



55 FOREST STREET, SUITE N • CHATHAM • ON • N7L 1Z9 • 519-354-4351
WWW.STOREYSAMWAYS.CA

TO: Omar Srour, President
Magnificent Homes
425 Newbold Street
London, ON N6E 1K2

FROM: David French, BA, CPT, Storey Samways Planning Ltd.

DATE: July 11, 2023

SUBJECT: Planning Rationale Report Regarding Proposed 16-Storey, 88-Unit
Multiple Unit Dwelling, Intersection of Chatham Street West & Caron
Avenue, City of Windsor

1.0 GENERAL FILE INFORMATION

Applications: Applications for Official Plan Amendment, Zoning By-law Amendment,
Site Plan Approval & Draft Plan of Condominium

Owner: 2743331 Ontario Inc., o/a Magnificent Homes

Subject Properties: 0, 666, 676, 684 & 696 Chatham Street West, & 0 Chatham Street
West
Part of Lot 2, Block B, Plan 76, & Part of Lot C, Plan 450
City of Windsor

2.0 INTRODUCTION

The purpose of this report is to determine the appropriateness of an official plan amendment application, zoning by-law amendment application, site plan approval application and draft plan of condominium application to support the development of a new 16-storey, 88-unit, multiple dwelling (condominium tenure), along with ancillary amenity and parking facilities, on two adjacent vacant parcels of land, detailed below in this report. Please refer to Appendix A.

Through the City of Windsor's prescribed pre-consultation process for the current applications, the owner was informed that a required component of the Complete Application Package was the provision of a Planning Rationale Report to support the development. This document is intended to serve that purpose, and as such, the proposal will be reviewed against the applicable Provincial and City of Windsor policies

to determine whether the proposed multiple-unit dwelling development is consistent with the Provincial Policy Statement (PPS), in conformity with the City of Windsor Official Plan (OP), and ultimately represents good planning.

Current Proposal

The proposed development will occur on two existing lots of record, with Chatham Street West bisecting the two parcels.

Parcel # 1, located in the northeast corner of the intersection of Chatham Street West and Caron Avenue, identified by Municipal records as 0, 666, 676, 684 & 696 Chatham Street West, is 0.12 ha (0.30 ac.) in size and is vacant.

It is proposed that a new 16-storey, 88-unit multiple dwelling, together with ancillary internal and roof-top amenity spaces, and an internal (levels 2-4 inclusive) parking garage providing a total of 70 parking spaces, be constructed on Parcel # 1. Access / egress to / from the internal parking garage is provided on Chatham Street West. Please refer to Site Plan attached as Appendix "B".

Parcel # 2, located in the southeast corner of the intersection of Chatham Street West and Caron Avenue, identified by municipal records as 0 Chatham Street West, is 0.05 ha (0.12ac.) in size and is also vacant.

It is proposed that a new exterior private parking lot containing 12 parking spaces, and servicing the visitor parking demand of the new condominium, be constructed on Parcel # 2. Access / egress to / from this new parking lot will be from Chatham Street West by way of an existing curb-cut entrance. Please refer to Site Plan attached as Appendix "B".

In order to support the proposed development, the following Planning Act applications are required:

1. Official Plan Amendment – to permit a solely residential, high-profile, multiple dwelling building and use;
2. Zoning By-Law Amendment – to permit the solely residential use and establish site-specific zone performance standards for the proposed building and adjacent private parking lot;
3. Site Plan Control – to ensure the final build-out is in compliance with the applicable zone provisions and technical documents.
4. Draft Plan of Condominium

3.0 BACKGROUND

As provided above, the subject lands consist of two existing parcels of record. Generally speaking, the lands are located between University Avenue to the south, Riverside Avenue to the north, Oullette Avenue to the east, and Caron Avenue to the west.

More specifically, Parcel # 1 is located in the northeast corner of the intersection of Chatham Street West and Caron Avenue, and is identified by Municipal records as 0, 666, 676, 684 & 696 Chatham Street West. Parcel # 2 is located in the southeast corner of the intersection of Chatham Street West and Caron Avenue, and is identified by municipal records as 0 Chatham Street West. Please refer to Appendix A.

Schedule E, City Centre Planning District, of the Windsor Official Plan (OP) designates the subject parcel as Mixed Use, Medium Profile Area (please refer to Appendix "C").

The Windsor Zoning By-law (ZBL) classifies the parcel as Commercial District 3.6 (CD3.6) (please refer to Appendix "D"). Discussions on the OP and ZBL appear in sections 6.2, and 6.3, respectively, below, in this document.

4.0 NEIGHBOURHOOD CONTEXT

The parcel abutting Parcel # 1, to the north, contains a private parking lot servicing a 16-storey multiple dwelling (Dieppe Tower - solely residential) on the opposite side of Pitt Street West, and beyond that is Riverside Drive West, with the Riverfront Trail and Detroit River beyond that; to the south and east is mixture of commercial and mixed-use (commercial / residential) buildings; and to the west is a large parking lot, and a depressed, former rail spur (tracks removed) immediately beyond that. Please refer to Appendix A.

5.0 CONSULTATION ACTIVITIES

In the course of preparing this report, the following activities were undertaken by various members of the development team:

- Extensive participation in prescribed City of Windsor Pre-Submission process and thorough review/consideration of administration and agency comments
- Discussions and email exchanges with City of Windsor planning administration (Pablo Golab, Laura Stahl)
- Review of the Provincial Policy Statement (PPS), City of Windsor Official Plan, and the City of Windsor Zoning By-law

- Review of adjacent built-heritage properties and engagement of Stantec Consulting regarding heritage properties
- Developer-led Public Information Centre (PIC) – June 27, 2023

Any correspondence and/or permits received to this point from consulting agencies have been, or will be, provided to the City as stand-alone documents, filed in conjunction with these Planning Act applications. Further, the following supporting studies / documents, identified to be required through the Pre-Submission process, will be submitted concurrently with this report:

- Copy of Deed
- Sketch of subject parcel
- Site Plan
- Floor Plans
- Elevations
- Renderings
- Noise & Vibration Study
- Functional Servicing Report
- Archaeological Report
- Heritage Overview Report
- Energy Strategy
- Micro-Climate Study
- Urban Design Brief
- Sight Triangle Assessment

Developer-led Public Information Centre (PIC) – June 27, 2023

A developer-led Public Information Centre (PIC) took place the evening of June 27, 2023 at the City of Windsor Mackenzie Hall Cultural Centre on Sandwich Street West, as required by the City. Invitations were mailed to approximately 145 unique landowners within a 120-metre radius of the subject lands approximately two weeks before the meeting date. The recipient address list was provided by City of Windsor planning staff.

The PIC was attended by three members of the public, along with Magnificent Homes, Baird AE, Stantec Consulting, and Storey Samways Planning representatives. It is noted that a representative of the City of Windsor Planning Department attended in an observatory capacity.

At the PIC, the development team provided an overview of the project, spoke to the need for this type of housing and outlined the policy support for projects involving

intensification, provided design philosophies and spoke to the heritage considerations of the neighbourhood and building design, and finally provided the reasoning and processes behind the various Planning Act approvals required. This was followed by an open question and answer period.

It is noted that although the three members of the public in attendance asked questions relating to design, heritage, pricing, interior layout, no one provided any indication of opposition to the proposed 16-storey building at this location. In fact, from my vantage point, the three were clearly welcoming to the idea and project.

