

From: Mark <>

Sent: January 3, 2025 5:47 PM

To: mayoro <mayoro@citywindsor.ca>; Francis, Fred <ffrancis@citywindsor.ca>; Morrison, Jim <jmorrison@citywindsor.ca>; Kaschak, Gary <gkaschak@citywindsor.ca>; Costante, Fabio <fcostante@citywindsor.ca>; McKenzie, Mark <mmckenzie@citywindsor.ca>; Mckenzie, Kieran <kmckenzie@citywindsor.ca>; Gignac, Jo-Anne (Councillor) <joagignac@citywindsor.ca>; Marignani, Angelo <amarignani@citywindsor.ca>; Agostino, Renaldo <ragostino@citywindsor.ca>; Sleiman, Ed <esleiman@citywindsor.ca>; planningdept <planningdept@citywindsor.ca>

Subject: Rafco Property Trust Ltd. rezoning proposal at Howard Avenue and Tuscan Way

To Mayor Dilkens and Windsor City Council,

I would like to comment on the rezoning proposal brought forth by Rafco Property Trust Ltd. This proposal is located at Howard Avenue and Tuscan Way. I received no official notice about this rezoning proposal as I live outside of the one hundred meter contact zone. However, as I live only a block away I believe that it still affects me as well as my neighbors.

This rezoning proposal is located at a very precarious intersection. The Howard overpass, the Dougall off ramp and Tuscan Way merge into an extremely short strip of roadway. This particular section of road can be quite dangerous currently with vehicles jockeying for position. With the addition of the Rafco rezoning proposal and the increased traffic, it is my sincere belief that this particular intersection will become potentially hazardous. Left and right turns can be made onto Tuscan Way from Howard and the Dougall off ramp. The traffic from the Rafco proposal only have two options. They can get onto the 401 using Howard Place or they can access this hazardous merge from Tuscan Way. With the addition of forty vehicles at this location, it is my sincere belief that it is only a matter of time before there is a substantial accident at that merge. Not only at that merge but also the turn onto and off Tuscan Way.

I would like conclude that a traffic assessment must be done before approving the Rafco Property Trust Limited rezoning proposal. I would like to go on public record to say without a proper traffic assessment I truly believe that intersection will be fraught with accidents. Unfortunately, some may be potentially fatal.

Thank you for your time.

Sincerely,

Mark Poisson

From: Mark < >

Sent: January 3, 2025 5:47 PM

To: mayoro <mayoro@citywindsor.ca>; Francis, Fred <ffrancis@citywindsor.ca>; Morrison, Jim <jmorrison@citywindsor.ca>; Kaschak, Gary <gkaschak@citywindsor.ca>; Costante, Fabio <fcostante@citywindsor.ca>; McKenzie, Mark <mmckenzie@citywindsor.ca>; Mckenzie, Kieran <kmckenzie@citywindsor.ca>; Gignac, Jo-Anne (Councillor) <joagignac@citywindsor.ca>; Marignani, Angelo <amarignani@citywindsor.ca>; Agostino, Renaldo <ragostino@citywindsor.ca>; Sleiman, Ed <esleiman@citywindsor.ca>; planningdept <planningdept@citywindsor.ca>

Subject: Rafco Property Trust Ltd. rezoning proposal at Howard Avenue and Tuscan Way

To Mayor Dilkens and Windsor City Council,

I have additional traffic issues regarding the Rafco property Trust rezoning proposal at Howard Avenue and Tuscan Way.

I was driving on the Dougall off ramp/Howard overpass/Tuscan Way merge today. Less than thirty minutes ago. Due to a funeral procession and inclement weather that intersection or merge became far more dangerous.

Impatient drivers trying to pass the funeral procession and other drivers not heeding the slippery road conditions made that merge highly dangerous.

I believe with the addition of at least forty vehicles vying to exit and enter that proposed housing development via Tuscan Way that it is a disaster waiting to happen. There has to be a comprehensive traffic study done at that location before that proposal can be fully approved.

I would like it to be public record that without a viable traffic solution at that location the potential for vehicle fatalities is exponential.

Thank you once again for your time.

Sincerely,

Mark Poisson

City of Windsor
Development & Heritage Standing Committee

RE: File Numbers Z-032/24 [ZNG/7237]

Dear Standing Committee Members:

I am a resident at .

I did not attend the original meeting that the development company held last year as I was not notified of said meeting. I found out about the meeting after the fact.

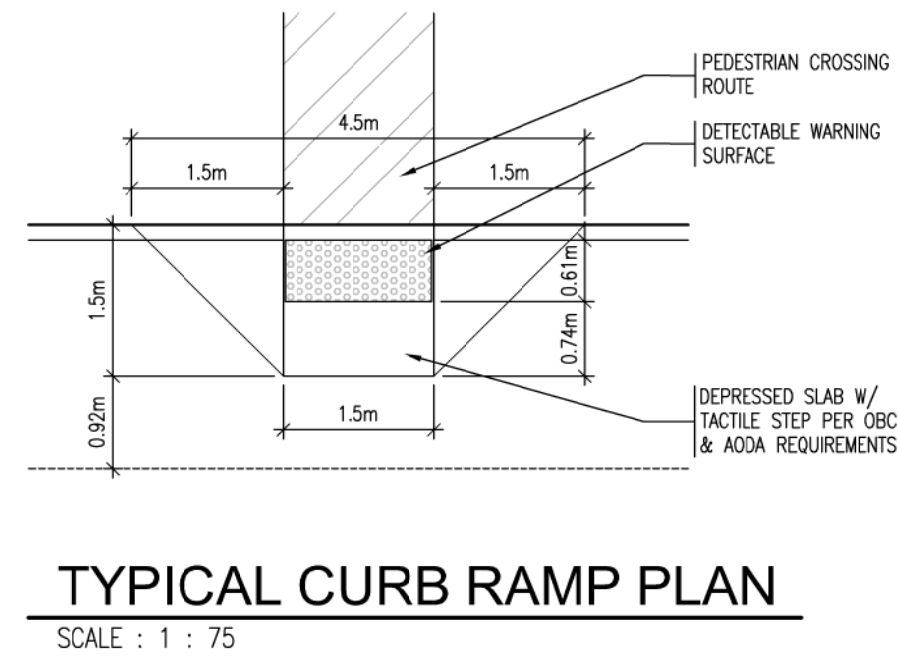
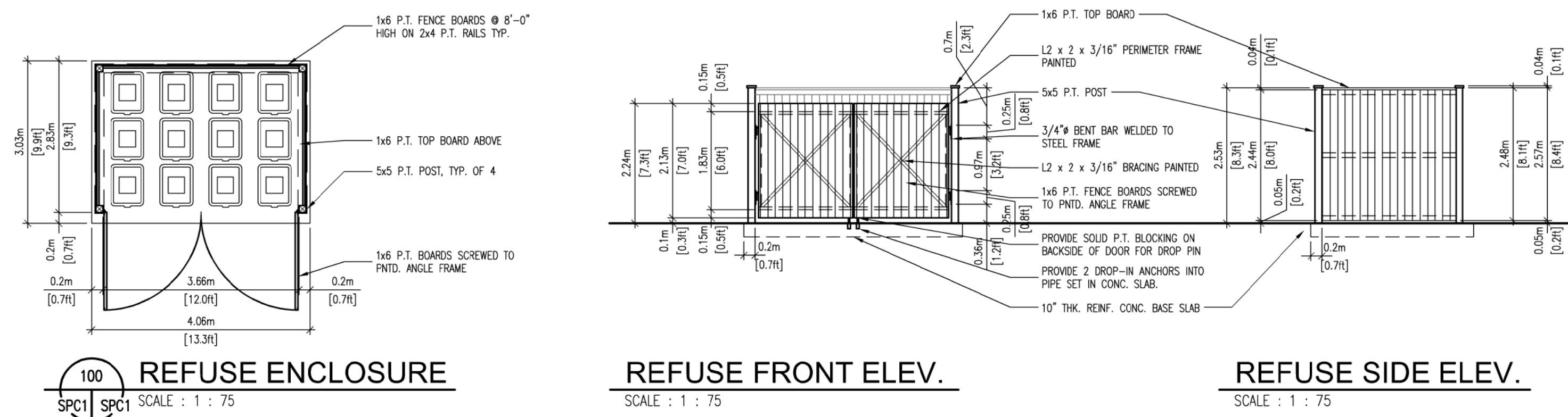
I am submitting this letter as I am unable to attend the meeting and have some concerns.

1. Has an environmental assessment of the property been completed as the property used to be a Texaco gas station when I was a child.
2. Can our sewer system handle the extra usage and not cause flooding or, worse, sewer backups? When we have heavy rain falls, the ditches fill up quickly.
3. With the additional residences, traffic increases, and so does congestion and the inability of getting in and out of Tucson Way. Was a traffic assessment done to see how the increased vehicular traffic that would be using Tucson Way affects this neighbourhood and how solve them before they become a dangerous issue? The traffic on Howard Avenue is very heavy at times and can be difficult turning onto Howard Avenue. Also, if travelling southbound on Howard Avenue, and stopping to turn onto Tucson Way, it is somewhat dangerous as stopping at the bottom of the overpass has caused several rear end collisions over the years as people are not expecting someone to stop at the bottom of the overpass. If the additional housing is passed, is the City of Windsor going to do something to address this issue, such as putting a turning lane from southbound Howard onto Tucson Way?
4. If there is less then one parking space per unit, 18 units – “22 spaces including 2 accessible spaces, 3 bicycle spaces and a loading zone, where are the additional vehicles going to park? There is no room for on-street parking.
5. The street itself is not wide enough to have on-street parking on it. There are ditches on one side of the road and semi-trucks still use this road as an access to/from Dougall Parkway. Trucks are not supposed to use Howard Place, but they ignore the “no truck” signs. If there is street parking on Howard Place, there is a high possibility of damaged vehicles.

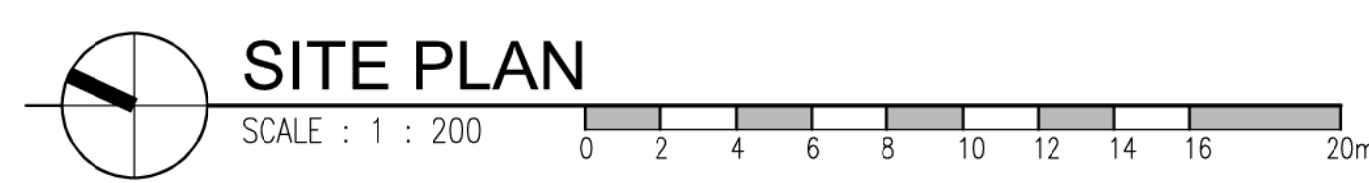
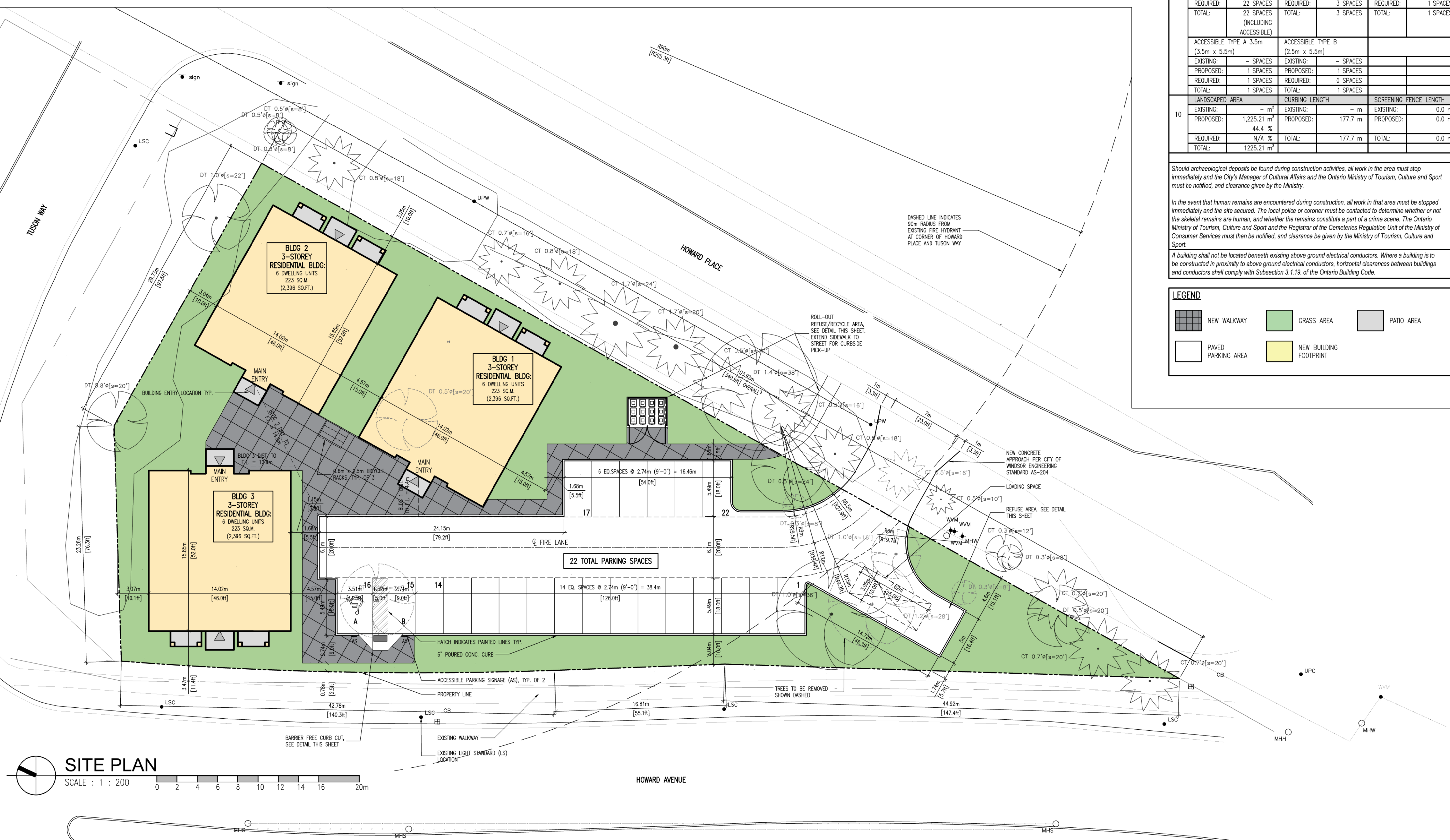
I realize there are only 14 houses on our street, but I do hope that you will take the above points into consideration.

Thank you,

Karen Palmer



ITEM	PROJECT DESCRIPTION	SITE DATA MATRIX	NEW	ADDITION	ALTERATION	CHANGE OF USE	OB REFERENCE
1	NEW RESIDENTIAL DEVELOPMENT 0 HOWARD AVENUE		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> PART 3 <input checked="" type="checkbox"/> PART 9 <input type="checkbox"/> PART 11
2	ZONING DESIGNATION:	RESIDENTIAL DISTRICT - SPECIFIC ZONING TBD					
3	EXISTING LAND USE:	VACANT					
4	MAJOR OCCUPANCY(S):	GROUP C - MULTI RESIDENTIAL					
5	BUILDING CLASSIFICATION:	3.2.2.47 - GROUP C					
6	SITE AREA	EXISTING: 2,706.76 m ²	EXISTING: 0.0 m ²	EXISTING: 0.0 m ²	EXISTING: 0.0 m ²	EXISTING: 0.0 m ²	
	PROPOSED:	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	
	TOTAL:	2,706.76 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	42,003.1 m ²
7	LOT COVERAGE	MAXIMUM: N/A %	REQUIRED: N/A m	PROVIDED: N/A m	MAXIMUM: N/A m	REQUIRED: N/A m	PROVIDED: N/A m
	MINIMUM FRONT YARD DEPTH	REQUIRED: X.X m	PROVIDED: X.X m	REQUIRED: X.X m	PROVIDED: X.X m	REQUIRED: X.X m	PROVIDED: X.X m
	MINIMUM REAR YARD DEPTH	REQUIRED: X.X m	PROVIDED: X.X m	REQUIRED: X.X m	PROVIDED: X.X m	REQUIRED: X.X m	PROVIDED: X.X m
9	VEHICLES SPACES (2.5m x 5.5m)	EXISTING: - SPACES	PROPOSED: 22 SPACES	REQUIRED: 22 SPACES	EXISTING: - SPACES	PROPOSED: 3 SPACES	REQUIRED: 3 SPACES
	BICYCLE SPACES (0.6m x 2.5m)	EXISTING: - SPACES	PROPOSED: 3 SPACES	REQUIRED: 3 SPACES	EXISTING: - SPACES	PROPOSED: 1 SPACES	REQUIRED: 1 SPACES
	LOADING SPACES (3.0m x 7.5m)	EXISTING: - SPACES	PROPOSED: 1 SPACES	REQUIRED: 1 SPACES	EXISTING: - SPACES	PROPOSED: 0 SPACES	REQUIRED: 0 SPACES
10	LANDSCAPED AREA	EXISTING: - m ²	PROPOSED: 1,225.21 m ²	REQUIRED: N/A %	EXISTING: - m	PROPOSED: 177.7 m	REQUIRED: 177.7 m
	CURBING LENGTH	EXISTING: - m	PROPOSED: 177.7 m	REQUIRED: 177.7 m	EXISTING: - m	PROPOSED: 0.0 m	REQUIRED: 0.0 m
	SCREENING FENCE LENGTH	EXISTING: - m	PROPOSED: 177.7 m	REQUIRED: 177.7 m	EXISTING: - m	PROPOSED: 0.0 m	REQUIRED: 0.0 m



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

In the event that human remains are encountered during construction, all work in that area must be stopped immediately and the site secured. The local police or coroner must be contacted to determine whether or not the skeletal remains are human, and whether the remains constitute a part of a crime scene. The Ontario Ministry of Tourism, Culture and Sport and the Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer Services must then be notified, and clearance be given by the Ministry of Tourism, Culture and Sport.

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

LEGEND

2024/09/12 ZBA

2024/05/03 PC2 SUBMISSION

date (yyyy/mm/dd): issued for:

general notes:

- THIS PRINT IS AN INSTRUMENT OF SERVICE ONLY AND IS THE PROPERTY OF THE ARCHITECT.
- DRAWINGS SHALL NOT BE SCALED.
- CONTRACTORS SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE JOB AND THIS OFFICE MUST BE NOTIFIED OF ANY VARIATIONS FROM THE DIMENSIONS AND CONDITIONS SHOWN BY THESE DRAWINGS.
- ATTENTION IS DIRECTED TO PROVISIONS IN THE GENERAL CONDITIONS REGARDING CONTRACTOR'S RESPONSIBILITIES IN REGARD TO SUBMISSION OF SHOP DRAWINGS.
- IN THE EVENT THE ARCHITECT IS RETAINED TO REVIEW SHOP DRAWINGS, SUCH REVIEW IS ONLY TO CHECK FOR CONFORMANCE WITH DESIGN CONCEPT AND WITH THE INFORMATION GIVEN IN THE CONTRACT DOCUMENTS.
- CONTRACTORS SHALL PROMPTLY NOTIFY THE ARCHITECT IN WRITING OF THE EXISTENCE OF ANY OBSERVED VARIATIONS BETWEEN THE CONTRACT DOCUMENTS AND ANY APPLICABLE CODES OR BY-LAWS.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE CONTRACTOR'S METHODS, TECHNIQUES IN THE CONSTRUCTION OF THIS FACILITY.

stamp:

A architectural
D design
A associates inc. architect

1670 mercer street
windsor ontario canada n8x 3p7
ph 519.254.3430 fax 519.254.3642
email - info@ada-architect.ca www.ada-architect.ca

project:
0 HOWARD AVE
NEW MULTI-RESIDENTIAL DEVELOPMENT

client:
RAFCO PROPERTY TRUST LTD.

title:
SITE PLAN
ZONING MATRIX

scale:
AS SHOWN

drawn by:
OB

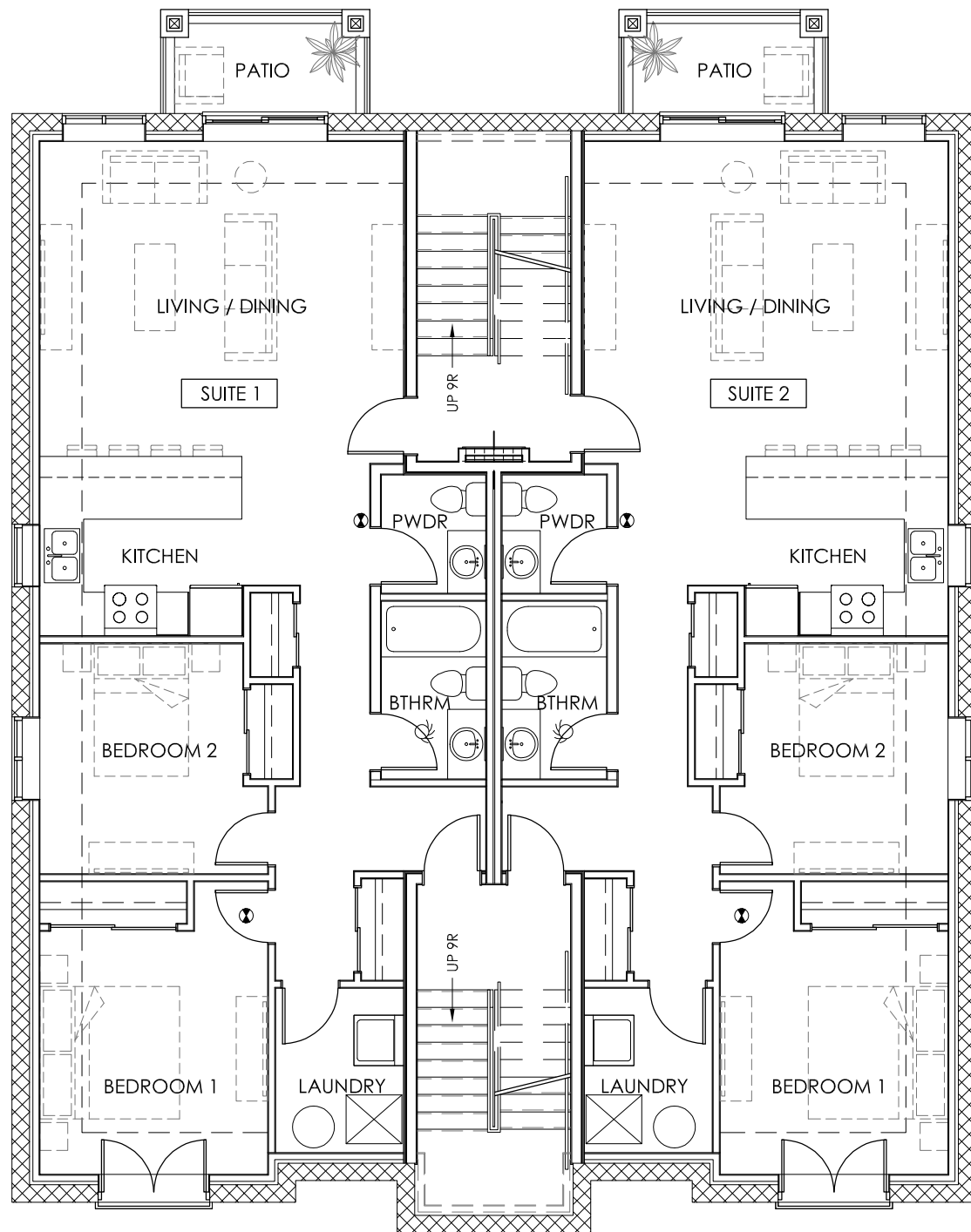
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JBK

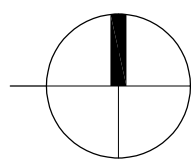
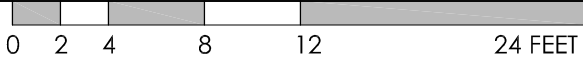
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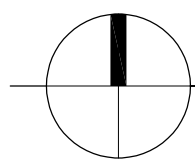
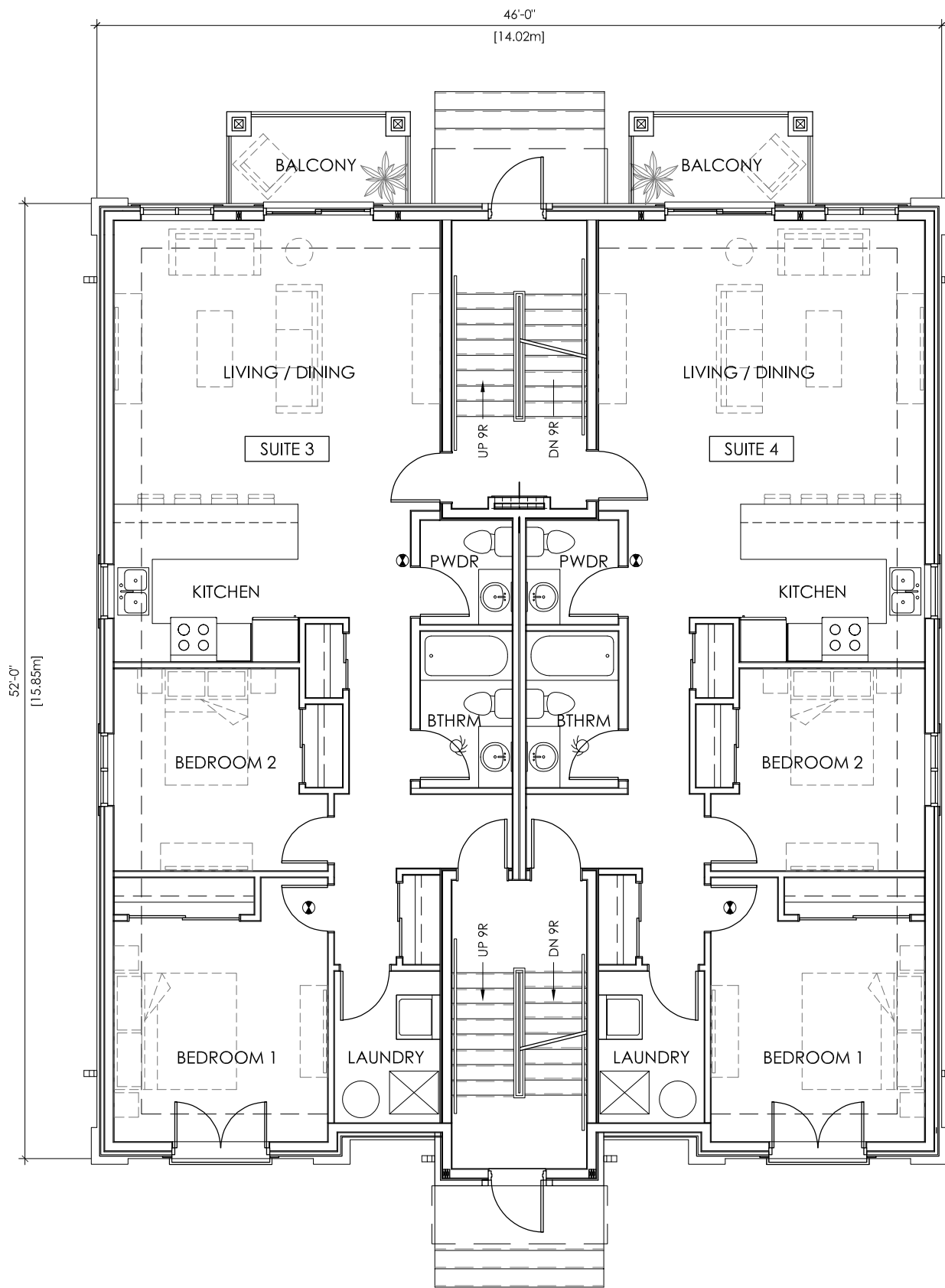
comm. no.:
2021-057

sheet no.:

SPC-1.0

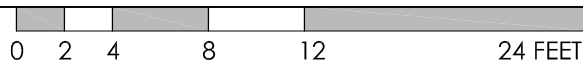



LOWER FLOOR PLAN
 SCALE : 1/8" = 1'-0"
 



FIRST FLOOR PLAN

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



1670 Mercer Street
Windsor Ontario Canada N8X 3P7
519.254.3430
info@ada-architect.ca
ada-architect.ca

project:
PROPOSED MULTI-RESIDENTIAL DEVELOPMENT
0 HOWARD AVENUE

client:
RAFCO PROPERTY TRUST LTD.

title:
FIRST FLOOR PLAN

drawn by: OB

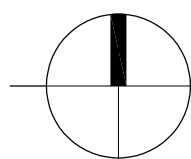
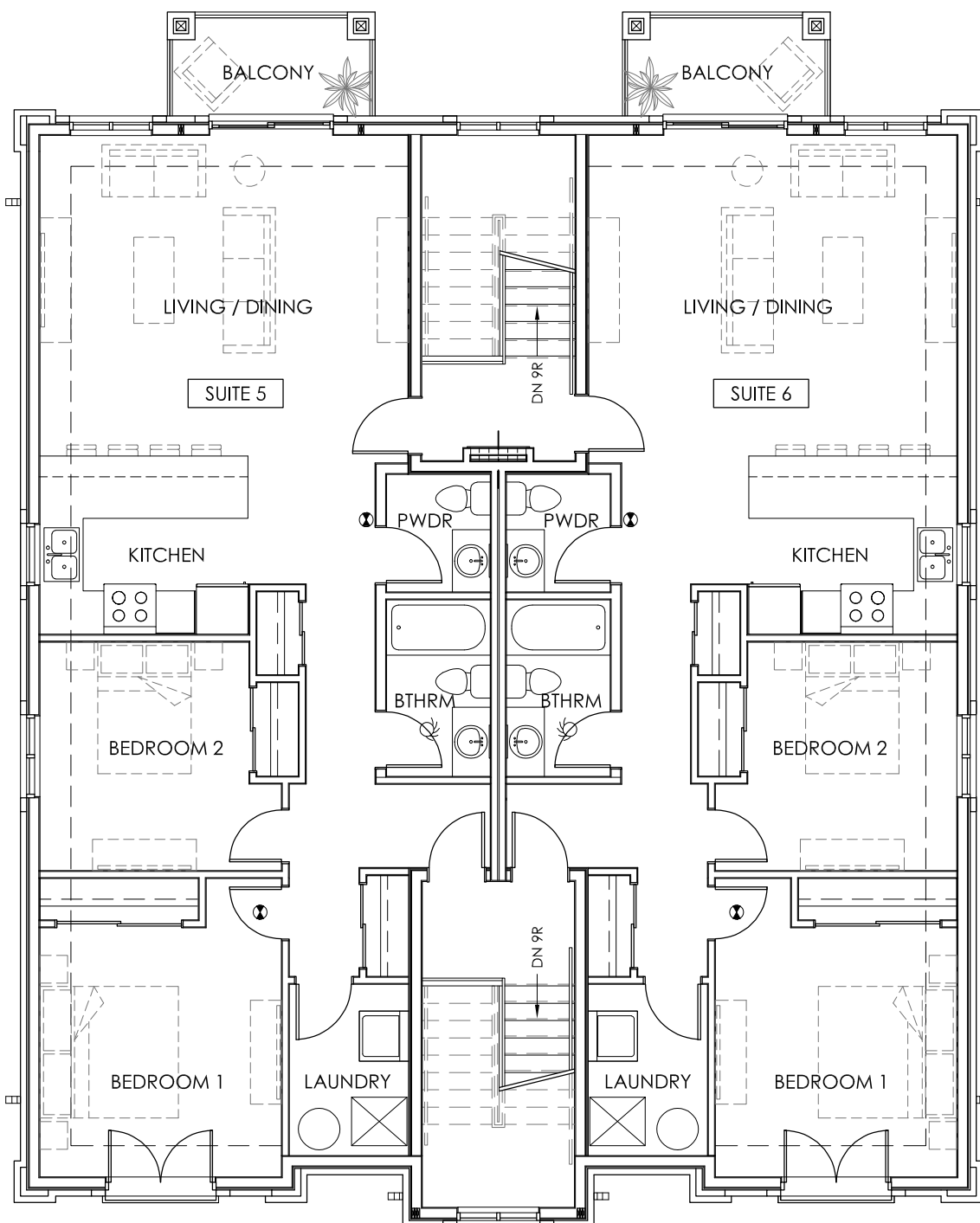
checked by: JBK

date: APR 2024

comm. no.: 2021-057

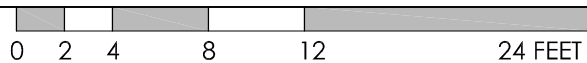
dwg. no.:

SK-2



SECOND FLOOR PLAN

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



1670 Mercer Street
Windsor Ontario Canada N8X 3P7
519.254.3430
info@ada-architect.ca
ada-architect.ca

project:
PROPOSED MULTI-RESIDENTIAL DEVELOPMENT
0 HOWARD AVENUE

client:
RAFCO PROPERTY TRUST LTD.

title:
SECOND FLOOR PLAN

drawn by: OB
checked by: JBK

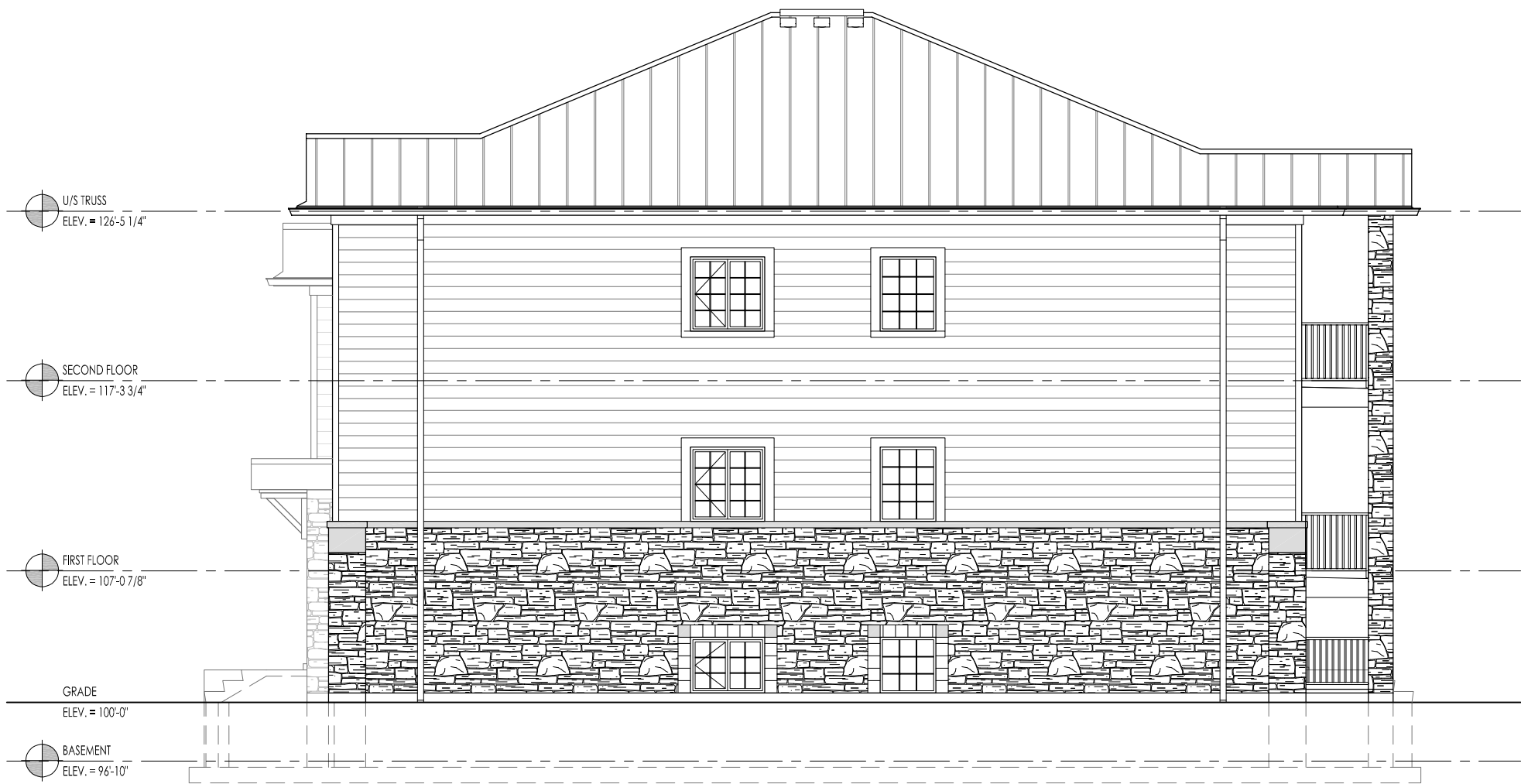
date: APR 2024
comm. no.: 2021-057

dwg. no.:
SK-3



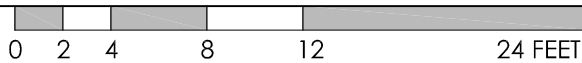
FRONT ELEVATION

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



SIDE ELEVATION

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



1670 Mercer Street
Windsor Ontario Canada N8X 3P7
519.254.3430
info@ada-architect.ca
ada-architect.ca

project:
PROPOSED MULTI-RESIDENTIAL DEVELOPMENT
0 HOWARD AVENUE

client:
RAFCO PROPERTY TRUST LTD.

title:
FRONT ELEVATION
SIDE ELEVATION

drawn by: OB

checked by: JBK

date: APR 2024

comm. no.: 2021-057

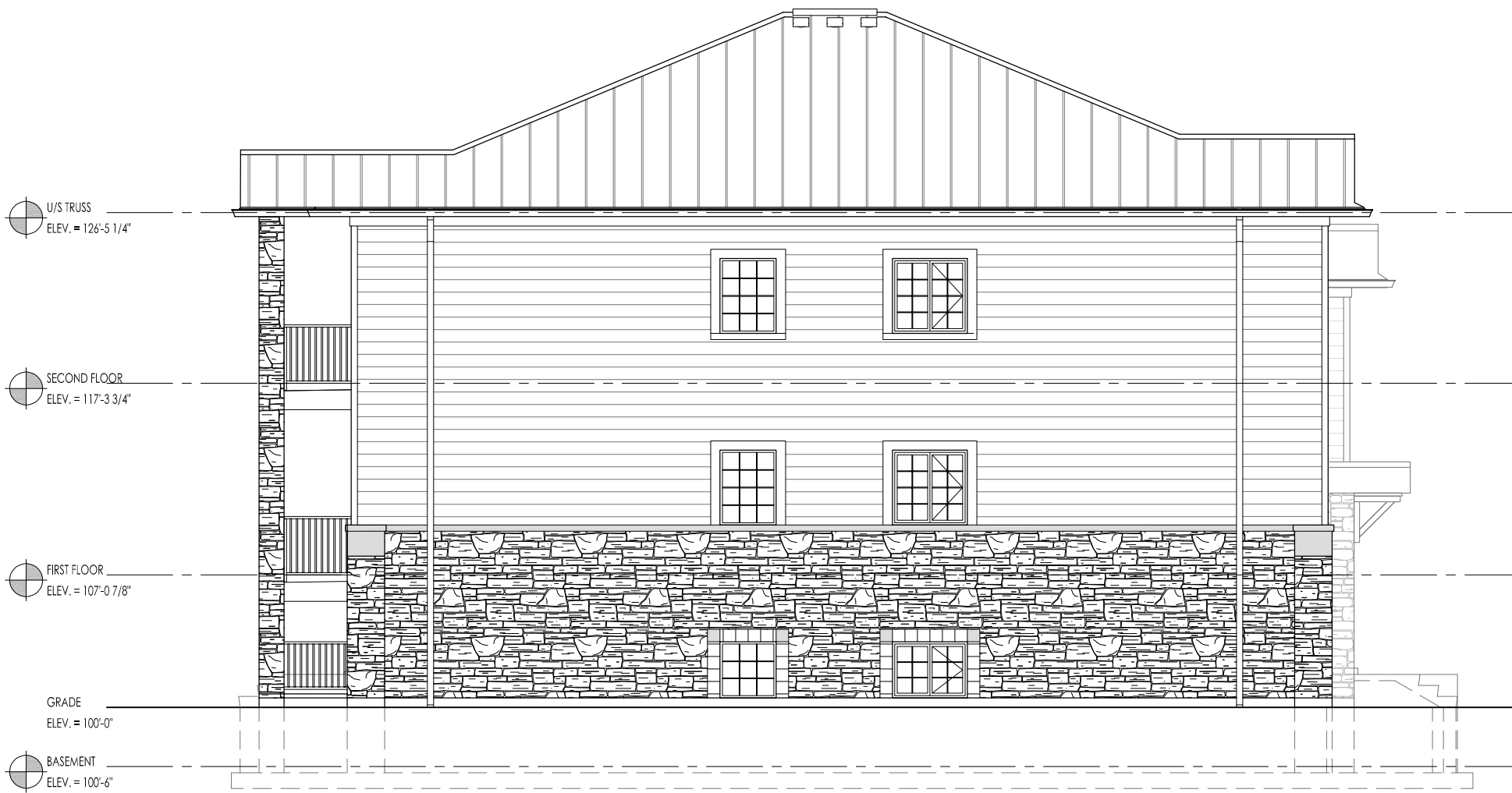
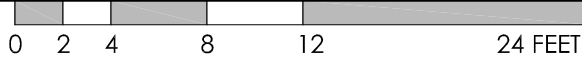
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SK-4



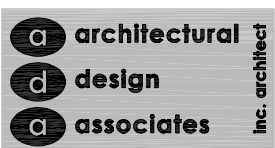
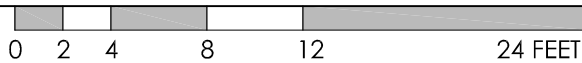
REAR ELEVATION

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



SIDE ELEVATION

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



1670 Mercer Street
Windsor Ontario Canada N8X 3P7
519.254.3430
info@ada-architect.ca
ada-architect.ca

project:
PROPOSED MULTI-RESIDENTIAL DEVELOPMENT
0 HOWARD AVENUE

client:
RAFCO PROPERTY TRUST LTD.

title:
REAR ELEVATION
SIDE ELEVATION

drawn by: OB

checked by: JBK

date: APR 2024

comm. no.: 2021-057

dwg. no.:

SK-5

BELL CANADA

The information that municipalities provide to Bell Canada is instrumental to the provisioning of telecommunications infrastructure and we appreciate the opportunity to be proactively engaged in development applications and infrastructure and policy initiatives.

Bell Canada will provide a response should any comments / input be required on the information included in the circulation received. Bell Canada kindly requests that even if a specific comment is not provided at this time that you continue to circulate us at circulations@wsp.com on any future materials related to this development project or infrastructure / policy initiative so that we can continue to monitor its progress and are informed of future opportunities for engagement.

1) Bell Canada Responses to Pre-Consultation & Complete Development Application Circulations:

Pre-consultation Circulations - Bell Canada does NOT generally comment on pre-consultation circulations unless the information provided identifies that a future draft plan of subdivision, draft plan of condominium and/or site plan control application will be required to advance the development proposal.

Complete Application Circulations & Recirculations - Bell Canada does NOT generally comment on the following development applications - official plan and zoning by-law amendments, part lot control, temporary use and interim control by-laws. However, Bell Canada does generally comment on site plan approval, draft plans of subdivision and draft plan of condominium applications.

Bell Canada will generally comment on recirculations where the change modifies the proposed residential dwelling unit count and/or non-residential gross floor area in a draft plan of subdivision, draft plan of condominium and/or site plan control application.

2) Bell Canada Responses to Infrastructure and Policy Initiative Circulations:

If required, a follow-up email will be provided by Bell Canada to outline any input to be considered on the infrastructure / policy initiative circulation received at this time.

Concluding Remarks: If you have any other specific questions, please contact planninganddevelopment@bell.ca directly.

We note that WSP operates Bell Canada's development tracking system, which includes the intake and processing of municipal circulations. **However, all responses to circulations and requests for information, such as requests for clearance, will come directly from Bell Canada, and not from WSP.** WSP is not responsible for the provision of comments or other responses.

CANADA POST – BRUNO DESANDO

This development falls within our centralized mail policy. Canada Post's multi-unit policy, which requires that the owner/developer provide the centralized mail facility (front loading lockbox assembly or rear-loading mailroom [mandatory for 100 units or more]), at their own expense, will be in effect for buildings and complexes with a common lobby, common indoor or sheltered space. Should the description of the project change, I would appreciate an update to assess

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

Lock-Box Assembly Requirements - The Canada Post Standards Manual for Builders & Developers can be downloaded at:

https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf

Compartments Size: Horizontal lock-box models used in mailrooms must have the following minimums:

- o Residential compartments must be at least 12.5 x 13.5 cm
- o Commercial compartments at least 13.5 x 30.5 cm
- o Parcel compartments at least 30.5 x 30.5 cm

Vertical lock-box models must have min comp size of 25 x 12.5 cm. (Most models are 40 x 12.7 cm)

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

Rear-loading Lock-boxes: Projects with more than 100 units are required to be serviced via a rear-loading lock-box assembly. There must be a width of at least 100cm of working space from the back of the boxes to the wall. A ledge under the bottom row of boxes is also recommended in rear-loading designs. This ledge is to be directly under the bottom row of boxes (no space between ledge and bottom of boxes) and must stick out at least 20cm from the back of the boxes. Mailroom door is required to provide a minimum 81cm opening. Lighting should be at least 100 lux (measured 75 cm from floor)

Access: All buildings where the lock-boxes are required to be serviced from inside the building are required to install a Canada Post Crown lock in the building intercom. The intercom is pre-fabricated with an internal housing for the lock. The lock can be obtained from the local deliver supervisor.

If the building has more than 100 units, a rear-loading lock-box assembly will be installed. The door to the Canada Post delivery area must be fitted with a specific model of deadbolt. This is because Canada Post will supply a key cylinder made specifically for the Canada Post key that will fit inside the deadbolt purchased by the developer.

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

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

CITY OF WINDSOR – DEVELOPMENT ENGINEERING – JUAN PARAMO

Sewers: The site may be serviced by a 250mm sanitary sewer and a 750mm storm sewer located within the Howard Place right-of-way. If possible existing connections should be utilized. Any redundant connections shall be abandoned in accordance with the City of Windsor Engineering Best Practice B.P 1.3.3.

A Sanitary and Storm Sewer Study, dated October 2023 by Aleo Associates Inc., has been received and reviewed. The applicant's consultant has confirmed that the existing 250mm PVC sanitary sewer on Howard Place will effectively accommodate the site's sewer servicing needs. The study demonstrates that the municipal sanitary sewer has adequate capacity, and no adverse impacts are expected on the surrounding areas because of the proposed development. The Sanitary Sewer Study has been deemed acceptable, and the proposed sanitary servicing strategy is supported by Engineering Development.

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

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

Please visit the [City of Windsor website](#) and the [ERCA website](#) for additional information on stormwater management requirements.

Right of Way: Howard Avenue is classified as Class II Arterial Road and Tucson Way as a Local Road according to the Official Plan. Both Right-of-ways have sufficient right-of-way width as outlined in the approved Howard Avenue Environmental Study Report. Howard Place is also classified as a Local Road and meets the right-of-way width requirements outlined in the City of Windsor Official Plan.

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

Curbs and Gutters - The Owner agrees to pay the Corporation, at the discretion of the City Engineer, a contribution of \$60.00 per linear metre. This payment shall be made prior to the issuance of Building Permits and represents the Owner's contribution toward the future construction of concrete curb and gutter along the Howard Place frontage of the subject property.

Sidewalks - The Owner agrees to:

1. Construct at their expense and according to City of Windsor Standard Specifications, a concrete sidewalk along the entire Tucson Way frontage of the subject lands. All work to be to the satisfaction of the City Engineer.
2. Pay to the Corporation a contribution of \$115.00 per linear metre. This payment shall be made prior to the issuance of Building Permits and represents the Owner's contribution

APPENDIX B – CONSULTATION

CR 62/2025 – Item 8.6 – Appendix B

toward the future construction of concrete sidewalks along the Howard Place frontage of the subject property.

If you have any further questions or concerns, please contact Juan Paramo, of this department at jparamo@citywindsor.ca

CITY OF WINDSOR – FORESTRY – YEMI ADEYEYE

There are over 25 city owned trees on this property along Tuson Way and Howard Place. Also there private trees located on this property.

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

Forestry will require detailed site plans prior to construction that shows adequate Tree Root protection zones for each individual tree if they are to be preserved on-site through the development process. Details regarding the protection area required and type of fencing for Tree Root protection zones can be provided by Forestry. If the trees are NOT to be preserved through the development process, and a request is made that specific trees be removed, the Removal & Canopy Replacement cost will be calculated based on a Diameter-for-Diameter replacement ratio for both City and Private trees.

Forestry requests the opportunity to review landscaping plans to provide comment and suggestion that would maximize future on-site Tree Canopy and Tree Canopy Resilience. Please let us know if you have any further questions regarding Tree Protection and Replacement issues. Forestry will continue to monitor the progress of this construction work.

CITY OF WINDSOR – NATURAL AREAS – KAREN ALEXANDER

The parcel is within Source Water Protection Zone 3, ERCA Permit may be required. No harming active bird nests (Migratory Bird Act).

CITY OF WINDSOR – PLANNING & DEVELOPMENT SERVICES – LANDSCAPE & URBAN DESIGN – HODA KAMELI

No additional comments. The following comment to be addressed as part of the Site Plan Control application.

- Tree Inventory & Preservation Study (SPC) – This document was not submitted with the Stage 2 Planning Consultation application. The study must be prepared by a certified Arborist (ISA) or Forester (OFA) to help assess the loss to the urban canopy be submitted with a Site Plan Control application. The study will be used to assess the tree and/or compensation requirements as per consultation with the City Forester.
- Establish a pedestrian connection to the municipal sidewalk on Howard Ave.

CITY OF WINDSOR – PLANNING & DEVELOPMENT SERVICES – SITE PLAN CONTROL

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

CITY OF WINDSOR – PLANNING & DEVELOPMENT SERVICES – ZONING COORDINATOR – STEFAN PAVLICA

Current Zoning Designation: Commercial District 1.1 (CD1.1)

Proposed Zoning Designation: Residential District 3.3 (RD3.3) / TBD

Existing Use [Building Permit / Planning Act Applications]: Vacant lot

Proposed Use:

- Three (3) *Multiple Dwelling* buildings; with 6 *dwelling units* in each: Permitted

Section 5 – General Provisions: Complies

Section 12.3.5 – Multiple Dwelling:

- Minimum Lot Frontage [12.3.5.1]: Required - 45.0m
Provided - 104.5m along Howard Avenue
Provided - 103.9m along Howard Place
Provided - 52.9m along Tuson Way
- Minimum Lot Area [12.3.5.2]: Required – 1,825.0m² Provided – 2,760.8 m²
 - i) For a corner lot having a minimum lot frontage of 45.0m on each of the exterior lot lines: Required - 1,825.0m² Provided - 2,760.8m²
 - ii) For any other lot: Required - 1,825.0m² Provided - 2,760.8m²
- Maximum Lot Coverage [12.3.5.3]: Required - 35.0% Provided - 24.2%
- Maximum Main Building Height [12.3.5.4]:
 - i) Corner Lot: Required - 30.0m Provided - 9.7m
 - ii) Interior Lot: Required - 24.0m Provided - 9.7m
- Minimum Landscaped Open Space Yard [12.3.5.8]:
Required - 35.0% Provided - 46.6%
- Maximum Dwelling Unit Density – dwelling units per hectare [12.3.5.13]:
 - i) For a corner lot having a minimum lot frontage of 45.0m on each of the exterior lot lines:
Required – 60 Provided - 18
 - ii) For any other lot: Required – 48 Provided - 18

Section 24 – Parking, Loading, and Stacking Provisions:

- Required Number of Visitor Parking Spaces [24.22.1.1]: Required – 3; **Provided - 0**

Section 25 – Parking Area Regulations - Construction and Maintenance of Parking Area:

- [25.5.20.1.2] Parking Area Separation from a street:
Required - 3.0m **Provided - 1.54m – Does not comply**
- [25.5.20.1.6] Parking Area Separation from a building wall containing a habitable room window or containing both a main pedestrian entrance and a habitable room window facing the parking area where the building is located on the same lot as the parking area:
Required - 4.50m **Provided - 2.65m – Does not comply**

CITY OF WINDSOR – RIGHT OF WAY – MARK SCHAFFHAUSER

Required Drawing Revisions:

Sewer Connections – All existing and proposed storm, sanitary and water services must be identified on the drawings, as well as the associated mainline sewers/water mains.

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

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

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

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

Sidewalks - The Owner agrees to:

1. Construct at their expense and according to City of Windsor Standard Specifications, a concrete sidewalk along the entire Tuson Way frontage of the subject lands. All work to be to the satisfaction of the City Engineer; or
2. Pay to the Corporation a contribution of \$115.00 per linear metre. This payment shall be made prior to the issuance of Building Permits and represents the Owner's contribution toward the future construction of concrete sidewalks along the Howard Place frontage of the subject property.

If you have any questions, contact Dan Perissinotti at dperisisnotti@citywindsor.ca

CITY OF WINDSOR – TRANSIT WINDSOR – JASON SCOTT

Transit Windsor has no objections to this development. The closest existing transit route to this property is with the Dougall 6. The Dougall 6 has an existing weekday peak frequency of 40 minutes. The closest existing bus stop to this property is located on Howard at North Talbot Southeast Corner. This bus stop is approximately 150 metres away from this property

APPENDIX B – CONSULTATION

CR 62/2025 – Item 8.6 – Appendix B

falling within Transit Windsor’s 400 metre walking distance guidelines to a bus stop. This will be maintained with Transit Windsor’s City Council approved Transit Master Plan.

CITY OF WINDSOR – TRANSPORTATION PLANNING – ELARA MEHRILOU

A land conveyance as identified under Plate 5 of the Howard Ave (Grand Marais to Highway 3) Environmental Assessment is required.

Per the approved Howard Ave (Grand Marais to Hwy 3) Environmental Assessment sidewalk on both sides of Tuscon Way is required. Sidewalk contribution per Engineering Right-of-Way requirements is required along the property fronting on Tuson Way.

