

Development & Heritage Standing Committee Meeting Agenda

Date: Monday, November 2, 2026

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 John Miller

Member Charles Pidgeon

Member Robert Polewski

Member Khassan Saka

Member William Tape

ORDER OF BUSINESS

Item #	Item Description
1.	CALL TO ORDER

READING OF LAND ACKNOWLEDGMENT

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

2.	DISCLOSURES OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF
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3.	REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS
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4.	COMMUNICATIONS
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5.	ADOPTION OF THE <i>PLANNING ACT</i> MINUTES
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5.1.	Adoption of the Development & Heritage Standing Committee (<i>Planning Act</i>) minutes of its meeting held October 5, 2026 (SCM 316/2026)
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6.	PRESENTATION DELEGATIONS (<i>PLANNING ACT</i> MATTERS)
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7.	<i>PLANNING ACT</i> MATTERS
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7.1.	Approval of a Draft Plan of Subdivision, Zoning By-law Amendment, and Official Plan Amendment Applications for lands situated at the southwest corner of Richmond and St. Luke; Applicant: 14493559 Canada Inc.; File Nos. Z 015-26 [ZNG-7376] & OPA 202 [OPA-7377] & SDN 001-26 [SDN-7378]; Ward 5 (S 108/2026) <i>Author: Justina Nwaesei, Planner III – Development</i>
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8. **ADOPTION OF THE MINUTES**
9. **PRESENTATIONS AND DELEGATIONS (COMMITTEE ADMINISTRATIVE MATTERS)**
10. ***HERITAGE ACT MATTERS***
11. **ADMINISTRATIVE ITEMS**
 - 11.1. Closure of the east/west alley located east of Oak Street, south of Wyandotte Street West and west of Crawford Avenue, SAA-7163, Ward 9 **(S 103/2026)** *Author: Deborah Yankovic, Coordinator of Streets and Alleys*
 - 11.2. Closure of the east/west alley located north of Grand Marais Road West, east of Everts Avenue and west of Curry Avenue, SAA-7363, Ward 10 **(S 109/2026)** *Author: Deborah Yankovic, Coordinator of Streets and Alleys*
12. **COMMITTEE MATTERS**
13. **QUESTION PERIOD**
14. **ADJOURNMENT**



Committee Matters: SCM 316/2026

Subject: Adoption of the Development & Heritage Standing Committee (Planning Act) minutes of its meeting held October 5, 2026

Development & Heritage Standing Committee Meeting
(Planning Act Matters)

Date: Monday, October 05, 2026

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

Members Present:

Councillors

Ward 1 - Councillor Fred Francis

Ward 7 - Councillor Angelo Marignani

Ward 9 - Councillor Kieran McKenzie

Ward 10 - Councillor Jim Morrison (Chairperson)

Councillor Regrets

Ward 4 - Councillor Mark McKenzie

Members

Member Anthony Arbour

Member Robert Polewski

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

Robert Martini, Municipal Gaming Analyst

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

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

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

Denise Wright, Manager Real Estate Services

Patrick Winters, Manager, Development

Laura Diotte, Manager, Planning

Elara Mehrilou, Supervisor, Coordinator Maintenance

Justina Nwaesei, Planner III – Development

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Sophia Di Blasi, Planner III – Senior Urban Designer
Averil Parent, Planner II - Development Review
Natasha McMullin, Clerk Steno Senior
Deborah Yankovic, Legal Assistant
Anna Ciacelli, Deputy City Clerk

Delegations—participating via video conference

Item 11.1 Shawna Petzold, Permit World Consulting Services Inc., Applicant and Representative of Property Owner
Item 7.3 Tracey Pillon-Abbs, Pillon Abbs Inc., Agent for Applicant

Delegations—participating in person

Item 7.2 Andre Abouasli, 2047337 Ontario Inc., Applicant
Item 11.1 Daniela Ferro, Manager, Public Affairs, NextStar Energy
Item 11.2 Paul Belanger and Lucille Belanger, Area Residents
Item 11.3 Susanta Das, Area Resident

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

None Disclosed.

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 September 1, 2026

Moved by: Member Anthony Arbour
Seconded by: Member Robert Polewski

THAT the *Planning Act* minutes of the Development & Heritage Standing Committee of its meeting held September 1, 2026 **BE ADOPTED** as presented.
Carried.

Report Number: SCM 299/2026

7. PLANNING ACT MATTERS

7.1. Zoning By-Law Amendment - Z 019-26 (ZNG-7385) & Official Plan Amendment OPA 204 (OPA-7386) 1356 Drouillard Road - Ward 5

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

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

Decision Number: **DHSC 869**

- I. THAT Schedule “A” of Volume I: The Primary Plan of the City of Windsor Official Plan **BE AMENDED** by designating Lots 16 and 17, Registered Plan 685, known municipally as 1356 Drouillard Road (Roll No. 010-160-04400), situated on the east side of Drouillard Road, between Franklin Street and Metcalfe Street, as a Special Policy Area.
- II. THAT Chapter 1 in Volume II: Secondary Plans and Special Policy Areas of the City of Windsor Official Plan **BE AMENDED** by adding a new Special Policy Area as below, and that ‘X’ be replaced with the next available Special Policy area number:

1.X 1356 DROUILLARD ROAD

Location	1.X.1	The property described as Lots 16 and 17, Registered Plan 685 (Roll No. 010-160-04400), situated on the east side of Drouillard Road, between Franklin Street and Metcalf Street, is designated on Schedule A: Planning Districts and Policy Areas in Volume I: The Primary Plan.
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Additional Permitted Main Uses	1.X.2	Notwithstanding the Mixed Use Corridor designations of these lands on Schedule D: Land Use in Volume I: The Primary Plan, a Semi-Detached Dwelling, Townhome Dwelling, and Multiple Dwelling with 8 or less units shall be additional permitted main uses in accordance with the implementing zoning provisions.
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- III. THAT Zoning By-law 8600 **BE AMENDED** by adding the following zoning exception to Section 91.10:

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38. **EAST SIDE OF DROUILLARD ROAD, BETWEEN FRANKLIN STREET AND METCALFE STREET**

For the lands comprising of Lots 16 and 17, Registered Plan 685, a *Multiple Dwelling* shall be an additional permitted use and the following additional provisions shall apply:

1. For a *Semi-Detached Dwelling*, the following additional provisions shall apply:
 - a) *Front Yard Depth: minimum/maximum 2.0 m / 4.0 m*
 - b) *Gross Floor Area: maximum 480 m²*
 - c) Notwithstanding any other provisions in this by-law, parking shall be prohibited in a *required front yard*
2. For a *Multiple Dwelling*, the following additional provisions shall apply:
 - a) *Front Yard Depth: minimum/maximum 2.0 m / 4.0 m*
 - b) *Required Parking Spaces: minimum: 1 for each dwelling unit*

[ZDM 7; ZNG/7385]

IV. THAT Zoning By-law 8600 **BE FURTHER AMENDED** by adding the following to section 95.20:

- (16) Provide construction drawings confirming central air-conditioning and special building components recommended in the “Road/Rail Traffic and Stationary Noise Impact Study” completed by JJ Acoustic Engineering Ltd, dated February 23, 2026 to the satisfaction of the Chief Building Official.

V. THAT Zoning By-law 8600 **BE FURTHER AMENDED** by changing the zoning of Lots 16 and 17, Registered Plan 685, known municipally as 1356 Drouillard Road (Roll No. 010-160-04400), situated on the east side of Drouillard Road between Franklin Street and Metcalfe Street from CD4.1 to H(16)RD2.2x(38).

Carried.

Report Number: S 93/2026
Clerk's File: Z/15210 & Z/15211

7.2. Zoning By-Law Amendment - Z 020-26 (ZNG-7388) 3105 Rankin Avenue - Ward 1

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

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

Decision Number: **DHSC 870**

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

39. **WEST SIDE OF RANKIN AVENUE, BETWEEN WEST GRAND COURT AND NORFOLK STREET**

For the lands comprising of Lot 604, Part Block J, Registered Plan 1295, a *Semi-Detached Dwelling* shall be an additional permitted *main use*, and the following additional provisions shall apply to a *Semi-Detached Dwelling*:

d) *Gross Floor Area: maximum 525 m²*

[ZDM 8; ZNG/7388]

II. THAT Zoning By-law 8600 **BE FURTHER AMENDED** by changing the zoning of Lot 604, Part Block J, Registered Plan 1295, known municipally as 3105 Rankin Avenue (Roll No. 080-200-08000), situated on the west side of Rankin Avenue between West Grand Court and Norfolk Street from RD1.4 to RD1.4x(39).

Carried.

Report Number: S 99/2026

Clerk's File: Z/15212

7.3. Zoning By-law Amendment for 4470 North Service Road East; Applicant: Atwan Development Inc., File No. Z-017/26 [ZNG/7382]; Ward 5

Justina Nwaesei (author), Senior Planner – Development, is available for questions.

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

Moved by: Councillor Angelo Marignani

Seconded by: Councillor Fred Francis

Decision Number: **DHSC 871**

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

37 **NORTH SIDE OF NORTH SERVICE ROAD EAST, WEST OF PILLETTE ROAD**

For the land comprising Pt Lot 108 Concession 2 (PIN 01562-1055 LT), one *Club* and one *Health Studio* shall be additional permitted *main uses* subject to the following additional provisions:

a) *Lot Frontage*: along North Service Road: *minimum 97.00 m*

b) *Lot Area*: *minimum 1.44 ha*

[ZDM 12; ZNG/7382]

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

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- (17) Registration of an amended Site Plan Agreement that includes the fencing requirement and Railway Warning clauses indicated in Appendix C to Report S 97/2026 to the satisfaction of the City Planner.

[ZNG/7382]

- III. THAT Zoning By-law 8600 **BE FURTHER AMENDED** by changing the zoning of Pt Lot 108 Concession 2 (PIN 01562-1055 LT), situated on the north side of North Service Road East, west of Pillette Road (known as 4470 North Service Road East; Roll Number 070-305-00800) from MD1.1 to H(17)MD1.1x(37).
- IV. THAT the H symbol may be removed when the applicable holding conditions in section 95.20 clause (17) of Zoning By-law 8600 are satisfied. It is the responsibility of the property owner to satisfy the applicable holding conditions, and to submit an application including the fee, to remove the H symbol.

Carried.

Report Number: S 97/2026

Clerk's File: Z/15209

8. ADJOURNMENT

There being no further business the meeting of the Development & Heritage Standing Committee (*Planning Act* Matters) portion is adjourned at 4:35 o'clock p.m.

Ward 10 – Councillor Jim Morrison
(Chairperson)

Deputy City Clerk / Supervisor of Council
Services



Council Report: S 108/2026

Subject: Approval of a Draft Plan of Subdivision, Zoning By-law Amendment, and Official Plan Amendment Applications for lands situated at the southwest corner of Richmond and St. Luke; Applicant: 14493559 Canada Inc.; File Nos. Z 015-26 [ZNG-7376] & OPA 202 [OPA-7377] & SDN 001-26 [SDN-7378]; Ward 5

Reference:

Date to Council: November 2, 2026
 Author: Justina Nwaesei, MCIP, RPP
 Planner III - Development
 519-255-6543, ext. 6165
 jnwaesei@citywindsor.ca
 Planning & Building Services
 Report Date: October 8, 2026
 Clerk's File #: Z/15218; Z/15217; Z/15216

To: Mayor and Members of City Council

Recommendation:

- I. THAT the City of Windsor Official Plan Volume I - The Primary Plan, **BE AMENDED** by changing the land use designation of the land located on the southwest corner of Richmond Street and St. Luke Road, described as Part of Lot 97, Concession 1, designated as PART 5, PART 6, and PART 7 on Plan 12R30480, [Part of PIN 01093-0029 LT, Part of PIN 01093-0058, and Part of PIN 01093-0069] from Business Park and Industrial to Residential;
- II. THAT Zoning By-law 8600 **BE AMENDED** by adding the following clause to Section 91.10:

42. SOUTHWEST CORNER OF RICHMOND STREET AND ST. LUKE ROAD

For the land comprising PART 5, PART 6, and PART 7 on Plan 12R30480, [Part of PIN 01093-0029 LT, Part of PIN 01093-0058, and Part of PIN 01093-0069], the following additional provisions shall apply:

- a) The front wall of a *garage* forming part of the *main building* shall be set back a *minimum* of 1.0 m from that portion of the front wall of the *dwelling unit* closest to the street.
- b) In a *required front yard*, a *parking space* is prohibited, and a driveway leading to a *garage* or a *parking space* is permitted.
- c) The *maximum* width of a *carport* or *garage* forming part of the *main building* shall not exceed 50% of the width of the *building*.

d) Stucco or an Exterior Insulation and Finish System (EIFS) is prohibited.

[ZDM 6; ZNG/7376]

- III. THAT Zoning By-law 8600 **BE FURTHER AMENDED** by changing the zoning of the land located on the southwest corner of Richmond Street and St. Luke Road, described as Part of Lot 97, Concession 1, designated as PART 5, PART 6, and PART 7 on Plan 12R30480, [Part of PIN 01093-0029 LT, Part of PIN 01093-0058, and Part of PIN 01093-0069], from MD2.1 & HMD1.4 to H(2)RD2.2x(42);
- IV. THAT the application of 14493559 Canada Inc. for Draft Plan of Subdivision approval for Part of Lot 97, Concession 1, designated as PART 5, PART 6, and PART 7 on Plan 12R30480, [Part of PIN 01093-0029 LT, Part of PIN 01093-0058, and Part of PIN 01093-0069], **BE APPROVED** subject to the following conditions:
- A. That the Draft Plan Approval shall lapse on _____ (3 years from the date of approval);
- B. That this approval applies to the draft plan of residential subdivision presented on attached Map Nos. SDN-001/26-1, SDN-001/26-1A, SDN-001/26-1B, SDN-001/26-1C prepared by VERHAEGEN Land Surveyors for 2863167 Ontario Inc., consisting of 12 blocks for construction of 24 semi-detached dwelling units, 13 blocks for construction of 51 townhome dwelling units, 3 blocks for Land Reserves, 1 block for corner cut-off, 1 block to be conveyed to the Corporation of the City of Windsor for stormwater facility, and one proposed new road allowance (Street A);
- C. That the owner(s) shall enter into a subdivision agreement with the Corporation of the City of Windsor for the proposed development on the subject land;
- D. That the Owner(s) shall submit for approval of the City Planner/Executive Director of Planning & Building a final draft M-Plan, which shall include the names of all road allowances within the plan, as approved by the Corporation.
- E. That the subdivision agreement between the Owner(s) and the Corporation of the City of Windsor be registered on title and shall contain, among other matters, the following provisions:
1. The Owner(s) shall include all items as set out in the Results of Circulation (Appendix D, attached hereto) with further amendments as required and other relevant matters set out in CR 233/98 (Standard Subdivision Agreement).
 2. **Conveyance Requirements:**
 - a. The Owner(s) shall, prior to the issuance of a construction permit, gratuitously convey to the Corporation of the City of Windsor

- i) 4.60 m x 4.60 m corner cut-off at the intersection of Richmond Street and St. Luke Road
 - ii) Block 21 on Map Nos. SDN-001/26-1, SDN-001/26-1A, SDN-001/26-1B, & SDN-001/26-1C, for Storm Water Management (SWM) Facility purposes; and
 - iii) Block 29 (*0.3m wide strip of land along the north limit of Block 20*) and Block 30 (*0.3m wide strip of land along the north limit of Block 2*) on Map Nos. SDN-001/26-1, SDN-001/26-1A, SDN-001/26-1B, SDN-001/26-1C, for land reserve purposes.
 - b. The conveyances listed in paragraph 2(a) above shall be to the satisfaction of the City Engineer and the City Solicitor.
- F. **Offsite Improvements** - The owner(s) shall agree to fully construct all future municipal right-of-ways, include, but not limited to: pavements, curbs and gutters, utilities and the necessary drainage facilities, according to City of Windsor standard specification for the following road designations - Local Residential Roads: complete with 20.1 metre right-of-ways. Pavements to be constructed in accordance with General Provision G-2(6).
- G. The owner(s) shall agree to submit the following prior to issuance of the Enhanced Permit:
- 1) A detailed cost estimate for the Offsite Improvements, supported by preliminary design drawings prepared by an Engineer licensed in the Province of Ontario
 - 2) Approval by the Manager of Risk Management of all necessary securities and insurance
 - 3) Engineering Development Review fee in accordance with the current City of Windsor User Fee Schedule
- H. **Servicing Study** - The owner(s) shall, prior to the issuance of a construction permit and at its entire expense, agree 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. The study shall review the proposed impact and recommend mitigating measures and implementation of those measures. Any improvements and/or mitigating measures recommended in the Servicing Study shall be incorporated in the Subdivision Agreement and registered on title, prior to Final Plan approval.
- I. **Sidewalks** - The owner(s) shall agree to construct at their expense and according to City of Windsor Standard Specifications, concrete sidewalks constructed to the satisfaction of the City Engineer. Sidewalks are to be constructed at the following locations:
- Street A – Along the east boulevard
- J. **Record of Site Condition (RSC)** – The owner(s) shall, prior to the issuance of a construction permit, submit to the City Planner

- 1) A Record of Site Condition prepared by a Qualified Person and filed with Ontario's Ministry of the Environment, Conservation and Parks (MECP). The RSC needs to confirm that the property meets the required soil and groundwater standards for its intended use (as outlined in regulations like Ontario Regulation 153/04).
 - 2) A copy of acknowledgement letter from the Ministry.
- K. **Traffic Impact Study (TIS)** – The owner(s) shall, prior to Final Plan approval, submit an updated TIS deemed satisfactory by the City Engineer. All upgrades, if any, recommended in the revised TIS shall be incorporated in the Subdivision Agreement and registered on title, prior to Final Plan approval.
- L. **Species At Risk (SAR) Preliminary Screening** – The owner(s) shall, prior to Final Plan approval, submit an updated SAR Preliminary Screening report to the satisfaction of the City Planner.
- M. **SAR Remediation Compliance** – The owner(s) shall agree to comply with remediation / mitigation recommendations, if any, in the updated SAR report, to the satisfaction of the Chief Building Official and the City Planner, or an agreement registered on title to the property to comply with the remediation / mitigation recommendations in the required SAR study.
- N. **Parkland Conveyance:** The Owner(s) shall, prior to the issuance of a construction permit, pay cash-in-lieu of the 5% of lands to be developed, in accordance with By-law 12780, to the satisfaction of the Executive Director of Parks and the City Planner.
- O. **Tree Replacement / Compensation** – Prior to the issuance of any construction permit, the owner(s) shall contact the City Forester to determine the appropriate tree replacement and/or compensation requirements associated with the removal of trees identified in the Tree Inventory & Preservation Plan Report dated May 15, 2026, prepared by Jackson Arboriculture Inc. A Tree Canopy Replacement Compensation for the required 76 compensation trees shall be completed to the satisfaction of the City Forester.
- P. **Noise Control Measures:** The Owner(s) shall agree to design the subject development in compliance with the following criteria:
- i) all windows leading to sensitive living areas shall have a minimum sound transmission class (STC) as per Section 4 of the *Acoustical Report dated May 12, 2026*, attached hereto as Appendix C, in order to meet the MOECC indoor noise level criteria;
 - ii) all walls leading to sensitive living areas shall have a minimum sound transmission class (STC) as per Section 4 of the *Acoustical Report dated May 12, 2026*, attached hereto as Appendix C;
 - iii) acoustic privacy between units in a multi-tenant building, the inter-unit wall, shall meet or exceed STC-50; and
 - iv) wall separation between noisy spaces, such as refuse chutes or elevator shafts, and suites shall meet or exceed STC-55.

Q. **Acoustical Consultant Review:** The Owner(s) shall, prior to the issuance of a building permit, and at their entire expense, engage the services of an acoustical consultant to review the sound transmission class (STC) for the proposed development's walls, windows, and doors to ensure they conform to the recommendations outlined in the May 12, 2026, Acoustical Report prepared by BAIRD AE.

R. **Warning Clause(s):** The Owner(s) shall agree to place the following warning clause in all Offers to Purchase, and Agreement of Purchase or Sale or lease between the Owner(s) and all prospective home buyers, and in the title of each dwelling unit within the subject plan of subdivision [Map Nos. SDN-001/26-1, SDN-001/26-1A, SDN-001/26-1B, SDN-001/26-1C]

NOISE WARNING - *"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."*

NOTES TO DRAFT APPROVAL (File # SDN-001/24)

1. *The applicant is directed to Section 51(39) of The Planning Act 1990 regarding appeal of any imposed conditions to the Ontario Land Tribunal. Appeals are to be directed to the City Clerk of the City of Windsor.*
2. *It is the applicant's responsibility to fulfil the conditions of draft approval and to ensure that the required clearance letters are forwarded by the appropriate agencies to the City of Windsor, to the attention of the City Planner / Executive Director of Planning and Development, quoting the above-noted file number.*
3. *Required agreements with the Municipality will be prepared by the City Solicitor.*
4. *The applicant should consult with an Ontario Land Surveyor for this proposed plan concerning registration requirements relative to the Certification of Titles Act.*
5. *The final plan approved by the Corporation of the City of Windsor must be registered within thirty (30) days or the Corporation may withdraw its approval under Section 51(59) of The Planning Act 1990.*
6. *All plans of subdivision/condominium are to be prepared and presented in metric units and certified by the Ontario Land Surveyor that the final plan is in conformity to the approved zoning requirements.*
7. *Where agency conditions are included in the City's Subdivision Agreement, the Applicant is required to forward a copy of the agreement to the agencies in order to facilitate their clearance of conditions for final approval of this plan.*

V. THAT the City Clerk **BE AUTHORIZED** to issue the required notice respecting approval of the draft plan of subdivision under Section 51(37) of The Planning Act.