It is also noted that, prior to the meeting, I received one email from a neighbouring landowner who was not able to attend but provided the following comment:

I will be unable to attend your presentation on June 27, but am interested and in support of development of the property proposed, with a rider. There is on-street permit parking in the neighbourhood that is already under pressure. Residents in the area will most certainly oppose any development on that basis alone. The development should require ample on site parking and your potential condo residents, should they require additional parking space, need be relegated to the municipal lot on Caron Ave and not be permitted to obtain on street permits. The issue will be exasperated by the pending Farhi development at Janette and Riverside, where the City has, in its wisdom, agreed to grant a closing of Janette from Riverside to Pitt. I realize that the number of parking units you are planning may impact how many units you can get approval for. I would suggest the best approach may be to get the City to designate a number a spaces in the Caron lot at the same price for your development as annual resident on-street permits, since the Caron lot is largely unused and the monthly lot permit fees are much higher than on-street permits. (circa \$75 per month vs \$35 per annum). The on-street permit program also allows each owner to get an additional "visitor space". I would think that is the least the City could do for you.

Comment: the support of this project by the neighbour is recognized and the comments regarding the parking situation are appreciated. I do note that the project is providing the required on-site parking as per the zoning by-law. However, I would suggest that joint review and discussions regarding use of the Caron Avenue public parking lot are worthwhile, not just for residents / vehicles associated with this project, but for all in the immediate area in need of additional parking options.

6.0 ANALYSIS

6.1 Provincial Policy Statement, 2020 (PPS)

"The Provincial Policy Statement provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the Provincial Policy Statement sets the policy foundation for regulating the development and use of land. It also supports the provincial goal to enhance the quality of life for all Ontarians.

The Provincial Policy Statement provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The Provincial Policy Statement supports improved land use planning and management, which contributes to a more effective and efficient land use planning system..."

As such, when considering and promoting a change in land use it is both important and required to consider the Provincial Policy Statement (PPS) to ensure that both the long-term interests of the Province, and municipal interests, are met.

In this case there are multiple sections of the PPS which are relevant and these are identified below, along with comment.

Part IV: Vision for Ontario's Land Use Planning System

"...The Provincial Policy Statement focuses growth and development within urban and rural settlement areas while supporting the viability of rural areas. It recognizes that the wise management of land use change may involve directing, promoting or sustaining development. Land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns and avoiding significant or sensitive resources and areas which may pose a risk to public health and safety. Planning authorities are encouraged to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs.

Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel..."

Comment: The proposed 16-storey, 88-unit, multiple unit dwelling will make efficient use of a vacant and under-utilized parcel of land without requiring the need of public investment or tax-payer funded upgrades to existing infrastructure and service facilities.

1.0 Building Strong Healthy Communities

1.1.1 Healthy, liveable and safe communities are sustained by:

a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

Comment: use of existing, under-utilized land inventory promotes efficient development, and in this case, due to the existing servicing infrastructure being able to accommodate the proposed development, the financial well-being of the Province and the City is not negatively impacted.

b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

Comment: this project proposes the development of an 88-unit, condominium-tenure multiple dwelling.

c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;

Comment: as accepted best practices are followed for the design, it is not anticipated that the proposed multiple dwelling development will cause environmental or public health and safety concerns.

e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

Comment: development on the subject parcels is a clear example of infill development, in that the project will be located on existing parcels of record which are serviced by an existing road network, with existing services at the road. As such, the proposed development provides for a cost-effective and efficient use of land and municipal roadways and other infrastructure.

1.1.3 Settlement Areas

1.1.3.1 Settlement areas shall be the focus of growth and development.

Comment: the proposed development is located in the City of Windsor, which is an identified settlement area.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed; and*
- g) are freight-supportive.*

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

Comment: as evidenced by the discussion throughout this section on PPS, and elsewhere in this document, it can be said that the proposed development meets the above criteria.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development,

accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Comment: no publicly funded upgrades to either the transit or servicing systems are anticipated or required.

1.1.3.4 *Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*

Comment: as indicated above, this intensification proposal calls to develop two existing vacant urban parcels for a multiple dwelling and ancillary parking lot for residential purposes without requiring upgrades to the existing public service facilities. No risk to public health and safety is anticipated.

1.4 *Housing*

1.4.3(b) *permitting and facilitating:*

1. *all forms of housing required to meet the social, health and well-being requirements of current and future residents...*
2. *all forms of residential intensification,..., and redevelopment in accordance with policy 1.1.3.3;*

1.4.3(c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*

1.4.3 (d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed, ...*

Comment: the proposed multiple dwelling development both promotes and implements the important housing policies found in the PPS through the efficient use of an underutilized parcel with access to full municipal servicing and other public service facilities.

1.7 *Long-Term Economic Prosperity*

1.7.1(a) promoting opportunities for economic development and community investment readiness;

1.7.1(b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;

1.7.1(c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;

1.7.1(d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;

Comment: by making use of existing underutilized parcels, and the servicing infrastructure already present, the project assists in keeping the settlement area boundary as compact as possible ensuring that availability of land and resources is not compromised for the long-term benefit of both the City of Windsor and Province of Ontario. The subject lands are located in immediate proximity to transportation routes of various levels, as well as being in close proximity to shopping and restaurant services, and to public transportation and park systems, thus providing easy and efficient access to the services provided in the immediate area.

2.6 *Cultural Heritage and Archaeology*

2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

2.6.2 Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.

2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed

development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved...

Comment: it was identified through the municipal pre-submission process that the subject parcels are located in an area of high-archaeological potential, and also adjacent to many catalogued built-heritage properties. As a result of this information, considerable effort was spent to ensure that the proposed development, covering both parcels, was not offensive to the heritage policies, and in fact was complimentary in design to the adjacent heritage properties, and neighbourhood in general.

Speaking specifically to archaeological potential on the site, a Stage 1 & 2 archaeological assessment was completed by Lincoln Environmental Consulting Corp., a recognized and licensed archaeological firm, and nothing of archaeological significance was found to be present. As such, a Letter of Concurrence was issued by the Province clearing the site.

Speaking to adjacent built-heritage buildings, Stantec Consulting was retained to prepare a Heritage Overview Report to support the application. The study was completed and the full document will be submitted in conjunction with the applications. However, for the benefit of the reader, the Executive Summary, as provided within the document, is attached to this report as Appendix "E".

In consideration of the above PPS policy discussion, it is my opinion that the proposed multiple dwelling residential development is consistent with, and implements, the relevant policies of the Provincial Policy Statement. Further to this, the proposed development does not offend the remaining policies and directions of the Provincial Policy Statement.

6.2 City of Windsor Official Plan (OP)

While the entire Official Plan is applicable, there are certain sections which contain policies of particular relevance. These sections are:

Volume 1

- Section 3.2, Growth Concept
- Section 3.3, Urban Structure policies
- Section 4, Healthy Communities policies
- Section 6.9, Mixed Use policies

- Section 8.7, Built Form Urban Design Policies
- Section 9, Heritage

Section 3.2, Growth Concept

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

Comment: due to the subject lands being located within the Old Town area, extensive consultation occurred between the project architect, Baird AE, and Stantec Consulting, the author of the Heritage Overview report, to ensure the overall design complimented the existing adjacent neighbourhood features. To that end, the heritage consultant provided design recommendations, which have been incorporated into the project's design, and are considerate of, and enhance, the character of the surroundings.

Section 3.3, Urban Structure Policies

3.3.2 Vibrant Economy

3.2.2.2 The City Centre will continue to be the major focus of cultural, social and economic activities. The City Centre is and will remain the heart of Windsor, serving as the visual symbol of the entire community. A diverse mixture of businesses, cultural venues, major government offices and entertainment destinations will strengthen downtown as a major economic centre. The heart of our community will also provide a liveable residential environment for a variety of people and be a welcoming arrival point for visitors.

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

Comment: the two subject parcels have been vacant and underutilized for many years, which has not had the effect of creating and/or assisting to sustain a vibrant economy. The addition of 88 dwelling units, and the resultant increase in downtown population, and spending, will benefit the immediate commercial businesses and entertainment venues.

