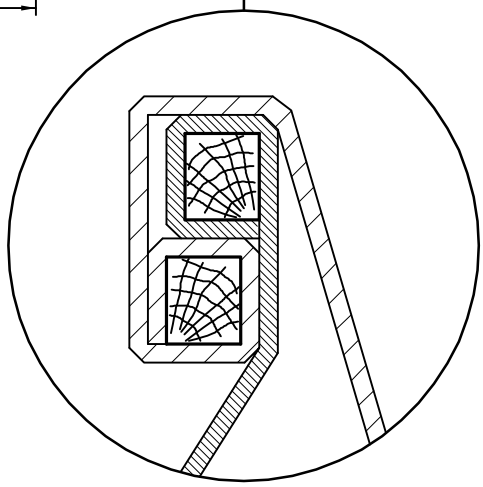
PERSPECTIVE VIEW



PLAN



SECTION A–A

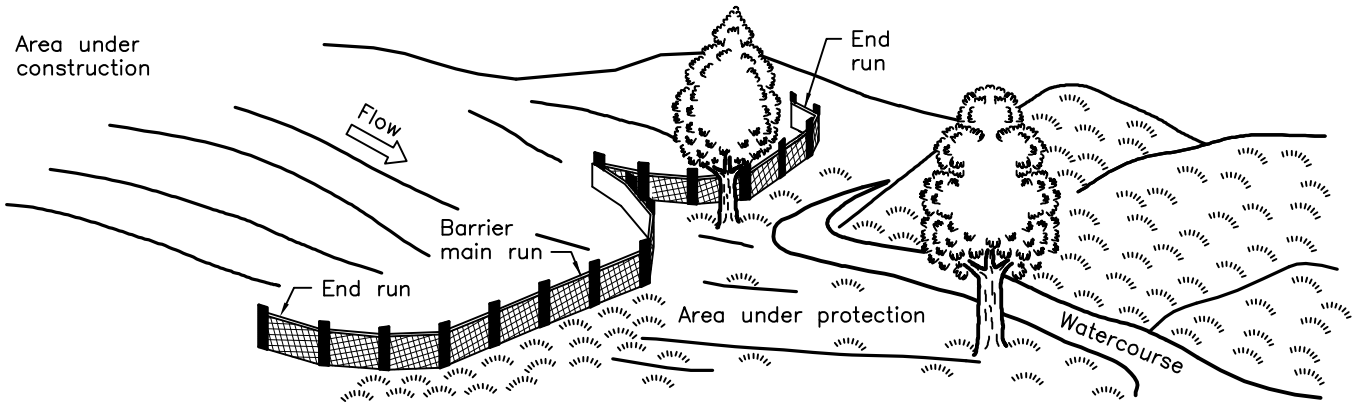


JOINT DETAIL

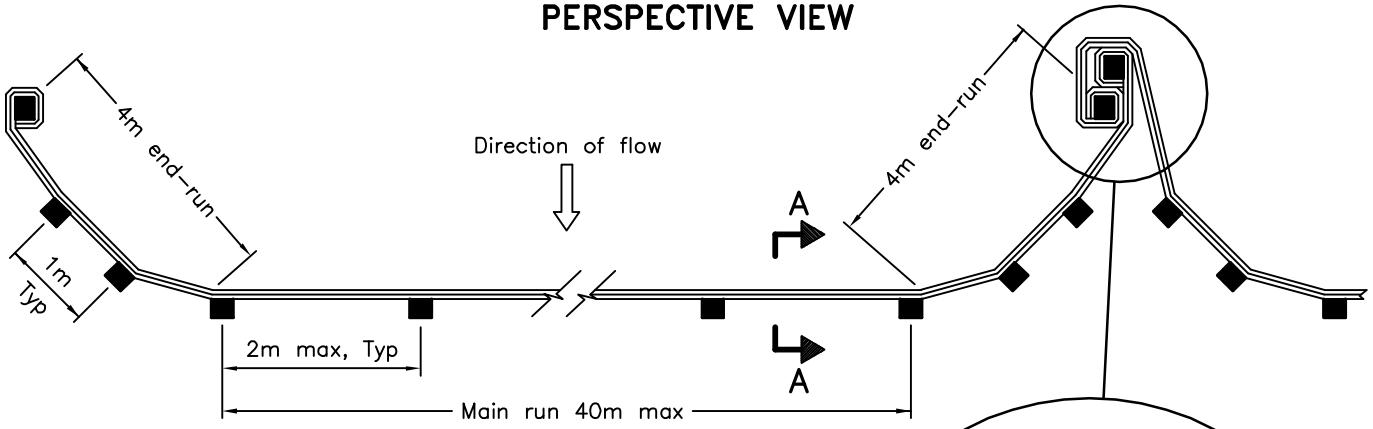
NOTE:

A All dimensions are in millimetres unless otherwise shown.

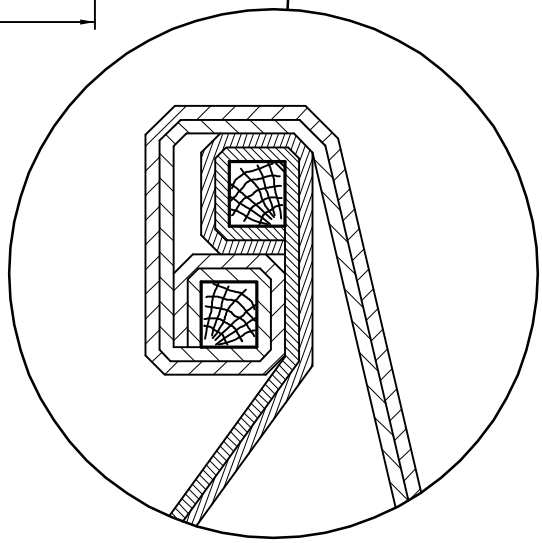
ONTARIO PROVINCIAL STANDARD DRAWING	Nov 2015	Rev	2
LIGHT–DUTY SILT FENCE BARRIER			
	OPSD 219.110		



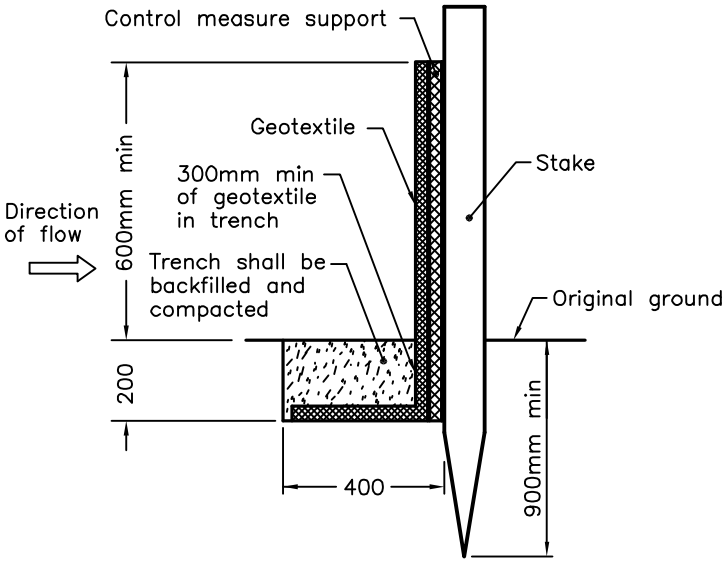
PERSPECTIVE VIEW



PLAN



JOINT DETAIL



SECTION A–A

NOTE:

A All dimensions are in millimetres unless otherwise shown.

ONTARIO PROVINCIAL STANDARD DRAWING	Nov 2015	Rev	2
HEAVY–DUTY SILT FENCE BARRIER			
	OPSD 219.130		

APPENDIX B: HYDROGRAPH Model Results – Pre-Development And Post-Development Conditions

Hydrograph Report

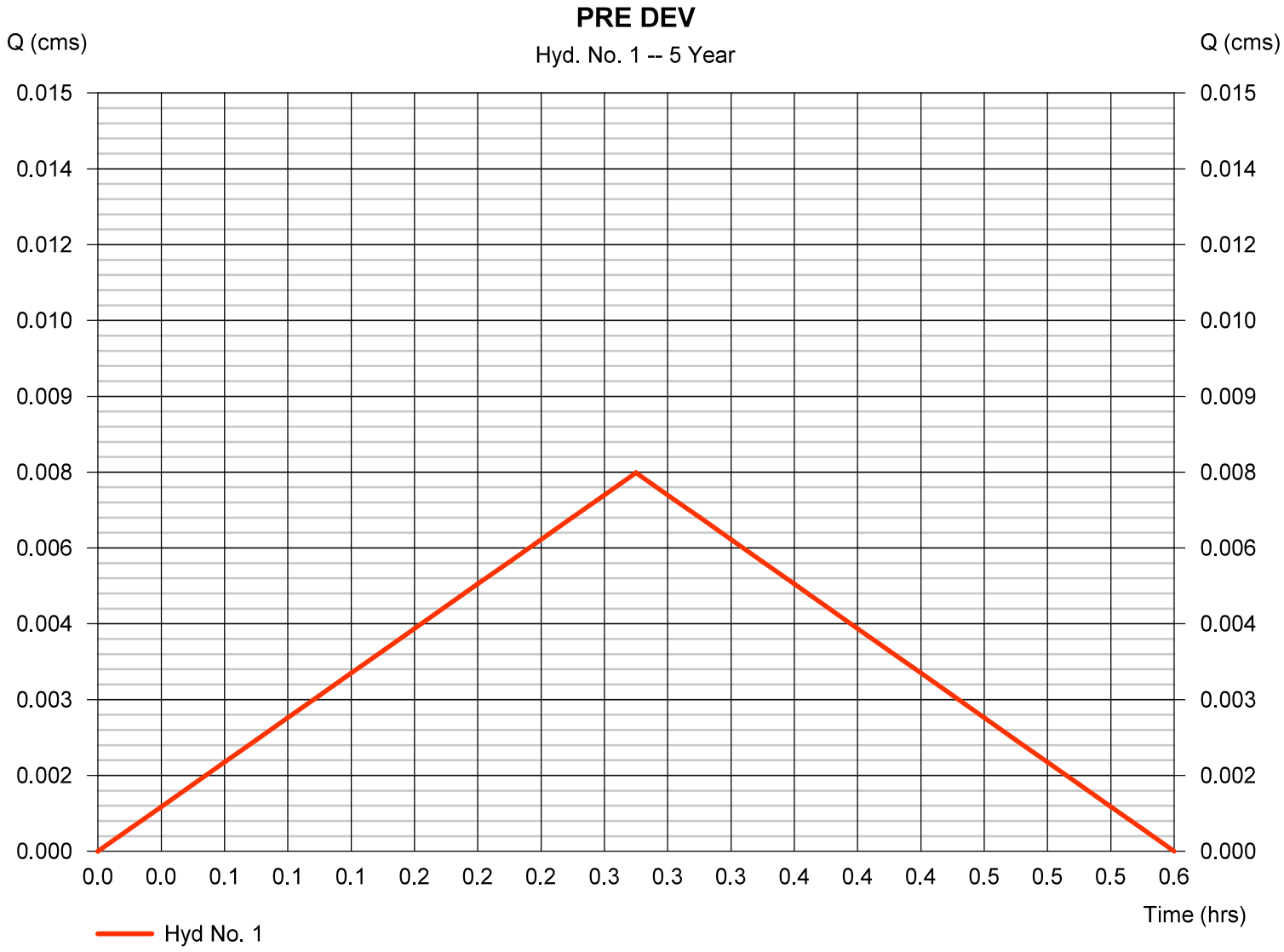
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2024 Wednesday, 12 / 18 / 2024

Hyd. No. 1

PRE DEV

Hydrograph type	=	Rational	Peak discharge	=	0.007 cms
Storm frequency	=	5 yrs	Time to peak	=	0.28 hrs
Time interval	=	1 min	Hyd. volume	=	7.6 cum
Drainage area	=	0.070 hectare	Runoff coeff.	=	0.47*
Intensity	=	82.633 mm/hr	Tc by TR55	=	17.00 min
IDF Curve	=	WINDSOR A.IDF	Asc/Rec limb fact	=	1/1

* Composite (Area/C) = [(0.025 x 0.90) + (0.041 x 0.20)] / 0.070



TR55 Tc Worksheet

Hyd. No. 1

PRE DEV

Description	A		B		C		Totals
Sheet Flow							
Manning's n-value	= 0.150		0.011		0.011		
Flow length (m)	= 32.0		0.0		0.0		
Two-year 24-hr precip. (mm)	= 53.40		0.00		0.00		
Land slope (%)	= 1.00		0.00		0.00		
Travel Time (min)	**= 16.58**	**+**	**0.00**	**+**	**0.00**	**=**	**16.58**
Shallow Concentrated Flow							
Flow length (m)	= 0.00		0.00		0.00		
Watercourse slope (%)	= 0.00		0.00		0.00		
Surface description	= Unpaved		Paved		Paved		
Average velocity (m/s)	=0.00		0.00		0.00		
Travel Time (min)	**= 0.00**	**+**	**0.00**	**+**	**0.00**	**=**	**0.00**
Channel Flow							
X sectional flow area (sqm)	= 0.00		0.00		0.00		
Wetted perimeter (m)	= 0.00		0.00		0.00		
Channel slope (%)	= 0.00		0.00		0.00		
Manning's n-value	= 0.015		0.015		0.015		
Velocity (m/s)	=0.00						
			0.00				
					0.00		
Flow length (m)	({0})0.0		0.0		0.0		
Travel Time (min)	**= 0.00**	**+**	**0.00**	**+**	**0.00**	**=**	**0.00**

Total Travel Time, Tc ..... 17.00 min

Hydraflow Rainfall Report

Return Period (Yrs)	Intensity-Duration-Frequency Equation Coefficients (FHA)			
	B	D	E	(N/A)
1	0.0000	0.0000	0.0000	--------
2	84.9450	17.7800	2.0745	--------
3	0.0000	0.0000	0.0000	--------
5	127.4621	22.6060	2.1355	--------
10	148.3482	23.8760	2.1354	--------
25	182.0652	25.6540	2.1545	--------
50	211.5120	26.9240	2.1797	--------
100	240.0359	28.1940	2.1925	--------

File name: WINDSOR A.IDF

Intensity = B / (Tc + D)^E

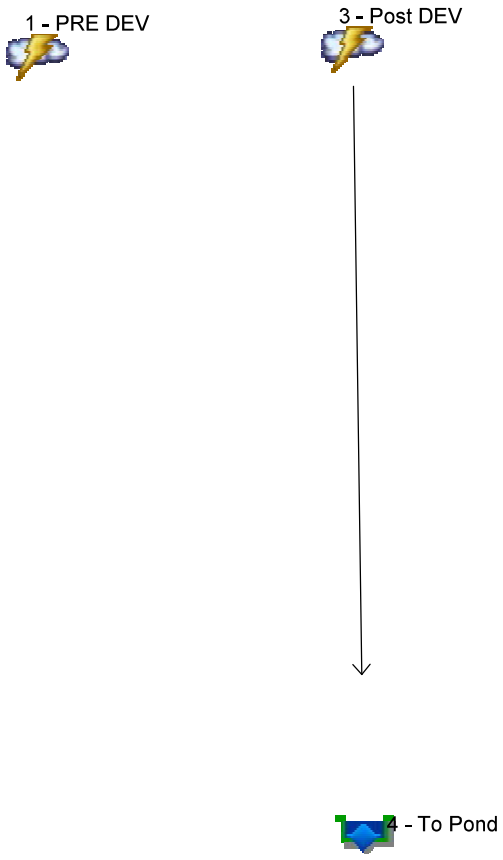
Return Period (Yrs)	Intensity Values (mm/hr)											
	5 min	10	15	20	25	30	35	40	45	50	55	60
1	0	0	0	0	0	0	0	0	0	0	0	0
2	112	84	68	58	50	44	40	37	34	31	29	27
3	0	0	0	0	0	0	0	0	0	0	0	0
5	139	108	88	75	66	59	53	48	45	41	39	36
10	158	123	101	86	76	68	61	56	52	48	45	42
25	182	143	118	101	89	80	72	66	61	56	53	49
50	200	158	131	112	99	88	80	73	67	62	58	55
100	218	173	144	124	109	97	88	80	74	69	64	60

Tc = time in minutes. Values may exceed 60.

Precip. file name: Sample.pcp

Storm Distribution	Rainfall Precipitation Table (mm)							
	1-yr	2-yr	3-yr	5-yr	10-yr	25-yr	50-yr	100-yr
SCS 24-hour	32	53	0	68	78	90	99	108
SCS 6-Hr	0	0	0	0	0	0	0	0
Huff-1st	0	0	0	0	0	0	0	0
Huff-2nd	0	0	0	0	0	0	0	0
Huff-3rd	0	0	0	0	0	0	0	0
Huff-4th	0	0	0	0	0	0	0	0
Huff-Indy	0	0	0	0	0	0	0	0
Custom	0	0	0	0	0	0	0	0

Watershed Model Schematic



Legend

Hyd.	Origin	Description
1	Rational	PRE DEV
3	Rational	Post DEV
4	Reservoir	To Pond

Hydraflow Table of Contents

Watershed Model Schematic..... 1

2 - Year

Hydrograph Reports..... 2

Hydrograph No. 3, SCS Runoff, Post Development..... 2

Hydrograph No. 4, Reservoir, To Pond..... 3

Pond Report - <New Pond>..... 4

5 - Year

Hydrograph Reports..... 5

Hydrograph No. 3, SCS Runoff, Post Development..... 5

Hydrograph No. 4, Reservoir, To Pond..... 6

100 - Year

Hydrograph Reports..... 7

Hydrograph No. 3, SCS Runoff, Post Development..... 7

Hydrograph No. 4, Reservoir, To Pond..... 8

IDF Report..... 9

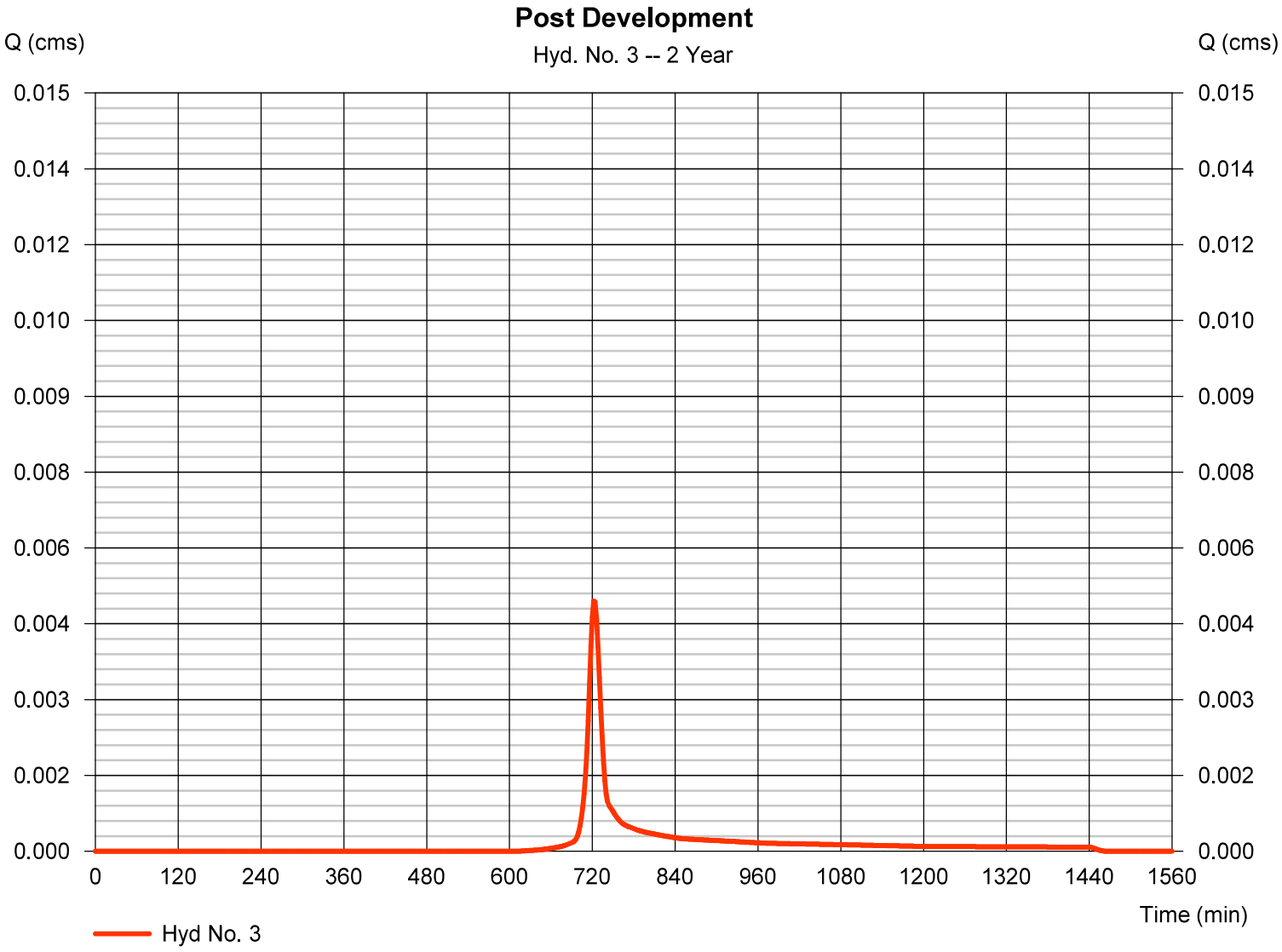
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023 Friday, 05 / 9 / 2025

Hyd. No. 3

Post Development

Hydrograph type	=	SCS Runoff	Peak discharge	=	0.005 cms
Storm frequency	=	2 yrs	Time to peak	=	722 min
Time interval	=	2 min	Hyd. volume	=	14.2 cum
Drainage area	=	0.070 hectare	Curve number	=	84
Basin Slope	=	0.5 %	Hydraulic length	=	0 m
Tc method	=	User	Time of conc. (Tc)	=	15.00 min
Total precip.	=	53.40 mm	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



Hydrograph Report

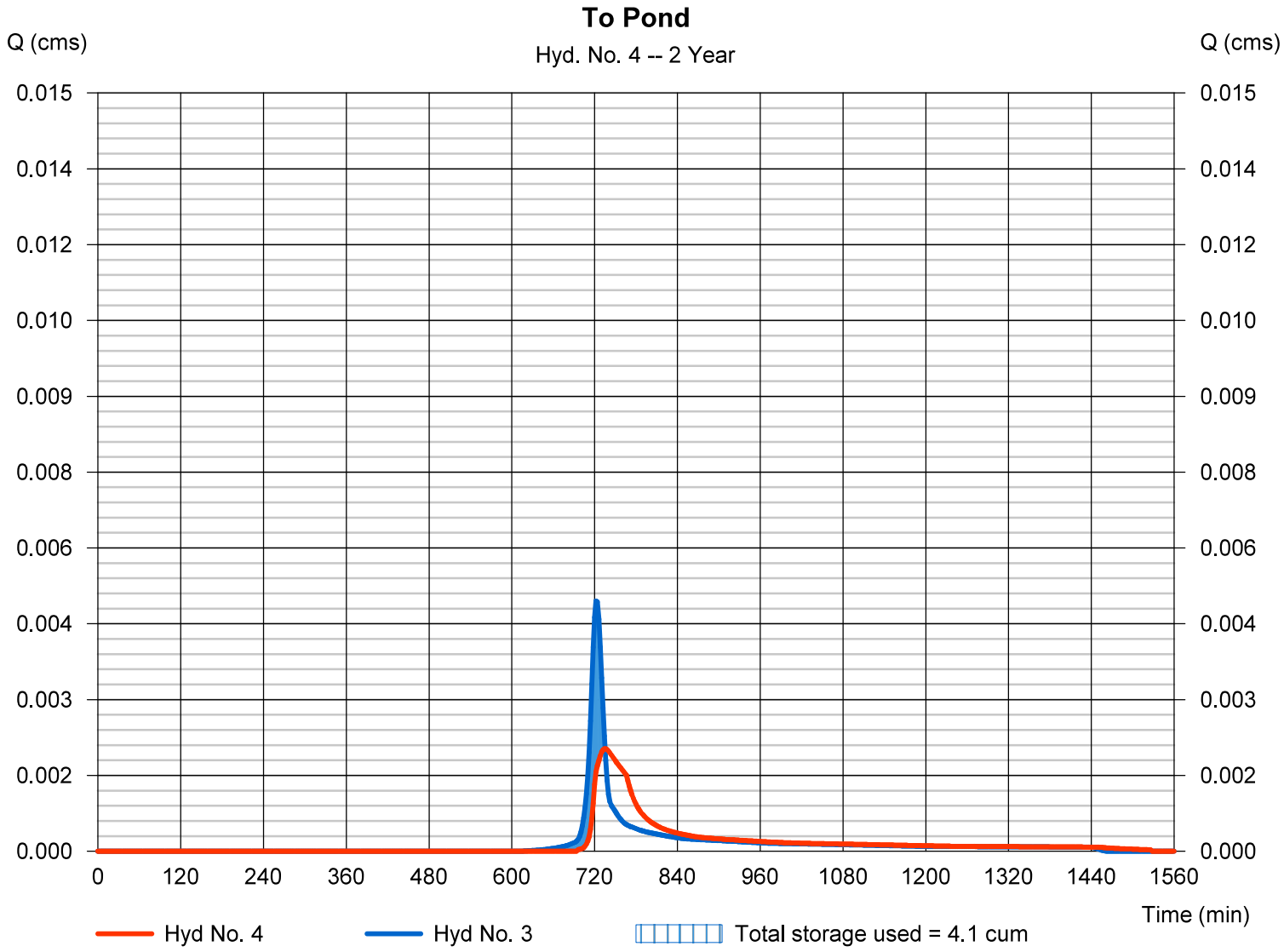
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023 Friday, 05 / 9 / 2025

Hyd. No. 4

To Pond

Hydrograph type	= Reservoir	Peak discharge	= 0.002 cms
Storm frequency	= 2 yrs	Time to peak	= 736 min
Time interval	= 2 min	Hyd. volume	= 13.9 cum
Inflow hyd. No.	= 3 - Post Development	Max. Elevation	= 184.51 m
Reservoir name	= <New Pond>	Max. Storage	= 4.1 cum

Storage Indication method used.



Pond Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023 — Friday, 05 / 9 / 2025

Pond No. 1 - <New Pond>

Pond Data

Contours -User-defined contour areas. Conic method used for volume calculation. Begining Elevation = 184.450 m

Stage / Storage Table

Stage (m)	Elevation (m)	Contour area (sqm)	Incr. Storage (cum)	Total storage (cum)
0.00	184.45	04	0.0	0.0
0.05	184.50	120	2.4	2.4
0.10	184.55	240	8.8	11.2
0.15	184.60	404	15.9	27.2

Culvert / Orifice Structures

	[A]	[B]	[C]	[PrfRsr]
Rise (mm)	= 200.00	0.00	0.00	0.00
Span (mm)	= 200.00	0.00	0.00	0.00
No. Barrels	= 1	0	0	0
Invert El. (m)	= 184.450	0.000	0.000	0.000
Length (m)	= 5.000	0.000	0.000	0.000
Slope (%)	= 0.20	0.00	0.00	n/a
N-Value	= .013	.013	.013	n/a
Orifice Coeff.	= 0.60	0.60	0.60	0.60
Multi-Stage	= n/a	No	No	No

(by Wet area)

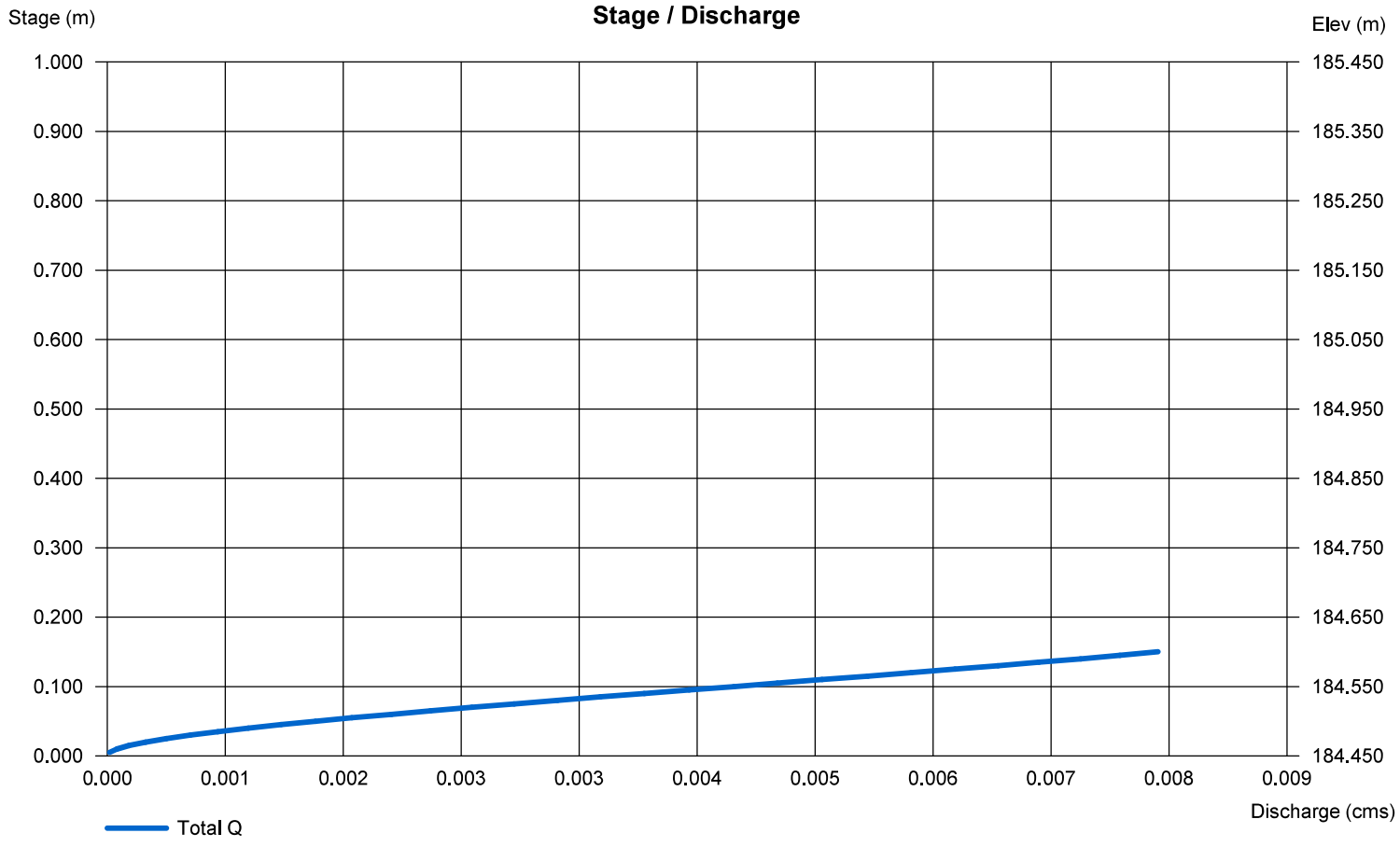
Weir Structures

	[A]	[B]	[C]	[D]
Crest Len (m)	= 0.000	0.000	0.000	0.000
Crest El. (m)	= 0.000	0.000	0.000	0.000
Weir Coeff.	= 3.33	3.33	3.33	3.33
Weir Type	= ---	---	---	---
Multi-Stage	= No	No	No	No

Exfil.(cm/hr) = 0.000

TW Elev. (m) = 0.00

Note: Culvert/Orifice outflows are analyzed under inlet (ic) and outlet (oc) control. Weir risers checked for orifice conditions (ic) and submergence (s).



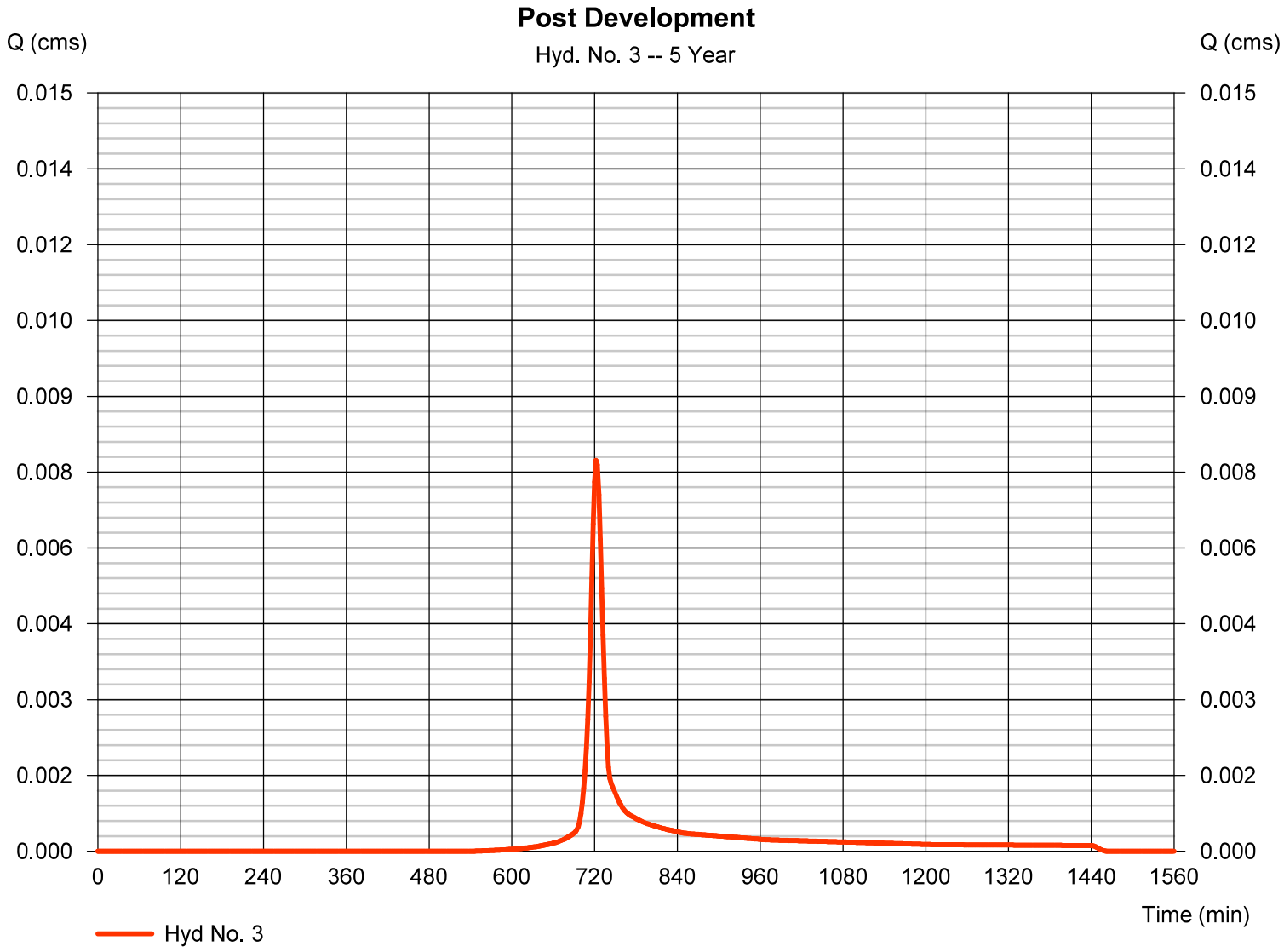
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023 Friday, 05 / 9 / 2025

Hyd. No. 3

Post Development

Hydrograph type	=	SCS Runoff	Peak discharge	=	0.008 cms
Storm frequency	=	5 yrs	Time to peak	=	722 min
Time interval	=	2 min	Hyd. volume	=	21.8 cum
Drainage area	=	0.070 hectare	Curve number	=	84
Basin Slope	=	0.5 %	Hydraulic length	=	0 m
Tc method	=	User	Time of conc. (Tc)	=	15.00 min
Total precip.	=	68.00 mm	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



Hydrograph Report

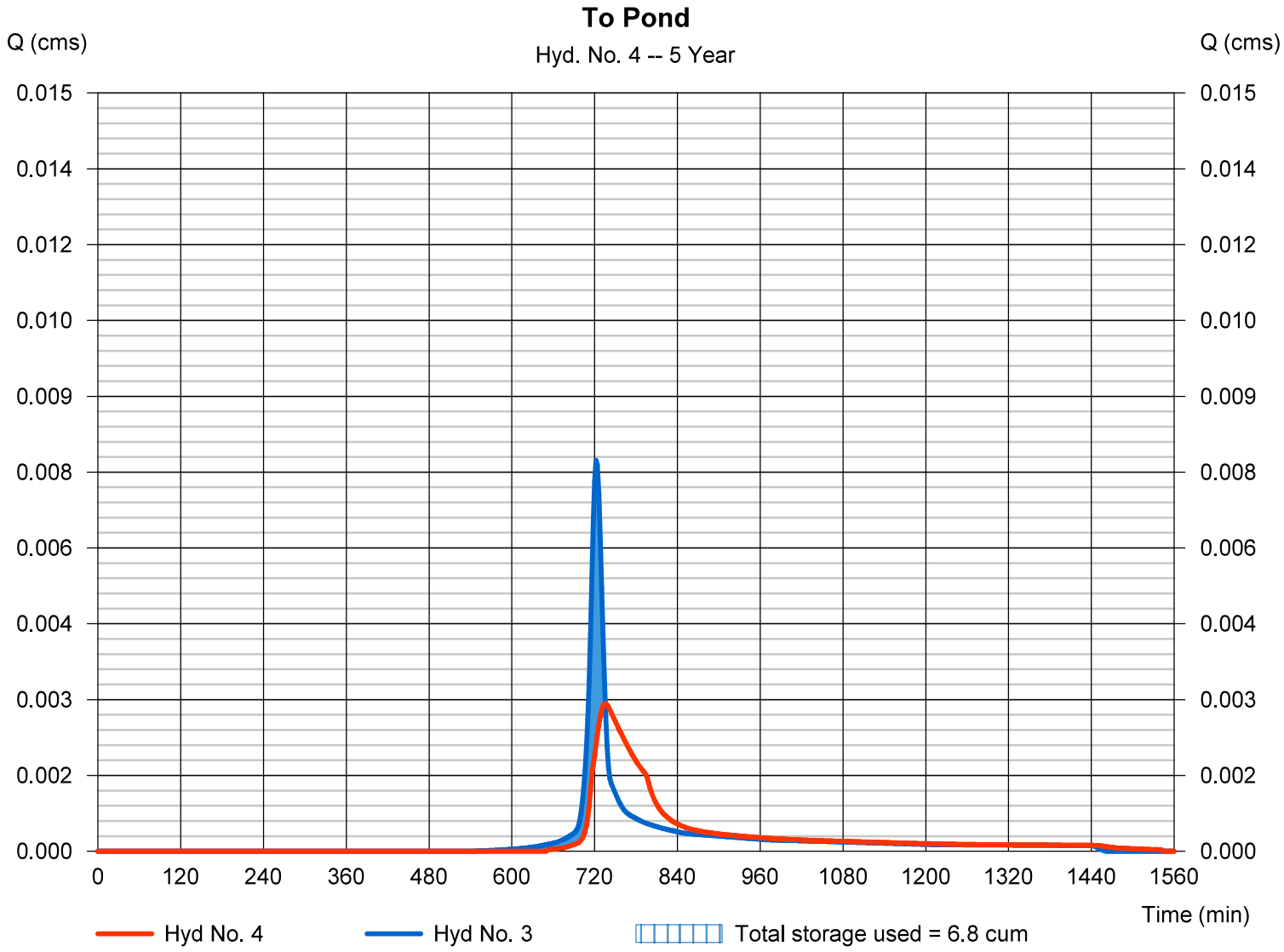
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023 Friday, 05 / 9 / 2025

Hyd. No. 4

To Pond

Hydrograph type	= Reservoir	Peak discharge	= 0.003 cms
Storm frequency	= 5 yrs	Time to peak	= 736 min
Time interval	= 2 min	Hyd. volume	= 21.5 cum
Inflow hyd. No.	= 3 - Post Development	Max. Elevation	= 184.52 m
Reservoir name	= <New Pond>	Max. Storage	= 6.8 cum

Storage Indication method used.