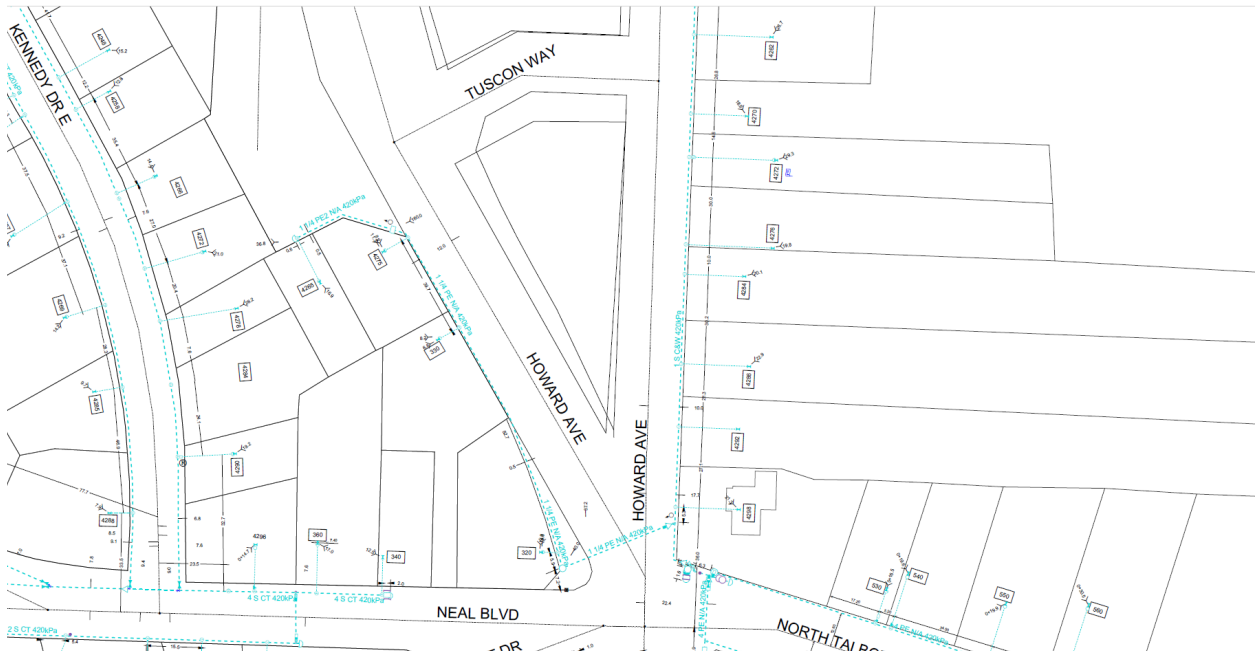
All parking must comply with ZBL 8600. All accesses shall conform to the TAC Geometric Design Guide for Canadian Roads and the City of Windsor Standard Engineering Drawings. All exterior paths of travel must meet the requirements of the Accessibility for Ontarians with Disabilities Act (AODA).

ENBRIDGE – SANDRO AVERSA

After reviewing the provided drawing, and consulting our mapping system, please note that Enbridge Gas has no active infrastructure in the proposed area. A PDF drawing has been attached for reference. Note the following if you find any abandoned infrastructure in the area:

- Any pipe that is excavated, please assume that it is live
- If during any job if any pipe is found that is not on the locate sheet and 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.



ENWIN – HYDRO ENGINEERING – Tia McCloskey

No Objection to rezoning. Note the following distribution and services at 0 Howard:

- Overhead 27.6kV Primary distribution pole line and associated down guy wires/ anchors, adjacent to the East limit of the above noted property.
- Overhead 120V streetlight duplex, adjacent to the East limit of the above noted property.
- Overhead 120/240V secondary triplex distribution, adjacent to the East limit of the above noted property.
- Underground 120V streetlight duplex, adjacent to the North and West limit of the above noted property.
- Overhead 120/240V triplex servicing multiple properties across the street to the East of the above noted property.
- Overhead 600/347V secondary quadruplex distribution, adjacent to the South limit of the above noted property and serving the above noted address.
- Overhead 600/347V transformer, adjacent to the South limit of the above noted property.

Proposed buildings and/or building additions must have adequate clearance requirements from all hydro distribution and services. We recommend referring to the Occupational Health and Safety Act for minimum safe limits of approach during construction and the Ontario Building Code for adequate clearance requirements for New Buildings and/or Building Additions.

ENWIN – WATER ENGINEERING – Bruce Ogg

ENWIN Water has no objections.

APPENDIX “C”

Excerpts from Official Plan Volume I

3. Development Strategy

3.2 Growth Concept

3.2.1 Safe, Caring and Diverse Community

*NEIGHBOURHOOD
HOUSING VARIETY*

3.2.1.2

Encouraging a range of housing types will ensure that people have an opportunity to live in their neighbourhoods as they pass through the various stages of their lives. Residents will have a voice in how this new housing fits within their neighbourhood. As the city grows, more housing opportunities will mean less sprawl onto agricultural and natural lands.

6. Land Use

6.1 Goals

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

NEIGHBOURHOODS

6.1.1

Safe, caring and diverse neighbourhoods.

RESIDENTIAL

6.1.3

Housing suited to the needs of Windsor’s residents.

*RESIDENTIAL
INTENSIFICATION*

6.1.14

To direct residential intensification to those areas of the City where transportation, municipal services, community and goods and services are readily available. (added by OPA #159 –AP PROVED July 11, 2022, B/L# 100-2022)

6.3 Residential

6.3.1 Objectives

*RANGE OF FORMS &
TENURES*

6.3.1.1

To support a complementary range of housing forms and tenures

NEIGHBOURHOODS

6.3.1.2

To promote compact neighbourhoods which encourage a balanced transportation system.

*INTENSIFICATION,
INFILL &
REDEVELOPMENT*

6.3.1.3

To promote residential redevelopment, infill and intensification initiatives in locations in accordance with this plan. (Added by OPA#159 - APPROVED July 11, 2022, B/L#100-2022)

6.3.2**Policies***PERMITTED
USES*

6.3.2.1

Uses permitted in the Residential land use designation identified on Schedule D: Land Use include Low Profile, and Medium Profile dwelling units.
High Profile Residential Buildings shall be directed to locate in the City Centre, Mixed Use Centres and Mixed Use Corridors.
(Added by OPA #159 – APPROVED July 11, 2022 , B/L# 100-2022)

*TYPES OF LOW
PROFILE HOUSING*

6.3.2.3

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

- (a) small scale forms: single detached, semi-detached, duplex and row and multiplexes with up to 8 units; and

*LOCATIONAL
CRITERIA*

6.3.2.4

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

New residential development and intensification shall be located where:

- (a) There is access to a collector or arterial road;
- (b) Full municipal physical services can be
- (c) Adequate community services and open spaces are available or are planned; and
- (d) Public transportation service can be provided.
(Added by OPA #159 – APPROVED July 11, 2022, B/L# 100-2022)

*EVALUATION
CRITERIA FOR A
NEIGHBOURHOOD
DEVELOPMENT
PATTERN*

6.3.2.5

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

- (a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses:
 - (i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan;
 - (ii) adjacent to sources of nuisance, such as noise, odour, vibration and dust;

- (iii) within a site of potential or known contamination;
 - (iv) where traffic generation and distribution is a provincial or municipal concern; and
 - (v) adjacent to heritage resources.
- (b) in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area;
- (c) In existing neighbourhoods, compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and amenity areas. In Mature Neighbourhoods as shown on Schedule A-1, compatible with the surrounding area, as noted above, and consistent with the streetscape, architectural style and materials, landscape character and setback between the buildings and streets; **(Added by OPA #159 – APPROVED July 11 2022, B/L# 100-2022)**
- (d) provided with adequate off street parking;
- (e) capable of being provided with full municipal physical services and emergency services; and
- (f) Facilitation a gradual transition from Low Profile residential development to Medium and/or High Profile development and vice versa, where appropriate, in accordance with Design Guidelines approved by Council.
(Added by OPA #159 – APPROVED July 11, 2022, B/L# 100-2022)

11. Tools

11.6 Zoning

11.6.1 Objectives

*COMPATIBLE
USES*

11.6.1.2 To ensure compatibility between land uses.

11.6.3 Zoning By-law Amendment Policies

*EVALUATION
CRITERIA*

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

- (a) The relevant evaluation criteria contained in the Land Use Chapter of this Plan, Volume II:
- (b) Relevant support studies;
- (c) The comments and recommendations from municipal staff and circularized agencies;
- (d) Relevant provincial legislation, policies and appropriate guidelines; and
- (e) The ramifications of the decision on the use of adjacent or similar lands.

APPENDIX "B"
Site Photos
(Google Street View - November 2023)



Figure 1 - Looking north towards subject property from Vimy Avenue (Parent Park on left) (Wellesley Avenue on right)



Figure 2 - Looking northwest towards subject property from Wellesley Avenue



Figure 3 - Looking southwest towards subject property from Wellesley Avenue

APPENDIX “D”
Excerpts from Zoning By-law 8600

SECTION 11 - RESIDENTIAL DISTRICTS 2. (RD2.)

[ZNG/5270]

(B/L 10358 Jul 16/1990; B/L 11093 Jul 20/1992; B/L 12651 Feb 25/1997, Approved by OMB Order R960323; B/L 169-2001 Jun 1/2001; B/L 33-2001 Oct 23/2001, OMB Decision/Order No. 1716 Case No. PL010233; B/L 370-2001 Nov 15/2001; B/L 363- 2002 Dec 31/2002; B/L 142-2006 Aug 24, 2006; B/L 114-2016 Sep 19/2016; B/L 164-2017 Dec 7/2017; B/L 52-2024 Apr 22/2024)

11.3 RESIDENTIAL DISTRICT 2.3 (RD2.3)

11.3.1 PERMITTED USES

- One Semi-Detached Dwelling*
- One Single Unit Dwelling*
- Townhome Dwelling*
- Any use accessory to the preceding uses

11.3.5 PROVISIONS

	Semi-Detached Dwelling	Single Unit Dwelling	Townhome Dwelling
.1 Lot Width – minimum	15.0 m	12.0 m	20.0 m
.2 Lot Area – minimum	450.0 m ²	360.0 m ²	200.0 m ² per unit
.3 Lot Coverage – maximum	45.0%	45.0%	45.0%
.4 Main Building Height – maximum	9.0 m	9.0 m	9.0 m
.5 Front Yard Depth – minimum	6.0 m	6.0 m	6.0 m
.6 Rear Yard Depth – minimum	7.50 m	7.50 m	7.50 m
.7 Side Yard Width – minimum	1.20 m	1.20 m	1.20 m
.10 Gross Floor Area – main building – maximum	400 m ²	400 m ²	N/A

(B/L 101-2022 Jul 11/2022; B/L 55-2023 May 29/2023; B/L 52-2024 Apr 22/2024)

SECTION 13 - INSTITUTIONAL DISTRICTS 1. (ID1.)

[ZNG/4628; ZNG5270]

(B/L 9465 Sep 28/1989 OMB Order R890032; B/L 209-1998 Aug 11/1998; B/L 33- 2001 Oct 23/2001 OMB Order 1716 PL010233; B/L 363-2002 Dec 31/2002; B/L 110- 2009 Nov 20/2009 OMB Order PL090722 Dec 4/2009; B/L 126-2011 Jul 21/2011; B/L 114-2016 Sep 19/2016; B/L 129-2016 Sep 19/2016; B/L 164-2017 Dec 7/2017)

13.1 INSTITUTIONAL DISTRICT 1.1 (ID1.1)

13.1.1 PERMITTED USES

Business Office of a non-profit or charitable organization

Child Care Centre

Place of Worship

School

Any one or more of the following uses within an existing building which is owned and maintained by a *Public Authority: Business Office; Professional Studio*

Any use accessory to the above uses

13.1.5 PROVISIONS

.1	Lot Width – minimum	20.0 m
.2	Lot Area – minimum	700.0 m ²
.3	Lot Coverage – maximum	50.0%
.4	Main Building Height – maximum	14.0 m
.5	Front Yard Depth – minimum	6.0 m
.6	Rear Yard Depth – minimum	7.50 m
.7	Side Yard Width – minimum	3.00 m
.8	Landscaped Open Space Yard – minimum	20.0% of lot area

SECTION 20 - SPECIFIC ZONING EXCEPTIONS IN CERTAIN AREAS

(AMENDED by By-law 227-2002, Approved by OMB Decision/Order No. 1013, July 24, 2003; OMB Decision/Order No. 1011, July 24, 2003 and OMB Decision/Order No. 1067, August 1, 2003, OMB File No. R020192, Case No. PL020829)

(1) SITE SPECIFIC PROVISIONS

257. For the lands comprising Part Block D, Plan 1119 as in R215679; situated on the west side of Wellesley Avenue between Lens Avenue and Vimy Avenue, a commercial School, with a minimum of 20 on-site parking spaces for the existing structure shall be an additional permitted use. (ZDM7). (ADDED by B/L 24-2010, March 2, 2010)

SECTION 24 - PARKING, LOADING AND STACKING PROVISIONS

(B/L 8627 Jul 8/1986; B/L 9057 Jul 7/1987; B/L 9882 Jul 31/1989; B/L 10358 Jul 16/1990; B/L 10473 Nov 5/1990; B/L 10993 May 4/1992; B/L 11093 Jul 20/1992; B/L 11157 Sep 21/1992; B/L 11780 Mar 28/1994; B/L 12234 Jul 14/1995; B/L 12429 Jan 8/1996; B/L 12819 Mar 17/1997; B/L 30-1998 Mar 2/1998; B/L 162-1998 Jun 24/1998; B/L 264-1999 Oct 19/1999; B/L 33-2001 Oct 23/2001 OMB Order 1716 PL01023; B/L 370-2001 Nov 15/2001; B/L 363-2002 Dec 31/2002; B/L 92-2003 May 6/2003; B/L 269-2003 Sep 15/2003; B/L 69-2004 Mar 31/2004; B/L 144-2004 Jun 11/2004; B/L 375-2004 Dec 21/2004; B/L 46-2005 Mar 23/2005; B/L 212-2005 Sep 22/2005; B/L 204-2006 Nov 30/2006; B/L 166-2007 Oct 5/2007; B/L 110-2009 Nov 20/2009 OMB Order PL090722 Dec 4/2009; B/L 164-2010 Nov 17/2010; B/L 129-2012 Oct 2/2012; B/L 95-2019 Sep 27/2019)

24.28 FRONT YARD PAVING AND SURFACING IN RESIDENTIAL DISTRICTS

24.28.1 IN ANY RESIDENTIAL DISTRICT:

- .1 A walkway, driveway or access area necessary for access to a parking space may cross a required front yard. That part of the required front yard not used for a walkway, driveway, access area, or, where permitted by this by-law, a parking space, shall be used exclusively as a landscaped open space yard.
- .3 For a single-unit dwelling, semi-detached dwelling, duplex dwelling or townhome dwelling unit, the total area of the required front yard occupied by a hard surface for the purpose of a walkway, driveway, access area or a parking space or any combination thereof cannot exceed:
 - .1 for a lot having a width of 9 m or greater: 50% of the required front yard area; or
 - .2 for a lot having a width of less than 9 m: 50% of the required front yard area plus 5% for each 1 metre decrease in lot width below 9 m to a maximum of 70% of the required front yard area.
- .5 All driveways, access areas and parking spaces, shall be paved and maintained with a hard surface consisting of paving brick or block, asphalt, concrete or any combination thereof.

SECTION 25 - PARKING AREA PROVISIONS

[ZNG/4249]

(B/L 9057 Jul 7/1987; B/L 12429 Jan 8/1996; B/L 33-2001 Oct 23/2001 OMB Order 1716 PL010233; B/L 370-2001 Nov 15/2001; B/L 167-2003 Jun 27/2003; B/L 167-2003 Jun 27/2)

25.5 GENERAL PROVISIONS

25.5.20 PARKING AREA SEPARATION

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

TABLE 25.5.20.1 - PARKING AREA SEPARATION		
	PARKING AREA FROM	MINIMUM SEPARATION
.1	Huron Church Road between the south limit of College Avenue and the north limit of the EC Row Expressway	10.00 m
	Save and except for Parts 4 and 5, Plan 12R-12366 and Part Lots 1346 to 1360, Part Lot 1820 and Part Block A, Registered Plan 1059 (situated on the west side of Huron Church Road, north of Tecumseh Road West)	3.00 m
.2	Any other street	3.00 m
.3	An interior lot line or alley	0.90 m
.4	A rear lot line on a lot located in a Commercial District 3.9	10.00 m
.5	A building wall in which is located a main pedestrian entrance facing the parking area	2.00 m
.6	A building wall containing a habitable room window or containing both a main pedestrian entrance and a habitable room window facing the parking area where the building is located on the same lot as the parking area	4.50 m

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

APPENDIX “E” Consultations

CALDWELL FIRST NATION COMMUNITY

No comments provided

ENGINEERING - DEVELOPMENT

November 28, 2024, Comments for Zoning By-law Amendment Application

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

Sewers

The site may be serviced by a 300mm sanitary sewer and a 1050mm storm sewer located within Wellesley Avenue right-of-way. If possible existing connections should be utilized. Any redundant connections shall be abandoned in accordance with the City of Windsor Engineering Best Practice B.P 1.3.3.

Right-of-Way

Wellesley Avenue is classified as Local Residential Road according to the Official Plan requiring a right-of-way width of 20m; the current right-of-way is 20m, therefore, no conveyance is required at this time.

Vimy Avenue is classified as Local Residential Road according to the Official Plan requiring a right-of-way width of 20m; the current right-of-way is 20m, therefore, no conveyance is required at this time.

Refer to Appendix - A for a full list of right-of-way permit requirements, prior to the issuance of a Building Permit.

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

Sidewalks - The owner(s) agrees to pay to the Corporation, prior to the issuance of a Building Permit, the sum of \$3,512.50 being the Owner’s contribution towards the future construction of a concrete sidewalk on the Vimy Avenue frontage of the subject lands.

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

[Juan Paramo - Development Engineer]

ENGINEERING - R.O.W.

No comments provided

ENVIRONMENT**November 9, 2023, Comments for Stage 1: Planning Consultation Application**

We are not requesting any supporting information at this time.

[Barbara Lamoure - Environment and Sustainability Coordinator]

ENWIN UTILITIES LTD. - HYDRO ENGINEERING**November 27, 2023, Comments for Stage 1: Planning Consultation Application**

No Objection provided adequate clearances are achieved and maintained.

Please note the following.

1. ENWIN has 16kV overhead single phase primary conductors on the west side of the property.
2. ENWIN has 120/240V overhead secondary conductors on the west side of the property.
3. ENWIN has 27.6kV overhead three phase primary conductors on the east side of Wellesley Ave.

Prior to working in these areas, we would suggest notifying your contractor and referring to the *Occupational Health and Safety Act* and Regulations for Construction Projects to confirm clearance requirements during construction.

Also, we suggest referring to the *Ontario Building Code* for permanent required clearances for New Building Construction.

[Keegan Morency-Kendall - Hydro Engineering Technologist]

ENWIN UTILITIES LTD. - WATER ENGINEERING**November 27, 2023, Comments for Stage 1: Planning Consultation Application**

Water Engineering has no objections. There is an existing 50mm water service for the building. If the existing service is adequate for the changes proposed than no approvals from ENWIN are required.

[Bruce Ogg - Water Project Review Officer]

FORESTRY**November 30, 2023, Comments for Stage 1: Planning Consultation Application**

There are 6 mature Norway maple trees located on the Wellesley side of this new build.

I would like to recommend adding snow fence or another type of barrier to protect the root system of these older trees. The barrier should be at least to the outside of the dripline for this approach to be effective.

[Yemi Adeyeye - Manager of Forestry & Natural Areas]

NATURAL AREAS**November 9, 2023, Comments for Stage 1: Planning Consultation Application**

No concerns from Natural Areas.

[Karen Alexander - Naturalist and Outreach Coordinator]

PARKS DESIGN & DEVELOPMENT**November 9, 2023, Comments for Stage 1: Planning Consultation Application**

No comments or requirements from Parks Design & Development.

[Sherif Barsom - Landscape Architect]

PLANNING DEPARTMENT - POLICY**November 28, 2024, Comments for Zoning By-law Amendment Application**

Here are my comments from Urban Design and Landscape Architecture lens:

- Vimy Avenue is designated as a Local/Residential Road in the Official Plan, a sidewalk is required on at least one side of the road, and a financial contribution is required for the Vimy Avenue frontage. (refer to transportation comments stage 2)
- To enhance the streetscape, street tree planting along Vimy Avenue is encouraged. Additionally, planting deciduous trees on the property is highly recommended, particularly in the front parking area and along the north side of the site, integrating them into amenity spaces.
- According to the Intensification Guidelines (June 2022), Section 2.2.3, Clause 10, parking, loading, and service areas for low-profile apartments should be located in low-visibility zones, such as side or rear yards. With 10 parking spaces required, these can be divided between the north and south sides of the building, with planting areas included at the front to soften the streetscape.

[Hoda Kameli - Landscape Architect]

May 10, 2024, Comments for Stage 2: Planning Consultation Application

Based on information found in the City of Windsor's Official Plan including the objective found in Chapter 4; "To protect against climate change and its possible adverse effects on human health, the physical environment, economy and quality of life"; and as guidelines identified in Chapter 6 for all Land Use Classifications with "...the provision of appropriate landscaping and buffers to enhance:

- all parking lots, and outdoor loading service areas; and
- the separation between the use and adjacent sensitive uses, where appropriate.",

Please also note the following comments:

Zoning Provisions for Parking Setback:

It is strongly recommended that the parking areas be setback to the same extent as the existing building wall setback from Wellesley Avenue. Per the Intensification Guidelines (June 2022) Section 2.2.3 Access & Parking clause 10, Low profile apartments, are to locate the parking, loading and service areas in low public visibility in side and rear yards and set back from the front façade of the building. Provision of a landscape transition between the residential streetscape and the proposed parking would maintain the strong residential character of the neighbourhood, while providing additional greenspace along the frontage of Wellesley Avenue. As 10 parking spaces are needed, there is the ability to divide the parking between the north and south sides of the building.

Tree Preservation:

No construction is contemplated; therefore no impact is anticipated to the existing six city trees along Wellesley Avenue. As there are 8 units proposed, it is recommended that there be 2 additional trees provided along the Vimy Avenue frontage.

Urban Design:

There are no Community Incentive Plans in place for this area and therefore no overriding guidelines for development other than those found in the Official Plan and the Intensification Guidelines (June 2022); especially Section 2 - Stable & Mature Neighbourhoods.

Parkland Dedication:

There are no parkland implications beyond the usual requirement for cash-in-lieu of 5% parkland dedication for residential uses.

[Stefan Fediuk - Senior Urban Designer]

PLANNING DEPARTMENT - SITE PLAN CONTROL**November 14, 2023, Comments for Stage 1: Planning Consultation Application**

Site Plan is not applicable for this proposed development pursuant to the Planning Act and City of Windsor By-law 1-2004.

[Jacqueline Cabral - Clerk Steno]

TRANSPORTATION PLANNING**November 28, 2024, Comments for Zoning By-law Amendment Application**

The Official Plan classifies Wellesley Ave as a Local Residential Road with a required right-of-way width of 20 metres. The current right-of-way width is sufficient; therefore, no conveyance is required.

The Official Plan classifies Vimy Ave as a Local Residential Road with a required right-of-way width of 20 metres. The current right-of-way width is sufficient; therefore, no conveyance is required.

Sidewalks are required on at least one side of Local Roads, therefore, a sidewalk contribution or construction per Engineering Right-of-Way requirements is required for a sidewalk along the property fronting Vimy Ave.

All parking must comply with ZBL 8600, otherwise a Parking Study is required.

The current site plan is 2 bicycle parking spaces deficient.

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

All proposed driveways must be 7-9 metres total at the property line (minimum 3.5m/lane, maximum 4.5m/lane) with maximum 1 metre flare each side.

[Elara Mehrilou - Transportation Planner I]

WALPOLE ISLAND FIRST NATION

No comments provided

WINDSOR POLICE SERVICE

No comments provided

APPENDIX "F"
Draft Amending By-law

B Y - L A W N U M B E R -2024

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

Passed the day of , 2024.

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

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

1. That subsection 1 of Section 20, of said by-law, is amended by adding the following clause:

520. NORTHWEST CORNER OF VIMY AVENUE AND WELLESLEY AVENUE

For the lands comprising of Block D, Plan 1119, PIN No. 01323-0299 LT, the following additional provisions shall apply:

1. Notwithstanding Subsection .1 of Section 24.28.1.3, the total area of the *required front yard* occupied by a hard surface for the purpose of a walkway, driveway, *access area* or a *parking space* or any combination thereof for a lot having a width of 9.0 metres or greater shall not exceed 78%.
2. Notwithstanding Subsection .2 of Table 25.5.20.1, the minimum separation for a *parking area* from a street shall be 1.20 metres, subject to the following provisions:
 - a) 1.20-metre-high ornamental *screening fence* shall span the length of the separation, save and except that portion within 0.30 metres of an *access area*.
 - b) Notwithstanding provision a), for that portion of the ornamental *screening fence* located within the visibility triangle, as defined under Section 4.3 of Fence By-law 170-2012, the height shall be 0.90 metres.
3. 1.20-metre-high ornamental *screening fence* shall span the length of any *parking area* separations from the west *interior lot line*.
4. 1.20-metre-high ornamental *screening fence* shall span the length of the north limit of a *parking area*, save and except that portion bound by an existing building.

[ZDM 7; ZNG/7229]

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

1. Item Number	2. Zoning District Map Part	3. Lands Affected	4. Official Plan Amendment Number	5. Zoning Symbol	6. New Zoning Symbol
1	7	Block D, Plan 1119 PIN 01323-0299 LT (located on northwest corner of Vimy Avenue and Wellesley Avenue)	--	ID1.1 S.20(1)257	RD2.3 S.20(1)520

DREW DILKENS, MAYOR

CLERK

First Reading - , 2024

Second Reading - , 2024

Third Reading - , 2024

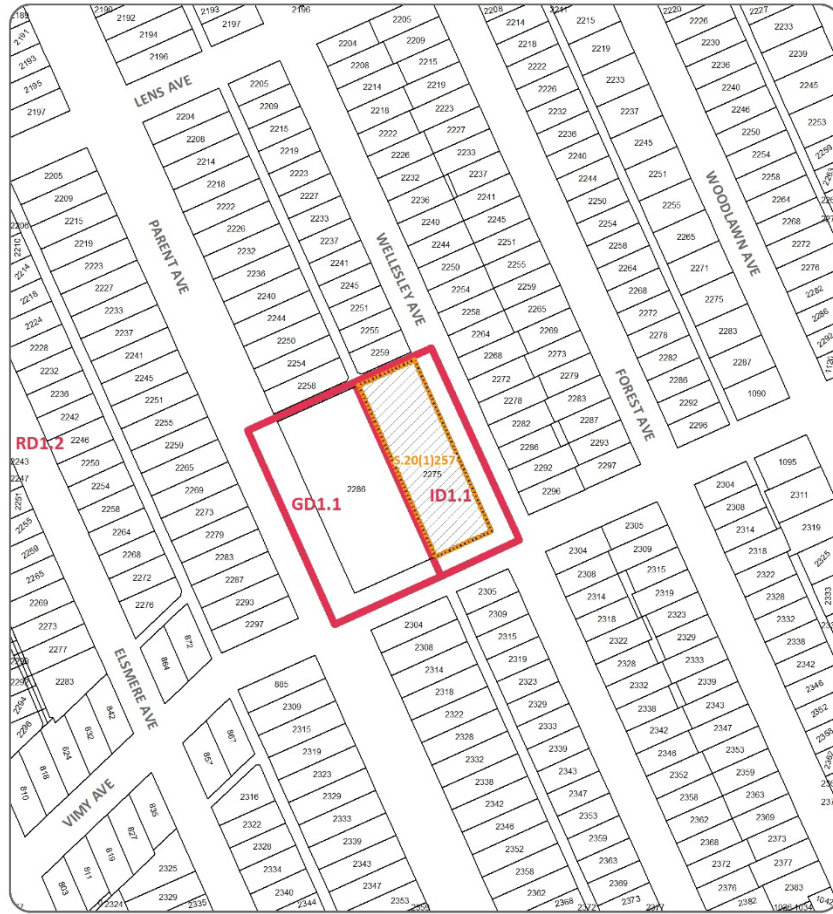
SCHEDULE 2

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

To amend the zoning of the lands located on the east side of Janette Avenue between Park Street West and Wyandotte Street West, legally described as Block D, Plan 1119, PIN 01323-0299 LT, so as to allow interior and exterior alterations to a vacant institutional building [formerly Saint Charles Separate School (1960-1980)] for the purpose of establishing an eight (8) unit Townhome Dwelling on the subject property.