Revitalization of an area takes people to invest in that area...and that investment comes through the creation of buildings and systems where people live and work. This building is a prime example.

3.3.1.1 Nodes

Nodes in this context are existing or future locations of concentrated activity on the Urban Structure Plan that serve the societal, environmental and economic needs at a neighbourhood and/or regional scale. The most successful nodes are the ones that exhibit a wide variety of land uses, including higher density residential and employment uses, and have access to frequent public transit service. Smaller scale community and neighbourhood nodes play an important role in providing services to the surrounding neighbourhoods, providing a range of housing opportunities and, providing a recognized sense of place for these neighbourhoods.

3.3.1.1 Growth Centres are the highest in the hierarchy of nodes in Windsor due to their scale, density, range of uses, function and current or future identity. Growth Centres should be planned:

- (a) To serve as focal areas for investment in institutional and regionwide public services, as well as commercial, recreational, cultural and entertainment uses;*
- (b) To accommodate and support major transit infrastructure;*
- (c) To serve as high density major employment centres;*
- (d) To accommodate a significant share of households and employment growth; and,*
- (e) To accommodate a minimum density of 200 residents and 200 jobs per net hectare;*

The minimum density for new residential-only development is 80 units per net hectare.

Comment: The subject parcels, as per Schedule J of the Windsor Official Plan, are located within an identified Growth Centre. In review of the above policy, the proposed residential-only development shall provide a density of 517 units per hectare, and by extension, a minimum density of 517 residents per net hectare.

Section 4, Healthy Communities

4.1. Goals

In keeping with..., Council's healthy community goals are to achieve:

4.1.1 Windsor's full potential as a healthy and liveable city.

4.1.3 A high quality of life in Windsor.

4.1.6 Economic opportunities throughout Windsor.

4.1.7 A safe environment throughout Windsor.

4.2 Objectives

4.2.1.5 To encourage a mix of housing types and services to allow people to stay in their neighbourhoods as they age.

4.2.1.6 To provide for pedestrian scale neighbourhood centres that serve the day-to-day needs of the local residents.

4.2.2.1 To consider the environment in the planning and design of Windsor.

4.2.2.3 To encourage community planning, design and development that is sustainable.

4.2.2.4 To promote development that meets human needs and is compatible with the natural environment.

4.2.2.5 To reduce environmental impacts.

- 4.2.3.1 *To encourage a mix of uses.*
- 4.2.3.2 *To encourage the location of basic goods and services flow to where people live and work.*
- 4.2.3.4 *To accommodate the appropriate range and mix of housing.*
- 4.2.4.1 *To encourage development which fosters social interactions.*
- 4.2.4.2 *To encourage development that fosters the integration of all residents into the community.*
- 4.2.4.3 *To encourage developments that adapt to changing resident needs.*
- 4.2.6.1 *To provide for a wide range of employment opportunities at appropriate locations throughout Windsor.*
- 4.2.6.2 *To encourage a range of economic development opportunities to reach full employment.*

Comment: In my opinion, the proposed development meets the above objectives and will assist the City of Windsor in providing a visibly-needed boost to the City's housing stock, on two undeveloped lots in an area that is ideal for its development due to its strategic location in the downtown area and the close proximity to major roadways, international border crossings, and commercial, recreational and educational facilities and amenities.

While this development will not ultimately provide a fixed employment resource, its construction-phase will provide for a sizable number of high-paying local construction and skilled-trades jobs, and from a longer-term economic perspective, will eventually contribute to the City's tax assessment base. It is also anticipated that the building will provide a full-time property management position.

Section 6.9, Mixed Use Policies

The subject property is designated Mixed Use, Medium Profile, by Schedule "E", City Centre Planning District, of the City of Windsor OP (please refer to Appendix "C"). As discussed below, within the Mixed Use designation, residential uses are contemplated

throughout the Mixed Use designation, subject to certain criteria. While it is noted that the proposal suggests a solely residential building, and not a mixed-use building, the application requests the parcels to remain in the Mixed Use designation, and these policies are therefore relevant.

Section 6.9 Mixed Use

The lands designated as "Mixed Use" on Schedule D: Land Use provide the main locations for compact clusters of commercial, office, institutional, open space and residential uses. These areas are intended to serve as the focal point for the surrounding neighbourhoods, community or region. As such, they will be designed with a pedestrian orientation and foster a distinctive and attractive area identity.

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

6.9.1 Objectives

- 6.9.1.1 To encourage multi-functional areas which integrate compatible commercial, institutional, open space and residential uses.*
- 6.9.1.2 To encourage a compact form of mixed use development.*
- 6.9.1.3 To provide opportunities to create and maintain special area identities and focal points within Windsor.*
- 6.9.1.4 To identify strategic locations which are highly visible and accessible for mixed use development.*
- 6.9.1.5 To ensure the long term viability of Mixed Use areas.*
- 6.9.1.6 To provide public places for strolling, recreation, conversation and entertainment.*
- 6.9.1.7 To increase the use of walking, cycling and public transportation within the designated Mixed Use area by fostering a strong livework-shopping-recreation relationship.*

Comment: the proposed residential use at this location meets the above objectives in that additional people living in the immediate area will make use of the nearby institutional, recreational and commercial opportunities, and in turn will support, strengthen, and assist in ensuring the long-term sustainability of all components. A synergistic effect.

6.9.2 Policies

6.9.2.1 Uses permitted in the Mixed Use land use designation include retail and service commercial establishments, offices, cultural, recreation and entertainment uses, and institutional, open space and residential uses, exclusive of small scale Low Profile residential development.

Comment: the proposed 16-storey residential multiple dwelling is not considered to be small scale Low Profile residential and is a permitted use.

6.9.2.2 For the purpose of this Plan, Mixed Use development is further classified as follows:

(a) Mixed Use Corridors which occupy linear street frontages with commercial, institutional and open space uses located immediately adjacent to the public right-of-way and residential uses located above grade; and

(b) Mixed Use Centres which are large sites developed according to a comprehensive development plan or nodal developments at the intersection of Controlled Access Highways and/or Arterial roads. This type of Mixed Use development provides a regional, community or neighbourhood focal point with a pedestrian oriented design.

Comment: in consideration of the existing built-out form of the adjacent area, I would suggest that this specific area, which also includes the subject parcels, is considered to be in the form of Mixed Use Corridors, as the development (commercial, office, recreational) is located along, and adjacent to, roadways, with the residential uses, for the most part, located above the ground floor level.

It is noted that this application proposes a solely residential building. Please see the section below regarding the Official Plan Amendment to allow for all-residential building.

6.9.2.3 Mixed Use development shall be located where:

(a) there is access to a Controlled Access Highway, Class I or Class II Arterial Roads or Class I Collector Road;

Comment: while the subject parcels do not front on these types of roads, two Class I Arterial Roads are immediately adjacent (University Avenue West - 90 m / 295 ft. away; Jeanette Avenue – 39 m / 128 ft. away). Both Chatham Street West and Caron Avenue provide direct, unrestricted access, to both of these Class I Arterial Roads.

(b) full municipal physical services can be provided;

Comment: full municipal services can be provided.

(c) public transportation service can be provided; and

Comment: public transportation service is available within walking distance of the subject lands.

(d) the surrounding development pattern is compatible with Mixed Use development.

Comment: the proposed residential use and building are compatible with adjacent lands uses. It is noted that immediately adjacent, fronting on Caron Avenue, is Dieppe Tower, a 16-storey solely residential building that has co-existed with the other existing uses for quite some time.

6.9.2.4 At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed Mixed Use development is:

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

(i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan;

Comment: the development is not adjacent to any Development Constraint Areas which are identified on Schedule C.