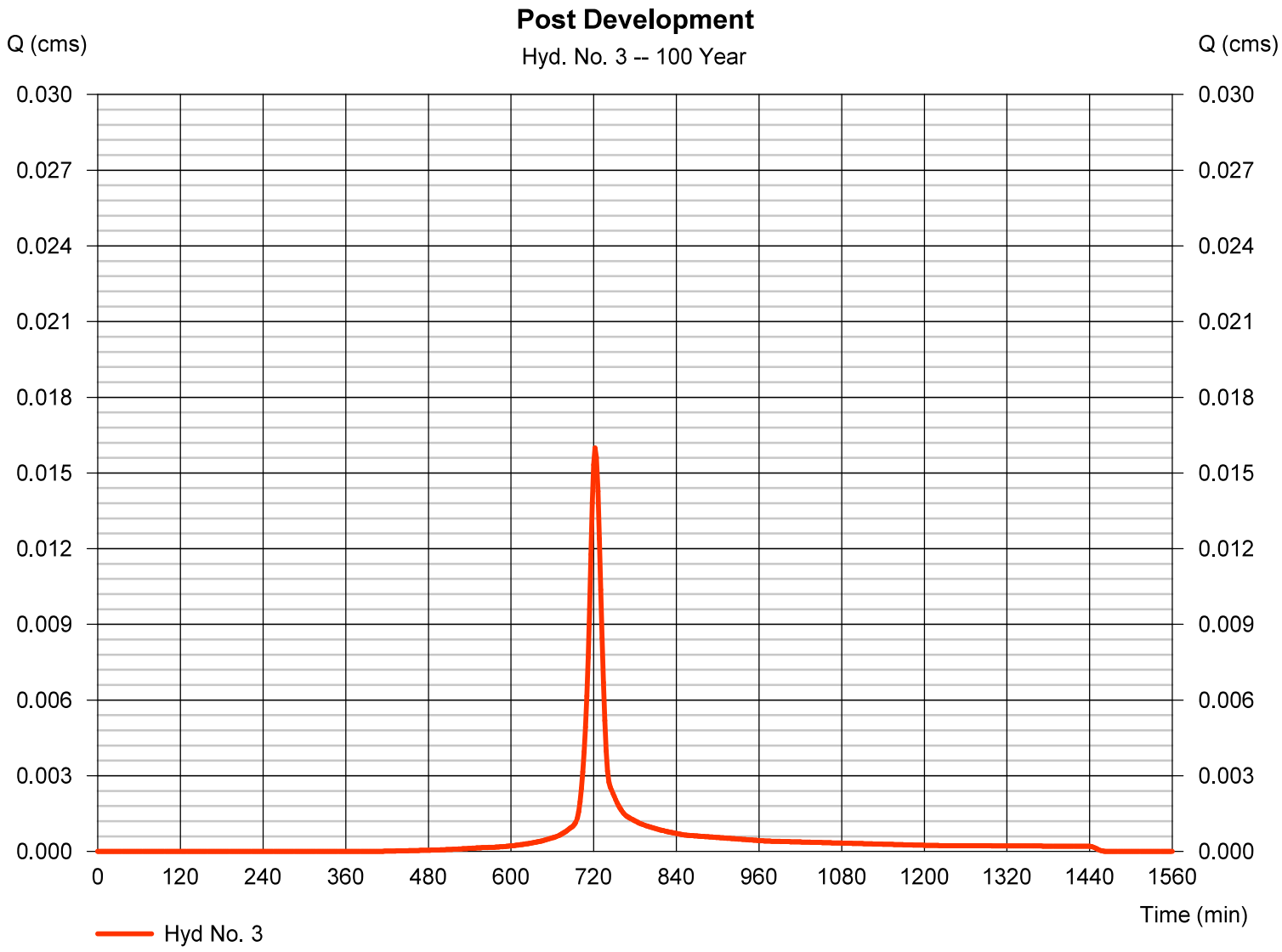
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023 Friday, 05 / 9 / 2025

Hyd. No. 3

Post Development

Hydrograph type	=	SCS Runoff	Peak discharge	=	0.016 cms
Storm frequency	=	100 yrs	Time to peak	=	722 min
Time interval	=	2 min	Hyd. volume	=	45.0 cum
Drainage area	=	0.070 hectare	Curve number	=	84
Basin Slope	=	0.5 %	Hydraulic length	=	0 m
Tc method	=	User	Time of conc. (Tc)	=	15.00 min
Total precip.	=	108.00 mm	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



Hydrograph Report

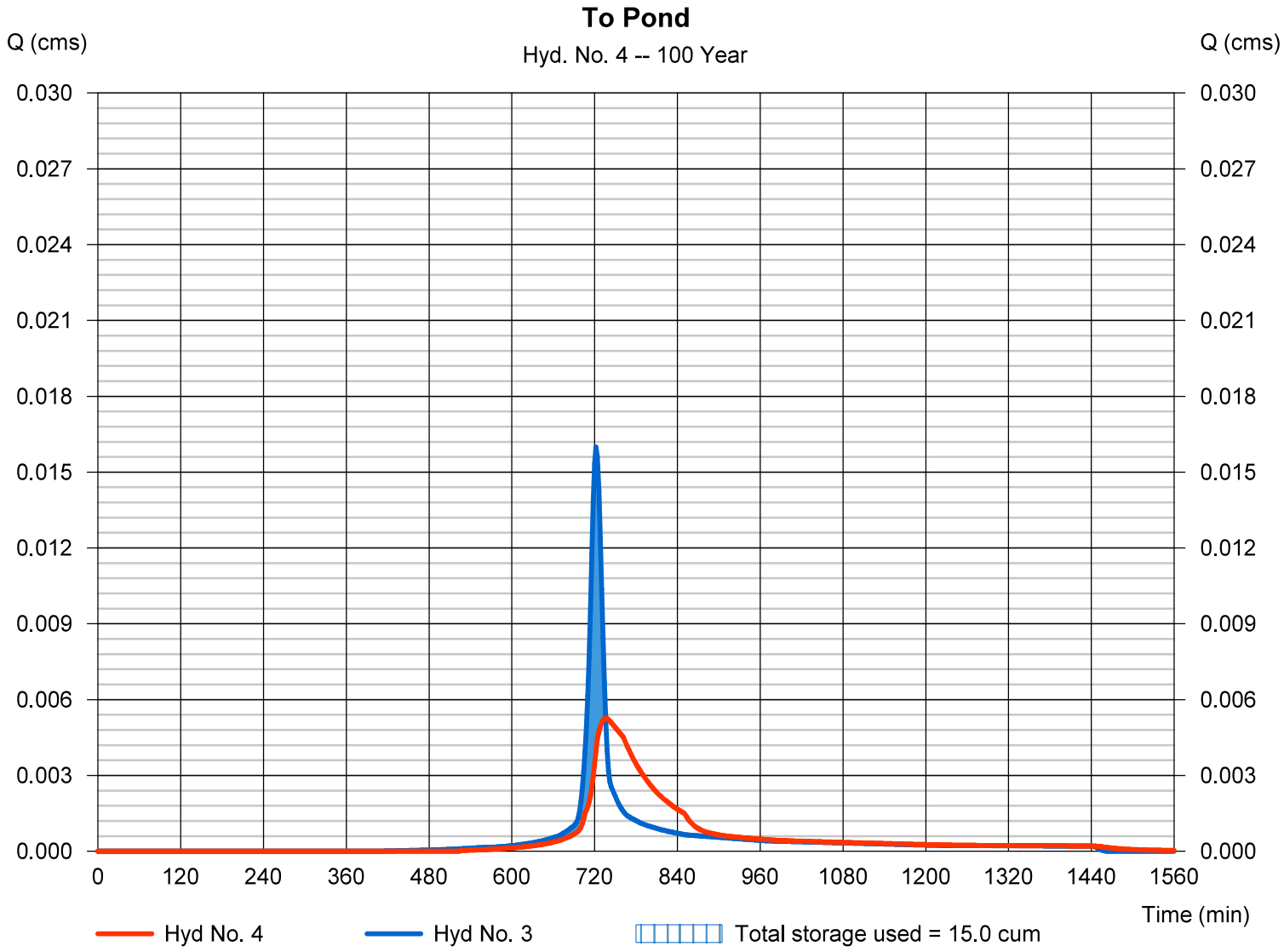
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023 Friday, 05 / 9 / 2025

Hyd. No. 4

To Pond

Hydrograph type	= Reservoir	Peak discharge	= 0.005 cms
Storm frequency	= 100 yrs	Time to peak	= 736 min
Time interval	= 2 min	Hyd. volume	= 44.7 cum
Inflow hyd. No.	= 3 - Post Development	Max. Elevation	= 184.56 m
Reservoir name	= <New Pond>	Max. Storage	= 15.0 cum

Storage Indication method used.



Hydraflow Rainfall Report

Return Period (Yrs)	Intensity-Duration-Frequency Equation Coefficients (FHA)			
	B	D	E	(N/A)
1	0.0000	0.0000	0.0000	--------
2	84.9450	17.7800	2.0745	--------
3	0.0000	0.0000	0.0000	--------
5	127.4621	22.6060	2.1355	--------
10	148.3482	23.8760	2.1354	--------
25	182.0652	25.6540	2.1545	--------
50	211.5120	26.9240	2.1797	--------
100	240.0359	28.1940	2.1925	--------

File name: WINDSOR A.IDF

Intensity = B / (Tc + D)^E

Return Period (Yrs)	Intensity Values (mm/hr)											
	5 min	10	15	20	25	30	35	40	45	50	55	60
1	0	0	0	0	0	0	0	0	0	0	0	0
2	112	84	68	58	50	44	40	37	34	31	29	27
3	0	0	0	0	0	0	0	0	0	0	0	0
5	139	108	88	75	66	59	53	48	45	41	39	36
10	158	123	101	86	76	68	61	56	52	48	45	42
25	182	143	118	101	89	80	72	66	61	56	53	49
50	200	158	131	112	99	88	80	73	67	62	58	55
100	218	173	144	124	109	97	88	80	74	69	64	60

Tc = time in minutes. Values may exceed 60.

Precip. file name: Sample.pcp

Storm Distribution	Rainfall Precipitation Table (mm)							
	1-yr	2-yr	3-yr	5-yr	10-yr	25-yr	50-yr	100-yr
SCS 24-hour	32	53	0	68	78	90	99	108
SCS 6-Hr	0	0	0	0	0	0	0	0
Huff-1st	0	0	0	0	0	0	0	0
Huff-2nd	0	0	0	0	0	0	0	0
Huff-3rd	0	0	0	0	0	0	0	0
Huff-4th	0	0	0	0	0	0	0	0
Huff-Indy	0	0	0	0	0	0	0	0
Custom	0	0	0	0	0	0	0	0

Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023

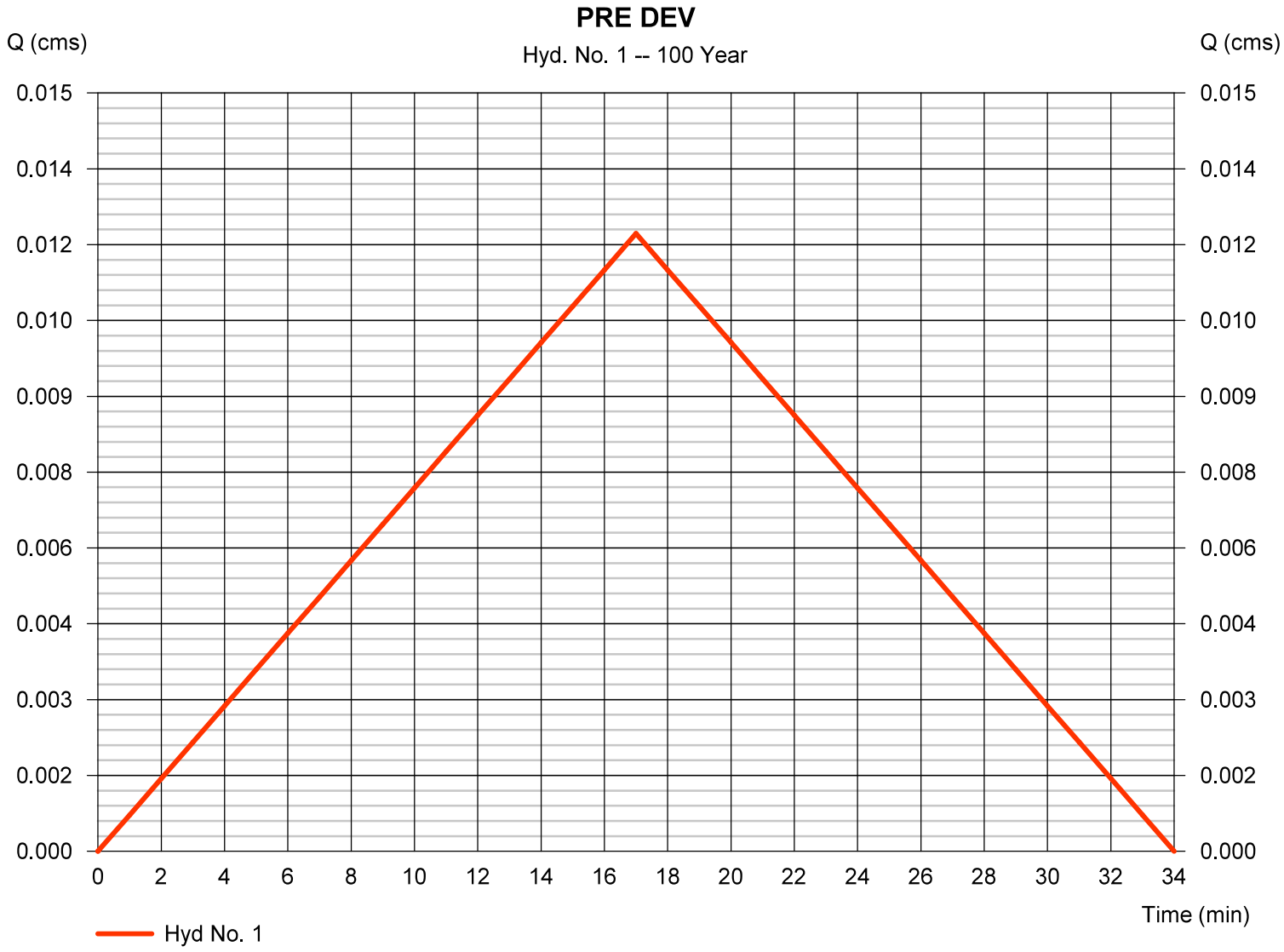
Friday, 05 / 9 / 2025

Hyd. No. 1

PRE DEV

Hydrograph type	=	Rational	Peak discharge	=	0.012 cms
Storm frequency	=	100 yrs	Time to peak	=	17 min
Time interval	=	1 min	Hyd. volume	=	12.5 cum
Drainage area	=	0.070 hectare	Runoff coeff.	=	0.47*
Intensity	=	134.823 mm/hr	Tc by TR55	=	17.00 min
IDF Curve	=	WINDSOR A.IDF	Asc/Rec limb fact	=	1/1

* Composite (Area/C) = [(0.025 x 0.90) + (0.041 x 0.20)] / 0.070



TR55 Tc Worksheet

Hyd. No. 1

PRE DEV

Description	A		B		C		Totals
Sheet Flow							
Manning's n-value	= 0.150		0.011		0.011		
Flow length (m)	= 32.0		0.0		0.0		
Two-year 24-hr precip. (mm)	= 53.40		0.00		0.00		
Land slope (%)	= 1.00		0.00		0.00		
Travel Time (min)	**= 16.58**	**+**	**0.00**	**+**	**0.00**	**=**	**16.58**
Shallow Concentrated Flow							
Flow length (m)	= 0.00		0.00		0.00		
Watercourse slope (%)	= 0.00		0.00		0.00		
Surface description	= Unpaved		Paved		Paved		
Average velocity (m/s)	=0.00		0.00		0.00		
Travel Time (min)	**= 0.00**	**+**	**0.00**	**+**	**0.00**	**=**	**0.00**
Channel Flow							
X sectional flow area (sqm)	= 0.00		0.00		0.00		
Wetted perimeter (m)	= 0.00		0.00		0.00		
Channel slope (%)	= 0.00		0.00		0.00		
Manning's n-value	= 0.015		0.015		0.015		
Velocity (m/s)	=0.00						
			0.00				
					0.00		
Flow length (m)	({0})0.0		0.0		0.0		
Travel Time (min)	**= 0.00**	**+**	**0.00**	**+**	**0.00**	**=**	**0.00**

Total Travel Time, Tc ..... 17.00 min

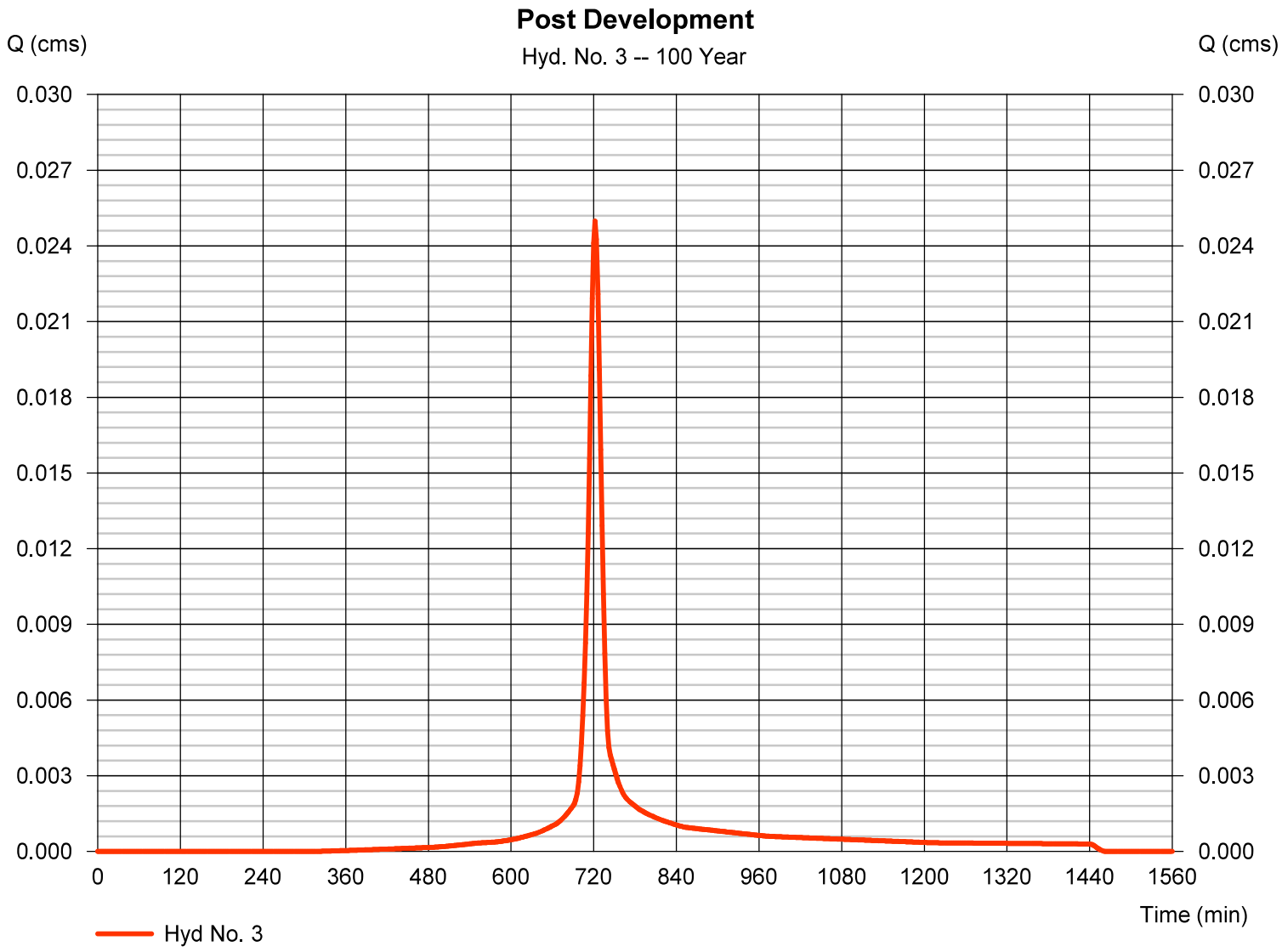
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023 Friday, 05 / 9 / 2025

Hyd. No. 3

Post Development

Hydrograph type	=	SCS Runoff	Peak discharge	=	0.025 cms
Storm frequency	=	100 yrs	Time to peak	=	722 min
Time interval	=	2 min	Hyd. volume	=	71.2 cum
Drainage area	=	0.070 hectare	Curve number	=	84
Basin Slope	=	0.5 %	Hydraulic length	=	0 m
Tc method	=	User	Time of conc. (Tc)	=	15.00 min
Total precip.	=	150.00 mm	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



Hydrograph Report

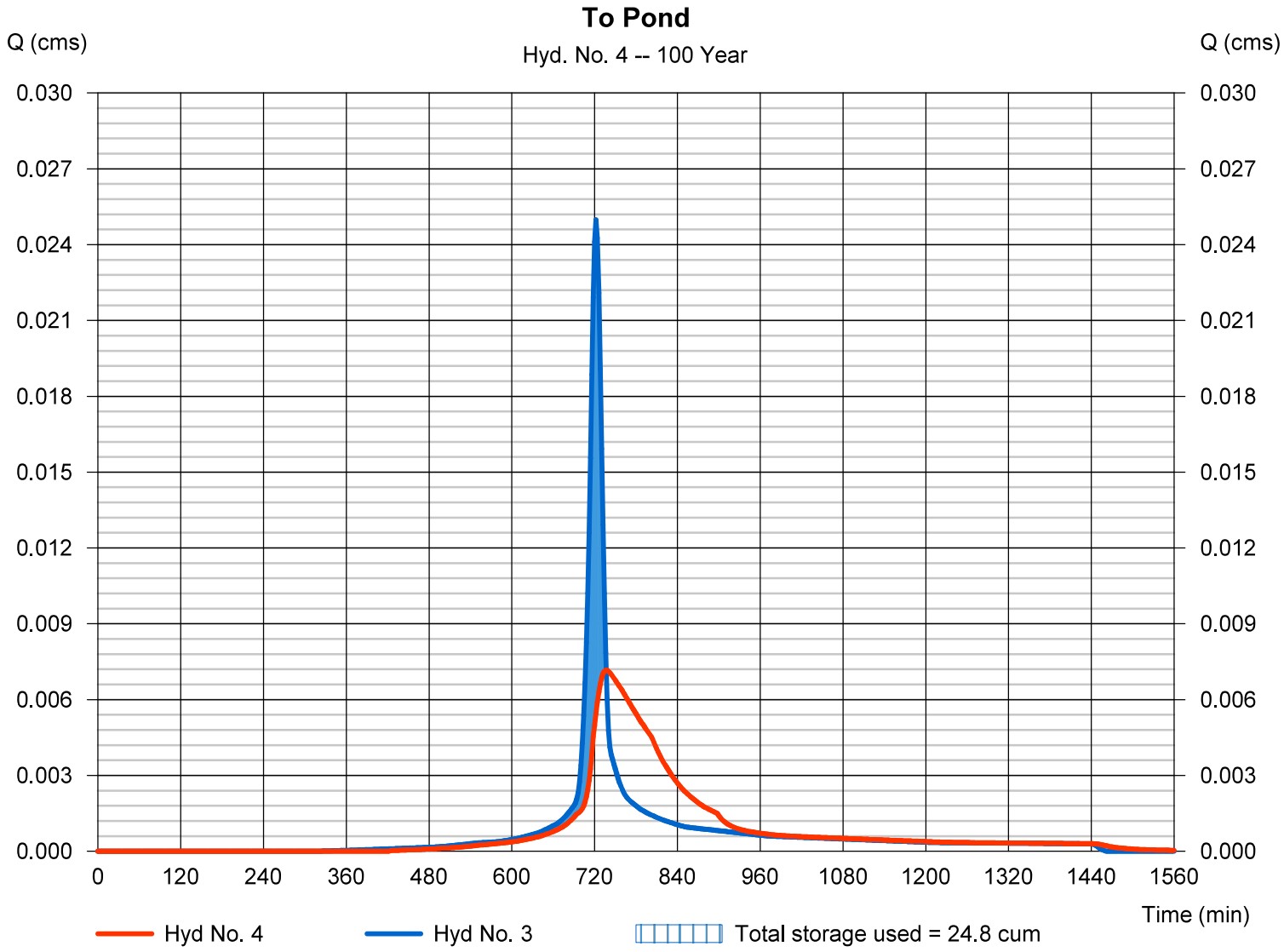
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023 Friday, 05 / 9 / 2025

Hyd. No. 4

To Pond

Hydrograph type	=	Reservoir	Peak discharge	=	0.007 cms
Storm frequency	=	100 yrs	Time to peak	=	736 min
Time interval	=	2 min	Hyd. volume	=	70.9 cum
Inflow hyd. No.	=	3 - Post Development	Max. Elevation	=	184.59 m
Reservoir name	=	<New Pond>	Max. Storage	=	24.8 cum

Storage Indication method used.



Pond Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023 — Friday, 05 / 9 / 2025

Pond No. 1 - <New Pond>

Pond Data

Contours -User-defined contour areas. Conic method used for volume calculation. Begining Elevation = 184.450 m

Stage / Storage Table

Stage (m)	Elevation (m)	Contour area (sqm)	Incr. Storage (cum)	Total storage (cum)
0.00	184.45	04	0.0	0.0
0.05	184.50	120	2.4	2.4
0.10	184.55	240	8.8	11.2
0.15	184.60	404	15.9	27.2

Culvert / Orifice Structures

	[A]	[B]	[C]	[PrfRsr]
Rise (mm)	= 200.00	0.00	0.00	0.00
Span (mm)	= 200.00	0.00	0.00	0.00
No. Barrels	= 1	0	0	0
Invert El. (m)	= 184.450	0.000	0.000	0.000
Length (m)	= 5.000	0.000	0.000	0.000
Slope (%)	= 0.20	0.00	0.00	n/a
N-Value	= .013	.013	.013	n/a
Orifice Coeff.	= 0.60	0.60	0.60	0.60
Multi-Stage	= n/a	No	No	No

(by Wet area)

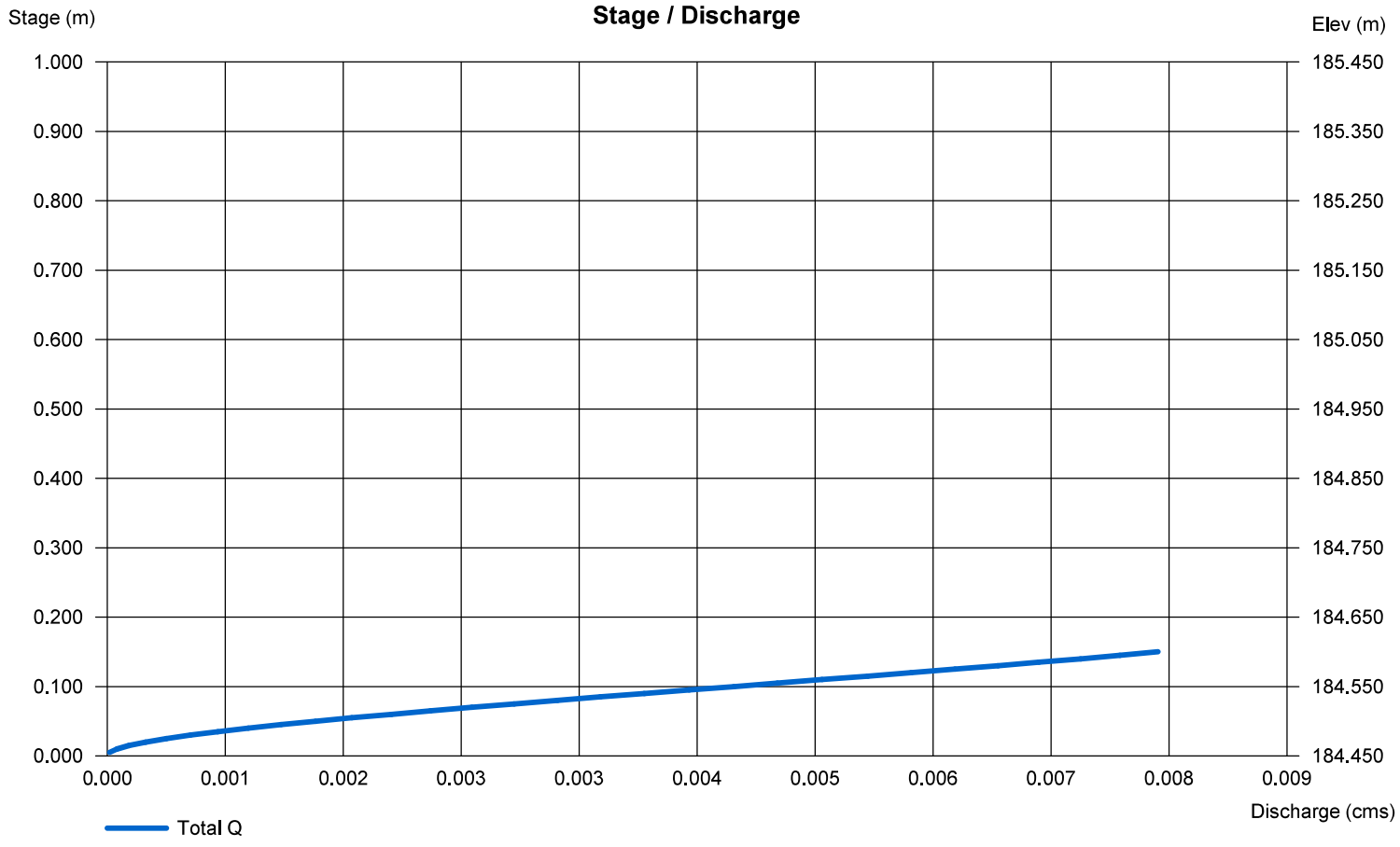
Weir Structures

	[A]	[B]	[C]	[D]
Crest Len (m)	= 0.000	0.000	0.000	0.000
Crest El. (m)	= 0.000	0.000	0.000	0.000
Weir Coeff.	= 3.33	3.33	3.33	3.33
Weir Type	= ---	---	---	---
Multi-Stage	= No	No	No	No

Exfil.(cm/hr) = 0.000

TW Elev. (m) = 0.00

Note: Culvert/Orifice outflows are analyzed under inlet (ic) and outlet (oc) control. Weir risers checked for orifice conditions (ic) and submergence (s).



PARKING JUSTIFICATION REPORT
3503 BYNG ROAD

WINDSOR, ONTARIO

PROJECT NO. 24-065

DATE: DECEMBER 18, 2024

BAIRD|AE
architecture + engineering
27 Princess St., Unit 102
Leamington, ON N8H 2X8
519.326.6161 TF 1.844.842.9188
bairdAE.ca

TABLE OF CONTENT

1. INTRODUCTION 1

1.1 Background 1

1.2 Development Proposal 1

2.0 EXISTING CONDITIONS 2

3.0 PARKING REQUIREMENTS 3

3.1 City of Windsor By-law Section 8600-RD 1.1 3

3.2 Parking Demand Rate Based on ITE 3

4.0 ADDITIONAL PARKING AND BUS ROUTE 4

4.1 On-Street parking 4

4.2 Transit Route 4

5.0 CONCLUSION 5

TABLES

Table 1: Roadway 2

FIGURES

Exhibit 1: Location Map……1
Exhibit 2: Development Map……2

APPENDIX

Appendix A Site Plan and Background Information

Appendix B By-Law and ITE Parking Generation Manual

Appendix C Photos

1. INTRODUCTION

1.1 Background

Baird AE has been retained to prepare a Parking Justification Study in support of an Official Plan Application, Zoning By-law Amendment and Site Plan Application for the proposed residential development on Byng Road in the City of Windsor.

The land is currently zoned as Residential District (RD1.1). Current conditions of site include detached residential lot, driveway and landscape open space area, as can be seen in Exhibit 1, below.



Exhibit 1 - Location Plan

1.2 Development Proposal

The overall subject land is approximately 0.655 hectares and will consist of a 6-unit residential apartment, asphalt driveway and 5 regular spaces plus 1 accessible parking. Access to the development will be provided from Lappan Avenue.

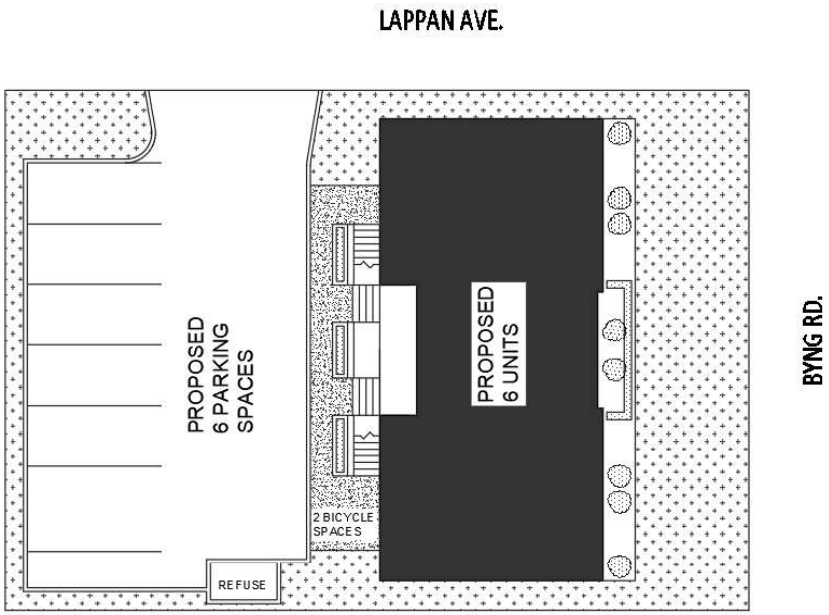


Exhibit 2 – Development Map

2.0 EXISTING CONDITIONS

The existing road network and lane configuration are described in Table 1, below.

Table 1: Roadway

Component	Byng Road	Lappan Avenue
Direction	North-South	East-West
Speed limits	50 km/h	50 km/h
Cycling Facilities	No	No
On-Street Parking	Yes	Yes

The subject development is located in the residential part of the city, and there is transit service (bus stop) 200m east of the study area on Walker Road.

As shown in City of Windsor Parking Map (Appendix A), a substantial amount of existing on-street parking is located on Byng Road and Lappan Avenue.

3.0 PARKING REQUIREMENTS

3.1 City of Windsor By-law Section 8600-RD 1.1

The proposed development falls within the City of Windsor Zoning By-Law 8600-RD1.1 (Zone Map 12) Residential District per the City of Windsor. The owner is applying for a zone change of the existing property to RD 2.2 into multi-unit building. The proposed development will include 0.248ha of hard surface including and 0.407 grass area.

The development will have total of 6 parking stalls to serve both residents and visitors. Based on zoning regulations for parking, and in order to facilitate the proposed development, 7 spaces are required. This results in a deficit of 1 parking space.

Number of Units = 6 units
Average Parking Rate = 1.25
Required Parking = 6 x 1.25 = 7 spaces

The number of required parking spaces are 7 and the current provided parking stalls are 6 spaces. Therefore, there is a deficit of 1 space.

3.2 Parking Demand Rate Based on ITE

The development has been investigated using the Institution of Transportation Engineering (ITE) Parking Generation, 5th Edition. The number of parking spots required for the development is calculated using the ITE Manual land use types ITE 220 (Multifamily-Low Rise).

Based on ITE Manual, the required parking is:

Required Parking = Average Rate x Number of Units
= 1.31 x 6 = 8 spaces

The number of required parking spaces are 8 and the current provided parking stalls are 6 spaces. Therefore, there is a deficit of 2 spaces.

4.0 ADDITIONAL PARKING AND BUS ROUTE

Based on our analysis, there is a shortfall of parking spaces for the proposed development. However, there are existing parking spaces within the immediate vicinity that are available at all times. Specifically, at least three spaces are consistently available, and numerous additional empty stalls exist within the roadway. These are detailed below.

4.1 On-Street parking

There is on-street parking on Byng Road and Lappan Avenue. The approx. 120m section of on-street parking adjacent the development could be used to supplement parking for the development.

Based on aerial images, within a 100-meter radius, 7 out of 9 off-street parking spaces are available on Byng Road and 1 out of 8 parking spaces are available on Lappan Avenue. Hence, on-street parking could be used to supplement parking for the proposed development. This will provide the proposed development with a total of 9 parking spaces (6 spaces within site plus 3-spaces on-street parking).

4.2 Transit Route

The development falls within a transit route. The city bus on Route-8 runs along Walker Road providing easy travel to and from downtown; hence, promoting the usage of transit and reducing dependency on vehicles.

5.0 CONCLUSION

In conclusion, the provided and available parking spaces for development are more than the required spaces based on the City's by-law and ITE Trip generation parking requirements.

Additionally, a transit route is within 100m of the development promoting the usage of transit and reducing the dependency of vehicles.

We trust that the above meets your purpose. However, should you have any questions, please do not hesitate to contact the undersigned.

All of which is respectfully submitted.

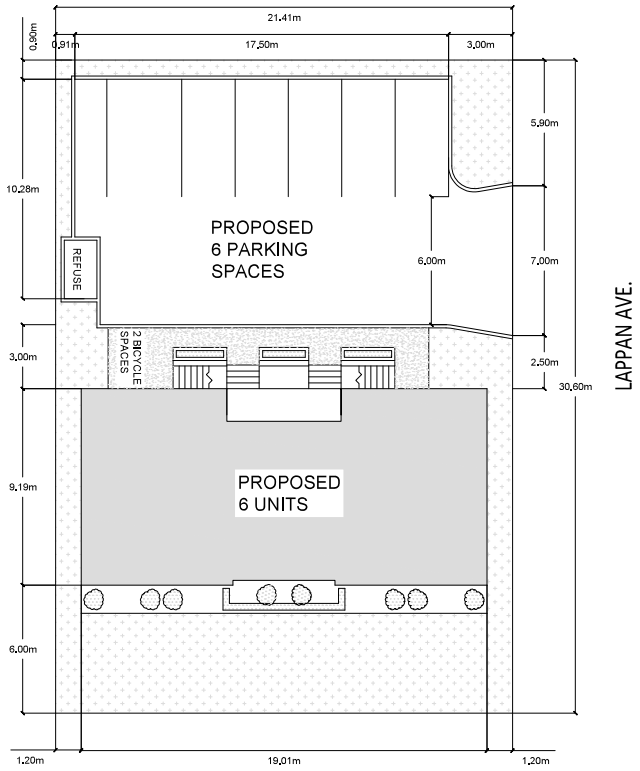
BAIRD AE INC.
27 PRINCESS STREET, UNIT 102
LEAMINGTON, ONTARIO N8H 2X8

Shurjeel Tunio, P.Eng.
Senior Project Manager
Baird AE



Appendix A

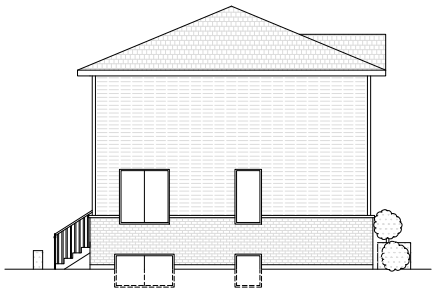
SITE PLAN AND BACKGROUND INFORMATION



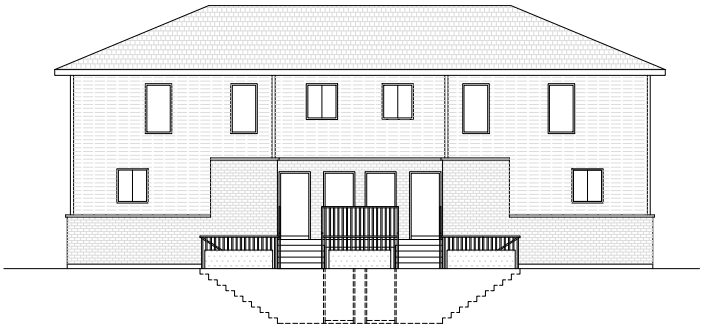
	PROPOSED 6-UNITS 3503 BYNG RD WINDSOR, ON SITE PLAN	Date: NOV 5, 2024 Scale: NTS Project No.: 24-011 Drawing No.: A-0.1



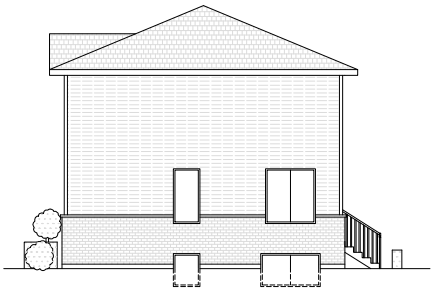
EAST ELEVATION



SOUTH ELEVATION



WEST ELEVATION



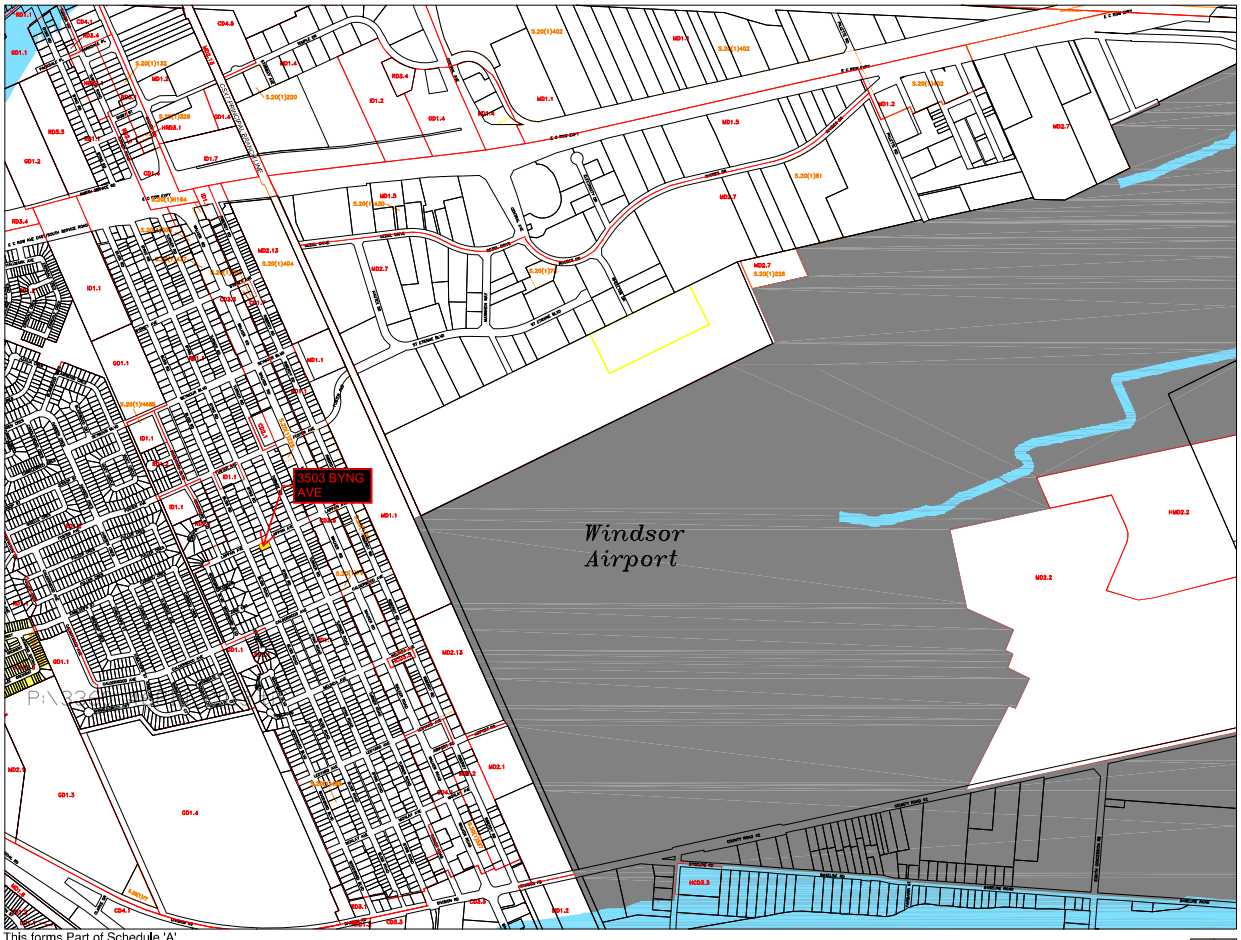
NORTH ELEVATION

PROPOSED 6-UNITS
3503 BYNG RD
WINDSOR, ON

ELEVATIONS

Date: NOV 5, 2024
Scale: NTS
Project No.: 24-011

Drawing No.: A-2.0



This forms Part of Schedule 'A'.