The amending by-law changes the Institutional District 1.1 (ID1.1) Site Specific Provision 20(1)257 zoning to a Residential District 2.3 (RD2.3) zoning on the subject land and adds a special zoning provision permitting 78% of a required front yard to be occupied by a hard surface for the purpose of a walkway, driveway, access area or a parking space or any combination thereof, a reduction in minimum parking area separation from a street, and provision of an ornamental screening fence along any portion of a parking area visible from a street.

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



PART OF ZONING DISTRICT MAP 7

N.T.S.

SCHEDULE 2

Applicant: 1740945 Ontario Corp.

 SUBJECT LANDS

PLANNING & BUILDING DEPARTMENT



DATE : AUGUST, 2024
FILE NO. : Z-026/24, ZNG/7229

APPENDIX “D”
Excerpts from Zoning By-law 8600

SECTION 11 - RESIDENTIAL DISTRICTS 2. (RD2.)

(B/L 10358 Jul 16/1990; B/L 11093 Jul 20/1992; B/L 12651 Feb 25/1997, Approved by OMB Order R960323; B/L 169-2001 Jun 1/2001; B/L 33-2001 Oct 23/2001, OMB Decision/Order No. 1716 Case No. PL010233; B/L 370-2001 Nov 15/2001; B/L 363- 2002 Dec 31/2002; B/L 142-2006 Aug 24, 2006; B/L 114-2016 Sep 19/2016; B/L 164- 2017 Dec 7/2017; B/L 52-2024 Apr 22/2024)

11.2 RESIDENTIAL DISTRICT 2.2 (RD2.2)

11.2.1 PERMITTED USES

- One Double Duplex Dwelling*
- One Duplex Dwelling*
- One Multiple Dwelling containing a maximum of four dwelling units*
- One Semi-Detached Dwelling*
- One Single Unit Dwelling*
- Townhome Dwelling*
- Any use accessory to any of the preceding uses

11.2.5 PROVISIONS

.1 Duplex Dwelling

.1	Lot Width – minimum	12.0 m
.2	Lot Area – minimum	360.0 m ²
.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 m ²

.2 Semi-Detached Dwelling

.1	Lot Width – minimum	15.0 m
.2	Lot Area – minimum	450.0 m ²
.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 m ²

.3 Single Unit Dwelling

.1	Lot Width – minimum	9.0 m
.2	Lot Area – minimum	270.0 m ²
.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 m ²

.4 Double Duplex Dwelling or Multiple Dwelling

.1	Lot Width – minimum	18.0 m
.2	Lot Area – minimum	540.0 m ²
.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

.5 Townhome Dwelling

.1	Lot Width – minimum	20.0 m
.2	Lot Area – per dwelling unit – minimum	200.0 m ²
.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

(B/L 101-2022 Jul 11/2022; B/L 52-2024 Apr 22/2024)

SECTION 24 - PARKING, LOADING AND STACKING PROVISIONS

(B/L 8627 Jul 8/1986; B/L 9057 Jul 7/1987; B/L 9882 Jul 31/1989; B/L 10358 Jul 16/1990; B/L 10473 Nov 5/1990; B/L 10993 May 4/1992; B/L 11093 Jul 20/1992; B/L 11157 Sep 21/1992; B/L 11780 Mar 28/1994; B/L 12234 Jul 14/1995; B/L 12429 Jan 8/1996; B/L 12819 Mar 17/1997; B/L 30-1998 Mar 2/1998; B/L 162-1998 Jun 24/1998; B/L 264-1999 Oct 19/1999; B/L 33-2001 Oct 23/2001 OMB Order 1716 PL01023; B/L 370-2001 Nov 15/2001; B/L 363-2002 Dec 31/2002; B/L 92-2003 May 6/2003; B/L 269-2003 Sep 15/2003; B/L 69-2004 Mar 31/2004; B/L 144-2004 Jun 11/2004; B/L 375-2004 Dec 21/2004; B/L 46-2005 Mar 23/2005; B/L 212-2005 Sep 22/2005; B/L 204-2006 Nov 30/2006; B/L 166-2007 Oct 5/2007; B/L 110-2009 Nov 20/2009 OMB Order PL090722 Dec 4/2009; B/L 164-2010 Nov 17/2010; B/L 129-2012 Oct 2/2012; B/L 95-2019 Sep 27/2019)

24.20 PARKING SPACE PROVISIONS

24.20.5 REQUIRED PARKING SPACES – ALL OTHER AREAS AND USES NOT LISTED IN TABLES 24.20.1.1 AND 24.20.3.1

(B/L 144-2015 Nov 6/2015; B/L 169-2018 Dec 19/2018)

- .1 The required minimum number of parking spaces shall be as shown opposite the respective use as shown in Table 24.20.5.1:

TABLE 24.20.5.1 – REQUIRED PARKING SPACES	
USE	PARKING RATE – MINIMUM
Multiple Dwelling containing a minimum of 5 Dwelling units	1.25 for each dwelling unit

SECTION 25 - PARKING AREA PROVISIONS

[ZNG/4249]

(B/L 9057 Jul 7/1987; B/L 12429 Jan 8/1996; B/L 33-2001 Oct 23/2001 OMB Order 1716 PL010233; B/L 370-2001 Nov 15/2001; B/L 167-2003 Jun 27/2003; B/L 167-2003 Jun 27/2)

25.5 GENERAL PROVISIONS

25.5.20 PARKING AREA SEPARATION

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

TABLE 25.5.20.1 - PARKING AREA SEPARATION		
PARKING AREA FROM		MINIMUM SEPARATION
.1	Huron Church Road between the south limit of College Avenue and the north limit of the EC Row Expressway	10.00 m
	Save and except for Parts 4 and 5, Plan 12R-12366 and Part Lots 1346 to 1360, Part Lot 1820 and Part Block A, Registered Plan 1059 (situated on the west side of Huron Church Road, north of Tecumseh Road West)	3.00 m
.2	Any other street	3.00 m
.3	An interior lot line or alley	0.90 m
.4	A rear lot line on a lot located in a Commercial District 3.9	10.00 m
.5	A building wall in which is located a main pedestrian entrance facing the parking area	2.00 m
.6	A building wall containing a habitable room window or containing both a main pedestrian entrance and a habitable room window facing the parking area where the building is located on the same lot as the parking area	4.50 m

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

APPENDIX “E” Consultations

CALDWELL FIRST NATION COMMUNITY

No comments provided

ENGINEERING - DEVELOPMENT

May 28, 2024 - Comments to Stage 2: Planning Consultation Application

Prior to issuance of a building permit, a detailed Stormwater Management Report will be required to determine the allowable release rate for the site and address all necessary aspects including stormwater quantity and quality requirements

[Juan Paramo - Development Engineer]

ENGINEERING - R.O.W.

No comments provided

ENWIN UTILITIES LTD. - HYDRO ENGINEERING

October 24, 2023 - Comments to Stage 1: Planning Consultation Application

No Objection,

Please note ENWIN has the following hydro distribution:

- Existing 2-27.6kV primary overhead hydro distribution along the east side of the N/S alley at the rear of the above noted address.
- Existing 120/240V secondary overhead hydro distribution along the east side of the N/S alley at the rear of the above noted address.
- Existing 120V streetlight conductors along the east side of Janette Avenue in front of the above noted address.

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

[Jerry Raniwsky - Senior Hydro Engineering Technologist]

ENWIN UTILITIES LTD. - WATER ENGINEERING**October 24, 2023 - Comments to Stage 1: Planning Consultation Application**

Water Engineering has no objections. There is an existing 25mm water service for this property.

[Bruce Ogg - Water Project Review Officer]

FORESTRY**October 24, 2023 - Comments to Stage 1: Planning Consultation Application**

One privately owned black locust tree was identify at the above property.

The tree was noted to be in fair health at the time of inspection.

It is recommended prior to construction snow fencing, or another suitable barrier be installed around the dripline of the tree.

This will help preserve the health of the tree by reducing/eliminating any soil compaction or grade change.

[Marc Edwards - Supervisor Parks]

PARKS DESIGN & DEVELOPMENT**October 30, 2023 - Comments to Stage 1: Planning Consultation Application**

No concerns from Natural Areas and Parks Design & Development while Forestry comments are listed below.

[Sherif Barsom - Landscape Architect]

PLANNING DEPARTMENT - HERITAGE**October 30, 2023 - Comments to Stage 1: Planning Consultation Application**

The property is located in an area of high archaeological potential. However, the proposed development is on top of lands that have been previously disturbed, and thus an archaeological assessment is not requested at this time.

Nevertheless, the Applicant should be notified of the following archaeological precaution.

1. Should archaeological resources be found during grading, construction or soil removal activities, all work in the area must stop immediately and the City's Planning & Building Department, the City's Manager of Culture and Events, and the Ontario Ministry of Citizenship and Multiculturalism must be notified and confirm satisfaction of any archaeological requirements before work can recommence.
2. In the event that human remains are encountered during grading, construction or soil removal activities, all work in that area must be stopped immediately and the

site secured. The local police or coroner must be contacted to determine whether or not the skeletal remains are human, and whether the remains constitute a part of a crime scene. The Local police or coroner will then notify the Ontario Ministry of Citizenship and Multiculturalism and the Registrar at the Ministry of Government and Consumer Services if needed, and notification and satisfactory confirmation be given by the Ministry of Citizenship and Multiculturalism.

Contacts:

Windsor Planning & Building Department:

519-255-6543 x6179, 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 Government & Consumer Services

A/Registrar of Burial Sites, War Graves, Abandoned Cemeteries and
Cemetery Closures, 1-416-212-7499, Crystal.Forrest@ontario.ca

[Tracy Tang - Planner III - Heritage]

PLANNING DEPARTMENT - LANDSCAPE ARCHITECT**October 31, 2023 - Comments to Stage 1: Planning Consultation Application**

There are no additional studies required from a landscape architectural or urban design perspective at this time other than the tree inventory requested by the City Forester.

[Stefan Fediuk - Landscape Architect / Acting Senior Urban Designer]

TRANSIT WINDSOR**October 17, 2023 - Comments to Stage 1: Planning Consultation Application**

Transit Windsor has no objections to this development. The closest existing transit routes to this property are with the Crosstown 2, Central 3, and Dougall 6. The closest existing bus stops to this property are located on Wyandotte at Janette Northwest Corner and Janette at Wyandotte Southwest Corner. Both of these bus stops are approximately 180 metres from this property falling well within our 400 metre walking distance guidelines to a bus stop. This will be maintained with our City Council approved Transit Master Plan.

[Jason Scott - Manager of Transit Planning]

TRANSPORTATION PLANNING**November 22, 2024 - Comments to Zoning By-law Amendment Application**

Janette Ave is classified as a Class I Collector Road according to the Official Plan with a required right-of-way width of 21.3 metres per Schedule X of the Official Plan. The current right-of-way width is sufficient; therefore, no conveyance is required.

Transportation planning received and reviewed the Parking Study 520 Janette Ave Residential Development, file number 24-1677, prepared by RC Spencer Associates Inc. dated October 2024. Below are our comments:

- In the submitted parking study engineers use land use code 217, 1-bedroom unit. This is inappropriate as the proposed development has 2-bedroom units. Furthermore, dense multi-use urban is used, we do not feel this is the most appropriate category for this area. Therefore, we reject the parking study.
- Transportation Planning will not support the overflow from this development to use the on-street parking in the area to meet the minimum requirement, as Janette Avenue's on-street parking is already heavily utilized and under strain. The deficiency in parking for the proposed development will be detrimental to the neighbourhood.
- All accesses shall conform to the TAC Geometric Design Guide for Canadian Roads and the City of Windsor Standard Engineering Drawings.
- All exterior paths of travel must meet the requirements of the Accessibility for Ontarians with Disabilities Act (AODA).

June 5, 2024 - Comments to Stage 2: Planning Consultation Application

Considering the street parking situation is same, we still concern about parking deficiency. However, we accept a parking study if it can justify the 2-parking-space reduction.

[Elara Mehrilou - Transportation Planner I]

WALPOLE ISLAND FIRST NATION

No comments provided

WINDSOR POLICE SERVICE

No comments provided

APPENDIX "F"
Draft Amending By-law

BY - LAW NUMBER -2024

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

Passed the day of , 2024.

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

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

1. That subsection 1 of Section 20, of said by-law, is amended by adding the following clause:

521. EAST SIDE OF JANETTE AVENUE BETWEEN PARK STREET WEST AND WYANDOTTE STREET WEST

For the lands comprising of Lot 73, Plan 274, PIN No. 01195-0501 LT, one *Multiple Dwelling* containing a maximum of six *dwelling units* shall be an additional permitted *main use* subject to the following additional provisions:

1. The *Multiple Dwelling* provisions of Section 11.2.5.4 shall apply, save and except Sections 11.2.5.4.1, 11.2.5.4.2 and 11.2.5.4.4.
2. Lot Width - minimum 15.0 m
3. Lot Area - minimum 519.0 m²
4. Main Building Height - maximum 10.0 m
5. Landscape Open Space Yard - minimum 35.0% of lot area
6. Notwithstanding Table 24.20.5.1, for a *Multiple Dwelling* containing a minimum of 5 *Dwelling Units*, the minimum required number of *parking spaces* shall be 5.
7. Notwithstanding Table 24.30.1, the minimum required number of bicycle parking spaces shall be 2.
8. Notwithstanding Clause .3 in Table 25.5.20.1, the minimum separation for a *parking area* from an *interior lot line* shall be 0.00 m.

[ZDM 3; ZNG/7249]

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

1. Item Number	2. Zoning District Map Part	3. Lands Affected	4. Official Plan Amendment Number	5. Zoning Symbol
1	3	Lot 73, Plan 274; PIN 01195-0501 LT (East side of Janette Avenue between Park Street West and Wyandotte Street West)	--	S.20(1)521

DREW DILKENS, MAYOR

CLERK

First Reading - , 2024

Second Reading - , 2024

Third Reading - , 2024

SCHEDULE 2

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

To amend the zoning of the lands located on the east side of Janette Avenue between Park Street West and Wyandotte Street West, described as Lot 73, Plan 274, PIN 01195-0501 LT, to permit the development of a multiple dwelling containing a maximum of six dwelling units on the subject land.

The amending by-law adds a site specific provision permitting a multiple dwelling containing a maximum of six dwelling units on a lot with a reduced lot width, lot area, number of required parking spaces and parking area separation from an interior lot line, increased building height, minimum landscaped open space yard, and provision of two bicycle parking spaces.

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



PART OF ZONING DISTRICT MAP 3

N.T.S.

SCHEDULE 2

Applicant: Andi Shallvari

 SUBJECT LANDS

PLANNING & BUILDING DEPARTMENT



DATE : OCTOBER, 2024
FILE NO. : Z-037/24, ZNG/7249

APPENDIX “G”
Zoning Analysis (120 metre Catchment Area)
Residential Properties Only

Municipal Address	Use	Storeys	Age of Main Building	Lot Width (m) (Approximate)	Lot Area (m2) (Approximate)	Density (Approximate) (uph)	Density with ADU's (Approximate) (uph)
439-441 Bruce Avenue	Multiple Dwelling (5 Units)	1.75	1900	15.2	534.1	93.6	93.6
460 Bruce Avenue	Multiple Dwelling (6 Units)	2.5	1979	15.2	534.1	112.3	112.3
468 Bruce Avenue	Duplex Dwelling	2	1900	15.2	534.1	37.4	56.2
474 Bruce Avenue	Multiple Dwelling (4 Units)	2	1900	15.2	534.1	74.9	74.9
475 Bruce Avenue	Multiple Dwelling (45 Units)	6	1979	58.8	2,063.0	218.1	218.1
485 Bruce Avenue	Single Unit Dwelling	2	1900	15.2	607.8	16.5	49.4
486 Bruce Avenue	Single Unit Dwelling	2.25	1900	15.2	534.1	18.7	56.2
494 Bruce Avenue	Single Unit Dwelling	1.5	1900	15.2	348.3	28.7	86.1
495-497 Bruce Avenue	Duplex Dwelling	2	1869	26.5	932.3	21.5	32.2
509-511 Bruce Avenue	Multiple Dwelling (3 Units)	2.25	1900	12.2	429.6	69.8	69.8
512 Bruce Avenue	Single Unit Dwelling	1.5	1944	10.4	363.1	27.5	82.6
518 Bruce Avenue	Single Unit Dwelling	1.5	1900	10.1	352.5	28.4	85.1
519 Bruce Avenue	Duplex Dwelling	2	1900	12.2	430.2	46.5	69.7
524 Bruce Avenue	Single Unit Dwelling (1 ADU)	1	1900	10.1	352.5	56.7	85.1
525 Bruce Avenue	Single Unit Dwelling	2.25	1909	10.1	357.5	28.0	83.9
532 Bruce Avenue	Single Unit Dwelling	2.25	1890	15.4	537.9	18.6	55.8
539 Bruce Avenue	Residential Care Facility	2.25	C.1909	60.8	2,142.5	452.7	452.7
540 Bruce Avenue	Single Unit Dwelling	2.5	1911	19.2	397.9	25.1	75.4
568 Bruce Avenue	Single Unit Dwelling	1.75	1909	16.2	446.0	22.4	67.3
570-572 Bruce Avenue	Duplex Dwelling	1.5	1900	11.2	389.9	51.3	77.0
571 Bruce Avenue	Dwelling (2 Units)	1.5	1900	12.4	431.7	46.3	46.3
0 Bruce Avenue	Vacant Land	N/A	N/A	9.2	320.8	0.0	0.0
0 Bruce Avenue	Vacant Land	N/A	N/A	9.2	323.7	0.0	0.0
580 Bruce Avenue	Single Unit Dwelling	2	1899	11.4	427.3	23.4	70.2
585 Bruce Avenue	Single Unit Dwelling	2.25	1910	12.6	294.5	34.0	101.9
586 Bruce Avenue	Single Unit Dwelling	2.25	1900	12.2	427.3	23.4	70.2
460 Caron Street	Single Unit Dwelling	2.25	1920	12.2	457.3	21.9	65.6
468 Caron Street	Single Unit Dwelling	1.75	1895	10.2	381.3	26.2	78.7
474 Caron Street	Single Unit Dwelling	1.75	1908	10.2	381.6	26.2	78.6
478 Caron Street	Single Unit Dwelling	1.75	1908	10.2	381.9	26.2	78.6
490-492 Caron Street	Double Duplex Dwelling	2	1908	15.2	573.2	69.8	69.8
496-498 Caron Street	Duplex Dwelling	2	1908	11.2	420.7	47.5	71.3
502 Caron Street	Single Unit Dwelling	1.5	1905	9.1	344.5	29.0	87.1

APPENDIX “G”
Zoning Analysis (120 metre Catchment Area)
Residential Properties Only

508 Caron Street	Single Unit Dwelling	1.5	1907	10.2	383.0	26.1	78.3
512-514 Caron Street	Duplex Dwelling	1.25	1910	15.2	575.0	34.8	52.2
513-515 Caron Street	Semi-Detached Dwelling	2.25	1911	15.2	650.2	30.8	92.3
520 Caron Street	Single Unit Dwelling	2.25	1908	15.2	575.6	17.4	52.1
523 Caron Street	Single Unit Dwelling	1.75	1910	15.2	651.6	15.3	46.0
528 Caron Street	Single Unit Dwelling	1.25	1910	15.2	576.1	17.4	52.1
529 Caron Street	Single Unit Dwelling	1.5	1908	14.3	610.5	16.4	49.1
534-536 Caron Street	Semi-Detached Dwelling	2	2024	11.9	449.8	44.5	133.4
542 Caron Street	Single Unit Dwelling	2.5	1910	11.3	427.1	23.4	70.2
548 Caron Street	Single Unit Dwelling	1	1989	11.3	427.4	23.4	70.2
554 Caron Street	Single Unit Dwelling	1.5	1910	11.3	427.7	23.4	70.1
564 Caron Street	Duplex Dwelling	1.5	1910	15.2	578.5	34.6	51.9
576 Caron Street	Single Unit Dwelling	1.5	1915	15.2	579.1	17.3	51.8
584 Caron Street	Single Unit Dwelling	1.5	1921	8.8	332.5	30.1	90.2
588 Caron Street	Single Unit Dwelling	1.5	1910	10.1	382.7	26.1	78.4
441 Janette Avenue	Multiple Dwelling (4 Units)	2	1900	15.2	521.3	76.7	76.7
447 Janette Avenue	Single Unit Dwelling	1.5	1910	12.2	417.0	24.0	71.9
457 Janette Avenue	Single Unit Dwelling	2.25	1900	8.5	291.9	34.3	102.8
458 Janette Avenue	Multiple Dwelling (3 Units)	1.75	1900	15.2	521.3	57.5	57.5
461 Janette Avenue	Duplex Dwelling	2	1993	9.8	333.7	59.9	89.9
464 Janette Avenue	Multiple Dwelling (3 Units)	1.5	1910	7.6	260.7	115.1	115.1
467 Janette Avenue	Duplex Dwelling	2	1907	15.2	521.3	38.4	57.5
475 Janette Avenue	Single Unit Dwelling	2	1900	15.2	521.3	19.2	57.5
478 Janette Avenue	Multiple Dwelling (4 Units)	2	2021	22.9	782.0	51.2	51.2
483 Janette Avenue	Duplex Dwelling	2	1900	15.2	521.3	38.4	57.5
484 Janette Avenue	Semi-Detached Dwelling Unit	1	2023	7.6	260.7	38.4	115.1
488 Janette Avenue	Semi-Detached Dwelling Unit	1	2023	7.6	260.7	38.4	115.1
492 Janette Avenue	Single Unit Dwelling	2.25	1908	10.4	354.5	28.2	84.6
493 Janette Avenue	Dwelling (2 Units)	2.25	1900	13.4	458.8	43.6	43.6
500 Janette Avenue	Single Unit Dwelling	2.25	1908	10.1	344.1	29.1	87.2
503 Janette Avenue	Single Unit Dwelling	1.5	1900	15.2	583.9	17.1	51.4
506 Janette Avenue	Multiple Dwelling (4 Units)	2.25	1908	10.1	344.1	116.3	116.3
509-511 Janette Avenue	Single Unit Dwelling	1.5	1900	12.2	417.1	24.0	71.9
510-512 Janette Avenue	Single Unit Dwelling	2	1910	15.2	521.3	19.2	57.5
517 Janette Avenue	Single Unit Dwelling	1.5	1909	9.2	312.8	32.0	95.9
0 Janette Avenue	Vacant Land	N/A	N/A	15.2	519.8	0.0	0.0
523-525 Janette Avenue	Single Unit Dwelling	2.25	1900	12.2	417.0	24.0	71.9
530 Janette Avenue	Vacant Land	N/A	N/A	15.2	521.3	0.0	0.0

**520 JANETTE AVENUE
RESIDENTIAL DEVELOPMENT
WINDSOR, ON

PARKING STUDY**

Prepared by:



RC SPENCER ASSOCIATES INC.
Consulting Engineers

Windsor: 800 University Avenue W. - Windsor ON N9A 5R9
Leamington: 18 Talbot Street W. - Leamington ON N8H 1M4
Chatham-Kent: 49 Raleigh Street - Chatham ON N7M 2M6

**520 JANETTE AVENUE RESIDENTIAL DEVELOPMENT, WINDSOR, ON
PARKING STUDY (OCTOBER 2024)**

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Summary and Conclusions 3

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Appendix B – ITE Parking Generation References

- Multifamily Housing (Low-Rise)
 - Per Dwelling Unit

INTRODUCTION AND BACKGROUND

A low-rise residential apartment building is proposed for a vacant lot located at 520 Janette Avenue, in Windsor, Ontario. The subject property is located on the east side of Janette Avenue, between Park Street West and Wyandotte Street West. Park Street West is an east / west collector roadway running from Caron Avenue at the west to Ouellette Avenue at the east. Wyandotte Street West is an arterial roadway that starts at Mill Street west of Highway 3 and continues east to Banwell Road. This development is proposed for construction in a single phase and is to be serviced via the alley between Janette Avenue and Bruce Avenue.

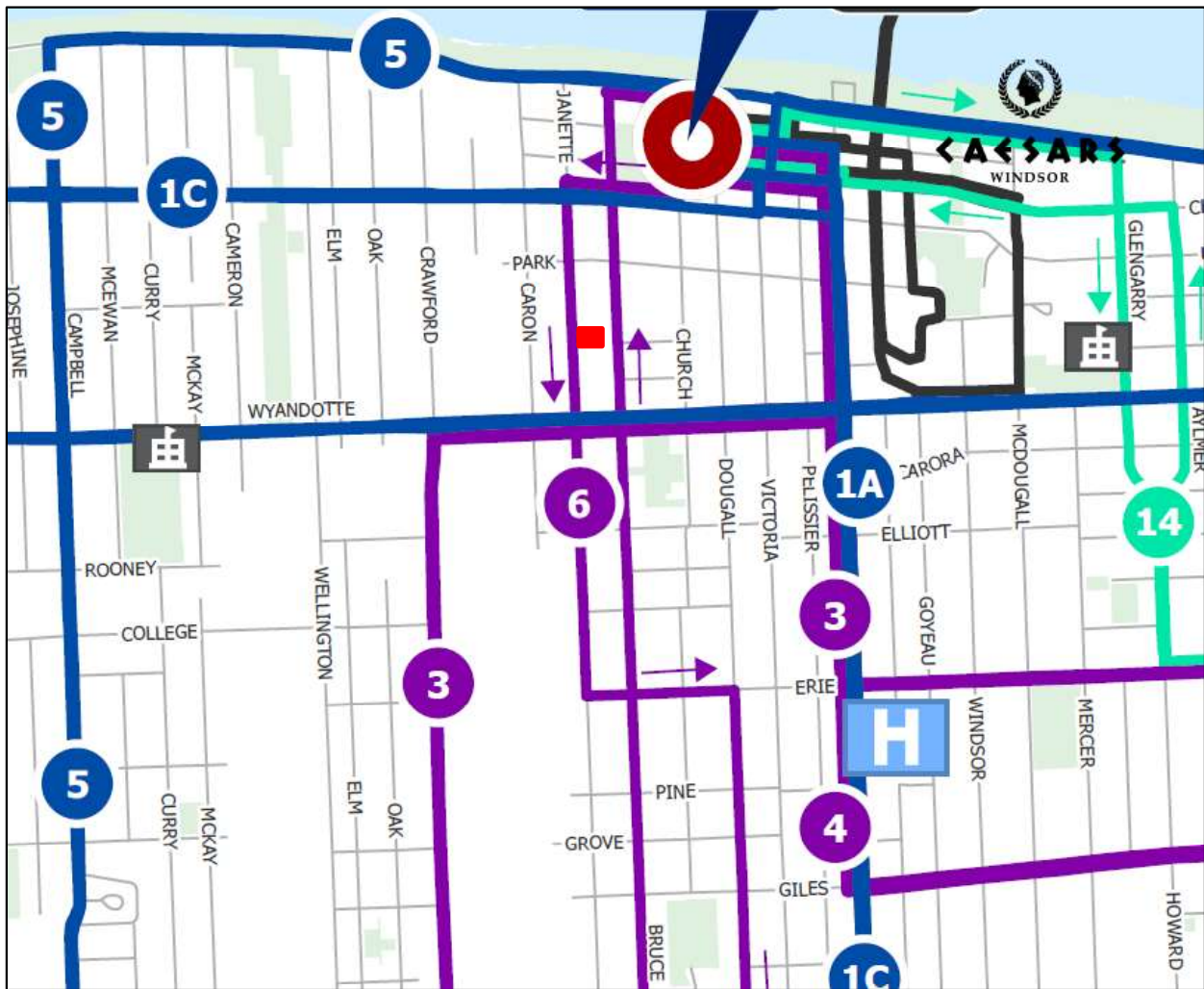
The developer is proposing a 3-storey residential building comprised of 12 bedrooms within six dwelling units. Two units are to be included on each floor. The development is to be supplemented by four vehicle parking spaces and ten bicycle parking spaces. The site plan is provided in **Appendix A**.