VI. THAT the subdivision agreement shall **BE REGISTERED** against lands to which it applies prior to the final registration of the Plan of Subdivision.

- VII. THAT prior to the final approval by the Corporation of the City of Windsor, the City Planner / Executive Director of the Planning and Development shall **BE ADVISED**, in writing, by the appropriate agencies and/or municipal departments that conditions have been satisfied.
- VIII. THAT the Chief Administrative Officer and City Clerk **BE AUTHORIZED** to sign all necessary agreements and documents approved as to form and content satisfactory to the City Solicitor.

Executive Summary:

N/A

ANTICIPATED IMPACT

TRANSPORTATION: The Transportation Impact Assessment indicates the proposed development is expected to generate 542 daily vehicle trips, with 33 vehicle trips in the AM peak hour and 52 trips in the PM peak hour. The assessment concludes that the proposed development can be accommodated within the existing and planned roadway network improvements and is expected to have minimal impact on the conditions at the intersections.

VEHICULAR ACCESS: 3 existing driveways (one on St. Luke Rd & 2 on Richmond St.) will be eliminated. A new road allowance (Street A) is proposed with access on Richmond St. One driveway access is proposed per dwelling unit along the west side of St. Luke Rd and along both sides of the new ROW (Street A.)

PARKING: The concept plan shows all required parking accommodated within attached garages.

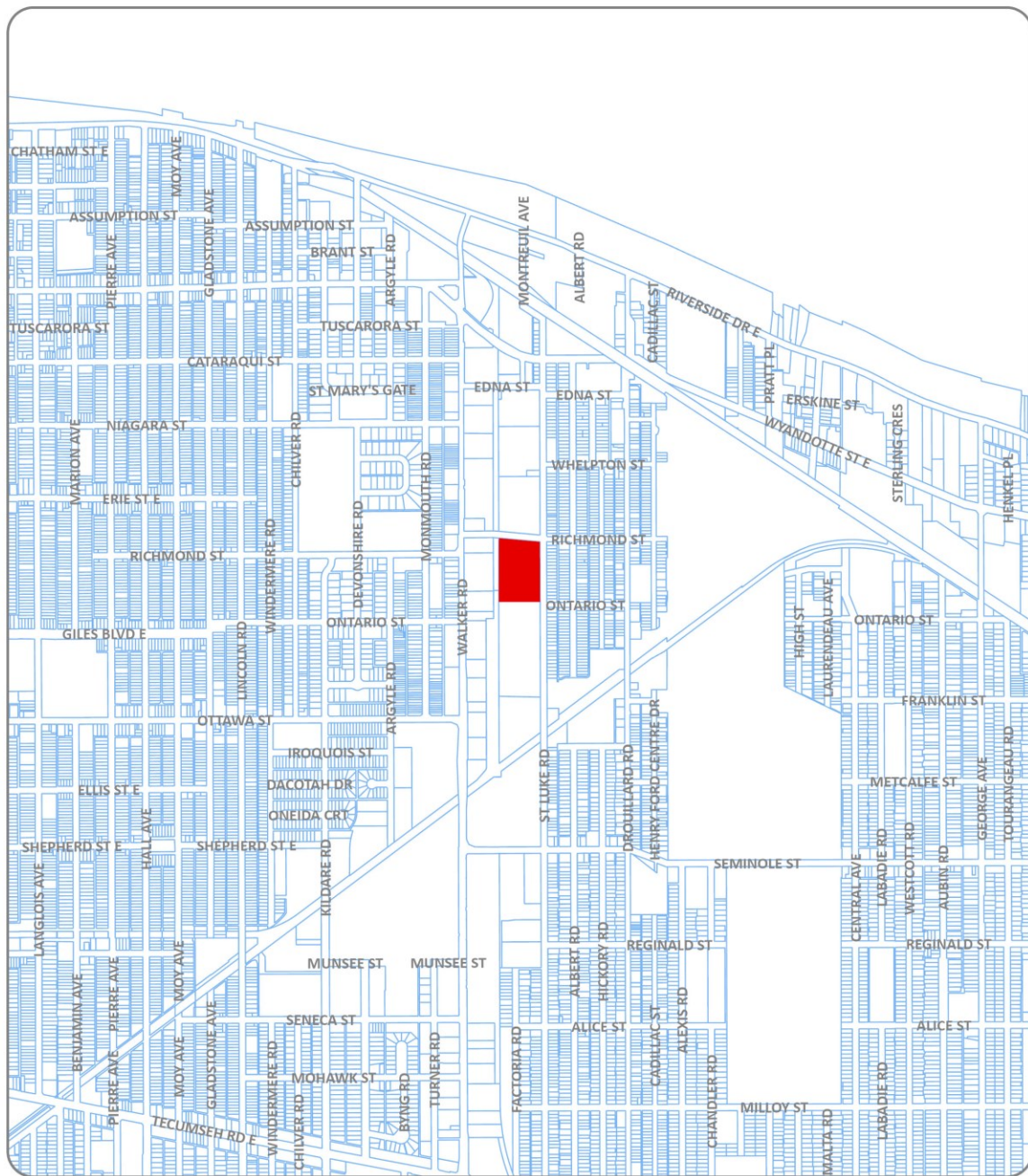
TREE PRESERVATION: The tree inventory documented a total of 52 trees situated on subject property, in the road allowances and on neighbouring property within 6 m. None of the trees included in the inventory are identified for preservation. A total of 76 compensation tree plantings are required and recommended.

SANITARY SEWER AND STORMWATER: The Functional Servicing Report demonstrates that the proposed servicing strategy for the development is feasible and can be accommodated by the existing municipal infrastructure.

Sanitary servicing has been assessed, and the existing system has sufficient capacity to accommodate flows from the proposed development.

The **stormwater management system** has been designed to control post-development runoff and limit discharge to the allowable release rate, while providing sufficient storage to manage minor and major storm events without adverse impacts to the site or surrounding properties.

1. KEY MAP:



KEY MAP - Z 015-26 [ZNG-7376] & OPA 202 [OPA-7377]
& SDN 001-26 [SDN-7378]



 SUBJECT LANDS

2. APPLICATION INFORMATION

LOCATION: 0 Richmond Street, 0 St. Luke & North Part of 1235 ST. LUKE RD (southwest corner of Richmond Street and St. Luke Road)

APPLICANT: 14493559 CANADA INC., C/O PAWAN KHICHI, AVANI HOMES INC.

AGENT: PILLON ABBS INC., TRACEY PILLON-ABBS, RPP

REGISTERED OWNER: SAME AS APPLICANT

ROLL NUMBER: 010-140-08904, 010-140-008905, AND 010-140-09001

PROPOSAL: The applicant proposes a 75-unit residential subdivision comprising 12 blocks with 24 semi-detached dwelling units, 13 blocks with 51 townhome dwelling units, one stormwater-facility block, one corner cut-off block, three land-reserve blocks, and a new road allowance (Street A). Street A will be accessed from Richmond Street and terminate in a southerly cul-de-sac.

Development will occur in two phases: Phase 1 will comprise 12 semi-detached dwellings; Phase 2 will comprise the townhome development and stormwater facility.

The subject land is designated *BUSINESS PARK and INDUSTRIAL* on Schedule D – Land Use, OP Vol. 1, and zoned *MD2.1 and HMD1.4* under Zoning By-law 8600.

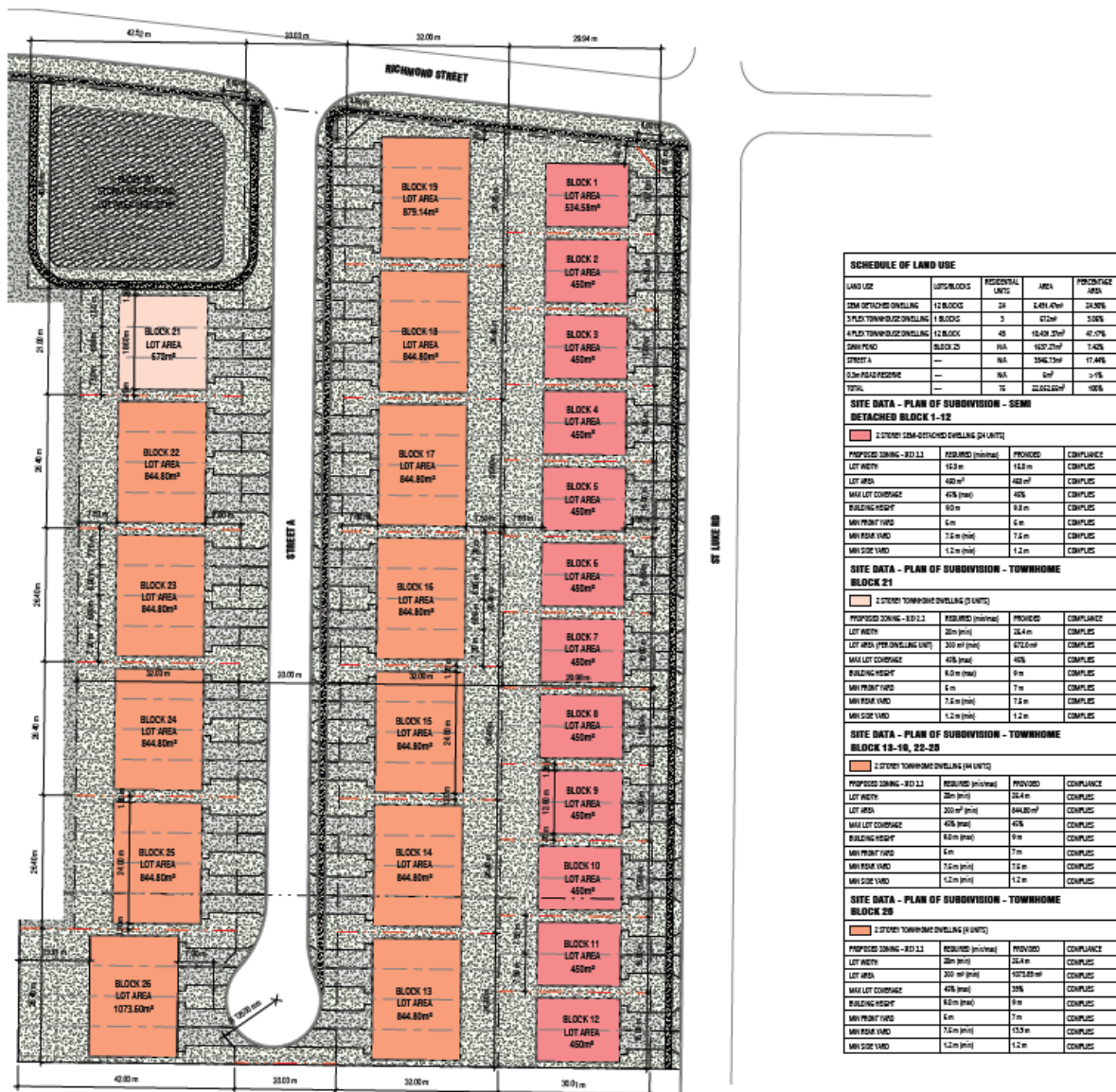
As neither framework permits the proposed residential uses, the applicant requests redesignation to **RESIDENTIAL** and rezoning to RD2.2 to permit semi-detached and townhome dwellings.

A future westerly phase may include mixed-use development along Walker Road under a separate application.

All drawings are conceptual and subject to change. The proposed development is **not** subject to Site Plan Control.

Supporting materials submitted by the applicant are available on the City's website through this [LINK](#).

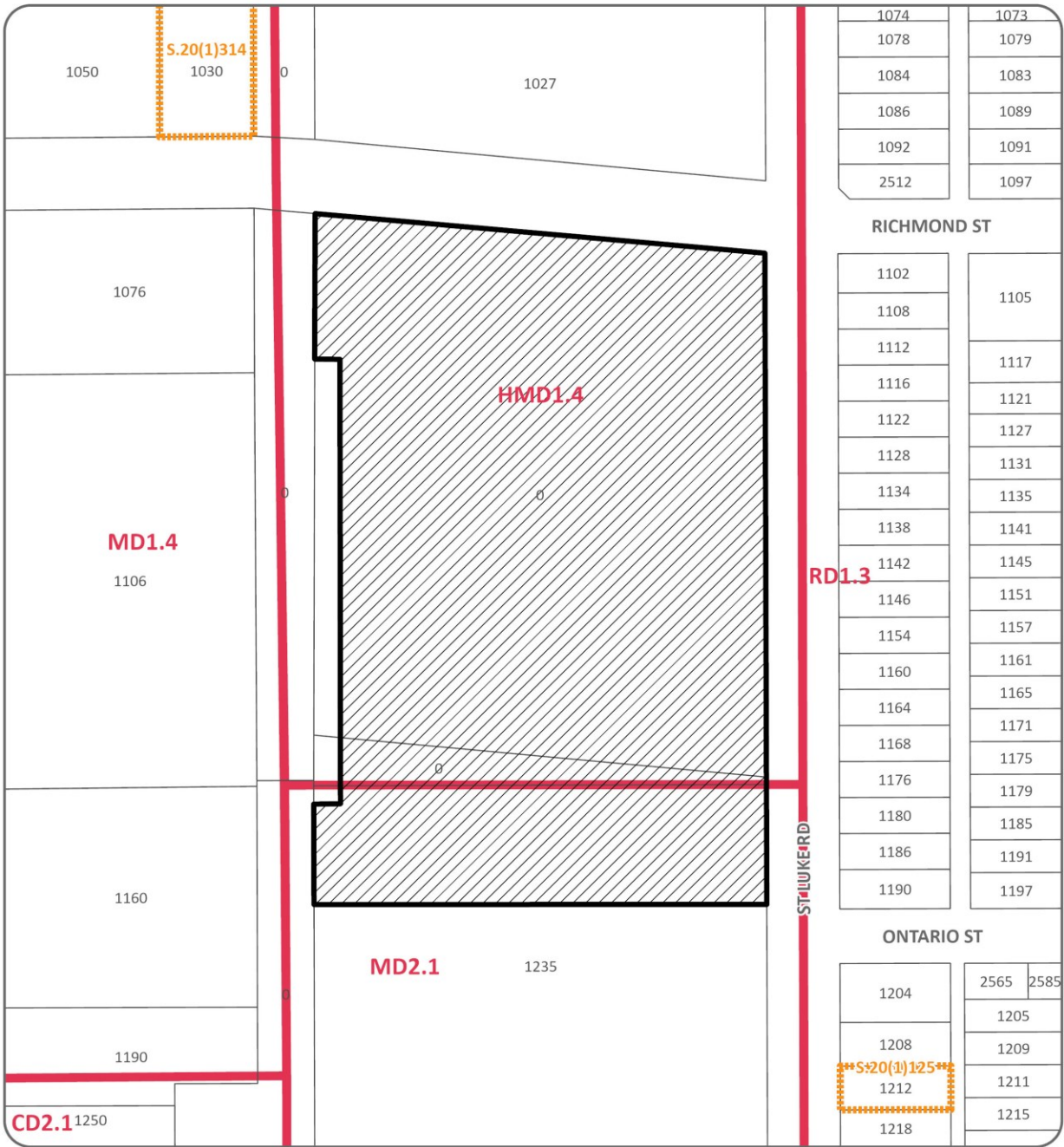
CONCEPT DEVELOPMENT PLAN (next page)



3. SITE INFORMATION

OFFICIAL PLAN	ZONING & ZDM	CURRENT USE(S)	PREVIOUS USE(S)
BUSINESS PARK AND INDUSTRIAL [Sch. D: OP Vol. 1];	Manufacturing District 2.1 (MD2.1) & Manufacturing District 1.4 with a holding prefix (HMD1.4) by Zoning B/L 8600; ZDM6	Vacant lot and industrial storage	Industrial
FRONTAGE	DEPTHS	AREA	SHAPE
125.02 m along Richmond Street	181.76 m along St. Luke Road	21,594.56 m ² (2.16 ha)	Irregular
Note: All measurements are in accordance with the Draft Plan dated October 1, 2026.			

4. REZONING MAP



PART OF ZONING DISTRICT MAP 6

N.T.S.

REZONING

Applicant: 14493559 Canada Inc., c/o Pawan Khichi, Avani Homes Inc.



SUBJECT LANDS

PLANNING & BUILDING DEPARTMENT



DATE : SEPTEMBER 2026
FILE NO. : Z 015-26, ZNG-7376

5. NEIGHBOURHOOD CHARACTERISTICS

NEIGHBOURHOOD MAP



NEIGHBOURHOOD MAP - Z 015-26 [ZNG-7376] &
OPA 202 [OPA-7377] & SDN 001-26 [SDN-7378]



SUBJECT LANDS

SURROUNDING LAND USE

The **surrounding land uses** consist of a mix of residential, commercial, industrial uses, major goods movement corridor (Rail corridor).

East: St. Luke Road ROW abuts the east limit of the subject land. Next east – residential uses, mostly low profile housing.

North: Richmond Street ROW abuts the north limit of the subject land. Next north - vacant industrial land.

Northwest: Neighbourhood Commercial Centre.

West: Vacant industrial land and Rail Spur abut the west limit of the subject land. Next west - Retail and industrial uses. Further west – Walker Road ROW.

Southwest: Industrial and business office uses.

South: Industrial use abuts the south limit of the subject land. Next south – rail corridor belonging to the Essex Terminal Railway Company.

MUNICIPAL INFRASTRUCTURE

- Municipal sanitary sewer, storm sewer, watermains, fire hydrants, hydro poles and overhead conductors are available in the subject area.
- This site is currently serviced by a 525mm RCP pipe sanitary sewer and a 900mm RCP pipe storm sewer located within the St. Luke Road right-of-way.
- The closest existing transit route to this property is with the Central 3. The closest existing bus stop to this property is located on Richmond at St Luke southwest corner providing direct transit service access to this entire development.
- Richmond Street is classified as Class I Collector Road and St. Luke Road is classified as local road. Walker Road is a nearby Class II Arterial Road and is accessible to the subject land through Richmond Street.

Discussion:

PLANNING ANALYSIS:

1. PLANNING ACT

In carrying out their responsibilities under the Planning Act, decision-makers must have regard to matters of provincial interest, including:

- the orderly development of safe and healthy communities — section 2(h);
- an adequate provision of full range of housing, including affordable housing — section 2(j);
- the protection of public health and safety — section 2(o); and
- the appropriate location of growth and development — section 2(p).

2. PROVINCIAL PLANNING STATEMENT (PPS) 2024

The Provincial Planning Statement, 2024 (PPS) was issued under section 3 of the Planning Act and took effect on October 20, 2024. Decisions affecting planning matters must be consistent with the PPS.

The PPS provides policy direction on matters of provincial interest related to land use planning and development.

The recommended amendments and draft plan will facilitate the redevelopment of an underutilized land and increase the supply of housing options in the subject neighbourhood, consistent with the housing policies in sections 2.1 and 2.2 of the PPS.

During 2024 consultation, Planning staff identified potential impacts on an employment area and land-use compatibility concerns between the proposed sensitive use and nearby industrial uses. Staff required a satisfactory Planning Rationale Report (PRR) demonstrating that the Official Plan Amendment, Zoning By-law Amendment, and draft plan are consistent with the PPS and conform to the Official Plan.

The applicant submitted a PRR dated July 31, 2025, which required revision, followed by a revised [Planning Rationale Report](#) dated August 25, 2026. Section 5.5.1 of the PRR addresses the applicable PPS policies, including section 2.8.2.5 (removal of land from employment areas.) It identifies a need for additional housing, concludes that the lands are not viable for future industrial or employment use, and demonstrates that their removal will not impair the City's ability to accommodate forecast employment growth. The PRR concludes that the proposal is consistent with the PPS, and Planning staff concur.

3. OFFICIAL PLAN (OP):

Schedule D of the Official Plan designates employment lands as Industrial or Business Park, the principal locations for business and industrial activities. The subject property is designated "Industrial" on Schedule "D" - Land Use.

The Industrial designation permits a broad range of industrial uses that are appropriately clustered and separated from sensitive land uses. Permitted uses are listed in [section 6.4.3.1 of OP Vol. 1](#).

The Business Park designation permits compatible business and industrial uses in highly visible areas developed under a comprehensive plan. Permitted uses are listed in [section 6.4.4.1 of OP Vol. 1](#).

Sections 6.4.3.2 and 6.4.4.2 list permitted ancillary uses in the Industrial and Business Park designations, respectively. As the proposed residential subdivision is not permitted under either designation, redesignation to Residential land use is required.