City of Windsor Zoning By-law 8600

Scale 1:6000

Zoning District Map 12

LEGEND:

- Zone Boundary[1]
- Specific Zoning Exemptions[2]
- Specific Temporary Zoning Exemptions[3]
- Registered Plan Parcel Limits
- Ownership Parcel Limits
- Municipal Boundary Line
- Inland Watercourse Flood Prone Area[4]
- Detroit River/Lake St.Clair Flood Prone Area[4]
- Township of Sandwich South Zoning By-law 2002-55

NOTES:

1. Each Zoning District symbol corresponds to a zoning district set out in the text of By-law 8600 (i.e. CD1.1 - Commercial District 1.1.)

DRD 1_	- Development Reserve District	- See Section 8
GD1_	- Green District	- See Section 9
RD1_	- Residential Districts (Low Density)	- See Section 10
RD2_	- Residential Districts (Medium Density)	- See Section 11
RD3_	- Residential Districts (High Density)	- See Section 12
ID1_	- Institutional District	- See Section 13
CD1_	- Commercial Districts (Neighbourhood)	- See Section 14
CD2_	- Commercial Districts (General)	- See Section 15
CD3_	- Commercial Districts (Major)	- See Section 16
CD4_	- Commercial Districts (Highway/Restricted Use)	- See Section 17
MD1_	- Industrial District (Light/Business Park)	- See Section 18
MD2_	- Industrial District (Heavy)	- See Section 19

An H symbol preceding the zoning district symbol represents a hold on the issuance of a building permit until specific development preconditions have been satisfied. Subsection 5.4 specifies the uses permitted until such time as the H symbol is removed by an amending by-law approved by Council.

2. See Subsection 20(1) and the relevant clause for the specific special provisions.

3. See Subsection 20(2) and the relevant clause for the specific special provisions.

4. Represents the approximate limits of land subject of potential flooding along the Detroit River, Lake St. Clair and inland watercourses as determined by the Essex Region Conservation Authority (ERCA). Within these areas, buildings or structures are generally restricted and possibly prohibited. Application for building permits will be referred to ERCA for its review and the issuance of permits prior to the issuance of any building permit by the City of Windsor.

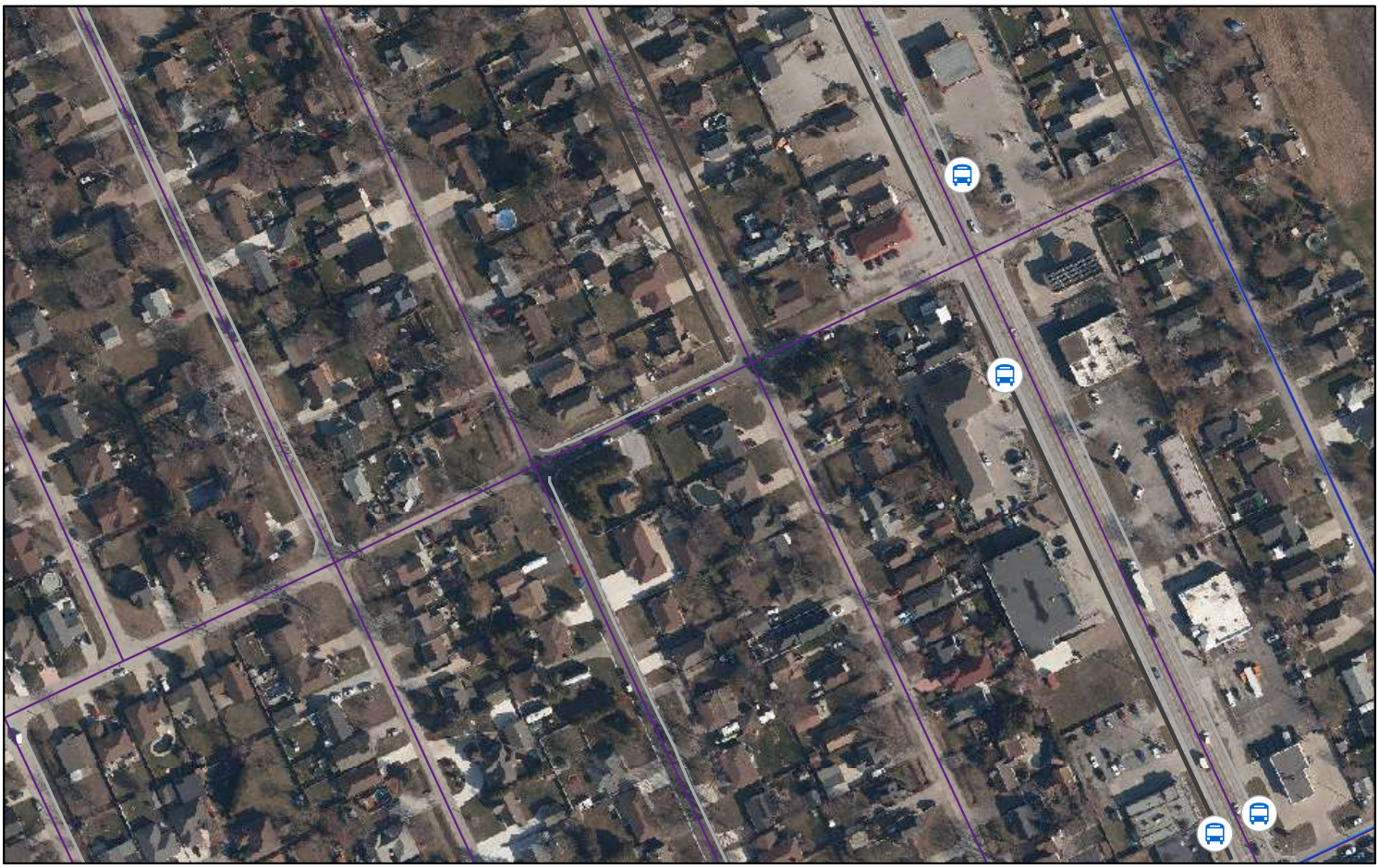
REVISIONS

DATE:	BY-LAW #	REV. BY:	APPROVED BY:
14/09/04	298-2004	GS	RR
31/01/05	974-2004	GS	RR
17/09/08	77-2008	GS	RR
05/07/05	114-2005	GS	RR
06/09/05	187-2005	GS	RR
REVISED:	OMB File 1685		
14/08/06	B/LS 207-2004	JA	JA
21/06/06	107-2006	GS	RR
22/10/07	101-2007	LG	RR
22/10/07	117-2007	LG	RR
08/04/08	85-2007	LG	RR
08/04/08	85-2007	LG	RR
12/11/08	161-2008	LG	RR
22/01/09	183-2008	LG	RR
19/03/09	18-2009	LG	RR
09/12/08	144-2009	LG	AS
13/06/06	224-2004	SH	AS
21/08/14	128-2014	SH	AS
08/09/14	141-2014	SH	AS
22/07/15	76-2015	SH	AS
12/07/16	76-2016	SH	AS
02/10/16	128-2016	SH	AS
02/10/16	28-2014	SH	AS
05/02/17	161-2016	SH	AS
06/09/17	3-2017	SH	AS
06/09/17	24-2017	SH	AS
27/05/21	84-2021	DH	AS
26/03/22	38-2022	DH	JH
02/08/22	184-2021	DH	AS
16/05/23	52-2023	DH	AS
30/10/24	142-2024	DH	AS
19/01/24	15-2024	DH	AS
27/06/24	85-2024	DH	AS



Zoning District Map 12

ArcGIS Web Map

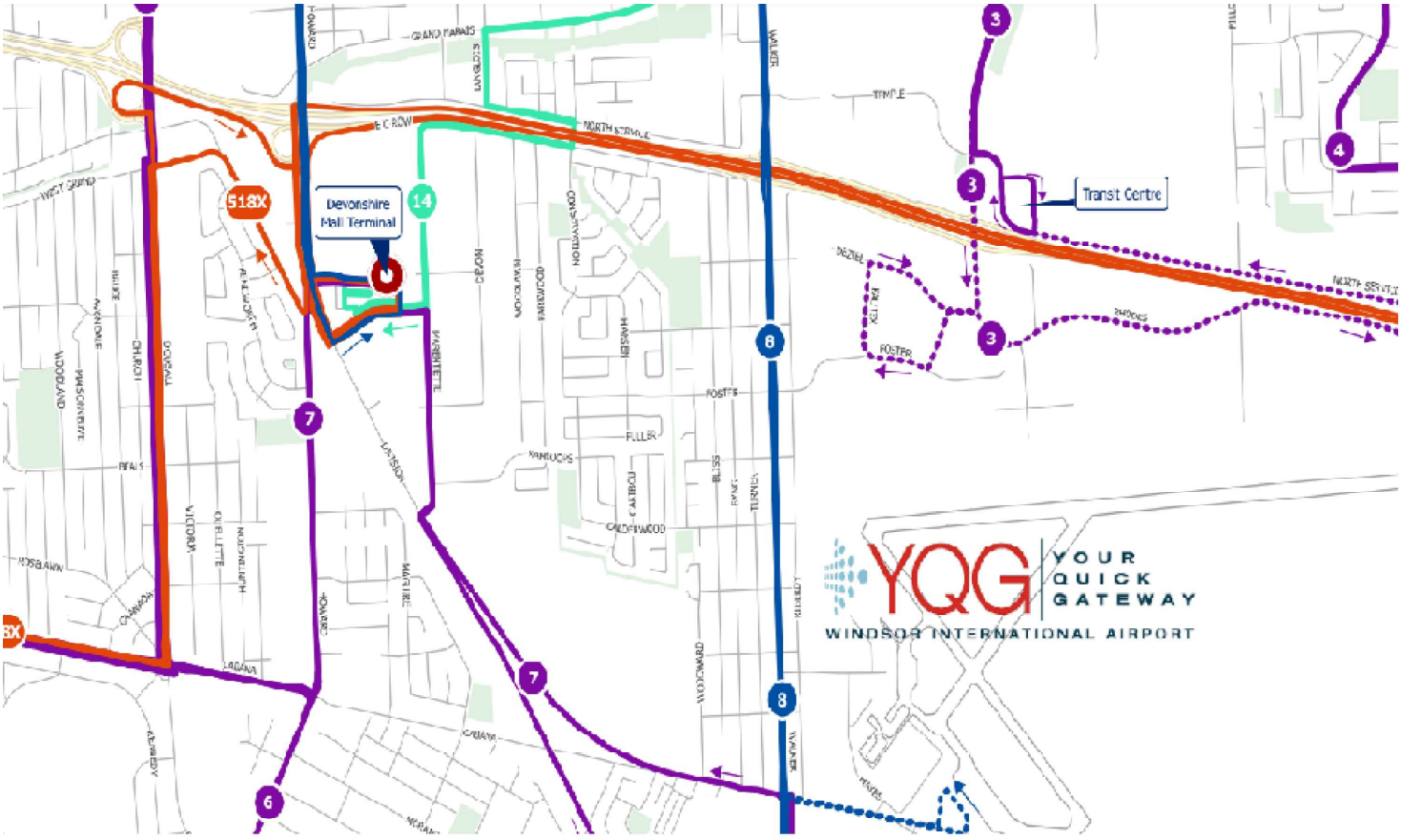


12/11/2024, 10:25:58 AM

1:2,825

0 0.02 0.04 0.07 mi

0 0.03 0.06 0.11 km


Devonshire Mall Terminal
Transit Centre
YQG
YOUR QUICK GATEWAY
WINDSOR INTERNATIONAL AIRPORT

Appendix B

BY-LAW AND ITE PARKING GENERATION

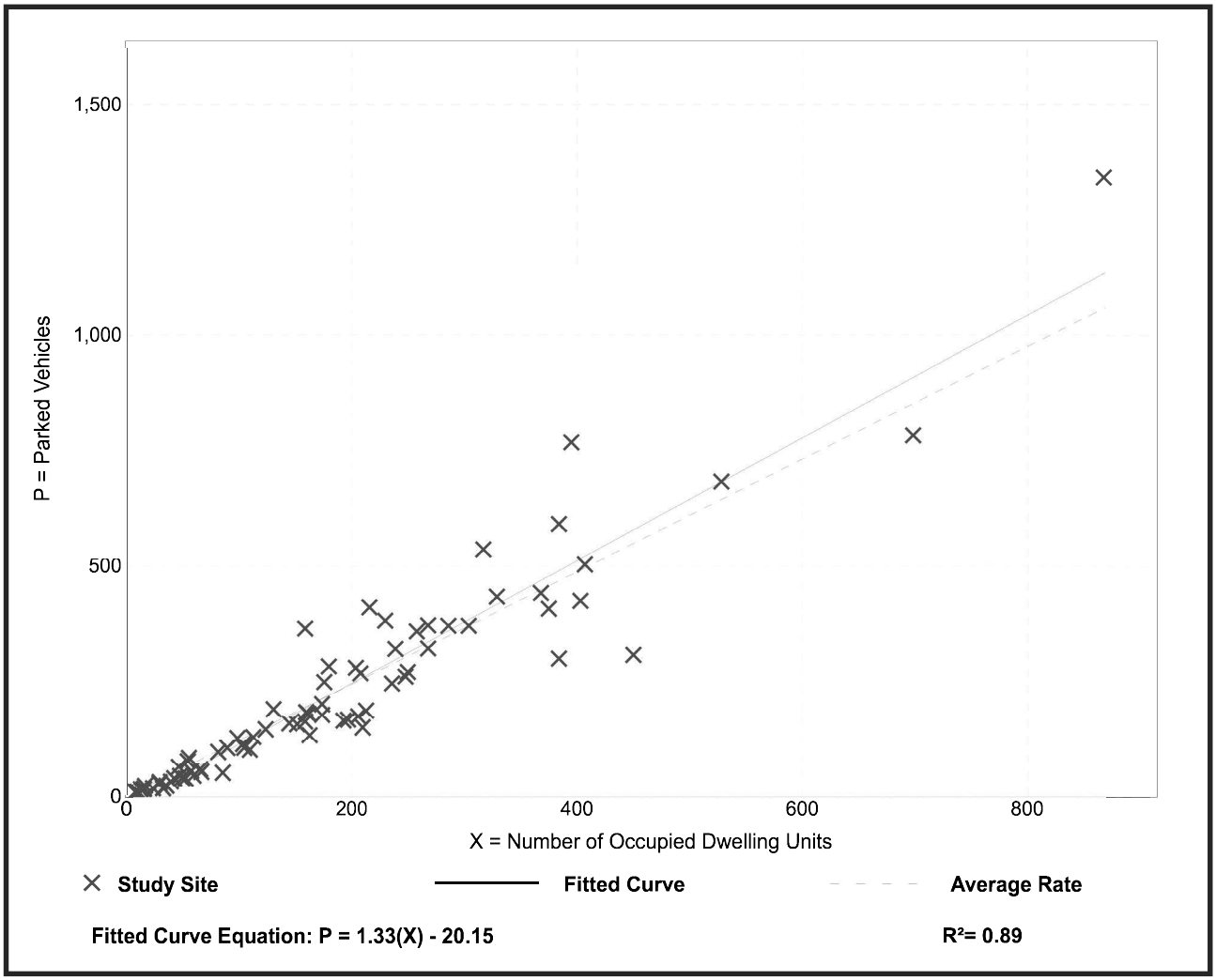
Multifamily Housing (Low-Rise)
(220)

Peak Period Parking Demand vs: **Occupied Dwelling Units**
On a: **Weekday (Monday - Friday)**
Setting/Location: **General Urban/Suburban (no nearby rail transit)**
Peak Period of Parking Demand: **11:00 p.m. - 6:00 a.m.**
Number of Studies: 77
Avg. Num. of Occupied Dwelling Units: 182

Peak Period Parking Demand per Occupied Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.22	0.58 - 2.30	1.02 / 1.41	1.15 - 1.29	0.32 (26%)

Data Plot and Equation



Parking Generation Manual, 5th Edition ● Institute of Transportation Engineers

TABLE 24.20.5.1 – REQUIRED PARKING SPACES	
USE	**PARKING RATE – MINIMUM**
Day Nursery	1.5 for each classroom or teaching area
Double-duplex Dwelling	4
Drive-through Food Outlet	1 for each 22.5 m² GFA
Drive-through Restaurant	1 for each 7.5 m² GFA
Duplex Dwelling	2
Elementary School	1.5 for each classroom or teaching area
Entertainment Lounge	1 for each 7.5 m² GFA
Exhibition Hall	1 for each 36 m² GFA
Financial Office	1 for each 45 m² GFA
Food Convenience Store	1 for each 22.5 m² GFA
Fraternity or Sorority House	1 for each 4 beds
Funeral Home	1 for each 5.5 m² GFA used for a chapel, sanctuary or reposing room
Games Arcade	1 for each 22.5 m² GFA
Garden Centre	1 for each 22.5 m² GFA
Gas Bar	1 for each 45 m² GFA
General Salvage Operation	1 for each 45 m² GFA for the first 2,700 m² GFA AND 1 for each additional 180 m²
Group Home	1
Health Studio	1 for each 36 m² GFA
Heavy Repair Shop	1 for each 45 m² GFA for the first 2,700 m² GFA AND 1 for each additional 180 m²
Hospital	1 for each bed
Hotel	1 for each guest room AND 1 for each 22.5 m² GFA used for a restaurant, convention hall, meeting room and other places of assembly.
Library	1 for each 45 m² GFA
Light Repair Shop	1 for each 45 m² GFA
Lodging House	1 for each 6 beds
Major Commercial Centre (exclusive of a hotel or motel)	1 for each 22.5 m² GFA

TABLE 24.20.5.1 – REQUIRED PARKING SPACES	
USE	**PARKING RATE – MINIMUM**
Minor Commercial Centre	1 for each 22.5 m² GFA and when the combined GFA of all restaurants and entertainment lounges Exceeds 30% of the GFA of the Centre, 1 for each 7.5 m² GFA of all restaurants and entertainment lounges in excess thereof
Mobile Home	1
Motel	1 for each guest room AND 1 for each 22.5² GFA used for a restaurant, convention hall, meeting room and other places of assembly
Motor Vehicle Dealership	1 for each 45 m² GFA
Motor Vehicle Salvage Operation	1 for each 45 m² GFA for the first 2,700 m² GFA AND 1 for each additional 180 m²
Multiple Dwelling containing a maximum of 4 Dwelling units	1 for each dwelling unit
Multiple Dwelling containing a minimum of 5 Dwelling units	1.25 for each dwelling unit
Museum	1 for each 45 m² GFA
Outdoor Market	0
Pawnshop	1 for each 22.5 m² GFA
Personal Service Shop	1 for each 22.5 m² GFA
Pharmacy	1 for each 22.5 m² GFA
Place of Entertainment and Recreation	1 for each 36 m² GFA
Power Generation Plant	1 for each 200 m² GFA
Professional Studio	1 for each 45 m² GFA
Public Hall	1 for each 7.5 m² GFA
Residential Care Facility	1 for each 4 beds
Restaurant	1 for each 7.5 m² GFA
Retail Store	1 for each 22.5 m² GFA
Secondary School	1.5 for each classroom or teaching area AND 1 For each 22.5 m² of GFA of cafeteria, auditorium, gymnasium and other area of assembly

TABLE 24.20.5.1 – REQUIRED PARKING SPACES	
USE	**PARKING RATE – MINIMUM**
Take-Out Food Outlet	1 for each 22.5 m² GFA
Temporary Outdoor Vendor's Site	0
Theatre	1 for each 6 seats
Tourist Home	1 for each guest room AND 1 for each 22.5 m² GFA used for a restaurant, convention hall, meeting room and other places of assembly
Townhome Dwelling having an attached garage or carport	1 for each dwelling unit
Townhome Dwelling without an attached garage or carport	1.25 for each dwelling unit
Transport Terminal	5 parking spaces, or 1 for each 45.0 m² GFA, whichever is greater
University Student Residence	1 for each 4 beds
Veterinary Clinic	1 for each 13.5 m² GFA
Veterinary Office	1 for each 13.5 m² GFA
Warehouse	1 for each 200 m² GFA
Wholesale Store	1 for each 45 m² GFA
Workshop	1 for each 45 m² GFA for the first 2,700 m² GFA AND 1 for each additional 180 m²
All other commercial uses not specifically listed	1 for each 36 m² GFA
All other industrial uses not specifically listed	1 for each 45 m² GFA for the first 2,700 m² GFA AND 1 for each additional 180 m² GFA

(B/L 144-2015 Nov 6/2015; B/L 169-2018 Dec 19/2018)

Appendix C

PHOTOS



Figure 1: Looking North on Byng Road toward Lappan Avenue



Figure 2: Looking East on Lappan Avenue toward Byng Road

PLANNING RATIONALE REPORT

ZONING BY-LAW AMENDMENT
FOR PROPOSED
RESIDENTIAL DEVELOPMENT

3503 Byng Road,

City of Windsor, Ontario

August 2, 2025

Prepared by:

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

Table of Contents

1.0 INTRODUCTION 3

2.0 SITE AND SURROUNDING LAND USES 4

2.1 Legal Description, Ownership and Previous Use 4

2.2 Physical Features of the Site 5

2.2.1 Size and Site Dimension 5

2.2.2 Vegetation and Soil 6

2.2.3 Topography and Drainage 6

2.2.4 Other Physical Features 6

2.2.5 Municipal Services 7

2.2.6 Nearby Amenities 7

2.3 Surrounding Land Uses and Densities 7

3.0 PROPOSAL AND CONSULTATION 23

3.1 Development Proposal 23

3.2 Public Consultation Strategy 25

4.0 PROPOSED APPLICATION AND STUDIES 28

4.1 Zoning By-law Amendment 28

4.2 Other Application 28

4.3 Supporting Studies 28

4.3.1 Noise 28

4.3.2 Parking 29

4.3.3 Services 29

4.3.4 Climate Change and Energy Study 29

5.0 PLANNING ANALYSIS 30

5.1 Policy and Regulatory Overview 30

5.1.1 Provincial Planning Statement 30

5.1.2 Official Plan 36

5.1.3 Windsor Intensification Guidelines 44

5.1.4 Zoning By-law 47

6.0 SUMMARY AND CONCLUSION 54
6.1 Context and Site Suitability Summary 54
6.1.1 Site Suitability 54
6.1.2 Compatibility of Design 54
6.1.3 Good Planning 54
6.1.4 Natural Environment Impacts 54
6.1.5 Municipal Services Impacts 54
6.1.6 Social, Cultural and/or Economic Conditions 55
6.2 Conclusion 55

1.0 INTRODUCTION

I have been retained by Hausology Inc. (herein the 'Applicant') to provide a land use Planning Rationale Report (PRR) in support of a proposed residential development for property located at 3503 Byng Road (herein the "Site") in the City of Windsor, Province of Ontario.

The Site is located within the Devonshire Planning District (Ward 9).

The Site is an irregularly-shaped corner lot made up of 1 parcel of land, which currently has an existing single detached dwelling.

A portion of the alley at the rear of the Site has recently been purchased by the Applicant and has merged with the subject lands.

The Applicant is proposing to develop the Site for residential use.

It is proposed to demolish the existing dwelling and construct a new 2-storey (with basement) multiple dwelling with a total of 6 residential dwelling units.

On site parking for 6 spaces is proposed, with access from Lappan Ave.

The tenure of the units will be rental.

Stage 1 pre-consultation (City File PC-094/24) was completed by the Applicant. Comments dated October 21, 2024, were received and have been incorporated into the proposed application.

Stage 2 pre-submission (City File PC-036/25) was completed by the Applicant. Comments dated July 30, 2025, were received and have been incorporated into the proposed application.

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

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

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

2.0 SITE AND SURROUNDING LAND USES

2.1 Legal Description, Ownership and Previous Use

The Site has been owned by Hausology Inc., since 2024.

The Site is currently occupied by a single detached dwelling and is located within the Devonshire Planning District (Ward 9).

The Site is made up of 1 parcel of land.

A portion of the alley at the rear of the Site has recently been purchased by the Applicant and has merged with the subject lands.

The Site is an irregular-shaped corner parcel of land on the west side of Byng Road and the south side of Lappan Avenue (see the area in **red** in the Key Map on Figure 1a).



Figure 1a – Key Map (Source: City of Windsor GIS)

The previous use was agriculture.

The Site is legally described and locally known as follows:

Address	ARN	Legal	PIN
3503 Byng Road, City of Windsor, Province of Ontario	070-250-06200	LT 110 PL 1215 SANDWICH EAST; LT 111 PL 1215 SANDWICH EAST; WINDSOR	01348-0464 (LT)
3503 Byng Road, City of Windsor, Province of Ontario	070-250-06200	PART OF ALLEY PLAN 1215 SANDWICH EAST, PART 2, PLAN 12R27297 AS CLOSED BY BY-LAW CE840737; SUBJECT TO AN EASEMENT AS IN CE840738; SUBJECT TO AN EASEMENT AS IN CE840739; SUBJECT TO AN EASEMENT AS IN CE840740; SUBJECT TO AN EASEMENT IN GROSS AS IN CE840741; CITY OF WINDSOR	01348-0841 (LT)

2.2 Physical Features of the Site

2.2.1 Size and Site Dimension

The Site consists of a total area of 674.75 m2 or 0.067 ha.

The Site is an irregularly-shaped lot with a frontage of 21.34 m along Byng Road and a depth of 30.48 m along Lappan Avenue (see street view of Site in Figure 1b).



Figure 1b – Street View, from Byng Road (Source: Pillon Abbs Inc.)

2.2.2 Vegetation and Soil

The Site has a maintained lawn, landscaping and trees.

Soil is made up of Brookston Clay Loam (Bcl).

2.2.3 Topography and Drainage

The Site is flat.

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

The Site is part of the Turkey Creek Area Drainage.

The Site is outside of any source water protection Event Based Area (EBA).

2.2.4 Other Physical Features

There is an existing driveway from Lappan Avenue.

There is fencing along a portion of the Site.

2.2.5 Municipal Services

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

There are fire hydrants located close to the Site.

There are streetlights along Byng Road and Lappan Avenue.

There are no sidewalks in the immediate area of the Site.

There is on-street parking on Byng Road, south of Lappan Avenue and on Lappan Avenue between Byng Road and Turner Road.

The Site is close to major transportation networks, including Walker Road.

The Site has access to transit, with the nearest bus stops (250 m) located at the corner of Walker Road and Lappan Avenue (Stop ID: 1956, Bus #8).

2.2.6 Nearby Amenities

There are several schools close to the Site, including JA McWilliam Public School and St Christopher Catholic Elementary School.

There are many parks and recreation opportunities in proximity to the Site, including Calderwood Park, Shinglecreek Park, Devonshire Heights Park and Water Homesite Park.

There are nearby commercial uses, such as food service, personal service shops, and retail.

There are also nearby employment lands, places of worship, libraries and local/regional amenities.

2.3 Surrounding Land Uses and Densities

Overall, the Site is located in a built-up residential area.

A site visit was conducted on October 28, 2024.

North – The lands to the north of the Site are used for residential (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 (see Photo 2 – East).

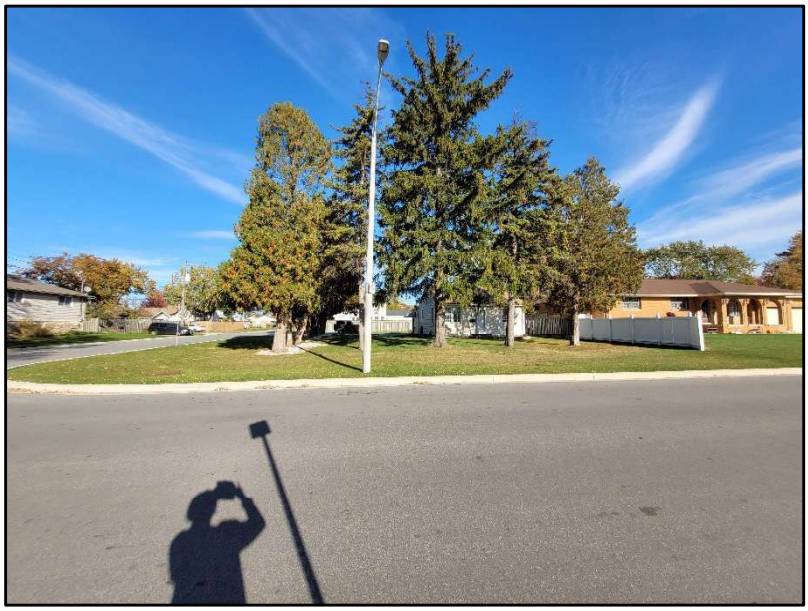


Photo 2 – East (Source: Pillon Abbs Inc.)

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



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

There are a variety of existing and potential densities, lot areas and lot widths within a 200 m radius of the Site (see the surrounding area of the Site in Figure 1c).



Figure 1c – Surrounding Area (Source: ERCA GIS mapping)

A total of 164 properties were analyzed. The average lot width was 19 m and the average lot area was 675.86 m2.

Further, the average density (with ADUs) is 51 uph.

The following is a detailed analysis of the surrounding residential neighbourhood:

Municipal Address	Age of Main Building	Lot Width (m) (Approximate)	Lot Area (ft2) (Approximate)	Lot Area (m2) (Approximate)	Main Building Area (m2) (Approximate)	Total Building Area (m2) (Approximate)	Lot Coverage Main Building Only (Approximate)	Lot Coverage (Approximate)	Density (Approximate) (uph)	Density with ADU's (Approximate

										) (uph)
3511 WALKER RD	Unavailable	63.99		2263.50	748.9	748.99	33.09%	33.09%	4.42	13.25
3552 TURNER RD	Unavailable	10.67	3990	370.68	164.05	185.62	44.26%	50.08%	26.98	80.93
3537 BLISS RD	Unavailable	21.34	8750	812.90	236.98	295.35	29.15%	36.33%	12.30	36.90
3443 TURNER ROAD	Unavailable	12.29	4878.72	453.25	124.96	156.56	27.57%	34.54%	22.06	66.19
3561 BLISS RD	Unavailable	16	6543	607.86	112.03	172.99	18.43%	28.46%	16.45	49.35
3469, 3471 WOODWARD BLVD	Unavailable	20	7210.53	669.88	180.4	180.4	26.93%	26.93%	14.93	44.78
1843, 1845 CHAVIVA CRT	Unavailable	33.29		1200.58	184.3	184.3	15.35%	15.35%	8.33	24.99
3442, 3444 WOODWARD BLVD	Unavailable	19.48	7023.7	652.52	188.02	191.4	28.81%	29.33%	15.33	45.98
3477, 3479 WOODWARD BLVD	Unavailable	20.02	7210.53	669.88	103.89	110.41	15.51%	16.48%	14.93	44.78
1870 LAPPAN AVE	Unavailable	6.76		374.23	111.96	121.034	29.92%	32.34%	26.72	80.16
1870 BLOSSOM CRT	Unavailable	18.3	6892.64	640.35	185.8	201.86	29.02%	31.52%	15.62	46.85
1881 LAPPAN AVE	Unavailable	18.3	7671.23	712.68	164.19	164.19	23.04%	23.04%	14.03	42.09
3439 BLISS RD	Unavailable	14.48		547.97	129.12	195.16	23.56%	35.62%	18.25	54.75

3485, 3487 WOODWARD BLVD	Unavailable	19.3	6958.86	646.50	173.17	176.84	26.79%	27.35%	15.47	46.40
1893 LAPPAN AVE	Unavailable	16.75	7022.06	652.37	155.03	167.32	23.76%	25.65%	15.33	45.99
3450, 3452 WOODWARD BLVD	Unavailable	19.3	6958.86	646.50	172.03	177.03	26.61%	27.38%	15.47	46.40
3449 BLISS RD	Unavailable	21.34		815.23	83.12	133.86	10.20%	16.42%	12.27	36.80
3431 BLISS RD	Unavailable	14.48		476.30	93.32	93.32	19.59%	19.59%	21.00	62.99
1896 LAPPAN AVE	Unavailable	16.2	6101.53	566.85	157.85	166.57	27.85%	29.39%	17.64	52.92
1876 BLOSSOM CRT	Unavailable	15.9		524.84	173.38	199.42	33.03%	38.00%	19.05	57.16
1873 BLOSSOM CRT	Unavailable	18.3	6892.64	640.35	151.92	158.23	23.72%	24.71%	15.62	46.85
1905 LAPPAN AVE	Unavailable	16.76	7022.06	652.37	187.7	208.96	28.77%	32.03%	15.33	45.99
1893 JANE CRT	Unavailable	12.5		1169.02	244.17	277.92	20.89%	23.77%	8.55	25.66
1878 JANE CRT	Unavailable	16		525.69	192.77	192.77	36.67%	36.67%	19.02	57.07
1872 LAPPAN AVE	Unavailable	6.81		315.95	94.98	100.07	30.06%	31.67%	31.65	94.95
3458, 3460 WOODWARD BLVD	Unavailable	19.3	6958.66	646.48	194.49	199.17	30.08%	30.81%	15.47	46.41
1882 BLOSSOM CRT	Unavailable	12.56		857.74	280.06	317.03	32.65%	36.96%	11.66	34.98
1879 BLOSSOM CRT	Unavailable	15.86	5358	497.77	333.73	222.73	67.04%	44.75%	20.09	60.27

1917 LAPPAN AVE	Unavailable	16.75	7022.06	652.37	185.22	190.8	28.39%	29.25%	15.33	45.99
1890 JANE CRT	Unavailable	12.5		1178.50	253.95	259.48	21.55%	22.02%	8.49	25.46
3466, 3468 WOODWARD BLVD	Unavailable	19.29	6859.86	637.30	124.79	131.25	19.58%	20.59%	15.69	47.07
1920 LAPPAN AVE	Unavailable	18.25	6874.27	638.64	67.03	75.25	10.50%	11.78%	15.66	46.97
1884 LAPPAN AVE	Unavailable	15.25	5744.44	533.68	182.56	201.2	34.21%	37.70%	18.74	56.21
1929 LAPPAN AVE	Unavailable	16.81	7047.61	654.74	169.84	169.84	25.94%	25.94%	15.27	45.82
3573 BLISS RD	Unavailable	21.34		804.84	100.41	179.19	12.48%	22.26%	12.42	37.27
1884 JANE CRT	Unavailable	12.56		858.53	189.91	202.81	22.12%	23.62%	11.65	34.94
3474, 3476 WOODWARD BLVD	Unavailable	19.29	6958.86	646.50	199.11	204.16	30.80%	31.58%	15.47	46.40
3453 BLISS RD	Unavailable	20	7210.53	669.88	127.58	157.04	19.05%	23.44%	14.93	44.78
1932 LAPPAN AVE	Unavailable	15.25	5744.44	533.68	177.07	135.85	33.18%	25.46%	18.74	56.21
3482, 3484 WOODWARD BLVD	Unavailable	19.29	6958.86	646.50	159.94	159.94	24.74%	24.74%	15.47	46.40
3565 BLISS RD	Unavailable	21.34	8732.5	811.28	137.71	142.71	16.97%	17.59%	12.33	36.98
1885 BLOSSOM CRT	Unavailable	12.56		821.09	213.41	273.45	25.99%	33.30%	12.18	36.54
3423 BYNG RD	Unavailable	28.96	9500	882.58	134.36	191.78	15.22%	21.73%	11.33	33.99

3430 BLISS RD	Unavailable	15.24	5911	549.15	195.34	209.62	35.57%	38.17%	18.21	54.63
3473 BLISS RD	Unavailable	16		616.10	143.2	164.11	23.24%	26.64%	16.23	48.69
3495 BLISS RD	Unavailable	29.87		1145.55	233.52	240.75	20.38%	21.02%	8.73	26.19
3509 BLISS RD	Unavailable	15.24		582.50	182.34	188.84	31.30%	32.42%	17.17	51.50
3543 BLISS RD	Unavailable	21.34		811.54	75.34	139.76	9.28%	17.22%	12.32	36.97
1888 BLOSSOM CRT	Unavailable	12.33		1173.92	193.49	199.42	16.48%	16.99%	8.52	25.56
3503 BLISS RD (current)	Unavailable	21.3		64.75	128.28	135.8	19.10%	21.13%	14.89	44.66
1891 BLOSSOM CRT	Unavailable	12.45		1158.29	154.38	169.28	13.33%	14.61%	8.63	25.90
3465 BLISS RD	Unavailable	16	6116.25	568.22	269.38	274.53	47.41%	48.31%	17.60	52.80
3434 BLISS RD	Unavailable	10.67	3762.5	349.55	103.75	108.38	29.68%	31.01%	28.61	85.83
3527 BLISS RD	Unavailable	13.72		462.95	94.69	89.52	20.45%	19.34%	21.60	64.80
3481 BLISS RD	Unavailable	23.47		830.16	162.56	190.18	19.58%	22.91%	12.05	36.14
3519 BLISS RD	Unavailable	21.34	8194	761.25	118.79	159.01	15.60%	20.89%	13.14	39.41
3523 BLISS RD	Unavailable	10.67	4105.16	381.38	146.76	146.75	38.48%	38.48%	26.22	78.66
3430 BYNG RD	Unavailable	15.24	5911	549.15	185.54	199.62	33.79%	36.35%	18.21	54.63

3438 BLISS RD	Unavailable	13.72	4837.5	449.42	137.16	145.94	30.52%	32.47%	22.25	66.75
3496 BLISS RD	Unavailable	21.34		698.23	97.53	192.47	13.97%	27.57%	14.32	42.97
3506 BLISS RD	Unavailable	10.66		349.80	110.88	110.88	31.70%	31.70%	28.59	85.76
3435 BYNG RD	Unavailable	27.43	9675	898.84	162.98	264.63	18.13%	29.44%	11.13	33.38
3448 BLISS RD	Unavailable	21.34	7525	699.10	151.32	224.71	21.65%	32.14%	14.30	42.91
3510 BLISS RD	Unavailable	10.67	3763.3	349.62	81.58	90.95	23.33%	26.01%	28.60	85.81
3503 BYNG RD	Unavailable	21.32		672.59	134.75	134.75	20.03%	20.03%	14.87	44.60
3427 TURNER RD	Unavailable	21.34		799.25	156.59	165.5	19.59%	20.71%	12.51	37.54
3434 BYNG RD	Unavailable	27.4	10049.4	933.62	148.69	148.69	15.93%	15.93%	10.71	32.13
3491 BYNG RD	Unavailable	21.34	7525	699.10	73.83	116.3	10.56%	16.64%	14.30	42.91
3480 BLISS RD	Unavailable	21.34	8050	747.87	114.15	198.46	15.26%	26.54%	13.37	40.11
3502 BLISS RD	Unavailable	10.67	4025.94	374.02	108.25	131.88	28.94%	35.26%	26.74	80.21
3514 BLISS RD	Unavailable	16	5512.64	512.14	80.4	142.21	15.70%	27.77%	19.53	58.58
3509 BYNG RD	Unavailable	21.34	7666.52	712.24	235.79	242.41	33.11%	34.03%	14.04	42.12
3519 BYNG RD	Unavailable	42.68	15863.7	1473.79	161.6	365.91	10.96%	24.83%	6.79	20.36

3485 BYNG RD	Unavailable	16	5250	487.74	86.09	93.09	17.65%	19.09%	20.50	61.51
3472 BLISS RD	Unavailable	21.34	8050	747.87	115	149.8	15.38%	20.03%	13.37	40.11
3522 BLISS RD	Unavailable	16	5364.44	498.37	118.1	167.98	23.70%	33.71%	20.07	60.20
3506 BYNG RD	Unavailable	24.38		893.65	87.13	103.95	9.75%	11.63%	11.19	33.57
3456 BLISS RD	Unavailable	21.34	7000	650.32	118.14	187.29	18.17%	28.80%	15.38	46.13
3443 BYNG RD	Unavailable	21.34	7525	699.10	70.56	156.7	10.09%	22.41%	14.30	42.91
3435 TURNER RD	Unavailable	21.34	8960	832.41	104.86	140.3	12.60%	16.85%	12.01	36.04
3446 BYNG RD	Unavailable	21.34	8300.6	771.15	125.99	136.77	16.34%	17.74%	12.97	38.90
3460 BLISS RD	Unavailable	16	5250	487.74	125.71	125.71	25.77%	25.77%	20.50	61.51
3453 BYNG RD	Unavailable	10.67	3500	325.16	106.45	119.26	32.74%	36.68%	30.75	92.26
3461 BYNG RD	Unavailable	26.67		815.07	323.7	323.7	39.71%	39.71%	12.27	36.81
3496 BYNG RD	Unavailable	10.67	4433.1	411.85	126.25	126.25	30.65%	30.65%	24.28	72.84
3477 BYNG RD	Unavailable	26.67	8750	812.90	153.68	202.63	18.91%	24.93%	12.30	36.90
3468 BLISS RD	Unavailable	16	6037	560.86	147.86	155.29	26.36%	27.69%	17.83	53.49
3503 TURNER RD	Unavailable	21.34		788.32	201.19	207.24	25.52%	26.29%	12.69	38.06

3539 BYNG RD	Unavailable	32	11199.42	1040.46	166.08	191.96	15.96%	18.45%	9.61	28.83
3452 BYNG RD	Unavailable	22.25		757.95	170.81	192.9	22.54%	25.45%	13.19	39.58
3490 BYNG RD	Unavailable	15.24		569.96	132.55	227.84	23.26%	39.97%	17.55	52.64
3534 BLISS RD	Unavailable	32.01	10865.94	1009.48	218.71	297.43	21.67%	29.46%	9.91	29.72
3511 TURNER RD	Unavailable	16.76	6655	618.27	178.3	187.39	28.84%	30.31%	16.17	48.52
3514 BYNG RD	Unavailable	28.96		1062.75	254.5	411.99	23.95%	38.77%	9.41	28.23
3549 BYNG RD	Unavailable	21.34	7517.98	698.44	162.48	185.95	23.26%	26.62%	14.32	42.95
3469 BYNG RD	Unavailable	16	5250	487.74	94.13	176.94	19.30%	36.28%	20.50	61.51
3557 BYNG RD	Unavailable	16	5648.68	524.78	96.02	109.34	18.30%	20.84%	19.06	57.17
3497 TURNER RD	Unavailable	21.34		741.36	50.46	98.16	6.81%	13.24%	13.49	40.47
3480 BYNG RD	Unavailable	24.43	10737	997.50	192.06	334.79	19.25%	33.56%	10.03	30.08
3448 TURNER RD	Unavailable	16	5985	556.02	95.43	127.05	17.16%	22.85%	17.98	53.95
3460 BYNG RD	Unavailable	20.42		699.37	70.42	104.02	10.07%	14.87%	14.30	42.90
3542 BLISS RD	Unavailable	21.34	7577.18	703.94	100.44	174.24	14.27%	24.75%	14.21	42.62
3500 TURNER RD	Unavailable	21.34		788.04	211.71	215.1	26.87%	27.30%	12.69	38.07