(ii) within a site of potential or known contamination;

Comment: the site is not known to be contaminated.

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

Comment: traffic concerns were not identified by the City during the pre-submission review.

(iv) adjacent to sensitive land uses and/or heritage resources.

Comment: the subject site is located within the "Old Town" neighbourhood as described in the Downtown Windsor Enhancement Strategy and Community Improvement Plan, and is in close proximity to a number of identified heritage resources.

As such, as a requirement of a complete application submission, a Heritage Overview was completed and shall be submitted concurrently with this application. The Downtown Windsor Enhancement Strategy and Community Improvement Plan is reviewed and discussed in this context within the Stantec Heritage Overview.

Please refer to Appendix "E" for the Executive Summary of that study.

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

- (a) the ability to achieve the associated policies as outlined in the Urban Design chapter of this Plan;*
- (b) the mass, scale, orientation, form, and siting of the development achieves a compact urban form and a pedestrian friendly environment;*
- (c) at least one building wall should be located on an exterior lot line and oriented to the street to afford direct sidewalk pedestrian access from the public right-of-way;*
- (d) permanent loading, service and parking areas should be located so as not to significantly interrupt the pedestrian circulation or traffic flow on the public right-of-way or within a Mixed Use area;*
- (e) mid-block vehicular access to properties is generally discouraged and is encouraged via a rear yard service road or alley;*
- (f) parking areas shall be encouraged at the rear of buildings;*
- (g) safe and convenient pedestrian access between buildings and public transportation stops, parking areas and other buildings and facilities should be provided;*
- (h) the development is designed to foster distinctive and attractive area identity;*
- (i) the public rights-of-way are designed to foster distinctive and attractive area identity and to provide for vehicle use, regular public transportation service as well as pedestrian and cycling travel; and*
- (j) integration of the development with the surrounding uses to contribute to the unique character of the area.*

Comment: the above policies were regarded in that they helped lead the design of the buildings and the site itself where appropriate and feasible. The Heritage Overview,

together with an Urban Design Study, discussed further below in this report, was prepared, which also speaks to a number of the policies above.

6.9.2.6 Council will require all development within areas designated Mixed Use to be subject to site plan control.

Comment: an application for site plan control is to be submitted concurrently with the OPA and ZBA applications, however, any site plan approval will occur following the two amendment approvals.

6.9.2.7 Council may establish off street parking standards to reflect public transportation supportive designs or shared parking arrangements in Mixed Use developments.

Comment: Although the project proposes to provide the appropriate number of required off-street parking spaces, zoning relief is being sought to allow a portion of the required parking spaces to be provided on a nearby lot. Please see discussion below under Zoning on this item.

Section 7, Infrastructure

7.2.3 Pedestrian Network Policies

7.2.3.1 Council shall require all proposed developments and infrastructure undertakings to provide facilities for pedestrian movements wherever appropriate by:

- (a) Requiring safe, barrier free, convenient and direct walking conditions for persons of all ages and abilities;*
- (b) Ensuring that all residents have access to basic community amenities and services and public transit facilities without dependence on car ownership; and*
- (c) Providing a walking environment within public rights-of-ways that encourages people to walk to work or school, for travel, exercise, recreation and social interaction.*

Comment: the proposed residential development is strategically located in an area that provides ease of pedestrian access to shopping and restaurants (downtown core), recreational (Windsor Aquatic Centre and the River Front Trail) and various campuses of the University of Windsor and St. Clair College. Further, all of these destinations are currently serviced by an improved municipal sidewalk system.

7.2.6.19 All proponents of development may be required to complete a Traffic Impact Study to support the feasibility of a proposal, and if feasible, identify appropriate traffic management measures, in accordance with the Procedures chapter of this Plan.

Comment: A Traffic Impact Study was not identified to be a required submission component.

Section 8, Urban Design Policies

Section 8 Urban Design

8.1 Goals

In keeping with the Strategic Directions, Council's urban design goals are to achieve:

8.1.1 A memorable image of Windsor as an attractive and livable city.

8.1.2 Human scale development throughout Windsor.

8.1.3 Pedestrian access to all developments.

8.1.6 A high standard of design throughout Windsor.

8.1.10 A functional and attractive streetscape.

8.1.12 Excellence in exterior building design, site design and right-of-ways.

8.1.13 Efficient use of resources and energy that are integrated with the built form.

8.1.14 Integrated design for the needs or persons of all ages and abilities.

8.3 Design for People

8.3.2.1 Council will encourage building and spaces to be designed to accommodate interpersonal communication and observation.

8.3.2.2 Council will encourage buildings and spaces that establish a pedestrian scale by promoting:

- (a) The placement of continuous horizontal features on the first two storeys adjacent to the road;*
- (b) The repetition of landscaping elements, such as trees, shrubs or paving modules; and*
- (c) The use of familiar sized architectural elements such as doorways and windows.*

8.4 Pedestrian Access

8.4.1.1 To integrate barrier-free pedestrian routes in the design of urban spaces.

8.5 Ecological Design

8.5.2.5 Council will encourage the use of landscaping to:

- (a) Promote human scale;*
- (b) Promote defined public spaces;*
- (c) Accentuate or screen adjacent building forms;*
- (d) Frame desired views or focal objects;*
- (e) Visually reinforce a location;*
- (f) Direct pedestrian movement;*
- (g) Demarcate various functions within a development;*
- (h) Provide seasonal variation in form, colour, texture and representation;*
- (i) Assist in energy conservation;*
- (j) Mitigate effects of inclement weather.*

8.5.2.9 Council will encourage development to include features that reduce, control or treat site-runoff, use water efficiently and reuse or recycle water for on-site use when feasible.

8.6 Micro-climate

8.6.2.1 Council may encourage design measures such as awnings, canopies, arcades, or recessed ground floor facades to offer pedestrian protection from inclement weather.

8.6.2.2 Council will encourage the provision of landscaping to modify the extremes of air temperature in public spaces.

8.6.2.3 Council may require shadow studies of Medium, High and Very High Profile development proposals to evaluate the impact of the shadow cast and to determine the appropriate design measures to reduce or mitigate any undesirable shadow conditions.

8.6.2.6 Council will maintain access to skylight in public spaces by controlling the height, setback and massing of a proposed development or infrastructure undertaking.

8.7 Built Form

8.7.1 Objectives

8.7.1.1 To achieve a varied development pattern which supports and enhances the urban experience.

8.7.1.2 To achieve a complimentary design relationship between new and existing development, while accommodating an evolution of urban design styles.

8.7.1.3 To maximize the variety and visual appeal of building architecture.

8.7.1.4 To integrate art and landscaping within the built form.

8.7.1.7 To achieve external building designs that reflect high standards of character, appearance, design and sustainable features.

8.7.2 Policies

8.7.2.1 Council will ensure that the design of new development:

- (a) Is complimentary to adjacent development in terms of its overall massing, orientation, setback and exterior design, particularly character, scale and appearance;*
- (b) Provides links with pedestrian, cycle, public transportation and road networks.*

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

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

8.7.2.7 Council shall encourage all Medium, High and Very High Profile developments to setback additional storeys above the third (3) storey away from the road frontage to provide sunlight access, manage wind conditions and enhance the pedestrian scale.

8.7.2.8 Council will ensure that main entrances to buildings are street oriented and clearly visible from principal pedestrian approaches.

Comment: from the very initial planning stages of this development, the above Urban Design polices were regarded, and adhered to, to the greatest extent possible. The overall design is functional from a physical and social (people) perspective, and also from a municipal perspective in that it takes advantage of the existing social and hard infrastructure systems in the area without causing

any undue stress on these existing systems, or on the adjacent properties and/or residents.