The following key policies are relevant in the next discussion:

Employment policy of the OP: Section 6.4.2.7 – *Areas in Transition* - Council may support the redevelopment of older and/or abandoned Industrial or Business Park areas to other land uses where specified criteria are met.

The PRR concludes that the proposed redevelopment satisfies all criteria set out in s.6.4.2.7. The PRR states that the proposal will not adversely affect remaining employment uses, supports the area's long-term transition, is suitable given

environmental conditions, and is accompanied by an Official Plan Amendment establishing the appropriate land-use framework

SECTION 6.3.1 OF OP VOL. 1 – RESIDENTIAL OBJECTIVES

The proposal meets the applicable Residential objectives by introducing a complementary housing form (s. 6.3.1.1), promoting a compact neighbourhood (s. 6.3.1.2), and supporting redevelopment, infill, and intensification (s. 6.3.1.3), as illustrated in Appendix A attached to this report.

SECTION 6.3.2 OF OP VOL. 1 – RESIDENTIAL POLICIES

Section 6.3.2 supports the orderly development and integration of housing. Section 6.3.2.1 permits low- and medium-profile dwellings on lands designated Residential; the concept plan proposes low-profile dwellings.

The subject land satisfies the locational criteria in section 6.3.2.3:

New residential development and intensification are to be located where:

- a) *There is access to a collector or arterial road.* The development has direct access to Richmond St. - a collector Rd, and connects to St. Walker Rd - an arterial Rd, via Richmond St.
- b) *Full municipal physical services can be provided.* Existing municipal services are available or can be extended to the development, if required.
- c) *Adequate community services and open spaces are available or are planned.* Nearby services and open spaces serve the existing neighbourhood, and additional facilities can be planned if required.
- d) *Public transportation service can be provided.* Municipal transit serves the site and surrounding neighbourhood.

Section 6.3.2.4 – The August 25, 2026, PRR demonstrates that the proposal satisfies the neighbourhood development pattern criteria in section 6.3.2.4.

SECTION 11.6.3 OF OP VOL. 1 – ZONING BY-LAW AMENDMENT POLICIES

As discussed elsewhere in this report, the recommended Official Plan and Zoning By-law Amendments and draft plan of subdivision are consistent with the relevant Provincial Planning Statement policies.

The supporting studies and comments from municipal departments and circulated agencies informed this report, as summarized in the CONSULTATION section.

The amendments support the redevelopment of an industrial site for residential infill and intensification, promote a compact and orderly development pattern, and increase housing supply without adversely affecting adjacent properties or existing employment lands and uses.

Upon OPA 202 coming into effect, the recommended Zoning By-law Amendment will conform to the Official Plan and satisfy sections 11.6.3.1 and 11.6.3.3 of OP Vol. 1.

4. REQUIRED SUPPORTING STUDIES & REPORTS

The applicant's required supporting studies are available through this [LINK](#).

PLANNING RATIONALE REPORT (PRR): A PRR explains a development proposal and the planning basis for approval and supports City's review and processing responsibilities.

The applicant's PRR, dated August 25, 2026, analyzes the proposed Official Plan Amendment, Zoning By-law Amendment, and draft plan against the Provincial Planning Statement, 2024 and the Official Plan.

Section 4.5 of the PRR summarizes the required supporting studies; additional summaries are provided below.

The PRR indicates that mitigation measures have been recommended, including warning clauses on the title of the land, central air-conditioners, and intersection improvements.

The PRR also indicates Site remediation is required. A Record of Site Condition (RSC) must be filed before a building permit is issued and RSC is recommended as a condition for draft plan approval.

The PRR concludes that the residential development is consistent with the Provincial Planning Statement, conforms to the intent and purpose of the Official Plan and Zoning By-law, represents good planning, and is recommended for approval.

TREE INVENTORY & PRESERVATION PLAN (TIPP) REPORT: A TIPP investigates and inventories trees and vegetation on and adjacent to a development site and identifies protection, removal, and replacement measures.

Jackson Arboriculture Inc. prepared the TIPP dated February 14, 2025, and revised May 15, 2026. It inventories 52 trees on the subject land, within road allowances, and on neighbouring lands within 6 m. All inventoried trees require removal, requiring 76 compensation trees.

FUNCTIONAL SERVICING REPORT (FSR) AND CIVIL DRAWINGS: An FSR assesses how a development will be served by sanitary, water, and stormwater infrastructure.

Baird AE's revised FSR, dated May 12, 2026, confirms that the servicing strategy is feasible and can be accommodated by existing municipal infrastructure. The stormwater system controls post-development runoff to the allowable release rate and provides storage for minor and major events without adverse effects. The sanitary system has sufficient capacity, and connections to the municipal watermain will provide domestic supply and fire protection.

Engineering accepted the revised FSR after confirming that its initial comments were addressed. This report includes Engineering's recommended Zoning By-law Amendment conditions.

ARCHAEOLOGICAL MATERIALS/DOCUMENTS: An archaeological assessment evaluates, documents, and mitigates archaeological resources before site disturbance. The required archaeological documents were received and deemed satisfactory.

ACOUSTICAL REPORT (NOISE STUDY): A Noise Study identifies measures needed to protect sensitive uses from unacceptable noise generated by sources such as industrial operations, highways, rail facilities, and airports.

Baird AE's Acoustical Report, dated May 12, 2026, identifies the following mitigation measures required to satisfy Ministry of the Environment noise criteria.

Recommendation #1

Each dwelling must include the Type C warning clause set out in section 4 of the Acoustical Report.

Type C Warning Clause

"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."

Recommendation #2 (Building Components)

- All windows leading to sensitive living areas must have a minimum sound transmission class (STC) as per Section 4 in order to meet the MOECC indoor noise level criteria.
- All walls leading to sensitive living areas are to have a minimum sound transmission class (STC) as per Section 4. Also, acoustic privacy between units in a multi-tenant building, the inter-unit wall, should meet or exceed STC-50. Wall separation between noisy spaces, such as refuse chutes or elevator shafts, and suites should meet or exceed STC-55.

Recommendation #3

Prior to the issuance of building permits, it is recommended that an acoustic consultant review the sound transmission class (STC) for the proposed development's walls, windows and doors to ensure they conform to the recommendations outlined in this report.

The applicant's acoustical engineer concludes that this development with the implementation of the above-described mitigation measures will be designed to address impacts from the surrounding noise sources.

The recommendation in this report includes the above noise control measures recommended by the applicant's Acoustical consultant, BAIRD AE.

In summary, the recommendations contained in this report will lead to the implementation of appropriate noise mitigation measures in the site and building design for the subject development, in accordance with the BAIRD AE's recommendations.

URBAN DESIGN STUDY (UDS): A UDS provides direction for the protection and enhancement of the character of a planning district, neighbourhood, corridor or any other identified area, and the thoughtful implementation of good urban design principles based on an assessment of the characteristics and opportunities of the surrounding community.

Baird AE's UDS, dated May 2026, addresses relevant Official Plan urban design policies, the Windsor Intensification Guidelines, and the Ford City CIP design guidelines. Planning staff support the revised architectural direction but recommend further refinement to reflect Ford City's varied residential character and create a cohesive, non-repetitive streetscape.

WINDSOR INTENSIFICATION GUIDELINES: The PRR, UDS, and City comments address the Guidelines. The key direction is to further refine the concept plan.

The following are to be integrated in the refined design of the proposed development:

- *Where there is no option for rear access parking, the garage on the front face of the dwelling unit should not dominate the streetscape. Set back detached garages from the main front wall of the dwelling.*
- *Ensure detached garages are similar in material and architectural character to the dwelling.*
- *Ensure front-facing garages attached to the main dwelling do not occupy more than 50% of the building's width. For semi-detached, duplex, and townhouse units, pair garages to allow for more substantial front yard green space.*
- *Ensure the garage door does not protrude beyond the front wall of the townhouse. Building design should include elements to reduce the dominance of the garage doors by, for example:*
 - a. *Single car garages only (2.7 m door width);*
 - b. *Including a habitable room over the garage;*
 - c. *Articulating the front door with a porch; and,*
 - d. *Integrating the design of the roof over the garage with that of the townhouse units.*

This report's recommendations address the above matters in whole or in part. The applicant is encouraged to incorporate the guidelines into the design.

TRANSPORTATION IMPACT STUDY (TIS): A TIS identifies transportation network improvements and site-design measures needed to safely accommodate vehicle, cycling, pedestrian, transit, and parking demand generated by a development.

Baird AE prepared the TIS dated July 11, 2025, and revised March 12, 2026. Transportation Planning requested clarification of traffic-flow figures, the 3% annual growth rate, and trip-generation values. Submission of a revised TIS, satisfactory to the City Engineer, is recommended as a draft plan approval condition.

SPECIES AT RISK (SAR) PRELIMINARY SCREENING: Goodban Ecological Consulting Inc. prepared the SAR preliminary screening dated March 3, 2025. Staff identified outdated legislative references.

The report must be updated to address the Species Conservation Act, include at least one additional growing-season site visit, assess Significant Wildlife Habitat potential, and identify any required mitigation.

Submission of the updated SAR Preliminary Screening is recommended as a draft plan approval condition.

5. ZONING

The subject land is zoned Manufacturing District 2.1 (MD2.1) and Manufacturing District 1.4 with a holding symbol (HMD1.4) under Zoning By-law 8600. The applicant proposes Residential District 2.2 (RD2.2) zoning to permit 51 townhome and 24 semi-detached dwelling units on the vacant, underutilized lands.

Properties on the east side of St. Luke Road between Richmond Street and Ontario Street are zoned RD1.3. The table below (next page) summarizes the permitted uses.

The recommended RD2.2 zoning permits the proposed semi-detached and townhome dwellings. The table below(next page) also identifies other permitted main uses.

The table compares the adjacent RD1.3 zoning with the proposed RD2.2 zoning. Both zones apply the same standards for setbacks, building height, and lot coverage.

Accordingly, the proposed RD2.2 zoning will support development compatible with the prevailing built-form standards in the block.

PARKING: The applicable parking requirements are:

Semi-detached Dwelling

- 1 space for each dwelling unit

Townhome Dwelling

- With an attached garage or carport: 1 space for each dwelling unit
- Without an attached garage or carport: 1.25 spaces for each dwelling unit

The recommendations of the Senior Planner – Special Projects are summarized in the CONSULTATION section of this report and Appendix D hereto attached. Although the Ford City CIP area does not contain a heritage district, heritage area, secondary plan, or guideline plan, relevant design recommendations that further the objectives of the CIP and Official Plan have been incorporated into the recommendations of this report. The recommendations of this report aim to prevent garages from dominating front façades; ensure front yards are primarily landscaped, direct parking to side and rear yards where possible; and ensure building materials are durable and consistent with the surrounding neighbourhood.

As discussed under HOLDING PROVISION below, the recommended zoning amendment applies the holding provision in section 95.20(2) pending registration of the final plan of subdivision.

The recommended zoning by-law amendment changes the zoning from MD2.1 and HMD1.4 to H(2)RD2.2x(42).

10.3 RESIDENTIAL DISTRICT 1.3 (RD1.3) 10.3.1 PERMITTED USES <i>Existing Duplex Dwelling</i> <i>Existing Semi-Detached Dwelling</i> <i>One Single Unit Dwelling</i> Any use accessory to the preceding uses 10.3.5 PROVISIONS .1 Duplex Dwelling .1 Lot Width – minimum 9.0 m .2 Lot Area – minimum 360.0 m² .3 Lot Coverage – maximum 45.0% .4 Main Building Height – maximum 9.0 m .5 Front Yard Depth – minimum 6.0 m .6 Rear Yard Depth – minimum 7.50 m .7 Side Yard Width – minimum 1.20 m .10 Gross Floor Area – Main Building – maximum 400 m² .2 Semi-Detached Dwelling .1 Lot Width – minimum 15.0 m .2 Lot Area – minimum 450.0 m² .3 Lot Coverage – maximum 45.0% .4 Main Building Height – maximum 9.0 m .5 Front Yard Depth – minimum 6.0 m .6 Rear Yard Depth – minimum 7.50 m .7 Side Yard Width – minimum 1.20 m .10 Gross Floor Area – Main Building – maximum 400 m² .3 Single Unit Dwelling .1 Lot Width – minimum 9.0 m .2 Lot Area – minimum 270.0 m² .3 Lot Coverage – maximum 45.0% .4 Main Building Height – maximum 9.0 m .5 Front Yard Depth – minimum 6.0 m .6 Rear Yard Depth – minimum 7.50 m .7 Side Yard Width – minimum 1.20 m .10 Gross Floor Area – Main Building – maximum 400 m²	11.2 RESIDENTIAL DISTRICT 2.2 (RD2.2) 11.2.1 PERMITTED USES <i>One Double Duplex Dwelling</i> <i>One Duplex Dwelling</i> <i>One Multiple Dwelling containing a maximum of four dwelling units</i> <i>One Semi-Detached Dwelling</i> <i>One Single Unit Dwelling</i> <i>Townhome Dwelling</i> Any use accessory to any of the preceding uses 11.2.5 PROVISIONS .1 Duplex Dwelling .1 Lot Width – minimum 12.0 m .2 Lot Area – minimum 360.0 m² [Same provisions under Semi-detached dwelling from .3 to .10] .2 Semi-Detached Dwelling .1 Lot Width – minimum 15.0 m .2 Lot Area – minimum 450.0 m² .3 Lot Coverage – maximum 45.0% .4 Main Building Height – maximum 9.0 m .5 Front Yard Depth – minimum 6.0 m .6 Rear Yard Depth – minimum 7.50 m .7 Side Yard Width – minimum 1.20 m .10 Gross Floor Area – Main Building – maximum 400 m² .3 Single Unit Dwelling .1 Lot Width – minimum 9.0 m .2 Lot Area – minimum 270.0 m² [Same provisions under Semi-detached dwelling from .3 to .10] .5 Townhome Dwelling .1 Lot Width – minimum 20.0 m .2 Lot Area – per dwelling unit – minimum 200.0 m² .3 Lot Coverage – maximum 45.0% .4 Main Building Height – maximum 9.0 m .5 Front Yard Depth – minimum 6.0 m .6 Rear Yard Depth – minimum 7.50 m .7 Side Yard Width – minimum 1.20 m
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6. HOLDING PROVISION

A holding provision is recommended to allow the applicant to address municipal requirements related to Species at Risk preliminary screening and the Traffic Impact Study. No construction permit for an RD2.2 use may be issued until the final plan of subdivision is registered. The holding symbol may be removed upon application once all applicable conditions are satisfied.

7. SITE PLAN

The proposal as shown on the concept plan does not meet the definition of *development* in section 41(1) of the Planning Act and the City of Windsor By-law 1-

2004. Therefore, the applicant is NOT required to submit application for Site Plan Approval.

Risk Analysis:

N/A. See Climate Change risk analysis below.

Climate Change Risks

Climate Change Mitigation:

Residential intensification reduces community greenhouse gas emissions by using existing infrastructure, including sewers, sidewalks, bicycle lanes, and public transit. Existing and planned active transportation and transit connections will further reduce reliance on automobiles and the City's carbon footprint. Before a construction permit is issued, the developer must submit a lot grading plan for approval. Implementing the approved plan will help mitigate climate-related impacts.

Climate Change Adaptation:

The proposed subdivision 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. Climate change adaptation measures may also include landscaping to provide shade and stormwater management, where applicable. Trees, landscaping, and stormwater facilities can improve living conditions and increase climate resilience.

Financial Matters:

N/A

Consultations:

1. PUBLIC OPEN HOUSE [Developer-led Public Information Centre (PIC)]

The first virtual PIC was held on December 8, 2022. The preliminary concept extended beyond the lands under review and proposed a mixed-use development comprising one seven-storey combined-use building with ground-floor commercial space and 96 residential units, three five-storey multiple dwellings with 132 units, and eight townhouse dwellings with 48 units. In total, 276 residential units were proposed, with access from Walker Road, Richmond Street, and St. Luke Road.

NEIGHBOURHOOD PARTICIPATION: The City sent 250 notices to properties within 120 m of the site. One person attended, in addition to City staff and the applicant's team.

The second virtual PIC was held on December 13, 2023. The revised concept also extended beyond the lands under review and proposed three multiple-dwelling or combined-use buildings containing 285 units (95 per building), 1,200 m² of commercial gross floor area, 412 parking spaces, and three loading spaces, together with 30 semi-detached dwellings (60 units). Access was proposed from Walker Road and Richmond Street. A new road would serve 20 semi-detached dwellings, while the remaining 10 would front on St. Luke Road.

NEIGHBOURHOOD PARTICIPATION: The City sent 256 notices to properties within 120 m of the site. One person registered but did not attend; City staff and the applicant's team participated.

A third, hybrid open house was held on February 4, 2025, by Zoom and at Willistead Manor, 1899 Niagara Street. The concept presented at this third PIC is similar to the current proposal. Both are reduced in scale, limited to the southwest corner of Richmond Street and St. Luke Road, and contain only residential uses. The notice for the third PIC described the proposed development as:

A 70-unit residential development comprising 52 semi-detached units, 18 townhouse units, a stormwater management facility, and one new internal road.

NEIGHBOURHOOD PARTICIPATION: The City sent 509 notices to properties within 200 m of the site. Five people attended in person and three attended online, in addition to City staff, ward councillors, and the applicant's team.

Section 3.3 of the August 25, 2026, PRR summarizes comments and responses from all three open houses.

Appendix E contains a summary of residents' comments and concerns and the applicant's planning consultant's responses.

Two key issues are summarized below:

Infrastructure: *Are municipal services adequate, and how will the development be serviced?*

The applicant submitted a Functional Servicing Report (FSR), which City Engineering staff deemed acceptable. Further discussion appears under REQUIRED SUPPORTING STUDIES & REPORT; additional servicing information is available through this [LINK](#).

Traffic: *Concerns included access from St. Luke Road, the need for additional stop signs, nearby children and transit service, and potential effects of the Walker Road project.*

Access from St. Luke Road has been removed from the proposal. The applicant also submitted a Traffic Impact Study which indicates that the proposed development will have minimal impact on conditions at the intersections.

2. DEPARTMENT AND AGENCIES

Attached as **Appendix D**, to this report, are comments from the municipal departments and external agencies. There are no objections; however, some comments include conditions and/or recommendations for the approval of the Official Plan Amendment, Zoning By-law Amendment, and plan of subdivision applications. This report takes into consideration those conditions and recommendations found in Appendix D, and the recommendations within the required studies and reports submitted by the applicant.

The City's Senior Planner – Special Projects has provided a detailed comment (in attached Appendix D) with emphasis on Ford City CIP and Windsor Intensification Guidelines. The following are noted in the said comment:

To be eligible for the Ford City CIP Grants provide revised drawings with the following

changes.

- Locate garages a minimum distance of 1.0 metres behind the forwardmost main front wall of the dwelling unit (excluding the porch)
- Locate the front wall of an attached garage minimum distance of 2.0 metres behind the frontmost line/support columns of the covered porch
- Parking is not permitted in a required front yard
- Stucco/EIFS is not permitted

However, I strongly recommend the following zoning requirements as part of the ZBA:

1. Locate garages a minimum distance of 1.0 metres behind the forwardmost main front wall of the dwelling unit (excluding the porch)
2. Locate the front wall of an attached garage minimum distance of 2.0 metres behind the frontmost line/support columns of the covered porch
3. Parking is prohibited in a required front yard
4. Stucco/EIFS is not permitted

The comments regarding Ford City CIP will be more appropriately addressed during the CIP grant application process. The applicant is strongly advised to work with the Senior Planner – Special Projects to achieve acceptable design concept that will facilitate a CIP grant approval. However, there is a strong planning reason to recommend some of the Ford City CIP urban design guidelines as site-specific zoning provisions.

Development Engineering has the following requirements:

Right-of-Way – The owner agrees to fully construct all future municipal right-of-ways, include, but not limited to: pavements, curbs and gutters, utilities and the necessary drainage facilities, according to City of Windsor standard specification for the following road designations:

- Local Residential Roads: complete with 20.1 metre right-of-ways. Pavements to be twenty-eight (28) feet (8.6 metres) in width.

Corner Cut-off – The owner agrees prior to the issuance of a construction permit to gratuitously convey:

- A 4.6m x 4.6m corner cut-off at the intersections of Richmond St and St. Luke Rd, as well as the intersection of Richmond St. and Street A, in accordance with City of Windsor Standards.

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

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.

Sidewalks -The owner(s) agrees, to construct at their expense and according to City of Windsor Standard Specifications, concrete sidewalks constructed to the satisfaction of the City Engineer. Sidewalks are to be constructed at the following locations:

- Street A – Along the east boulevard

Note: The City of Windsor Subdivision Agreement General Provisions G-5(2)(a) and G-2(6) address the *Land Dedication for Public Highway Purposes*, and *Pavements*, respectively.

The remainder of the above comments from Development Engineering are included in the recommendation section of this planning report.