3515 TURNER RD	Unavailable	15.25	6048.5	561.92	172.12	178.19	30.63%	31.71%	17.80	53.39
3565 BYNG RD	Unavailable	16	5642.22	524.18	107.77	119.9	20.56%	22.87%	19.08	57.23
3523 TURNER RD	Unavailable	10.67	4233.25	393.28	91.48	129.34	23.26%	32.89%	25.43	76.28
3522 BYNG RD	Unavailable	21.34	7968.1	740.26	123.06	123.06	16.62%	16.62%	13.51	40.53
3571 BYNG RD	Unavailable	12.7		384.10	87.86	87.86	22.87%	22.87%	26.03	78.10
3457 TURNER RD	Unavailable	26.67	11200	1040.51	118.59	161.05	11.40%	15.48%	9.61	28.83
3481 TURNER RD	Unavailable	21.25	8960	832.41	214.89	225.4	25.82%	27.08%	12.01	36.04
3494 TURNER RD	Unavailable	20.42		698.77	126.74	146.11	18.14%	20.91%	14.31	42.93
3548 BLISS RD	Unavailable	21.34	7530.89	699.64	89.61	169.44	12.81%	24.22%	14.29	42.88
3510 TURNER RD	Unavailable	10.67	3990	370.68	133.85	140.54	36.11%	37.91%	26.98	80.93
3575 BYNG RD	Unavailable	12.33	4344.52	403.62	111.98	115.51	27.74%	28.62%	24.78	74.33
3461 WALKER RD	Unavailable	35.66	12285	1141.31	88.52	88.52	7.76%	7.76%	8.76	26.29
3460 TURNER RD	Unavailable	10.67	4235	393.44	88.4	91.57	22.47%	23.27%	25.42	76.25
3452 TURNER RD	Unavailable	10.67	3990	370.68	102.29	115.71	27.59%	31.22%	26.98	80.93
3472 BYNG RD	Unavailable	21.34		729.79	137.73	145.99	18.87%	20.00%	13.70	41.11

3503, 3507 WALKER RD	Unavailable	16	5250	487.74	77.94	84.21	15.98%	17.27%	20.50	61.51
3514 TURNER RD	Unavailable	19.51	8192	761.06	95.21	127.87	12.51%	16.80%	13.14	39.42
3531 TURNER RD	Unavailable	21.34	7980	741.37	130.65	206.56	17.62%	27.86%	13.49	40.47
3530 BYNG RD	Unavailable	10.67	4208.05	390.94	133.77	133.77	34.22%	34.22%	25.58	76.74
3581 BYNG RD	Unavailable	12.28		370.42	109.09	109.9	29.45%	29.67%	27.00	80.99
3468 TURNER RD	Unavailable	21.34	8470	786.89	84.53	124.68	10.74%	15.84%	12.71	38.12
3473 TURNER RD	Unavailable	21.34		803.67	97.73	193.55	12.16%	24.08%	12.44	37.33
3484 TURNER RD	Unavailable	22.24		836.10	136.12	221.98	16.28%	26.55%	11.96	35.88
3491 WALKER RD	Unavailable	21.34	7700	715.35	265.97	265.97	37.18%	37.18%	13.98	41.94
3556 BLISS RD	Unavailable	21.34	7515.98	698.26	128.04	128.04	18.34%	18.34%	14.32	42.96
3472 TURNER RD	Unavailable	21.34	8470	786.89	104.06	131.32	13.22%	16.69%	12.71	38.12
3465 TURNER RD	Unavailable	11.28	4218	391.87	94.53	106.23	24.12%	27.11%	25.52	76.56
3469 TURNER RD	Unavailable	10.06	4224	392.42	92.67	100.91	23.61%	25.71%	25.48	76.45
3522 TURNER RD	Unavailable	10.67	5164	479.75	92.6	98.38	19.30%	20.51%	20.84	62.53
3536 BYNG RD	Unavailable	31.18		1146.36	280.1	280.1	24.43%	24.43%	8.72	26.17

3473 WALKER RD	Unavailable	21.34	7700	715.35	80.96	80.96	11.32%	11.32%	13.98	41.94
3485 WALKER RD	Unavailable	10.66	3850	357.68	55.29	120.54	15.46%	33.70%	27.96	83.87
3564 BLISS RD	Unavailable	21.34	7526.59	699.24	111.31	152.79	15.92%	21.85%	14.30	42.90
3535 TURNER RD	Unavailable	10.67	4231.25	393.10	183.1	193.03	46.58%	49.11%	25.44	76.32
3481 WALKER RD	Unavailable	10.67	3850	357.68	111.3	162.24	31.12%	45.36%	27.96	83.87
3526 TURNER RD	Unavailable	10.67	3990	370.68	74.24	115.54	20.03%	31.17%	26.98	80.93
3539 TURNER RD	Unavailable	10.67	4229.75	392.96	94.9	102.53	24.15%	26.09%	25.45	76.34
3572 BLISS RD	Unavailable	21.34	7525.51	699.14	134.4	199.01	19.22%	28.46%	14.30	42.91
3530 TURNER RD	Unavailable	10.67	4235	393.44	71.87	113.15	18.27%	28.76%	25.42	76.25
3536 TURNER RD	Unavailable	10.67	3990	370.68	149.21	149.21	40.25%	40.25%	26.98	80.93
3546 BYNG RD	Unavailable	21.34		831.53	161.86	161.86	19.47%	19.47%	12.03	36.08
3580 BLISS RD	Unavailable	21.34	8045.41	747.44	106.57	143.5	14.26%	19.20%	13.38	40.14
3540 TURNER RD	Unavailable	10.67	4235	393.44	143.94	152.42	36.58%	38.74%	25.42	76.25
3543 TURNER RD	Unavailable	10.67	3990	370.68	83.03	89.43	22.40%	24.13%	26.98	80.93
3544 TURNER RD	Unavailable	10.67	4235	393.44	151.82	151.82	38.59%	38.59%	25.42	76.25

3553 TURNER RD	Unavailable	21.3	7980	741.37	129.31	210.13	17.44%	28.34%	13.49	40.47
3556 BYNG RD	Unavailable	16	6335.17	588.56	123.86	161.45	21.04%	27.43%	16.99	50.97
3545 WALKER RD	Unavailable	53.33		1920.82	906.74	913.42	47.21%	47.55%	5.21	15.62
3548 TURNER RD	Unavailable	10.67	3990	370.68	80.89	90.56	21.82%	24.43%	26.98	80.93
3557 TURNER RD	Unavailable	16	6339.37	588.95	78.98	181.82	13.41%	30.87%	16.98	50.94
3564 BYNG RD	Unavailable	16		555.11	166.75	172.45	30.04%	31.07%	18.01	54.04
3565 TURNER RD	Unavailable	16	5985	556.02	70.3	118.1	12.64%	21.24%	17.98	53.95
3572 BYNG RD	Unavailable	26.66		935.83	187.76	194.4	20.06%	20.77%	10.69	32.06
3568 TURNER RD	Unavailable	30.48	11400	1059.09	183.88	210.37	17.36%	19.86%	9.44	28.33
3569 TURNER RD	Unavailable	21.34	8919.4	828.64	74.43	87.88	8.98%	10.61%	12.07	36.20
3582 BYNG RD	Unavailable	26.67		988.51	118.67	123.75	12.00%	12.52%	10.12	30.35
3577 TURNER RD	Unavailable	10.67	4338	403.01	90.21	137.84	22.38%	34.20%	24.81	74.44
3556 TURNER RD	Unavailable	12.19	4560	423.64	92.93	92.93	21.94%	21.94%	23.61	70.82
3451 TURNER RD	Unavailable	14.38		536.97	193.44	214.4	36.02%	39.93%	18.62	55.87
3455 BLISS RD	Unavailable	16.15	6158.6	572.15	0	0	0.00%	0.00%	17.48	52.43

3549 BLISS RD	Unavailable	16	6551	608.61	209.79	206.78	34.47%	33.98%	16.43	49.29
AVERAGE (164 properties)		**19**		**675.86**	**149**	**175**	**23 %**	**27 %**	**16.84**	**50.53**
3503 Byng (proposed)		21.3		674.75	499	499	26.90 %	26.90 %	6.00	6.00

3.0 PROPOSAL AND CONSULTATION

3.1 Development Proposal

The Site is made up of 1 irregular-shaped corner parcel of land, which currently has an existing single detached dwelling.

A portion of the alley at the rear of the Site has recently been purchased by the Applicant and has merged with the subject lands.

The Applicant is proposing to develop the Site for residential use.

It is proposed to demolish the existing dwelling and construct a new 2-storey (with basement) multiple dwelling with a total of 6 residential dwelling units.

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

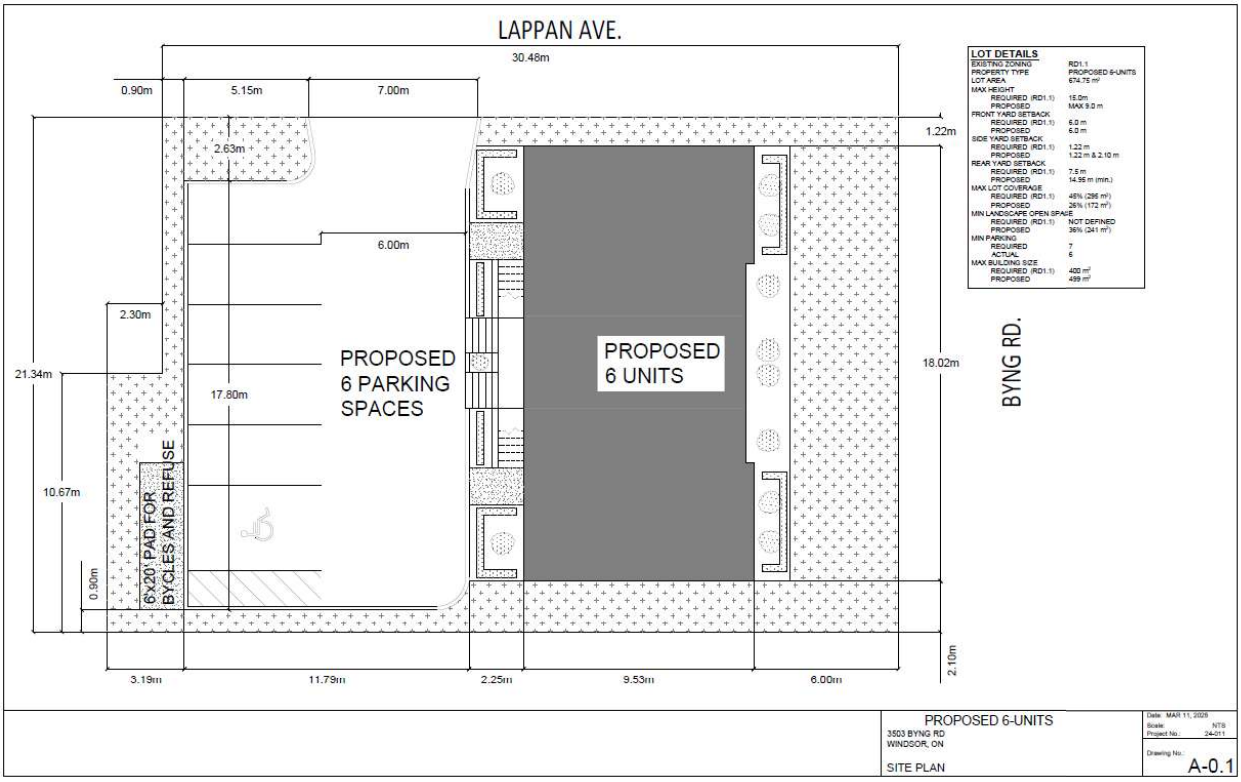


Figure 2a – Concept Plan

The concept plan illustrates the proposed lot layout.

The proposed dwelling will face Byng Road.

A rendering has been prepared (see Figure 2b – Elevations).

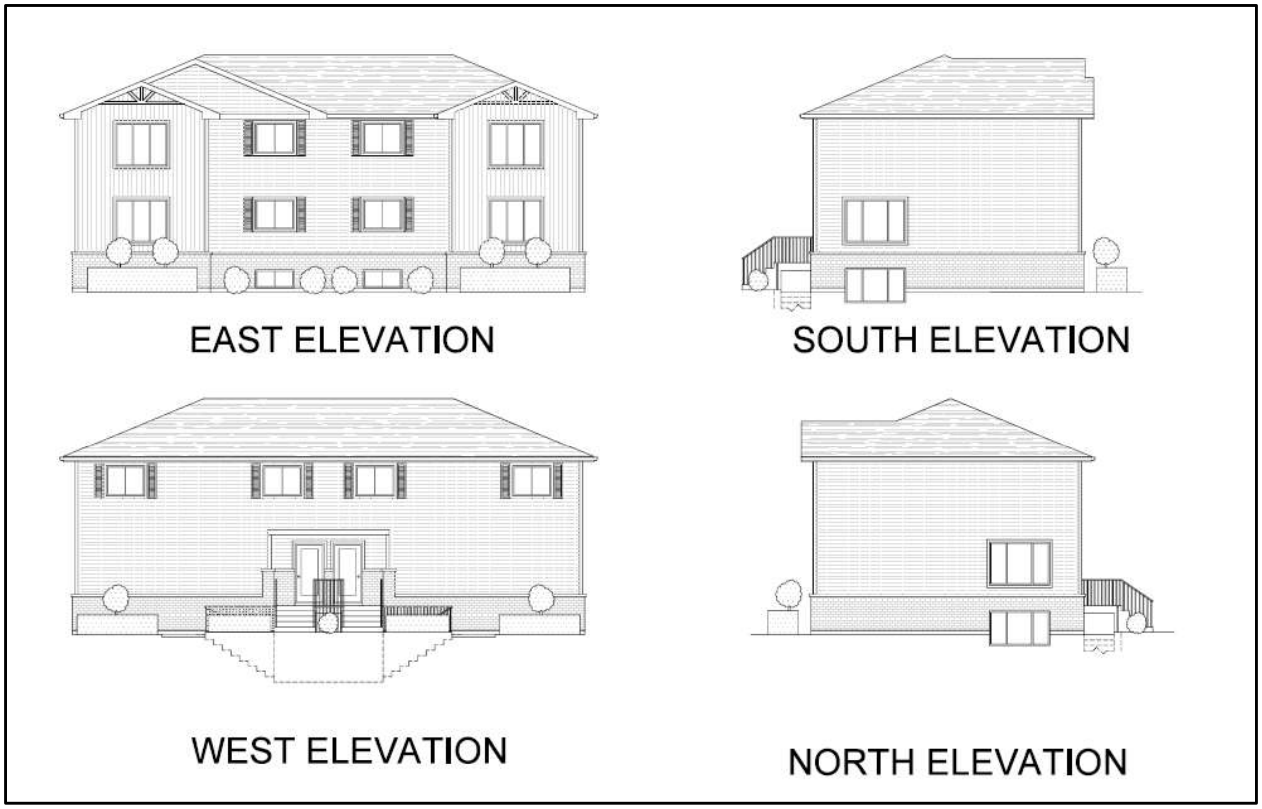


Figure 2b – Elevations

The elevations illustrate the proposed dwelling from ground level.

Based on the area of the Site (0.067 ha) and the number of proposed units (6), the proposed development will result in a gross density of 89.55 units per hectare (uph).

Tenure of the units will be rental.

On site parking for 6 spaces is proposed to be located at the rear of the proposed building with access from Lappan Ave.

The Site will be professionally landscaped.

Amenity space is proposed.

The proposed development will be serviced by full municipal infrastructure, including water, storm and sanitary sewer.

3.2 Public Consultation Strategy

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 in person and electronic public open house was held with area residents and property owners on December 16, 2024, from 6:00 pm to 7:00 pm at St. David and St. Mark Church, 3401 Byng Road, 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 213 owners and tenants were notified, which represents a 200 m radius from the Site.

In addition to the Applicant, Applicant representative and City Staff, 29 residents signed in and 1 person registered to be online.

Phone or email comments were also received.

The following is a summary of the comments and questions received, along with the responses provided.

Topic Item	Comments and Questions	Response
Parking	1.25 parking spaces are required and should be provided. Why only 6 spots? There should be 12 parking spaces. There will be exhaust fumes from the cars in the parking area.	A parking study will be prepared. A reduction in parking is proposed.
Density	There could be 36 people living in the building. How do you control the number of people? The Site should stay a single detached dwelling. The density is too high. How many bedrooms are in each unit?	A reduction in parking is one way to control the number of people. 2 bedrooms in each unit are proposed. The density is appropriate for the size of the subject property.

Topic Item	Comments and Questions	Response
Affordability and Tenure	Are these rentals? Low rent is discouraged. They are not good people. This will be built of low quality. This will not be affordable. Condo would not be supported. Will this be used for refugees?	We cannot zone for the type of people. Tenure is proposed to be rental. The dwelling will comply with the Ontario Building Code (OBC).
Need, Use and Location	The Province needs to stay out of this. We will fight the Province on the ADU regulations. Build someplace else. This is in the middle of a neighbourhood. This is a family neighbourhood. Cabana would be a better location. There are other lots elsewhere sitting vacant. Not in my backyard, go somewhere else. Make this a parking lot instead. This will set precedence and then all lots will automatically get re-zoned.	This is a site specific ZBA application and does not impact other lots. Decisions are based on a case-by-case assessment. There is a need for more housing, as set out in the new PPS.
Setbacks	The City is going to take land for the road, making the Site smaller.	The City will inform the Applicant if any road widening is required.
Sewers	The City needs to upgrade the sewers.	The required support studies will be provided to review capacity.
Traffic	It is bad now.	A traffic study is not warranted for this type of development.

Topic Item	Comments and Questions	Response
	There are speeders and people will take shortcuts. The Day Care creates issues. This development will make is worse. Roads need to be improved.	
Safety	There are school buses in the area. Children are at risk. There is already a lot of police in the area.	The proposed development will not have any negative impact on the safety of the area.
Height	The proposed height is too high.	It is proposed that the height of the proposed building will be limited to that of a 2-storey single detached dwelling.
Building Type	A duplex or a semi would be better. Two single detached dwellings will be better.	With an ADU, the total unit count would be 6, which is the same number of units being proposed.
Sidewalks	There are no sidewalks.	It will be the responsibility of the City to install new sidewalks.
Property Value	Will this decrease the value of our homes? If so, people will leave and sell their homes.	Property values could either increase or decrease.
Property Management	Who will take care of the Site? 311 does not work.	A property management company will take care of grass cutting, garbage and maintenance. Neighbours also have the option to call the City of Windsor 311 if there are concerns.
Fencing	Will there be fencing?	This will be reviewed when obtaining a building permit.

4.0 PROPOSED APPLICATION AND STUDIES

Stage 1 pre-consultation (City File PC-094/24) was completed by the Applicant. Comments dated October 21, 2024, were received and have been incorporated into the proposed application.

Stage 2 pre-submission (City File PC-036/25) was completed by the Applicant. Comments dated July 30, 2025, were received and have been incorporated into the proposed application.

The required application and support studies were identified.

The following is a summary of the purpose of the required applications and the support studies.

4.1 Zoning By-law Amendment

A site specific application for Zoning By-law Amendment (ZBA) is required in order to permit the proposed development.

The Site is currently zoned "Residential District 1.1 (RD1.1)" on Map 12 of the City of Windsor Zoning By-Law 8600.

It is proposed to rezone the Site to a site-specific Residential District 3.1 (RD 3.1- S.20(1)XXX) category to permit the proposed multiple dwelling with six (6) residential units.

All RD3.1 zone provisions shall comply with the exception of certain requirements which require relief.

Further analysis and additional information are provided in Section 5.1.4 of this PRR.

4.2 Other Application

Prior to any construction, the proposed development will require a building permit.

4.3 Supporting Studies

The following supporting studies have been completed as part of this PRR in support of the application for the zoning amendment.

4.3.1 Noise

An Airport Noise Impact Study was prepared by JJ Acoustic Engineering Ltd., dated November 19, 2024.

The purpose of the report is to determine if any potential environmental noise impact from airport traffic noise is significant.

It was concluded that the potential environmental impact of air traffic noise sources is significant.

Mitigation measures will be required including ventilation requirements, noise warning clauses and special building components.

It was recommended that the proposed development would need the following:

- warning clause,
- provision of air conditioning, and
- a requirement for higher STC ratings for the roof assembly, exterior walls and window glazing for the development of the multiple dwelling.

4.3.2 Parking

A Parking Justification Report was prepared by BairdAE, Architecture and Engineer, dated December 18, 2024.

The purpose of the report is to assess the impact of reducing parking for the proposed development.

It was concluded that the provided and available parking spaces for the proposed development are more than the required spaces needed based on the projected parking requirements.

Additionally, a transit route is located close to the proposed development, promoting the use of transit and reducing vehicle dependency.

4.3.3 Services

A Functional Servicing Report (FSR) was prepared by BairdAE, Architecture and Engineer, dated December 18, 2024, and further revised on May 8, 2025.

The purpose of the report is to assess stormwater management quantity and quality control, along with storm, sanitary and water connection requirements to accommodate the construction of a new development.

It was concluded that the proposed development can be accommodated using existing municipal services.

4.3.4 Climate Change and Energy Study

The purpose of a study regarding Climate Change or Energy is to evaluate how the proposed development could alter the climate by impacting shadow and sunlight penetration.

A study is not required as no increase in the maximum main building height is proposed.

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.

Decisions affecting planning matters shall be consistent with policy statements issued under the Act.

The following provides a summary of the key policy considerations of the PPS as they relate 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, which is an important part of the vision for the Province.
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	The proposed development will help provide for a mix of housing options and densities in an existing built up area. Housing will help to meet the needs of the City. Full municipal services are available.

PPS Policy #	Policy	Response
	minimum of 15 years through 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, longterm 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 near local amenities. The proposed development will provide a new housing option in an existing neighbourhood. The Site has access to transportation options, public service facilities, other institutional uses, and parks. Accessibility of the units will be addressed at the time of a 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 choice for the neighbourhood. The proposed development supports the City's targets for providing new housing. The needs of the residents can be accommodated as the

PPS Policy #	Policy	Response
	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	Site is located near local amenities. The Site offers an opportunity for intensification and infilling. The proposed density is appropriate for the Site. Within 200 m of the Site, there is a variety of housing types. The proposed 6 unit multiple dwelling is compatible with and appropriate for the area. See a detailed analysis of density provided in Section 2.3 of this PRR. Residents will have access to nearby transit.

PPS Policy #	Policy	Response
	development, in proximity to transit, including corridors and stations.	
2.31.1 – 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, where development is encouraged. The Site has always been intended for residential use, as set out in the City OP.
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	The total density of the proposed development is considered appropriate. See a detailed analysis of density provided in Section 2.3 of this PRR. The Site offers an opportunity for infilling by creating new residential dwelling units. The proposed height and massing of the dwellings will blend with the existing residential uses in the area. The Site is a corner lot, which makes infilling and intensification appropriate. Residents will have immediate access to shopping, employment, transit, active transportation, recreational areas and institutional uses. Transit is available for the area. Active transportation is available in the area.

PPS Policy #	Policy	Response
		The City will have the opportunity to build sidewalks in the future.
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.	The proposed development provides an infill opportunity for an existing parcel of land. The Site was always intended for residential development. The design of the proposed development has provided a compact form. The Site could be developed with a semi-detached dwelling with additional dwelling units (ADU); however, a multiple dwelling is a more appropriate style of housing for the Site.
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.

PPS Policy #	Policy	Response
		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 environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.	The proposed development will be serviced by municipal sewer, water and storm, which is the preferred form of servicing for settlement areas. An FSR has been provided and summarized in Section 4.3.3 of this PRR.
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;	An FSR has been provided and summarized in Section 4.3.3 of this PRR.
Chapter 5.1.1 – Protecting Public Health and Safety	Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.	There are no natural or human-made hazards that apply to this Site. There is no risk to the public. The Site is outside the ERCA regulated area.

Therefore, the proposed development is consistent with the PPS.

5.1.2 Official Plan

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

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

The lands are designated "Residential" according to Schedule "D – "Land Use" attached to the OP for the City of Windsor (see Figure 4 –OP).

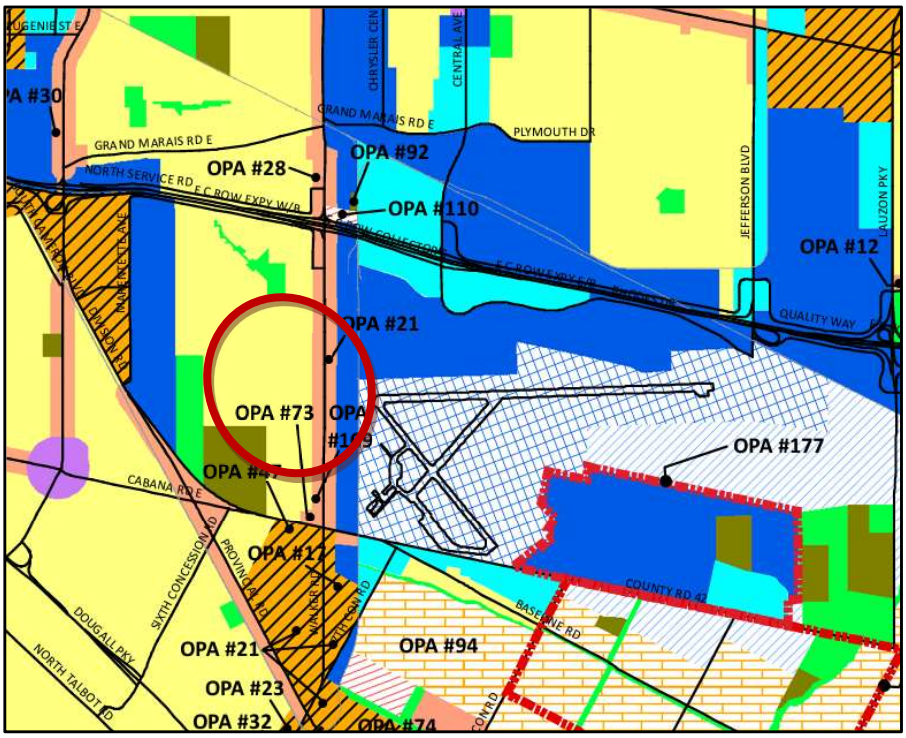


Figure 4 –OP

The Site is also subject to the following:

- Schedule ‘C’ – Development Constraint – Airport Operating Area and Noise Exposure Forecast above 30
- Schedule 'C-1' - Archaeological Potential – Low Potential

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 – Housing Variety	Encouraging a range of housing types will ensure that people have an opportunity to live in their neighbourhoods as they pass through the various stages of their lives.	The proposed residential development supports one of the City's overall development strategies of providing for a range of housing types. The proposed development is close to transit and local amenities.
3.3.3 - Neighbourhoods	Neighbourhoods are the most basic component of Windsor's urban structure and occupy the greatest proportion of the City. Neighbourhoods are stable, low-to-medium-density residential areas and are comprised of local streets, parks, open spaces, schools, minor institutions and neighbourhood and convenience scale retail services. The three dominant types of dwellings in Windsor's neighbourhoods are single detached, semi-detached and **townhouses**. The density range for Windsor's neighbourhoods is between 20 to 35 units per net hectare. This density range provides for low and some medium-density intensification to occur in existing neighbourhoods. Multiple dwelling buildings with medium and high-densities are encouraged at	The proposed residential development is in an existing built-up area of the City. The proposed residential dwelling units will blend with the surrounding area. The Site offers appropriate infilling within the existing settlement area. The area has access to nearby amenities, such as public spaces, commercial nodes, and recreational activities. The proposed density offers an opportunity to efficiently use municipal infrastructure. See a detailed analysis of density provided in Section 2.3 of this PRR. The Site will provide for more housing in an existing built-up area.

OP Policy #	Policy	Response
	nodes identified in the Urban Structure Plan.	
4.0 – Healthy Community	The implementing healthy community policies are interwoven throughout the remainder of the Plan, particularly within the Environment, Land Use, Infrastructure and Urban Design chapters, to ensure their consideration and application as a part of the planning process.	The proposed development will support the City's goal of promoting a healthy community (live, work and play). The proposed development is close to nearby transit, employment, shopping, local/regional amenities, and parks.
6.0 - Preamble	A healthy and livable city is one in which people can enjoy a vibrant economy and a sustainable healthy environment in safe, caring and diverse neighbourhoods. In order to ensure that Windsor is such a city, Council will manage development through an approach which balances environmental, social and economic considerations.	The proposed development supports the policy set out in the OP as it is suited for the residential needs of the City.
6.1 - Goals	In keeping with the Strategic Directions, Council's land use goals are to achieve: 6.1.1 Safe, caring and diverse neighbourhoods. 6.1.3 Housing suited to the needs of Windsor's residents. 6.1.10 Pedestrian oriented clusters of residential, commercial, employment and institutional uses. 6.1.14 To direct residential intensification to those areas of the City where transportation, municipal	The proposed development supports the goals set out in the OP as it provides for housing that is suited to residents in this area of Windsor and is close to employment and schooling opportunities. The City does have the opportunity to build sidewalks in the future. Full municipal services are available to support infilling and intensification of the Site.

OP Policy #	Policy	Response
	services, community facilities and goods and services are readily available.	
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.	The proposed development of the residential dwelling units is considered a low-profile building. The proposed height is 9.0 m.
6.3.1.1 - Residential	To support a complementary range of housing forms and tenures in all neighbourhoods.	The proposed development provides for a new housing choice in an existing built-up area. The proposed development will blend with the built form of the neighbourhood.
6.3.1.2	To promote compact neighbourhoods which encourage a balanced transportation system.	The existing neighbourhood has access to transportation options, including transit.
6.3.1.3 – Intensification Infill & Redevelopment	To promote residential redevelopment, infill and intensification initiatives in locations in accordance with this plan.	The Site provides an opportunity for infilling within an existing built-up area and will connect existing neighbourhoods.

OP Policy #	Policy	Response
6.3.2.1 – Permitted Uses	Uses permitted in the Residential land use designation identified on Schedule D: Land Use include **Low Profile**, and Medium Profile dwelling units. High Profile Residential Buildings shall be directed to locate in the City Centre, Mixed Use Centres and Mixed Use Corridors.	It is proposed to construct a multiple dwelling, which is a permitted low profile use.
6.3.2.3 – Type 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.	The proposed development is considered small scale. A total of 6 residential units are proposed. The Site could be developed with a semi-detached dwelling with additional dwelling units (ADU), however a multiple dwelling is a more appropriate style of housing for the Site.
6.3.2.4 - Location	Residential intensification shall be directed to the Mixed Use Nodes and areas in 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	The Site has access to major transportation networks. Full municipal services are available. Access to transit is available with bus stops nearby.

OP Policy #	Policy	Response
	transportation service can be provided.	
6.3.2.5 - Evaluation	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; (v) and 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	This PRR has addressed provincial legislation in Section 5.1.1. There are no constraints that impact the Site. A noise study has been completed. There are no nuisances. There is no contamination. Traffic generated from the proposed development is not expected to have any negative impact. There are no heritage resources. The proposed development is in keeping with policies and plans. There are no secondary plans that impact the Site. The proposed development is compatible with the area as it is in keeping with the character of the existing neighbourhood. There are many different lot areas and lot frontages in the area. See a detailed analysis of density provided in Section 2.3 of this PRR. The proposed height of the buildings will be kept low

OP Policy #	Policy	Response
	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.	profile, similar to the existing dwellings in the area. The massing of the development will fit well on the size of the existing lot. The Site is not in a mature neighbourhood as shown on Schedule A-1 of the OP. Off street parking is provided and the proposed reduction is not anticipated to have any negative impacts. A parking study has been completed to address the reduction in proposed parking spaces. Full municipal services are available. The proposed development will be professionally designed. The City of Windsor intensification guidelines will be followed. All RD3.1 zone provisions shall comply with the exception of certain provisions. Justification is provided in Section 5.1.4 of this PRR.
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	The Site is close to nearby transit, has access to major transportation networks and can be serviced with full municipal services.

OP Policy #	Policy	Response
	to ensuring that infrastructure is provided in a sustainable, orderly and coordinated fashion.	There will be no negative impacts on the municipal system, and it will not add to the capacity in a significant way.
7.2.10.2 - Airport	Council shall protect the Windsor Airport from incompatible development. Accordingly, all proponents of development within the Airport Operating Area designated on Schedule 'C': Development Constraint Areas shall be subject to the following: (a) New sensitive land uses shall not be permitted in areas above 30 NEP/NEF as set out on maps approved by Transport Canada; (b) Redevelopment of existing sensitive land uses may only be considered above 30 NEF/NEP provided the proponent successfully completes a noise study to: (i) Support the feasibility of the proposal; (ii) Identify and implement appropriate mitigation measures (refer to Procedures chapter); (c) Redevelopment of existing residential uses and other sensitive land use in areas above 30 NEF/NEP may only be considered if it has been demonstrated that there will be no negative impacts on the long-term function of the airport; (d) Land uses which may cause a potential aviation safety hazard are discouraged; (e) Other land uses may be permitted within the Airport Operating Area	A noise study has been completed and summarized in Section 4.3.1 of this PRR. No concerns were identified with the implementation of mitigation measures.

OP Policy #	Policy	Response
	provided the proponent completes a noise study to support the feasibility of the proposal and, if feasible identify and implement appropriate mitigation measures.	
9.1.1 – Heritage Conservation	The identification, recognition, protection, conservation, enhancement and proper management of heritage resources.	The Site is considered low potential. No support studies were required.

Therefore, the proposed development conforms to the purpose and intent of the City of Windsor OP, and no amendment is required.

5.1.3 Windsor Intensification Guidelines

The City of Windsor Intensification Guidelines were approved in June 2022.

The document is guided by the community vision articulated in the OP, and building on the principles of 'compatible' development. The objective of the guidelines is to provide direction for the design of future uses that respect the unique character of Windsor's neighbourhoods.

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

Guideline Policy #	Policy	Response
1.7 – Compatible Development	"Compatible Development" is an overarching principle of good planning, applicable throughout the City of Windsor, and its definition needs to be clearly understood, and applied in different ways, in different contexts throughout the City.	The proposed development is compatible with its surroundings. There are many different lot areas and lot frontages in the neighbourhood. The Site is a corner lot, which makes infilling and intensification appropriate. The OP encourages a mix of densities and types of housing in an existing neighbourhood.

Guideline Policy #	Policy	Response
		The Site only impacts 2 abutting properties. There is no safety, privacy or shadowing impacts on abutting properties.
2.1 – Stable Neighbourhood	Achieving compatibility in Stable Neighbourhoods is not about replicating the existing form or reproducing architectural styles or details of nearby buildings. Rather, the focus is to direct how new development can be designed to maintain and preserve neighbourhood character. New development in Stable Neighbourhoods should be designed to respond to the basic neighbourhood patterns and reoccurring characteristics, such as lot patterns; placement and orientation; scale, height, and massing of dwellings; existing vegetation; topography; and other common or distinctive elements.	The proposed development can be designed to maintain and preserve the neighborhood's character. The building can be placed close to the intersecting creating additional setbacks from the abutting properties. The height can be limited to 9.0 m. Buffering and screening in the form of landscaping and fencing can be provided around the proposed parking area. The Site is flat, making it conducive to vehicle access and maneuvering.
	Architecture - Architectural styles, in some cases vary dramatically, while in other neighbourhoods, convey consistency. While a rigorous adherence to a particular form or style is neither desirable nor realistic there are key elements of all building designs that can be used to ensure that different forms and styles can coexist alongside one another in a compatible and complementary manner;	The final design of the proposed multiple dwelling will be completed as part of the required building permit. The density is appropriate, and the lot coverage is low.

Guideline Policy #	Policy	Response
	Lot Size/Frontage - Streets that display the most diversity in terms of lot size and street frontage are not necessarily negative in terms of community character. Varying lot sizes and frontages can accommodate a diversity of housing types and built forms. To support this variety and diversity as a positive attribute, it is important to ensure that the development is appropriate for the site and within the context of the surrounding built form;	The lot size and frontage are appropriate for the proposed development. No new lot is being created. Minor relief from the RD3.1 zone provisions is required.
	Setbacks - Front and side yard setbacks are character giving elements within these neighbourhoods that establish both the building's relationship with the street, and the visual separation between buildings. Consistency in building setbacks, regardless of built form, is a key character giving element of any street;	All setbacks will be evaluated as part of the ZBA and justified in Section 5.1.4 of this PRR.
	Parking - Dealing with the issue of parking is often a flashpoint in the conversation about residential intensification. Parking must be appropriately accommodated on the site of any specific residential development, and that parking supply may be augmented by onstreet parking, or in parking spaces provided in communal facilities. A lack of parking supply, with too much reliance on on-street parking has a significant negative impact on community	Parking is proposed to be located at the rear of the Site. All setbacks will be evaluated as part of the ZBA and justified in Section 5.1.4 of this PRR.

Guideline Policy #	Policy	Response
	character and may impact the functional operation of the street network.	

Therefore, the proposed development is in keeping with the City of Windsor guidelines.

5.1.4 Zoning By-law

The City of Windsor Zoning By-law (ZBL) #8600 was passed by Council on July 8, 2002, and then a further Ontario Municipal Board (OMB) decision was issued on January 14, 2003.

A ZBL implements the PPS and the City OP by regulating the specific use of property and providing for its day-to-day administration.

The Site is currently zoned "Residential District 1.1 (RD1.1)" on Map 12 of the City of Windsor Zoning By-Law 8600 (see Figure 5 – ZBL).



Figure 5 – ZBL

It is proposed to rezone the Site to a site-specific Residential District 3.1 (RD 3.1- S.20(1)XXX) category to permit the proposed multiple dwelling with six (6) residential units.

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

A review of the RD3.1 zone provisions, as set out in Sections 12.1 of the ZBL, are as follows:

Zone Regulations	Required RD3.1	Proposed	Compliance and/or Relief Requested with Justification
Permitted Uses	Double Duplex Dwelling Duplex Dwelling Lodging House **Multiple Dwelling** Religious Residence Residential Care Facility Semi-Detached Dwelling Single Unit Dwelling (Existing) Townhome Dwelling Any use accessory to any of the preceding uses	Multiple Dwelling with 6 units	Complies, subject to the approved ZBA
Minimum Lot Frontage	18.0 m	21.34 m (along Byng Rd)	Complies
Minimum Lot Area	For a corner lot having a minimum frontage of 30.0 m on each of the exterior lot lines: a) For the first 5 dwelling units - 540.0 m2	674.75 m2	Relief is requested. The proposed development is appropriate for the Site. The proposed lot coverage is low.

Zone Regulations	Required RD3.1	Proposed	Compliance and/or Relief Requested with Justification
	b) For each additional dwelling unit - 67.0 m2 per unit **For any other lot:** c) For the first 4 dwelling units - 540.0 m2 d) For each additional dwelling unit - 85.0 m2 per unit **TOTAL = 540.0 + 170 = 710 m2**		
Maximum Lot Coverage	35.0%	26 %	Complies
Maximum Main Building Height	Corner - 14.0 m	9.0 m	Complies
Minimum Front Yard Depth	6.0 m	6.0 m (Byng Rd)	Complies
Minimum Rear Yard Depth	7.50 m	14.95 m	Complies
Minimum Side Yard Width	a) Where a habitable room window of any dwelling unit faces a side lot line – 6.0 m	side – 1.22 m proposed side - 2.10 m proposed (1.22 m requested)	Relief is required for both sides of the proposed dwelling. The setback in the current RD1.1 zone is only 1.20 m.

Zone Regulations	Required RD3.1	Proposed	Compliance and/or Relief Requested with Justification
	b) Any other side yard - 3.0 m		Relief will allow flexibility in the final building design and location on the Site. The building will be located close to the intersection and will provide for the appropriate site visibility triangle. There are windows on the side of the proposed dwelling.
5.15.5 – Corner Lot	On a corner lot, any part of any building or structure shall have a minimum separation of 6.0 m from the point of intersection of any two streets unless: .1 .2 that part of the building or structure is elevated a minimum of 2.20 m above grade; that part of the building or structure consists exclusively of not more than one structural support column having a maximum outside diameter of 1.0 m and a minimum	TBD	Shall Comply

Zone Regulations	Required RD3.1	Proposed	Compliance and/or Relief Requested with Justification
	height of 2.20 m above grade.		
Minimum Landscaped Open Space	35.0 % of lot area	36 % (241 m2)	Complies
Minimum Parking Requirements 24.20.5.1	Multiple Dwelling containing a minimum of 5 Dwelling units - 1.25 for each dwelling unit **Total 6 x 1.25 = 7.5 (7 rounded down)**	6	Relief required A reduction of 1 parking space is requested. A Parking Study has been prepared and summarized in Section 4.3.2 of this PRR. One parking space is provided for each proposed residential unit. The proposed reduction will not have any impact. The Site is close to transit, active transportation and there is on street parking available in the area.
Minimum Visitor Parking Spaces 24.22.1.1	Multiple Dwelling with a minimum of five dwelling units = 15 %	TBD	Shall Comply
Minimum Accessible Parking Spaces 24.24.1.1	1 to 25 Total 1 Type A and 0 Type B	1	Complies

Zone Regulations	Required RD3.1	Proposed	Compliance and/or Relief Requested with Justification
Minimum Bicycle Parking Spaces 24.30.1.1	1 to 9 Total = 0	TBD	Shall Comply
Minimum Loading Spaces 24.40.1.5	For a Multiple Dwelling with 9 - 1,000 m² or less Total = 0	0	Complies
Parking Area Separation 25.5.20.1	Any Street – 3.00 m	North side - 2.63 m	Relief requested. Relief is considered minor. Appropriate buffering and screening can be provided in the form of landscaping and fencing.
	An interior lot line or alley – 0.90 m	West side – 0.90 m South side – 0.90 m	Complies
	A building wall in which is located a main pedestrian entrance facing the parking area – 2.00 m	2.25 m	Complies
	A building wall containing a habitable room window or containing both a main pedestrian entrance and a habitable room window facing the parking area where the building is located on the	2.25 m	Relief required. Relief is considered minor. Relief will allow the parking area to be located at the rear of the building.