From an aesthetics perspective, the design is functional, relevant and, most importantly, the design is considerate and respectful of the “Old Town” community in which the building will reside.

An urban design brief, prepared by the project architect, outlines the design philosophies and ultimately supports the notion that this project conforms to Urban Design policies noted immediately above. A copy of the Urban Design Brief shall be submitted concurrently with the application.

While I note that the format of the urban design brief does not lend itself to insertion in this report, I would like to highlight a few key design implementations as provided by the architect:

Building Façade / Building Form

- Street-level entrances and windows
- Use of incremental changes to façade and landscape buffer
- Upper floors stepped-back from lower-level podium
- Regard for defined spaces, position to road
- Provision of links for pedestrian, cycle and public transportation
- Repetitive building features and familiar sized design elements
- Parking and building functions to be located in rear to maximize building street presence

Landscaping Area

- Promote and define public space
- Visually reinforce the development
- Direct movement from street to site
- Provide seasonal colour, texture and form
- Visually interesting landscape areas and elements to create an urban and pedestrian friendly environment

Section 9, Heritage Conservation

9.3.7 Heritage Resources and Planning Initiatives

9.3.7.1 Council will integrate heritage conservation into the development and infrastructure approval process by:

- (a) Requiring the preparation of an archaeological assessment when development proposals or Infrastructure undertakings affect known archaeological resources or areas of archaeological potential as designated on Schedule 'C-1': Development Constraint Areas – Archaeological Potential and in accordance with the Windsor Archaeological Master Plan and its implementation manual; (amended by OPA 55 – 07/24/2006)*
- (b) Ensuring that secondary plan studies, community improvement plans and other planning studies identify heritage resources which may exist in the areas under study and propose means to protect and enhance those heritage resources;*
- (c) To ensure that properties designated under sections IV, V, or VI of the Ontario Heritage Act (designated properties) are conserved, development of any adjacent property shall be required to:
 - (i) Prepare a Built Heritage Impact Study to identify potential adverse impacts on the designated property, and*
 - (ii) In the event any adverse impacts are identified in the Built Heritage Impact Study, then the development shall be subject to the Site Plan Control process to ensure appropriate mitigation measures are implemented;**
- (d) Utilizing the planning approval process (subdivisions / condominiums, official plan amendments, zoning amendments, site plan control, consent, minor variance, demolition control) to facilitate the retention of heritage resources, and to ensure any proposed development is compatible with heritage resources;*
- (e) Having regard to the following factors when assessing applications such as zoning amendments, site plan control applications, demolition control and payment-in-lieu, which may impact heritage resources:
 - (i) Respecting the massing, profile and character of adjacent buildings;**

- (ii) Approximating the width and established setback pattern of nearby heritage buildings;*
 - (iii) Respecting the yards, gardens, trees and landscaped grounds associated with the heritage properties and districts which contribute to their integrity, identity, and setting;*
 - (iv) Maintaining, enhancing or creating views and vistas of heritage resources; and*
 - (v) Minimizing the impact of shadowing on adjacent heritage properties, particularly on landscaped open spaces and outdoor amenity areas.*
- (h) Ensuring that the development of heritage resources and the development of adjacent properties is complementary to those resources by regulating the use, massing, form, location, setback and other matters of development by means of heritage zones and other zones in the zoning by-law;*
- (i) Requiring for all development proposals that abut or in the opinion of the City Planner are likely to materially affect a designated heritage building or structure, a Built Heritage Impact Study to the satisfaction of the City Planner;*

Comment: as described earlier in this document, the subject parcels lie within the Old Town Neighbourhood and Study Area – a locally-designated heritage area. As required by the above-noted policies, an archaeological study was completed and Letter of Concurrence was issued by the Province in this regard. Also as required by the above-noted policies, a Heritage Overview Report (Built Heritage Impact Study) was prepared by a qualified professional Heritage Planning firm, Stantec Consulting.

The reader is directed to the Heritage Overview report which shall be submitted to the City as a stand-alone document. This study considers in detail the applicable Provincial and local heritage policies, and provides comments and recommendations related to the development proposal. For ease of reference, a copy of the Executive Summary of that report is attached as Appendix "E".

To that end, the proposed building design and overall layout is considerate of the heritage neighbourhood, and in the opinion of the architects and heritage planning professionals, will be complimentary to the adjacent heritage resources.

Official Plan Amendment Application

As provided earlier in this report, Schedule E, City Centre Planning District, of the Windsor Official Plan (OP) designates the subject parcel as Mixed Use, Medium Profile Area. In order to permit the proposed 16-storey solely residential building, an official plan amendment is required to:

1. Permit, on a site-specific basis, a very-high-profile building (greater than 14 storeys).

Comment: throughout both the developer's design process, and the municipal pre-consultation process, there was much consideration and discussion related to the proposed 16-storey building height – potential impacts versus potential benefits – in the context of the immediate area.

As described above, the current designation allows for medium-profile buildings, which "shall **generally** [my emphasis] be no greater than 6 storeys", whereas the application proposes a very-high profile building, which "may be **generally** [my emphasis] greater than 14 storeys". In this regard, would the jump from a medium profile building to a very-high profile building be too great...could the medium profile neighbourhood accommodate a 16-storey building?

In this specific situation / context, the medium profile designation applies to a contiguous four block portion of the overall City Centre Planning District. The areas immediately abutting to the north and east carry a very high profile (>14 storeys) designation, and the areas immediately abutting to the south and west carry a high profile (7-14 storeys) designation. The subject lands and the medium profile designation which they carry are effectively an island surrounded by higher profile opportunities.

Judging by the age of development within the immediate and adjacent area, the existing land use designations are reflective of the type and height of development that existed at the time the various versions of the Windsor Official Plan were drafted, and ultimately adopted. In other words, there are pockets of varying profiles interspersed throughout the City Centre Planning District...apparent remnants of past policy regimes, and not necessarily reflective, in my opinion, of current higher-level legislative planning and housing policies.

When the Windsor Official Plan Schedule E (City Centre Planning District) is viewed from a big-picture perspective, it is clear that the southern portions, for the most part, provide for low and medium profile development, which, increase

in profile height as you go north towards Riverside Drive. I would note that the Ouellette Avenue corridor provides for high, and very high, profile buildings along its length.

In the specific context of this application, save and except the subject land's four-block medium profile designation, all lands within the boundary of Ouellette Avenue, University Avenue, Caron Avenue, and Riverside Drive, are designated very high profile. In that, I would respectfully suggest that the subject medium profile designation is inappropriate at this location as it is not consistent within the surrounding very high profile designation. Proof that the existing designation merely reflects what was present at the time of the OP adoption.

As such, I suggest that a 16-storey building at this location would not appear out-of-place in the context of the entire City Centre Planning District area. It is noted that Dieppe Tower, another 16-storey residential building, exists immediately adjacent (opposite side of Pitt Street fronting on Caron Avenue), and by virtue of its location across the street, would have similar impact to the medium profile neighbourhood as the building proposed by this building. Please refer to Appendix F which contains a graphic depicting the scale and heights of existing buildings in the area, as well as this proposed 16-storey building.

Further, as evidenced throughout the OP discussions above, it is my opinion that a higher density, and higher profile, residential development which makes efficient use of existing vacant building lots and existing infrastructure, and ultimately will provide an increased population which will support and grow the downtown economy, provides for the highest and best use of the lands, without causing negative effects on the remnant Planning District lands.

Speaking to the local heritage designation and attributes of the neighbourhood, both the architecture and overall design of the new building respects and compliments the local heritage context, which in the opinion of heritage planning expert, is successfully accomplished.