Additional requirements:

- Offsite Improvements – RIGHT-OF-WAY Engineering’s comment – (recommended as a condition of draft Plan Approval)
- Record of Site Condition – (recommended as a condition of draft Plan Approval)
- Parkland dedication – (recommended as a condition of draft Plan Approval)
- Tree Replacement/Compensation – (recommended as a condition of draft Plan Approval)
- ENWIN minimum separation requirement: to ensure adequate clearances are achieved and maintained.
- Canada Post Developer requirements are addressed in the City of Windsor Subdivision Agreement General Provisions G-2 (11) (a) to (e). It should be noted that Canada Post will provide mail delivery to new residents as soon as the homes are occupied.

3. PUBLIC NOTICE

The Corporation of the City of Windsor will advertise the official notice in the Windsor Star Newspaper as prescribed by the Planning Act.

The City will mail courtesy notice to all properties within 200 m of the subject parcel, prior to the Development & Heritage Standing Committee (DHSC) meeting.

Conclusion and Planner’s Opinion:

The requested redesignation from Industrial & Business Park to Residential and rezoning from Manufacturing District to Residential District will facilitate a residential subdivision and increase the city’s housing supply.

The applications were evaluated against the Planning Act, Provincial Planning Statement, 2024, City of Windsor Official Plan, City of Windsor Intensification Guidelines, supporting studies, and comments from municipal staff and external agencies.

The applicant’s Planning Rationale Report supports the Draft Plan of Subdivision, Official Plan Amendment, and Zoning By-law Amendment. Further analysis is provided in this report.

In my professional opinion, the recommended Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision are consistent with the Provincial Planning Statement, 2024. The Zoning By-law Amendment will conform to the Official Plan upon OPA 202 coming into effect.

The proposed Draft Plan of Subdivision satisfies section 51(17) of the Planning Act, can comply with Zoning By-law 8600, as amended, and will provide housing in an established area.

Administration recommends approval of:

- The Official Plan Amendment as in Recommendation I of this report;
- The Zoning By-law Amendment subject to a holding prefix, as in Recommendations II & III of this report; and
- The Draft Plan of Subdivision subject to the conditions as in Recommendations IV to VIII of this report.

The recommended amendments and Draft Plan of Subdivision represent 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
Justina Nwaesei	Planner III - Development
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:

Abutting property owners, tenants/ occupants within 200 meters radius of the subject land; Applicant / Registered Owner; Agent; Ontario Land Surveyor; and Ward Councillor

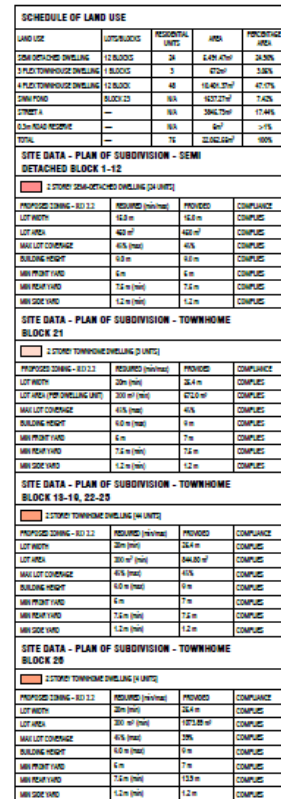
Appendices:

- 1 Appendix A - Concept Site Plan
- 2 Appendix B - Draft Plan - Map Nos. SDN-001-26-1, 1A, 1B, & 1C

- 3 Appendix C - Excerpts from Acoustical Report dated May 12, 2026
- 4 Appendix D - Consultation, Comments from Municipal Depts & External Agencies
- 5 Appendix E - Excerpts from Planning Rationale Report dated August 25, 2026

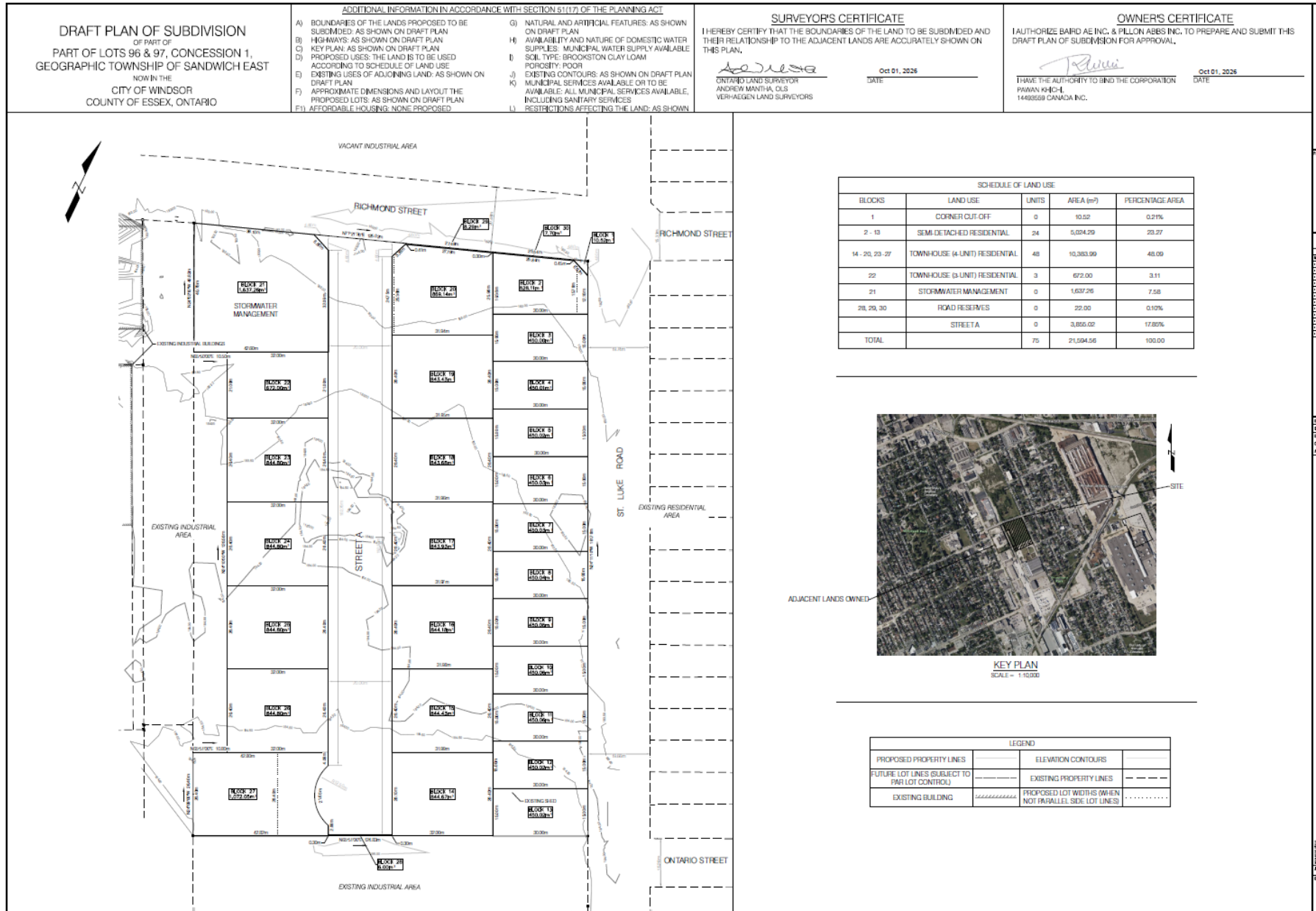
BAIRD|AE
architecture + engineering

1000 K Street, N.E.
Washington, D.C. 20002-4242
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Fax: 202.546.4601
www.baird-ae.com

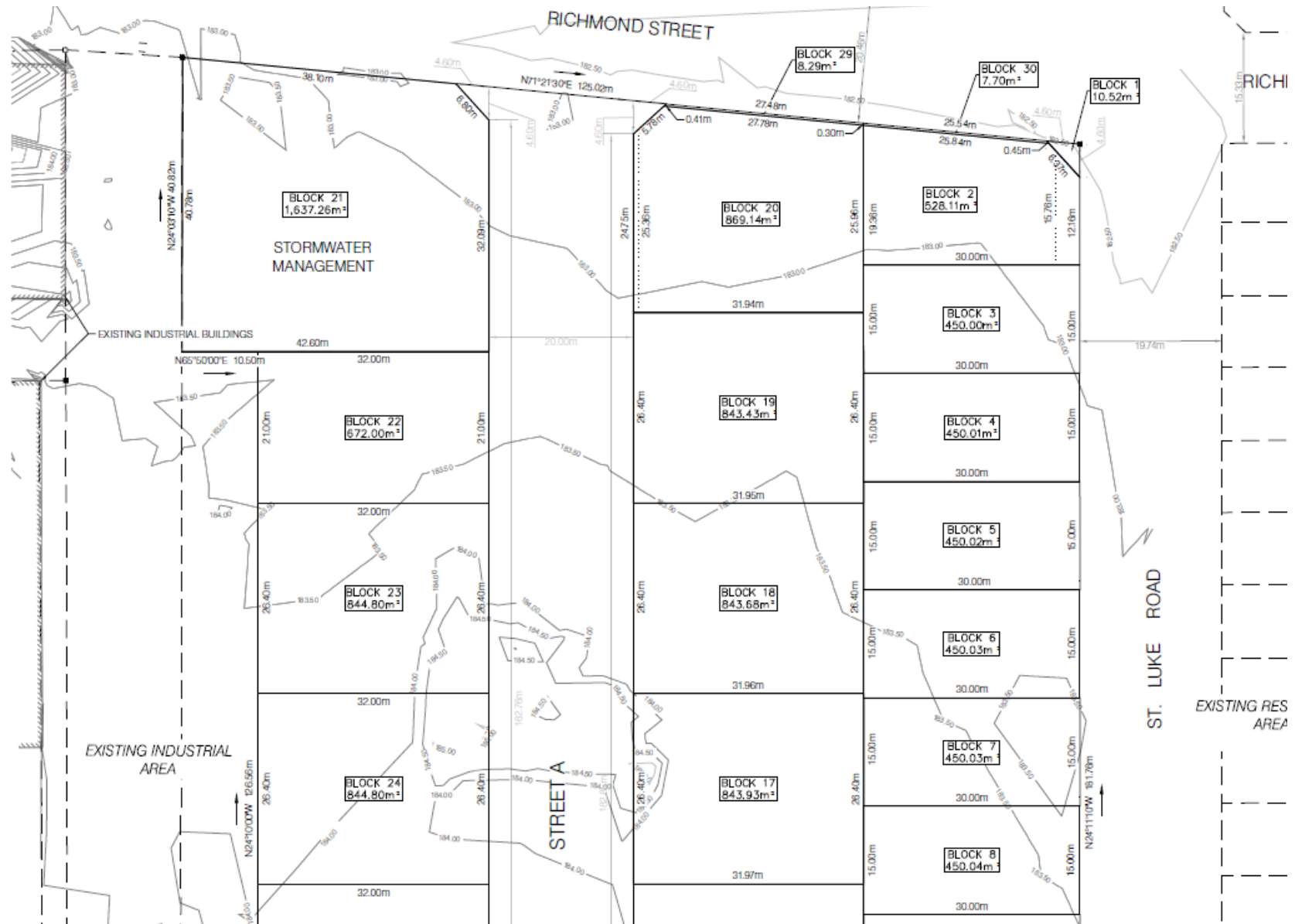


APPENDIX B- Draft Plan of Subdivision

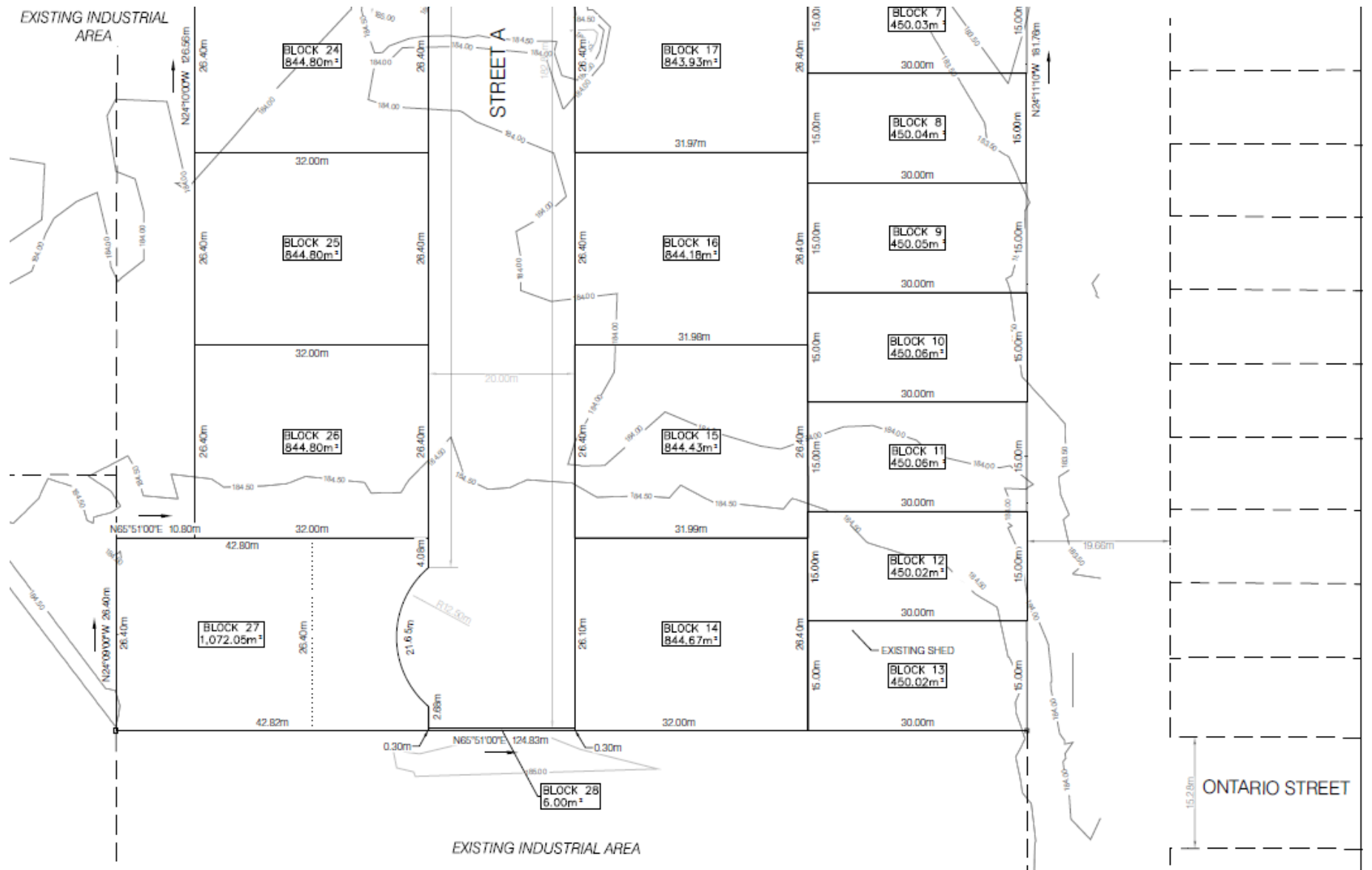
MAP No. SDN-001/26-1



MAP No. SDN-001/26-1A



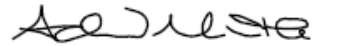
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MAP No. SDN-001/26-1C

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY SHOWN ON THIS PLAN.



ONTARIO LAND SURVEYOR
ANDREW MANTHA, OLS
VERHAEGEN LAND SURVEYORS

Oct 01, 2026
DATE

OWNER'S CERTIFICATE

I AUTHORIZE BAIRD AE INC. & PILLON ABBS INC. TO PREPARE AND SUBMIT T DRAFT PLAN OF SUBDIVISION FOR APPROVAL.



I HAVE THE AUTHORITY TO BIND THE CORPORATION
PAWAN KHICHI,
14493559 CANADA INC.

Oct 01, 2026
DATE

IND STREET

SCHEDULE OF LAND USE

BLOCKS	LAND USE	UNITS	AREA (m²)	PERCENTAGE AREA
1	CORNER CUT-OFF	0	10.52	0.21%
2 - 13	SEMI-DETACHED RESIDENTIAL	24	5,024.29	23.27
14 - 20, 23 - 27	TOWNHOUSE (4-UNIT) RESIDENTIAL	48	10,383.99	48.09
22	TOWNHOUSE (3-UNIT) RESIDENTIAL	3	672.00	3.11
21	STORMWATER MANAGEMENT	0	1,637.26	7.58
28, 29, 30	ROAD RESERVES	0	22.00	0.10%
	STREET A	0	3,855.02	17.85%
TOTAL		75	21,594.56	100.00

For indoor living areas, noise levels are above 45dBA daytime and 40dBA nighttime at the receiver's location B, C and D at all levels. Hence, mitigation measures such as special building components, a warning clause and central air conditioning are required. The mitigation measures are discussed in Section 4 of the report.

4. MITIGATION MEASURES REQUIREMENTS

Based on predicted transportation sound levels, warning clauses are required in all purchase agreements and rental agreements.

A Type C warning clause is required for all affected units with façade sound levels from road traffic are between 40 to 50dBA during the nighttime.

This affect east and west facades of buildings. The **Type C** warning clause is below:

Warning Clauses

The MOECC warning clauses be included in the property sale and rental agreement. The following are the suggesting wording as per MOECC:

Type C Warning Clause

"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."

Building Components and Ventilation Requirements

Road Traffic

Based on road traffic sound levels at receiver locations A,B,C and D, the STC requirements for wall, doors and windows due to traffic noise is shown in Table 10. It is noted that at Receiver locations A and D, the worst-case scenario from traffic and stationary sources is taken into consideration in designing building component.

Stationary Sources

Based on predicted stationary sound levels, the indoor level is above noise criteria at all receiver locations. Hence, mitigation measures such as building components are required to mitigate noise. The building components are discussed below and shown in Table 10. It is noted that at Receiver locations A and D, the worst-case scenario from traffic and stationary sources is taken into consideration in designing building component.

Glazing Requirements

The appropriate building components were selected based on the Acoustic Insulation Factor (AIF) which is related to the difference in indoor and outdoor noise levels. The AIF is calculated as follows:

$$\text{AIF} = \text{Leq (outdoor façade)} - \text{Leq (indoor)} + 10 \log C + 2$$

C = number of building components forming the room envelope

To calculate the required building components, the dimensions of the rooms and their wall/window sizes must be known. Currently, the room dimensions and floor height are unknown. Assuming 25% window-door/floor ratios, the required components were estimated from the building facades.

The following table provides AIF requirements for sound levels for both daytime and nighttime noises.

Table 9 – Typical AIF Values for Building Component

Daytime Noise (dBA)	Night time Noise (dBA)	AIF Noise Limit	Living/Dining Window/Door Treatment	Bedroom Window Treatment
55 or less	50 or less	17 or less	None (OBC)	None (OBC)
56 - 65	51 - 60	18 - 27	None (OBC)	STC 23 - 32
66 - 68	61 - 63	28 – 30	None (OBC)	STC 33 - 34
69 - 70	64 - 65	31 – 32	STC 31 - 32	STC 36 - 37
71 - 72	66 - 67	33 – 34	STC 33 - 34	STC 38 - 39
73 - 78	68 - 73	35 – 40	STC 35 - 40	STC 40 - 45
79	74	41	STC 41	STC 46

Source: "Road Noise: Effects on Housing", NHA 5156 81/10, 1981

Based on the assumed 25% window-door/floor ratio, the windows and door component requirements were estimated from the attenuated noise level shown in Table 10 for both daytime and nighttime. Using this assumption, the façades of the building's window and door components should have a Sound Transmission Class (STC):

Table 10 – Typical AIF Values for Worst Case for Dwellings

Façade	Stationary	Transportation	Type of Warning Clause	Glazing ¹
West (A BACK)	STC 32	STC 32	C	See Appendix A – Glazing as per OBC
North (RECEIVER B)	STC 32	OBC	C	
East (RECEIVER C)	OBC	OBC	C	
South (D BACK)	OBC	OBC	C	

Note 1: Glazing construction meeting the maximum requirement of the Ontario Building Code.

Note 2: See Appendix A for Noise Information Plan displaying receiver/monitor locations as well as sources.

All adjoining walls between dwellings shall have an STC rating no lower than 50.

It is also recommended that an acoustic consultant review the building components to ensure that noise levels satisfy the requirements.

A typical glazing configuration is provided in Appendix A.

The Ontario Building Code (OBC) section 5.8.1 specifies the minimum required sound insulation characteristics for partitions in terms of STC values. For acoustic privacy in a multi-tenant building between suites, the inter-unit wall should meet or exceed STC-50. In addition, it is recommended that the separation of suites from any amenities or commercial spaces for building components (floor/ceiling) also meet or exceed STC-55.

5. RECOMMENDATIONS

As demonstrated in this report, mitigation measures are required to bring residential units within the development into compliance with MOECC criteria. With the inclusion of these measures, the MOECC noise criteria will be satisfied.

Recommendation #1

Due to the exceedance of the MOECC criteria for daytime and nighttime acoustic levels from nearby roadway and air traffic, the dwellings shall include warning clause Type C as discussed in Section 4.