Zone Regulations	Required RD3.1	Proposed	Compliance and/or Relief Requested with Justification
	same lot as the parking area – 4.50 m		

Therefore, the proposed development will comply with the purpose and intent of the City of Windsor ZBL.

All RD3.1 zone provisions shall comply with the following requested relief:

- Decrease the minimum lot area from 710 m2 to 674.75 m2,
- Decrease the minimum side yard width from 6.0 m to 1.22 m,
- Decrease the minimum parking requirement from 7 spaces to 6 spaces,
- Decrease the minimum parking area separation from a street from 3.00 m to 2.63 m, and
- Decrease the minimum setback from a building wall containing a habitable room or window or containing both a main pedestrian entrance and a habitable room window facing the parking area where the building is located on the same lot as the parking area from 4.50 m to 2.25 m.

6.0 SUMMARY AND CONCLUSION

6.1 Context and Site Suitability Summary

6.1.1 Site Suitability

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

- The land area is sufficient to accommodate the proposed development,
- The Site is flat, which is conducive to easy vehicular movement,
- The Site has access to full municipal water, storm and sewer systems,
- There are no anticipated traffic or parking concerns,
- There are no environmental concerns, and
- There are no hazards.

6.1.2 Compatibility of Design

The Site is compatible with the surrounding area in terms of scale, massing, height and siting.

The development of a multiple dwelling is proposed to be an efficient use of the Site.

The proposed density is appropriate for the Site and the surrounding area.

6.1.3 Good Planning

The proposal represents good planning as it addresses the need for more housing.

The proposed residential dwelling units will contribute toward infilling and intensification requirements.

Residential use on the Site represents an efficient development pattern that optimizes the use of land in an existing built-up area that has residential uses surrounding the Site.

The additional residential dwelling units will not put any additional stress on municipal infrastructure or the current Site.

6.1.4 Natural Environment Impacts

The proposal does not have any negative natural environmental impacts, as there are no natural heritage features on the Site.

6.1.5 Municipal Services Impacts

There will be no negative impacts on the municipal system as the residential development is limited to low profile and will not add to the capacity in a significant way.

6.1.6 Social, Cultural and/or Economic Conditions

The proposed development does not negatively affect the social environment as the Site is in close proximity to major transportation networks, transit, parks, places of worship and community amenities.

The proposed development 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 development opportunity.

There are no cultural heritage constraints.

6.2 Conclusion

The proposed development on the Site is appropriate and should be approved by the City of Windsor.

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



Item No. 8.1

Committee Matters: SCM 338/2025

Subject: Adoption of the Development & Heritage Standing Committee minutes of its meeting held November 3, 2025

CITY OF WINDSOR MINUTES 11/03/2025

Development & Heritage Standing Committee Meeting

Date: Monday, November 3, 2025
Time: 4:30 o'clock p.m.

Members Present:

Councillors
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)

Members
Member Daniel Grenier
Member John Miller
Member Charles Pidgeon
Member William Tape

Member Regrets
Member Anthony Arbour
Member Joseph Fratangeli
Member Robert Polewski
Member Khassan Saka

PARTICIPATING VIA VIDEO CONFERENCE ARE THE FOLLOWING FROM ADMINISTRATION:

Sandra Gebauer, Council Assistant

ALSO PARTICIPATING IN COUNCIL CHAMBERS ARE THE FOLLOWING FROM ADMINISTRATION:

Neil Robertson, City Planner
Greg Atkinson, Deputy City Planner – Development
Jason Campigotto, Deputy City Planner – Growth
Aaron Farough, Senior Legal Counsel
Stacey McGuire, Executive Director Operations
Sahar Jamshidi, Manager, Road Safety

Patrick Winters, Manager, Development
Laura Diotte, Manager, Planning
Emilie Dunnigan, Manager Development Revenue & Financial Administration
Joe Baker, Manager, Land Development and Growth
Elara Mehrilou, Supervisor, Corridor Maintenance
Adam Szymczak, Senior Planner - Development
Averil Parent, Planner II - Development Review
Brian Nagata, Planner III – Development
Tracy Tang, Planner III – Heritage
Daniel Lopez, Development Engineer
Natasha McMullin, Clerk Steno Senior
Anna Ciacelli, Deputy City Clerk

Delegations—participating via video conference

Item 7.3 & 7.4 – Tracey Pillon-Abbs, Principal Planner, Pillon Abbs Inc.

Delegations—participating in person

Item 7.1 & 7.2 – Amy Farkas, Agent for the Applicant, Dillon Consulting Limited

1. CALL TO ORDER

The Chairperson calls the meeting of the Development & Heritage Standing Committee to order at 4:30 o'clock p.m.

2. DISCLOSURES OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

Member Daniel Grenier discloses an interest and abstains from voting on Item 7.3 being " Zoning By-Law Amendment - Z 023/25 (ZNG-7327) 3858-3868 Peter St. - Ward 2" as his company has hired the planner on record for the application for one of their projects and Item 7.4 being "Zoning By-Law Amendment - Z 021/25 (ZNG-7323) - 520 Grand Marais Rd. W - Ward 10" 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.

8. ADOPTION OF THE MINUTES

8.1. Adoption of the Development & Heritage Standing Committee minutes of its meeting held September 2, 2025

Moved by: Member William Tape
Seconded by: Member John Miller

THAT the minutes of the Development & Heritage Standing Committee meeting held September 2, 2025 **BE ADOPTED** as presented.
Carried.

Report Number: SCM 287/2025

8.2. Adoption of the Development & Heritage Standing Committee minutes of its meeting held October 6, 2025

Moved by: Councillor Angelo Marignani
Seconded by: Councillor Mark McKenzie

THAT the minutes of the Development & Heritage Standing Committee meeting held October 6, 2025 **BE ADOPTED** as presented.
Carried.

Report Number: SCM 325/2025

9. PRESENTATIONS AND DELEGATIONS (COMMITTEE ADMINISTRATIVE MATTERS)

10. *HERITAGE ACT* MATTERS

10.1. Notice of Intent to Partially Demolish a Heritage Listed Property – 734 Kildare Road, Warren Seagrave House - Ward 4

Moved by: Councillor Mark McKenzie
Seconded by: Member William Tape

Decision Number: **DHSC 780**

I. THAT the Notice of Intent to partially demolish the heritage listed property at 734 Kildare Road, Warren Seagrave House, to remove the existing one-storey detached garage structure at the rear of the property **BE RECEIVED.**

Carried.

Report Number: S 124/2025
Clerk's File: MBA/14987

Tracy Tang appears before the Development & Heritage Standing Committee and provides a brief update on the Walkerville Heritage Conservation District Project indicating there will be a public engagement event for Stage 2 – Plan and Guideline stage on Tuesday, November 4, 2025, doors open at 6:30 o'clock p.m. with the presentation beginning at 7:00 o'clock p.m. at Willistead Manor in the Saltmarche Gallery. This meeting is open to the public.

Councillor Kieran McKenzie asks how the feedback will be reported back to the Development & Heritage Standing Committee and City Council. Ms. Tang indicates that the feedback received from the meeting will be incorporated into the Draft Plan and Guidelines documents that will be presented to the Development & Heritage Standing Committee and to City Council along with a record of public engagement report at the completion of the project for final approval.

There being no further business the meeting of the Development & Heritage Standing Committee (*Heritage Act* Matters) portion is adjourned at 4:35 o'clock p.m.

The Chairperson calls the *Planning Act* Matters portion of the Development & Heritage Standing Committee meeting to order at 4:37 o'clock p.m.

5. ADOPTION OF THE *PLANNING ACT* MINUTES

5.1. Adoption of the Development & Heritage Standing Committee minutes (*Planning Act*) of its meeting held October 6, 2025

Moved by: Councillor Fred Francis
Seconded by: Councillor Mark McKenzie

THAT the *Planning Act* minutes of the Development & Heritage Standing Committee meeting held October 6, 2025 **BE ADOPTED** as presented.
Carried.

Report Number: SCM 326/2025

6. PRESENTATION DELEGATIONS (*PLANNING ACT* MATTERS)

7. *PLANNING ACT* MATTERS

7.1. Zoning By-law Amendment Application for 1730 Olive Road, Z-025/25 [ZNG-7329], Ward 8

Moved by: Councillor Fred Francis
Seconded by: Councillor Angelo Marignani

Decision Number: **DHSC 776**

I. THAT Zoning By-law 8600 **BE AMENDED** by changing the zoning of Lots 318, 319, 431 & 432, Part of Lots 317, 320, 430 & 433, and Part of Closed Alley, Plan 1063 [PIN No. 01116-0581 LT (in part) & PIN No. 01116-0587 LT (in part)], situated on the south part of Kinsmen Norman Road Park and north half of abutting 7.62-metre-wide closed east/west alley, shown as the *Subject Site* on Appendix A, from GD1.1 to RD1.2.

II. THAT before the issuance of a Building Permit, the City Solicitor **BE DIRECTED** to grant Bell Canada, ENWIN Utilities Ltd. and Managed Network Systems Inc. (MNSi), at no cost, a 4.57-metre-wide easement, measuring 1.52 metres and 3.05 metres from the shared rear lot line of the new single unit dwelling lots on Olive Road and Norman Road, respectively, shown as the *Subject Site* on Appendix A, to service the proposed development.

III. THAT Administration **BE DIRECTED** to provide a financial, or real estate business plan for information when this report proceeds to Council for their consideration.

Carried.

Report Number: S 121/2025
Clerk's File: Z/15041

7.2. Rezoning – 0 Spitfire Way – Z-020/25 ZNG/7318 – Ward 6

Moved by: Councillor Mark McKenzie
Seconded by: Councillor Angelo Marignani

Decision Number: **DHSC 777**

1. THAT Zoning By-law 8600 **BE AMENDED** by deleting and replacing clause 439 in Section 20(1) as follows:

439. **EAST SIDE OF LAUZON ROAD BETWEEN MCHUGH STREET AND THE VIA RAIL RAILWAY RIGHT-OF-WAY**

1. For the lands comprising Parts 1 and 2, Plan 12R-29424 (Part of Block 42, Plan 12M-678; PIN 015962727 & 015962728), situated on the east side of Lauzon Road and the west side of Bowler Drive, north of Spitfire Way, the following additional provisions shall apply:

a) *Building Height*: *Main Building*: *maximum*:

1. 56% of the *main building* footprint: *maximum* 31.0 m
2. Remainder of *building* footprint: *maximum* 21.0 m

b) *Lot Area*: *minimum* 63.75 m^2 per *dwelling unit*

c) *Required Parking Spaces*: *minimum*: 1.24 for each *dwelling unit*

d) *Required Yard*: from Bowler Drive: *minimum* 23.0 m

e) *Landscaped Area*: *minimum* 31.0% of *lot area*

f) Section 24.26.5 shall not apply

g) Section 24.28.1.1 shall not apply

h) Section 24.40.20.3a) shall not apply

2. For the land comprising Part of Part 1, Plan 12-28651 (Part Lot 128, Concession 1 (McNiff's Survey); PIN 015962291), situated at the southeast corner of Lauzon Road and Spitfire Way the following additional provisions shall apply:

   a) A *Multiple Dwelling* shall be an additional permitted *main use*

   b) *Building Height*: *Main Building*: *maximum*: 28.0 m

   c) For a *Combined Use Building*, a *dwelling unit* shall be permitted on the ground floor

   d) A *Public Parking Area* may be designated exclusively for the *Multiple Dwellings* located on the lands described in Clause 1 above

[ZDM 14; ZNG/6590; ZNG/7318] (B/L 78-2022 May 30/2022)

2. THAT Zoning By-law 8600 **BE FURTHER AMENDED** by changing the zoning of Part of Part 1, Plan 12-28651 (Part Lot 128, Concession 1 (McNiff's Survey); PIN 015962291), situated at the southeast corner of Lauzon Road and Spitfire Way (0 Spitfires Way; Roll No. 070-720-00107) by extending zoning exception 20(1)439 to include the subject parcel.

3. THAT, when Site Plan Control is applicable:

   A. The following additional materials **BE SUBMITTED** with an application for site plan approval:

      1) A Noise Study to the satisfaction of the City Planner, Deputy City Planner, or Site Plan Approval Officer.

      2) A Vibration Study to the satisfaction of the City Planner, Deputy City Planner, or Site Plan Approval Officer.

      3) 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 archaeological reports and the GIS study area must be submitted to the City of Windsor.

      4) Any other documents, materials, or studies identified in Appendix B to Report S 120/2025, to the satisfaction of the municipal department or external agency requesting them.

   B. The Site Plan Approval Officer **BE DIRECTED** to incorporate the following into an approved site plan and an executed and registered site plan agreement:

      1) Any mitigation measures identified in a Noise Study and Vibration Study, subject to the satisfaction of the City Planner, Deputy City Planner, or Site Plan Approval Officer.

      2) Any requirements identified in Appendix B to Report S 120/2025, to the satisfaction of the municipal department or external agency requesting them.

   C. The Site Plan Approval Officer **CONSIDER** the following items in an approved site plan and an executed and registered site plan agreement:

1) Provision of a controlled crossing for pedestrians at the intersection of Bowler Drive and Spitfire Way, to the satisfaction of the City Engineer.

Carried.

Report Number: S 120/2025
Clerk's File: Z/15039

7.3. Zoning By-Law Amendment - Z 023/25 (ZNG-7327) 3858-3868 Peter St. - Ward 2

Moved by: Councillor Angelo Marignani
Seconded by: Councillor Mark McKenzie

Decision Number: **DHSC 778**

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

10. **NORTH SIDE OF PETER STREET BETWEEN CHAPPELL AVENUE AND HILL AVENUE**

For the lands comprising of Part of Lots 27 & 28, Registered Plan 40 (PIN 01258-0188 LT), the following additional provisions shall apply:

a) *Building Height*: *maximum* 9.0 m

b) *Side Yard* Width: *minimum* 1.20 m

c) Section 5.67.1 shall not apply

d) Section 24.26.5 shall not apply

e) A screening fence with a minimum height of 1.8 m shall be provided abutting the west lot line (abutting 3872 Peter St.)

[ZDM 4; ZNG/7327]

II. THAT Zoning By-law 8600 **BE FURTHER AMENDED** by changing the zoning of Part of Lots 27 & 28, Registered Plan 40 (PIN 01258-0188 LT), known municipally as 3858 Peter Street (Roll No. 050-170-14800), situated on the north side of Peter Street between Chappell Avenue and Hill Avenue, from DRD1.1 to MD1.2x(10).

Carried.

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

Report Number: S 119/2025
Clerk's File: Z/15042

7.4. Zoning By-Law Amendment - Z 021/25 (ZNG-7323) - 520 Grand Marais Rd. W - Ward 10

Moved by: Councillor Kieran McKenzie
Seconded by: Councillor Mark McKenzie

Decision Number: **DHSC 779**

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

11. NORTH SIDE OF GRAND MARAIS ROAD WEST, BETWEEN BRUCE AVENUE AND AVONDALE AVENUE

For the lands comprising of Part Lot 78, Concession 3, the following additional provisions shall apply*:*

f) Lot Width: minimum 11.8 m

[ZDM 8; ZNG/7323]

II. THAT Zoning By-law 8600 **BE FURTHER AMENDED** by changing the zoning of Part Lot 78, Concession 3, known municipally as 520 Grand Marais Road West (Roll No. 080-380-05700) situated on the north side of Grand Marais Road West between Bruce Ave and Avondale Ave, from RD1.4 to RD1.2x(11).

Carried.

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

Report Number: S 122/2025
Clerk's File: Z/15040

There being no further business the meeting of the Development & Heritage Standing Committee (*Planning Act* Matters) portion is adjourned at 5:14 o'clock p.m.

The Chairperson calls the Administrative Items portion of the Development & Heritage Standing Committee meeting to order at 5:14 o'clock p.m.

11. ADMINISTRATIVE ITEMS

11.1. Amendment to CR15/2020 for Closure of Perth Avenue located north of Chappus Street, Ward 1, SAS-5686

Moved by: Councillor Fred Francis
Seconded by: Councillor Mark McKenzie

Decision Number: **DHSC 781**

I. THAT CR15/2020, adopted on January 6, 2020, **BE AMENDED** as follows:
By **DELETING** Section III in its entirety and replacing it with the following:
III. THAT Conveyance Cost **BE SET** as follows:

i. For street conveyed to abutting lands zoned DRD1.1, $2.00 per square foot without easements plus HST and deed preparation fee.

II. THAT CR15/2020, adopted on January 6, 2020, **BE FURTHER AMENDED** to replace Drawing No. CC-1743 with the drawing attached hereto as Appendix "A".

Carried.

Report Number: S 123/2025
Clerk's File: SAA2025

12. COMMITTEE MATTERS

None presented.

13. QUESTION PERIOD

None registered.

14. ADJOURNMENT

There being no further business the meeting of the Development & Heritage Standing Committee (Administrative Items Matters) is adjourned at 5:15 o'clock p.m. The next meeting of the Development & Heritage Standing Committee will be held on December 1, 2025.
Carried.

Ward 10 – Councillor Jim Morrison (Chairperson)	Deputy City Clerk / Supervisor of Council Services

Item No. 10.1

Council Report: S 133/2025

Subject: Ontario Heritage Act Part IV Heritage Designations of 'High' Priority Properties, University of Windsor (Ward 2)

Reference:

Date to Council: December 1, 2025
Author: Tracy Tang, MCIP, RPP
Planner III – Heritage (Acting)
ttang@citywindsor.ca
519-255-6543 X 6179

Shantal Beckford, B.A. (Hons), J.D.
Planner II – Development Review (Heritage)
sbeckford@citywindsor.ca
519-255-6543 x 6218

Olivia Laforet, B.A. (Hons)
Planner II – Development Review (Heritage)
olaforet@citywindsor.ca
519-255-6543 x 6025

Planning & Building Services
Report Date: 11/13/2025
Clerk's File #: MBA/14619

To: Mayor and Members of City Council

Recommendation:

I. THAT the City Clerk **BE AUTHORIZED** to publish a Notice of Intention to Designate the following properties hereby identified as "Batch – University of Windsor" in accordance with Part IV, Section 29 of the *Ontario Heritage Act* for the reasons within the draft Statements of Cultural Heritage Value or Interest attached in Appendix 'B':

A. 400 Huron Church Rd – "Assumption College – Hall #3 & Chapel"
B. 401 Sunset Ave – "Dillon Hall U of W, Former Assumption H.S."
C. 401 Sunset Ave – "Memorial Hall"
D. 2629 Riverside Dr W – "John H. Rodd House"
E. 197 Sunset Ave – "John Stuart House"
F. 223 Sunset Ave – "Kamen House"

II. THAT the City Solicitor **PREPARE** the By-laws for Council to designate the properties.

Executive Summary:

N/A

Background:

As of November 5, 2025, the Windsor Municipal Heritage Register contained 1,272 recognized properties, including listed properties, individually designated properties, and those within Heritage Conservation Districts. Of these, 881 are listed but not designated. Listing under Section 27(3) of the *Ontario Heritage Act (OHA)* provides interim protection against demolition or removal and supports informed heritage decision-making.

The recommendations in this report build on the Bill 23 strategies endorsed by Council through Reports S 88/2023 and S 7/2025, which established a prioritization framework for all listed properties. Through that process, 239 properties were identified as high priority, 593 as medium, and 49 as low.

As part of "Strategy 2: Part IV Designation of High-Priority Properties," staff, supported by students from the University of Windsor and University of Waterloo, evaluated high-priority listings using the criteria in Ontario Regulation 9/06 (O. Reg. 9/06). Part IV designation provides formal recognition and ensures future alterations are compatible with the Standards & Guidelines for the Conservation of Historic Places in Canada, while still allowing appropriate change.

To streamline approvals, "Strategy 3: Exploring New Ways to Designate" introduces a batch designation approach for Council's consideration.

This report presents the rationale for designating six listed University of Windsor properties under Part IV, Section 29 of the *OHA*. Appendix "A" includes a location map, and Appendix "B" provides the proposed Statements of Cultural Heritage Value or Interest (CHVI).

Legal Provisions:

Part IV, Section 29 of the *OHA* provides for designation of "property within the municipality to be of cultural heritage value or interest". The *OHA* under Section 29 (4)(b) includes the requirement for a "statement explaining the cultural heritage value or interest of the property and a description of the heritage attributes of the property". Also, there are provisions for a municipal heritage committee to be consulted about a designation before the council makes a decision on it under Section 29 (2) of the *OHA*.

O. Reg. 9/06 provides provisions that an individual property designation under Section 29 of the *OHA* must meet two or more of the criteria for determining whether it is of cultural heritage value or interest under Subsection 1 (2) of the regulation:

1. "The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.
2. The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.

3. The property has design value or physical value because it demonstrates a high degree of technical or scientific achievement.
4. The property has historical value or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.
5. The property has historical value or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture.
6. The property has historical value or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
7. The property has contextual value because it is important in defining, maintaining or supporting the character of an area.
8. The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.
9. The property has contextual value because it is a landmark."

Designation requires consideration from Council in two steps. The Notice of Intention to Designate (current step) provides direction for the City Clerk to give notice to the Property Owner, a newspaper, and others of Council's intent to initiate the heritage designation. After thirty days, and if there is no objection, the Council may pass a by-law to designate the property in accordance with the *OHA*.

Discussion:

Proposal:

Staff are of the opinion that this list of 6 properties owned by the University of Windsor meet the legislative requirements for designation under O. Reg. 9/06. A summary of the heritage evaluation of these properties is included in Table 1 below. The full proposed Statements of CHVI can be found in Appendix 'B'.

Heritage Evaluation of O. Reg. 9/06 Criteria:

Photograph	O. Reg. 9/06 Criteria Met
400 Huron Church Rd – "Assumption College (Hall #3 & Chapel)"	
 Assumption College, May 2025	• Scholastic Gothic and Gothic Revival architecture; high degree of craftsmanship in brickwork & metalwork (Criteria 1 & 2) • Founded in 1857 by the Jesuit Fathers; the first post-secondary institution for men west of Toronto; designed by architects S.M Goddard (1883, Assumption Hall) and Peter Dederichs (1908, Chapel) (Criteria 4, 5, & 6) • Landmark of the University of Windsor campus and Sandwich; linked visually and historically to Assumption Church; contributes to historical landscape and streetscape on Huron Church Road (Criteria 7, 8, & 9)
401 Sunset Ave – "Dillon Hall U of W (Former Assumption H.S.)"	
 Dillon Hall, May 2025	• Gothic Revival architectural style, designed by prominent architect Albert Lothian (Criteria 1, 2, & 3) • Originally the Arts Building for Assumption College, later part of the University of Windsor; pivotal in the development of education in Southern Ontario (Criteria 4, 5, & 6) • Landmark of the University of Windsor campus (Criteria 7, 8, & 9)

401 Sunset Ave – "Memorial Hall"	
 Memorial Hall, May 2025	• Art Deco architectural style (Criteria 1) • Built as a tribute to 121 WWII soldiers from Assumption College; prime example of "functional" (vs. aesthetic sculpture) war memorial popular in Canada after WWII; symbolic of the college's wartime history (Criteria 4, 5 & 6) • Linked to other historic buildings on the campus and is part of the original Assumption College site (Criteria 7 & 8)
2629 Riverside Dr W – "John H. Rodd House"	
 John H. Rodd House, May 2025	• Prairie School and American Craftsman architectural styles (Criteria 1) • Linked to John H. Rodd, influential Windsor barrister and Crown Attorney (Criteria 4 & 5) • Reflects the character of the former Town of Sandwich, with unique and highly valued houses; example of the many gracious homes along Windsor's riverfront (Criteria 7 & 8)
197 Sunset Ave – "John Stuart House"	
 John Stuart House, November 2023	• Colonial Revival architectural style; high degree of craftsmanship; one of Sandwich's most beautiful homes in 1924 (Criteria 1 & 2) • Home of prominent Windsor businessman John Stuart; sold to the University of Windsor in 1964 and used as the residence for the acting president (Criteria 4 & 5) • Reflects the opulent 1910s-1920s character of Sandwich; adjacent to another heritage property (Kamen House) maintaining the area's historical identity (Criteria 7, 8, & 9)

223 Sunset Ave – "Kamen House"	
 Kamen House, May 2025	• Craftsman architectural style; high degree of craftsmanship; one of Sandwich's most beautiful homes in 1924 (Criteria 1, 2) • Built for Dr. Royden E. Holmes, a prominent physician who modernized x-ray use in cancer research; later purchased by Dina & Zalman Kamen who were prominent figures in Windsor's Jewish community (Criteria 4 & 5) • Contributes to the historical streetscape of Sunset Avenue (Criteria 7 & 8)

Table 1: Proposed Properties for Batch Designation and O. Reg. 9/06 Criteria Met (with photos)

Official Plan Policy:

The Windsor Official Plan Volume 1 includes (9.0) "A community's identity and civic pride is rooted in physical and cultural links to its past. In order to celebrate Windsor's rich history, Council is committed to recognizing, conserving and enhancing heritage resources." Goals include (9.1.1) "The identification, recognition, protection, conservation, enhancement and proper management of heritage resources." Objectives include (9.2.4) "To increase awareness and appreciation of Windsor's heritage resources and encourage participation by individuals, organizations and other levels of government in heritage conservation."

Also, (9.3.2.1) "Council will identify Windsor's heritage resources by: ... (c) Researching and documenting the history and architectural and contextual merit of potential heritage resources on an individual property basis". (9.3.3.1) "Council will recognize Windsor's heritage resources by: ... (a) Designating individual buildings, structures, sites and landscapes as heritage properties under the *Ontario Heritage Act*;" (9.3.6.1) "Council will manage heritage resources by: … (e) providing support and encouragement to organizations and individuals who undertake the conservation of heritage resources by private means"

The heritage designation of these identified properties would further ensure that Official Plan policies within Chapter 9 Heritage Conservation related to the protection, enhancement and management of heritage resources would be implemented.

Risk Analysis:

The proposed designations would support the protection and long-term retention of the heritage attributes and features of the properties. If designated, modifications or additions that affect any identified heritage feature(s) (see Appendix 'B') will be subject to Part IV Section 33 of the *Ontario Heritage Act* and the Heritage Permit application

process. This process may require approval by Council, after consultation of the Development & Heritage Standing Committee.

Property Owners also have appeal rights to the Ontario Land Tribunal ("OLT") should they wish to object to designation. An appeal would involve legal costs, including in-house legal representation and potentially third-party expert reviews.

If not designated, these 'listed' heritage properties would be stripped of their heritage status and removed from the Windsor Municipal Heritage Register as of January 1, 2027 as per the provisions under Bill 23 and Bill 200. The risk goes beyond identification and recognition to potential demolition, inappropriate changes, and irreversible loss of Windsor's heritage resources. The removal of these properties from the Heritage Register would be a detriment to current and future generations.

Climate Change Risks

Climate Change Mitigation:

N/A

Climate Change Adaptation:

N/A

Financial Matters:

If Council elects to proceed with designation, the associated costs are estimated at approximately $200 per property, or roughly $1,200 for all six properties. Under normal circumstances, these expenses are drawn from the Heritage Committee's operating budget. For designations initiated under Bill 23 and Bill 200, however, funding would instead be sourced from Capital Project 7241028 (Bill 23 Municipal Heritage Register), which currently has an uncommitted balance of $145,560. If these recommended designations proceed, there will be sufficient project funding to complete the review and potential designation of the remaining high priority properties.

Following designation, property owners would be eligible to apply to the City's Community Heritage Fund (Fund 157) for financial assistance to repair, restore, or reinstate heritage attributes identified in the designation by-laws. Should any designation by-law be appealed to the Ontario Land Tribunal, external legal services may be required, which could result in additional future financial impacts.

Consultations:

Heritage Planning staff initiated discussions with the University of Windsor in May 2025, to outline the City's designation initiative. These discussions covered the *OHA* designation process, the basis for considering University-owned properties for designation, anticipated benefits and implications, and available municipal heritage incentive programs. The University welcomed the opportunity to review and refine the draft Statements of CHVI for each property. The final edited collaborative versions are included in Appendix "B."

Emma Grant, a recent graduate of the University's Master of Arts in History program, played a key role in compiling and synthesizing the historical research for the subject properties. Additional research support was provided through consultations with the

Windsor Public Library Community Archives and Local History Branch, and Museum Windsor staff. Site visits were completed in March and May 2025 to document and verify heritage attributes.

Heritage Planning staff also consulted with Aaron Farough, Senior Legal Counsel (Legal Department), and Josie Gualtieri, Financial Planning Administrator (Finance Department), in preparing this report.

Conclusion:

Administration recommends initiating the designation process for the 6 listed University of Windsor properties known as Assumption College (Hall #3 & Chapel) at 400 Huron Church Rd, Dillon Hall U of W (Former Assumption H.S.) and Memorial Hall both located at 401 Sunset Ave, John H. Rodd House at 2629 Riverside Dr W, John Stuart House at 197 Sunset Ave, and Kamen House at 223 Sunset Ave under Part IV Section 29 of the *Ontario Heritage Act* to recognize and conserve their historical, architectural, and contextual features for years to come.

Planning Act Matters:

N/A

Approvals:

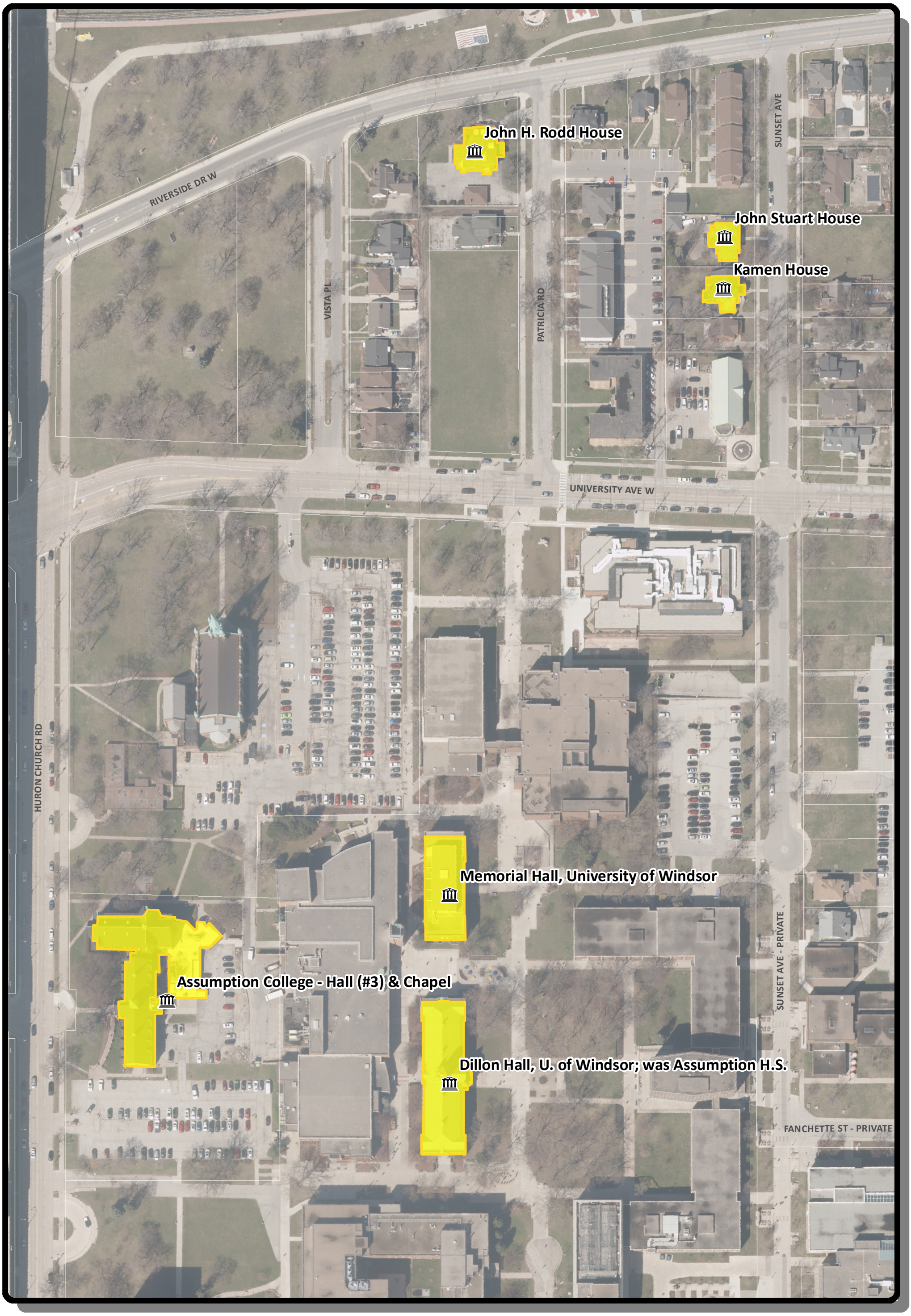
Name	Title
Jason Campigotto	Deputy City Planner – Growth (A)
Emilie Dunnigan	Manager, Development Revenue & Financial Administration
Aaron Farough on behalf of Wira Vendrasco	City Solicitor
Neil Robertson	City Planner
Jelena Payne	Deputy CAO/Commissioner, Economic Development
Janice Guthrie	Commissioner, Finance & City Treasurer
Ray Mensour	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:

1 Appendix A – Map of University of Windsor Properties for Heritage Designation
2 Appendix B – Proposed Statements of Cultural Heritage Value or Interest



University of Windsor Listed Properties Proposed for Designation

University of Windsor Subject Buildings Heritage Listed

PLANNING & BUILDING DEPARTMENT
NOVEMBER 2025

0 20 40 80 Meters

Draft Statement of Cultural Heritage Value and Interest
Assumption College – Hall #3 & Chapel
400 Huron Church Road

Description of Historic Place:

Assumption College, comprised of two buildings – Assumption Hall and Assumption Chapel, is a three-storey, educational and religious building complex, located at 400 Huron Church Road on the University of Windsor campus.

The cultural heritage value of Assumption College lies in it being an early and rare example of the Collegiate Gothic and Gothic Revival architectural styles; its historical association with the Jesuit Fathers, its link to Assumption Parish and the modern-day University of Windsor, and its association with significant architects S.M. Goddard and Peter Dederichs; and its contextual value as a landmark of the current University of Windsor campus and Sandwich district, its visual and historical link to Assumption Church and its relationship to the Ambassador Bridge, which adds to Windsor's layered historical landscape.

Design/Physical Value

The Assumption College property has design value because it is an early and rare example of the Collegiate Gothic and Gothic Revival architectural style on the University of Windsor campus. Gothic Revival emphasizes height to create a sense of grandeur and included elements like stained glass windows, pointed arches, steeply pitched gable roofs, and buttresses.

Assumption Hall and Chapel are all that remain of the original complex, connected to one another by a modest annex.

Assumption Hall (a.k.a., the "Main Wing") built in 1883 in the Collegiate Gothic Revival style, is a three-storey building constructed of a rusticated stone block base, and red brick with limestone banding and accents. Gothic elements include brick buttresses capped with limestone along the façade, pointed arch windows on the ground level, arched windows on the second level, and dormers with lancet windows on the third level. Various windows contain limestone sills, keystones, dripmoulds and brick voussoirs, with most including a quatrefoil detail in the archway above. The steeply pitched gable roof features dormers flanking the main entrance and along the entire rear roof line. The building also features a central square steeple entirely clad with copper, comprised of a belfry, spire, and two (2) smaller octagonal copper steeples flanking the north and south roof. A copper cross sits atop the central spire, while the smaller steeples feature a decorative copper finial at the apex.

The Assumption Chapel (a.k.a. the "Chapel Wing") sits at the northerly end of the compound and has an east-west orientation that is typical of Gothic churches. Built in 1907-1908 and designed in the Gothic Revival architectural style, the Chapel Wing mirrors the Main Wing's three-storey height, pointed arch windows, buttresses, and uses similar exterior materials (e.g., a stone block base, red brick cladding, limestone banding and accents, and copper roof detailing). Below the roofline features exaggerated brick dentil moulding. The steeply pitched cross-gable roof, emblematic of a Latin-cross, is a hallmark of religious structures in the Gothic style. The roof intersection contains a square copper steeple comprised of a belfry, spire, and cross at the apex. The roof is also adorned with copper ridge caps, crosses, and finials at the pinnacles. At the north-west corner of the chapel is the cornerstone dated "A.D. 1907."

The interior of Assumption College's Chapel displays a high degree of craftsmanship and artistic merit particularly through its stained-glass windows. The nave is lined with lancet-shaped lead and stained-glass windows, designed by N.T. Lyon & Co. of Toronto. Facing west is the famous rose window with tracery and intricate stained-glass work, depicting religious imagery. nave's

Historical/Associative Value

The complex is comprised of two buildings – Assumption Hall (c. 1883) and Assumption Chapel (c. 1907-1908).

Assumption College has historical value due to its association with the Jesuit Fathers and its link to Assumption Parish and the modern-day University of Windsor. Funds for construction of the original Assumption College Building were established by the Jesuits in 1855 and remains affiliated with Assumption Parish, which was founded in 1767 and still borders the property today. The Jesuits were fundamental to the early development of religious life and education within the Windsor region, rendering the College's association with the religious organization historically significant. Assumption College officially opened on February 10, 1857, marking it as the first institution of higher education west of Toronto and was one of only four French Jesuit Colleges in Canada by 1875. Assumption College eventually formed the basis for the modern-day University of Windsor.

Assumption College came under the leadership of the Basilian Fathers in 1870, whose plans for a larger and more permanent structure for the College lead to the construction of the Hall and Chapel. Assumption College was originally affiliated with the University of Western Ontario in 1919 and received its own independent degree-granting powers on July 1, 1953, ending its affiliation with Western University; it was rechartered as Assumption University of Windsor in 1956. In December 1962, it became the first Roman Catholic university in Canada to adopt a non-denominational board and join the publicly-funded University of Windsor, where it continues its legacy of faith-based education and academic excellence. Assumption College has historical value because it yields important information that contributes to our understanding of the development of the Windsor community since the mid-nineteenth century and helps one understand the culture of education and the Catholic religion within the area.

Assumption College has historical value due to its association with significant Detroit-based architects S.M. Goddard and Peter Dederichs. Samuel M. Goddard designed Assumption Hall in 1883, one of the most significant commissions of his career. Peter Dederichs specialized in the design of churches, schools, monasteries, and convents for the Roman Catholic Diocese of Detroit. Between 1907-1908, Dederich designed the Assumption Chapel in the Gothic Revival style. Both architects were significant to the Detroit-Windsor borderlands community and to the religious architecture of the region.

Contextual Value

Assumption College has contextual value because it is important in defining and maintaining the character of the early Sandwich area with its architectural components (e.g., towers, spires, pinnacles, etc.) helping to reinforce the Gothic impression of this early heritage region. Assumption College sits south of the historic Assumption Church (1842), north of the present Assumption Cemetery (1859), and to the east of the Ambassador Bridge (1929). The copper steeples create a visual continuity by subtly mirroring the bridge's hue, a continuity that extends to Assumption Church. Assumption College is functionally and historically linked to its surroundings, as it has operated as a religious educational building since its construction and is affiliated with both the Catholic Church and the Jesuits. Further, its role as the foundation for the University of Windsor adds to Windsor's layered historical landscape. Its rare Gothic Revival architectural style makes it a landmark on the University of Windsor campus and in the broader historic Sandwich district, due to its prominence and recognizable features, which include intricate copper work. It is Canada's most southerly located university.

Heritage Attributes:

Exterior and interior attributes that contribute to the design/physical value of Assumption College – Hall #3 & Chapel:

- Built in 1883 (Hall) and 1907-1908 (Chapel)
- Early examples of Collegiate Gothic and Gothic Revival architectural styles
- Rare examples, as it is the only one of its kind left as the rest of the Assumption complex was demolished in the 1960s and early 1980s
- Assumption Hall and Chapel are connected by a modest annex
- Displays a high degree of craftsmanship and artistic merit particularly through the Chapel's stained-glass windows and the Hall's bell tower.
- Assumption College Hall, featuring:
    - Three-storey building
    - Rusticated stone block base, red brick cladding, limestone banding and accents, and copper roof details
    - Collegiate Gothic elements include:
        - Steeply pitched gable roof
        - Third-storey dormers flanking the main entrance and along the entire rear roofline
        - Brick buttresses capped with limestone along the façade
        - Pointed arch windows on the ground level, arched windows on the second level, and dormers with lancet windows on the third level
        - Windows with limestone sills and brick voussoirs, and the main entrance windows with limestone keystones and dripmoulds
        - Quatrefoil detail in the archway above the windows
        - A central square steeple entirely clad with copper, comprised of a belfry, spire, and a copper cross
        - Two (2) octagonal copper steeples flanking the north and south roof with a decorative copper finial
- Assumption College Chapel, featuring:
    - Three-storey building
    - Stone block base, red brick cladding, limestone banding and accents, and copper roof details
    - Gothic Revival elements include:
        - East-west orientation, with the altar facing east
        - First-floor pointed arch windows with limestone sills, brick dripmoulds, and voussoirs above
        - Second-storey nave with lancet-shaped and leaded glass windows
        - Large Rose Window at the west-end
        - Brick buttresses capped with limestone along the façade
        - Exaggerated brick dentil moulding below roofline
        - Steeply pitched cross-gable roof
        - A square copper steeple comprised of a belfry, spire, and decorative cross at the apex
        - Copper roof ridge caps, cross-shaped pinnacles, and finials at the peaks
        - Two (2) ornamental copper-roofed dormers with crosses
        - Cornerstone dated "A.D. 1907" at the north-west corner o

Interior attributes that contribute to the design/physical value of Assumption Chapel:

- Lancet-shaped lead and stained-glass windows
- West facing rose window with tracery and intricate stained-glass work, depicting religious imagery

Attributes that contribute to the historical or associative value of the Assumption College – Hall #3 & Chapel:

- Association with the Jesuit Fathers who were fundamental in the development of education and the Catholic religion in the Detroit-Essex region in the 18th and 19th centuries. The Jesuit Fathers established funds for the construction of the original Assumption College building in 1855
- Continuous affiliation with the Catholic institution of Assumption Parish, founded in 1767
- At the time of its official opening in February 1857, Assumption College was the first post-secondary educational institution for men west of Toronto and one of only four French Jesuit Colleges in Canada by 1875
- Yields information that contributes to the understanding of the Catholic community and culture within the Detroit-Essex border region
- Contributes to understanding the evolution of post-secondary education within the Windsor community
- Reflects the works of S.M. Goddard and Peter Dederichs, prominent architects in the Detroit-Windsor border region and significant church architects throughout the region in the late 19th century

Attributes that contribute to the contextual value of the Assumption College – Hall #3 & Chapel:

- Important in defining and maintaining the character of the early historic Sandwich area through its Gothic architectural features (e.g., towers, spires, pinnacles, etc.), providing a physical link and visual continuity to the adjacent heritage designated Assumption Church (1842)
- Functionally linked to its surroundings due to its continuous operation as a religious educational building
- Historically linked to its surroundings due to its affiliation with the Catholic Church, the Jesuits, and the founding of the University of Windsor
- A landmark on the University of Windsor campus, along Huron Church Road, and in the broader historic Sandwich area due to its prominent massing and recognizable Gothic architectural features
- Canada's most southerly located university

Draft Statement of Cultural Heritage Value and Interest
Dillon Hall
401 Sunset Avenue

Description of Historic Place:

Dillon Hall is a three-storey educational building located at 401 Sunset Avenue within the University of Windsor's campus, just south of Memorial Hall. The cultural heritage value of Dillon Hall lies in it being a rare example of the Collegiate Gothic Revival architectural style, and displays a high degree of craftsmanship and artistic merit**;** its historical value, being fundamental to the early development and foundation of the University of Windsor, and its associations with Assumption College and esteemed architect Albert James Lothian; and its contextual value as it is physically, visually, and historically integrated with – and a prominent landmark on – the University of Windsor campus.