2. Permit, on a site-specific basis, a solely residential building.

Comment: during a January 21, 2023 pedestrian survey of the immediate area (roughly 300 m / 985 ft. radius), I noted a number of vacant commercial store-fronts, with some of these vacancies being located in mixed-use buildings (residential above) and some in entirely commercial buildings. My general observation was that the further from the Ouellette Avenue corridor I travelled, the vacancies appeared more prevalent.

During this survey, it was also impressed upon me that the businesses that were located further from the Oullette Avenue were more destination-type businesses, rather than the type of business that would provide an everyday-type of service to the pedestrian residents in the immediate neighbourhood, such as professional offices. I also noted a number of stand-alone dwellings and public / private parking lots in the immediate area.

While I can appreciate the concept of a mixed-use building, I would suggest that adding additional commercial space at this subject location, and within this specific mixed-use area (residential and commercial), would further highlight the fact, that due to existing vacancies (as small or as great as the number may be), the population in this area cannot support the existing commercial inventory.

By extension, I am of the opinion that the residential population in the area must be increased to the point where a balance between new residential spaces and existing commercial spaces can be had. It is reasonable to also suggest that you must rebuild the population downtown to strengthen the downtown commercial economy.

I am also of the opinion that while mixed-use development, especially in older downtown cores, was once a viable and needed option, the fact is that in today's environment, large commercial power-centre developments with the vast array of parking and store options, are drawing people, and their spending money, away from the downtown core.

Speaking to the actual building these applications apply to, it should be highlighted that although no commercial space is provided at ground level, a comprehensive amenity-area floorplan is provided. Please refer to Appendix G. In saying that, similar to a mixed-use building, the residential component is directed to the floors above ground level. Visually, save and except for a lack of commercial signage, this new building will look similar to a mixed-use building in that no residential units are located at ground level.

It is also noted that Dieppe Tower, immediately adjacent on Caron Avenue, is located within a Mixed Use designation, and provides only residential spaces across all floors, including the ground floor.

As an over-arching comment, it is my opinion that the proposed official plan amendment to permit a solely-residential, very-high-profile building at this location, is appropriate, and the social and economic benefits provided by increasing the downtown population, supports and implements numerous policies surrounding

housing, intensification, and economic sustainability within not just the City Centre Planning District, but through the City as a whole, and far outweighs any perceived negative impacts. Further, the existing hard and social infrastructure can accommodate the proposed development, and no public funding as a result of this development is either anticipated or expected to be required.

Finally, it is my opinion that the official plan amendment application to facilitate this project represents good planning.

6.3 City of Windsor Zoning By-law 8600

As described earlier in this report, the subject parcel is currently zoned Commercial District 3.6 (CD3.6), which does not permit the stand-alone residential multiple dwelling, or private off-site ancillary parking lot. Therefore, a zoning by-law amendment is required to permit the multiple residential and ancillary parking uses, and establish appropriate performance standards for the development.

Zoning By-law Amendment Application

Residential uses, in addition to commercial uses, as identified in the Growth Centre discussion above (Section 3, Urban Structure), are both an important and integral component of this specific node type.

In order to permit the development, it is proposed that the sites be rezoned to an appropriate, site-specific Commercial District 3.# Zone, which will add, as an additional permitted use, the high-density multiple residential dwelling, and establish site-specific zone performance standards which apply to this development, to:

- Permit the stand-alone residential use;

Comment: a stand-alone residential use at this location, as discussed above in this report, provides for the highest and best use of the property, while at the same time supports and implements various OP policies regarding housing, intensification and the economy.

- Permit a private parking lot as ancillary to a permitted residential use on an adjacent property;

Comment: as mentioned earlier in this report, private ancillary parking lots are a common and permitted use in many commercial zones, especially in older areas containing smaller lots that are not physically large enough to provide a building

footprint and the required amount of parking based on use. The proposed zoning amendment would extend the same ability to the proposed residential use, and it would be appropriate based on this same reasoning. It is the intent of this portion of the amendment to allow the required 15% of marked visitor spaces (12) on a private parking lot on the adjacent parcel. It is my opinion that the private parking lot, ancillary to the multiple dwelling, will provide the tenants, and their guests, a parking arrangement that will allow for the best and most efficient use of available lot area.

It is further noted that Dieppe Tower on the adjacent property also provides a similar arrangement for parking, in that a private parking lot servicing that building is provided on an adjacent property.

- To permit an increase in maximum building height from 20 metres to 55 metres;

Comment: as discussed above in this report, the increase in height will allow for the highest and best use of the property, while making use of the existing infrastructure and available capacities. And again, it is noted that the adjacent Dieppe Tower, is also 16-storeys in height, so this new proposed building will not be out of scale with what is immediately nearby, and also throughout the City Centre Planning District.

- To reduce the minimum required amenity area from 12 square metres per dwelling unit to 10 square metres per dwelling unit;

Comment: although a modest decrease in minimum required amenity area is sought, the project proposed to provide a very high level of interior amenity spaces, located on floors 1 and 5, which may include a yoga room, fitness room, two lounges, a games room, a party room, and an open-air amenity deck area. Further, the tenants of the building will have easy and straight-forward access to the River Front Trail system, which, in itself, provides a vast array of recreational and artistic experiences.

- Grant relief from Section 5.15 to allow a structure to be located within a required site visibility triangle;
- Grant relief from Section 24.26.8 to permit an exterior parking space to be located within a site visibility triangle (ancillary lot);

Comment: a study speaking directly to, and supporting, the relief sought relating to the structure, and ancillary parking space, being located within a site visibility triangle, is included with the submission of this report. Please refer to that study for discussion on this matter.

- To reduce the minimum required separation from a parking lot to a street from 3 metres to 0.9 metres;

Comment: to allow for the most efficient use of available lot area, and the need to provide a technically-correct parking area, relief from this separation requirement is needed. A minimum 0.9 metre buffer strip will be provided which is adequate to buffer vehicle overhang from the pedestrian sidewalks.

6.4 Site Plan

An application for site plan approval shall be submitted concurrently with the application for zoning by-law amendment. The site plan, attached as Appendix "B", details the proposed 16-storey, 88-unit, multiple dwelling, and ancillary parking area. Further, the proposed site plan shows the following ancillary features:

- 82 parking spaces, which includes 4 AODA (accessible) parking spaces and 12 dedicated visitor parking spaces (70 interior spaces & 12 exterior parking spaces)
- Two dedicated loading spaces
- Six bicycle parking spaces

7.0 CONCLUSION

Based on the above analysis of Provincial and municipal policies, it is my opinion that the proposed applications to permit a 16-storey, 88-unit, multiple dwelling, and a private, off-site ancillary parking lot servicing the multiple dwelling, is consistent with, and conforms to important Provincial and municipal policies surrounding the economy, housing and intensification in identified settlement areas, while not offending any other applicable policy or best-practices.

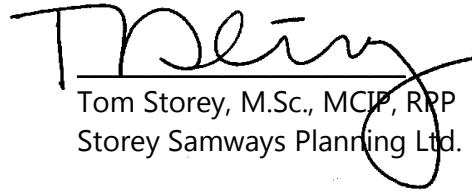
In conclusion, the proposed multiple unit residential use at this location represents sound planning for the reasons contained within this report, and the applications should be approved.

Prepared by:



David French, BA, CPT
Storey Samways Planning Ltd.

Reviewed by:



Tom Storey, M.Sc., MCIP, RPP
Storey Samways Planning Ltd.