Recommendation #2 (Building Components)

Due to exposure to stationary and road noises, some units require special building components for areas of sensitive use (i.e., bedroom, living room, dining room, kitchen, etc.) and the following is required:

Window requirements:

All windows leading to sensitive living areas must have a minimum sound transmission class (STC) as per Section 4 in order to meet the MOECC indoor noise level criteria.

Wall requirements:

All walls leading to sensitive living areas are to have a minimum sound transmission class (STC) as per Section 4. Also, acoustic privacy between units in a multi-tenant building, the inter-unit wall, should meet or exceed STC-50. Wall separation between noisy spaces, such as refuse chutes or elevator shafts, and suites should meet or exceed STC-55.

Recommendation #3

Prior to the issuance of building permits, it is recommended that an acoustic consultant review the sound transmission class (STC) for the proposed development's walls, windows and doors to ensure they conform to the recommendations outlined in this report.

6. SUMMARY

We conclude that this development with the implementation of the above-described mitigation measures will be designed to address impacts from the surrounding noise sources.

If you have any questions or wish to discuss our findings, please advise us accordingly.

Yours truly,

BAIRD AE INC.
27 PRINCESS STREET, UNIT 102
LEAMINGTON, ONTARIO N8H 2X8

Shurjeel Tunio, P.Eng.
Senior Project Manager
Baird AE



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 Central 3. The closest existing bus stop to this property is located on Richmond at St Luke southwest corner providing direct transit service access to this entire development.

CANADA POST – BRUNO DESANDO

Thank you for contacting Canada Post regarding plans for a new development in the City of Windsor. Please see Canada Post's feedback regarding the proposal, below.

Service type and location

1. Canada Post will provide mail delivery service to this 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).

Please see Appendix A for any additional requirements for this developer.

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 homeowners that indicates 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.

URBAN DESIGN – SOPHIA DIBLASI

Pursuant to the application for a Zoning By-Law Amendment, Plan of Subdivision, and Official Plan Amendment (Z 015-26 [ZNG-7376] & OPA 202 [OPA-7377] & SDN 001-26 [SDN-7378]), please note the following Urban Design comments:

The revised submission is an improvement and generally addresses the concern identified through the previous Urban Design review regarding the repetitive and uniform appearance of the proposed development. Greater variation has been introduced between the dwelling designs, resulting in a more visually diverse streetscape.

While the revised submission introduces greater variation in building form, further consideration should be given to introducing additional variation between individual dwellings through changes in façade composition, rooflines, entrances, porches, window arrangements, materials, and architectural detailing. The intent should be to maintain a coordinated architectural character throughout the development while avoiding repetition and creating greater individual building variety, consistent with the City of Windsor Official Plan, Windsor Intensification Guidelines, and the Ford City CIP Urban Design Guidelines.

Given the site's location within the Ford City Community Improvement Plan area, the residential design should also have regard for the Ford City Residential Area Design Guidelines. In particular:

- Incorporate architectural features characteristic of the surrounding neighbourhood, including street-facing entrances, windows, porches, and residential-scale detailing.
- Use existing roof profiles, windows, entrances, and porches within Ford City as precedents for the design of new dwellings.
- Select exterior materials that reflect the variety of durable materials found within the surrounding neighbourhood, including brick and siding, and reduce reliance on EIFS or stucco.

Overall, the revised architectural direction is supported; however, additional refinement is encouraged to ensure the development reflects the varied residential character of Ford City and achieves a cohesive but non-repetitive streetscape.

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.

ECONOMIC DEVELOPMENT – SIMONA SIMION

A Record of Site Condition (RSC) prepared by a Qualified Person to be filed with Ontario's Ministry of the Environment, Conservation and Parks (MECP) prior obtaining a building permit.

The RSC to confirm that the property meets the required soil and groundwater standards for its intended use (as outlined in regulations like Ontario Regulation 153/04) and a copy of acknowledgement letter from the Ministry to be provided to planner assigned to the file.

ZONING COORDINATOR – STEFAN PAVLICA

Below is the zoning review summary for the *above-mentioned property*; circulated on September 9th, 2026 (please see attached also). **Note:** The Block Numbers highlighted below match the information on the applicant's Concept Plan.

- **Current Zoning Designation:** Holding Manufacturing District 1.4 (HMD1.4) & Manufacturing District 2.1 (MD2.1)
- **Proposed Zoning Designation:** Residential District 2.2 (RD2.2)
- **Existing Use [as per historical Building Permit(s) / Planning Act Applications(s)]:**
 - o Vacant lot(s)
- **Proposed Use:**
 - o *Semi-Detached Dwelling(s) & Townhome Dwelling(s)*
- **Section 5 – General Provisions:**
 - o COMPLIES
- **Section 11.2.5.2 – Residential District 2.2 (RD2.2) [BLOCK 1]:**
 - o Minimum Lot Width [11.2.5.2.1]:
 - 15.0m (Required)
 - 18.2m (Provided)
 - o Minimum Lot Area [11.2.5.2.2]:
 - 450.0m² (Required)
 - 546.1m² (Provided)
 - o Maximum Lot Coverage [11.2.5.2.3]:
 - 45.0% (Required)
 - 38.1% (Provided)
 - o Maximum Main Building Height [11.2.5.2.4]:
 - 9.0m (Required)
 - 9.0m (Provided)
 - o Minimum Front Yard Depth [11.2.5.2.5]:
 - 6.0m (Required)
 - 6.0m (Provided)
 - o Minimum Rear Yard Depth [11.2.5.2.6]:
 - 7.50m (Required)
 - 7.51m (Provided)
 - o Minimum Side Yard Depth [11.2.5.2.7]:
 - 1.20m (Required)
 - 1.20m (Provided)
 - o Maximum Gross Floor Area – Main Building [11.2.5.2.10]:
 - 400m² (Required)

- 348m2 (Provided)
- **Section 11.2.5.2 – Residential District 2.2 (RD2.2) [BLOCKS 2 TO 12]:**
 - Minimum Lot Width [11.2.5.2.1]:
 - 15.0m (Required)
 - 15.0m (Provided)
 - Minimum Lot Area [11.2.5.2.2]:
 - 450.0m2 (Required)
 - 450.0m2 – 450.6m2 (Provided)
 - Maximum Lot Coverage [11.2.5.2.3]:
 - OPT 1:
 - 45.0% (Required)
 - 44.0% (Provided)
 - OPT 2:
 - 45.0% (Required)
 - 46.2% (Provided)
 - Maximum Main Building Height [11.2.5.2.4]:
 - 9.0m (Required)
 - 9.0m (Provided)
 - Minimum Front Yard Depth [11.2.5.2.5]:
 - 6.0m (Required)
 - 6.0m (Provided)
 - Minimum Rear Yard Depth [11.2.5.2.6]:
 - 7.50m (Required)
 - 7.51m (Provided)
 - Minimum Side Yard Depth [11.2.5.2.7]:
 - 1.20m (Required)
 - 1.20m (Provided)
 - Maximum Gross Floor Area – Main Building [11.2.5.2.10]:
 - 400m2 (Required)
 - 348m2 (Provided)
- **Section 11.2.5.5 – Residential District 2.2 (RD2.2) [BLOCKS 13 TO 18]:**
 - Minimum Lot Width [11.2.5.5.1]:
 - 20.0m (Required)
 - 26.4m (Provided)
 - Minimum Lot Area [11.2.5.5.2]:
 - 800.0m2 (Required)
 - 846.5m2 – 846.7m2 (Provided)
 - Maximum Lot Coverage [11.2.5.5.3]:
 - 45.0% (Required)
 - 44.0% – 44.1% (Provided)
 - Maximum Main Building Height [11.2.5.5.4]:
 - 9.0m (Required)
 - 9.0m (Provided)
 - Minimum Front Yard Depth [11.2.5.5.5]:

- 6.0m (Required)
 - 7.0m (Provided)
 - Minimum Rear Yard Depth [11.2.5.5.6]:
 - 7.50m (Required)
 - 7.51m (Provided)
 - Minimum Side Yard Depth [11.2.5.5.7]:
 - 1.20m (Required)
 - 1.20m (Provided)
- **Section 11.2.5.5 – Residential District 2.2 (RD2.2) [BLOCK 19]:**
 - Minimum Lot Width [11.2.5.5.1]:
 - 20.0m (Required)
 - 27.8m (Provided)
 - Minimum Lot Area [11.2.5.5.2]:
 - 800.0m² (Required)
 - 891.8m² (Provided)
 - Maximum Lot Coverage [11.2.5.5.3]:
 - 45.0% (Required)
 - 41.8% (Provided)
 - Maximum Main Building Height [11.2.5.5.4]:
 - 9.0m (Required)
 - 9.0m (Provided)
 - Minimum Front Yard Depth [11.2.5.5.5]:
 - 6.0m (Required)
 - 7.0m (Provided)
 - Minimum Rear Yard Depth [11.2.5.5.6]:
 - 7.50m (Required)
 - 7.51m (Provided)
 - Minimum Side Yard Depth [11.2.5.5.7]:
 - 1.20m (Required)
 - 1.20m (Provided)
- **Section 11.2.5.5 – Residential District 2.2 (RD2.2) [BLOCK 21]:**
 - Minimum Lot Width [11.2.5.5.1]:
 - 20.0m (Required)
 - 21.0m (Provided)
 - Minimum Lot Area [11.2.5.5.2]:
 - 600.0m² (Required)
 - 673.3m² (Provided)
 - Maximum Lot Coverage [11.2.5.5.3]:
 - 45.0% (Required)
 - 42.9% (Provided)
 - Maximum Main Building Height [11.2.5.5.4]:
 - 9.0m (Required)
 - 9.0m (Provided)
 - Minimum Front Yard Depth [11.2.5.5.5]:

- 6.0m (Required)
 - 7.0m (Provided)
 - Minimum Rear Yard Depth [11.2.5.5.6]:
 - 7.50m (Required)
 - 7.51m (Provided)
 - Minimum Side Yard Depth [11.2.5.5.7]:
 - 1.20m (Required)
 - 1.20m (Provided)
- **Section 11.2.5.5 – Residential District 2.2 (RD2.2) [BLOCKS 22 TO 25]:**
 - Minimum Lot Width [11.2.5.5.1]:
 - 20.0m (Required)
 - 26.4m (Provided)
 - Minimum Lot Area [11.2.5.5.2]:
 - 800.0m² (Required)
 - 846.5m² (Provided)
 - Maximum Lot Coverage [11.2.5.5.3]:
 - 45.0% (Required)
 - 44.1% (Provided)
 - Maximum Main Building Height [11.2.5.5.4]:
 - 9.0m (Required)
 - 9.0m (Provided)
 - Minimum Front Yard Depth [11.2.5.5.5]:
 - 6.0m (Required)
 - 7.0m (Provided)
 - Minimum Rear Yard Depth [11.2.5.5.6]:
 - 7.50m (Required)
 - 7.51m (Provided)
 - Minimum Side Yard Depth [11.2.5.5.7]:
 - 1.20m (Required)
 - 1.20m (Provided)
- **Section 11.2.5.5 – Residential District 2.2 (RD2.2) [BLOCK 26]:**
 - Minimum Lot Width [11.2.5.5.1]:
 - 20.0m (Required)
 - ±26.4m (Provided)
 - Minimum Lot Area [11.2.5.5.2]:
 - 800.0m² (Required)
 - 1,074.5m² (Provided)
 - Maximum Lot Coverage [11.2.5.5.3]:
 - 45.0% (Required)
 - 34.7% (Provided)
 - Maximum Main Building Height [11.2.5.5.4]:
 - 9.0m (Required)
 - 9.0m (Provided)
 - Minimum Front Yard Depth [11.2.5.5.5]:

- 6.0m (Required)
 - 7.0m (Provided)
- Minimum Rear Yard Depth [11.2.5.5.6]:
 - 7.50m (Required)
 - 7.51m (Provided)
- Minimum Side Yard Depth [11.2.5.5.7]:
 - 1.20m (Required)
 - 1.20m (Provided)
- **Section 20 – Site Specific Zoning Exemptions:**
 - NOT APPLICABLE
- **Section 24 – Parking, Loading, and Stacking Provisions:**
 - COMPLIES
- **Section 25 – Parking Area Regulations:**
 - NOT APPLICABLE

ENVIRONMENTAL SUSTAINABILITY – MICHELLE MOXLEYPELTIER

Proposed development does not require an Energy Strategy. ESCC recommends developer takes into consideration energy efficient options for building envelop (i.e. windows, doors, insulation, and building tightness), and space and water heating, incorporating electrification and net-zero ready options in the design.

Climate adaptation measures to consider include landscaping techniques to provide shading and stormwater management as applicable.

TRANSPORTATION PLANNING – AASHVI SARVAIYA

- Transportation Impact Study

We have received and reviewed the Proposed 0 Richmond St Townhomes and semi-dwelling Traffic Impact Study, File No. 22-070, prepared by BAIRD AE INC. stamped by Shrujeel Tunio, P. Eng and revision dated MAY 2026 (hereinafter referred to as the “Study”). Following our review, the below listed items require clarification. Please address the comments below and submit a revised Traffic Impact Study (TIS) for further review:

- *“The traffic flow from development is predicted to produce **542** daily vehicles, 33 morning vehicles and 52 evening peak vehicles.” (Page 1)*
- *“A conservative growth rate of 3% per year was assumed to reflect growth in background traffic volumes” (Page 5)*
 - Please note that the recommended background traffic growth rate for this area is 1.5% per year. The traffic analysis should be revised accordingly to reflect this rate.
- *“Total Residential: AADT = 542, AM In = 9, AM Out = 24, PM In = 34, PM Out = 18.” (Page 6)*
 - Please provide clarification regarding these trip generation values and confirm their consistency with the reported daily and peak hour traffic projections.

Should you have any further questions or concerns, please contact Aashvi Sarvaiya, of this department at tda@citywindsor.ca.

ENVIRONMENTAL POLICY – KAREN ALEXANDER & CONNOR WILSON

Document Type – SAR Preliminary Screening

Document Date – March 3, 2025

Comments Date – Sept. 22, 2026

See table below for comments or issues with the supporting document and the requests and/or recommendations on how to address them.

Section	Comment	Requirement
1.0 Intro	Legislation references are outdated.	Update report to include the Species Conservation Act
4.0 Site Description	One site visit on Feb. 11, 2025. It is unlikely that all vegetation and natural features were observable at this time as this site visit was conducted outside of the growing season.	At least one visit during the growing season to effectively assess site conditions and potential impacts.
6.0 SAR Preliminary Screening	One site visit on Feb. 11, 2025.	
	Butler's Gartersnake – Field investigations were not undertaken during an appropriate season to reliably identify habitat features and species presence. Eastern Foxsnake – report says no habitat features on site, but rubble and fill piles are mentioned in the report. *NHICs records indicate an Eastern Foxsnake Observation <100m away on Richmond Street.	
Other	No reference to Significant Wildlife Habitat.	Provide a section discussing Significant Wildlife Habitat potential and if any mitigation measures may be required.

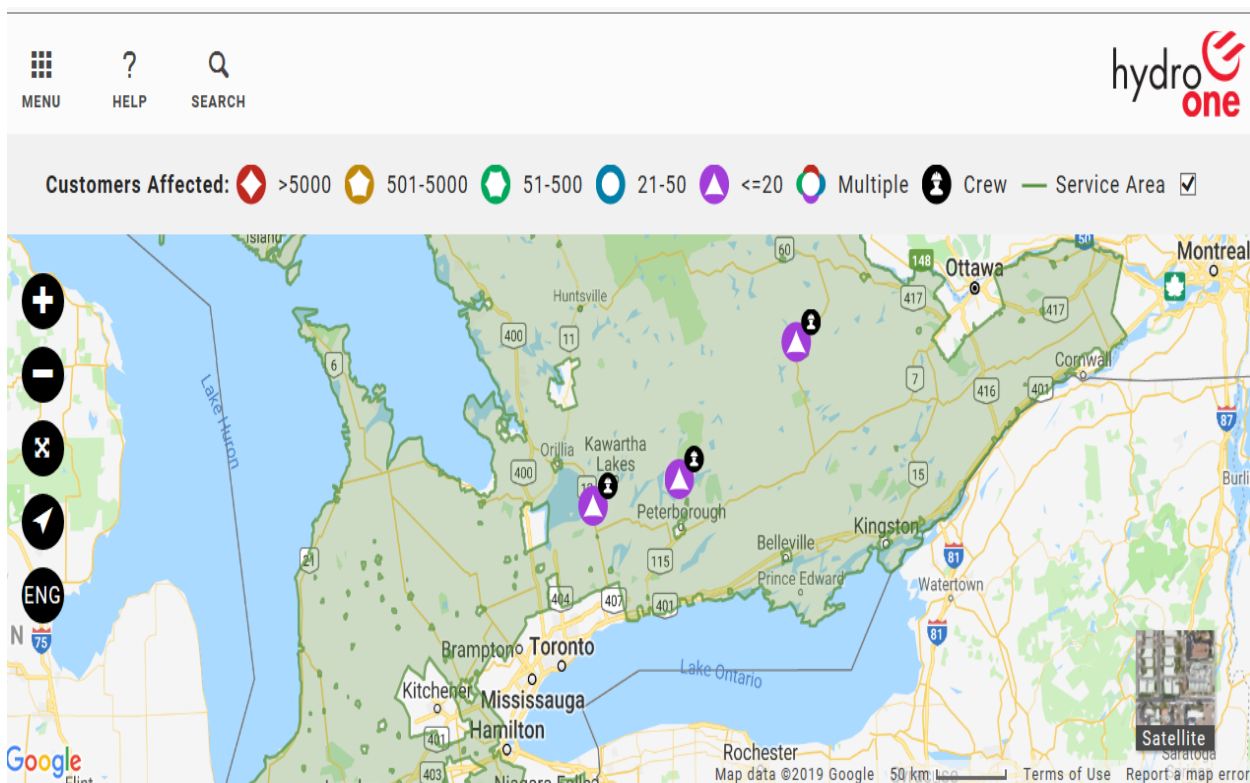
HYDRO ONE

We are in receipt of your Application for Subdivision, SDN 001-26 [SDN-7378] dated 2026-09-09. We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time. Our preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only.

For proposals affecting 'Low Voltage Distribution Facilities' the Owner/Applicant should consult their local area Distribution Supplier. Where Hydro One is the local supplier the Owner/Applicant must contact the Hydro subdivision group at subdivision@Hydroone.com or 1-866-272-3330.

To confirm if Hydro One is your local distributor please follow the following link: [Stormcentre \(hydroone.com\)](https://stormcentre(hydroone.com))

Please select "Search" and locate the address in question by entering the address or by zooming in and out of the map.



If you have any further questions or inquiries, please contact Customer Service at 1-888-664-9376 or e-mail CustomerCommunications@HydroOne.com to be connected to your Local Operations Centre

If you have any questions please feel free to contact Land Use Planning.

HERITAGE PLANNING – KRISTINA TANG

Archaeological Assessment Report Entitled “**Review and Entry into the Ontario Public Register of Archaeological Reports**” Archaeological Assessment Report Entitled, “**Stage 1&2 Archaeological Assessment Proposed Plan of Subdivision and Proposed Future Residential Developmental 1076 and 1106 Walker Rd and 2425 Richmond St, City of Windsor, Part of Lots 96, and 97, Concession 1 Petite Cote, Geographic Township of Sandwich, County of Essex, Ontario**” Dated May 15, 2025, Filed with MCM on May 23, 2025, MCM Project Information Form Number P066-0478-2025, MCM File Number 0023112”, has been entered into the Ontario Public Register of Archaeological Reports.

Although the report recommends that no further archaeological assessment of the property is recommended, the applicant is still to note the following archaeological precautions.

1. Should archaeological resources be found during grading, construction or soil removal activities, all work in the area must stop immediately and the City’s Planning & 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, ktang@citywindsor.ca, planningdept@citywindsor.ca

Windsor Manager of Culture and Events (A):

Michelle Staaedegaard, (O) 519-253-2300x2726, (C) 519-816-0711,
mstaaedegaard@citywindsor.ca

Ontario Ministry of Citizenship and Multiculturalism

Archaeology Programs Unit, 1-416-212-8886, Archaeology@ontario.ca

Windsor Police: 911

Ontario Ministry of 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

DEVELOPMENT ENGINEERING – JAEGER KING

The Applicant is requesting Official Plan Amendment (OPA), Zoning By-law Amendment (ZBA), and Plan of Subdivision (SDN) approval for a 2.58 ha property currently forming Part 1 and Part 2 of 12R-27091. The approvals are required in order to support the proposed redevelopment into 26 blocks containing 52 semi-detached dwelling units, 4 blocks containing 18 townhome dwelling units, 1 block for stormwater facility, and one proposed new road allowance (Street A).

This site is currently serviced by a 525mm RCP pipe sanitary sewer and a 900mm RCP pipe storm sewer located within the St. Luke Road right-of-way. The existing 500mm brick combined sewer located in the alley west of the subject property cannot be used to service the proposed development.

A revised Servicing Study completed by Baird AE, dated May 12, 2025, has been submitted and reviewed by the City. All of the City initial comments have been addressed and the study has been deemed acceptable.