Design/Physical Value

Dillon Hall has design value because it is a rare example of Collegiate Gothic Revival architectural style which emphasizes height to create a sense of grandeur and includes elements like towers, buttresses, and ornamental stone. Dillon Hall (c. 1927) is symmetrical in form and is composed of variegated brick laid in a stretcher bond pattern with Indiana limestone elements, and a copper gable roof. The Collegiate Gothic Revival architectural style is evident through its limestone elements, such as its base, banding above the ground floor windows, and quoining framing the two-storey Gothic arch windows that span the second and third floors. Engaged brick buttresses capped with ornate limestone finials extend along the building's perimeter.

The central entrance on the east façade is set within a three-storey cut limestone surround, featuring carved motifs, reliefs, and trefoils, and battlemented roofline. The entrance bay includes a cornerstone engraved with 'Assumption College A.D. MCMXXVII.' The multi-panel wooden double doors are flanked by wooded sash sidelights and a transom above with beveled glass panes. Above the double-door entry is a pointed limestone archway, a carved crest above the 'Assumption College' inscription, and tracery crowning a row of trefoil-shaped windows. Secondary entrances at the north and south ends echo these details, featuring pointed limestone archways above wooden sash double doors, quatrefoils, and large Gothic arch windows with cinquefoils, quoining, and battlements, all framed by limestone and brick buttresses topped with trefoil finials and a gable-end cross.

Dillon Hall also displays a high degree of craftsmanship and artistic merit through its use of copper and Indiana limestone. The roofline features decorative battlements and an octagonal limestone tower, supported by flying buttresses that rise into Gothic pinnacles. The entire roof is clad in copper and features a moderately pitched gable form.

The central roof tower forms the interior rotunda and dome. The interior of the dome features Gothic-style rib vaulting, supported on its eight (8) corners by an engaged column with Corinthian capitals. The third-floor balcony is decorated with a wrought iron balustrade featuring trefoils and scrolls along the perimeter and a second-floor staircase with a wrought iron railing. Pointed arches accentuate each doorway and opening on the second and third floors. The building's architect Albert J. Lothian designed the building so its heating and cooling equipment are contained in the roof, with both heat and air conditioning coming from its ceiling ducts. Thus, Dillon Hall demonstrates a high degree of technical achievement, being modern design feature for its time.

Historical/Associative Value

Dillon Hall has historical value due to its association with Assumption College (and now the University of Windsor) and local architect Albert J. Lothian. Dillon Hall was once a part of Assumption College, the first post-secondary institution for men west of Toronto and one of only four French Jesuit Colleges in Canada by 1875. Assumption College formed the basis for the modern-day University of Windsor, with which Dillon Hall is now affiliated. Between 1919-1925, overcrowding became

a major issue and Reverend Daniel Leo Dillon, President of Assumption College (1922-1928 and 1931-1932), drafted a plan in 1926 to extend the College, resulting in Dillon Hall's construction, which was originally the College's Arts Building.

Dillon Hall was used for both high school and college courses for the first 30 years of operation, when a new Assumption High School was built on Huron Church Road in 1957 and high school classes were moved to its new campus. Thus, the "Arts Building" was renamed Dillon Hall, in honour of Reverend Dillon who spear-headed the College's expansion and subsequent flourishing. By 1956, Assumption College was renamed Assumption University, and the University of Windsor was created on December 19, 1962, with Assumption University as a federated member. Dillon Hall was absorbed into the University of Windsor in 1962 and is still used as an educational building on the University of Windsor campus.

Dillon Hall was designed by esteemed architect Albert James Lothian (1897-1952), who began his architectural career after serving in World War I. During the 1920s and 1930s, Lothian was one of Windsor's pre-eminent local architects, designing dozens of different homes and commercial and industrial buildings, including the Monarch Liqueurs plant on Riverside Drive near Sandpoint Beach (c. 1928), St. Clare of Assisi Roman Catholic Church (now St. Peter's Maronite) on Tecumseh Road West (c. 1930), and the Riverside Town Hall, Police Station, and Fire Station (c. 1930).

Contextual Value

Dillon Hall has contextual value due to its physical, visual, and historical link to Assumption College and Assumption Church. All three of these buildings were part of the original Assumption College campus, which became the University of Windsor in 1962. Dillon Hall was intentionally designed in the Collegiate Gothic style to mirror Assumption College and Assumption Church, also designed in the Gothic style and all three utilize brick construction materials, limestone trim, and copper roofs. Together, they create a unique streetscape across the University of Windsor campus that provides an important link to the architectural heritage of the area.

Today, Dillon Hall is a landmark on the University of Windsor campus and is situated at the heart of the campus. While surrounded by modern buildings, it retains a visual prominence from Patricia Avenue due to its iconic central entranceway/tower on the eastern façade. It is this image from the east that has become the symbol for the University of Windsor, often used in literature to promote the University.

Heritage Attributes:

Exterior attributes that contribute to the design/physical value of Dillon Hall:

- Built in 1927
- Rare example of Collegiate Gothic Revival architectural style
- Three-storey building with a symmetrical facade
- Constructed of reinforced steel, variegated brick cladding laid in a stretcher bond pattern, Indiana limestone elements, and copper gable roof
- Indiana limestone foundation, banding above the ground floor windows, and quoining framing the Gothic arch windows spanning the second and third floors
- Engaged brick buttresses capped with ornate limestone finials
- Central east-facing main entrance features:
    - Three-storey cut limestone surround with ornately carved motifs, reliefs, and trefoils
    - Cornerstone engraved with "*Assumption College A.D. MCMXXVII*."
    - Pointed archways above the double-door entry
    - Carved crest inscribed with '*Assumption College*'
    - Tracery crowning a row of trefoil-shaped windows
    - Multi-panel wooden double doors flanked by wooded sash sidelights and a transom with beveled glass panes
- North and south secondary entrances, featuring:
    - Pointed limestone archways above wooden sash double doors
    - Carved limestone quatrefoils, battlements, and quoining framing a large Gothic arch window with a central cinquefoil
    - Brick buttresses topped with limestone trefoil finials
    - Cross at the gable end
- Roof featuring battlemented roofline, an octagonal limestone tower supported by flying buttresses rising into Gothic pinnacles, and a moderately pitched gable roof clad in copper
- Interior rotunda and dome, featuring:
    - Gothic-style rib vaulting, supported at the eight (8) corners by an engaged column with Corinthian capitals
    - Third-floor balcony with wrought iron balustrade featuring trefoils and scrolls
    - Second-floor staircase with wrought iron railing
    - Pointed arches accentuate each doorway and opening
- Displays a high degree of craftsmanship and artistic merit through:
    - Use copper and Indiana limestone
    - Gothic-style octagonal tower of limestone masonry with flying buttresses and connecting gothic pinnacles
    - High degree of technical achievement via its heating and cooling system being built into the roof, technologically advanced for its time and still operates today

Attributes that contribute to the historical or associative value of Dillon Hall:

- Association with the Jesuit Fathers who had Dillon Hall built in 1927 as the Arts Building for Assumption College. They were fundamental in the development of education and the Catholic religion in the Detroit-Essex region in the 18th and 19th centuries.
- Association with Assumption College, which at the time of its official opening in February 1857 was one of the first higher education institutions for men west of Toronto and one of only four French Jesuit Colleges in Canada by 1875
- Contributes to understanding the educational evolution within Windsor, as it originally served both high school and college students until 1957 when high school classes were moved to the new Assumption High School on Huron Church Road
- Association with the building's namesake, Father (Reverend) Daniel Leo Dillon, C.S.B., President of Assumption College from 1922-28 and 1931-32, who spearheaded the expansion of Assumption College and was instrumental in the planning and construction of Dillon Hall

- Reflects the work of influential local architect Albert J. Lothian, who worked in Windsor from the end of World War I to 1933 and designed numerous other heritage-recognized buildings across the city

Attributes that contribute to the contextual value of Dillon Hall:

- Physically and visually linked to Assumption College and Assumption Church:
    - Proximity and location within the same physical landscape on the University of Windsor campus, all three buildings which were part of the original Assumption College campus
    - Intentional Collegiate Gothic architectural style designed to mirror Assumption Church and Assumption College
- Functionally linked to its surroundings due to its continuous operation as a educational building
- Historically linked to its surroundings due to its affiliation with the Catholic Church, the Jesuits, and the founding of the University of Windsor
- A landmark on the University of Windsor campus due to its central location at the heart of the campus, well-preserved Collegiate Gothic architectural style, and its iconic east-facing tower, commonly used as a symbol of the university

Draft Statement of Cultural Heritage Value and Interest
Memorial Hall
401 Sunset Avenue

Description of Historic Place:

Memorial Hall is a three-storey educational building located at 401 Sunset Avenue. The cultural heritage value of Memorial Hall lies in it being representative of the Art Deco architectural style; its historical association with Assumption College, and as a symbol of the College's wartime history; and its contextual value as part of the original Assumption College site, the modern-day University of Windsor, and as a reflection of the College's post-WWII development and its science curriculum.

Design/Physical Value

Memorial Hall has design value because it is representative of the Art Deco architectural style and a rare example of the style on the University of Windsor's campus. Art Deco incorporates rich modern materials and geometric forms to create streamlined designs. Constructed between 1947-1948, Memorial Hall is symmetrical in form and composed of reinforced steel, brick, and limestone. The building is clad with common bond red brick, with a stacked Flemish bond red brick between the second and third-storey windows. The hall is anchored by a limestone base with limestone banding dividing the first and second storeys, while flat vertical limestone pilasters span two floors and separate each bay of windows on the second and third storeys. An unadorned limestone parapet wraps the building with two (2) limestone crosses resting along the roofline of the north and south end of the main façade. Each window sits on a limestone sill and is divided by horizontal mullions into four (4) symmetrical panes of glass.

The centrally located, east-facing main entrance features double doors, a decorative limestone surround with rounded corners, rounded projecting canopy, and a carved crest with a Latin inscription translating to "Teach me goodness, discipline, and knowledge." The main entrance is flanked by glass block sidelights, a glass block transom above the projecting canopy, and a circular copper plaque dedicated to the building to the left of the door. The two (2) west-facing entrances each feature limestone surrounds with double-doors flanked by glass block sidelights. Above the doors, glass block windows span nearly three storeys and are accentuated by vertical limestone pilasters and Sun Cross – also known as the Solar Cross or Sun Wheel – positioned above.

Several crosses, made of limestone or copper, are found throughout the exterior of Memorial Hall, harkening back to the building's origins as part of Assumption College. A datestone on the main façade reads 'A.D. 1947' and is stamped with four (4) crosses.

Historical/Associative Value

Memorial Hall has historical value due to its association with Assumption College and as a symbol of the College's wartime history. Memorial Hall was once a part of Assumption College, which was the first post-secondary institution for men west of Toronto and was one of only four French Jesuit Colleges in Canada by 1875 when it opened in February 1857. Assumption College formed the basis for the modern-day University of Windsor, with which Memorial Hall is now affiliated.

In the 1920s after its affiliation with the University of Western Ontario, enrollment at Assumption College and High School surged later decreased during World War II (1939-1945). After the war, returning veterans used their GI pensions to enroll in higher education programs, thus Assumption College faced another surge of enrollment. By 1945, however, the College had to turn students away due to lack of classroom space and accommodation, most of whom were seeking an education in the sciences. In April 1945, the college began a fundraising campaign to add on to the facilities at the institution which led to the construction of the Memorial Science Building, now Memorial Hall. The building was created in memory of, and tribute to, the 121 Canadian and U.S. sailors, soldiers, and airmen from Assumption College who lost their lives during World War II. Memorial Hall is a classic example of the "functional" (as opposed to aesthetic sculpture) type of

war memorial popular in Canada after World War II, in which military service and death is honoured by providing new amenities for the surviving community.

Influential architect J.C. Pennington designed the building and practiced in Windsor-Essex County for more than fifty (50) years. He was instrumental to the architectural development of Windsor and responsible for the design of numerous recognized heritage properties in the community.

Assumption College ended its affiliation with Western University and received its own university powers in July 1953. In 1954, Essex College was created and by 1956, Assumption College was renamed Assumption University, and with Essex College becoming its non-denominational affiliate and absorbing the Memorial Science Building. The University of Windsor was created on December 19, 1962, with Assumption University as a federated member. By February 1964, the lot on which Memorial Hall sits, was granted to the Town of Sandwich, and thus to the new University of Windsor.

Contextual Value

Memorial Hall has contextual value due to its connection with other historic buildings on the University of Windsor campus, and it reflects the post-WWII development of the original Assumption College and its science curriculum. Memorial Hall is physically and historically linked to Assumption Hall and Chapel (1884, 1908), Assumption Church (1857), and Dillon Hall (1928). These are the four (4) remaining historic buildings from the original Assumption College campus. Memorial Hall is physically linked to this historic campus due to its centralized proximity to these properties. Together, these buildings create a unique streetscape across the University of Windsor campus that provides an important link to the architectural heritage of the area. The Memorial Hall property is integral to maintaining and supporting the historic, collegiate character of the modern University of Windsor campus, which is Canada's most southerly located university. Memorial Hall defines the character of the early campus immediately following World War II and provides a defining link between the late war, the modern campus, and the sciences curriculum in its modern iteration.

Heritage Attributes:

Exterior attributes that contribute to the design/physical value of Memorial Hall:

- Built 1947-1948
- Representative of the Art Deco architectural style and a rare example of the style on the University of Windsor's campus
- Three-storey, symmetrical building with a flat roof
- Common bond red brick cladding, with stacked Flemish bond red brick between the second and third-storey windows
- Windows with limestone sills and divided by horizontal mullions into four (4) symmetrical glass panes
- Limestone details, include foundation, datestone on the main façade reads 'A.D. 1947' with four (4) crosses, horizontal banding, flat vertical pilasters spanning two floors, parapet, and two (2) crosses resting along the roofline of the main façade
- Central east-facing main entrance, featuring:
    - Limestone surround with rounded corners, rounded projecting canopy, and carved crest with a Latin inscription
    - Double doors flanked by glass block sidelights
    - Glass block transom above the projecting canopy
    - Circular copper plaque dedicated to the Memorial Science Building
    - Copper cross above the limestone surround
- Two (2) west-facing double-door entrances, featuring:
    - Limestone surrounds with a copper cross above
    - Glass block sidelights
    - Glass block windows spanning nearly three storeys with vertical limestone pilasters
    - Limestone Sun Cross below roofline

Attributes that contribute to the historical or associative value of Memorial Hall:

- Associated with Assumption College and the Jesuit Fathers, who established Assumption College as the first post-secondary institution for men west of Toronto and was one of only four French Jesuit Colleges in Canada by 1875. Assumption College formed the basis for the modern-day University of Windsor
- Demonstrates the work of local architect J.C. Pennington, who was instrumental to the architectural development of Windsor and responsible for the design of numerous recognized heritage properties in the community
- Created in memory of and as a tribute to the 121 sailors, soldiers, and airmen from Assumption College who lost their lives during World War II, yielding information that contributes to the understanding of collegiate institutions and culture post-WWII
- A classic example of "functional" (vs. aesthetic sculpture) type of war memorial popular in Canada after WWII, where military service and death is honoured by providing new amenities for the surviving community
- Originally named the Memorial Science Building, reflecting the post-WWII development of Assumption College and its science curriculum

Attributes that contribute to the contextual value of Memorial Hall:

- Physically and historically linked to Assumption Church (1857), Assumption Hall (#3) & Chapel (1884, 1908), and Dillon Hall (1928) – These are the four remaining buildings that composed the original Assumption College campus. Memorial Hall is in a centralized proximity to these historic educational buildings.
- Important in defining, maintaining, and supporting the historic, collegiate character and streetscape of the University of Windsor campus
- Serves as a symbol of Assumption College's history pre-WWII and its evolution/development post-WWII of both the physical campus and sciences curriculum into the modern University of Windsor, Canada's most southerly located university

Draft Statement of Cultural Heritage Value and Interest
John H. Rodd House
2629 Riverside Drive West

Description of Historic Place:

The John H. Rodd House is a two-and-one-half storey brick house located at 2629 Riverside Drive West, between Patricia Road and Vista Court. The cultural heritage value of the John H. Rodd House lies in it being representative of the Prairie and American Craftsman architectural styles; its historical association with John Henry Rodd; and its contextual value as a prior student residence first granted to Assumption University and now as a research centre with the University of Windsor.

Design/Physical Value:

The John H. Rodd House has design value because it is representative of both the Prairie and American Craftsman architectural styles. Prairie style architecture emphasized horizontal lines, hipped roofs and wide overhanging eaves. American Craftsman style commonly featured wide front porches beneath front-facing gables, exposed brackets, beams and rafter ends, and natural materials.

The John H. Rodd House has an asymmetrical façade, low-pitched hipped roof with wide overhanging eaves, and earth-toned exterior façade. Constructed in 1922, the house was built with variegated brown brick and a decorative stone band around the perimeter separates the first and second storeys, emphasising its horizontal lines. The center of the front façade has a low-pitched gabled porch with carved wood rafter ends at the roofline and decorative paneling below a wooden pediment. The porch is supported by large square brick columns with stone bases and retaining walls capped with stone sills. The porch divides the façade with a two-storey bay window on the west and a flat roof porch on the east. The second storey above the porch contains two (2) fixed windows with brick detailing and square stone window accents; the roof features two (2) eyebrow dormers and two (2) large rectangular chimneys flanking the east and west side.

The east-facing façade includes a carport supported by square columns and retaining wall topped with stone caps and banding, with a flat roof and carved wood rafter ends. Above the carport's roof is a prominent seven-pane leaded glass window on the second storey, and an eyebrow dormer on the roof. South of the main building is a detached red brick two-car garage, and a low cobblestone wall separates the property boundary from the neighbouring Milligan House.

Various alterations and repairs have been done to the building since its construction (e.g., window replacements and repair of the northeast chimney (1970); upper brickwork and northwest chimney repaired (1990); concrete slab parking lot laid to the south (date unknown). Before being converted into the Psychological Services and Research Centre in 2018, the University of Windsor undertook various works with an eye towards a high degree of meticulous maintenance and upkeep while respecting the original architectural design of the property. These include, but are not limited to, constructing a wood frame back deck, installing a barrier-free ramp, and erecting a new ground sign.

Historical/Associative Value

The John H. Rodd House has historical value due to its direct association with John Henry Rodd, longtime owner and resident of the property and a highly influential figure in the legal community and broader society. Rodd served two (2) terms on the Windsor city council (1903 & 1904) before being appointed Crown Attorney of Essex County in 1904 and recognized as one of the leading lawyers in Canada. He represented the Liberal Party for the Essex West riding in 1926, was also active in various community organizations, including The Windsor Club, the Ontario Bar Association, the Windsor Grove Cemetery Board, and the Essex Health Association.

When John H. Rodd passed away in April 1945, his daughter Olivia and her family continued to reside in the home. It was acquired by the Institute of the Brothers of

the Christian Schools of Ontario in 1960, before being transferred to Assumption University in 1994, a federated institution of the University of Windsor. The site was used for multiple purposes – including a student counselling centre and residence – before financial strain led Assumption University to relinquish it. In 2014, the University of Windsor acquired the property and repurposed it into the new Psychological Services and Research Centre. The building was renamed “The House on Riverside” and the interior converted into ten (10) clinical rooms.

Contextual Value

The John H. Rodd House has contextual value as it maintains the character and scale of the Riverside Drive streetscape; is historically and functionally linked to the University of Windsor; and extends the campus footprint to the Detroit River. As the first house east of the Ambassador Bridge and facing the Detroit River, the John H. Rodd House plays a key role in maintaining and preserving the historical character and scale of the Riverside Drive streetscape through its architectural styles. The house functionally serves an institutional role within the University of Windsor community, operating previously as an extension of Assumption University and today as a psychological services and research centre. Its current use demonstrates an active and ongoing relationship with the university, reinforcing the building’s relevance and adaptability to contemporary academic needs. The John H. Rodd House also acts as a gateway between the core University of Windsor campus and the Detroit River – it is an example of the many gracious homes along Windsor’s riverfront, with views of the Detroit River and Detroit city skyline. Its location effectively extends the institutional footprint of the University of Windsor to Riverside Drive, strengthening the university’s presence in the neighbourhood and symbolizing the integration of educational infrastructure into the broader urban landscape.

Heritage Attributes:

Exterior attributes that contribute to the design/physical value of the John H. Rodd House:

- Built in 1922
- Representative of the Prairie and Craftsman architectural styles
- Two-and-one-half storeys with an asymmetrical earth-toned exterior façade, low-pitched hipped roof with wide overhanging eaves
- Variegated brown brick exterior
- Stone banding between the first and second storeys
- Low-pitched gabled porch, features:
  - Exposed carved wood rafter ends at the roofline
  - Wooden pediment with decorative paneling
  - Large square brick columns with stone bases for support and retaining walls capped with stone sills
- Carport on the east-facing façade, features:
  - Square brick columns with stone bases for support and a retaining wall capped with stone sills
  - Flat roof and carved wood rafter ends at the roofline
- Multiple square leaded glass windows on the east façade
- Seven-pane leaded glass window on the second storey east façade
- Two (2) fixed windows with brick detailing and square stone window accents on the second storey north facade
- Two (2) eyebrow dormers centered on the north-facing roof and two (2) eyebrow dormers centered on the south-facing roof and one (1) centered on the east-facing roof
- Two (2) large rectangular chimneys flanking the east and west side
- Low cobblestone wall separating the property from the neighbouring Milligan House property

Attributes that contribute to the historical or associative value of the John H. Rodd House:

- Directly associated with longtime owner and resident John H. Rodd, prominent Windsor barrister, former Crown Attorney of Essex County, and Liberal candidate. He was a highly influential figure in the legal community and broader society
- Associated with the Institute of the Brothers of the Christian Schools, a Catholic religious order that expanded to lower Canada in the 1800s, through its use as their student residence
- Associated with the Assumption University, through its use as a psychological research centre

Attributes that contribute to the contextual value of the John H. Rodd House:

- Historically and functionally linked to the University of Windsor, providing services and education to students and the broader community
- Reflects the evolution of the area from a residential neighbourhood to a university-affiliated district
- Maintains the character and scale of the Riverside Drive streetscape and former Town of Sandwich through its Prairie and Craftsman architectural styles, where each house was unique, highly valued, and built for affluent Windsorites

Draft Statement of Cultural Heritage Value and Interest
John Stuart House
197 Sunset Avenue

Description of Historic Place:

The John Stuart House is a two-and-one-half storey brick house, located at 197 Sunset Avenue, bounded by Riverside Drive and Patricia Avenue. The cultural heritage value of the John Stuart House lies in it being representative of the Colonial Revival architecture style; its historical association with prominent Windsor businessman John Stuart; and its contextual value as it reflects the opulence of 1910s-1920s Sandwich, its adjacency to Kamen House (another heritage property) and its link to the University of Windsor, maintaining the area's historical identity.

Design/Physical Value:

The John Stuart House has design and physical value as being representative of the Colonial Revival architecture style and displays a high degree of craftsmanship and detail, blending classic historical motifs with early 20th-century construction techniques.

Built in 1922, the house features a symmetrical red brick façade, a prominent frontispiece with a rounded portico supported by fluted columns with Doric capitals, and an entablature with dentil brackets. Design elements include sidelights flanking the main door, windows with decorative shutters, a rounded bay window, wide eave overhangs with exposed rafters, a hipped dormer, and two corbelled brick chimneys. Shortly after the house was built, it was featured as one of the most beautiful homes in the town of Sandwich in a Border City Stars news article published in 1924.

Historical/Associative Value

The John Stuart House has historical value due to its association with John Stuart, who purchased the lot in 1919 and along with is wife Mary was a longtime owner of the property. He served as Chairman of the board of J.T. Wing Ltd, a hardware retailer and distributor and worked as a director of the Windsor Chamber of Commerce in the 1920s. The property was sold to the University of Windsor in 1964 and has since become the residence of the serving President of the University.

Contextual Value

The John Stuart House has contextual value as it defines and maintains the opulent 1910s and 1920s character of the former Town of Sandwich before it evolved into a university-affiliated district. The property plays a vital role in maintaining the former Town's character with its Colonial Revival architectural elements that align with the Sunset Avenue streetscape and its common use of brick. The house sits adjacent to another heritage property, Kamen House (c. 1922) and shares many architectural features (e.g., the red brick façade, dormer windows, frontispiece entrance). Furthermore, the property is physically and functionally connected to the University of Windsor, serving as the residence for the university's acting President.

Heritage Attributes:

Exterior attributes that contribute to the design/physical value of the John Stuart House:

- Built in 1922
- Representative of the Colonial Revival architecture style
- Balanced and symmetrical east-facing façade
- Red brick construction
- Pronounced frontispiece featuring a rounded portico supported by fluted columns with Doric capitals, and an entablature with dentil brackets
- Single front door flanked by sidelights
- Second storey windows with decorative shutters
- Wide eave overhangs with exposed rafters
- Hipped roof and dormer with two corbelled chimneys
- Rounded corniced bay window on north façade
- High degree of craftsmanship – recognized as one of Sandwich's most beautiful homes in 1924

Attributes that contribute to the historical or associative value of the John Stuart House:

- Directly associated with prominent Windsor businessman, John Stuart:
    - Purchased the lot in 1919 and was a longtime owner of the house, along with his wife Mary, until the property was sold to the University of Windsor in 1964
    - Well-known community member through the 1920s-1940s, guided the community's local economy through positions as Chairman of the board of J.T. Wing Ltd, a hardware retailer and distributor, and Director for the Windsor Chamber of Commerce
- Associated with the University of Windsor, through its use as the residence of serving Presidents of the University

Attributes that contribute to the contextual value of the John Stuart House:

- Physically and functionally linked to the University of Windsor, symbolic as the residence of servicing Presidents of the University
- Reflects the opulent 1910s-1920s character of the former Town of Sandwich which evolved into a university-affiliated district
- Integral to maintaining the character and scale of the former Town of Sandwich through its Colonial Revival architectural elements, shared across the Sunset Avenue streetscape where other recognized heritage properties are located

Draft Statement of Cultural Heritage Value and Interest
Kamen House
223 Sunset Avenue

Description of Historic Place:

The Kamen House is a two-and-one-half storey brick house, located at 223 Sunset Avenue, between Riverside Drive and University Avenue West. The cultural heritage value of the Kamen House lies in it being a representative example of the Craftsman architectural style; its historical association with Dr. Royden E. Holmes, a prominent Windsor physician, and Dina & Zalman Kamen, prominent figures in Windsor's Jewish community; and its contextual value as it contributes to the historical Sunset Avenue streetscape and serves as a cultural landmark through its current link to the University of Windsor.

Design/Physical Value

The Kamen House has design and physical value as being representative of the Craftsman architectural style Built in 1922, the house is characterized by its modest scale, red brick construction, and emphasis on wood architectural details. The symmetrical front façade features a central gabled porch supported by square brick pillars, with curved stone trim atop low brick walls and stone scuppers, designed to direct rainwater away. The gable roof displays hallmark Craftsman elements including exposed rafter ends, wood brackets, simply carved vergeboards, and wide overhanging eaves, which continue across the rooflines of the dormers and side wing.

Additional features include six-over-one or eight-over-one wooden-sashed windows, grouped windows on the south wing above a continuous stone band, and a half-timbered wall with a stucco boxed window on the north end. The gable ends of the second storey and the two dormers are clad in horizontal siding. The house is a fine example of Craftsman style and displays a high degree of craftsmanship and detail. Shortly after the house was built, it was featured as one of the most beautiful homes in the town of Sandwich in a Border City Stars news article published in 1924.

Historical/Associative Value

The Kamen House has historical value due to its association with both Dr. Royden E. Holmes and Dina & Zalman Kamen. Dr. Royden E. Holmes purchased the lot from John Stuart (prominent Windsor businessman) in 1919 and had the property built for his family in 1922; the family resided at the property until 1945. Holmes was a prominent Windsor physician who was employed at the Essex County Medical Economic Research Centre. Holmes was considered an x-ray specialist who modernized the use of x-rays in cancer research, thereby greatly contributing to our understanding of cancer research during the early twentieth century. He was an active member of the Essex County Medical Society in the 1920s-1930s.

The house was purchased by Dina and Zalman Kamen in 1945 and remained in the family's possession until 2021. The Kamen family's business ventures – including the Packer's Super Market on Tecumseh Road East, which operated as a community staple for decades – played a key role in catering to the local community. The Kamens were prominent members of Windsor's Jewish community and notable supporters of local art institutions like the Art Gallery of Windsor and the Windsor Symphony Orchestra. Known for their philanthropic efforts, the Kamen family endowed an annual scholarship for minority students at the University of Windsor. In 2021, the property was acquired by the University of Windsor upon the passing of Dina and Zalman Kamen's last surviving child, Mary Kamen.

Contextual Value

The Kamen House has contextual value as it maintains and supports the character along Sunset Avenue, a streetscape defined by its stately residences, each distinguished by a unique architectural style. In October 2022, the University of Windsor's Aboriginal Education Council (AEC) established Kamen House as an

on-campus Indigenous Space. The AEC plans to retain an Indigenous architect and develop a renovation plan for the property within the next few years. The house is physically and functionally linked to the University of Windsor, currently operating as an important Indigenous space upon the university's campus and physically rests within the campus, serving as a cultural landmark.

Heritage Attributes:

Exterior attributes that contribute to the design/physical value of the Kamen House:

- Built in 1922
- Representative of the Craftsman architectural style
- Red brick construction
- Symmetrical, east-facing main façade, with side wing and low-pitched gabled roofs
- Front porch includes:
    - Low brick walls topped with curved stone trim
    - Stone scuppers
    - Central covered porch anchored by square brick pillars and topped with a pediment, exposed wood ceiling beams, and a gable roof
- Wood brackets, exposed rafter ends, carved vergeboards, and wide overhanging eave along the rooflines
- Two (2) gabled dormers
- Six-over-one or eight-over-one wooden-sashed windows
- Continuous stone band wrapping around the south end wing underneath the grouped windows
- Half-timbered wall and a stucco boxed window on the north end of the house

Attributes that contribute to the historical or associative value of the Kamen House:

- Direct association with Dr. Royden E. Holmes, prominent physician within the Windsor community:
    - Purchased the lot in 1919 from John Stuart (prominent businessman) and had the home built in 1922 for his family. They were longtime residents there until 1945
    - Holmes was employed at the Essex County Medical Economic Research Centre as an x-ray specialist who modernized the use of x-rays in cancer research. He was an active member of the Essex County Medical Society through the 1920s-1930s
- Direct association with Dina and Zalman Kamen, prominent members of Windsor's Jewish community:
    - Purchased the property in 1945 from the Holmes, and remained within their family's possession until 2021
    - Business ventures, such as Packer's Super Market, played a key role in catering to the local community
    - Notable supporters of local art institutions such as the Art Gallery of Windsor and Windsor Symphony Orchestra, and known for their philanthropic efforts such as endowment of an annual scholarship for minority students at the University of Windsor

Attributes that contribute to the contextual value of the Kamen House:

- Maintains the character and scale of the former Town of Sandwich, shared across the Sunset Avenue streetscape which is defined by stately recognized heritage dwellings, each distinguishable by a unique architectural style
- Acquired by the University of Windsor in 2021, upon the passing of the Kamen's last surviving child, Mary Kamen
- Physically and functionally linked to the University of Windsor, as it now operates as an important Indigenous gathering space on campus (on-campus Aboriginal Education Council (AEC)) and rests within the University of Windsor campus, serving as a cultural landmark

Subject: Closure of Grand Boulevard and Joinville Avenue located east of Lloyd George Boulevard, Ward 8, SAS-7225

Reference:

Date to Council: December 1, 2025
Author: Brian Nagata, MCIP, RPP
Planner III - Development Review (A)
(519) 255-6543 ext. 6181

Planning & Building Services
Report Date: November 5, 2025
Clerk's File #: SAA2025

To: Mayor and Members of City Council

Recommendation:

I. THAT the 30.48-metre-wide public highway known as Grand Boulevard, located east of Lloyd George Boulevard, and shown on Drawing No. CC-1863 (*attached* hereto as Appendix "A"), and hereinafter referred to as "Grand Boulevard", **BE ASSUMED** for subsequent closure;

II. THAT the portion of Grand Boulevard shown as Parts 6, 9, 10 & 11 on Drawing No. CC-1863 **BE CLOSED AND CONVEYED** to the abutting property owners and as necessary, in a manner deemed appropriate by the City Planner, subject to the following:

a. Easements, subject to being accepted in the City's standard form and in accordance with the City's standard practice, being granted to:

i. Bell Canada to accommodate existing overhead infrastructure (north/south pole line only);
ii. Cogeco Connexion Inc. to accommodate existing overhead infrastructure (north/south pole line only); and
iii. ENWIN Utilities Ltd. to accommodate existing overhead 16kV and 120/240 volt distribution, poles and down guy wires.

b. Ontario Land Surveyor be directed to create the aforesaid Parts and a 3.0-metre-wide Part for the aforesaid easements, measuring 1.5 metres from each side of the north/south and east/west pole lines.

III. THAT the portion of Grand Boulevard shown as Parts 7 & 8 on Drawing No. CC-1863 **BE CLOSED AND RETAINED** by The Corporation of the City of Windsor

and as necessary, in a manner deemed appropriate by the City Planner, subject to the easements referenced under Section II of the Recommendation.

IV. THAT the 20.12-metre-wide public highway known as Joinville Avenue, located east of Lloyd George Boulevard, and shown on Drawing No. CC-1863 (*attached* hereto as Appendix "A"), and hereinafter referred to as "Joinville Avenue", **BE ASSUMED** for subsequent closure;

V. THAT the portion of Joinville Avenue shown as Parts 1, 3, 4 & 5 on Drawing No. CC-1863 **BE CLOSED AND CONVEYED** to the abutting property owners and as necessary, in a manner deemed appropriate by the City Planner, subject to the following:

a. Easements, subject to being accepted in the City's standard form and in accordance with the City's standard practice, being granted to:

i. Bell Canada to accommodate existing overhead infrastructure;
ii. Cogeco Connexion Inc. to accommodate existing overhead infrastructure; and
iii. ENWIN Utilities Ltd. to accommodate existing overhead 16kV and 120/240 volt distribution, poles and down guy wires.

b. Ontario Land Surveyor be directed to create the aforesaid Parts and a 3.0-metre-wide Part for the aforesaid easements, measuring 1.5 metres from each side of the north/south and east/west pole lines.

VI. THAT the portion of Joinville Avenue shown as Part 2 on Drawing No. CC-1863 **BE CLOSED AND RETAINED** by The Corporation of the City of Windsor and as necessary, in a manner deemed appropriate by the City Planner, subject to the easements referenced under Section V of the Recommendation.

VII. THAT the Conveyance Cost **BE SET** as follows in accordance with CR106/2003, as amended by CR427/2003 & CR182/2005:

a. For Grand Boulevard conveyed to abutting lands zoned RD1.1, market value per front foot plus HST and a proportionate share of the survey costs as invoiced to The Corporation of the City of Windsor by an Ontario Land Surveyor.
b. For Grand Boulevard conveyed to abutting lands zoned RD2.1, $1.00 plus HST and a proportionate share of the survey costs as invoiced to The Corporation of the City of Windsor by an Ontario Land Surveyor.
c. For Grand Boulevard sold as a building lot, market value plus HST and any associated legal costs.
d. For Joinville Avenue conveyed to abutting lands zoned RD1.1 or RD2.1, $1.00 plus HST and a proportionate share of the survey costs as invoiced to The Corporation of the City of Windsor by an Ontario Land Surveyor.
e. For Joinville Avenue sold as a building lot, market value plus HST and any associated legal costs.

VIII. THAT The City Planner **BE REQUESTED** to supply the appropriate legal description, in accordance with Drawing No. CC-1863.

IX. THAT The City Solicitor **BE REQUESTED** to prepare the necessary by-law(s).

X. THAT The Chief Administrative Officer and City Clerk **BE AUTHORIZED** to sign all necessary documents approved as to form and content satisfactory to the City Solicitor.

XI. THAT the matter **BE COMPLETED** electronically pursuant to By-law Number 366-2003

Executive Summary:

N/A



STREET & ALLEY CLOSING (SAS/7225)

1:2,500

APPLICANT : CITY OF WINDSOR LEGAL DEPARTMENT – REAL ESTATE SERVICES

SUBJECT LANDS

PLANNING DEPARTMENT - PLANNING POLICY

DATE: OCTOBER, 2024

Background:

The applicant, The Corporation of the City of Windsor, applied to close the 30.48-metre-wide public highway known as Grand Boulevard and 20.12-metre-wide public highway known as Joinville Avenue, located east of Lloyd George Boulevard, and shown on Drawing No. CC-1863 attached hereto as Appendix "A", and also shown on the aerial photo attached hereto as Appendix "B".

The applicant wishes to close Grand Boulevard and Joinville Avenue for the purpose of selling them as building lots intended for single unit dwellings.

Grand Boulevard is unmaintained and composed primarily of manicured lawn with a couple of strips of natural vegetation. Grand Boulevard contains a curb cut off Lloyd George Boulevard and two pole lines. Grand Boulevard has been encroached on over the years by abutting properties with buildings and structures. There are no Encroachment Agreements on record for the use of Grand Boulevard.

Joinville Avenue is unmaintained and composed of manicured lawn with a few shrubs and a tree. Joinville Avenue contains a curb cut off Lloyd George Boulevard and two pole lines. Joinville Avenue has been encroached on over the years by abutting properties with buildings and structures. 2694 Lloyd George Boulevard has an Encroachment Agreement, attached hereto as Appendix "F", allowing a portion of the single unit dwelling, porch and fence to be within Joinville Avenue. The closure of Joinville Avenue will nullify the Encroachment Agreement. There are no Encroachment Agreements on record for the other encroachments within Joinville Avenue.

Grand Boulevard and Joinville Avenue were established by Registered Plan of Subdivision No. 995, registered on April 4, 1920.

Discussion:

The criteria for evaluating applications to close a street or alley is included as part of the City's *Street & Alley Closing Policy* (the "Policy") as amended from time to time by Council Resolution.

The Policy provides four classifications that a street or alley will fall under and corresponding direction on its suitability for closure, summarized in Table 1 below, and attached hereto as Appendix "E".

Table 1 - Classification & Suitability for Closing a Street or Alley

Classification	**Suitability for Closing**
Indispensable	Not suitable for closure
Have some usefulness	May be considered for closure only when requested by abutting property owners; requests are not initiated by the City
Dispensable with no current or anticipated purpose	Suitable for closure where possible

Located in Holding zones and other similar undeveloped areas	Not suitable for closure unless required for municipal purposes or supported by specific development proposals acceptable to the city.

The Planning Department deems Grand Boulevard "dispensable" and supports the requested closure.

It is our recommendation that, upon closure, the:

- City retain the portion of Grand Boulevard shown as Parts 7 & 8 on Drawing No. CC-1863 to be sold as two 11.89-metre-wide building lots respectively.
    - Prior to the issuance of any building permits, an amendment to Zoning By-law 8600 must be approved to change the Residential District 1.1 (RD1.1) zoning of Grand Boulevard by adding a zoning exception to allow for a reduction in minimum lot width for a single unit dwelling from 15.0 metres to 11.89 metres.
    - Alternatively, a request for a Minor Variance can be made to the Committee of Adjustment to grant the aforesaid relief from the minimum lot width provision of the RD1.1 zoning for a single unit dwelling.
    - The Real Estate Services Division will apply for a Zoning By-law Amendment or Minor Variance and obtain the necessary approvals prior to listing the building lots.

- Owner of 2896 Lloyd George Boulevard be given the chance to acquire the portion of Grand Boulevard shown as Part 6 on Drawing No. CC-1863 in **as is condition**.
    - Part 6 is a 6.71-metre-wide strip of land that includes the owner's encroaching fence and area necessary to establish a new driveway for accessing the detached garage to the rear of the single unit dwelling on the said property.
        - The single unit dwelling and garage were constructed in 1959 under the former Township of Sandwich East.
            - There are no building permits or documents on record for the construction of the single unit dwelling or garage.
        - Access to the garage has been via a raised single gravel lane (currently covered by grass and weeds) within Grand Boulevard since at least 1969 (City of Windsor historical aerial photography).
            - There are no driveway permits or documents on record granting access to the garage from Grand Boulevard.
        - 2896 Lloyd George Boulevard also has a driveway off Lloyd George Boulevard, which has been in place since at least 1969 (City of Windsor historical aerial photographs).

        - There are no driveway permits or documents on record granting access to the driveway from Lloyd George Boulevard.

    - If the owner chooses not to acquire Part 6, they will be required to remove their encroachments or enter an Encroachment Agreement.
    - If the owner chooses to construct a new driveway for accessing the garage, it must be paved and maintained with a hard surface consisting of paving brick or block, asphalt, concrete or any combination thereof and include an asphalt or concrete driveway approach from Lloyd George Boulevard constructed to City standards.

        - The owner must obtain a driveway permit to construct the driveway approach within the Lloyd George Boulevard right-of-way.

- Owner of 2895-2897 Jefferson Boulevard Service Road be given the chance to acquire the portion of Grand Boulevard shown as Parts 10 & 11 on Drawing No. CC-1863 in **as is condition**.