The City's zoning bylaw (minimum 1.25 parking spaces per unit) requires at least 7.5 spaces for the six units; accordingly, a variance is required for the shortfall of three parking spaces. Transportation Planning has indicated that they will accept the proposal if a parking study can sufficiently justify the reduction in required parking spaces. Therefore, the purpose of this study is to evaluate the anticipated peak parking demand versus the proposed on-site parking supply.

ITE PARKING GENERATION MANUAL VS. WINDSOR BYLAW REQUIREMENTS

The Institute of Transportation Engineers (ITE) Parking Generation Manual (6th Edition) reports parking demand studies and statistics from various land uses across North America. For a multifamily low-rise residential development (Land Use Codes 217 and 220), parking demand can be estimated based on the number of dwelling units (according to the number of bedrooms in the building). As referenced in **Appendix B**, the ITE's average rate for 2+ bedrooms (per dwelling unit) suggests that a minimum parking supply of 7.6 parking spaces should sufficiently accommodate the peak parking demand. According to the developer, the units are small and will be marketed to retirees as a large 1-bedroom plus den / office or flex space. If these are marketed as 1-bedroom units, the ITE's average rate for 1-bedroom units (per dwelling unit) suggests a minimum of 5.6 parking spaces. Furthermore, since the subject location is technically within a Dense Multi-Use Urban area (defined as *a fully developed area [or nearly so], with diverse and interacting complementary land uses, good pedestrian connectivity, and convenient and frequent transit*), the ITE's average rate for 1-bedroom units (per dwelling unit) suggests that a minimum of 3 parking spaces could be sufficient for the proposed residential building.

Although the proposed parking supply may sufficiently accommodate the peak parking demand on its own, transit and active transportation options were also evaluated. Currently, Windsor Transit provides two Route 6 stops within approximately 200m of the site, with one on Janette Avenue at Park Street West and another at Wyandotte Street West; this route travels past the subject site. Additional transit routes are provided along Wyandotte Street West. The below Windsor Transit map depicts the routes available around the site; the site is identified with a red box:



Active transportation facilities are also provided within the study area; sidewalks are provided on both sides of Janette Avenue, and dedicated bicycle lanes are provided on Janette Avenue. Although not required by the City of Windsor, the developer is proposing ten on-site bicycle parking spaces to supplement the on-site vehicle parking; this provision should encourage increased resident use of alternative active transportation options.

Several destinations are also located within walking / bicycling distance of the development (like fast-food venues and commercial establishments, etc.), so walking and / or cycling transportation modes are likely. Therefore, due to the anticipated modal split, it is the engineers' opinion that the proposed on-site parking supply should adequately accommodate the subject development's peak parking demand.

Finally, it should also be noted that on-street parking is permitted on Janette Avenue. Parking is permitted on alternate sides of the street depending on the month of the year. The on-street parking and the dedicated bicycle lanes alternate by the month.

Realistically, the proposed parking supply is in keeping with current sustainability policies intended to encourage non-auto modes of travel, particularly within built-out and mature neighbourhoods. Furthermore, by limiting the availability of on-site vehicle parking, the developer is being proactive in encouraging an increased modal split for the subject area.

Based on the provided metrics and area characteristics, it is the engineers' opinion that the four proposed on-site parking spaces could sufficiently accommodate the peak parking demand generated by the proposed 6-unit, 12-bedroom, low-rise residential building.

SUMMARY AND CONCLUSIONS

A low-rise residential apartment building is proposed for a vacant lot located at 520 Janette Avenue, in Windsor, Ontario. The subject property is located on the east side of Janette Avenue, between Park Street West and Wyandotte Street West. This development is proposed for construction in a single phase and is to be serviced via the alley between Janette Avenue and Bruce Avenue. The developer is proposing a 3-storey residential building comprised of six dwelling units; the development is to be supplemented by four vehicle parking spaces and ten bicycle parking spaces.

The City's zoning bylaw (minimum 1.25 parking spaces per unit) requires 7.5 spaces for the six units; the ITE Parking Generation Manual (6th Edition) references suggest that a minimum parking supply of five spaces could accommodate the subject development's six units (if marketed to retirees). However, if the Dense Multi-Use Urban subcategory is applied, a minimum of 3 parking spaces could sufficiently accommodate the site's peak parking demand. Furthermore, on-street parking is also permitted on Janette Avenue, and the proposed development is close to existing active transportation facilities and reliable transit options. Therefore, it is anticipated that the site's modal split could further reduce the peak parking demand.

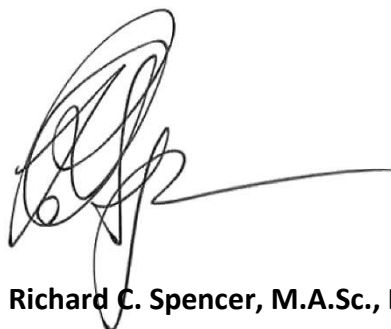
Accordingly, it is the engineers' opinion that the proposed on-site parking supply of four parking spaces and ten bicycle parking spaces should adequately accommodate the peak parking demand generated by the subject low-rise residential development proposal.

All of which is respectfully submitted,

RC Spencer Associates Inc.



Aaron D. Blata, M.Eng., P.Eng., PTOE, RSP1
Consulting Engineer, Road Safety Professional &
Professional Traffic Operations Engineer
Associate / Leamington Office Manager

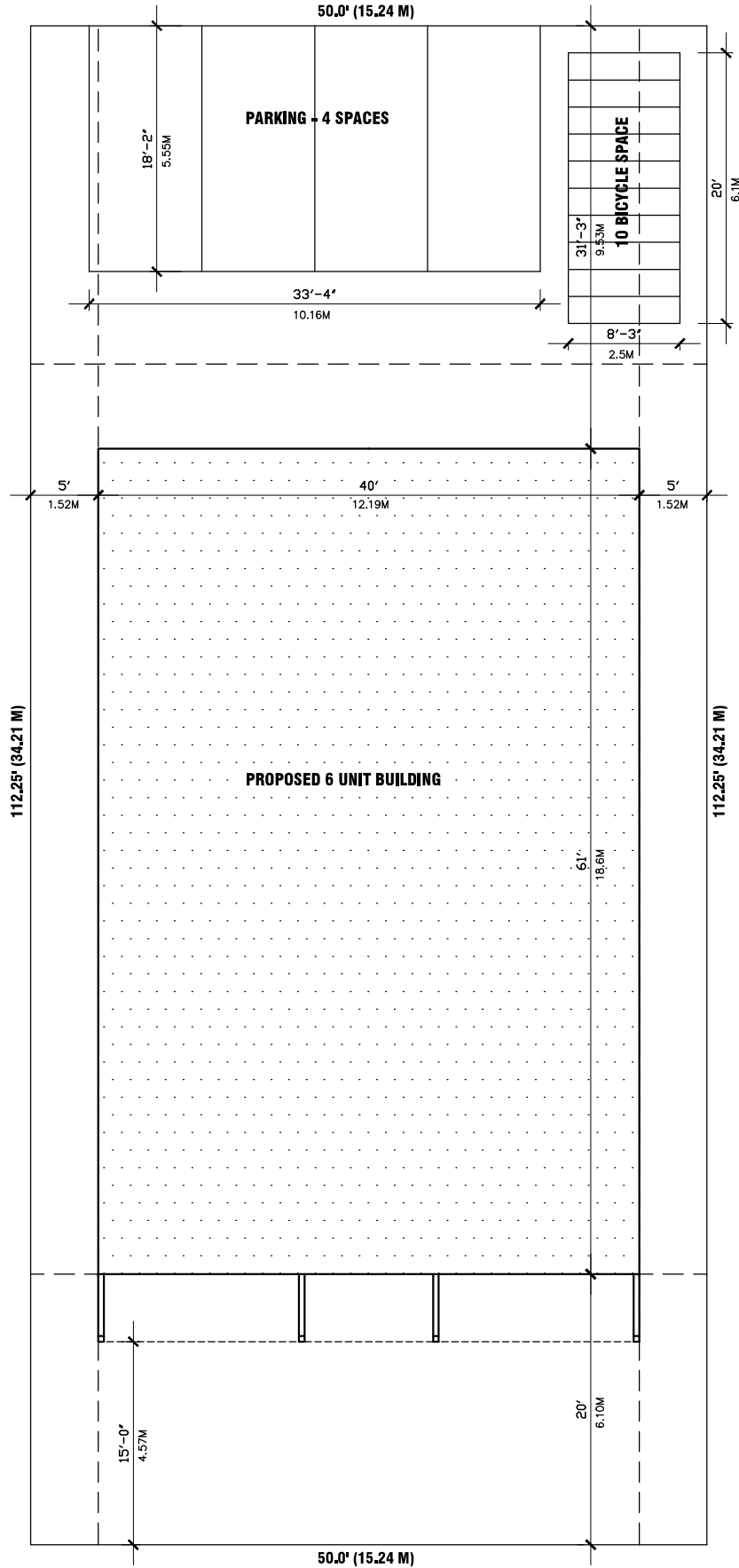


Richard C. Spencer, M.A.Sc., P.Eng., PE
Consulting Engineer &
Fellow ITE Member
President / Windsor Office Manager



Appendix A

SITE PLAN



SITE PLAN

520 JANETTE AVENUE SIX-PLEX

MAY 12, 2024

JANETTE AVENUE

LOT AREA	5612.5 SF (521.42 SM)	
BUILDING AREA	2440.0 SF (226.68 SM)	43.47%
BALCONY AREAS	200.00 SF (18.58 SM)	3.56%
TOTAL LOT COVERAGE	2640.00 SF (245.26 SM)	47.04%

Appendix B

ITE PARKING GENERATION MANUAL – 6TH EDITION REFERENCES

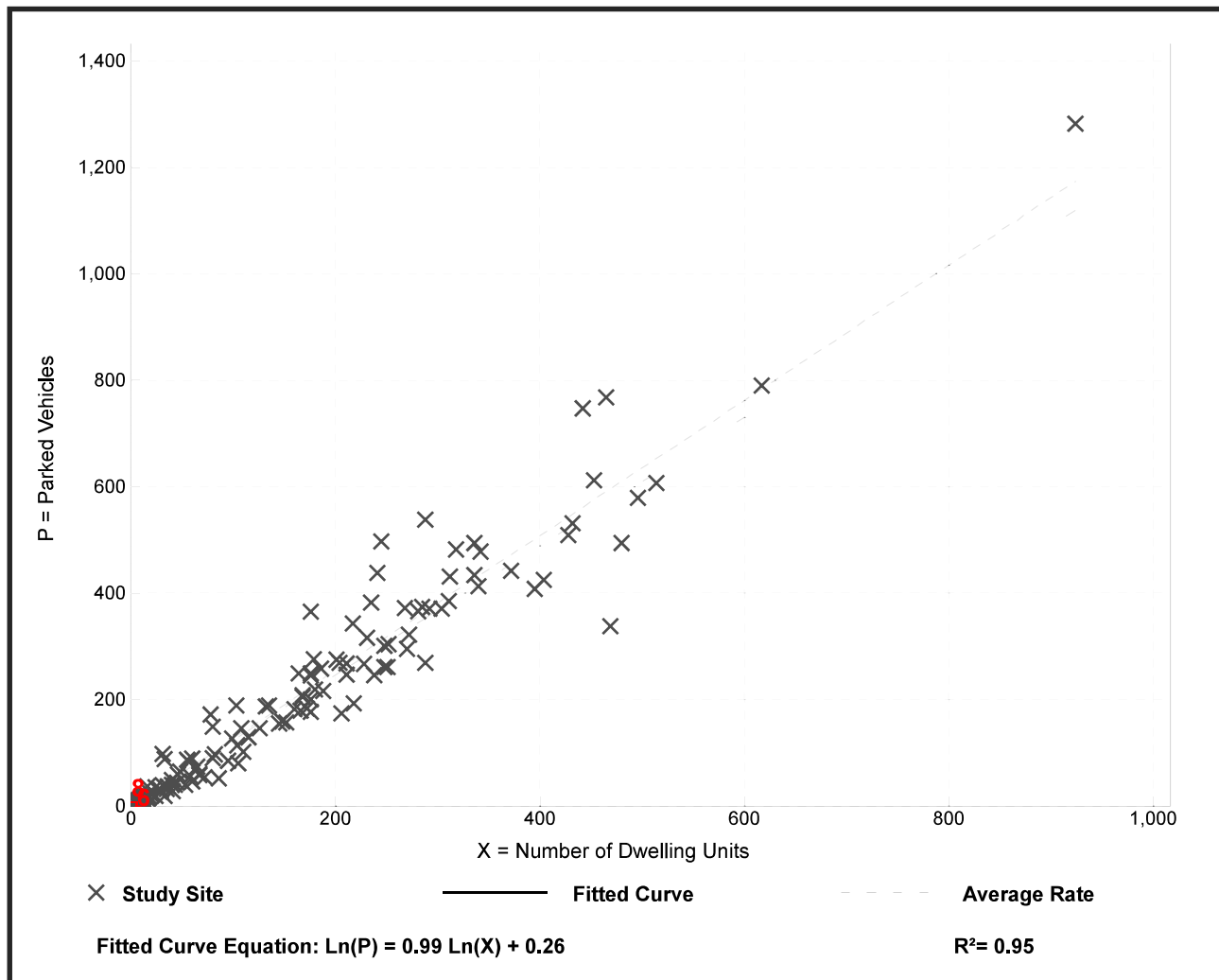
Multifamily Housing - 2+ BR (Low-Rise) - Not Close to Rail Transit (220)

Peak Period Parking Demand vs: Dwelling Units
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban
 Number of Studies: 143
 Avg. Num. of Dwelling Units: 154

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.27	0.58 - 3.16	1.07 / 1.59	1.22 - 1.32	0.29 (23%)

Data Plot and Equation



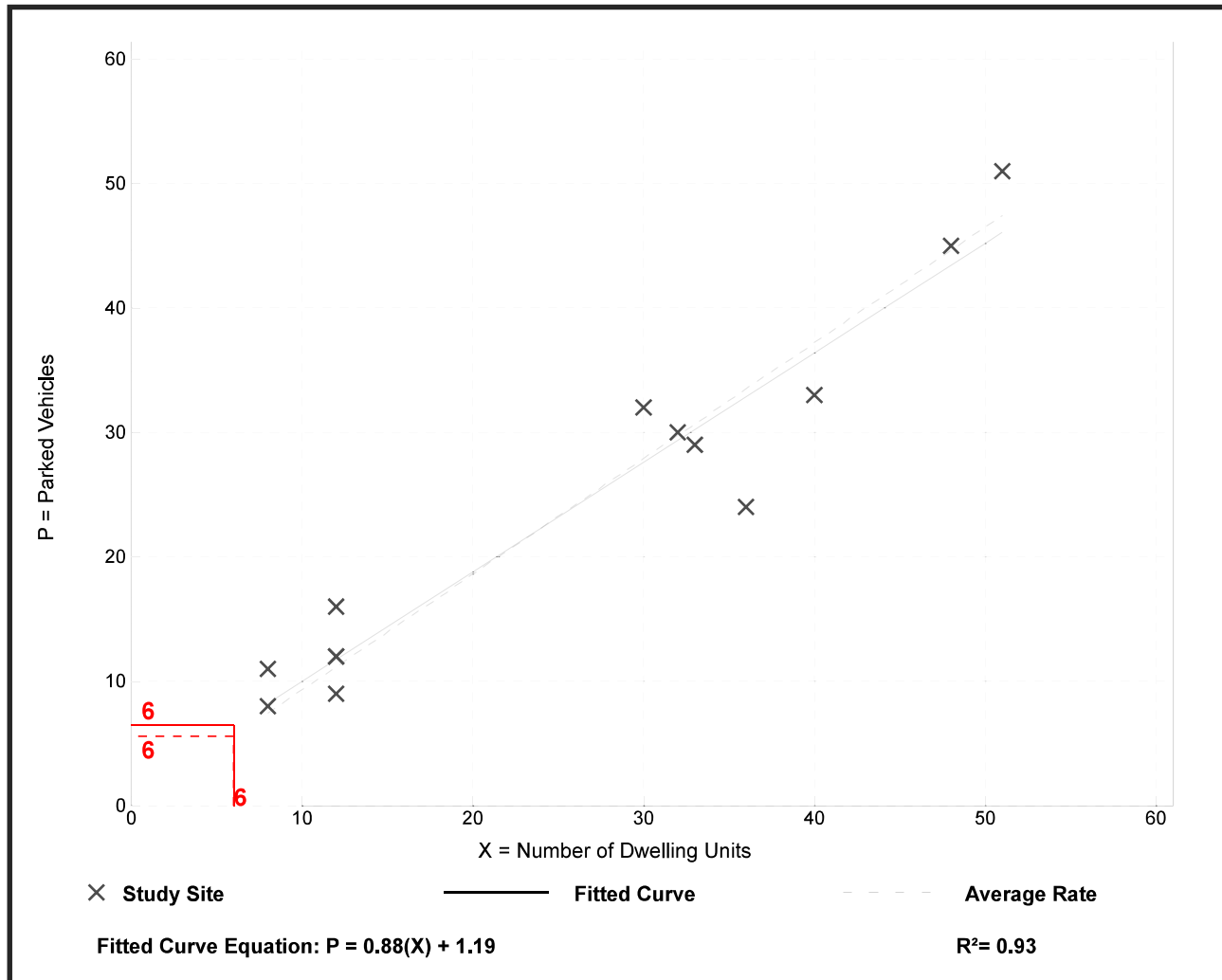
Multifamily Housing - 1 BR (Low-Rise) - Not Close to Rail Transit (217)

Peak Period Parking Demand vs: Dwelling Units
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban
 Number of Studies: 14
 Avg. Num. of Dwelling Units: 25

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.93	0.67 - 1.38	0.88 / 1.27	***	0.16 (17%)

Data Plot and Equation



Multifamily Housing - 1 BR (Low-Rise) - Not Close to Rail Transit (217)

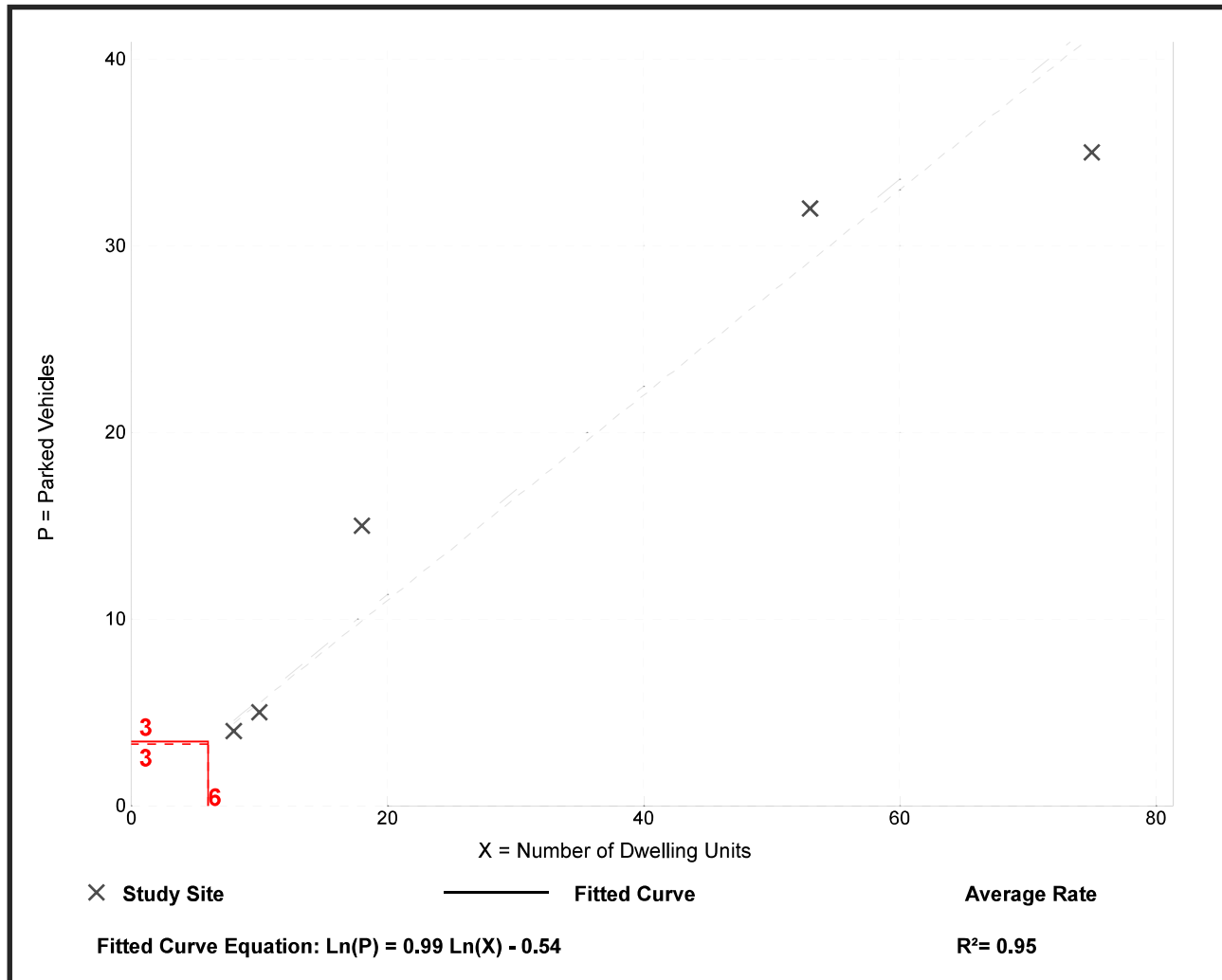
Peak Period Parking Demand vs: Dwelling Units
On a: Weekday (Monday - Friday)
Setting/Location: Dense Multi-Use Urban
 Number of Studies: 5
 Avg. Num. of Dwelling Units: 33

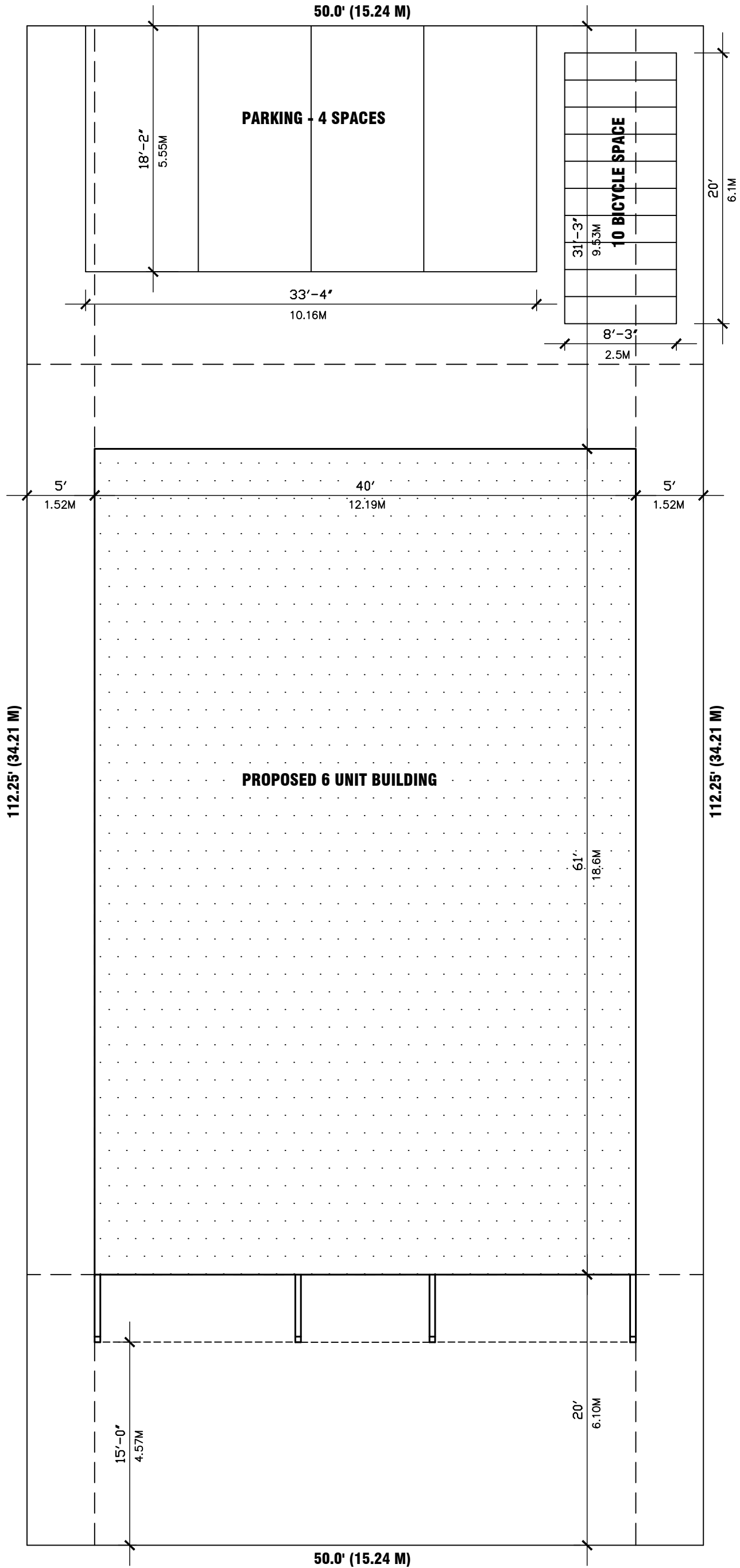
Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.55	0.47 - 0.83	0.50 / 0.83	***	0.13 (24%)