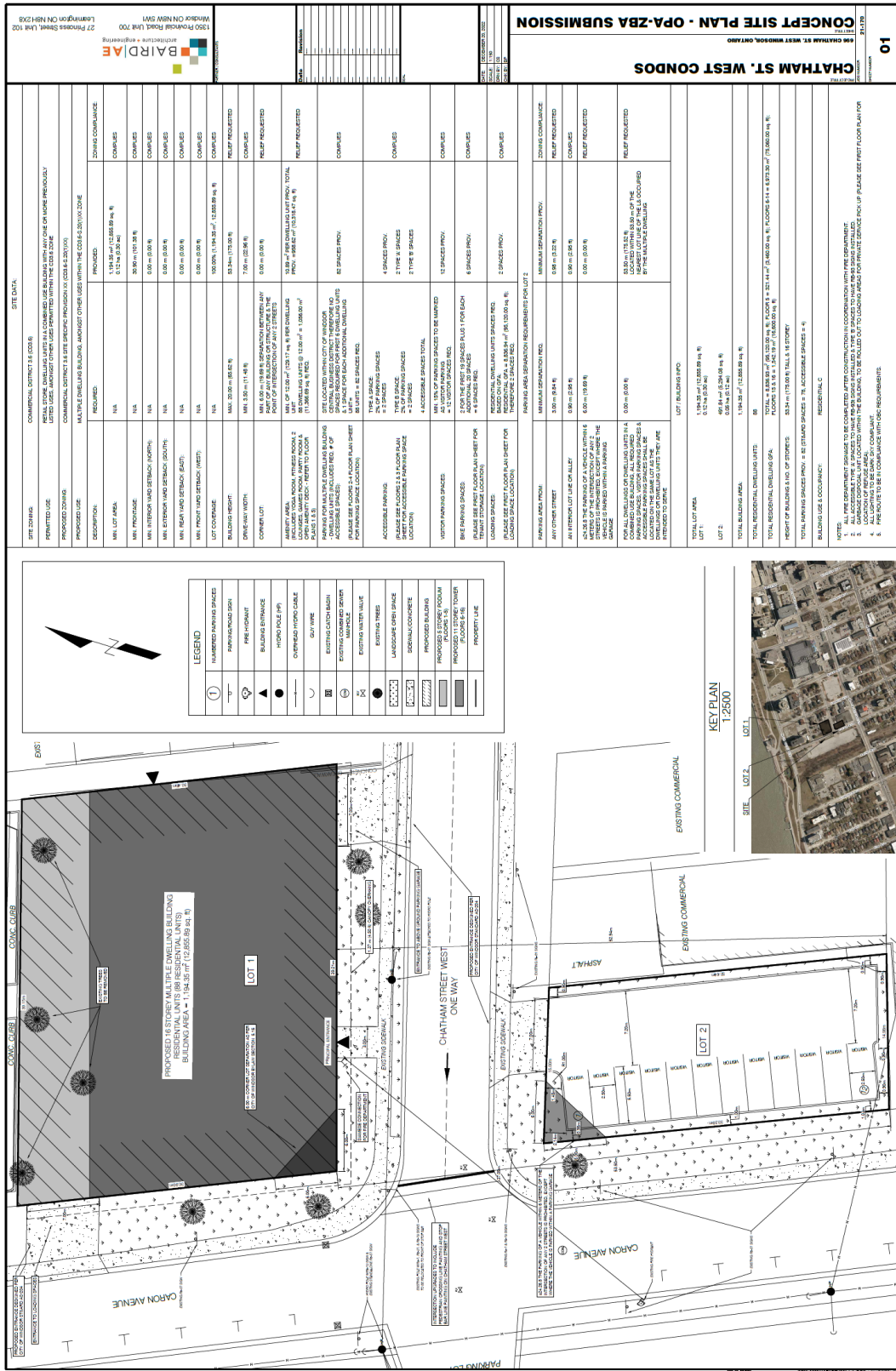
Attachments:

- Appendix "A" – Key Map
- Appendix "B" – Site Plan
- Appendix "C" – Windsor Official Plan Map Schedule E
- Appendix "D" – Excerpt from Windsor Zoning By-law Zoning District Map 3
- Appendix "E" – Heritage Overview Executive Summary
- Appendix "F" – Scale and Heights of Nearby Existing and Proposed Buildings
- Appendix "G" – Amenity Area Floor Plans

APPENDIX "A" – KEY MAP

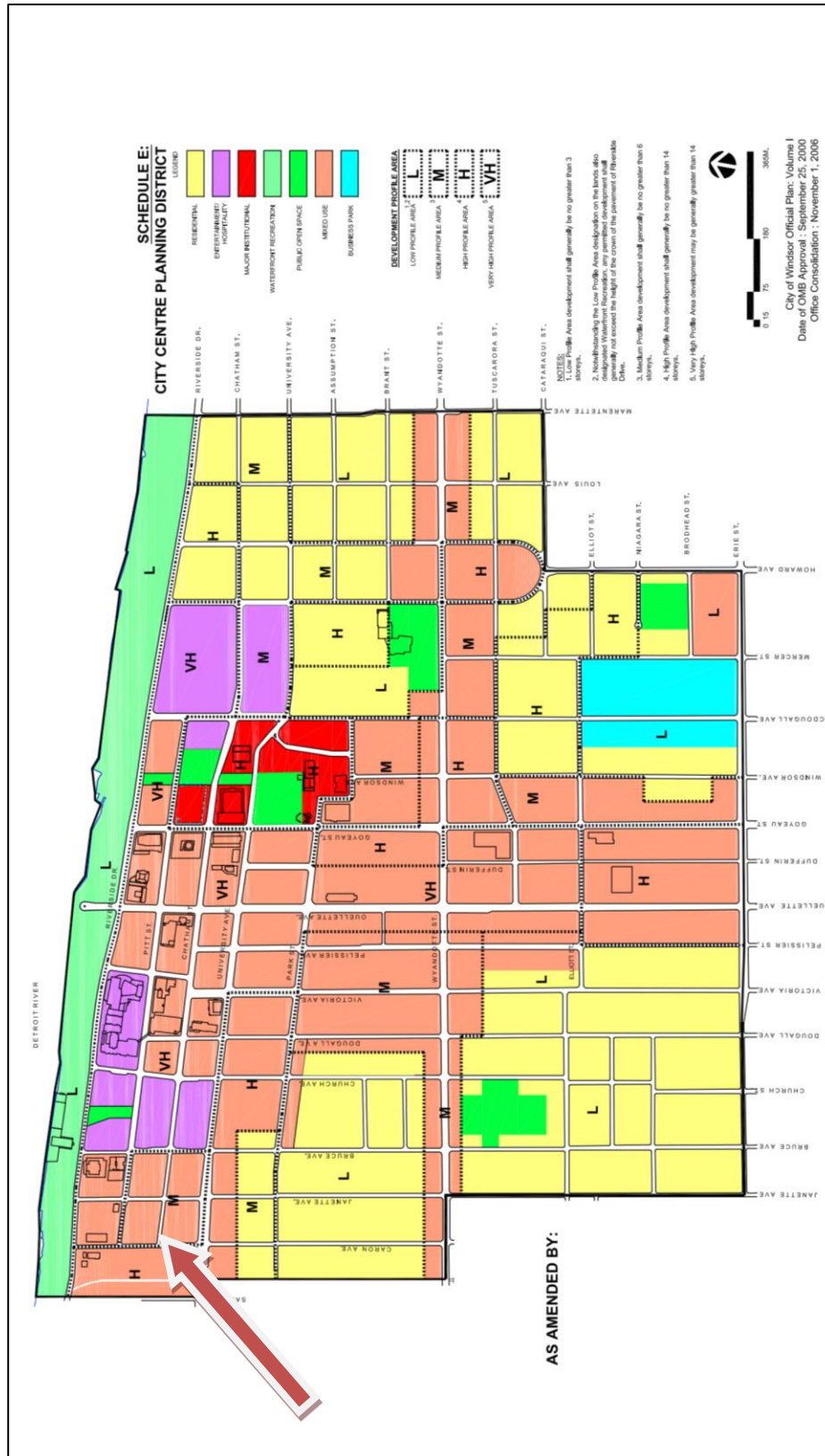


APPENDIX "B" – SITE PLAN



NO.	DESCRIPTION	REQUIREMENTS	COMPLIANCE
1	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
2	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
3	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
4	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
5	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
6	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
7	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
8	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
9	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
10	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
11	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
12	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
13	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
14	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
15	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
16	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
17	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
18	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
19	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
20	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
21	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
22	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
23	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
24	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
25	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
26	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
27	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
28	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
29	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
30	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
31	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
32	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
33	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
34	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
35	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
36	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
37	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
38	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
39	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
40	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
41	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
42	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
43	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
44	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
45	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
46	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
47	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
48	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
49	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES
50	CONCEPT SITE PLAN - OPA-ZBA SUBMISSION	1350 PHYSICAL SWM 22 PRINCIPAL SHEET 1002 LAMPROCK ON NW SWM	COMPLIES