In summary we have no objection to the proposed Zoning and Official Plan amendments. The Engineering Department recommends the following conditions be included as requirements of the zoning amendment approval:

Right-of-Way – The Official Plan classifies Richmond St. as a Class I Collector Road requiring a 20.1m right-of-way width. The current right-of-way width is 20.1m, therefore, no land conveyance is required. Similarly, the Official Plan classifies St. Luke Rd. as a Local Road requiring a 20.1m right-of-way width. The current right-of-way width is 20.1m, therefore, no land conveyance is required.

The owner agrees to fully construct all future municipal right-of-ways, include, but not limited to: pavements, curbs and gutters, utilities and the necessary drainage facilities, according to City of Windsor standard specification for the following road designations:

- Local Residential Roads: complete with 20.1 metre right-of-ways. Pavements to be twenty-eight (28) feet (8.6 metres) in width.

Corner Cut-off – The owner agrees prior to the issuance of a construction permit to gratuitously convey:

- A 4.6m x 4.6m corner cut-off at the intersections of Richmond St and St. Luke Rd, as well as the intersection of Richmond St. and Street A, in accordance with City of Windsor Standards.

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

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.

Sidewalks -The owner(s) agrees, to construct at their expense and according to City of Windsor Standard Specifications, concrete sidewalks constructed to the satisfaction of the City Engineer. Sidewalks are to be constructed at the following locations:

- Street A – Along the east boulevard

If you have any further questions or concerns, please contact Jaegar King, of this department at jkking@citywindsor.ca.

ENWIN

Hydro Engineering: Anwar Najor

No objection, provided required clearances are achieved and maintained. Enwin has an existing 27,600 Volt overhead power line within the City right-of-way along the east boundary of the site, 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.

Water Engineering: Bruce Ogg

ENWIN Water has no objections.

SPECIAL PROJECTS – KEVIN ALEXANDER

Please see the Official Plan, Ford City CIP, and Windsor Intensification Guidelines below to achieve a building form that is similar to the example provided at the following link:

[4 Bed, 2.5 Bath Townhome in Upper Joshua Creek, Oakville | Shamrock | Mattamy](#)

[Homes](#) This building form will provide the opportunity for driveways with setback garages, porches, improved articulation of the facades and variations in the types of materials used.



To be eligible for the [Ford City CIP Grants](#) provide revised drawings with the following changes.

1. Located garages a minimum distance of 1.0 metres behind the forwardmost main front wall of the dwelling unit (excluding the porch)
2. Locate the front wall of an attached garage minimum distance of 2.0 metres behind the frontmost line/support columns of the covered porch
3. Parking is not permitted in a required front yard
4. Stucco EIFS is not permitted

However, I strongly recommend the following zoning requirements as part of the ZBA:

1. Located garages a minimum distance of 1.0 metres behind the forwardmost main front wall of the dwelling unit (excluding the porch)
2. Locate the front wall of an attached garage minimum distance of 2.0 metres behind the frontmost line/support columns of the covered porch
3. Parking is prohibited in a required front yard
4. Stucco EIFS is not permitted

Official Plan

Section 6.3.2.6 - EVALUATION CRITERIA FOR AN UNDEVELOPED AREA 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 an Undeveloped Area development pattern is:

(b) in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area;

Section 8 Urban Design

8.7 Built Form

Section 8.7.2.1 Council – NEW DEVELOPMENT

Council will ensure that the design of new development: (Added by OPA #66–11/05/07-B/L209-2007)

(a) is complementary to adjacent development in terms of its overall massing, orientation, setback and exterior design, particularly character, scale and appearance; (Added by OPA #66–11/05/07-B/L209-2007)

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

Section 8.7.2.2 – Redevelopment Areas

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

a. provides a development pattern that support a range of uses and profiles;

(e) maintains and enhances valued historic development patterns or heritage resources;

(f) is complementary to adjacent development in terms of overall massing, orientation, setback and exterior design, particularly character, scale and appearance. (Added by OPA #66–11/05/07-B/L209-2007)

Section 8.11.2.22 - FRONT YARD PARKING FOR LOW PROFILE HOUSING

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. (amended by OPA #29 – 05/01/03)

Ford City CIP

4.3 FORD CITY COMMUNITY DESIGN- 4.3.2 Urban Design Guidelines and Policies

4. Residential Area Design Guidelines

1. Site and scale new residential structures to be consistent with established setbacks, heights, mass, widths and proportions of existing residential structures found on the block
2. Provide a transition in building height if the new development is taller than existing residential buildings on the block. This can be accomplished through the manipulation of the building mass, setbacks (beyond the established height of existing buildings), and through the inclusion of features such as porches; and the sensitive use of materials and colours that alter perceptions of height and mass;
3. Orient principal building entrances so that they face the public street and are a prominent feature in the building elevation;
4. Use precedents for roof profiles, windows, entrances and porches from the existing built form and streetscape as a guide for the design of new buildings;
5. Locate garages in rear yard of property with access from the rear of the property, whenever possible; and
6. Select materials for new construction based on the variety of materials found within the existing neighbourhood.

5. Design Guidelines for Vacant and Underutilized Industrial Properties

1. Orient buildings and entrances to the street rights-of way and site buildings along the exterior property line so that new construction frames and strengthens the street edge;
2. Design all at-grade entrances to face and be accessed from the main street. Entrances should be prominent and defined through architectural features, materials, and signage;
3. Design new buildings with materials that are consistent and proportional to quality and enduring building material found within the area;

4. When choosing materials and selecting colours, choose a colour palate that is compatible with existing buildings in the neighbourhood;

City of Windsor Intensification Guidelines

2. STABLE & MATURE NEIGHBOURHOODS

2.2 General Guidelines for all Development

2.2.1 Site Orientation

The objectives of the Urban Design Guidelines in directing the relationship of the building to lot lines are to:

- Maintain consistent spacing between dwellings; and,
 - Allow a measure of privacy between neighbours by providing space for light and landscaping.
1. Consider building placement and siting on a property in relation to the street and the property's neighbours to reinforce the positive characteristics of the existing streetscape.
 2. Ensure the scale of Low Profile buildings is compatible and sensitively integrated with residential buildings in the immediate vicinity in terms of building mass, height, setbacks, orientation, privacy, landscaping, shadow casting, accessibility, and visual impact.
 3. Locate dwellings close to the street edge to frame the streetscapes, however, this will depend on the setbacks to houses on either side of the site.

2.2.3 Access & Parking

Garages and driveways should be located and sized based on the established pattern of the neighbourhood. The objectives of the Urban Design Guidelines in directing the location and width of garages and driveways are to:

- Prioritize the location of a garage off an open and travelled alley;
 - Ensure that garage doors do not dominate the front facade of the house;
 - Minimize the garage and driveway presence on the streetscape;
 - Direct parking to the side or rear of a building to ensure the front yard can be landscaped; and,
 - Maintain a consistent garage type and driveway width along the street.
1. Place garages behind the front wall of the dwelling or at the side or rear of the lot, unless the predominant location of the garage on other houses on the streetscape are at the front of the house or not at the side or rear.
 2. Townhouses should be serviced with access to the garage or parking from the rear of the unit. The front yard is best fully landscaped, with a single width driveway leading to the parking or garage area at the rear.
 3. Ensure rear lane accessed garages are complementary in design and building material with the principal dwelling.
 4. Where there is no option for rear access parking, the garage on the front face of the dwelling unit should not dominate the streetscape.
 5. Set back detached garages from the main front wall of the dwelling. Ensure detached garages are similar in material and architectural character to the dwelling.
 6. Ensure front-facing garages attached to the main dwelling do not occupy more than 50% of the building's width. For semi-detached, duplex, and townhouse units, pair garages to allow for more substantial front yard green space
 7. Locate and space driveways to reinforce the rhythm along a street and to allow for street trees to be planted in the boulevard.
 8. Ensure the garage door does not protrude beyond the front wall of the townhouse. Building design should include elements to reduce the dominance of the garage doors by, for example:
 - a. Single car garages only (2.7 m door width);
 - b. Including a habitable room over the garage;

- c. Articulating the front door with a porch; and,
 - d. Integrating the design of the roof over the garage with that of the townhouse units.
9. Parking for detached, semi-detached, and townhouse dwellings is only permitted in the front or exterior side yard and only on a driveway or a parking pad.

2.2.5 Materials

The objectives of the Urban Design Guidelines for renovations, additions, and new construction are to:

- Ensure high quality materials are used;
 - Preserve the variety of design, colour and building materials within a range that enhances the character of the neighbourhood; and,
 - Ensure that while buildings will inevitably change over time, they will maintain the cohesive visual character of the street.
1. Ensure building materials reflect and complement the existing materials in the area and are high quality, durable, and easily maintained
 2. Ensure the materials selected are consistent for a building's facade and any walls that are publicly visible.
 3. Recommended building materials include brick masonry, stone masonry, wood, or stucco; one or two of these materials should be selected as base materials and may be complemented by a wider range of accent materials.
 5. Ensure material changes on exposed elevations occur at transition points, such as a change of plane.
 6. Ensure rear and side walls exposed to public view are of a similar composition to the front wall.
 7. Colour should be selected from the heritage palette. In most cases the predominant colours throughout the City's historic neighbourhoods are subdued. The preferred colours are those within a traditional palette.

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-203 or AS-204].
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 main lines and PDC connections to Standard Specifications S-1
 - All PDC connection to be perpendicular to the main line

Special Provisions (to be included in Subdivision Agreement)

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

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

Corner Cut-Off – The owner(s) agrees, prior to the issuance of a construction permit, to gratuitously convey a 4.6 m x 4.6 m (15' x 15') corner cut-off at the intersection of St. Luke Rd and Richmond St in accordance with City of Windsor Standard Drawing AS-230.

Offsite Improvements - The owner agrees to fully construct all future municipal right-of-ways, include, but not limited to: pavements, curbs and gutters, utilities and the necessary drainage facilities, according to City of Windsor standard specification for the following road designations. Local Residential Roads: complete with 20.1 metre right-of-ways. Pavements to be twenty-eight (28) feet (8.6 metres) in width. Prior to issuance of the Enhanced Permit the following will be required:

- a. A detailed cost estimate for the Offsite Improvements, supported by preliminary design drawings prepared by an Engineer licensed in the Province of Ontario
- b. Approval by the Manager of Risk Management of all necessary securities and insurance
- c. Engineering Development Review fee in accordance with the current City of Windsor User Fee Schedule
- d. The following special provisions are to be included in the Site Plan Control Agreement:
 1. List any special provisions outside the General Provisions

If you have any further questions or concerns, please contact Dan Perissinotti, of this department at dperissinotti@citywindsor.ca



Figure 2c – Elevations

The elevations are conceptual in order to show how the Site can be developed.

The proposed dwellings will be 2 storeys in height with basements.

The proposed dwellings will include parking on private driveways and garages.

Access to the development will be from Richmond Street and will be at a “T” intersection with a “Stop” control on the access road.

Street A will be built to municipal standards as an open public roadway.

There will be a road reserve provided (Blocks 28, 29, 30).

Full municipal services are provided, including storm, water and sanitary.

The stormwater pond will be located at the corner of Richmond Street and Street A and will be 1.637.23 m2 in size.

The proposed development will include sidewalks, street lights, etc.

The development is anticipated to be completed in 2027.

3.3 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, three (3) open houses were held with surrounding property owners.

The open houses provided neighbours with opportunities to review and comment on the proposed development.

The first was a virtual public open house held on December 8, 2022, and included the preliminary concept plan. The notice stated the following:

It is proposed to construct a mixed-use development (commercial and residential). A preliminary concept plan has been prepared, which illustrates one 7 storey combined use building (commercial space on the main floor and 96 residential units above), three 5 storey multiple dwellings (132 residential units), and eight townhouse dwellings (48 residential units). A total of 276 residential units are proposed. The tenure will be freehold (condominium and ownership). Parking for 261 spaces is proposed to be located on-site, including barrier-free and visitor parking spaces. Access will be from Walker Road, Richmond Street, and St. Luke Road.

A total of 250 notices were sent, which represents all properties within a 120 m radius of the Site. In addition to City of Windsor Staff and the Applicants Team, a total of 1 person attended.

A second virtual public open house was held on December 13, 2023, and included a revised concept plan. The notice stated the following:

It is proposed to construct a mixed use development consisting of commercial and residential uses. Three multiple dwellings / combined-use buildings containing 7 storeys with a total of 285 dwelling units (95 units per building) and 1,200 m2 of commercial gross floor area with a total of 412 parking spaces (including 12 accessible parking spaces) and 3 loading spaces and 30 semi-detached dwellings containing two storeys (60 dwelling units total). Vehicular access for the multiple dwellings is via one access area to Walker Road and one access area to Richmond Street. A new road for 20 semi-detached dwellings is shown on the conceptual plan. The remaining 10 semi-detached dwellings front on St. Luke Road.

A total of 256 notices were sent, which represents all properties within a 120 m radius of the Site. In addition to City of Windsor Staff and the Applicants Team, a total of 1 person registered, but no one attended.

A third open house was held on February 4, 2025, and provided the current concept plan. This open house was a hybrid meeting via Zoom and at the Willistead Manor (Dining Room), 1899 Niagara St, Windsor, ON. The notice stated the following:

The Applicant intends to develop the subject lands for residential. The development will include 52 semi-detached dwelling units, 18 townhome dwelling units, a stormwater facility, and 1 new internal roadway. A total of 70 residential dwelling units are proposed.

A total of 509 notices were sent, which represent all properties within a 200 m radius of the Site. In addition to City of Windsor Staff, Ward Councillors and the Applicants Team, a total of 5 people attended in person and 3 online.

The following is a summary of the comments and responses provided at the time of all the open houses.

Topic	Comments Dec 8/22	Comments Dec 13/23	Comments Feb 4/25	Responses
Design	Maybe higher density should be located in the middle of the proposed development			Noted.
Driveways	Make sure driveways line up.			Noted.
Traffic			Concern with the entrance at St Luke. More stop signs are needed. There are kids in the area. There is a bus stop close by. How will the Walker Rd project impact this Site?	A TIS will be prepared. The Walker Rd project will offer improvements.
Infrastructure			Are services big enough? How will this development be serviced?	An FSR will be prepared.
Tenure			Condo vs rental?	Units will be individually owned.
Road			What is the width?	TBD
Construction			There will be disruptions. How to complain?	Residents can call City 311.

Topic	Comments Dec 8/22	Comments Dec 13/23	Comments Feb 4/25	Responses
Vision			There is overall support with the vision of the proposed development.	Noted.
Heritage			We need to respect the heritage of the area.	A UDS will be prepared.
Safety			There is a homelessness issue in this area. There is theft now. People steal recycling bins.	The proposed development will not impact safety in any negative way.



Council Report: S 103/2026

Subject: Closure of the east/west alley located east of Oak Street, south of Wyandotte Street West and west of Crawford Avenue, SAA-7163, Ward 9

Reference:

Date to Council: November 2, 2026
 Author: Deborah Yankovic
 Coordinator of Streets and Alleys
 (519) 255-6100 x 6855
 dyankovic@citywindsor.ca
 Legal - Real Estate Services
 Report Date: 9/15/2026
 Clerk's File #: SAA2026

To: Mayor and Members of City Council

Recommendation:

- I. THAT the 4.27 metre-wide east/west alley, located east of Oak Street, south of Wyandotte Street West and west of Crawford Avenue, and shown on Drawing No. CC-1852 (attached hereto as Appendix "A"), and hereinafter referred to as the "Subject Alley", **BE ASSUMED** for subsequent closure.
- II. THAT the Subject Alley **BE CLOSED AND CONVEYED** to the abutting property owners, in a manner deemed appropriate by the City Solicitor, 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. Cogeco Connexion Inc. to accommodate existing aerial infrastructure;
 - ii. Enbridge Gas Inc. to accommodate existing Natural Gas infrastructure;
 - iii. ENWIN Utilities Ltd. to accommodate existing aerial infrastructure;
 - iv. Managed Network System Inc. ("MNSi") to accommodate existing aerial infrastructure.
- III. THAT Conveyance Cost **BE SET** as follows:
 - a. For alley portions conveyed to abutting lands zoned CD2.2, \$20.00 per square foot without easements, plus HST if applicable, together with a proportionate share of the survey costs as invoiced to the City by an Ontario Land Surveyor, and \$10.00 per square foot with easements, plus

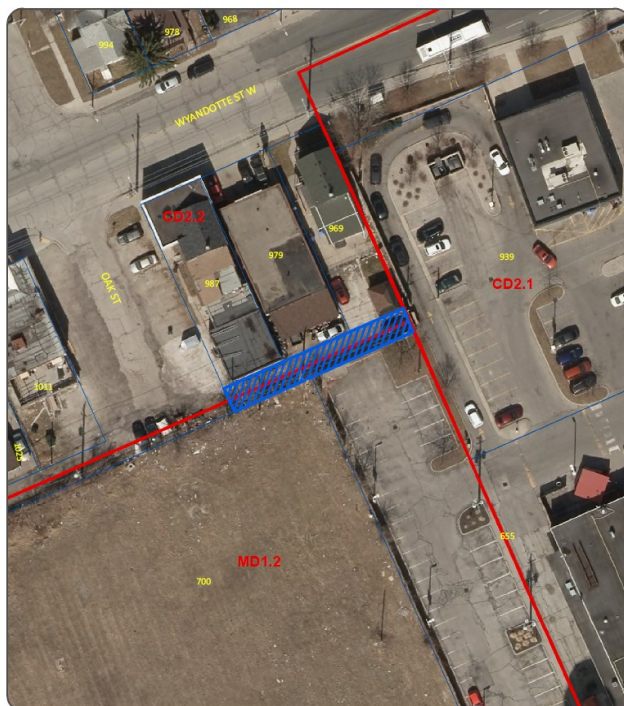
HST if applicable, together with a proportionate share of the survey costs as invoiced to the City by an Ontario Land Surveyor.

- b. For alley portions conveyed to abutting lands zoned MD1.2, \$12.00 per square foot without easements, plus HST if applicable, together with a proportionate share of the survey costs as invoiced to the City by an Ontario Land Surveyor, and \$6.00 per square foot with easements, plus HST if applicable, together with a proportionate share of the survey costs as invoiced to the City by an Ontario Land Surveyor.

- IV. THAT The City Solicitor **BE REQUESTED** to supply the appropriate legal description, in accordance with Drawing No. CC-1852.
- V. THAT The City Solicitor **BE REQUESTED** to prepare the necessary by-law(s).
- VI. 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.
- VII. THAT the matter **BE COMPLETED** electronically pursuant to By-law Number 366-2003, and that the City Solicitor be authorized to execute all standard real estate documents in accordance with By-law 366-2003.

Executive Summary:

N/A



STREET & ALLEY CLOSING (SAA/7163)

APPLICANT : THI BICH LIEN TRAM

REQUEST FOR CLOSURE

PLANNING DEPARTMENT - PLANNING POLICY

DATE: JUNE, 2024

1:500



Background:

The applicant, Thi Bich Lien Tram, owner of the property known municipally as 969 Wyandotte Street West (the "Subject Property"), applied to close the 4.27 metre-wide east/west alley, located east of Oak Street, south of Wyandotte Street West and west of Crawford Avenue, and shown on Drawing No. CC-1852 attached hereto as Appendix "A", and also shown on the aerial photo attached hereto as Appendix "B".

The applicant wishes to close the Subject Alley for security reasons by prohibiting unlawful use and improve the safety at their own property.

The Subject Alley is unmaintained and composed primarily of grass and gravel. The Subject Alley contains underground Natural Gas lines, aerial hydro and utility lines/utility poles with guy wires and anchors. The Subject Alley has been encroached on over the years by abutting properties with debris and vehicles. There are no Encroachment Agreements on record for the use of the alley.

The Subject Alley was established by Registered Plan of Subdivision No. 404, registered on November 29, 1892.

Discussion:

Administration's analysis of the requested alley closures

The first test is to determine whether the subject alley is dispensable. To make such determination the guideline attached herein as Appendix "E" would be relevant as shown below:

a. *Does the subject alley serve commercial properties?*

The answer is **YES**. The alley serves numerous commercial properties.

b. *Does the subject alley serve properties fronting on heavily traveled streets i.e. major arterial routes?*

The answer is **YES**. The alley serves numerous properties fronting on Wyandotte Street West.

c. *Does the subject alley contain sewers, and must the alley remain accessible for servicing?*

The answer is **NO**.

d. *Does the subject alley 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?*

The answer is **NO**.

e. *Does the subject alley contain Fire Department connections that are deemed to be necessary for firefighting access?*

The answer is **NO**.

Based on the above, Administration deems the alley to be indispensable by CR146/2005, as it serves commercial properties fronting on a heavily travelled street.

Alleys serving commercial properties on heavily traveled streets are necessary for fire fighting access, therefore Development and Right-of-Way recommended that this application be circulated to Windsor Fire and Rescue Services for comments. Windsor Fire and Rescue Services has confirmed that it has no issue with the closure of the Subject Alley. Development and Right-of-Way has no concerns if the alley is closed subject to the easements and the above comment.

The Planning Department raised concerns that the alley may service 979 Wyandotte Street West, as an extension of its auto repair shop, however the property owner has confirmed their agreement to close the Subject Alley in order to secure their rear property in an attempt to address ongoing issues with trespassing and theft.