Data Plot and Equation

Caution – Small Sample Size

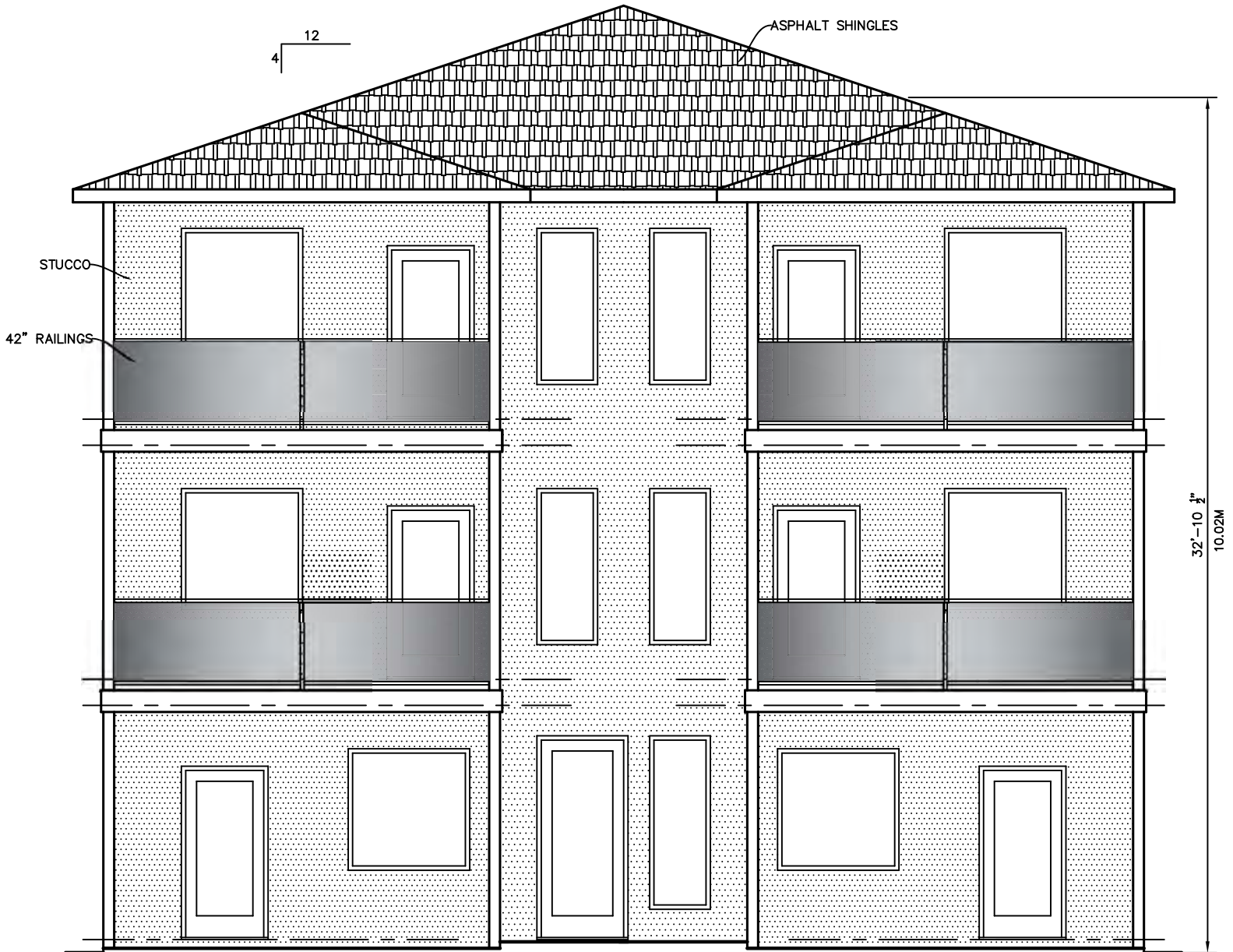




JANETTE AVENUE

LOT AREA	5612.5 SF (521.42 SM)	
BUILDING AREA	2440.0 SF (226.68 SM)	43.47%
BALCONY AREAS	200.00 SF (18.58 SM)	3.56%
TOTAL LOT COVERAGE	2640.00 SF (245.26 SM)	47.04%

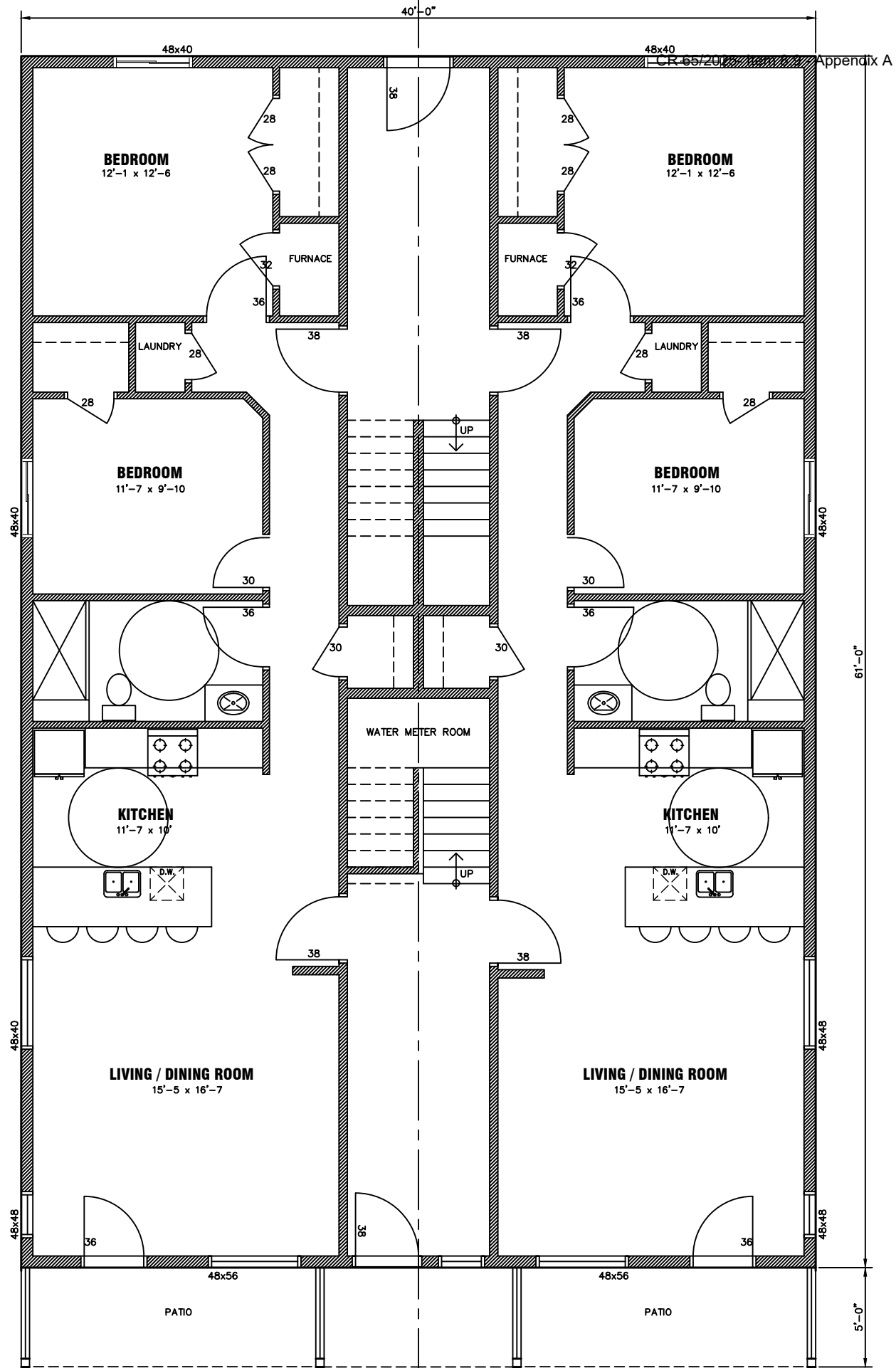
SITE PLAN



PROPOSED FRONT ELEVATION

JANETTE SIX-PLEX

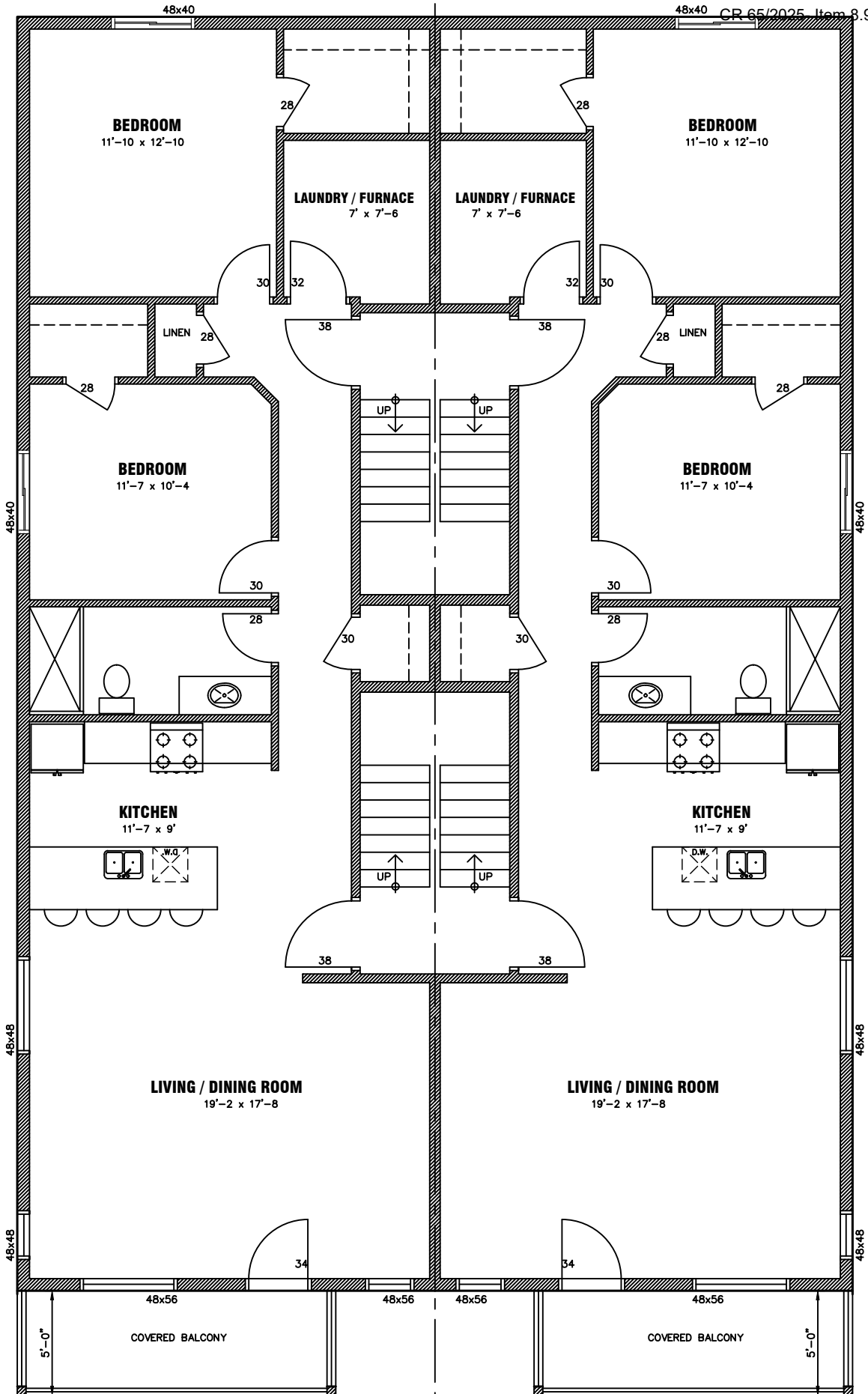
DECEMBER 26, 2023



Appendix A

PROPOSED MAIN FLOOR PLAN - ACCESSIBLE

UNIT AREA 1019 SF



UNIT AREA 1123 SF

PROPOSED SECOND & THIRD FLOOR PLANS

APPENDIX "B"
Site Photos (December 2020 Google Street View)



Figure 1 - Looking east towards subject property from Janette Ave (510-512 Janette Ave on left)



Figure 2 - Looking south on Janette Ave (Subject property on left)



Figure 3 - Looking north on Janette Ave (Subject property on right)

APPENDIX “C”
Excerpts from Official Plan Volume I

3. Development Strategy

3.2 Growth Concept

3.2.1 Safe, Caring and Diverse Community

*NEIGHBOURHOOD
HOUSING VARIETY*

3.2.1.2 Encouraging a range of housing types will ensure that people have an opportunity to live in their neighbourhoods as they pass through the various stages of their lives. Residents will have a voice in how this new housing fits within their neighbourhood. As the city grows, more housing opportunities will mean less sprawl onto agricultural and natural lands.

6. Land Use

6.1 Goals

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

NEIGHBOURHOODS

6.1.1 Safe, caring and diverse neighbourhoods.

RESIDENTIAL

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

*RESIDENTIAL
INTENSIFICATION*

6.1.14 To direct residential intensification to those areas of the City where transportation, municipal services, community and goods and services are readily available. (added by OPA #159 –AP PROVED July 11, 2022, B/L# 100-2022)

6.3 Residential

6.3.2 Policies

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

*EVALUATION
CRITERIA FOR A
NEIGHBOURHOOD
DEVELOPMENT
PATTERN*

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

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

In Mature Neighbourhoods as shown on Schedule A-1, compatible with the surrounding area, as noted above, and consistent with the streetscape, architectural style and materials, landscape character and setback between the buildings and streets; (Added by OPA #159 – APPROVED July 11 2022, B/L# 100-2022)

- (d) provided with adequate off street parking;
- (e) capable of being provided with full municipal physical services and emergency services; and

6.11 City Centre Planning District

6.11.1 Objectives

*RESIDENTIAL
NEIGHBOURHOODS*

6.11.1.2 To foster livable residential neighbourhoods close to employment, shopping and entertainment opportunities.

6.11.3 Development Profile Area Policies

*DEVELOPMENT
PROFILE AREA
DEFINED*

6.11.3.1 For the purpose of this Plan, the development profile areas designated on Schedule E: City Centre Planning District establish the maximum height for buildings within distinct sub-areas of the City Centre. Accordingly, the following development profile areas apply to lands within the City Centre Planning District:

- (a) Low Profile Area where development is generally no greater than three (3) storeys in height;

6.11.5 Residential Policies

*PERMITTED
USES*

6.11.5.1 Uses permitted in the Residential land use designation identified on Schedule E: City Centre Planning District

- (a) in areas also designated as Low Profile Area single detached, semi-detached, duplex, and row and multiplex dwelling units with up to 8 units; and

*EVALUATING
PROPOSALS*

6.11.5.3 At the time of submission, residential development proposals in areas designated as Residential on Schedule E: City Centre Planning District shall be evaluated according to policy 6.3.2.5.

11. Tools

11.6 Zoning

11.6.1 Objectives

*COMPATIBLE
USES*

11.6.1.2 To ensure compatibility between land uses.

11.6.3 Zoning By-law Amendment Policies

*EVALUATION
CRITERIA*

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

- (a) The relevant evaluation criteria contained in the Land Use Chapter of this Plan, Volume II;
- (b) Relevant support studies;
- (c) The comments and recommendations from municipal staff and circularized agencies;
- (d) Relevant provincial legislation, policies and appropriate guidelines; and
- (e) The ramifications of the decision on the use of adjacent or similar lands.

PLANNING RATIONALE REPORT (SCOPED)

ZONING BY-LAW AMENDMENT PROPOSED RESIDENTIAL DEVELOPMENT

**0 Janette Avenue
City of Windsor, Ontario**

October 15, 2024

Prepared by:



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

I have been retained by Andi Shallvari (herein the “Applicant”) to provide a scoped land use Planning Rationale Report (PRR) in support of a proposed development to be located at 0 Janette Avenue (herein the “Site”) in the City of Windsor, Province of Ontario.

The Site, in Ward 3 (City Centre Planning District), is made up of one (1) interior parcel of land, which is currently vacant.

The Site is located on the east side of Janette Avenue, north of Wyandotte Street West and south of Park Street West between 510-512 Janette Avenue and 530 Janette Avenue.

It is proposed to construct a new three (3) storey multiple dwelling. A total of six (6) residential units are proposed.

The proposed housing choice is considered a ‘missing middle’ development.

A total of 4 parking spaces are proposed, with access off the paved alley into the rear yard.

The Site has access to full municipality services.

The tenure of each unit will be rentals.

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

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

Pre-consultation (stage 1) was completed by the Applicant (City File #PC-042/23) and pre-submission (stage 2) (City File #PC-015/24).

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

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

2.0 SITE AND SURROUNDING LAND USES

2.1 Legal Description and Ownership

The Site is made up of one (1) interior parcel of land, which is currently vacant.

The Site is located on the east side of Janette Avenue, north of Wyandotte Street West and south of Park Street West between 510-512 Janette Avenue and 530 Janette Avenue (see the area in red on Figure 1 – Site Location).

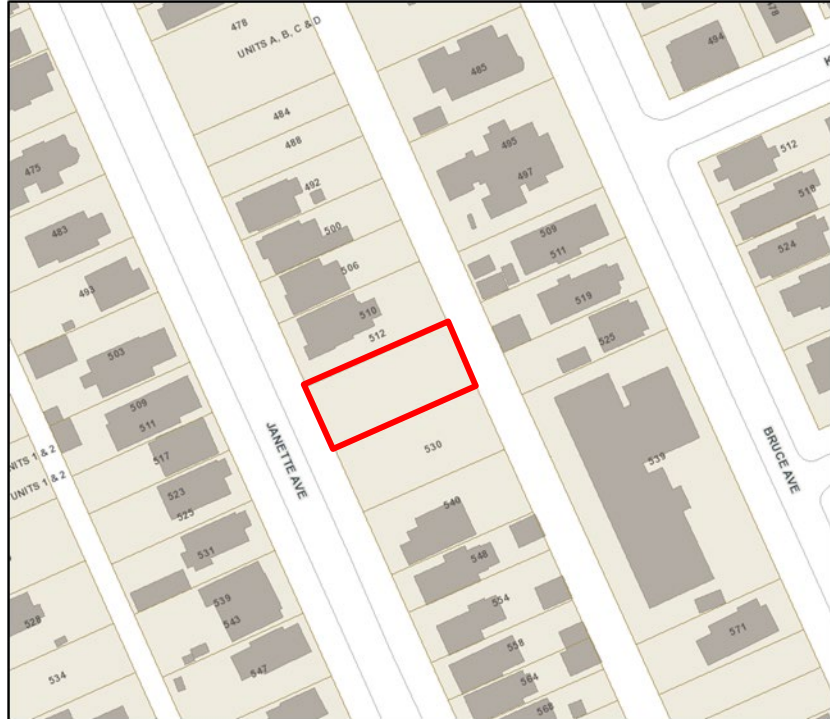


Figure 1 – Site Location (Source: Windsor GIS)

The Site is part of the (City Centre Planning District) and is located in the City of Windsor Ward 3.

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

Address	Legal Description	PIN	ARN	Owner	Purchased Date
0 Janette Avenue, Windsor	Lot 73, Plan 274; CITY OF WINDSOR	01195-0501 LT	040-120-04500	Andi Shallvari	2018

2.2 Physical Features of the Site

2.2.1 Size and Site Dimension

The Site, subject to the proposed development, consists of a total area of 521.42 m², with 15.24 m along Janette Avenue and a depth of 34.21 m.

2.2.2 Existing Structures and Previous Use

The Site is currently vacant.

The previous use was residential.

2.2.3 Vegetation

The property currently has a mown lawn and one tree.

2.2.4 Topography and Drainage

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

2.2.5 Other Physical Features

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

There is an alley along the east side of the Site.

2.2.6 Municipal Services

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

There are streetlights and sidewalks located in the area.

The Site has access to major roadways.

On-street parking is permitted on Janette Avenue, and the Site is close to existing active transportation facilities and reliable transit options.

2.2.7 Nearby Amenities

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

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

2.3 Surrounding Land Uses

Overall, the Site is in an existing built-up area. There are several different lot frontages and lot areas of neighbouring properties.

The following is a summary of the abutting land uses:

Direction	Abutting Land Use
North	Residential
South	Residential
East	Residential
West	Residential

3.0 PROPOSAL AND CONSULTATION

3.1 Development Proposal

The Site is currently vacant. It is proposed to develop the Site for residential purposes.

It is proposed to construct a new three (3) storey multiple dwelling. A concept plan was prepared dated May 12, 2024 (see Figure 2a –Concept Plan).

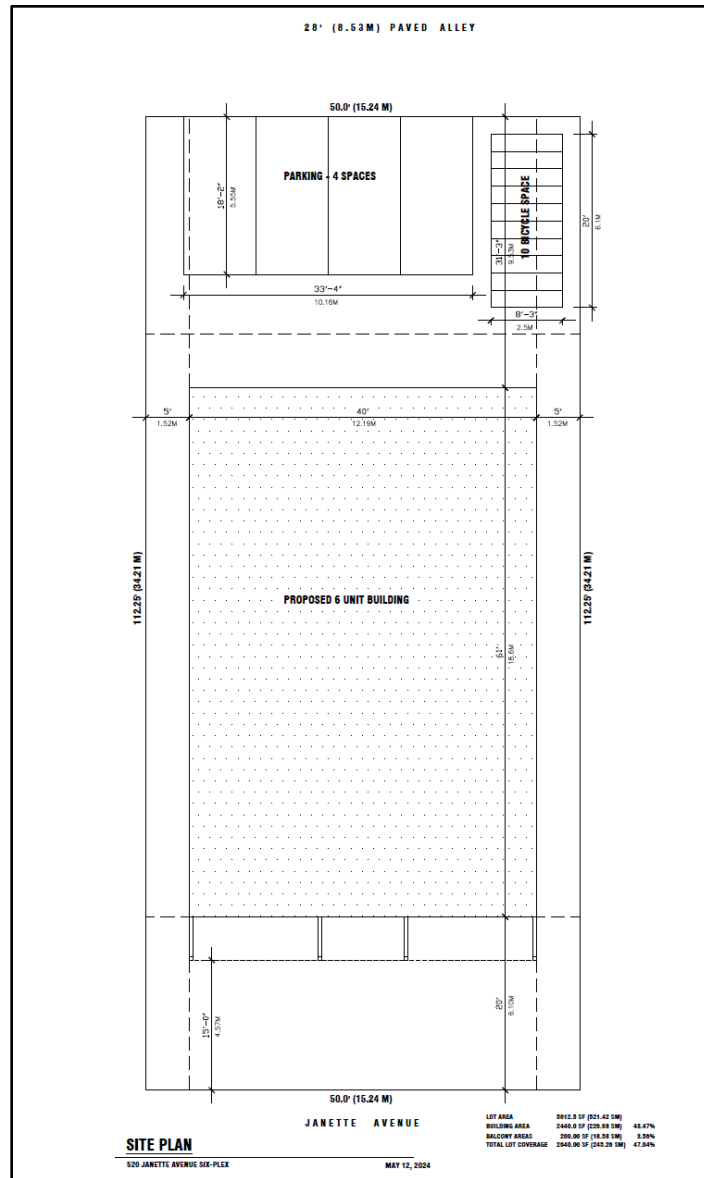


Figure 2a –Concept Plan

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

The building will occupy a total of 226.68 m² of the Site (43.47 % lot coverage). The proposed height is 10.02 m.

A total of six (6) residential units are proposed.

The tenure of each unit will be rental.

The proposed dwelling will face Janette Avenue. An elevation of the proposed building has been prepared (see Figure 2b – Elevations).

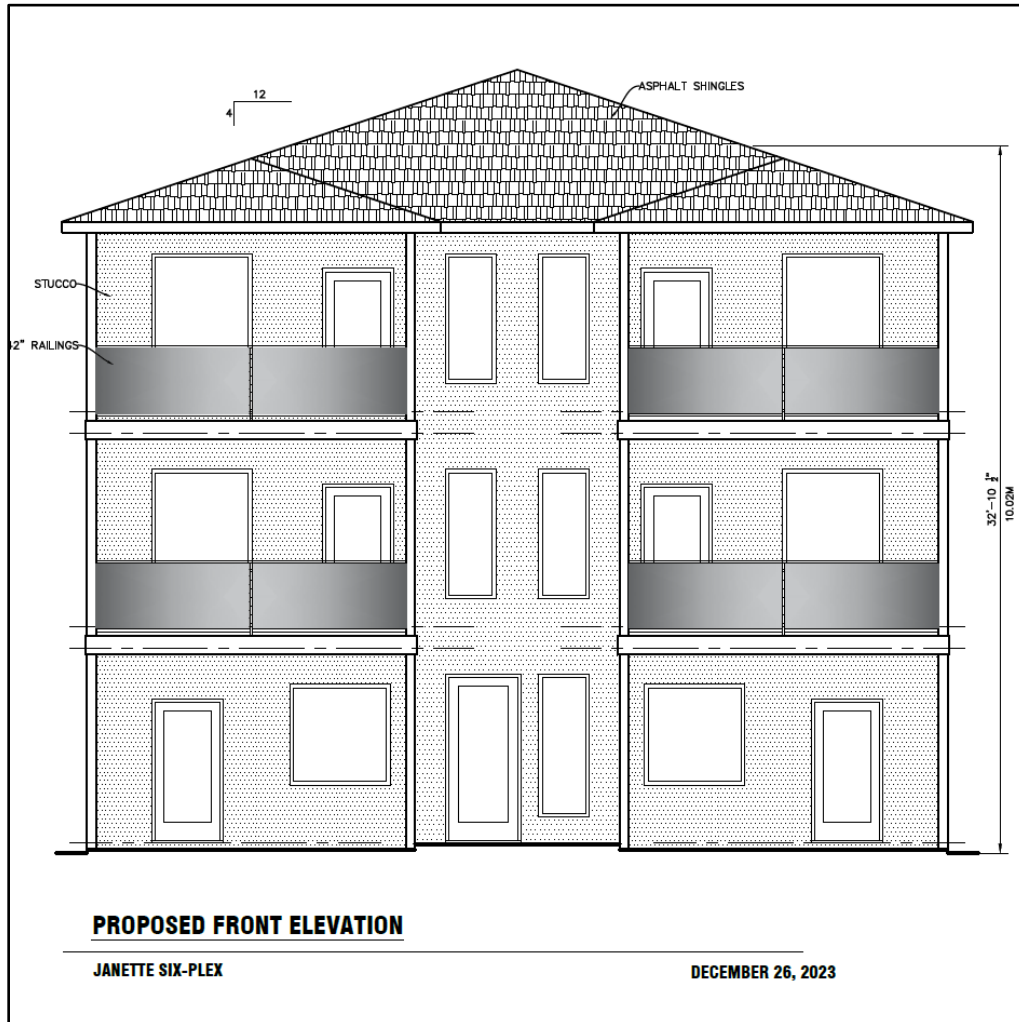


Figure 2b – Elevation

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

Access to the proposed building will be from the east and west sides.

It is proposed that each unit will have 2 bedrooms. The first-floor units will be accessible.

Private balconies will be located on the west side of the proposed building.

Outdoor seating area, landscaping and amenity space will be provided.

A total of 4 parking spaces are proposed, with access off the paved alley into the rear yard.

A total of 10 bicycle spaces are proposed and will be located at the rear of the dwelling/

The refuse (garbage and recycling) will be located in the individual units.

The Site will be serviced with full municipality services (sewer, water and storm).

3.2 Public Consultation Strategy

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

As part of a public consultation strategy, in addition to the statutory public meeting, an informal electronic public open house was held with area residents and property owners on Monday, January 22, 2024, from 6:00 pm to 7:00 pm.

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

A total of 90 owners and tenants were notified, which is a 120 m radius from the Site.

In addition to the applicant representatives, there were no residents registered or attended.

No emails or phone calls were received.