APPENDIX "C" – CITY OF WINDSOR OFFICIAL PLAN MAP SCHEDULE E



APPENDIX "D" – CITY OF WINDSOR ZONING BY-LAW PLANNING DISTRICT MAP 4



APPENDIX "E" – HERITAGE OVERVIEW EXECUTIVE SUMMARY

Executive Summary

Stantec Consulting Ltd. (Stantec) was retained by Magnificent Homes (the Client) to complete a Heritage Overview for the properties at 666, 676, 684, and 696 Chatham Street West in the City of Windsor (the City), Ontario. These properties are currently vacant and the client is proposing to redevelop the properties and construct a residential 16 storey building containing 88 residential units. The proposed redevelopment is located within the "Old Town Neighbourhood" of the *Downtown Windsor Enhancement Strategy and Community Improvement Plan*. The vacant properties are also situated directly adjacent to three properties listed on the City's Municipal Heritage Register, including 181, 187, and 193-195 Janette Avenue. The City has requested that a Heritage Overview containing a site description, review of existing historic character, assessment of impacts, and mitigation measures be prepared for the proposed redevelopment. The Heritage Overview assesses the impacts of the proposed undertaking on the Old Town Neighbourhood as a distinct character area and on previously identified built heritage resources located within the Old Town Neighbourhood.

The proposed undertaking will result in direct impacts through alteration to the Old Town Neighbourhood and Study Area by the introduction of a new modern building. In addition, there is a risk of direct impact through removal if it is not possible to retain the mature northern catalpa street trees. If the existing northern catalpa trees are retained, they are at risk of indirect impact through land disturbance during the construction phase of the project.

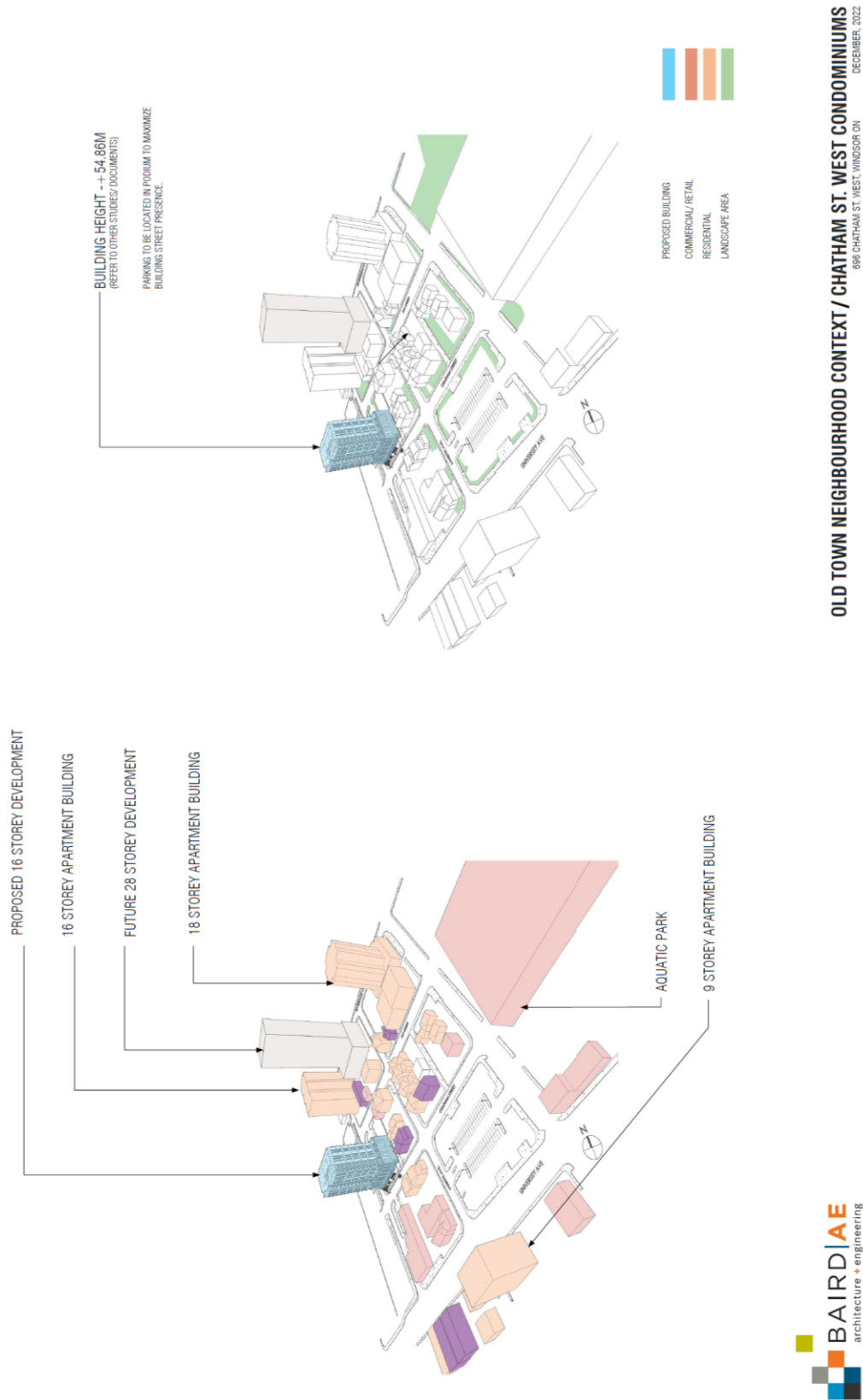
To mitigate impacts to the Old Town Neighbourhood character and previously identified built heritage resources, the proposed redevelopment has been designed to harmonize with its surrounding streetscape and the wider Old Town Neighbourhood. As such, mitigation measures for the Old Town Neighbourhood from the proposed redevelopment are limited to the existing northern catalpa street trees.

To mitigate risks to the trees if they are retained, an arborist report should be completed to determine appropriate measures to protect the limbs and roots of these trees. If retention of the existing northern catalpa trees is not feasible, an appropriate design guideline to mitigate the loss of the trees is to maximize the density of new street-trees by minimum spacing of new trees to acceptable municipal urban forestry guidelines, and adherence with principles of Crime Prevention Through Environmental Design (CPTED). The street tree species selection at the site plan approval stage should be determined by the project Landscape Architect working with the project certified Arborist taking all site conditions into account. The final site plans should be reviewed and approved by a Cultural Heritage Landscape Architect or Arborist with experience in cultural heritage landscapes or historic tree types who can also provide input into the arrangement and species selection.

The Executive Summary highlights key points from the report only; for complete information and findings, the reader should examine the complete report.



APPENDIX "F" – SCALE & HEIGHTS OF NEARBY EXISTING AND PROPOSED BUILDINGS



APPENDIX "G" – AMENITY AREA FLOOR PLANS