The Subject Alley does provide rear access to both 969 and 979 Wyandotte Street West, however both properties have the capacity for front yard parking accessed from Wyandotte Street West.

The property at 987-993 Wyandotte Street West has side yard parking available off Oak Street.

Notwithstanding the Subject Alley being deemed indispensable, Administration is recommending that it be closed and conveyed to the abutting owners for the following reasons:

- The aforesaid factors that deem the Subject Alley indispensable stem from location to a major arterial route, vehicular means of access to parking, and fire department access.
- The owners of both 969 Wyandotte Street West and 979 Wyandotte Street West have access to front parking on Wyandotte Street West and do not require the Subject Alley for parking or access. The property owner at 993 and 987 Wyandotte East has side yard parking available on Oak Street.
- All abutting owners have consented to closure of the Subject Alley.

It is our recommendation that upon closure, the abutting property owners be given the chance to acquire the Subject Alley in the manner described in the Recommendation section herein, which is the standard manner of conveyance.

Risk Analysis:

The recommended closure of the Subject Alley and conveyance to abutting owners will divest the City of associated liability risks and maintenance costs.

There is a moderate risk to the City however that following closure of the Subject Alley the City may remain the owner of certain remnant portions of the Subject Alley. Such remnant parcels may remain in the City's ownership in instances where the abutting owner is not agreeable to acquiring their allocated portion. Such risk is mitigated by Real Estate Services continuing to offer such remnant parcels for sale to other abutting owners who have agreed to purchase their portion of the closed alley.

Climate Change Risks

Climate Change Mitigation:

Closure of the Subject Alley will have little impact on GHG emissions, with any positive outcome dependent on individual landowner choices. In some cases, owners may choose to naturalize the space while others may introduce hardscaping or accessory structures. The City can help support more favourable outcomes through programs that encourage tree planting and low-impact landscaping.

Climate Change Adaptation:

Closure of the Subject Alley may result in increased green space and/or on site drainage which can potentially strengthen overall resilience to extreme heat and rainfall.

Financial Matters:

The rate for an alley conveyed to abutting lands zoned CD2.2 is \$20.00 per square foot without easements, plus HST if applicable, together with a proportionate share of the reference plan costs, and \$10.00 per square foot with easements, plus HST if applicable, together with a proportionate share of the reference plan costs.

The rate for an alley conveyed to abutting lands zoned MD1.2 is \$12.00 per square foot without easements, plus HST if applicable, together with a proportionate share of the reference plan costs, and \$6.00 per square foot with easements, plus HST if applicable, together with a proportionate share of the reference plan costs.

The survey cost is estimated at \$5,750 plus HST, and will be charged to chartfield 001 2950 5144 02942 0125230 (Legal-Admin). There is sufficient funding available to cover the cost of the survey.

Should Council approve the recommendation, proceeds from recoveries charged to the applicant will be deposited to chartfield 160-6940-5010-02942-0229611 (Unclassified Revenue). There will also be a cost of \$83.45 for registration of the closing By-law, plus \$83.45 per document for registration of the four easements for a total of \$417.25, plus applicable HST, associated with registration of the closing By-law and easements to be charged to Chartfield 001-2950-5144-02942-0125230.

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 property owners abutting the alley by first-class mail on September 10, 2024, with one objection being received as of the date of writing this report. Since the date of the objection, this owner has since remitted correspondence indicating it is in favour of closure. There are no further objections to this closure.

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.

Kristen Karam, Financial Planning Administrator, was consulted on the financial matters associated with this report.

Kate Tracey, Deputy City Solicitor, was consulted on the legal matters associated with this report.

Conclusion:

Administration recommends closure of the Subject Alley shown on attached Appendix “A”, subject to easements in favour of Cogeco Connexion Inc., Enbridge Gas Inc., ENWIN Utilities Ltd., and MNSi.

Should the recommendation be approved, the Subject Alley will be closed and conveyed to the abutting property owners in accordance with the terms herein.

Planning Act Matters:

N/A

Approvals:

Name	Title
Deborah Yankovic	Coordinator of Streets & Alleys
Denise Wright	Manager Real Estate Services
Wira Vendrasco	City Solicitor
David Soave	Manager, Strategic Operating Budget Development & Controls, Financial Planning
Janice Guthrie	Commissioner, Finance & City Treasurer
Ray Mensour	Chief Administrative Officer

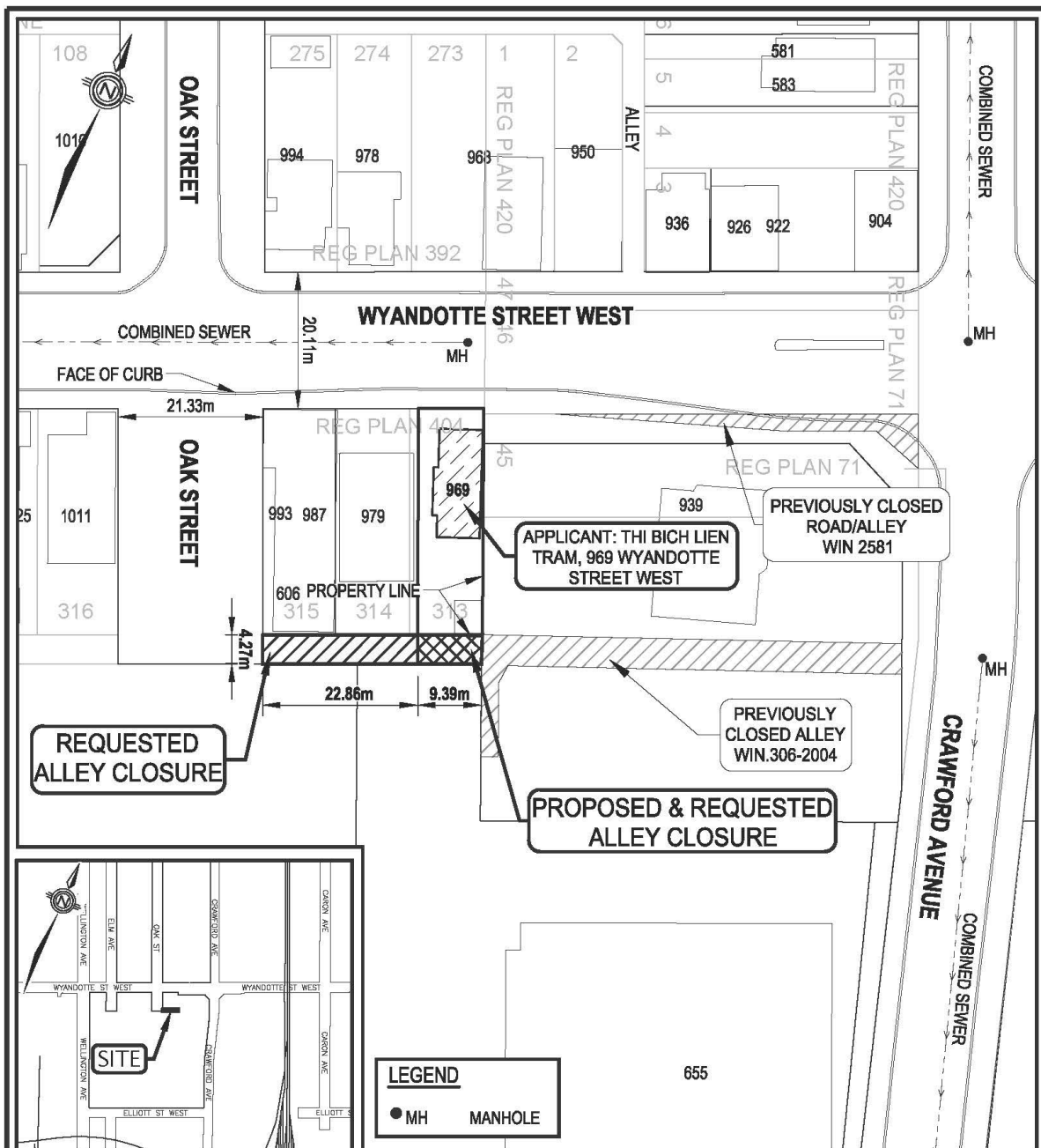
Notifications:

The Legal Department provided the Clerks Department with mailing labels for Notice of Development & Heritage Standing Committee on October 20, 2026.

Appendices:

- 1 Appendix A - Drawing No. CC-1852
- 2 Appendix B - EIS Drawing - Aerial Photo
- 3 Appendix C - Consultations with Municipal Departments and Utility Companies
- 4 Appendix D - Site Photos
- 5 Appendix E - Classification of Alleys and Suitability for Closure

APPENDIX "A" **Drawing No. CC-1852**



THE CORPORATION OF THE CITY OF WINDSOR - ENGINEERING DEPARTMENT

Proposed Closure of East/West Alley located between Oak Street and Crawford Avenue, South of Wyandotte Street West

Kirk Tamm
Kirk Tamm, Manager of Geomatics

SCALE: 1: 750

DATE: AUG 2024

REVISED: _

DWG. NO.

DWN BY: AZ

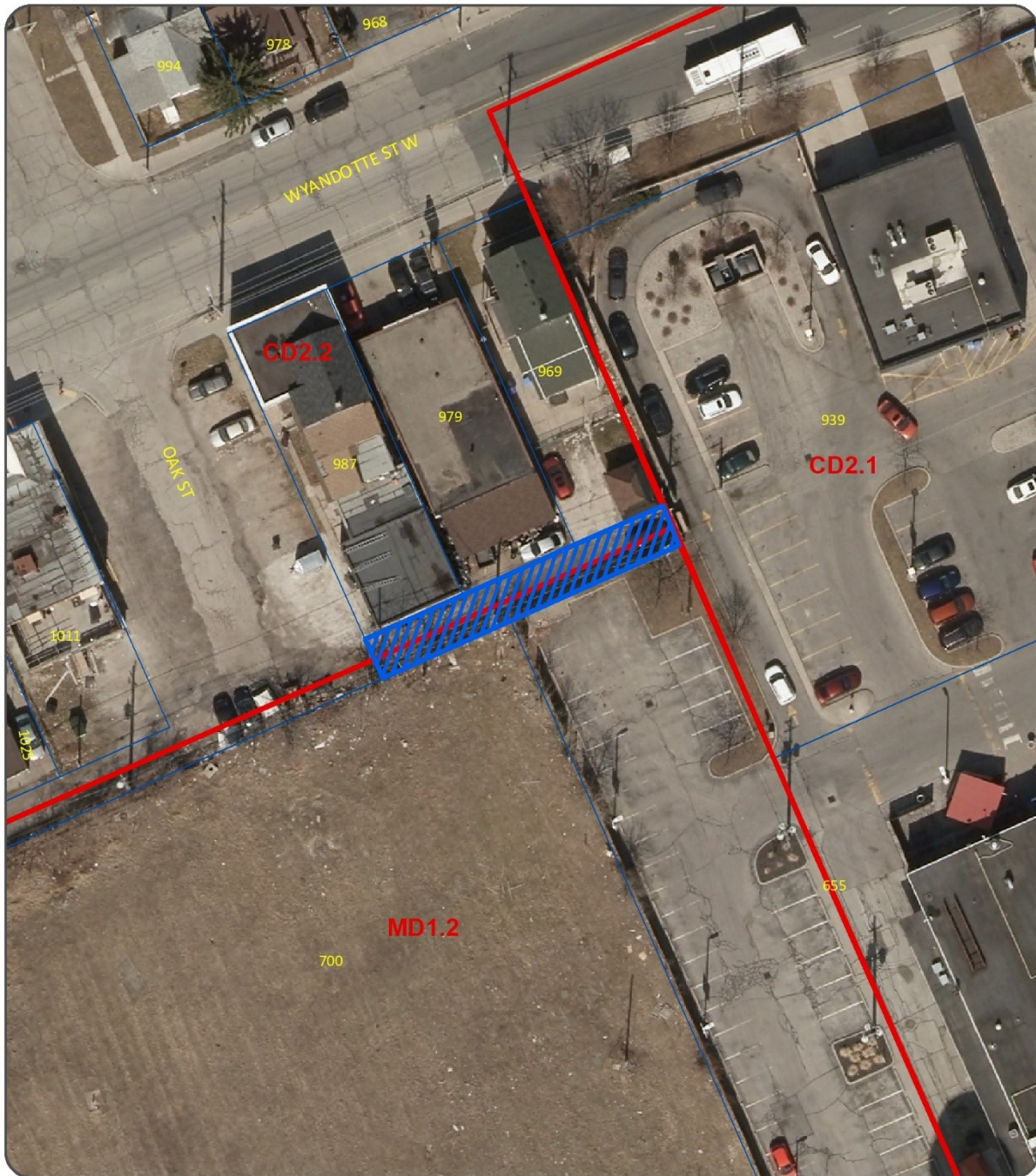
CHKD BY: PJU / SB

REVISION NO.: _

CC-1852

APPENDIX "B"

Aerial Photo



STREET & ALLEY CLOSING (SAA/7163)

1:500

APPLICANT : THI BICH LIEN TRAM

 REQUEST FOR CLOSURE

PLANNING DEPARTMENT - PLANNING POLICY

DATE: JUNE, 2024



APPENDIX "B"

EIS Drawing



STREET & ALLEY CLOSING (SAA/7163)

APPLICANT : THI BICH LIEN TRAM

 REQUEST FOR CLOSURE

PLANNING DEPARTMENT - PLANNING POLICY

DATE: JUNE, 2024

1:500



APPENDIX “C”

Consultations with Municipal Departments and Utility Companies

BELL CANADA

No comments provided

COGECO CONNEXION INC.

Cogeco is attached to Enwin/Bell poles and will need an easement through this closure.

[Daniel Haggins - Lead OSP Engineering Windsor and Essex]

ENBRIDGE GAS

After reviewing the provided drawing at 969 – 993 Wyandotte St W and consulting our mapping system, please note that Enbridge Gas has active infrastructure in the proposed area. A PDF drawing has been attached for reference.

Please Note:

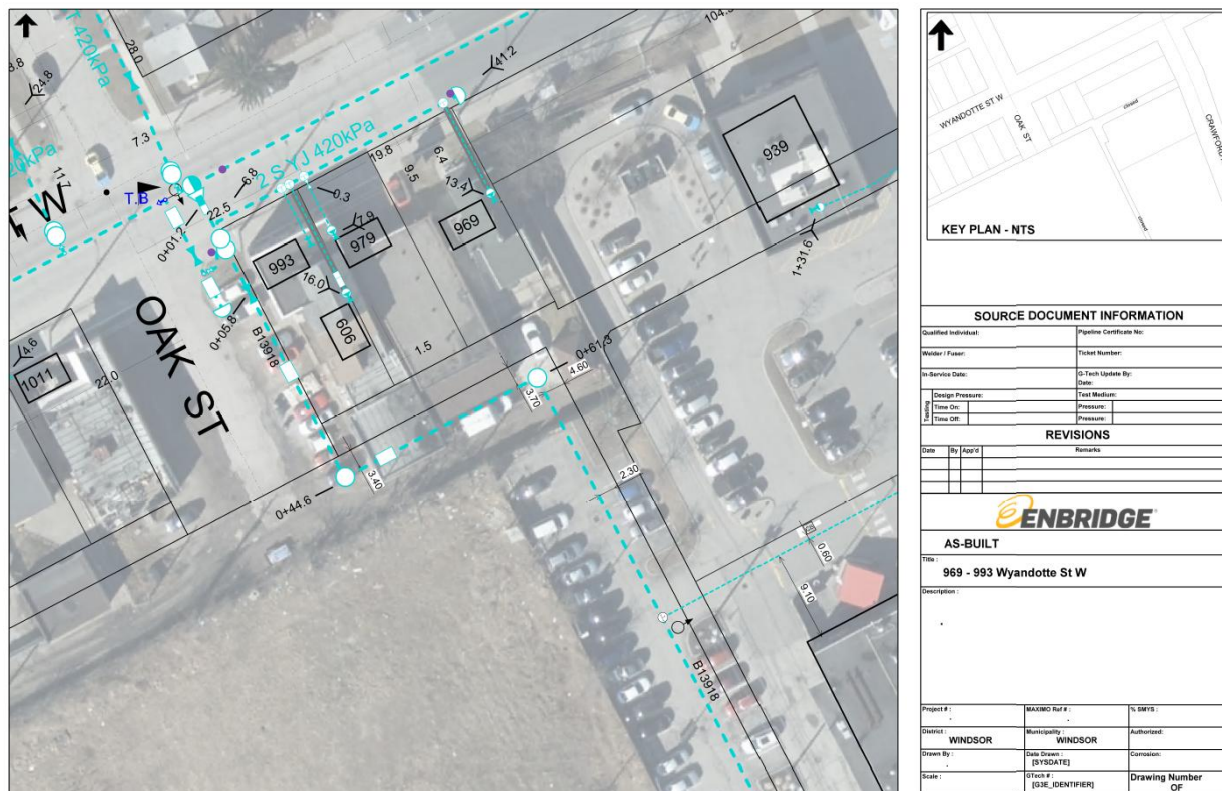
1. The shown piping locations are approximate and for information purposes only
2. The drawings are not to scale
3. This drawing does not replace field locates. Please contact Ontario One Call for onsite locates prior to excavating, digging, etc

Enbridge Gas requires a minimum separation of 0.6m horizontal and 0.3m vertical from all of 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 the course of any job, any pipe is found that is not on the locate sheet and is in conflict 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

Please contact me if you have any further questions or concerns.



[Joe Dellosa EIT, Drafter, Estimator]

ENGINEERING (DEVELOPMENT & ROW)

The proposed closure is approx. 4.27 m wide and 32.4 m long and is made of grass and gravel.

There are no sewers in the alley.

There are hydro poles, guy wires, and overhead wires located within the alley; an easement would be required for utilities.

The alley entrance is blocked due to an encroaching fence and multiple parked vehicles and debris.

The alley appears to be indispensable by CR146/2005; since it serves properties fronting on a heavily travelled street. The alley provides access to 969 and 979 Wyandotte St W. Alleys serving commercial properties on heavily traveled streets are necessary for fire fighting access.

This application should be circulated to Windsor Fire and Rescue Services for comments.

The subject alley is deemed indispensable by CR 146/2005; however, Development has no concerns if the alley is closed subject to the easements and the conditions noted above.

[Adam Yacoub – Development Engineering Co-op Student]

ENGINEERING (OPERATIONS)

No comments provided

ENVIRONMENTAL SERVICES

No concerns from Environmental Services.

[Anne-Marie Albidone - Manager, Environmental Services]

ENWIN UTILITIES LTD. (HYDRO)

If no open alley exists, we will require a minimum 10 ft wide easement (5 ft each side of the pole line) to accommodate the existing overhead plant.

[Anwar Nagar – Senior Hydro Engineering Technologist]

ENWIN UTILITIES LTD. (WATER)

ENWIN Water has no objections.

[Bruce Ogg - Water Project Review Officer]

FINANCIAL PLANNING

No concerns. There is sufficient funding available to fund the cost of the survey and registration.

[Kristen Karam, - Financial Planning Admin.]

LEGAL & REAL ESTATE SERVICES

Alley abutting CD2.2 – Conveyance price of \$20/square foot without easements and \$10/square foot with easements.

Alley abutting MD1.2 – Conveyance price of \$12/square foot without easements and \$6/square foot with easements.

Conveyance price plus HST, if applicable. Deed and Survey costs in addition to conveyance price.

[Stephanie Santos - Coordinator Real Estate Services]

MANAGED NETWORK SYSTEM INC. (MNSi)

MNSi will require an Aerial Easement through the subject lands

[Dave Hartleib - Outside Plant Manager]

PARKS

No comments provided

PLANNING (DEVELOPMENT)

The requested closure is in an area zoned Commercial District 2.2 (CD2.2) and has a Mixed Use Corridor land use designation on Official Plan Schedule D – Land Use. The property at 969 Wyandotte St. W seems to be a legal non-conforming single unit dwelling (with an additional dwelling unit). The alley may service 979 Wyandotte Street West however parking for this property is also available from Wyandotte Street West. The alley may be the only vehicular means of access to parking at the rear of 969 Wyandotte Street West. The requested closure and subsequent purchase of the alley by adjacent owners may restrict access to this property and result in the property not having a parking space. There are no development applications on properties adjacent to the alley. Alley closure is not a condition of SPC.

[Averil Parent – Planner II Development Review]

PLANNING (LANDSCAPE)

No comments provided

ROGERS

Rogers has no plant or easement requirements at that location.

[Ryan Figueiredo]

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]

TRAFFIC OPERATIONS

No comments provided

TRANSPORTATION PLANNING

Transportation Planning has no comments on the proposed alley closure.

[Elara MehriLou - Transportation Planner I]

WINDSOR FIRE & RESCUE SERVICES

No issue with fire

[Michael Coste – Fire Prevention Officer]

WINDSOR POLICE

The Windsor Police Service has no concerns or objections with this requested alley closure. In its current condition, the subject alley space is somewhat discreet and partially obscured from open view. Closure would therefore help allow for the removal of the space to potentially facilitate unlawful access and behaviour. Closure will also not inhibit our ability to provide emergency police response or other service delivery duties to any of the abutting property owners.