4.0 APPLICATION AND STUDIES

Pre-consultation (stage 1) was completed by the Applicant (City File #PC-042/23) and pre-submission (stage 2) (City File #PC-015/24). Comments were received and have been incorporated into this PRR.

The following explains the purpose of the application as well as a summary of the required support studies.

4.1 Zoning By-law Amendment

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

The current zoning of the Site, subject to development, is Residential District 2.2 (RD2.2) category, as shown on Map 3 of the City of Windsor Zoning By-law #8600.

It is proposed to further amend the zoning to Residential District 2.2 (RD2.2 - S.20(1)(XXX)) category to permit a multiple dwelling containing a maximum of six (6) dwelling units as an additional permitted use.

Relief from certain regulations is also being requested.

The ZBA is detailed, and the justification is set out in Section 5.1.3 of this PRR.

4.2 Other Application

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

The assignment of a new municipal address is a prerequisite to the issuance of a building permit.

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

4.3 Supporting Studies

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

4.3.1 Climate

A Micro Climate Study was determined by the City to be unnecessary as the height of the proposed building is in keeping with the character of the area.

4.3.2 Servicing

A Stormwater Retention Scheme was determined by the City to be unnecessary as the parking area has been reduced to 4 parking spaces.

4.3.3 Tree

A Tree Inventory Report was determined by the City to be unnecessary. There is one privately owned black locust tree identified on the Site. The tree was noted to be in fair health at the time of inspection.

It is recommended by the City that prior to construction, snow fencing or another suitable barrier be installed around the dripline of the tree to help preserve the health of the tree.

4.3.4 Parking

A Parking Study was prepared by RC Spencer Associates Inc., dated October 2024.

The purpose of the study was to review the parking requirements and justify the shortfall in parking.

The study evaluated the anticipated peak parking demand versus the proposed on-site parking supply.

On-street parking is permitted on Janette Avenue, and the Site is close to existing active transportation facilities and reliable transit options.

It was recommended that a minimum of four parking spaces could sufficiently accommodate the site's peak parking demand.

5.0 PLANNING ANALYSIS

5.1 Policy and Regulatory Overview

5.1.1 Provincial Planning Statement

The Provincial Planning Statement, 2024 (PPS) provides policy direction on matters of provincial interest related to land use planning and development.

The PPS was issued under Section 3 of the Planning Act and came into effect on October 20, 2024.

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

PPS Policy #	Policy	Response
Chapter 1 - Vision	Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come.	The proposed development provides more housing.
Chapter 2.1.4 – Buildings Homes, Sustaining Strong and Competitive Communities	To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall: a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through	The proposed development will help provide for a mix of housing options and densities to meet the needs of the City. Full municipal services are available.

PPS Policy #	Policy	Response
	lands which are designated and available for residential development; and b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.	
2.1.6	Planning authorities should support the achievement of complete communities by: a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs; b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society;	The proposed development is consistent with the policy to achieve complete communities. The proposed development will provide for a range and mix of housing options. The Site has access to transportation options, public service facilities, other institutional uses, and parks. Accessibility will be addressed at the time of the building permit.
2.2.1 - Housing	Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by: a) establishing and implementing minimum targets for the provision of	The proposed development is a new housing option for the area. The proposed development supports the City's targets. The needs of the residents can be accommodated as the

PPS Policy #	Policy	Response
	<p>housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;</p> <p>b) permitting and facilitating:</p> <ol style="list-style-type: none"> 1. all housing options required to meet the social, health, economic and well being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3; <p>c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and</p> <p>d) requiring transit-supportive development and prioritizing intensification, including</p>	<p>Site is located near local amenities.</p> <p>The Site offers an opportunity for intensification and infilling.</p> <p>The proposed housing choice is considered a 'missing middle' development.</p> <p>The proposed density is appropriate for the Site.</p> <p>A total of 6 units would be permitted in the form of a semi detached dwelling with additional dwelling units (ADUs) as of right.</p> <p>Residents will have access to nearby transit.</p>

PPS Policy #	Policy	Response
	potential air rights development, in proximity to transit, including corridors and stations.	
2.3.1.1 – Settlement Area	Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.	The Site is located in an existing settlement area of the City of Windsor.
2.3.1.2	Land use patterns within settlement areas should be based on densities and a mix of land uses which: a) efficiently use land and resources; b) optimize existing and planned infrastructure and public service facilities; c) support active transportation; d) are transit-supportive, as appropriate.	<p>The Site offers an opportunity for intensification.</p> <p>The total density of the proposed development is considered appropriate.</p> <p>The design and style of the proposed building will blend well with the scale and massing of the existing surrounding area.</p> <p>The proposed development is an efficient use of the Site.</p> <p>Residents will have immediate access to local amenities.</p> <p>Transit and active transportation are available in the area.</p> <p>The Site is located close to major roadways.</p>
2.3.1.3	Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of	<p>The proposed development provides an infill opportunity for a vacant parcel of land.</p> <p>The Site was always intended for development.</p>

PPS Policy #	Policy	Response
	housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.	The design of the proposed development has provided a compact form.
2.3.1.4	Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.	The City has established targets. The proposed development will assist in meeting those targets as the Site is located in an existing built-up area and will add new residential housing.
2.3.1.6	Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.	The Site has access to existing infrastructure and nearby public service facilities.
Chapter 3.1.1 – Infrastructure and Facilities	Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.	The proposed development has access to full municipal services. There are nearby public service facilities.
3.3.3 - Transportation	Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.	The proposed development will not have a negative impact on nearby transportation and infrastructure corridors.
3.6.2	Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the	The proposed development will be serviced by municipal sewer, water and storm, which is the preferred form of

PPS Policy #	Policy	Response
	environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.	servicing for settlement areas.
4.1.1 – Natural Heritage	Natural features and areas shall be protected for the long term.	There are no natural heritage features that impact the Site.
4.2 - Water	Planning authorities shall protect, improve or restore the quality and quantity of water by: b) minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts;	The Site is outside of the ERCA regulated area.
Chapter 5.1.1 – Protecting Public Health and Safety	Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.	There are no natural or human-made hazards that apply to this Site. There is no risk to the public.

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

5.1.2 Official Plan

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

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

The Site is part of the City Centre Planning District.

The current land use designation of the Site, subject to development, is ' Residential – Low Profile', as shown on Schedule E: City Centre Planning District of the City of Windsor Official Plan (see Figure 3 –OP).

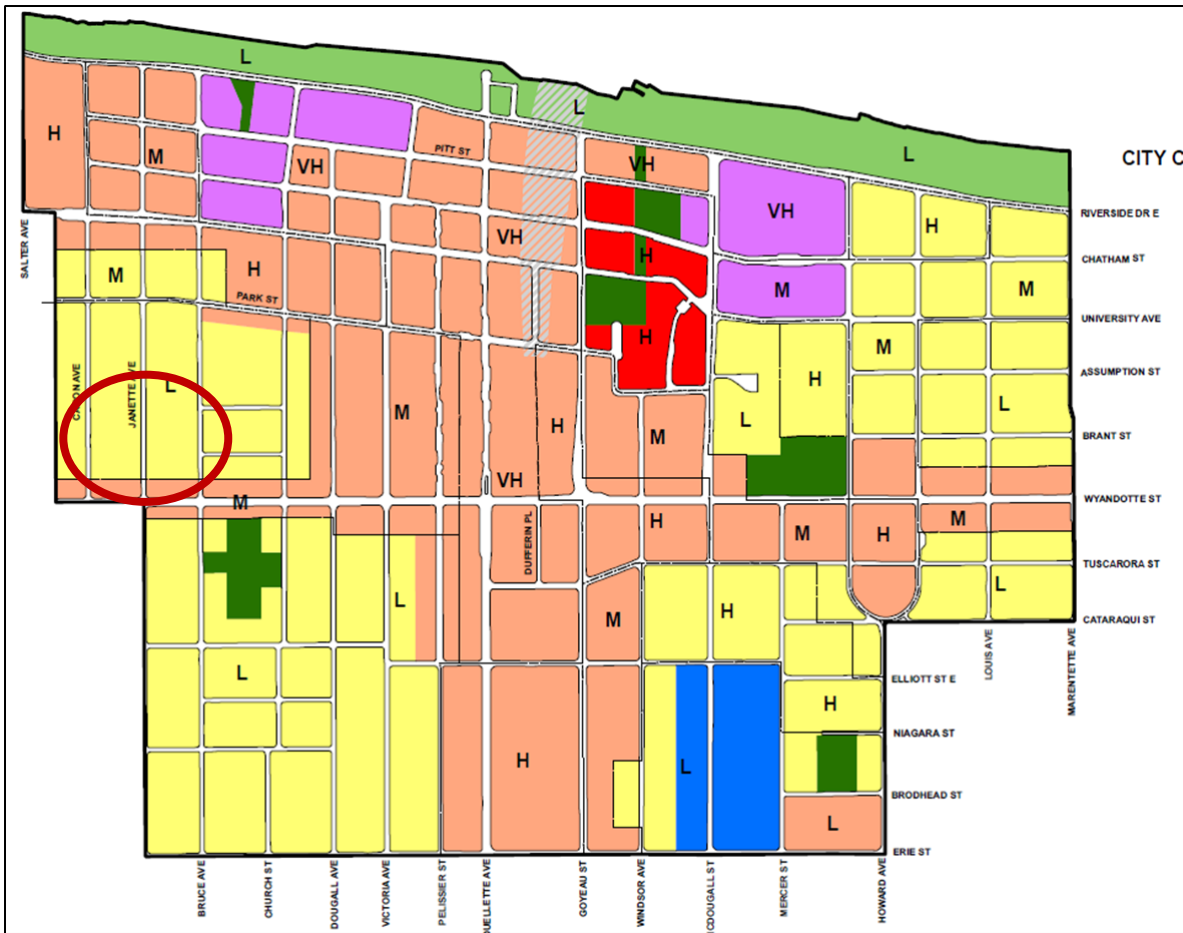


Figure 3 – OP

The Site is also subject to the following:

- adjacent to a Proposed Recreationway (namely Janette Avenue) on Schedule B: Greenway System,
- within an area identified as High Potential on Schedule C.1 - Development Constraint Areas Archaeological Potential,

- adjacent to a Class I Collector Road (namely Janette Avenue) and Bikeway (namely Janette Avenue) on Schedule F - Roads and Bikeways.

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

OP Policy #	Policy	Response
3.2.1.2	Encouraging a range of housing types will ensure that people have an opportunity to live in their neighbourhoods as they pass through the various stages of their lives.	The proposed residential development supports one of the City's overall development strategies of providing for a range of housing types. The proposed housing choice is considered a 'missing middle' development.
4.0 – Healthy Community	The implementing healthy community policies are interwoven throughout the remainder of the Plan, particularly within the Environment, Land Use, Infrastructure and Urban Design chapters, to ensure their consideration and application as a part of the planning process.	The proposed development will support the City's goal of promoting a healthy community in order to live, work, and play. The proposed development is close to nearby transit, employment, shopping, local amenities, and parks.
6.0 - Preamble	A healthy and livable city is one in which people can enjoy a vibrant economy and a sustainable healthy environment in safe, caring and diverse neighbourhoods. In order to ensure that Windsor is such a city, Council will manage development through an approach which balances environmental, social and economic considerations.	The proposed development supports the policy set out in the OP as it is suited for addressing the residential needs of the City. The Site is also located in the City Centre where people can live, work and play.
6.1 - Goals	In keeping with the Strategic Directions, Council's land use goals are to achieve: 6.1.1 Safe, caring and diverse neighbourhoods.	The proposed development supports the goals set out in the OP. The proposed residential use will provide a new housing

OP Policy #	Policy	Response
	<p>6.1.3 Housing suited to the needs of Windsor’s residents.</p> <p>6.1.10 Pedestrian oriented clusters of residential, commercial, employment and institutional uses.</p> <p>6.1.14 To direct residential intensification to those areas of the City where transportation, municipal services, community facilities and goods and services are readily available</p>	<p>choice in an existing neighbourhood.</p> <p>The Site is pedestrian friendly and close to nearby amenities.</p> <p>Municipal services, transportation and community facilities are available.</p>
6.11.1.1 – City Centre Planning District	To encourage a concentration of government institutions, entertainment and retail uses, cultural venues, residences , business headquarters and related offices in the City Centre.	Residential is proposed and is encouraged.
6.11.1.2 - Neighbourhoods	To foster livable residential neighbourhoods close to employment, shopping and entertainment opportunities.	The Site has access to nearby amenities.
6.11.3.1 – Development Profile	<p>For the purpose of this Plan, the development profile areas designated on Schedule E: City Centre Planning District establish the maximum height for buildings within distinct sub-areas of the City Centre. Accordingly, the following development profile areas apply to lands within the City Centre Planning District: (a) Low Profile Area where development is generally no greater than three (3) storeys in height; (b) Medium Profile Area where development is generally no greater than six (6) storeys in</p>	The proposed development is considered a low profile development as it is proposed to have 3 storeys.

OP Policy #	Policy	Response
	height; (c) High Profile Area where development is generally no greater than fourteen (14) storeys in height; and (d) Very High Profile Area where development is generally greater than fourteen (14) storeys in height.	
6.11.5.1 – Residential Permitted Uses	Uses permitted in the Residential land use designation identified on Schedule E: City Centre Planning District include: (a) in areas also designated as Low Profile Area single detached, semi-detached, duplex, and row and multiplex dwelling units with up to 8 units; and (b) in areas also designated as Medium or High Profile Area dwelling units, preferably over 8 units.	A total of 6 units are proposed and is considered low profile.
6.11.5.3 – Evaluations	At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed residential development within an area having a Neighbourhood development pattern is: (a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses: (i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan; (ii) adjacent to sources of nuisance, such as noise, odour, vibration and dust; (iii) within a site of potential or	<p>This scoped PRR has taken into consideration the PPS policies.</p> <p>The constraint areas identified in the OP (ie recreationway, archaeology, etc) do not impact the development of the Site.</p> <p>There are no anticipated traffic issues.</p> <p>There are no heritage resources that impact the Site.</p> <p>The Site is compatible with the existing neighbourhood in terms of scale, massing, height, etc.</p>

OP Policy #	Policy	Response
	<p>known contamination; (iv) where traffic generation and distribution is a provincial or municipal concern; and (v) adjacent to heritage resources. (b) in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area; (c) In existing neighbourhoods, compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and amenity areas. In Mature Neighbourhoods as shown on Schedule A-1, compatible with the surrounding area, as noted above, and consistent with the streetscape, architectural style and materials, landscape character and setback between the buildings and streets; (d) provided with adequate off street parking; (e) capable of being provided with full municipal physical services and emergency services; and (f) Facilitation a gradual transition from Low Profile residential development to Medium and/or High Profile development and vice versa, where appropriate, in accordance with Design Guidelines approved by Council.</p>	<p>The proposed dwelling will be designed to be compatible.</p> <p>The density is appropriate. A total of 6 units would be permitted in the form of a semi detached dwelling with additional dwelling units (ADUs) as of right.</p> <p>There is no shadowing or loss of privacy anticipated.</p> <p>Parking is provided on-site.</p> <p>The Site is not considered a mature neighbourhood.</p> <p>Full municipal services are available for the proposed development.</p>
7.0 - Infrastructure	<p>The provision of proper infrastructure provides a safe, healthy and efficient living environment. In order to accommodate transportation and physical service needs in</p>	<p>The proposed development is close to nearby transit, off a major roadway, and has access to full municipal services.</p>

OP Policy #	Policy	Response
	Windsor, Council is committed to ensuring that infrastructure is provided in a sustainable, orderly and coordinated fashion.	

Therefore, the proposed development will conform with the purpose and intent of the City of Windsor OP.

5.1.3 Zoning By-law

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

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

According to Map 3 attached to the ZBL the Site is currently zoned Residential District 2.2 (RD2.2) category (see Figures 4 – ZBL).

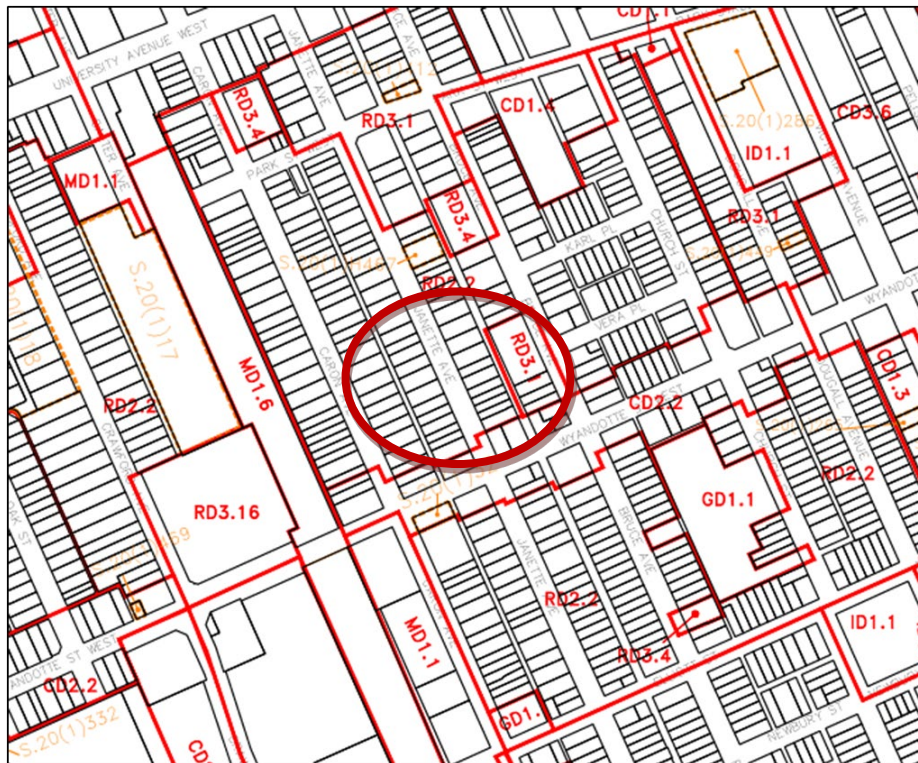


Figure 4 – ZBL

It is proposed to further amend the zoning to Residential District 2.2 (RD2.2 - S.20(1)(XXX)) category to permit a multiple dwelling containing a maximum of six (6) dwelling units as an additional permitted use with site specific relief.

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

A review of the RD2.2 zone provisions, as set out in Section 11.2 of the ZBL is as follows:

Zone Regulations (11.2.5.4)	Required RD2.2 Zone (Multiple Dwelling)	Proposed	Compliance and/or Relief Requested with Justification
Permitted Uses	One Double Duplex Dwelling One Duplex Dwelling One Multiple Dwelling containing a maximum of four dwelling units One Semi-Detached Dwelling One Single Unit Dwelling Townhome Dwelling Any use accessory to any of the preceding uses	Multiple dwelling containing a maximum of six (6) dwelling units as an additional permitted use	Subject to the ZBA. The Site is large enough to accommodate the proposed development. Only minor relief is requested for the proposed building to be located on the Site. The proposed lot coverage is less than the maximum allowed. Additional side yard setback is also provided. The RD2.2 zone is being retained to ensure the proposed development is compatible with the neighbourhood as the building envelopes will be similar.
Lot Width – minimum	18.0 m	15.24 m	Relief Required. Lot frontage exists. The request is minor.
Lot Area – minimum	540.0 m ²	521.42 m ²	Relief Required. Lot area is existing. The request is minor.

Zone Regulations (11.2.5.4)	Required RD2.2 Zone (Multiple Dwelling)	Proposed	Compliance and/or Relief Requested with Justification
			<p>The land area is sufficient to accommodate the proposed development.</p> <p>Additional landscaping could be provided.</p>
Lot Coverage – maximum	45.0%	43.47 %	Complies
Main Building Height - maximum	9.0 m	10.02 m	<p>Relief is required.</p> <p>An increase of 1.2 m is required.</p> <p>Relief will allow the proposed roof line.</p> <p>Relief will also allow the first floor to be accessible.</p> <p>The increase in height provides the target density of 6 units.</p> <p>There are several similar buildings heights in the area of the Site.</p> <p>The City of Windsor’s Intensification Guidelines (dated June 2022) have been considered in the design of the proposed dwelling.</p> <p>The building will be brought close to the road to allow for parking at the rear.</p> <p>There is no shadowing or loss of privacy anticipated.</p>

Zone Regulations (11.2.5.4)	Required RD2.2 Zone (Multiple Dwelling)	Proposed	Compliance and/or Relief Requested with Justification
Front Yard Depth – minimum	6.0 m	6.10 m face of the building 4.57 m (balcony can encroach up to a max 1.50 m into the required front yard)	Complies
Rear Yard Depth – minimum	7.50 m	9.53 m	Complies
Side Yard Width – minimum	1.20 m	North side – 1.52 m South side – 1.52 m	Complies
Parking Requirements Table 24.20.5.1 - minimum	Multiple Dwelling containing a minimum of 5 Dwelling units - 1.25 for each dwelling unit 6x1.25= 7.5 (7 rounded down)	4	Relief required. A decrease of 3 parking spaces is requested. The Site is not subject to City Centre parking exemptions. A Parking Study has been prepared to justify the reduction. The Site has access to on-site parking, transit and active transportation.
Bicycle – Table 24.30.1.1 minimum	1 to 9 = 0	10	Complies

Therefore, the proposed development will comply with all zone provisions set out in the RD2.2 Zone except for the following, which requires site-specific relief:

1. decrease the minimum lot width from 18.0 m to 15.24 m,
2. decrease the minimum lot area from 540.0 m² to 521.42 m²,

3. *increase the maximum building height of the main building from 9.0 m to 10.02 m, and*
4. *Decrease the minimum parking from 7 to 4.*

6.0 SUMMARY AND CONCLUSION

6.1 Context and Site Suitability Summary

6.1.1 Site Suitability

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

- The land area is sufficient to accommodate the proposed development,
- The Site is generally level,
- The Site will be able to accommodate municipal water, storm and sewer,
- There are no anticipated traffic or parking concerns, and
- The location of the proposed development is appropriate.

6.1.2 Compatibility of Design

The proposed development will be limited to a 3 storey, low profile building, which is a compatible density for the Site and with the surrounding area.

The proposed residential use will provide a new housing choice in an existing built-up area.

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

A total of 6 units would be permitted in the form of a semi detached dwelling with additional dwelling units (ADUs) as of right.

Parking, amenity areas, and landscaping will be provided.

6.1.3 Good Planning

The proposal represents good planning as it addresses the need for the development of a parcel of land, which contributes to affordability and intensification requirements.

The proposed housing choice is considered a 'missing middle' development.

Residential use on the Site represents an efficient development pattern that optimizes the use of land.

6.1.4 Environment Impacts

The proposal does not have any negative impact on the natural environment.

6.1.5 Municipal Services Impacts

There will be no negative impacts on the municipal system as the proposed use will not add to the capacity in a significant way.

6.1.6 Social, Cultural, and Economic Conditions

The proposed development does not negatively affect the social environment as the Site is in close proximity to major transportation corridors and nearby amenities.

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

The proposed development promotes efficient development and land use patterns which sustains the financial well-being of the Municipality.

The proposal does not cause any public health and safety concerns.

The proposal represents a cost-effective development pattern that minimizes land consumption and servicing costs.

There will be no urban sprawl as the proposed development is within the existing settlement area and is an ideal infilling opportunity.

There are no cultural heritage resources that impact the Site.

6.2 Conclusion

In summary, it would be appropriate for the City of Windsor to approve the ZBA application to permit the proposed development on the Site.