    - Parts 10 & 11 are a 2.13-metre-wide strip of land abutting the aforesaid property.
    - 2.13 metres was chosen to align with the north/south alley system of the same width separated by Grand Boulevard.
    - If the owner chooses not to acquire Parts 10 & 11, it will be included with the Part 7 building lot and Part 6, respectively.

- Owner of 2903 Jefferson Boulevard Service Road be given the chance to acquire the portion of Grand Boulevard shown as Part 9 on Drawing No. CC-1863 in **as is condition**.

    - Part 9 is the remainder of the 2.13-metre-wide strip of land that aligns with the aforesaid north/south alley system, abuts the aforesaid property and includes the owner's encroaching fence, landscaping and shed.
    - If the owner chooses not to acquire Part 9, it will be included with the Part 8 building lot, and they will be required to remove their encroachments.

The Planning Department deems Joinville Avenue "dispensable" and supports the requested closure.

It is our recommendation that, upon closure, the:

- City retain the portion of Joinville Avenue shown as Part 2 on Drawing No. CC-1863 to be sold as a building lot.
- Owner of 2694 Lloyd George Boulevard be given the chance to acquire the portion of Joinvillle Avenue shown as Part 1 on Drawing No. CC-1863 in **as is condition**.

    - Part 1 is a 1.64-metre-wide strip of land that includes the owner's encroaching single unit dwelling, porch and fence, together with a 1.20-

metre building setback to comply with the minimum side yard width provision of the RD1.1 zoning for a single unit dwelling.
    - If the owner chooses not to acquire Part 1, they will be required to remove their encroachments.

- Owner of 2695 Jefferson Boulevard Service Road be given the chance to acquire the portion of Joinvillle Avenue shown as Parts 3 & 4 on Drawing No. CC-1863 in **as is condition**.

    - Parts 3 & 4 are a 2.13-metre-wide strip of land abutting the aforesaid property that includes the owner's encroaching concrete patio, fence, landscaping and shed.
    - 2.13 metres was chosen to align with the north/south alley system of the same width separated by Joinville Avenue.
    - If the owner chooses not to acquire Parts 3 & 4, it will be included with Part 1 and the Part 2 building lot, respectively, and they will be required to remove their encroachments.

- Owner of 2703 Jefferson Boulevard Service Road be given the chance to acquire the portion of Joinvillle Avenue shown as Part 5 on Drawing No. CC-1863 in **as is condition**.

    - Part 5 is the remainder of the 2.13-metre-wide strip of land that aligns with the aforesaid north/south alley system and abuts the aforesaid property.
    - If the owner chooses not to acquire Part 5, the owner of 2695 Jefferson Boulevard Service Road will be given the chance to acquire it with Part 4.
    - If the owner of 2695 Jefferson Boulevard Service Road chooses not to acquire Part 5, it will be included with the Part 2 building lot.

Risk Analysis:

The recommended closure will divest the City of associated liability risks and maintenance costs. The recommended closure poses no known risk to City.

Climate Change Risks

Climate Change Mitigation:

N/A

Climate Change Adaptation:

N/A

Financial Matters:

The rate for conveying Grand Boulevard to abutting lands zoned RD1.1 is market value per front foot plus HST and a proportionate share of the survey costs as invoiced to The Corporation of the City of Windsor by an Ontario Land Surveyor.

The rate for conveying Grand Boulevard to abutting lands zoned RD2.1 is $1.00 plus HST and a proportionate share of the survey costs as invoiced to The Corporation of the City of Windsor by an Ontario Land Surveyor.

The rate for conveying Joinville Avenue to abutting lands zoned RD1.1 or RD2.1 is $1.00 plus HST and a proportionate share of the survey costs as invoiced to The Corporation of the City of Windsor by an Ontario Land Surveyor.

The proposed building lots will be sold at market value plus HST and any associated legal costs.

The survey cost is estimated at $10,000.00, which will be funded by Transitional Properties Chartfield Account No. 001-2950-5127-02942-0125240.

Consultations:

Consultations were held with Municipal Departments and Utility Companies, which resulted in the information found in attached hereto as Appendix “C”.

Notice of this application was issued to abutting property owners by regular mail on October 17, 2024, with no objections being received as of the date of writing this report.

Letters were issued to the owners of 2695 Jefferson Boulevard Service Road, 2896 Lloyd George Boulevard and 2903 Jefferson Boulevard Service Road via regular mail on October 17, 2025. The letters reiterate the requested street closures to the owners and advise them that they have encroachments within the abutting Grand Boulevard or Joinville Avenue. The letters further request the owners to confirm, by October 31, 2025, if they are interested in purchasing a specified portion of the Grand Boulevard or Joinville Avenue containing their encroachments. The letters lastly advise the owners that if they have no intention in purchasing their portion of Grand Boulevard or Joinville Avenue, they must remove their encroachments.

The owner of 2695 Jefferson Boulevard Service Road responded to their letter by phone on October 23, 2025. The owner stated that it was their understanding that their property includes the portion of Joinville Avenue containing the encroaching concrete patio, fence, landscaping and shed. The Planning Department obtained and reviewed ownership records from the Essex Land Registry office and confirmed that 2695 Jefferson Boulevard Service Road does not include any part of Joinville Avenue. The owner stated that it was their understanding that their property includes the portion of Joinville Avenue containing the encroaching concrete patio, fence, landscaping and shed. The Planning Department advised the owner of their findings via telephone on November 17, 2025.

The owner of 2896 Lloyd George Boulevard responded to their letter by email and phone on October 27, 2025. The owner confirmed that they use the garage off Grand Boulevard, and inquired about the cost to purchase all or part of Grand Boulevard and the terms of payment.

The Planning Department, via November 4, 2025, email, provided the cost to purchase all or part of Grand Boulevard and terms of payment, and details on alternatively entering into an Encroachment Agreement to allow for the encroaching fence to remain within Grand Boulevard.

No further response has been received from 2896 Lloyd George Boulevard as of the writing of this report.

No response has been received from 2903 Jefferson Boulevard Service Road as of the writing of this report.

Notice of Development & Heritage Standing Committee meeting and Council meeting are published in the Windsor Star prior to each of the meetings. In addition, notice of each of the public meetings will be mailed to the abutting/affected property owners prior to the meetings.

The Financial Services Department was consulted on the financial matters associated with this report.

Conclusion:

The Planning Department recommends closure of Grand Boulevard as shown on Drawing No. CC-1863, subject to easements in favour of Bell Canada, Cogeco Connexion Inc. and ENWIN Utilities Ltd. as in Recommendations II and III of this report.

The portion of the closed Grand Boulevard shown as Parts 7 & 8 on Drawing No. CC-1863 is to be retained by The Corporation of The City of Windsor and sold as two respective building lots, as in Recommendation III of this report.

The portion of the closed Grand Boulevard shown as Parts 6, 9, 10 & Part 11 on Drawing No. CC-1863 is to be conveyed in **as is condition** to the abutting property owners, as in Recommendation II of this report.

The Planning Department recommends closure of Joinville Avenue as shown on Drawing No. CC-1863, subject to easements in favour of Bell Canada, Cogeco Connexion Inc. and ENWIN Utilities Ltd. as in Recommendations V and VI of this report.

The portion of the closed Joinville Avenue shown as Part 2 on Drawing No. CC-1863 is to be retained by The Corporation of The City of Windsor and sold as a building lot, as in Recommendation VI of this report.

The portion of the closed Joinville Avenue shown as Parts 1, 3, 4 & 5 on Drawing No. CC-1863 is to be conveyed in **as is condition** to the abutting property owners, as in Recommendation V of this report.

Municipal Act Matters:

Brian Nagata, MCIP, RPP
Planner III - Development (A)

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

Laura Diotte, MCIP, RPP
Manager - Planning (Development Applications)

Neil Robertson, MCIP, RPP
City Planner

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

JP RM

Approvals:

Name	Title
Brian Nagata	Planner II - Development Review
Laura Diotte	Manager, Planning - Development Applications
Emilie Dunnigan	Manager of Development Revenue & Financial Administration
Jamelah Hersh	Senior Legal Counsel, Legal & Real Estate
Neil Robertson	City Planner
Jelena Payne	Deputy CAO/Commissioner, Economic Development
Janice Guthrie	Commissioner, Finance & City Treasurer
Ray Mensour	Chief Administrative Officer

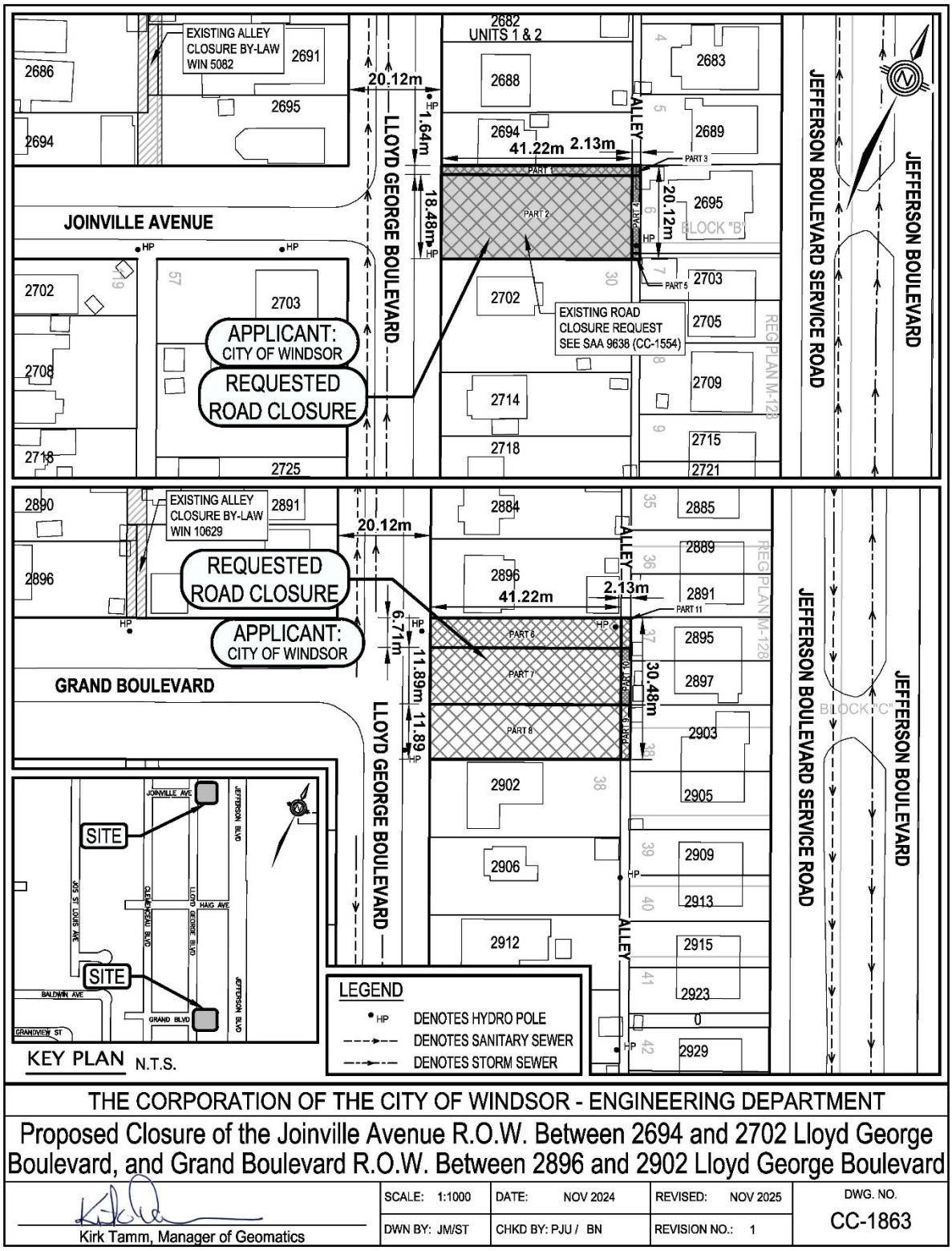
Notifications:

The Planning Department provided the Clerks Department with mailing labels for Notice of Development & Heritage Standing Committee on November 7, 2025.

Appendices:

1 Appendix A - Drawing No. CC-1863
2 Appendix B - EIS Drawing - Aerial Photo
3 Appendix C - Consultations with Municipal Departments & Utility Companies
4 Appendix D - Site Photos
5 Appendix E - Classification of Alleys and Suitability for Closure
6 Appendix F - Encroachment Agreement (2694 Lloyd George Boulevard)

APPENDIX "A"
Drawing No. CC-1863



THE CORPORATION OF THE CITY OF WINDSOR - ENGINEERING DEPARTMENT

Proposed Closure of the Joinville Avenue R.O.W. Between 2694 and 2702 Lloyd George Boulevard, and Grand Boulevard R.O.W. Between 2896 and 2902 Lloyd George Boulevard

Kirk Tamm, Manager of Geomatics

SCALE: 1:1000	DATE: NOV 2024	REVISED: NOV 2025	DWG. NO.
DWN BY: JM/ST	CHKD BY: PJU / BN	REVISION NO.: 1	CC-1863

APPENDIX "B"
EIS Drawing - Aerial Photo



STREET & ALLEY CLOSING (SAS/7225)

1:2,500

APPLICANT : CITY OF WINDSOR LEGAL DEPARTMENT – REAL ESTATE SERVICES

SUBJECT LANDS

PLANNING DEPARTMENT - PLANNING POLICY

DATE: OCTOBER, 2024

APPENDIX "C"
Consultations with Municipal Departments and Utility Companies

BELL CANADA

No comments provided

COGECO CONNEXION INC.

Cogeco is attached to EnWin/Bell poles in the alley and would require an easement on that section

[Daniel Haggins - Lead OSP Engineering Windsor and Essex]

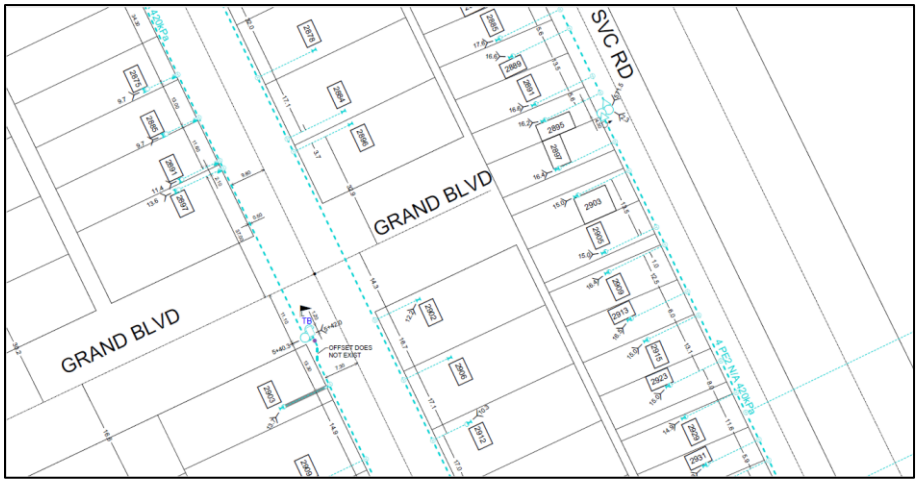
ENBRIDGE GAS INC.

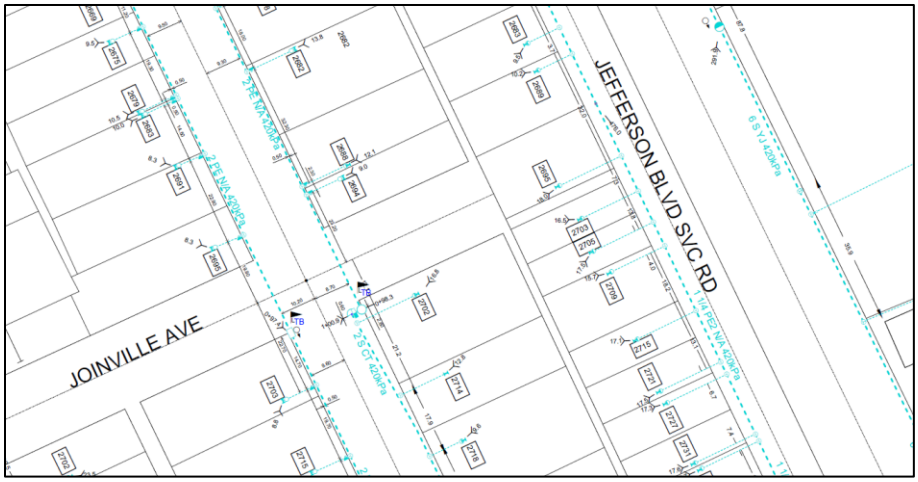
After reviewing the provided drawing, and consulting our mapping system, please note that Enbridge Gas has no active infrastructure in the proposed area. A PDF drawing has been attached for reference.

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 if 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 Union Gas 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.

[Sandro Aversa - Drafter Estimator]





ENGINEERING (DEVELOPMENT & ROW)

The closure request is composed of two partial street closures fronting Lloyd George Blvd.

The proposed closure at Joinville is approximately 40.95 m long and 20.2 m wide and comprised mainly of grass.

There are no sewers running through the closure area.

There are hydro poles and overhead wires running through the closure area. A utility easement will be required.

There is a curb cut at the west end of the Joinville alley which appears to be unused. Reinstatement of the concrete barrier curb and boulevard restoration may be required of the future owner.

Lloyd George Blvd is a local road, requiring a 20.0 m right-of-way by the Official Plan; therefore the proposed closure is required to match the existing property line along the east side of Lloyd George Blvd.

The proposed street/alley appears to serve no useful purpose by CR146/2005; therefore we have no objection to the closure.

The proposed closure at Grand is approximately 43.2 m long and 30.4 m wide and comprised mainly of grass.

There are no sewers running through the closure area.

There are hydro poles and overhead wires running through the closure area. A utility easement will be required.

There is a fence encroaching into the closure area from 2896 Lloyd George. The property owner will be required to remove the encroaching fence if the street closure is

approved. If the closure is not approved the property owner will be required to remove the fence or enter into an encroachment agreement for their fence.

There is a curb cut at the west end of the Joinville alley that appears to be used by 2896 Lloyd George for garage access therefore this alley has some usefulness. By CR146/2005; Alleys having some usefulness should be considered for closing only upon request of abutting owners rather than by encouragement of the City.

[Shannon Mills - Technologist III]

ENGINEERING (OPERATIONS)

No comments provided

ENVIRONMENTAL SERVICES

No issues from Environmental Service.

[Stuart Diotte - Coordinator, Environmental Services]

ENWIN UTILITIES LTD. (HYDRO)

No Objection, however, easements named to ENWIN Utilities Ltd will be required upon closing to accommodate existing overhead 16,000 and 120/240 volt hydro distribution, poles, and down guy wires.

For the Joinville Ave lot, a 3 m wide easement is required along the South side of the lot (1.5 m each side of the pole line) and similarly for the East side of the lot. Additionally please note there is overhead 120/240 volt conductor crossing this lot to service 2694 Lloyd George Blvd. An easement would be required for this as well if it is not relocated to accommodate any developments on this lot.

For the Grand Blvd lot, a 3 m wide easement is required along the North side of the lot (1.5 m each side of the pole line) and similarly for the East side of the lot. Additionally please note there is overhead 120/240 volt conductor crossing this lot to service 2902 Lloyd George Blvd. An easement would be required for this as well if it is not relocated to accommodate any developments on this lot.

Sketch attached for reference only. This attachment does not replace the need for utility locates.

[Zachary Mancini - Hydro Engineering Technologist]

ENWIN UTILITIES LTD. (WATER)

ENWIN Water has no objections.

[Bruce Ogg - Water Project Review Officer]

LEGAL & REAL ESTATE SERVICES

Based on the size of both of these parcels, conveyance price will be set at market value.

$35/sq foot without easements; $17.50/sq foot with easements; plus hst if applicable

Survey and deed costs in addition to conveyance price.

[Stephanie Santos - Coordinator Real Estate Services]

MANAGED NETWORK SYSTEM INC. (MNSi)

MNSi does not require anything with regard to this application.

[Dave Hartleib - Outside Plant Manager]

PARKS

The Parks Development Division, including Forestry and Natural Areas, has no comments regarding these street closures.

[Hoda Kameli - Landscape Architect]

PLANNING (DEVELOPMENT)

No comments provided

PLANNING (LANDSCAPE)

From an Urban Design and Landscape Architecture perspective, there are no objections to these street closures.

[Hoda Kameli - Landscape Architect]

ROGERS

No comments provided

TELECON (TELUS)

TELUS has no infrastructure between Pavement Centerline & ROW line on the same side as the proposal.

Consent expires six (6) months from approval date. If the location of your proposed design changes, it will be necessary to re-apply.

[Frederic Sua - Design Specialist II - Access Engineering]

TRANSPORTATION PLANNING

Transportation Planning has no objections to the proposed Joinville closure. However, closure of Grand Blvd will result 2896 Lloyd George Blvd loses access to its 2-door southeast garage. Please consider this property has a separate side driveway.

[Elara Mehrilou - Transportation Planner I]

WINDSOR FIRE

No issue from fire

[Mike Coste - Chief Fire Prevention Officer]

WINDSOR POLICE

I have reviewed the drawings and details associated with this potential closure of parts of Joinville Avenue and Grand Avenue (both off Lloyd George Blvd.)

- The Windsor Police Service has no concerns or objections with the subject application for closure. From a public safety and security perspective, these closures do carry benefit. Both subject properties in question, in their existing condition, are vacant/undeveloped. Whenever this occurs within an established neighbourhood, such properties can become prone to trespassing and loitering because the site is not occupied by an owner or tenant who can address such issues in a timely manner. The good news in this case is that both properties are highly visible from the abutting roadway and are visually aligned with a cross street (either Grand or Joinville). This lowers overall risk. Closure will facilitate redevelopment to occur, which allows both sites to end up with occupied land uses that will presumably be easier to maintain on an ongoing basis above what is typically associated with a vacant lot. This represents a notable benefit for overall community safety, which also benefits the abutting property owners.

[Barry Horrobin - Director of Planning & Physical Resources]

APPENDIX "D"
Site Photos (October 21, 2024)



Figure 1 - Joinville Ave, looking east from Lloyd George Blvd (2694 Lloyd George Blvd on left)



Figure 2 - Joinville Ave, looking east from Lloyd George Blvd (2702 Lloyd George Blvd on right)



Figure 3 - Grand Blvd, looking east from Lloyd George Blvd (2996 Lloyd George Blvd on left)

APPENDIX "E"
Classification of Alleys and Suitability for Closure

Classification of Public Rights-of-Ways:

Currently streets and alleys fall into four classifications on the basis of their usefulness:

1. Alleys that are indispensable. These would be alleys serving commercial properties and properties fronting on heavily traveled streets i.e. major arterial routes and alleys which contain sewers and must remain accessible for servicing; alleys or streets which serve as the only vehicular means of access to rear parking areas and garages where the property has insufficient lot width for a side drive; and, alleys which contain Fire Department connections that are deemed to be necessary for firefighting access.
2. Alleys that, have some usefulness, are nevertheless dispensable and may or may not be a complete liability.
3. Alleys that appear to serve no useful purpose, either now, or anticipated. Such alleys are in residential areas and locations where generally the lots are wide enough for side drives, or those alleys abutting parks and other parcels of land that do not require any servicing from the alley. Remnant or stub-end streets which are dead-ended and do not serve as access to other streets.
4. Alleys lying in Holding zones and other similar undeveloped areas where the alley system is clearly obsolete and has never been developed, but where the City needs to keep its options open until new area plans are prepared and development is imminent.

Suitability for Closing:

Following are the criteria and suitability for closing alleys in each of the above classifications:

1. Indispensable alleys should not be closed, conveyed, reduced or otherwise jeopardized through minority interests unless a suitable substitute alley is opened in lieu thereof. They are essential from the viewpoint of fire protection, police protection, emergency services (i.e. ambulance) and loading or unloading of goods, refuse collection, servicing of blocked sewers and utility services. Without such alleys, the above noted services would at least be more costly if not impossible to complete or adequately access; and would noticeably interfere with street traffic, thereby reducing the access capacity of the adjacent arterial, collector, or street for business.
2. Alleys having some usefulness should be considered for closing only upon request of abutting owners rather than by encouragement of the City.
3. Alleys that serve no useful purpose should be closed if at all possible, and in fact the owners abutting thereon should be encouraged to accept conveyance.
4. Alleys that are clearly obsolete should not be closed unless there is a municipal need or specific development proposals acceptable to the City are submitted.

Docusign Envelope ID: 3276D8B8-F53F-45C7-9CA9-DE9210E4D650

THIS AGREEMENT made in triplicate this 19th day of December, 2024.

BETWEEN:

THE CORPORATION OF THE CITY OF WINDSOR,

Hereinafter called the "**CORPORATION**"
of the FIRST PART

- and -

DEDY DEWANTO TJHIE AND ELINA INDRAJANI DARMAWAN

Hereinafter called the "**LICENSEE**"
of the SECOND PART

WHEREAS the Licensee is the registered owner of certain lands and premises in the City of Windsor, in the County of Essex and Province of Ontario, municipally known as 2694 Lloyd George Blvd., Windsor, Ontario, and more particularly described in Schedule "A" annexed hereto and forming part of this Agreement (the "**Property**").

AND WHEREAS the Licensee has applied to the Corporation for permission to encroach with fence of approximately 12.6 m^2 (135 sq.ft.), and a building of approximately 6.6 m^2 (71 sq.ft.), within the public right-of-way (hereinafter called the "**Encroachment**"), to be used in conjunction with the adjoining lands and Property. The proposed encroachment totals an area of 19.2 m^2 (206 sq.ft.) and is more particularly described in Drawing No. C-3833 annexed hereto as Schedule "B" and forming part of this Agreement.

NOW THEREFORE WITNESSETH THAT:

1. The Corporation permits the Licensee to occupy and use the public highway for the purpose of the Encroachment for the Term (as defined in Section 5 below), which Term shall not exceed the lifetime of the encroaching structure. In the event of any disagreement as to the estimated or actual lifetime of the Encroachment, the opinion of the Corporation's City Engineer shall prevail and be final and binding on the parties. Notwithstanding the foregoing, the Term hereof shall automatically terminate and be at an end in the event that the portion of such public highway under encroachment shall be closed or stopped up by the Corporation such as to no longer constitute a public highway.

Docusign Envelope ID: 3276D8B8-F53F-45C7-9CA9-DE9210E4D650

2. The Licensee covenants and agrees to pay to the Corporation a one-time encroachment fee of One Thousand Five Hundred forty Five ----.00/100 ($1,545.00) DOLLARS, which payment shall become due and payable on the earlier of:

(a) the execution of this Agreement; or

(b) the installation or assumption of the Encroachment;

The Licensee further covenants and agrees to pay to the Corporation the following additional one time fees:

(a) Encroachment Application Fee in the amount of $229.25 (includes a 5% G.I.S. charge);

(b) Agreement Preparation Fee in the amount of $395.35;

(c) Fee of $275.00 for a Right-of-Way Permit.

3. The Licensee further covenants and agrees that the payment of the aforesaid fees may, at the discretion of the Corporation, be enforced in the same manner as property taxes payable in respect of the Property.

4. The Licensee further covenants and agrees to maintain the said Encroachment in good repair at all times and to the satisfaction of the Corporation's City Engineer.

5. The Licensee further agrees that the term of this Agreement shall, subject to Section 1 hereof, be for 20 years from the Agreement execution date or change of zoning or change in ownership, whichever comes first (the "**Term**").

6. The Licensee further covenants and agrees to obtain the necessary permits from all pertinent Departments of the Corporation prior to any work on the said parcel, and the Licensee shall comply with all federal, provincial and municipal legislation pertaining to the construction, maintenance, repair and existence of the Encroachment.

7. It is expressly agreed that, upon destruction, removal or replacement of the building now erected upon the Property, or upon partial destruction or damage to the said building from any cause including the voluntary act of the owner(s) thereof, to the extent of more than sixty percent (60%) of its assessed value, exclusive of its foundations, or upon breach by the Licensee of any of the provisions of this Agreement which breach shall not have been corrected by the Licensee within 30 days of demand or such sooner time noted in such demand if in the Corporation's opinion such breach may adversely affect the public interest, the permission hereby granted shall, without any further action or notice and at the sole option of the Corporation, be terminated and at an end and the Corporation may require the Licensee to forthwith remove the

Docusign Envelope ID: 3276D8B8-F53F-45C7-9CA9-DE9210E4D650

said Encroachment and restore the lands encroached upon to the satisfaction of the City Engineer and, upon failure so to do, may itself do all things necessary for the removal of the said Encroachment and for such purpose may enter upon the Property and, that the expense of such removal, restoration and entry shall be paid by the Licensee forthwith upon demand and payment of such expenses may, at the discretion of the Corporation, be enforced in the same manner as property taxes payable in respect of the Property and/or building.

8. The Licensee further covenants and agrees to pay to the Corporation, EnWin Utilities Ltd. and/or the Windsor Utilities Commission any additional property taxes or other rates and/or charges, if any, levied or imposed on or in respect of the said portion of the public highway encroached upon or over by the said Encroachment.

9. The Licensee further covenants and agrees to assume the responsibility and to pay for any additional costs or charges which the Corporation, EnWin Utilities Ltd., The Windsor Utilities Commission, Union Gas Limited, Cogeco Cable Systems Inc. or Bell Canada, and their respective successors and assigns, may reasonably incur in the future installation or relocation of their services or utility plants by reason of such encroachment and the payment of such costs may, in the discretion of the Corporation, be enforced in the same manner as property taxes payable in respect of the Property.

10. It is further understood and agreed by and between the Parties hereto that should, due to any emergency so declared by the Corporation's City Engineer, vacant possession of the encroached upon lands be required by the Corporation [whether in its own behalf or at the request of the utility providers mentioned in this Agreement] for the purpose of installing, repairing and/or maintaining watermains or pipes, wires, conduits, sewers or other services or utilities, the Corporation may give notice to the Licensee forthwith at any time to forthwith deliver vacant possession of the encroached upon lands to the Corporation and to therefrom remove all chattels, equipment, fixtures, parking areas, buildings and structures, as the case may be, installed or located therein or thereupon by the Licensee and, upon such notice having been given, the Licensee shall forthwith deliver such clear vacant possession of the Schedule "B" lands to the Corporation, provided that, should the Licensee fail to so do, the Licensee shall pay to the Corporation or any such service provider any costs or additional costs, expenses or damages incurred by the Corporation or any such service provider by reason of the Licensee's failure. A notice given under this section shall not constitute a termination of this Agreement but shall be a suspension thereof which shall be in force and effect during the time the work aforesaid is being carried out, and following the completion of such work this Agreement shall again come into and be in full force and effect subject to all the terms, covenants, conditions and provisos of this Agreement.

11. It is further understood and agreed by and between the parties hereto that, should the said portion of the public highway encroached upon be required by the Corporation for its purposes, the Licensee shall remove the said Encroachment and restore the said public highway to the condition of the surrounding area at the Licensee's own expense on sixty (60) days written

Docusign Envelope ID: 3276D8B8-F53F-45C7-9CA9-DE9210E4D650

notice from the Corporation to so do; provided that, if the Licensee fails to remove the said Encroachment and restore as aforesaid, the Corporation may enter upon the said lands and premises of the Licensee and remove the said Encroachment and restore the lands encroached upon and the expense of such removal and restoration shall be paid by the Licensee forthwith on demand, or at the option of the Corporation the payment of such expense may, in the discretion of the Corporation, be enforced in the same manner as property taxes payable in respect of the Property.

12. It is further understood and agreed by and between the parties hereto that, should the Corporation at any time exercise its power or right to terminate this Agreement or demand the removal of the Encroachment or suspend or revoke the permission granted herein, the Corporation shall not be liable to pay any compensation for any loss, costs or damages which may be incurred by the Licensee or any person claiming under the Licensee by reason of such termination, demand or revocation.

13. The Licensee further covenants and agrees to defend, indemnify and save harmless the Corporation from and against all loss, costs or damages which it may suffer or be put to and from and against all claims or actions which may be made or brought against the Corporation by reason of the said Encroachment, its construction, existence, repair or maintenance or resulting therefrom in any way whatsoever, unless such loss, costs, damages, claims or actions arise due to the negligence of the Corporation, or the Corporation's officers, agents or employees.

14. The Licensee further covenants and agrees to provide and maintain public liability and property damage insurance (containing endorsements naming the Corporation as an additional named insured and providing a cross-liability endorsement clause and 30 days' notice of cancellation) in the amount of at least TWO MILLION DOLLARS ($2,000,000.00) per occurrence and satisfactory in form and content (including policy limit) to the Corporation's Risk Management Department. The Licensee acknowledges and agrees that the Corporation shall be entitled to require that such policy limit amount be increased from time to time during the Term hereof to take into account inflationary pressures and relevant judicial awards. It is further understood and agreed by and between the parties hereto that by the execution of these presents, the Licensee does hereby expressly and completely release the Corporation from any and all liabilities, suits, claims and demands (whether for property damage or for personal injury or death and whether founded in tort, contract or quasi-contract) which at any time might be exerted by the Licensee, arising out of the existence of the Encroachment in the public highway or out of any act or omission of the Corporation, unless the liability, suit, claim or demand arises due to the negligence of the Corporation or the Corporation's officers, agents or employees. Failure of the Corporation to demand evidence of full compliance with these insurance requirements or failure of the Corporation to identify a deficiency from evidence provided will not be construed as a waiver of the homeowner's obligation to maintain the insurance policies required by this Agreement.

Docusign Envelope ID: 3276D8B8-F53F-45C7-9CA9-DE9210E4D650

15. It is further understood and agreed by and between the parties hereto that, should the Licensee agree to sell the said lands described in Schedule "A" hereto annexed, the Licensee shall give notice to the Corporation of such sale at least ten (10) days prior to the completion thereof.

16. It is further understood and agreed by and between the parties hereto that all notices, demands and requests which may be or are required to be given by the Corporation to the Licensee or by the Licensee to the Corporation under the provisions of this Agreement shall be in writing and may be mailed or delivered and shall be addressed in the case of the Licensee to the Licensee at 5483 Edencroft Crescent, Mississauga, Ontario, L5M 4M9 and, in the case of the Corporation, to the City Engineer and the City Clerk at City Hall, P.O. Box 1607, Windsor, Ontario N9A 6Sl, or to such other address as either party may from time to time designate by written notice to the other.

17. It is further understood and agreed between the parties hereto that this Agreement shall be binding upon and enure to the benefit of the parties hereto, and it being acknowledged that in the event of the Licensee selling, conveying, transferring or entering into an agreement for sale or of transfer of any title to or interest in part or all of the Property to a purchaser or transferee, the written consent of the Corporation must be obtained (which consent may not be unreasonably withheld by the Corporation, but may be made subject to conditions including a condition that such purchaser or transferee enter into a new encroachment agreement with the Corporation in the Corporation’s then standard or usual form and for the fees as applicable at that time). If such written consent is not obtained, then the Corporation may forthwith terminate this Agreement or demand the immediate removal of the Encroachment or forthwith revoke the permission granted for the Encroachment, and may enter upon the Property in whole or in part and remove the said Encroachment and restore the lands encroached upon and the expense of such removal and restoration shall be paid by the Licensee or by such unapproved purchaser or transferee forthwith on demand or, at the Corporation's option, the payment of such expense may be enforced in the same manner as property taxes payable in respect of the Property; and the Corporation shall not be liable to pay any compensation for any loss, costs or damages which may be incurred by the Licensee or by such unapproved purchaser or transferee by reason of such termination, demand, revocation, entry, removal, or restoration.

18. This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

19. Each party agrees that this Agreement and any other documents to be delivered in connection herewith may be electronically signed, and that any electronic signatures appearing on this Agreement or such other documents are the same as handwritten signatures for the purposes of validity, enforceability, and admissibility.

Docusign Envelope ID: 3276D8B8-F53F-45C7-9CA9-DE9210E4D650

PROVIDED THAT, notwithstanding the foregoing, the permission to encroach and this Agreement shall be assignable to and assumable by a bona fide mortgagee or chargee of the Property.

[*remainder of page left blank, signature page to follow*]

Docusign Envelope ID: 3276D8B8-F53F-45C7-9CA9-DE9210E4D650

[*signature page*]

IN WITNESS WHEREOF the parties hereto have affixed their corporate seals duly attested by the hands of their proper officers in that behalf, respectively.

In the case of the Corporation, executed 1/15/2025

Authority
CR230/2023
Approved
as to Form
Initial
Legal Counsel

Authority
CR230/2023
Approved
as to Technical
Content
Initial
City Engineer

Authority
CR230/2023
Approved
as to Financial
Content
Initial DS
CFO/City Treasurer

THE CORPORATION OF THE CITY OF WINDSOR

Signed by:
Joe Mancina
71B5FEAB2CE7427...
Name: Joe Mancina
Title: Chief Administrative Officer

DocuSigned by:
Steve Vlachodimos
505BA1BBBD06276...
Name: Steve Vlachodimos
Title: City Clerk

We have the authority to bind the Corporation

In the case of the Licensee, executed 1/15/2025

OWNER (Licensee)

DocuSigned by:
Dedy Dewanto Tjhie
C34EF1887E1E41C...
DEDY DEWANTO TJHIE

DocuSigned by:
Elina Indrajani Darmawan
C34EF1887E1E41C...
ELINA INDRAJANI DARMAWAN

Docusign Envelope ID: 3276D8B8-F53F-45C7-9CA9-DE9210E4D650

SCHEDULE "A"

PROPERTY

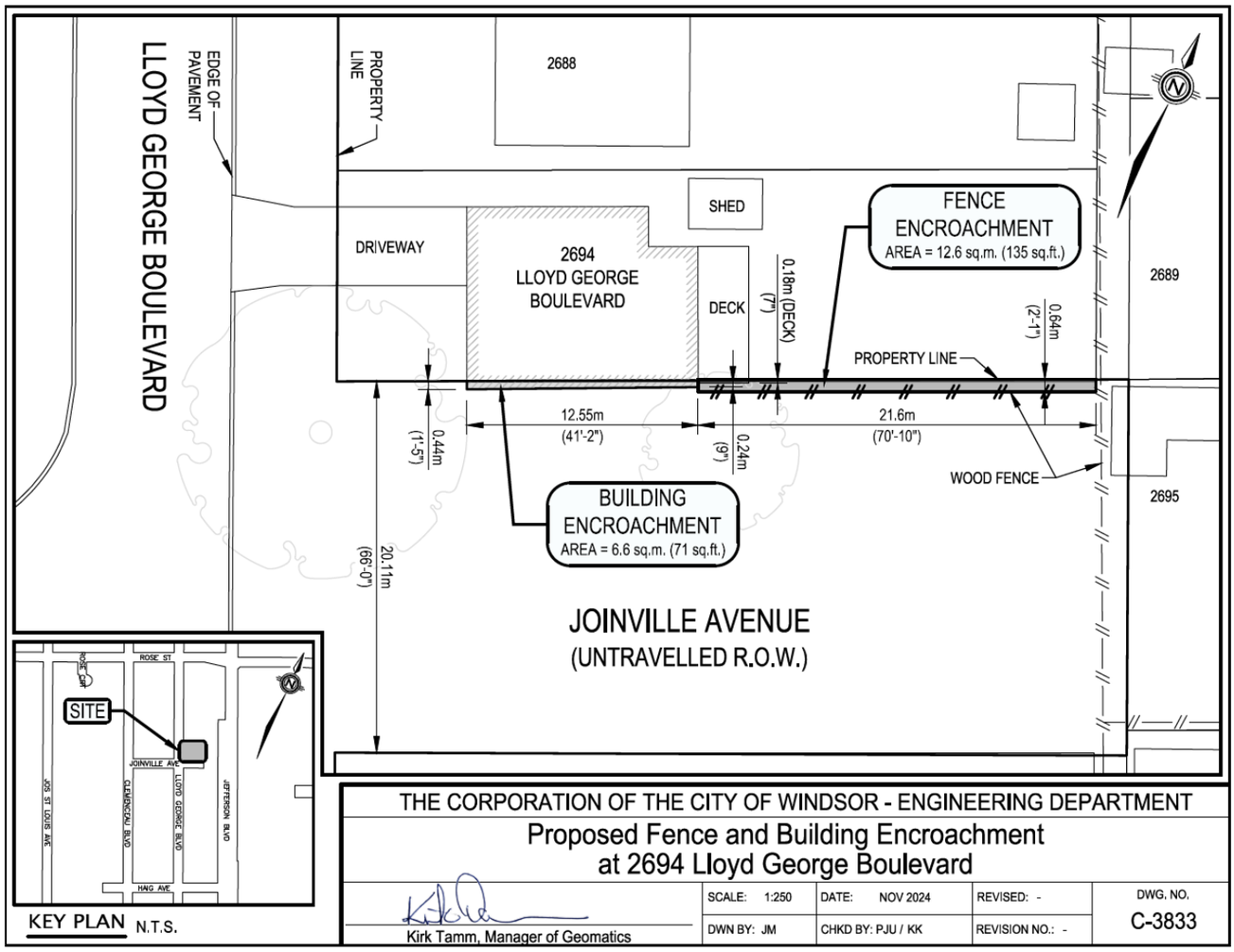
PT LT 29 PL 995 SANDWICH EAST AS IN R1343444; WINDSOR

Being PIN: 01369 – 0309 (LT)

Known municipally as 2694 Lloyd George Blvd., Windsor

Docusign Envelope ID: 3276D8B8-F53F-45C7-9CA9-DE9210E4D650

SCHEDULE "B"



Subject: Amendment to Sign By-law 250-04 for 3663 Walker Rd, File No. SGN-003/24 (BILLBOARD) - Ward 9

Reference:

Date to Council: December 1, 2025
Author: Kevin Alexander, MCIP RPP
Senior Planner--Special Projects
(519) 255-6543 x6732

Connor Wilson
Planner II – Revitalization & Policy Initiatives
(519) 255-6543 ext.6352

Planning & Building Services
Report Date: 11/7/2025
Clerk's File #: SBS2025

To: Mayor and Members of City Council

Recommendation:

I. THAT the application for a Site-Specific Amendment to By-law 250-2004, being a by-law respecting signs and other advertising devices in the City of Windsor, as amended (the "**Sign By-law**"), to allow for the installation of an Electronic Changing Copy Ground Sign at 3663 Walker Road, **BE APPROVED**;

II. THAT Schedule "E" – "Special Provisions for Individual Signs" of the Sign By-law **BE AMENDED** by adding the following as its new section E.24:

E. 24 Despite the provisions of this By-law, that: a) a BILLBOARD SIGN, that is both a GROUND SIGN and an ELECTRONIC CHANGING COPY SIGN, may be constructed on 3663 Walker Road; and b) an existing WALL SIGN on 3663 Walker Road is permitted, subject to the following conditions:

a. That the BILLBOARD SIGN does not include FLASHING ILLUMINATION, and that changing of the ELECTRONIC CHANGING COPY does not occur at intervals of less than 60 seconds;
b. That the manufacturer of the BILLBOARD SIGN confirm compliance with the lighting restrictions in accordance with Section 3 for electronic message signs;

c. That the BILLBOARD SIGN does not have any animation including scrolling letters, television or video message, or any moving sign message objects;
d. That the illumination intensity of the BILLBOARD SIGN complies with subsection 3.3.1.(c) of this By-law, and that the brightness of the BILLBOARD SIGN be automatically controlled with an ambient light photo-sensor;
e. That the BILLBOARD SIGN will only be illuminated between the hours of 7:00 AM and 10:00 PM; and
f. That the WALL SIGN remains in its existing location, as of the date of this amendment.