[Barry Horrobin, Director of Planning & Physical Resources]

APPENDIX “D”
Site Photos (June 26, 2026)



Figure 1 – View of alley entrance facing east from rear of 606 Oak Street



Figure 2 – View of alley entrance facing east from Oak Street



Figure 3 – View of entire Subject Alley illustrating numerous encroachments

APPENDIX “E”

Criteria for Evaluating Applications to Close a Street or Alley

Classifications:

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.



Council Report: S 109/2026

Subject: Closure of the east/west alley located north of Grand Marais Road West, east of Everts Avenue and west of Curry Avenue, SAA-7363, Ward 10

Reference:

Date to Council: November 2, 2026
Author: Deborah Yankovic
Coordinator of Streets and Alleys
(519) 255-6100 x 6855
dyankovic@citywindsor.ca
Real Estate Services
Report Date: 10/14/2026
Clerk's File #: SAA2026

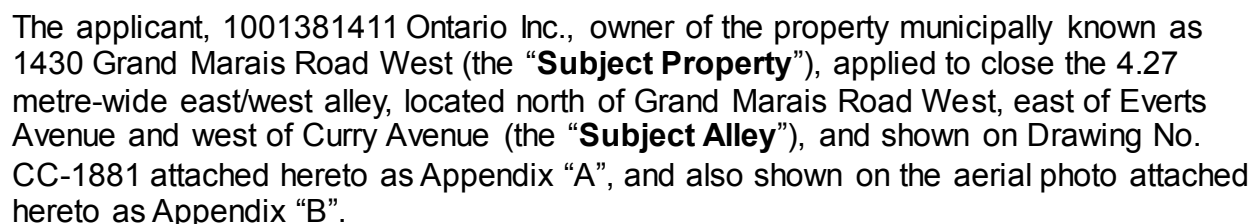
To: Mayor and Members of City Council

Recommendation:

- I. THAT the 4.27 metre-wide east/west alley, located north of Grand Marais Road West, east of Everts Avenue and west of Curry Avenue, and shown on Drawing No. CC-1881 (attached hereto as Appendix "A"), and hereinafter referred to as the "Subject Alley", **BE ASSUMED** for subsequent closure.
- II. THAT the Subject Alley **BE CLOSED AND CONVEYED** to the abutting property owners, in a manner deemed appropriate by the City Solicitor, 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. ENWIN Utilities Ltd. to accommodate existing overhead hydro distribution pole lines;
 - ii. Managed Network System Inc. (MNSi) to accommodate existing aerial infrastructure.
- III. THAT the Conveyance Cost **BE SET** as follows:
 - a. For alley conveyed to abutting lands zoned RD1.4, \$1.00 plus HST, together with deed preparation fee and a proportionate share of the survey costs as invoiced to the City by an Ontario Land Surveyor.
 - b. For alley conveyed to abutting lands zoned CD1.1, \$20 per square foot (\$215.28 per m²) without easements, plus HST, together with a proportionate share of the survey costs as invoiced to the City by an

- IV. THAT the City Solicitor **BE DIRECTED** to prepare the necessary by-law(s).
- V. THAT the Chief Administrative Officer and City Clerk **BE AUTHORIZED** to **EXECUTE** the necessary documents approved as to form and content satisfactory to the City Solicitor.
- VI. THAT the matter **BE COMPLETED** electronically pursuant to By-law Number 366-2003 and that the City Solicitor be authorized to execute all standard real estate documents in accordance with By-law 366-2003.

N/A



Development, Projects & Right-of-Way recommended that the applicant apply for closure the Subject Alley during Site Plan Control review, however closure of the Subject Alley is not a Site Plan Control condition. The applicant has completed stage two of Site Plan Control (SPC-2026-13).

The Subject Alley is unmaintained and composed primarily of grass and trees. The Subject Alley contains utility poles with guy wires and anchors supporting overhead hydro and utility lines. There is a catch basin within the easterly portion of the closure area. If the alley closure is approved, the catch basin will become the private property of the abutting owner who purchases that portion of alley and must be maintained in good working order to ensure continued drainage of the area.

The Subject Alley has been encroached on over the years by abutting properties with fences and gardens, however there are no Encroachment Agreements on record. The exact location of any encroachments will be determined through a survey of the Subject Alley as prepared by an Ontario Land Surveyor.

The Subject Alley was established by Registered Plan of Subdivision No. 1056, registered on September 6, 1922, and Registered Plan of Subdivision No. 1132, registered on August 2, 1924.

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.

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.

Administration deems the Subject Alley to be "dispensable with no current or anticipated purpose" and supports the application for closure.

Should the recommendation be approved, the abutting property owners will be given a chance to acquire the Subject Alley in the manner described in the above Recommendation.

Risk Analysis:

The recommended closure of the Subject Alley and conveyance to abutting owners will divest the City of associated liability risks and maintenance costs.

There is a moderate risk to the City however that following closure of the Subject Alley, the City may remain the owner of certain remnant portions of the Subject Alley. Such remnant parcels may remain in the City's ownership in instances where the abutting owner is not agreeable to acquiring their allocated portion. Such risk is mitigated by Real Estate Services continuing to offer such remnant parcels for sale to other abutting owners who have agreed to purchase their portion of the closed alley.

Climate Change Risks

Climate Change Mitigation:

Closure of the Subject Alley will have little impact on GHG emissions, with any positive outcome dependent on individual landowner choices. In some cases, owners may choose to naturalize the space while others may introduce hardscaping or accessory structures. The City can help support more favourable outcomes through programs that encourage tree planting and low-impact landscaping.

Climate Change Adaptation:

Closure of the Subject Alley may result in increased green space and/or on site drainage which can potentially strengthen overall resilience to extreme heat and rainfall.

Financial Matters:

The rate for an alley conveyed to abutting lands zoned RD1.4, is assessed at \$1.00 plus HST, together with deed preparation fee and a proportionate share of the survey costs as invoiced to the City by an Ontario Land Surveyor.

The rate for an alley conveyed to abutting lands zoned CD1.1, is assessed at \$20.00 per square foot (\$215.28 per m²) without easements, plus HST, together with a proportionate share of the survey costs as invoiced to the City by an Ontario Land Surveyor, and \$10.00 per square foot (\$107.64 per m²) with easements, plus HST, together with a proportionate share of the survey costs as invoiced to the City by an Ontario Land Surveyor.

The survey cost is estimated at \$4,850, plus applicable HST. There will also be a cost of \$83.45 for registration of the closing By-law, plus \$83.45 per document for registration of the two easements for a total of \$350.35, plus applicable HST, associated with registration of the closing By-law and easements. The survey and registration costs will be charged to chartfield 001 2950 5144 02942 0125230 (Legal-Admin). Sufficient funding is available to cover the registration and survey costs.

Should Council approve the recommendation, proceeds recoverable from the applicant will be deposited to chartfield 160-6940-5010-02942-0229611 (Unclassified Revenue).

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 property owners abutting the alley by first-class mail on March 6, 2026, with no objections being received as of the date of writing 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.

Kristen Karam, Financial Planning Administrator
Kate Tracey, Deputy City Solicitor

Conclusion:

Administration recommends closure of the Subject Alley shown on attached Appendix “A”, subject to easements in favour of ENWIN Utilities Ltd. and Managed Network System Inc. (MNSi).

Should the recommendation be approved, the Subject Alley will be closed and conveyed to the abutting property owners in accordance with the terms herein.

Planning Act Matters:

N/A

Approvals:

Name	Title
Deborah Yankovic	Coordinator of Streets and Alleys
Denise Wright	Manager Real Estate Services
Wira Vendrasco	City Solicitor
David Soave	Manager, Strategic Operating Budget Development & Controls, Financial Planning
Janice Guthrie	Commissioner, Finance & City Treasurer
Ray Mensour	Chief Administrative Officer

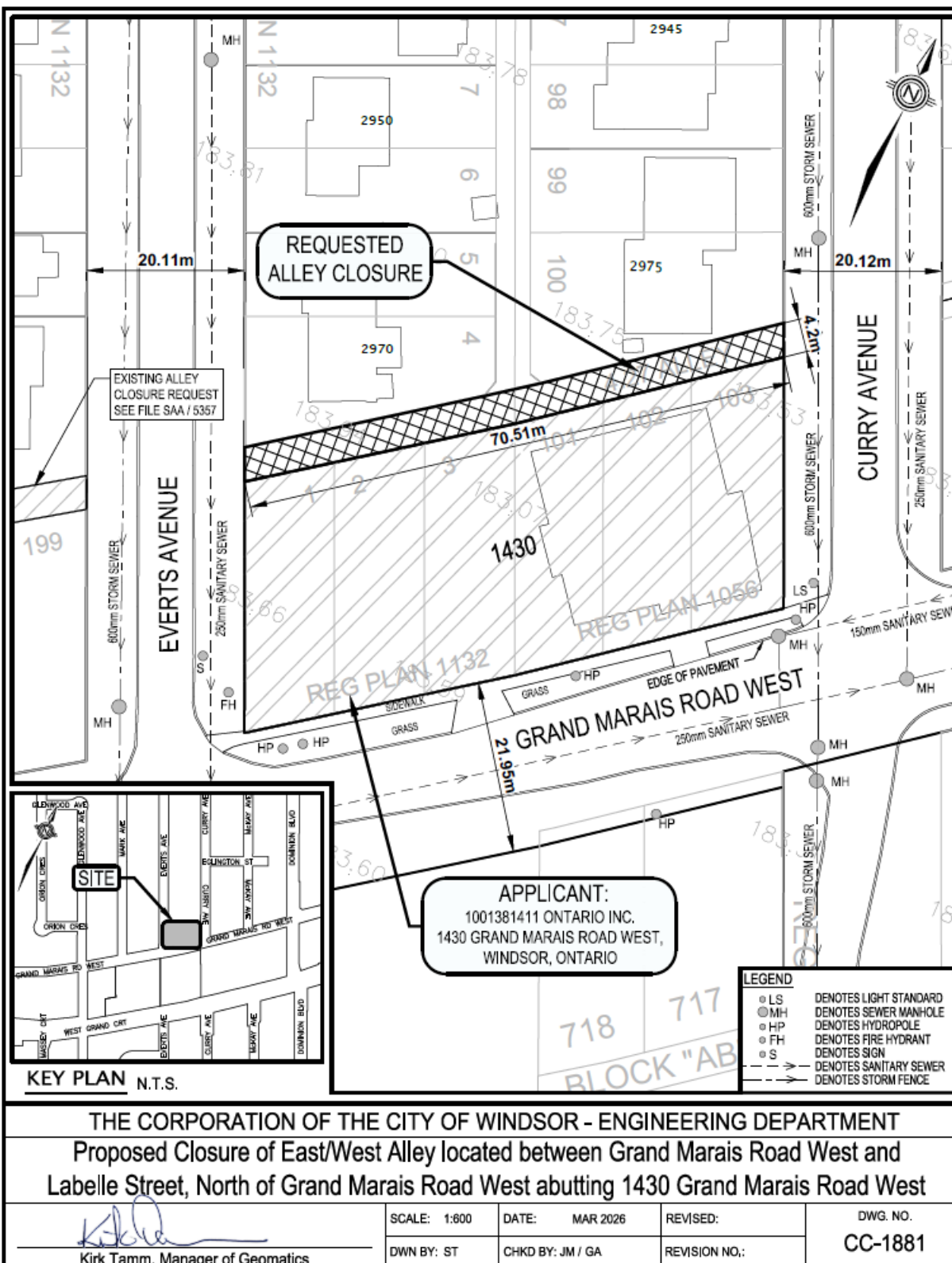
Notifications:

The Legal Department provided the Clerks Department with mailing labels for Notice of Development & Heritage Standing Committee on October 20, 2026.

Appendices:

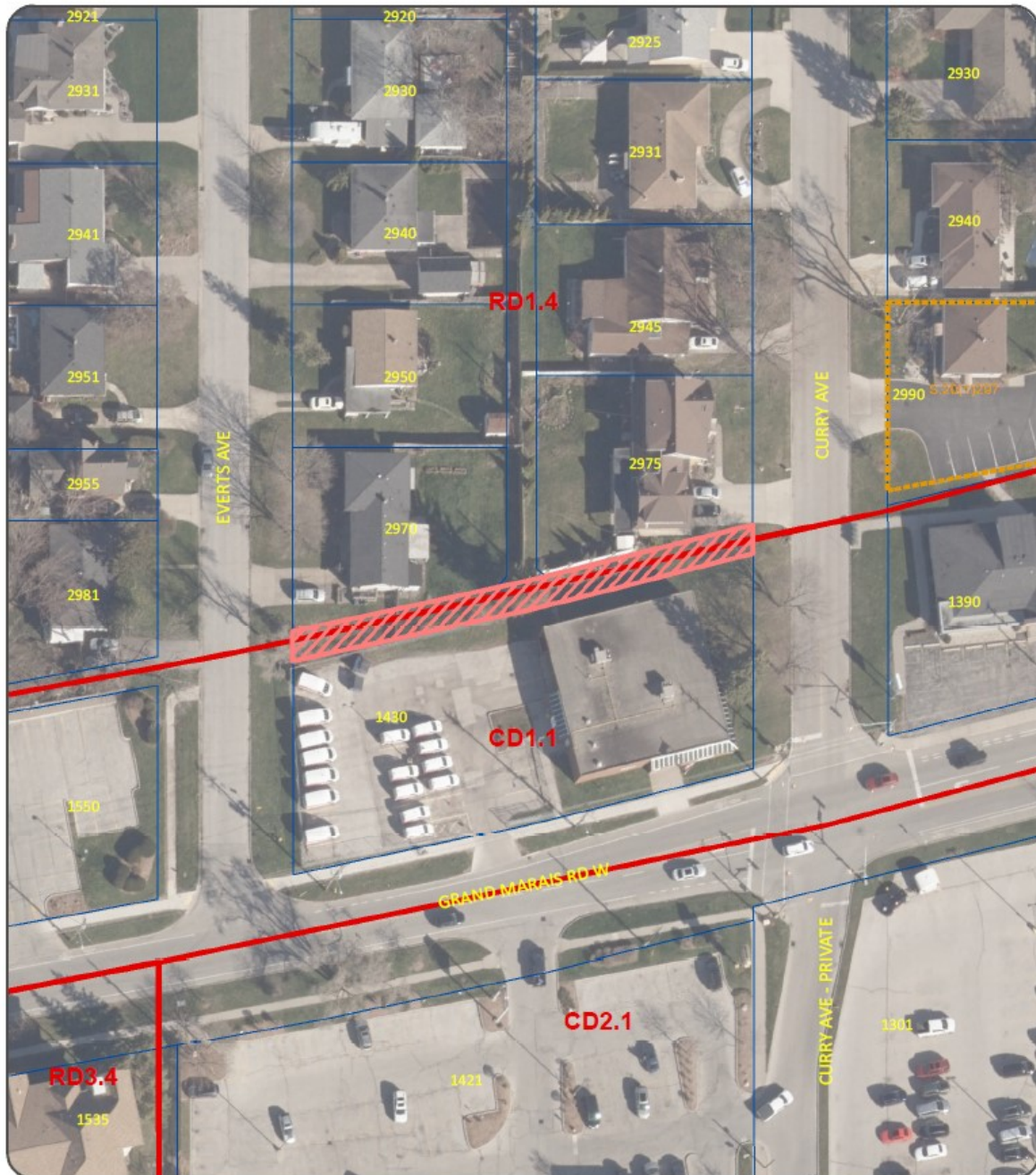
- 1 Appendix A - Drawing No. CC-1881
- 2 Appendix B - EIS Drawing - Aerial Photo
- 3 Appendix C - Consultations with Municipal Departments and Utility Companies
- 4 Appendix D - Site Photos (September 23, 2026)
- 5 Appendix E - Criteria for Evaluation Applications to Close a Street or Alley

APPENDIX "A"
Drawing No. CC-1881



APPENDIX "B"

EIS Drawing - Aerial Photo



STREET & ALLEY CLOSING (SAA/7363)

1:750

APPLICANT : 1001381411 ONTARIO INC.

 REQUEST FOR CLOSURE

PLANNING DEPARTMENT - PLANNING POLICY

DATE: MARCH, 2026





STREET & ALLEY CLOSING (SAA/7363)

APPLICANT : 1001381411 ONTARIO INC.

 REQUEST FOR CLOSURE

PLANNING DEPARTMENT - PLANNING POLICY

DATE: MARCH, 2026

1:750



APPENDIX “C”

Consultations with Municipal Departments and Utility Companies

BELL CANADA

No comments provided

COGECO CONNEXION INC.

Cogeco does not require an easement at this address

[Mike Weingust – Network Delivery Specialist]

ENBRIDGE GAS INC.

No comments provided

ENGINEERING (DEVELOPMENT & ROW)

- The proposed untravelled E/W alley closure is approximately 14 feet (4.3m) wide and 231 feet 3 inches (70.6m) long and made of grass.
- There are no mainline sewers or manholes in the alley. There is a catchbasin within the closure area. If the alley is closed, the catchbasin will become private property and must be maintained in good working order by the property owner to ensure continued drainage of the area.
- There is a hydro pole, guy wires, and overhead wires located throughout the alley; an easement would be required for utilities.
- There is no garage access in the alley.
- 2970 Everts Ave has fence encroachments along alley, 2975 Curry Ave has a fence and garden bed encroachments along alley.
- This subject alley has no usefulness by CR146/2005; therefore, Engineering has no objections to the closure.

[Shannon Mills- Technologist III]

ENGINEERING (OPERATIONS)

There are no maintenance concerns for the alley closure and is supported.

[Roberta Harrison – Manager Maintenance]

ENVIRONMENTAL SERVICES

Does not affect our operating area.

[Jim Leether – Senior Manager, Environmental Services]

ENWIN UTILITIES LTD. (HYDRO)

No objection. However, an easement named to ENWIN Utilities Ltd. is required for the whole width and length of the existing east-west alley to accommodate the existing overhead ENWIN hydro distribution pole line running north-south.

[Nillavon Balachandran – Hydro Engineering Technologist]

ENWIN UTILITIES LTD. (WATER)

ENWIN Water has no objections.

[Bruce Ogg - Water Project Review Officer]

FINANCIAL PLANNING

No concerns. Sufficient funding is available to cover the registration and survey costs.

[Kristen Karam, - Financial Planning Admin.]

LEGAL & REAL ESTATE SERVICES

For alleys abutting lands zoned RD1.4, \$1.00 plus deed preparation plus proportionate share survey costs as invoiced to The Corporation of the City of Windsor by an Ontario Land Surveyor.

For alleys abutting lands zoned CD1.1, \$20.00 per sq ft (\$215.28 per m²) without easements and \$10.00 per sq ft (\$107.64 per m²) with easements, plus proportionate share of survey costs as invoiced to The Corporation of the City of Windsor by an Ontario Land Surveyor

[Natalie D'Ambrosio - Coordinator Real Estate Services]

MANAGED NETWORK SYSTEM INC. (MNSi)

MNSi would like an aerial easement through this Alley closure.

[Dave Hartleib - Outside Plant Manager]

PARKS

There is no comment from Parks lens to this alley closure application.

[Hoda Kameli – Landscape Designer]

PLANNING (DEVELOPMENT)

The requested closure is in an area zoned part Commercial District 1.1 and part Residential District 1.4 and has a Residential land use designation on Official Plan Schedule D – Land Use. The alley does not service any commercial properties. The alley does not serve as the only vehicular means of access to any properties. The requested closure will not land lock

transferable lots/blocks on a Registered Plan of Subdivision, restrict property access, or restrict development. 1430 Grand Marais Rd W has completed stage two of Site Plan Control (SPC-2026-13). Alley closure is not a condition of SPC.

[Conner O'Rourke – Planner II – Development Review]

PLANNING (LANDSCAPE)

No comments provided

ROGERS

No comments provided

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 – CAD Technician, Engineering]

TRAFFIC OPERATIONS

No concerns with closing the alley as proposed.

[Ankit Italiya - Traffic Operations]

TRANSPORTATION PLANNING

Transportation Planning has no objections to the proposed alley closure.

[Aashvi Sarvaiya - Transportation Planner I]

WINDSOR FIRE

No comments provided

[Mike Coste - Chief Fire Prevention Officer]

WINDSOR POLICE

The Windsor Police Service has no concerns or objections with this alley closure request, as the proposed closure will not restrict our ability to carry out effective emergency incident response or general service delivery to any of the abutting properties.

[Barry Horrobin - Director of Planning & Physical Resources]

APPENDIX “D”
Site Photos (September 23, 2026)



Figure 1 – East facing alley from Everts Avenue



Figure 2 – East facing alley from Everts Avenue



Figure 3 – East facing alley from Applicant's property at 1430 Grand Marais Rd West



Figure 4 – East facing alley from parking lot at 1430 Grand Marais Rd West



Figure 5 –West facing alley from Curry Avenue



Figure 6 –West facing alley between 2975 Curry and 1430 Grand Marais Rd West



Figure 7 –West facing alley at intersection of all three abutting properties

APPENDIX “E”

Criteria for Evaluating Applications to Close a Street or Alley

Classifications:

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.