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

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

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

- (a) Include a description of the proposal and the approvals required;*
- (b) Describe the Site's previous development approval history;*
- (c) Describe major physical features or attributes of the Site including current land uses(s) and surrounding land uses, built form and contextual considerations;*
- (d) Describe whether the proposal is consistent with the provincial policy statements issued under the Planning Act;*

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

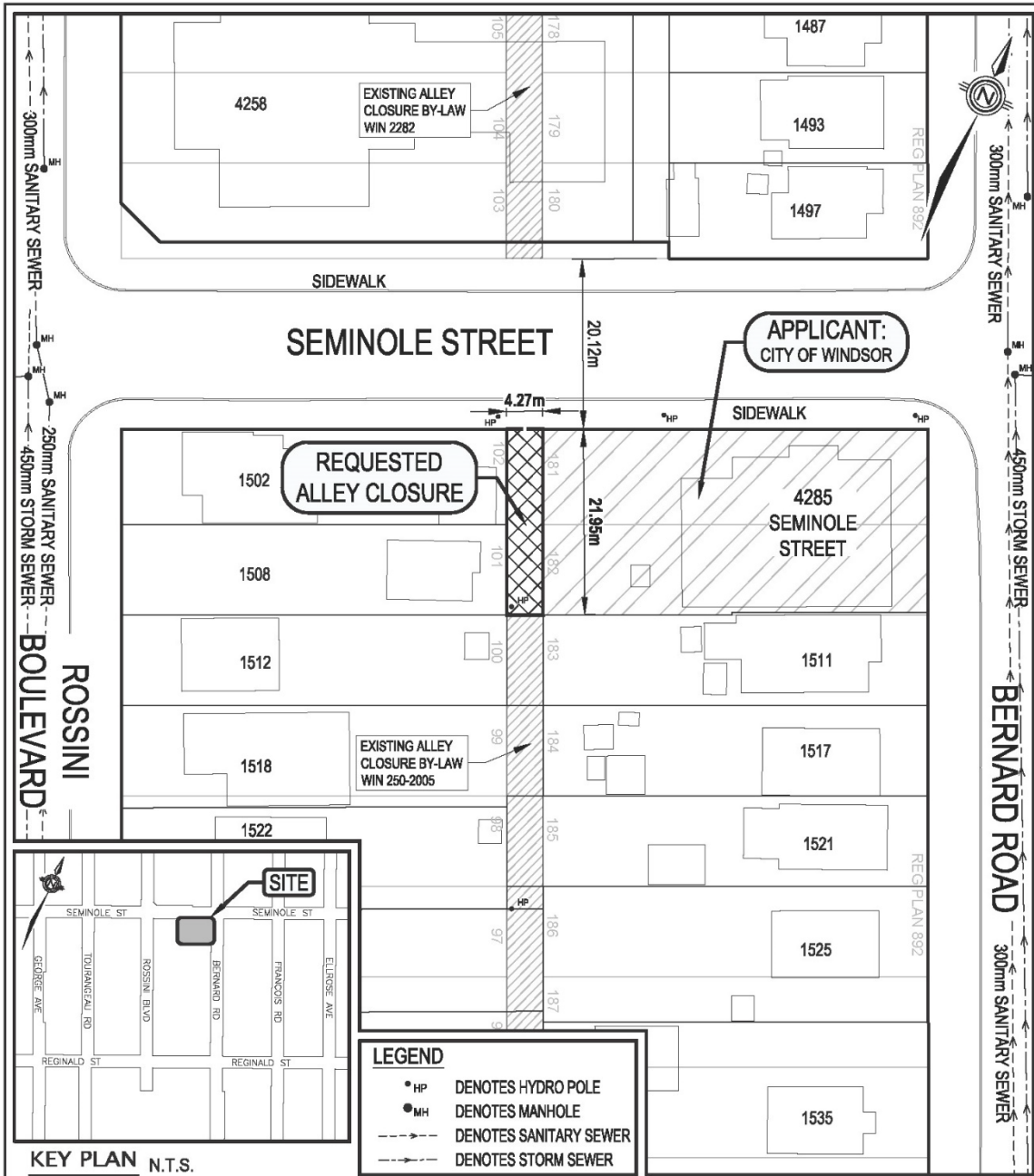
Planner's Certificate:

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


Tracey Pillon-Abbs, RPP
Principal Planner

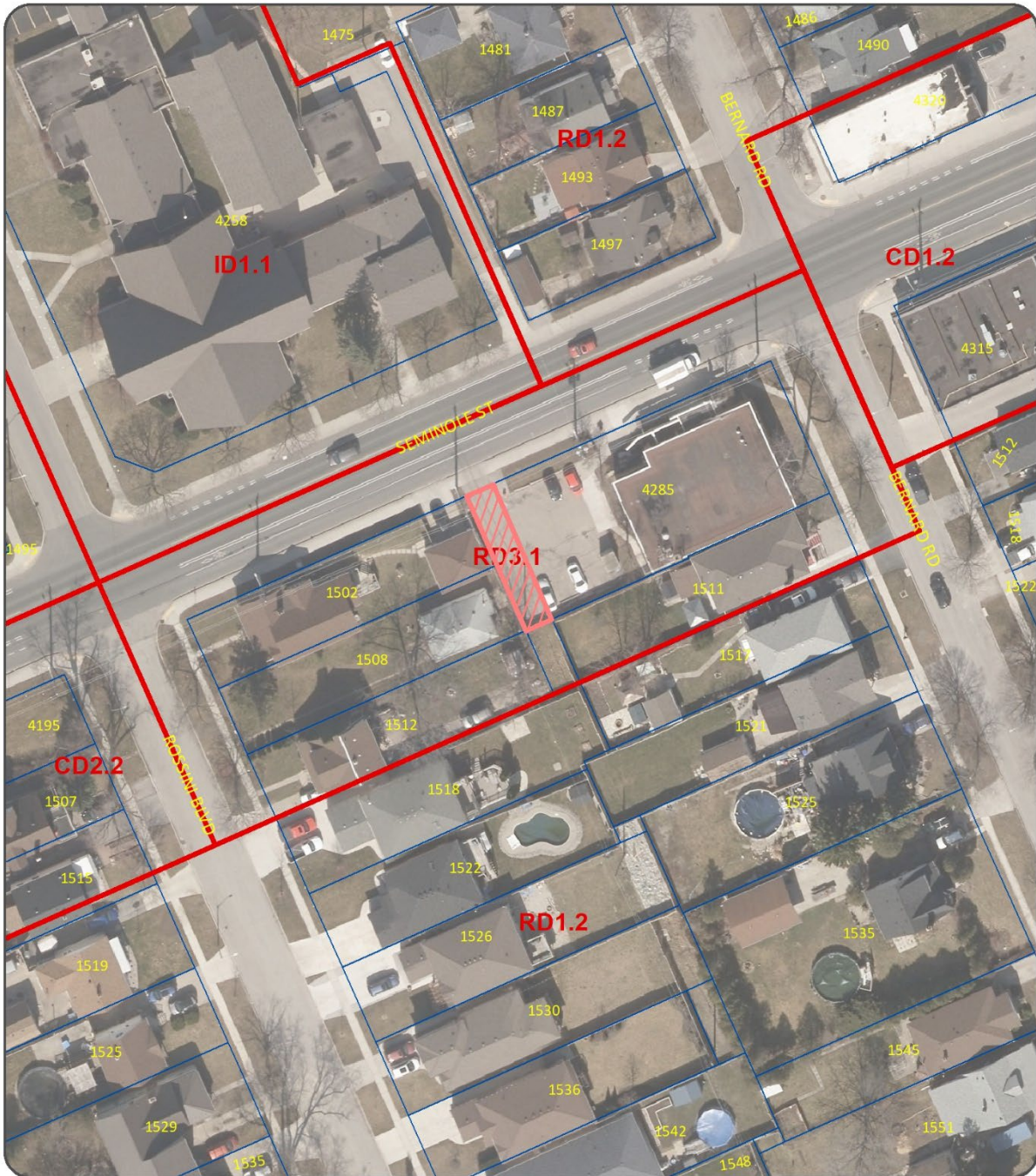


APPENDIX “A”
Drawing No. CC-1858



<p>THE CORPORATION OF THE CITY OF WINDSOR - ENGINEERING DEPARTMENT</p> <p>Proposed Closure of North/South Alley Located Between Bernard Road and Rossini Boulevard, Immediately Beside 4285 Seminoles Street</p>			
<p><i>Kirk Tamm</i> Kirk Tamm, Manager of Geomatics</p>	<p>SCALE: 1:600 DWN BY: JM</p>	<p>DATE: OCT 2024 CHKD BY: PJU / BN</p>	<p>REVISED: - REVISION NO.: -</p>
			<p>DWG. NO. CC-1858</p>

APPENDIX “B” EIS Drawing - Aerial Photo



STREET & ALLEY CLOSING (SAA/7231)

APPLICANT : CITY OF WINDSOR – INFRASTRUCTURE SERVICES

 REQUEST FOR CLOSURE

PLANNING DEPARTMENT - PLANNING POLICY

DATE: OCTOBER, 2024

1:750



APPENDIX “C”

Consultations with Municipal Departments and Utility Companies

BELL CANADA

No comments provided

COGECO CONNEXION INC.

No comments provided

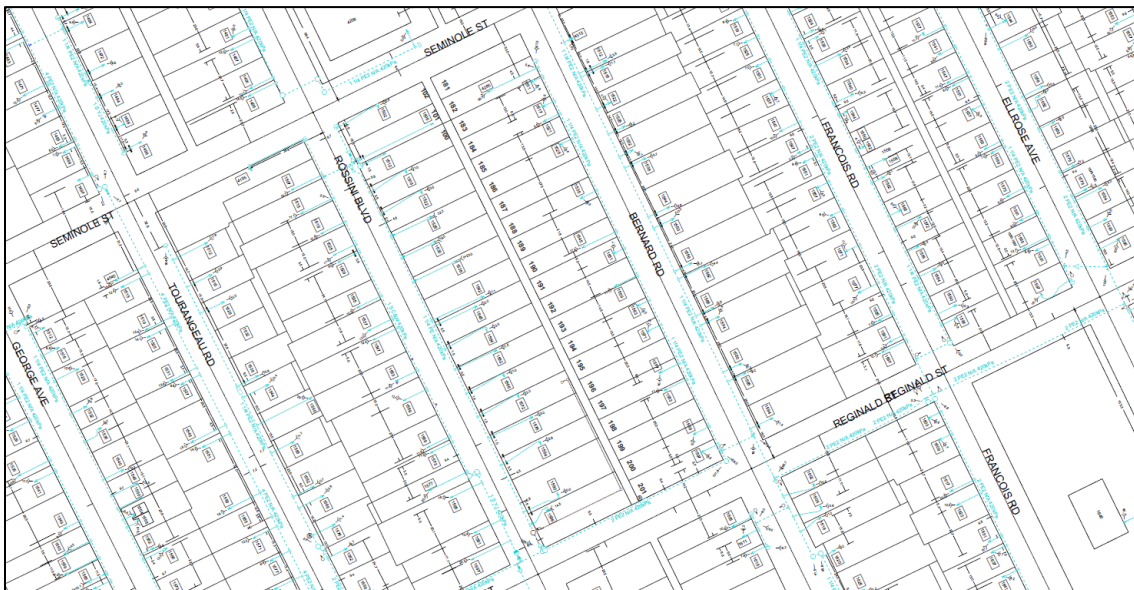
ENBRIDGE GAS INC.

After reviewing the provided drawing, and consulting our mapping system, please note that Enbridge Gas has no active infrastructure in the proposed area. A PDF drawing has been attached for reference.

Also, please note the following should you find any abandoned infrastructure in the area:

- Any pipe that is excavated, please assume that it is live
- If during any job if any pipe is found that is not on the locate sheet and 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.



[Sandro Aversa - Drafter / Estimator, Construction & Growth]

ENGINEERING (DEVELOPMENT & ROW)

The alley to be closed is approximately 21.75 m long and 4.5 m wide and made of asphalt. There are no sewers running through this alley. There are hydro poles and guy wires in this alley, these will require an easement. There is a driveway approach at the north end of this alley that is being used to access parking on this property. This subject alley to have no usefulness by CR146/2005; therefore, we have no objections to the closure.

[Shannon Mills - Technologist III]

ENGINEERING (OPERATIONS)

No comments provided

ENVIRONMENTAL SERVICES

No comments provided

ENWIN UTILITIES LTD. (HYDRO)

No Objection, however, an easement named to ENWIN Utilities Ltd. is required upon closing for the whole width and length of this section of the alley to accommodate existing overhead 16kV, 120/240 volt, and 347/600 volt hydro distribution, poles, and down guy wires.

[Zachary Mancini - Hydro Engineering Technologist]

ENWIN UTILITIES LTD. (WATER)

ENWIN Water has no objections.

[Bruce Ogg - Water Project Review Officer]

LEGAL & REAL ESTATE SERVICES

Conveyance price of \$20/sq foot without easements and \$10/sq foot with easements, plus HST if applicable. Survey costs, If required, in addition to the conveyance price.

[Stephanie Santos - Coordinator Real Estate Services]

FINANCIAL PLANNING

Financial matters reviewed and approved

[Josie Gualtieri – Financial Planning Administrator]

MANAGED NETWORK SYSTEM INC. (MNSi)

MNSi would like to be included in an aerial easement in this area please. We are currently on the poles in this alley.

[Dave Hartleib - Outside Plant Manager]

PLANNING (DEVELOPMENT)

No comments provided

PLANNING (LANDSCAPE)

No comments provided

ROGERS

No comments provided

TELECON (TELUS)

TELUS has no underground infrastructure in the area of your proposed work.

Kindly request a locate from One Call first. Also, submit a formal plan of your proposed work area.

TELUS Planning Requests & Utility Mark-ups.

TELUS Planning requests are now part of the Ontario One call website (Ontario One Call). Please submit all TELUS planning inquiries using the existing "Request a Locate" process. You will receive an automated response from TELUS within minutes of your submission. If there are any potential conflict after review of our response, email Engineering.Requests@telus.com for further assistance.

[Alryan Pineda]

TRANSPORTATION PLANNING

Transportation Planning has no comments.

[Elara Mehrilou - Transportation Planner I]

WINDSOR FIRE

No comments provided

WINDSOR POLICE

The Windsor Police Service has no concerns or objections with this application.

APPENDIX “D”
Site Photos (Google Street View - November 2023)



Figure 1 - Looking south towards alley from Seminole Street (Windsor Public Library - Seminole Branch on left)

APPENDIX “E”

Classification of Alleys and Suitability for Closure

Classification of Public Rights-of-Ways:

Currently streets and alleys fall into four classifications on the basis of their usefulness:

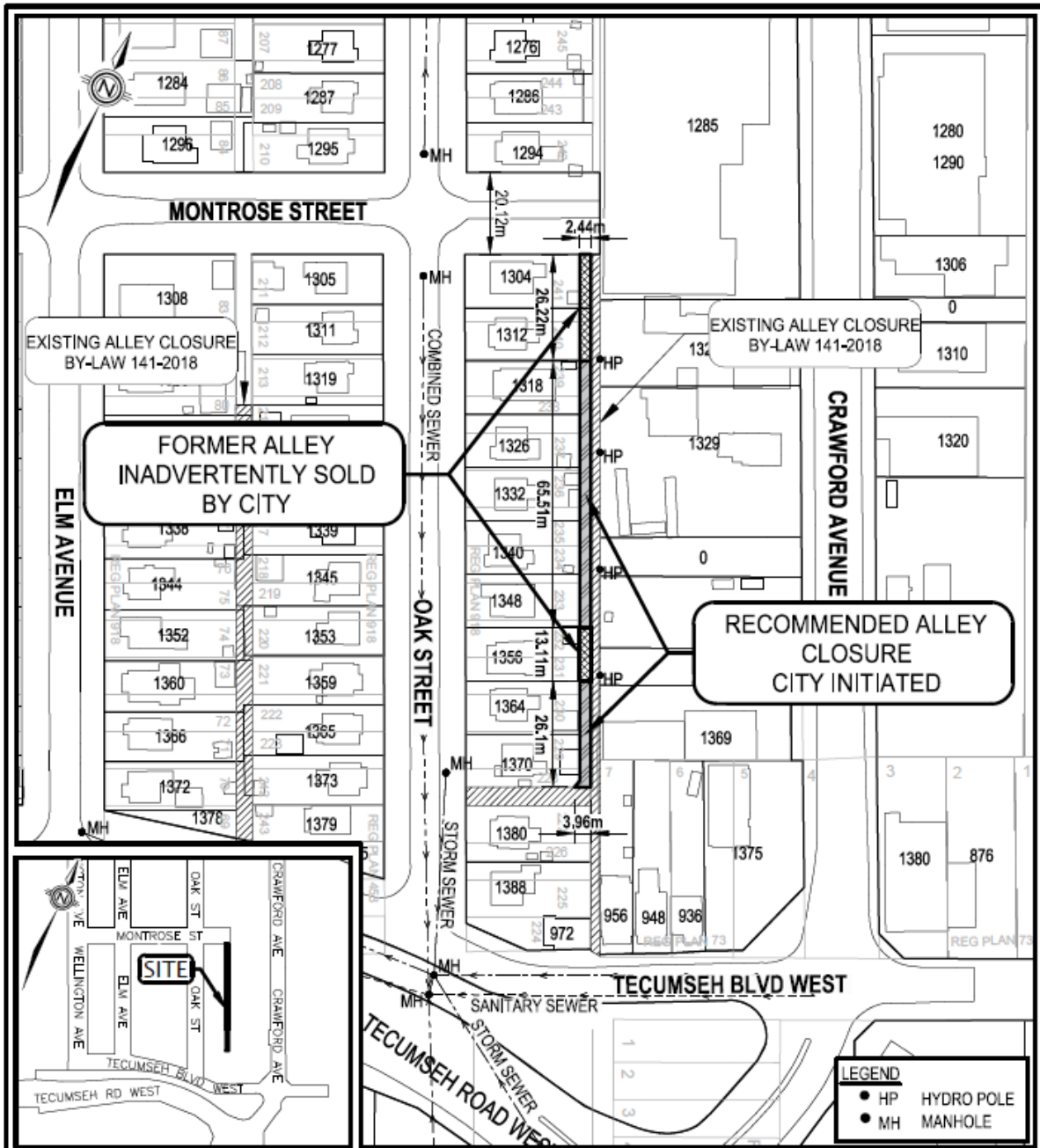
1. Alleys that are indispensable. These would be alleys serving commercial properties and properties fronting on heavily traveled streets i.e. major arterial routes and alleys which contain sewers and must remain accessible for servicing; alleys or streets which serve as the only vehicular means of access to rear parking areas and garages where the property has insufficient lot width for a side drive; and, alleys which contain Fire Department connections that are deemed to be necessary for firefighting access.
2. Alleys that, have some usefulness, are nevertheless dispensable and may or may not be a complete liability.
3. Alleys that appear to serve no useful purpose, either now, or anticipated. Such alleys are in residential areas and locations where generally the lots are wide enough for side drives, or those alleys abutting parks and other parcels of land that do not require any servicing from the alley. Remnant or stub-end streets which are dead-ended and do not serve as access to other streets.
4. Alleys lying in Holding zones and other similar undeveloped areas where the alley system is clearly obsolete and has never been developed, but where the City needs to keep its options open until new area plans are prepared and development is imminent.

Suitability for Closing:

Following are the criteria and suitability for closing alleys in each of the above classifications:

1. Indispensable alleys should not be closed, conveyed, reduced or otherwise jeopardized through minority interests unless a suitable substitute alley is opened in lieu thereof. They are essential from the viewpoint of fire protection, police protection, emergency services (i.e. ambulance) and loading or unloading of goods, refuse collection, servicing of blocked sewers and utility services. Without such alleys, the above noted services would at least be more costly if not impossible to complete or adequately access; and would noticeably interfere with street traffic, thereby reducing the access capacity of the adjacent arterial, collector, or street for business.
2. Alleys having some usefulness should be considered for closing only upon request of abutting owners rather than by encouragement of the City.
3. Alleys that serve no useful purpose should be closed if at all possible, and in fact the owners abutting thereon should be encouraged to accept conveyance.
4. Alleys that are clearly obsolete should not be closed unless there is a municipal need or specific development proposals acceptable to the City are submitted.

APPENDIX "B"
Drawing No. CC-1849



KEY PLAN N.T.S.

THE CORPORATION OF THE CITY OF WINDSOR - ENGINEERING DEPARTMENT

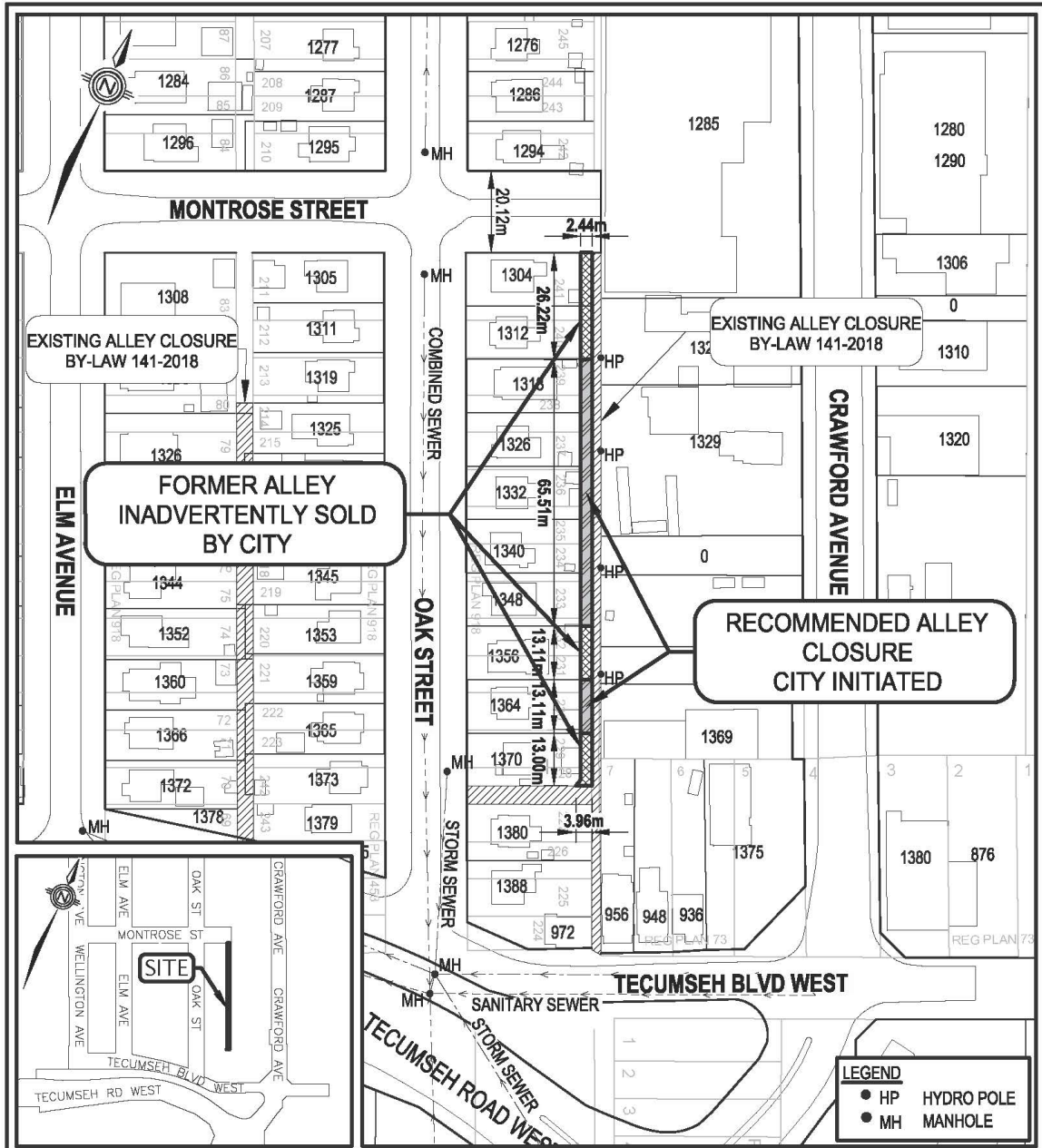
Proposed Closure of Part of the North/South Alley From Montrose Street to Tecumseh Blvd West, Between Oak Street and Crawford Avenue

Kirk Tamm
Kirk Tamm, Manager of Geomatics

SCALE: 1:1250	DATE: July 2024	REVISED: -
DWN BY: AZ	CHKD BY: PJJ / BN	REVISION NO.: -

DWG. NO.
CC-1849

APPENDIX "C" Revised Drawing No. CC-1849



KEY PLAN N.T.S.

THE CORPORATION OF THE CITY OF WINDSOR - ENGINEERING DEPARTMENT

Proposed Closure of Part of the North/South Alley From Montrose Street to Tecumseh Blvd West, Between Oak Street and Crawford Avenue

Kirk Tamm
 Kirk Tamm, Manager of Geomatics

SCALE: 1:1250
DWN BY: AZ

DATE: July 2024
CHKD BY: PJJ / BN

REVISED: Dec 2024
REVISION NO.: 1

DWG. NO.
CC-1849



**MEETING OF THE
WINDSOR ESSEX REGIONAL COMMUNITY SAFETY AND WELL-BEING
SYSTEMS LEADERSHIP TABLE**

MEETING MINUTES

WEDNESDAY, JUNE 12TH, 2024; 9:00AM TO 10:00AM

VISION: *“A COMMUNITY WHERE EVERYONE FEELS SAFE, HAS A SENSE OF BELONGING, EQUITABLE ACCESS TO SERVICES AND OPPORTUNITIES, AND CAN HAVE THEIR NEEDS MET ACROSS WINDSOR AND ESSEX COUNTY”*

In Attendance

Co-Chairs

Andrew Daher, Sandra Zwierns

Members

Jeanie Diamond-Francis, Jill Lawrence, Eric Nadalin, Jason Woods

Guest Speakers

Julie Fraser, Allison Prieur

Project Team

Amanda Alchin, Stephen Lynn, Michelle Oake

Regrets

Members

Kevin Blondin, Karel DeGraaf, Angela Ferguson, Bill Marra, Carolyn Warkentin, Joyce Zuk

Agenda Item	Highlights	Action/Update
<p>Call to Order</p>	<p>1.1 Welcome</p> <ul style="list-style-type: none"> Sandra Zwierns, Co-Chair, Regional Systems Leadership Table (RSLT) Chief Administrative Officer, County of Essex, welcomed members. It was announced that guest speakers, from Creative Momentum Consulting, would be joining the meeting at 9:45 am to share their progress towards Goal 7 under the “Financial Security & Economic Equity” Priority of the Windsor Essex Regional Community Safety & Well-Being Plan (the Plan). <p>1.2 Establish Quorum and Call to Order</p> <ul style="list-style-type: none"> 6 members were present, establishing quorum. The meeting was called to order at 9:06 am. <p>1.3 Approval of Today’s Agenda</p> <p>Moved by: Andrew Daher Seconded by: Eric Nadalin</p> <ul style="list-style-type: none"> The Meeting Agenda for June 12, 2024, was approved. Carried. <p>1.4 Declaration of Conflicts of Interest</p> <ul style="list-style-type: none"> N/A 	



	<p>1.5 Approval of March 21st, 2024, Meeting Minutes</p> <p>Moved by: Andrew Daher Seconded by: Eric Nadalin</p> <ul style="list-style-type: none"> The March 21, 2024 Meeting Minutes were approved. <p>Carried.</p>	
<p>Matters of Discussion</p>	<p>2.1 Progress Updates: Ongoing WERC SWB Projects</p> <p>2.1.1 Community Investment Fund</p> <ul style="list-style-type: none"> The RSLT was provided with an update regarding Goals 3, 4, and 7 being actioned through the Community Investment Fund. Focusing on Goal 4, the RSLT were invited to the launch of the Plan's Neighbourhood Safety & Crime Prevention Walks Toolkit occurring on Thursday, June 27, 2024 at the Giovanni Caboto Club. <p>2.1.2 Building Safer Communities Fund (BSCF)</p> <ul style="list-style-type: none"> A discussion occurred regarding the call for proposals, which expanded funding through the BSCF to Windsor-Essex Children's Aid Society, Sandwich Teen Action Group, and an additional program through New Beginnings. The Regional Crime Prevention Council held its first meeting in February and will be holding its second meeting on Friday, June 28, 2024. The goal of this second meeting is to draft a tangible, actionable plan to be executed within one year. <p>2.1.3 Substance Supports in Neighbourhoods Accessed through Police Partnerships (SSNAPP)</p> <ul style="list-style-type: none"> SSNAPP will be hosting community engagement events and trauma training workshops throughout the rest of the year. <p>2.2 Council Report</p> <ul style="list-style-type: none"> To provide an update on the Plan, its progress, and timelines, a report appeared before Windsor City Council and was received for information by City Council on May 27, 2024. A similar report will be received by the County of Essex Town Council in an upcoming meeting. 	
<p>Unfinished Business</p>	<p>3.1 RSLT Terms of Reference</p> <ul style="list-style-type: none"> <i>Terms of Reference</i> have been disseminated for signature through DocuSign. Signing is still ongoing. <i>Terms of Reference</i> is a living document and will be amended shortly. <p>3.2 New Structure of RSLT Meetings</p> <p>3.2.1 Future (ESN and PWLE) RSLT Members</p> <ul style="list-style-type: none"> In order to work towards Goal 2 of the Plan, which is to '[i]mprove representation and inclusion of priority populations in collaborative decision- 	



	<p>making processes for CSWB initiatives,’ an Expression of Interest was distributed publicly to expand the RSLT. A subcommittee was struck to evaluate applicants using a standard grading rubric. The RSLT discussed and agreed upon the selected applicants.</p> <ul style="list-style-type: none"> • Discussion ensued regarding the honoraria policy (e.g., training opportunities) for these selected applicants. 	<p>ACTIONS</p> <ul style="list-style-type: none"> • ESN and PWLE will be invited to future RSLT Meetings
<p>New Business / Round Table Discussion</p>	<p>4.1 Good News</p> <ul style="list-style-type: none"> • There are many projects coming to completion under the Plan. <p>4.2 Focused Discussion – WERCSWB Priority 1: Good Governance and Data</p> <ul style="list-style-type: none"> • The first priority of the Plan is “Good Governance and Data.” The following topics were discussed: <ul style="list-style-type: none"> ○ Tangible (relevant, timely, and in-demand) actions that could be taken to achieve Goal 1.2. ○ A regional approach to actioning this goal and potential opportunities for future project partnership. 	
<p>Guest Presentation</p>	<p>5.1 Community Spotlight: Creative Momentum Consulting</p> <ul style="list-style-type: none"> • Goal 7 under the “Financial Security & Economic Equity” Priority of the Plan was discussed to provide context: “Identify existing gaps in the social safety net for those facing income insecurity and poverty with a lens of equity and inclusion for priority populations.” • Creative Momentum Consulting, led a presentation on their project that would fulfil Goal 7 of the Plan, including their social service review, gap analysis, action planning, and implementation. 	
<p>Adjournment</p>	<p>6.1 Next Quarterly Meetings</p> <ul style="list-style-type: none"> • September 11, 2024 (Cancelled) • December 11, 2024 (Virtual: 9:00 am – 10:00 am) <p>6.2 Meeting Adjourned</p> <ul style="list-style-type: none"> • The meeting was adjourned at 10:01 am. 	