III. THAT the City Solicitor **BE DIRECTED** to prepare the by-law to amend the Sign By-law;

IV. **THAT** the Chief Building Official **BE DIRECTED** to require, as conditions of the Sign By-law Permit:
a. A Plan of Survey (Completed by a licensed Ontario Land Surveyor), identifying topographical land features, in addition to the location of utility poles and above ground electrical conductors;
b. Site Plan approval (Based on the Site Plan Control Terms of Reference) identifying the following:
i. A three (3) metre landscape setback from the property line along Walker Road ;
ii. A landscape plan approved by the City's Landscape Architect;
iii. The location of the proposed Electronic Changing Copy Billboard Sign, the distance from the existing wall sign and distance to the nearest residential district Lighting locations and specifications
iv. All buildings, structures, overhead conductors and hydro lines
v. The horizontal separation between the proposed sign and above ground electrical conductors.
vi. Incorporation of features from the Plan of Survey
c. The construction and redevelopment of the landscape setback as per the approved Site Plan, to the satisfaction of the City Planner; and
d. The removal of the existing quad-faced Billboard Ground Sign located at 980 Crawford Avenue; and

V. Prior to the issuance of a Sign By-law Permit the owner shall be required to execute and register on title to the property a minor Site Plan Control Agreement, inclusive of parking area modifications as approved by the Site Plan Control Officer.

Executive Summary:

N/A

Background:

The proposed site currently located at 3663 Walker Road is situated on the west side of Walker Road, and contains a used-car retailer / auto-repair services facility ("Global Motors") and associated parking lot. The Subject Property has a "**CD 3.3**" Zoning designation, which is "**General Commercial - Warehouse**". This location, as depicted in Appendix "A," is subject to the City of Windsor Sign By-law 250-2004.

The applicant is looking to install a new 'V' shaped BILLBOARD GROUND SIGN utilizing ELCTRONIC CHANGING COPY SIGNS facing north and south, on the property (See Page 14 of Appendix "B"). The sign is regulated by Section 6.3: Regulations for BILLBOARD GROUND AND WALL SIGNS. The proposed sign falls within the permitted locations for Billboard Signs as outlined in Sign By-law Section 6.3.2 (xii) Walker Road South of E.C. Row.

Per Section 6.6.3 (Group 4) of the Sign By-law, one ground sign is permitted, however there is no existing ground sign on the property. Per Section 6.3.4(i), the owner is proposing to install an ELETRONIC CHANGE COPY BILLBOARD instead.

An application for a site-specific Amendment to the Sign By-law was received by the Building and Planning Department, for relief from City of Windsor Sign By-law, related to:

Section 6.3.14. ii SIGN RESTRICTION FOR BILLBOARDS minimum distance within 30.0 metres of any FIRST PARTY ADVERTISING GROUND or WALL SIGN erected on the same LOT or on an abutting LOT; and

Section 6.3.17. iii PROHIBITION for ELECTRONIC CHANGE COPY BILLBOARDS minimum distance within 300 metres of any residential use or SENSITIVE USE, where the SIGN STRUCTURE or the SIGN FACE will be directly visible from any point of a residential use or SENSITIVE USE in any Building.

Discussion:

In October 2025, Pattison Outdoor Advertising, contacted the City of Windsor's Building & Planning Departments with a proposal to erect a third-party Electronic Change Copy Billboard sign on the subject property.

In consultation with Transportation Planning, the proposed location has two non-compliances with the Sign By-law which the applicant is applying for relief. Though minor variances would be heard through the Committee of Adjustment, one regulation related to Section 6.3.17 Prohibitions for ELECTRONIC CHANGE COPY BILLBOARDS requires Council Approval through a site-specific Sign Bylaw Amendment.

The applicant is seeking a site-specific amendment to the Sign By-law related to:

SIGN RESTRICTION FOR BILLBOARDS

Restrictions related to Section 6.3.14 states that, "*No part of any BILLBOARD GROUND or WALL SIGN shall:*

ii. Be ERECTED within 30.0 metres of any FIRST PARTY ADVERTISING GROUND or WALL SIGN erected on the same LOT or on an abutting LOT;

The applicant is proposing 15 metres from an existing WALL SIGN on the same property. Distances from existing GROUND and WALL SIGNS on abutting properties comply with the Sign By-law Regulations.

PROHIBITION for ELECTRONIC CHANGE COPY BILLBOARDS:

Restrictions related to Section 6.3.17 states that, "*No part of any ELECTRONIC CHANGE COPY BILLBOARD GROUND or WALL SIGN shall:*

iii. Be ERECTED within 300.0 metres of any residential use or SENSITIVE USE, where the SIGN STRUCTURE or the SIGN FACE will be directly visible from any point of a residential use or SENSITIVE USE in any Building."

The applicant has proposed to erect the billboard sign approximately 31.1 metres from residences immediately west of the site, and within 261.15 metres from residences immediately east of the site. There are 145 residences along Turner Road, Byng Road and Bliss Road which are to the back of the proposed sign. There are 53 residences situated east of Walker Road along Riberdy Road. There are no current residential uses along Walker Road, however Walker Road has been identified as a Mixed Use Corridor in the City's Official Plan.

The applicant is proposing a 'V'-shaped billboard sign configuration to reduce negative light impact or trespass towards the residences along Turner, Bliss and Byng Roads.

As outlined in the rationale prepared by the applicant (Appendix "D"), the applicant has reduced the total height from 9.0 metres to 7.3 metres to ensure the light emitted from the billboard has increased blockage from the existing commercial development on the east side of Walker Road to reduce the impact on the residential properties along Riberdy Road. The Prohibition outlined in Section 6.3.17 above, clearly states that the SIGN FACE will be directly visible from the residences potentially impacted. The applicant has proved through visual evidence that the SIGN FACE will not be visible due to the commercial development on the east of Walker Road.

In addition, the applicant is proposing that the ELECTRONIC CHANGE COPY SIGN FACE will not be illuminated (operational) between the hours of 10pm and 7am to reduce the impact to the nearby residences. A light analysis summary has also been prepared, demonstrating a maximum increase in ambient light levels of 0.3 Lux for the

closest residential properties; 0.3 Lux is equivalent to a 60w light bulb at 14 metres away. The sign will be continuously monitored and tracked to ensure illumination levels do not exceed permitted intensities.

As the intent of the Amended Sign By-law (CR 93-2024) was to help reduce conflicts between health and safety as well as reduce the excess sign clutter, the applicant has also proposed to remove an existing quad-faced BILLBOARD GROUND SIGN located at 980 Crawford Avenue. This is a response to recognize that a single ELECTRONIC CHANGE COPY BILLBOARD can provide multiple messages in one location rather than a single message for a long period of time by a POSTER BILLBOARD. This helps to recognize that sign clutter can be mitigated through appropriate placement.

The Official Plan

Section 6.5.3.3 (STREET PRESENCE) of the City's Official Plan states: "*Council will encourage Mixed-Use Corridor development to provide a continuous street frontage and presence*"

Section 6.5.3.8 (DESIGN GUIDELINES) states that the following guidelines shall be considered when evaluating the proposed design of a Mixed-Use Corridor development:

(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;

(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.

Section 7.2.5.5 (CLASS II ARTERIAL ROADS) states that: "*Direct property access will be discouraged where other alternatives exist. Where direct property access is required, the use of shared driveways and interconnected on-site circulation systems with adjacent properties may be required to limit the number and spacing of driveways*"

To achieve the above Official Plan policies, Administration requires the owner obtain approval for a Site Plan (See Appendix C) with the following:

- A three (3) metre landscape setback from the property line along Walker Road
- A landscape plan approved by the City's Landscape Architect
- The location of the proposed Electronic Changing Copy Billboard Sign, the distance from the existing wall sign and distance to the nearest residential district

Lighting locations and specifications

- All buildings, structures, overhead conductors and hydro lines
- The horizontal separation between the proposed sign and above ground electrical conductors.
- Incorporation of features from the Plan of Survey

Recommendation IV and V of this report includes the above requirements.

Risk Analysis:

Amending the Sign By-law to permit this sign at the proposed location may influence how similar requests are reviewed in the future, particularly where signs are in close proximity to residential area. Planning & Development Services reviews each Electronic Change Copy Billboard application based on its contextual surroundings, and Council's decision on this item may inform the approach for future applications.

Climate Change Risks

Climate Change Mitigation:

Light pollution is a contributing factor to climate change and light levels for LED display signs are regulated by the Sign By-law. Automatic brightness controls even out the illumination levels related to the ambient light surrounding the signage. Currently, the Sign By-law does regulate the brightness of illuminated signs in Section 3.3 Illumination Regulations, however the vary nature of Illuminated Electronic Change Copy Billboard Signs will create light pollution as there cannot be full cut-off as per CR228/200 Lighting Intensity Standards Study.

In addition, the applicant has agreed to restrict the illuminated hours of operation from 7am to 10pm to accommodate Dark Sky Friendly practices.

Climate Change Adaptation:

LED technology has proven more energy efficient than traditional static lighting. With climate change and increasing strain on natural resources, limiting carbon footprints is essential. Electronic Change Copy Billboard Signs help to reduce the amount of poster waste entering our landfills and recycling plants, but however have other risks from climate perspectives.

Financial Matters:

There are no direct matters of financial consequence to the Corporation of the City of Windsor arising from the recommendations of this application.

Consultations:

Planning and Development Services consulted with Building Services and received comments from Transportation Planning, and ENWIN Utilities.

Conclusion:

The applicant has worked with City Administration to provide a proposal that reduces the number of non-compliance issues related to the distance the sign is located from a residential area, and setbacks from the Walker Road Mixed-Use Corridor. It is Administration's opinion that the applicant has demonstrated that the impact to the residential community will be minimized through the technology being utilized and the restricted hours that this Electronic Billboard Sign will be operated. The landscape setback from the public right-of-way will ensure cars are not encroaching on the right-of-way and provide aesthetic improvements to the site along the Walker Road Mixed-Use Corridor and Civic Way.

Administration supports the approval of the proposed site-specific amendments related to the proximity to the residential uses surrounding the proposed location at 3663 Walker Road, limited to static messages only, which change at a rate of 60 second intervals, illumination regulations Subsection 3.3 of the Sign By-law and will only be illuminated between the hours of 7am and 10pm daily.

Planning Act Matters:

N/A

Approvals:

Name	Title
Kevin Alexander	Senior Planner – Special Projects
Connor Wilson	Planner II – Revitalization & Policy Initiatives
James Abbs	Manager – Planning, Land Info and Special Projects
Jason Campigotto	Deputy City Planner – Growth
John Revell	Chief Building Official, Building Department
Kate Tracey	Senior Legal Counsel, Legal & Real Estate
Neil Robertson	City Planner/Executive Director, Planning & Development Services
Jelena Payne	Deputy CAO/Commissioner of Economic Development
Ray Mensour	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:

1 Appendix A - Neighbourhood Map
2 Appendix B - Presentation and Sign
3 Appendix C – Site Plan Concept with Landscape Setback
4 Appendix D – Rationale



APPENDIX 'A' SGN 003-24 – NEIGHBOURHOOD MAP

APPLICANT: PATTISON - BILLBOARD

SUBJECT LANDS

APPENDIX 'B'

PRESENTATION AND SIGN



3663 Walker Road - Response to Comments in Planning Consultation Letter

1. *1. Revised Site Plan:* Pattison has worked with the Property Owner to commit to investing in improvements to the street frontage of this property with a landscaped island 3 metres in depth, similar to what is shown in the attached Renderings. We are confident that this will address the City's concerns about encroachments into the right of way, while simultaneously enhancing the appearance of this property located on Walker Road – a key gateway into Windsor. It will also create a welcoming entrance for visitors to the property and to the City, and support local businesses by allowing them to reach a larger audience and stimulate economic growth.

2. *Proposed Sign Height*: In response to Staff's comments, we have reduced the height of the electronic changing copy portion to 7.3 metres, the lowest height that still achieves the required clearance from grade of 4.25 metres as set out in the OBC. This reduction represents a 16 per cent decrease from our original proposal.

3. *Operating Hours*: Staff have recommended that the sign be turned off overnight, between the hours of 10:00 pm and 7:00 am. We can confirm that we will abide by these operating hours, and will also reduce the brightness levels in line with the Sign By-law requirements between sunset and 10:00 pm, to minimize any impacts on surrounding uses.

4. *Reduced Brightness Levels:* To continue to help address any remaining staff concerns, Pattison has committed to further reducing the sign's brightness to 150 NITS after sunset, 50% lower than the maximum permitted evening brightness under the Sign By-law.

5. *Proximity to Overhead Power Lines:* We have confirmed with ENWIN that the proposed setback of 3 metres from the hydro pole achieves the required setback.

APPENDIX ‘B’

PRESENTATION AND SIGN





APPENDIX ‘B’

PRESENTATION AND SIGN

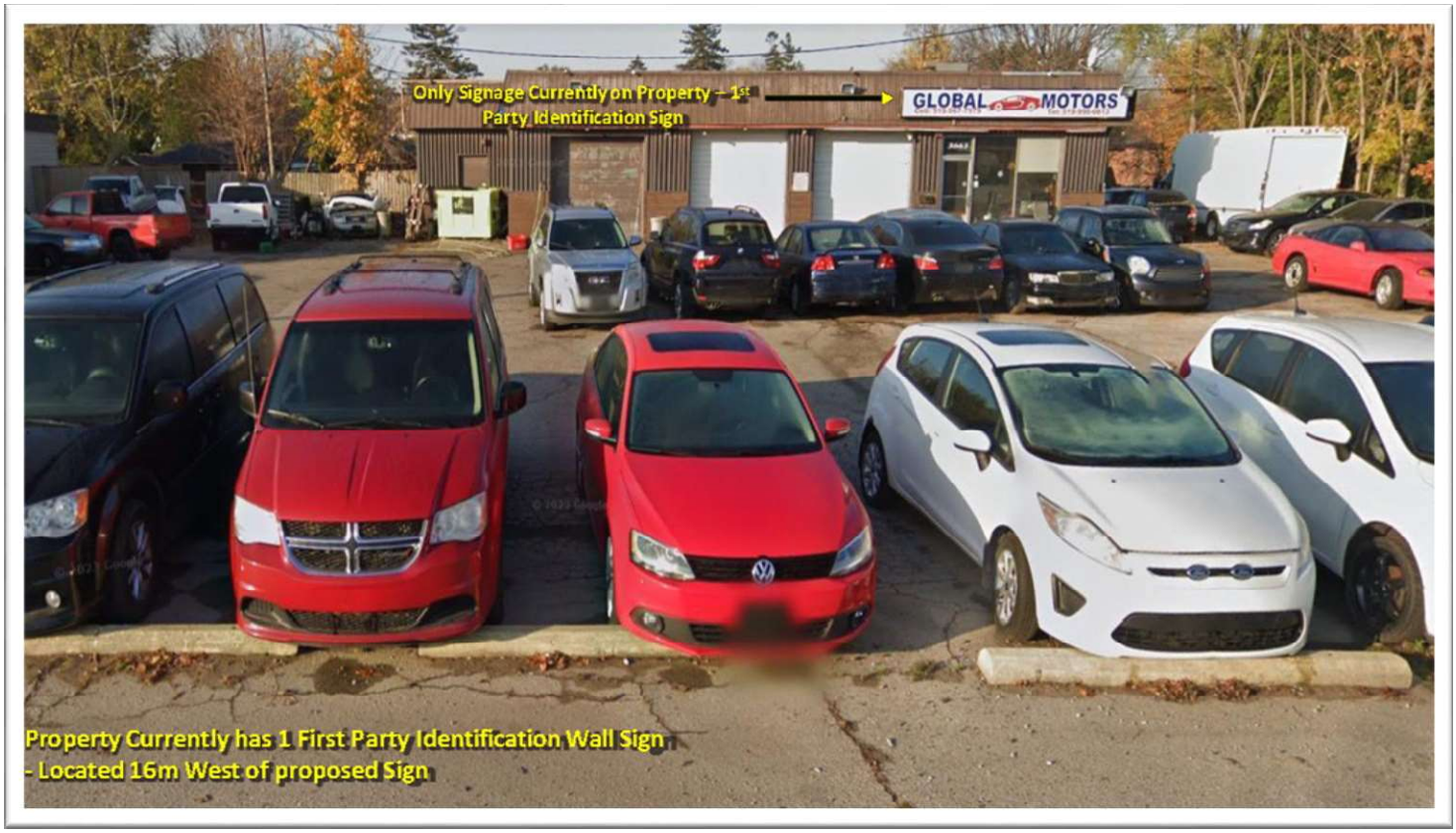




APPENDIX ‘B’

PRESENTATION AND SIGN

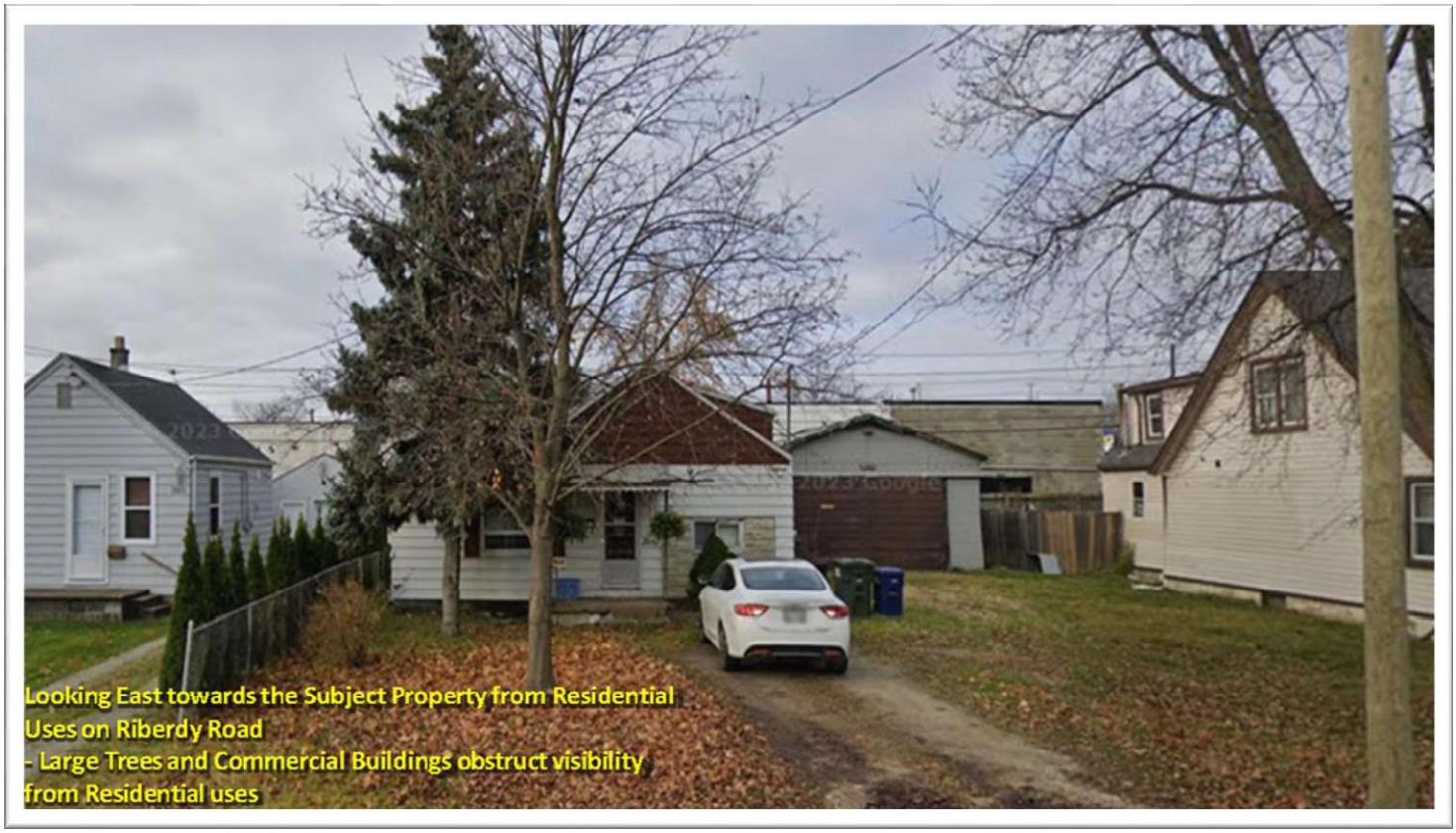




APPENDIX ‘B’

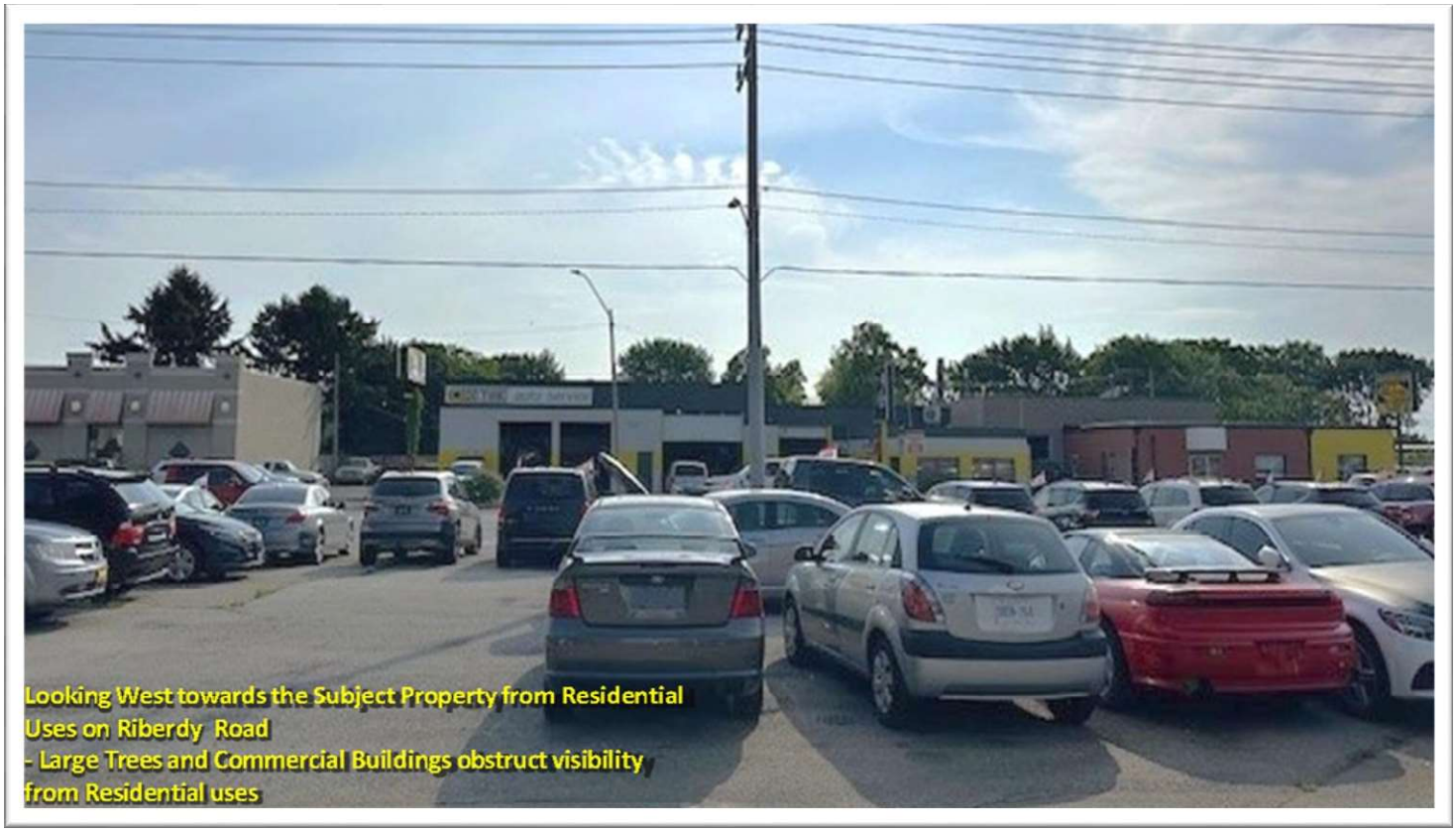
PRESENTATION AND SIGN





APPENDIX ‘B’

PRESENTATION AND SIGN





APPENDIX ‘B’

PRESENTATION AND SIGN

Light Impact Analysis

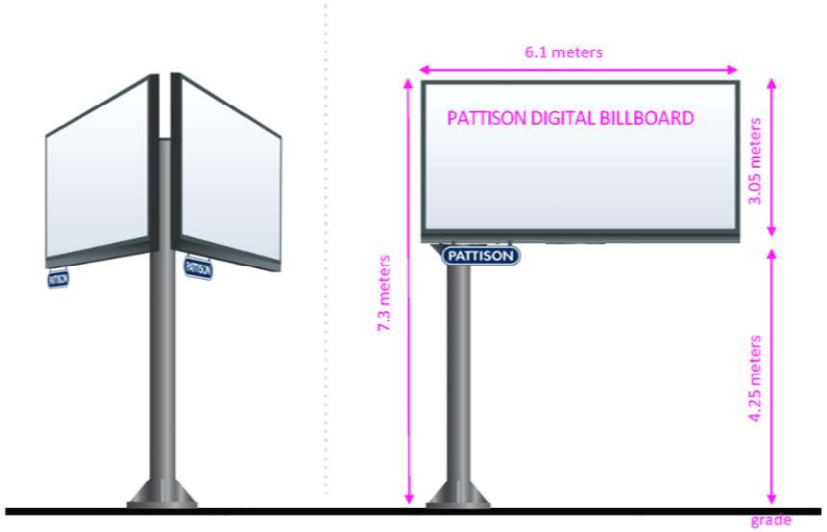
- Any Properties Further Than 50 metres away will not see an increase of more than 0.3 lux – a negligible amount considered to be equivalent to the light cast by a full moon, and compliant with Sign By-law requirements.

- The Sign will also shut off completely between 10 pm and 7 am, and dim brightness down to 150 NITS after sunset.

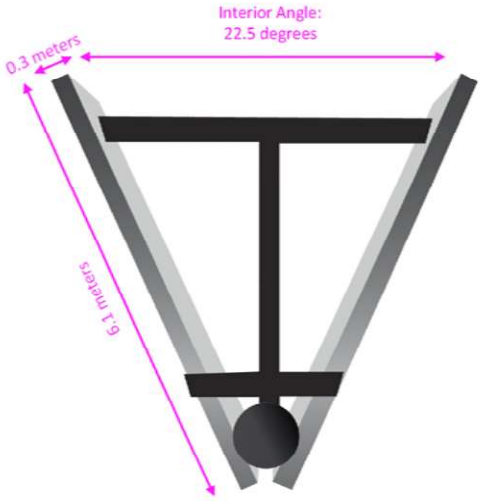


Elevation Drawings of the Proposed Sign (3363 Walker Road)

Front Elevation



Top Elevation



APPENDIX ‘C’

SITE PLAN CONCEPT WITH LANDSCAPE SETBACK



APPENDIX 'D'

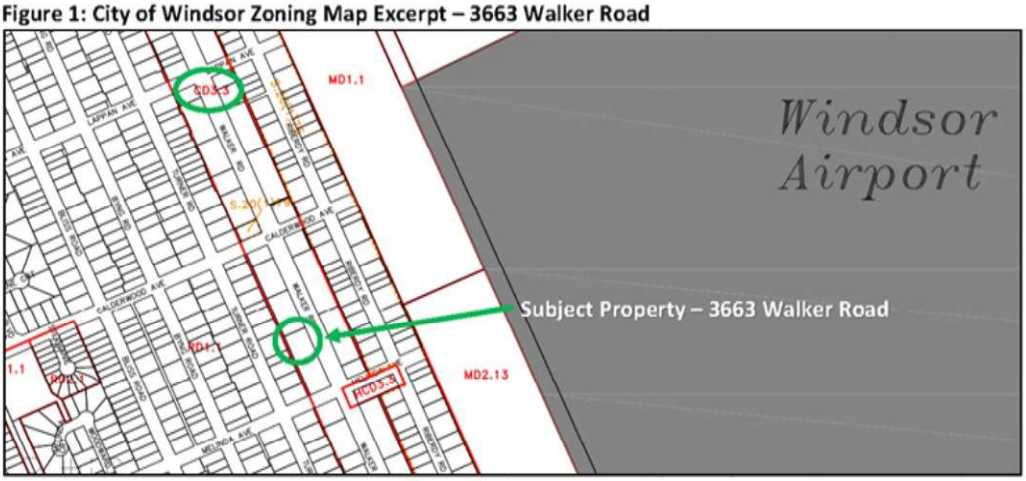
RATIONALE

Sign Variance Application – 3663 Walker Road, Windsor ON

On behalf of the Property Owner, Pattison Outdoor is seeking approval to build one new double-sided Electronic Changing Copy Billboard Ground Sign at 3663 Walker Road (the "Subject Property").

This sign would have two electronic sign faces in a v-shaped configuration, each measuring 3.03 m tall by 5.91 metres wide, at an overall height of 7.3 metres from grade. It would include identification for the business on the premises, measuring 0.6 metres by 5.5 metres, above the electronic sign faces (the "Proposed Sign"). See in Figure 4 below for a Structural Drawing of the Proposed Sign.

Figure 1: City of Windsor Zoning Map Excerpt – 3663 Walker Road



The Subject Property has a "**CD 3.3**" Zoning designation, which is "**General Commercial - Warehouse**" (See Figure 1 above). This commercial designation, along with the property being located on a stretch of Walker Road recently added to the Sign By-law as a permitted area for Electronic Changing Copy Billboard Ground Signs, make it a suitable location for the Proposed Sign.

Figure 2: Aerial view of 3663 Walker Road – the Subject Property



APPENDIX 'D'

RATIONALE

The Subject Property is located on the West side of Walker Road, and contains a used-car retailer / auto-repair services facility ("Global Motors") and associated parking lot. The surrounding area includes many other commercial, retail and employment uses on both the East and West sides of Walker Road.

We have strategically designed the Proposed Sign with a v-shaped orientation, in order to effectively direct the sign copy to the intended audience travelling along Walker Road, and away from the nearest residential uses located behind the Subject Property on Turner Road. The overall height and the angle of the sign faces will ensure there is no visibility of sign copy from these residential uses (See Figure 3).

We have also reduced the height of the Proposed Sign from the 9.0-metre maximum allowed under the Sign By-law, down to 7.3 metres from grade. This will further obstruct any visibility of the Proposed Sign from nearby residential uses.

Figure 3: Approximate Location of the Proposed Sign at 3663 Walker Road



The Proposed Sign will meet the majority of the applicable requirements in the Windsor Sign By-law:

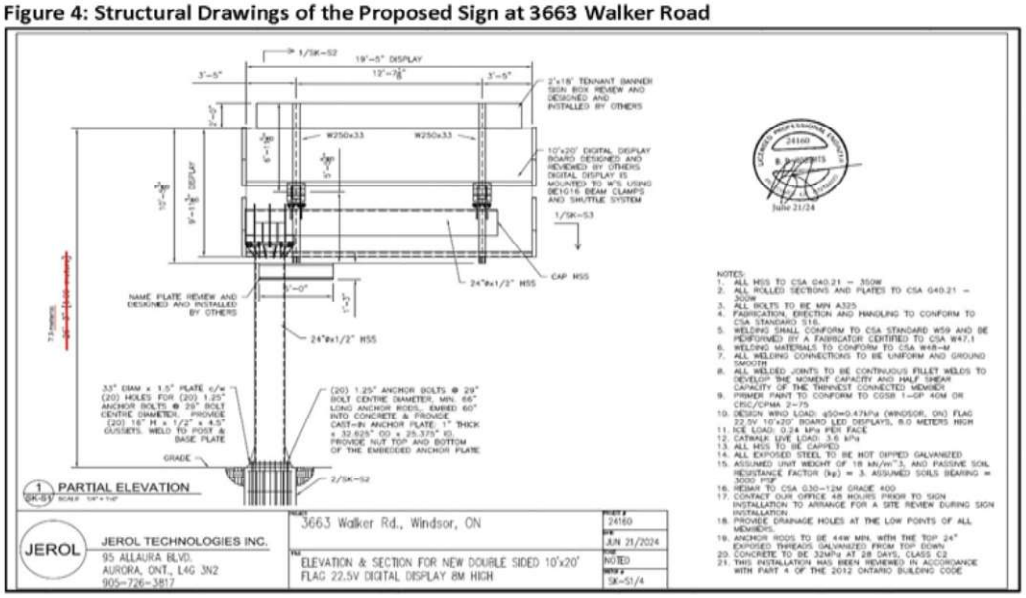
- It is located on a property within a **Commercial District** (CD 3.3);
- It is located on a property with frontage on Walker Road, south of E.C. Row Expressway;
- It is **not** located within a Special Sign District as set out in Section 9.0;
- The maximum sign face area will not exceed 22.0 square metres (21.94 m2 proposed);
- The maximum height will not exceed 9.0 metres (7.3 metres proposed);
- There are no other billboards within 200 metres, or digital billboards within 500 metres;
- It will not be erected within a Daylighting Corner or near the driveway entrance to the property;
- There will be a minimum of 4.25 metres clearance from grade to the bottom of the sign face;
- The Subject Property has a minimum frontage of 30.0 metres;
- There are no other billboards ground signs or ground signs at the Subject Property;

- It is not located within 300 metres of the Windsor Airport Lands;
- It is not within 400 metres of E.C. Row Expressway or Highway 401 (MTO-Controlled Areas);
- It will meet the setback from the adjacent lot line of 3.0 metres (13.1 m proposed), and;
- It will meet the setback from the rear lot line of 6.0 metres (31.1 m proposed)

Clearance of 4.25 metres from grade to the bottom of the sign face will exceed the requirements set out in Sign By-law and the Ontario Building Code, and will ensure that pedestrians and vehicles can pass safely underneath the Proposed Sign. It is also located outside the Daylight Corner, and meets the required setback from the driveway entrance to the Subject Property. As such, the proposed placement will not obstruct the visibility of any drivers or cyclists.

Pattison will undertake an engineering review and provide engineered-stamped drawings (see below) and an Engineer's Field Review following the installation of the Proposed Sign being completed.

Figure 4: Structural Drawings of the Proposed Sign at 3663 Walker Road



The sign copy displayed will comply with the Sign By-law provisions for electronic changing copy signs by displaying a static (or fixed) message for no less than 8.0 seconds, with an instantaneous change between messages (approximately 0.01-second interval before the next static message is displayed). <u>At no time</u> will the sign display any distracting visual effects such as scrolling, flashing, blinking, full-motion video, or any similar effects.

The Proposed Sign will also comply with the illumination requirements of the Sign By-law, and be programmed to not exceed the maximum brightness during daytime hours of 5,000 NITS, or the maximum brightness between dusk and dawn of 300 NITS. The operating hour requirements will see the sign turned off between 10 pm and 7 am.

APPENDIX 'D'

RATIONALE

The Proposed Sign will meet all the requirements set out in Section 3.3.1(c) of the Sign By-law, specifically that it will be programmed to have an intensity of illumination and luminance not to exceed 3.0 lux (or 0.3 foot-candles) above ambient light conditions during its operating hours. We have provided a Letter of Certification from the Sign Manufacturer confirming that the Proposed Sign can achieve these requirements.

The Sign By-law was recently amended following a thorough review by Staff to refine and update the requirements for Electronic Changing Copy Ground Signs, which included new areas of the City where this type of sign could be contemplated. The Subject Property falls within one of these new areas, which includes properties along Walker Road between E.C. Row Expressway and Division Road.

Every single property along this stretch of Walker Road is unable to meet the required setback to Residential Uses, however careful consideration has been given to the Proposed Sign in order to minimize or eliminate any visibility from the residential uses in the surrounding area.

While the Proposed Sign would be located approximately 31.1 metres from the residential uses to the West on Turner Road, we have taken a strategic approach to planning the sign's orientation and attributes in order to minimize or eliminate any potential impacts on these properties.

The v-shaped configuration of the sign faces will direct the sign copy to the north-east and south-east, toward traffic travelling along Walker Road. There is also a mature tree line which forms a natural barrier and further obstructs visibility of the Proposed Sign from the residential uses on Turner Rd (see Figure 5 below).

Figure 5: Looking East towards the Subject Property from Residential Uses on Turner Road



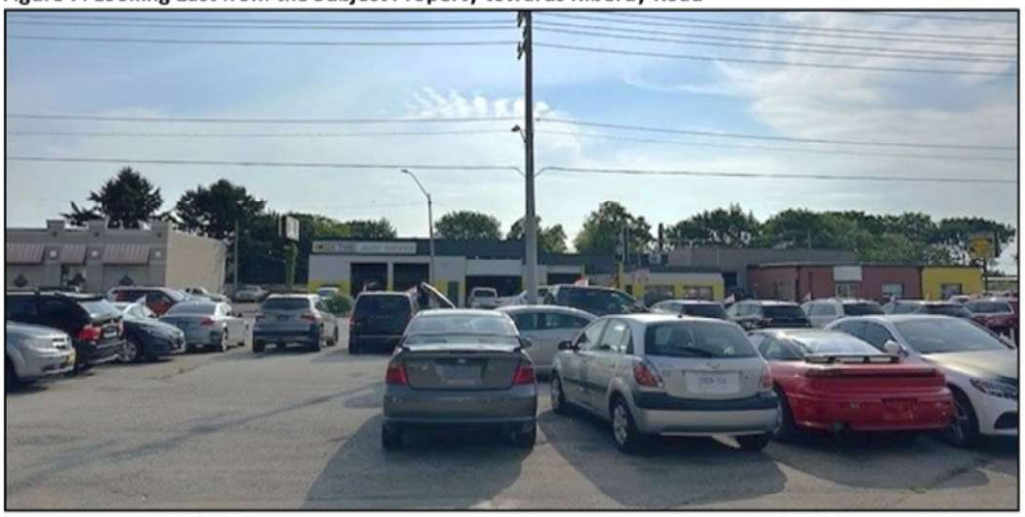
We have also lowered the overall height of the Proposed Sign down to 7.3 metres from grade, which should ensure that the built form and natural vegetation on the East side of Walker Road will block visibility of the Proposed Sign from the residential uses on Riberdy Road (See Figure 5 and Figure 6 below). The tenant identification portion will be located along the top of the Proposed Sign, which ensures that the electronic display will not be visible from these residential uses.

Figure 6: Looking West towards the Subject Property from Residential Uses on Riberdy Road



When looking East from the Subject Property, the buildings located between the Proposed Sign and the Residential Uses on Riberdy Street create an obstruction from these properties. There is also a mature tree line between the commercial buildings on Walker Road and the properties on Riberdy Street that will further obstruct visibility of the Proposed Sign (see Figure 7 below).

Figure 7: Looking East from the Subject Property towards Riberdy Road



We believe the minor variances required for the Proposed Sign can be granted with confidence that it will have no negative impacts on the Subject Property or the surrounding area, based on the orientation of the sign faces and overall height, and the built form and obstructions in place between the Proposed Sign and the nearby residential uses to the East and West.

APPENDIX 'D'

RATIONALE

Figure 8: The Existing Wall Sign at the Subject Property



There is one small existing wall sign for the business on the premises (Global Motors) located above the entrance to the facility. This wall sign, combined with the Proposed Sign, will provide suitable identification for the business on the premises, and will not result in a cluttered appearance (see Figure 8 above). As such, the Proposed Sign will help achieve one of the higher-level goals of the Sign By-law.

Figure 9: Condition of Approval – Three Existing Sign Faces Removed to Reduce Sign Clutter



As a Condition of Approval, Pattison will remove three existing sign faces with a total of 55.8 square metres, and have the associated permits revoked, upon issuance of a Sign Permit for the Proposed Sign (See Figure 9 above). This existing sign is located on Crawford Avenue, 35 metres north of Erie Street West, and will effectively remove more than 30 square metres of signage in the City to help reduce sign clutter in the City of Windsor and achieve one of the higher-level objectives of the Sign By-law.

APPENDIX 'D'

RATIONALE

As a second Condition of Approval, Pattison and the Property Owner will install a landscaped island along the Walker Road frontage of the property, approximately 3 metres in depth as indicated in Figure 10 below. We are confident that this will address any concerns the City has about parked vehicles encroaching into the right-of-way, while simultaneously enhancing the appearance of the property.

Figure 10: Design Rendering of the Proposed Sign with Landscaped Island - Conceptual



These enhancements to the property will create a welcoming entrance for visitors to the property and to the City of Windsor, while also supporting local businesses by helping them reach a larger audience and stimulate economic growth.

Building the Proposed Sign with a v-shaped configuration, at a reduced height of 7.3 metres, helps to minimize or eliminate any impacts on the nearby residential uses, therefore we believe that this variance is minor in nature and can be supported.

This stretch of Walker Road was recently included in the Sign By-law as a permitted area for electronic change copy billboards, and we believe the site-specific details and the strategic planning of the Proposed Sign's attributes make it an ideal fit at the Subject Property.

To further ensure that the Proposed Sign will not negatively impact the surrounding area, it will be turned off completely from 10:00 p.m. until 7:00 a.m. If you have any questions or concerns about our application or the Proposed Sign, we are available any time to discuss as required. Thank you for your consideration of our application.

Nathan Jankowski
Manager, Permits & Legislation
Pattison Outdoor

Scott Stover
Leasing Representative
Pattison Outdoor